

APPENDIX H: COMPLETE STREETS POLICIES

Appendix Outline:

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H.0 Overview

This appendix provides information, guidance, and sample policies for Complete Streets, a movement that is growing nationally towards integrating bicycling, walking, and transit as a routine element of highway and transit projects.

H.1 *Complete Streets and the “Safe and Complete Streets Act of 2008”*

‘Complete streets’ are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete streets policies require transportation planners to take the needs of all users into account in all upcoming transportation projects so the road network can be gradually improved for everyone.

The “Safe and Complete Streets Act of 2008” was introduced into the U.S. House of Representatives in May 2008, along with the Senate version of the bill, S2686 (the passage of these bills is pending). This legislation would ensure that future transportation investments made by state Departments of Transportation and Metropolitan Planning Organizations create appropriate and safe transportation facilities for all those using the road – motorists, transit vehicles and riders, bicyclists, and pedestrians of all ages and abilities. More than 50 jurisdictions spanning all regions of the country have

adopted complete streets policies that direct transportation planners to consider the needs of all users when transportation investment decisions are made (including the State of South Carolina and the City of Charlotte, North Carolina). The City of Jacksonville should develop and pursue a local complete street policy, regardless of whether or not the Safe and Complete Streets Act of 2008 passes at the Federal level. Below are elements of a ‘good’ complete streets policy, according to <http://completestreets.org>:

- Specifies that ‘all users’ includes pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.
- Aims to create a comprehensive, integrated, connected network.
- Recognizes the need for flexibility: that all streets are different and user needs will be balanced.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards.
- Directs that complete streets solutions fit in

- with context of the community.
- Establishes performance standards with measurable outcomes.

An effective complete streets policy should prompt transportation agencies to:

- Restructure their procedures to accommodate all users on every project.
- Re-write their design manuals to encompass the safety of all users.
- Re-train planners and engineers in balancing the needs of diverse users.
- Create new data collection procedures to track how well the streets are serving all users.

H.2 Seattle's Complete Streets Policy (2007)

(taken from:

<http://clerk.ci.seattle.wa.us/~scripts/nph-brs.exe?d=CBOR&s1=115861.cbn.&Sect6=HITOFF&l=20&p=1&u=/~public/cbor2.htm&r=1&f=G>)

AN ORDINANCE relating to Seattle's Complete Streets policy, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

WHEREAS, the City Council, with the Mayor concur-

ring, adopted Resolution 30915 that defines the Complete Streets policy; and

WHEREAS, City policy as stated in the Transportation Strategic Plan and the Seattle Comprehensive Plan is to encourage walking, bicycling and transit use as safe, convenient and widely available modes of transportation for all people; and

WHEREAS, Seattle's Complete Streets guiding principle is to design, operate and maintain Seattle's streets to promote safe and convenient access and travel for all users --- pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation, numerous state transportation agencies, San Francisco, Sacramento, San Diego, Boulder, Chicago and Portland; and

WHEREAS, the Seattle Department of Transportation (SDOT) will implement Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, transportation improvements will include an array of facilities and amenities that are recognized as contributing to Complete Streets, including: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements for freight; access improvements, including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities; and

WHEREAS, SDOT will implement policies and procedures with the construction, reconstruction or other changes of transportation facilities on arterial streets to support the creation of Complete Streets including capital improvements, re-channelization projects and major maintenance, recognizing that all streets are different and in each case user needs must be balanced; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. SDOT will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as provided for below.

Section 2. SDOT will incorporate Complete Streets principles into: the Department's Transportation Strategic Plan; Seattle Transit Plan; Pedestrian and Bicycle Master Plans; Intelligent Transportation System Strategic Plan; and other SDOT plans, manuals, rules, regulations and programs as appropriate.

Section 3. Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as Major Truck Streets. Complete Street improvements that are consistent with freight mobility but also support other modes may be considered on these streets.

Section 4. Except in unusual or extraordinary circumstances, Complete Streets principles will not apply:

- * to repairs made pursuant to the Pavement Opening and Restoration Rule (SDOT Director's Rule 2004-02);
- * to ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface

treatments such as chip seal, or interim measures on detour or haul routes);

* where the Director of Transportation issues a documented exception concluding that application of Complete Street principles is unnecessary or inappropriate because it would be contrary to public safety; or

* where other available means or factors indicate an absence of need, including future need.

Section 5. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the Mayor's and Council's intent that all sources of transportation funding be drawn upon to implement Complete Streets. The City believes that maximum financial flexibility is important to implement Complete Streets principles.

Section 6. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by

Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2007, and signed by me in open session in authentication of its passage this ____ day of _____, 2007.

President _____ of the City Council

Approved by me this ____ day of _____, 2007.

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2007.

City Clerk

April 24, 2007

H.3 Charlotte's Complete Streets Policy Summary (2007)

(taken from <http://www.charmeck.org/Departments/Transportation/Urban+Street+Design+Guidelines.html>)

Urban Street Design Guidelines
Policy Summary
(Adopted by City Council October 22, 2007)

**Relationship to Transportation Action Plan
and Centers, Corridors and Wedges Growth Framework**

The Urban Street Design Guidelines (USDG) are a vital supporting component of the **Transportation Action Plan (TAP)**, because the USDG describe how the planning and design of Charlotte's streets and intersections will support livability and economic development objectives and create more travel choices. The USDG include methodologies and recommendations for implementing key aspects of the TAP - increasing the quantity and quality of streets, enhancing the integration of land use and transportation decisions (sometimes on a block-by-block basis), and providing "complete" streets for residents, property owners, and all types of travelers.

The USDG support Charlotte's **Centers, Corridors and Wedges Growth Framework** by providing a diverse set of street types and flexible designs to be applied to varying types and intensities of land uses in different areas of Charlotte. The USDG define a process to ensure that appropriate street types and street design elements will be used to support specific land development and transportation objectives. Additionally, the USDG describe the land uses and urban design elements that can best complement each type of street – with the intention that street design and land use/urban design decisions will reinforce each other.

Guiding Principles of the USDG: Achieving a "Complete Street" Network

- 1) Streets are a critical component of public space.
- 2) Streets play a major role in establishing the image and identity of a city.
- 3) Streets provide the critical framework for current and future development.
- 4) Charlotte's streets will be designed to provide mobility and support livability and economic development goals.
- 5) The safety, convenience, and comfort of motorists, cyclists, pedestrians, transit riders, and neighborhood residents will be considered when planning and designing Charlotte's streets.
- 6) Planning and designing streets must be a collaborative process, to ensure that a variety of perspectives are considered.

Key Policies of the USDG

By adopting the document entitled the USDG, the City Council declares that it is the policy of the City of Charlotte to:

- 1) apply the USDG to the planning and design of new and modified streets in Charlotte and its Sphere, including State-maintained surface streets.
- 2) apply the USDG street classifications (Main Streets, Avenues, Boulevards, Parkways, and Local Streets), and related recommendations for cross-sections, speeds, and functional and aesthetic design elements, to the planning and design of streets in Charlotte and its Sphere. The reasons for providing a variety of street classifications are described in Chapter 1 of the USDG and the specific components of the different types of street segments and intersections are described in Chapters 4 and 5 of the USDG, respectively.
- 3) apply the “six-step” process, described in Chapter 3 of the USDG, to create a network of context-based, “complete streets”. The “six-step” process will be used to select the correct street classifications, cross-sections, and design components for non-local street types. The “six-step” process consists of:
 - a. Defining the existing and future land use and urban design context
 - b. Defining the existing and future transportation context
 - c. Identifying deficiencies
 - d. Describing future objectives
 - e. Recommending street classification and testing initial cross-section
 - f. Describing tradeoffs and selecting cross-section
- 4) apply the USDG “six-step” process to plans, programs, and projects that will potentially change the physical features of existing non-local streets or result in the construction of new, non-local streets. Planning processes that will incorporate the results of the “six-step” process for planning and designing streets include area plans, streetscape or pedscape plans, neighborhood improvement plans, development proposal reviews, and preparation of the Capital Investment Plan.
- 5) apply the appropriate USDG street classifications and cross-sections, as described in Chapter 4 of the USDG, to new local and non-local streets built through the land development process by either the private sector or public agencies.

existing land use plans to reflect the most up-to-date land use objectives for streets classified according to the USDG.

- 7) require that the following block lengths and creek crossing intervals be created with new public or private land development projects, to ensure the continued development of a dense, well-connected network of streets and traffic-calmed route choices for all travel modes:

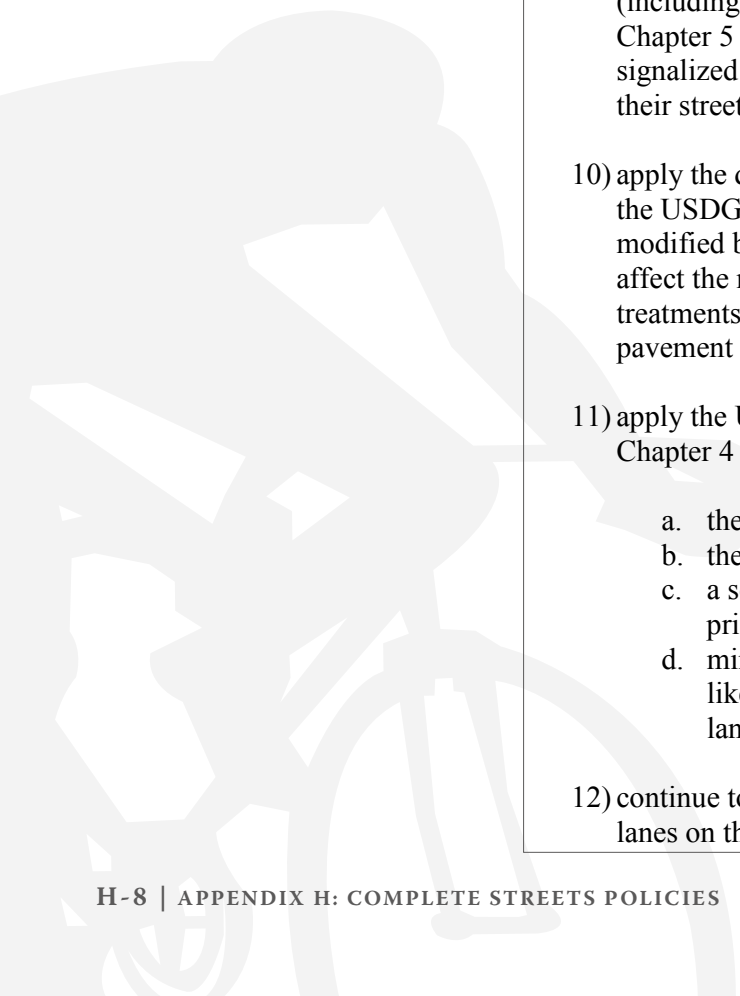
Land Use/Location	Preferred or Typical Block Length for Local Streets	Maximum Block Length for Local Streets
Transit Station Areas ¹	400'	600'
Centers ¹	500'	650'
Corridors ¹	600'	650'
Non-Residential Uses ^{1,2}	500'	650'
Industrial	600'	1000'
Residential ≥ 5 dua (gross) in Wedges	600'	650'
Residential < 5 dua (gross) in Wedges	600'	800'

¹ Parks, schools, and cemeteries would be excluded.

² These would include commercial centers, office buildings, or mixed-use sites.

Land Use/Location	Intervals Between Creek Crossings
Transit Station Areas ¹	650' -1300'
Centers ¹	650' – 1300'
Corridors ¹	650' – 1300'
Non-Residential Uses ^{1,2}	650' – 1300'
Residential ≥ 5 dua (gross)	650' – 2600'
Residential < 5 dua (gross)	1300' – 2600'

While the expectation is that Local Streets will be built at the preferred or typical block lengths described above, it may not always be feasible or desirable to

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- 8) expand Charlotte's street tree canopy by providing planting strips wide enough for healthy, large-maturing street trees. Details (and guidelines for flexible applications) are described in Chapter 4, but generally:
 - a. on retrofits to existing streets, whether built by the City or by developers, create 8' planting strips, planted with large-maturing trees;
 - b. for newly-constructed streets, whether built by the City or by developers, create 8' planting strips, planted with large-maturing trees, except in the case of new, Medium Local Streets. For this category of streets, developers could choose between 8' planting strips and large-maturing street trees or 6' planting strips and small or medium-maturing trees, but the site developer and staff would be expected to justify why they are not implementing 8' planting strips.
 - 9) apply the bicycle, pedestrian, and motorist Level-of-Service (LOS) comparisons (including a 2-hour AM or PM peak period congestion analysis), as described in Chapter 5 and Appendices A and B of the USDG, to the planning and design of signalized intersections, to ensure that the physical designs of intersections reflect their street classifications and surrounding context.
 - 10) apply the design recommendations described in Chapter 5 and Appendices A-C of the USDG to all (signalized or unsignalized) intersections, whether constructed or modified by the City or by private developers. The design recommendations will affect the number and width of travel lanes, inclusion of bicycle facilities, treatments for pedestrian crossings, traffic control devices and operation, pavement markings, and curb radii.
 - 11) apply the USDG sidewalk recommendations. These are described in detail in Chapter 4 of the USDG, but in general:
 - a. the minimum sidewalk width in the City will be 5',
 - b. the minimum sidewalk width along Avenues and Boulevards will be 6',
 - c. a separate pathway outside the right-of-way of Parkways will be a design priority, and
 - d. minimum sidewalk widths of 8'-10' will be created in areas where there likely would be higher pedestrian volumes, due to the existing or planned land uses.
 - 12) continue to expand Charlotte's bicycle network by, in general, providing bike lanes on the higher-volume, higher-speed streets and signed bike routes on low-

- c. Parkways will incorporate bike pathways outside of the Parkway right-of-way or in one or more nearby, connected Local Streets.
 - d. The bicycle travel network will include signed bike routes on Local Streets connecting to bike lanes on Avenues, Boulevards, or Parkways.
 - e. Design teams will justify why bike lanes would not be included for any street segment where bike lanes would generally be expected.
- 13) incorporate traffic calming components or treatments (as described in CDOT's Traffic Calming Report) into the design of new or retrofitted streets. Require "slow points" on new Local Streets.
- 14) update all necessary and appropriate codes, standards, and ordinances to ensure that design components for all new or retrofitted streets meet the USDG recommendations.
- 15) by 2008, prepare supplements to the USDG for "special streets" (including, but not limited to, green streets, culs-de-sac, one-way streets, alleys, and private streets).
- 16) by 2008, update CDOT's Driveway Regulations and Sight Distance Policy, and revise the City's pavement standards, with structural components linked to the USDG classifications.
- 17) by 2008, evaluate and define feasible changes to horizontal and vertical curvature requirements, to support traffic calming, reduce the impacts of mass grading, and minimize negative impacts of stream crossings.