

Policy 101

Vision & Context

Project Development

Funding

Vision & Context

- CS is fundamentally about a commitment to equity
- Needs of vulnerable road user
- Context is important



Project Development

- Achieving network of Complete Streets will take working simultaneously on many levels.
- Every project is Complete Streets Project
- Integrate complete streets designs into all programs, including maintenance.
- Pro-actively retrofit our streets to close the gaps in the network



Funding

- Prioritize CS projects
- Budget line item
- Development impact mitigation
- Resource identification
- All programs contributing to CS



“It’s more affordable than a car and I like to stay fit while getting around.”
Olivia Q.

10 Elements of a Complete Streets Policy

1. Vision & Intent
2. Diverse Users
3. Commitment in All Project & Phases
4. Clear, Accountable Expectations
5. Jurisdiction
6. Design
7. Land Use & Context Sensitivity
8. Performance Measures
9. Project Selection Criteria
10. Implementation

Vision and Intent

*Policies' vision and intent include an equitable vision for **how** and **why** the community wants to complete its streets.*

*They specify the **need to create a complete, connected network** and **specifies at least four modes**, two of which must be walking or biking.*

Vision and Intent

- What are the benefits of walking?
- What are the benefits of bicycling?
- What are the benefits of transit use?

 Foster healthy, equitable, and economically vibrant communities where all residents have greater mobility choices.

Metro (Los Angeles, CA) 

Context: Federal Complete Streets Policy

- The US DOT has a bicycle/pedestrian policy that applies to federally-funded projects that requires:
 - Incorporating safe and convenient walking and biking facilities into transportation projects
 - Considering walking and biking as equal to other transportation modes
 - Ensuring there are transportation options for people of all ages and abilities

Context: State Law

- State law provides that accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways, as defined in section 14-1, in this state, where “user” means a motorist, transit user, pedestrian or bicyclist.

Context: State Policy

- The CT DOT Complete Streets Policy requires complete streets consideration for all projects receiving state or federal funding
- The policy strives to “consider the needs of all ... as a means of providing a ‘safe, efficient transportation network which enhances quality of life and economic vitality.’”

Context: Local Policies

- Nine communities in CT already have complete streets policies, including four in the CRCOG region:

- Enfield
- Hartford
- South Windsor
- West Hartford



Drafting: Vision and Intent

- Which Complete Streets benefits resonate with you most?
- What vision and intent elements are particularly important to your community?
 - Keep in mind how regional and state policy may shape your community's approach

Additional Available Resources:

- *Connecticut General Statutes Sec. 13a-153f*
- *State Policy*

Diverse Users

*Policies must benefit **all users equitably**, particularly vulnerable users and the most underinvested and underserved communities.*

Diverse Users

- What do people walking need?
- What do people bicycling need?
- What do people using transit need?



“In communities without complete sidewalk networks, transit is less viable and more expensive to implement, household transportation and health care costs are higher, pedestrian injuries and deaths are more frequent, and people who are unable to drive are socially isolated.



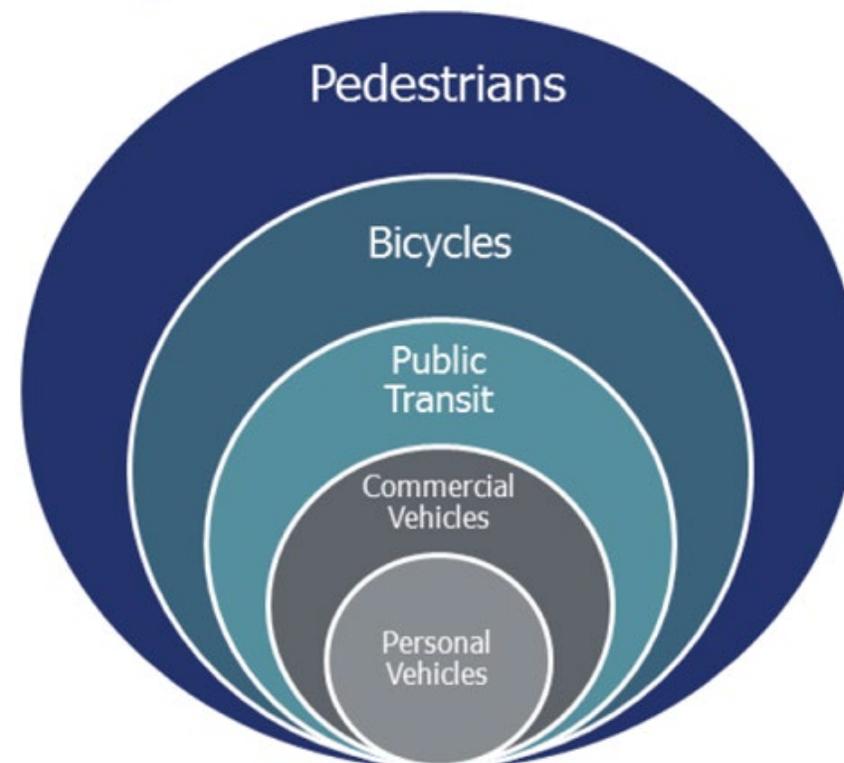
Nashville-Davidson Co., TN

Modal Priority

■ Example Modal Hierarchies

Rank	Minneapolis	Nashville	Palm Beach
1	Walking	Pedestrians	Pedestrians
2	Biking or transit	Bicyclists	Bicyclists
3	Driving	Transit Users	Transit Users
4		Moving Goods	Commercial Vehicles
5		Car Sharing	Personal Vehicles
6		Personal Car	

Transportation User Considerations



Social Equity

- Complete streets provide economic opportunity to people regardless of their ability to afford a personal vehicle
- Crashes are positively correlated with neighborhoods with high populations of racial minorities

Drafting: Diverse Users

- How will diverse users be prioritized in your policy?

Additional Available Resources:

- *FHWA, “A Resident’s Guide for Creating Safer Communities for Walking and Biking,” Sec. 1 – What’s the problem here?*
- *Transit Street Design Guide – Street Environments*
- *NSCS brief. “Complete Streets Mean Equitable Streets”*

Commitment in All Projects and Phases

*Policies apply to **new, retrofit/reconstruction, maintenance, and ongoing projects.***

Commitment in All Projects and Phases

- How can complete streets play a role in each of these phases?
 - Planning
 - Programming
 - Design
 - Right-of-Way Acquisition
 - Procurement/Bidding
 - Construction
 - Reconstruction
 - Operations



Project phases include planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, and operations as well as any change to transportation facilities within street rights-of-way such as capital improvements, re-channelization projects, and major maintenance.



IMPO (Indianapolis, IN)

Leveraging Opportunities



Phase	Opportunities
Planning	High-level thinking about the potential of a given project, users to be included, hierarchy of modes on the street, context/network considerations
Programming	Funding sources
Design	Context Sensitive Design (CSS), allocation of space, perceived and real safety, material selection
Right-of-Way Acquisition	Negotiation of easements, communicating benefits
Procurement/Bidding	Bid alternates
Construction	Maintenance of clear passage for all modes
Reconstruction	Planning ahead, easy wins & low-hanging fruit
Operations	Maintenance, snow clearance, evaluation

Drafting: Commitment in All Projects and Phases

What project development phases should be included in the draft policy? Are there any unique components of your project process that need extra consideration?

Additional Available Resources:

FHWA. "Incorporating On-Road Bicycle Networks into Resurfacing Projects."

Clear, Accountable Expectations

*Policies make any exceptions **specific** and set a clear procedure that requires **high-level approval** and **public notice** prior to exceptions being granted.*

Clear, Accountable Expectations

- What are possible legitimate scenarios where exceptions to a Complete Streets policy should be granted?
- How would you specify a decision-making process for exceptions?



Any exception to the Green and Complete Streets Policy, including for eligible private projects, must receive an interdepartmental staff review and approval ... and be documented with publicly-available, supporting information that indicates a basis for the decision.



Nashville-Davidson Co., TN

Potential Exceptions



Exception	Example “Exception to the exception”
Corridors where specific use is prohibited, e.g. interstates and pedestrian malls	Bike-ped path adjacent to an interstate
Cost of a complete streets element is disproportionate to need or probable use	Consider lower-cost alternative designs
Documented absence of current or future need	Consider latent demand and potential future use
Emergency repairs	Consider reasonable detour routes for all modes

Drafting: Clear, Accountable Exceptions

- What are important exceptions to note?
- What should the process for approving exceptions be?
- How will the public play a role?

Jurisdiction

*Policies require interagency **coordination between government departments and partner agencies** on Complete Streets.*

Jurisdiction

- What other agencies or organizations might become stakeholders or partner agencies? What are their primary interests? Do they support or compete with complete streets?
- Consider the following:
 - Board of Selectmen/Town Council
 - Mayor
 - Transit Providers
 - Public health
 - Housing
 - Police, fire, and EMS
 - Schools
 - Private and public property abutters
 - Utility Providers



Local municipalities or NYSDOT shall coordinate their projects with adjacent municipalities to ensure consistency of facilities ... Every project shall involve the local transit agency in the project development process to ensure that sufficient accommodation of transit vehicles, and access to transit facilities is provided.



Binghamton Metropolitan Transportation Study Complete Streets Policy

Regional Complete Streets Policy

- CRCOG working to develop and implement a complete streets policy
- Implications for local projects seeking funding through state/fed programs

Drafting: Jurisdiction

- Who are the different owners of streets in your community?
- How will the policy require or encourage private developments to incorporate bicycling, walking, and transit accommodations?

Additional Available Resources:

- *Draft Regional Complete Streets Policy*
- *State Complete Streets Policy*

Design

*Policies direct the use of the **latest and best design criteria and guidelines** and **sets a time frame** for their implementation.*

Design

- What are the design elements of some of your favorite streets?
- What design standards and guidelines are you using? Are they supportive of complete streets?



The Urban Street Design Guide is a publication of the National Association of City Transportation Officials, hereinafter referred to as “the NACTO Guide”, that has been endorsed by the United States Department of Transportation, the Tennessee Department of Transportation, and Metro Public Works, that provides design guidelines for green and complete street elements.

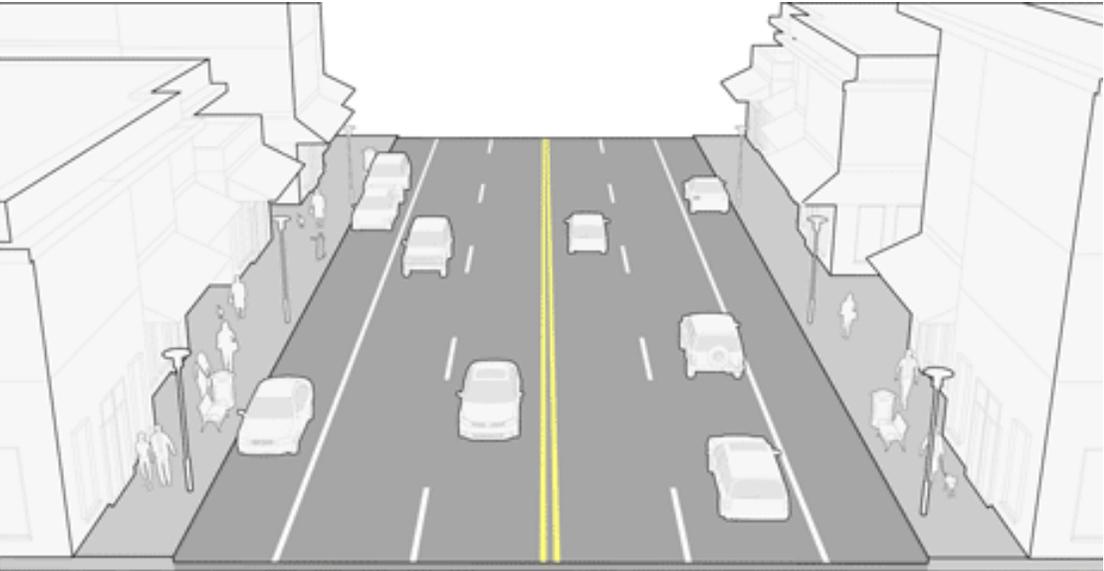


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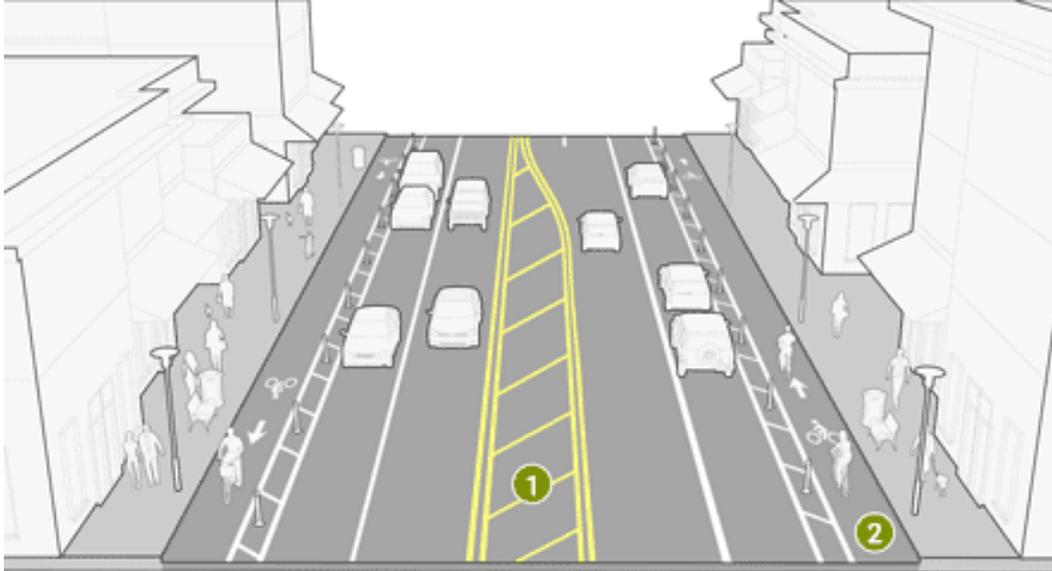
Recommended References

- NACTO Guides
- FHWA Separated Bike Lane Guide
- ADA Public Right of Way Accessibility Guidelines (PROWAG)
- FHWA Achieving Multimodal Networks
- FHWA Small Town and Rural Multimodal Networks

Working Within Constrained Rights of Way



Before



After

Working Within Constrained Rights of Way



Inexpensive Methods for Implementing Complete Streets



Drafting: Design

- How do your current design guidelines or standards support flexibility for achieving complete streets?
- Which design guidelines should be included in your policy?

Additional Available Resources: FHWA Achieving Multimodal Networks, pp. 13-16 – Design Criteria and Lane Width

Land Use and Context Sensitivity

*Policies consider the surrounding community's **current and expected** land use and transportation **needs**.*

Land Use and Context Sensitivity

- What different contexts exist within your community?
- What are some defining characteristics?
 - i.e. historic, rural, suburban, etc...



Historical street design processes focused largely on the movement of motor vehicles, designing to its ‘functional classification’ rather than examining the street’s role within a community. By contrast, context-sensitive design recognizes that streets vary in function in separate land use contexts and that design should respond to that changing purpose.



Palm Beach (FL) MPO

Drafting: Land Use and Context Sensitivity

How will land use policies, plans, zoning ordinances, or equivalent documents be revised to specify how they will support Complete Streets?

Additional Available Resources:

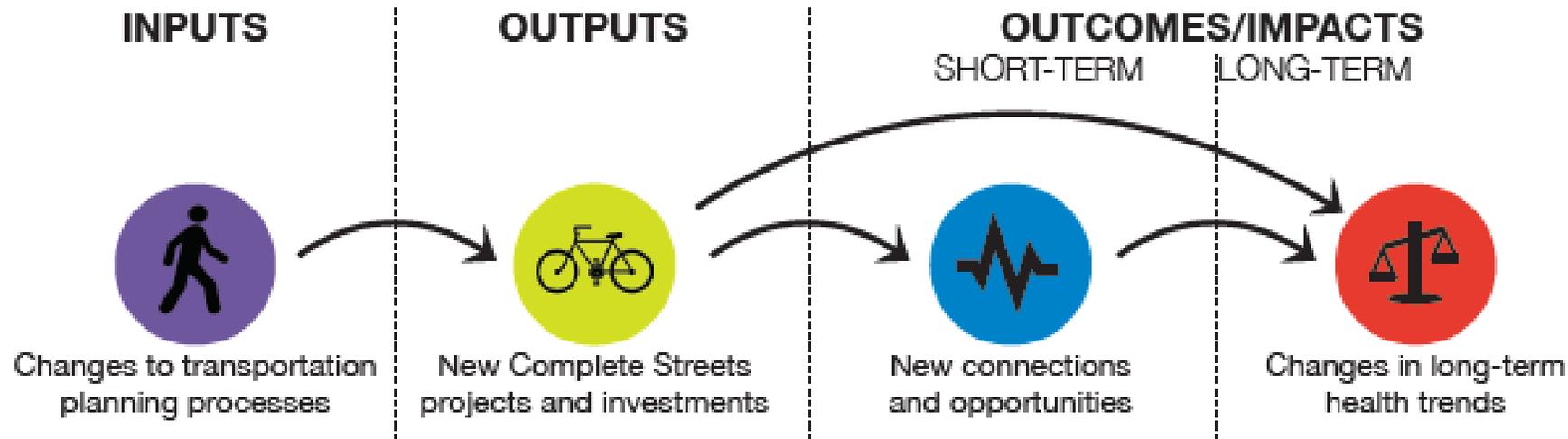
- *FHWA Achieving Multimodal Networks, pp. 24-28 – Transitions to Main Streets*
- *Form-Based Code excerpts*

Performance Measures

*Policies establish performance standards that are **specific, equitable, and available** to the public.*

Performance Measures

- What data is currently collected?
- How is any collected data used?



National Complete Streets Coalition Performance Measures Approaches



In addition, all relevant capital grant funding recipients shall perform evaluations of how well the streets and transportation network planned, designed, implemented, and funded by Metro are serving each category of users by collecting baseline data and collecting follow-up data after project implementation.



Metro (Los Angeles, CA)

Federal Performance Measures

- Federal Safety Performance Measures
 - Number of Fatalities
 - Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
 - Number of Serious Injuries
 - Rate of Serious Injuries per 100 million VMT
 - Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Existing or potential data sources

- CT Transit boarding/alighting data by stop or route performance data
- Bicycle and pedestrian counts
 - Short-duration counts
 - Permanent trail counters
- AADT
 - CRCOG
- Local survey

Drafting: Performance Measures

- What Complete Streets-related performance measures have you already adopted?
- Are there any performance measures that you would like to adopt?
- What data do you have?

Project Selection Criteria

Policies **provide specific criteria** to encourage funding prioritization for Complete Streets implementation.

Project Selection Criteria

- How are capital projects selected in your CIP?
- What challenges do you face in including Complete Streets elements in your CIP?
- What are your competing priorities?
- Do your other plans (i.e. POCD) include Complete Streets elements?



Applications will be scored and prioritized for inclusion in the TIP based on their ability to demonstrate how the project will improve the transportation network's safety and convenience for all users, following the Transportation Hierarchy illustrated above and the goals, objectives, and values in the adopted LRTP.



Palm Beach (FL) MPO

CRCOG Current Selection Criteria

- Points awarded based on Complete Streets for LOTCIP, CMAQ, Transportation Alternatives, and ST-Urban programs
- New CRCOG policy may impact project selection to give greater weight to Complete Streets projects

Drafting: Project Selection

Are there any questions from the needs assessment forms that can be incorporated into your CIP process?

Additional Available Resources:

- *CTDOT Bicycle and Pedestrian Travel Needs Assessment Form*
- *CT Bike-Ped Advisory Board Draft Sample Complete Streets Checklist for CT Municipalities*

Implementation Steps

Specific next steps for implementation of the policy are included.

Implementation Steps

Write down the top three Next Steps you can take from the following:

- Adopt Complete Streets policy
- Complete Streets checklist
- Conduct walkability/bikeability audits
- Form a Complete Streets advisory committee
- Adopt new, or revise current, design guidance
- Seek funding from CRCOG for a Complete Streets project
- Staff training
- Review zoning, subdivision regulations
- Incorporate Complete Streets into planning documents, CIP



The City will meet at least annually with representatives of Metro Transit, Douglas County, MAPA and NDOR to review best practices in Complete Streets implementation and evaluate cross-agency efforts.



Omaha Complete Streets Policy

Funding for Complete Streets

General Transportation Funding Sources Available for Municipal Projects*

Program	Description & Eligibility
Local Transportation Capital Improvement Program (LOTICIP) 	Provides State monies to municipalities for transportation capital improvement projects. Regional Planning Organizations are responsible for soliciting and selecting projects, and administering the program. Eligible projects include reconstruction, pavement rehabilitation, sidewalks and multi-use trails. Except for off-road bike projects, all projects must be located on/along federally eligible roadways.
Transportation Alternatives (TA) Set-Aside Program 	Provides federal funding, half administered through the State and half administered through Regional Planning Organizations, for surface transportation projects in categories that are not typically eligible for funding under other federal sources. Bicycle and Pedestrian projects have typically been targeted for these funds.
Congestion Mitigation and Air Quality 	The Congestion Mitigation and Air Quality Program is managed by the CTDOT as a competitive grant program. A portion of funding is programmed for projects of regional significance. It provides funds for projects that will improve air quality such as congestion reduction and traffic flow improvements, transit improvements, and pedestrian and bicycle facilities.
Community Connectivity Program 	This Program offers Connecticut's towns and cities assistance in conducting Road Safety Audit (RSA) at important bike and pedestrian corridors and intersections. An RSA is a process that identifies safety issues and counter-measures to help improve safety and reduce vehicle crashes.
Local Road Accident Reduction Program 	This program aims to fund projects that improve motor vehicle safety on local public roadways.

Local Bridge Program 	Applications are accepted annually by CTDOT. The project may include bridge reconstruction, rehabilitation, modifications or improvements such as widening, complete replacement, or complete removal.
DEEP Recreational Trails 	This program is administered through the Connecticut Department of Energy & Environmental Protection (DEEP). Funds can be used for projects such as new trail construction, maintenance and restoration of existing trails, acquisition of land or easements for a trail.
Small Towns Economic Assistance Program 	STEAP funds are issued by the State Bond Commission and can be used for Capital Projects which are new construction, expansion, renovation or replacement of existing facilities. The funding is directed towards small towns.
Local Capital Improvement Program (LoCIP) 	This program provides financial assistance to municipalities for eligible projects in the form of annual entitlement grants funded with State general obligation bonds. LoCIP grants can fund Road construction, renovation & repair, Sidewalk and pavement improvements, Bridges and Bikeway and Greenway Establishment.

Drafting: Implementation Steps

Record the top three important Next Steps from the earlier exercise

Resources: CRCOG Funding Fact Sheet