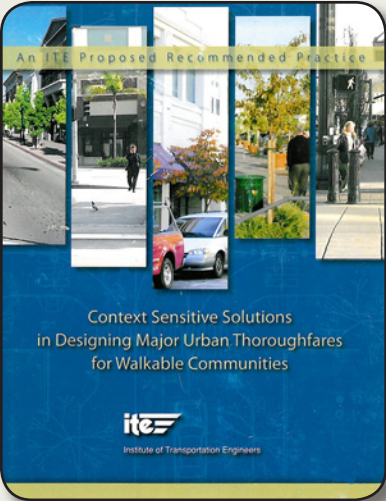


# Sustainable Community Development Code Framework

## Complete Streets

### Key Statistics And Facts:

- For the first time in decades, surveys are showing a preference for expanding existing public transportation and building new bikeways and sidewalks over expanding existing highways and building new highways.<sup>3</sup>
- There are an estimated 35.3 billion walking trips nationwide every year in the U.S.<sup>4</sup>
- Walking is not just for recreation. Over 50% of all walking trips serve a functional purpose other than exercise and recreation.<sup>5</sup>
- Nearly a third of Americans do not drive, and the non-driving senior population will grow even larger in the near future with the aging Boomer generation.
- 55% of Americans say they would rather drive less and walk more.<sup>6</sup>
- The top pedestrian complaint is simply that there are too few sidewalks.<sup>7</sup>
- The top bicyclist complaint is simply that there are too few bikeways.<sup>8</sup>
- While pedestrian and bicycle trips account for roughly 9% of all trips, 13% of all traffic related fatalities involve pedestrians and bicyclists.<sup>9</sup>

		Achievement Levels			References/Commentary	Code Examples/Citations
		Bronze (Good)	Silver (Better)	Gold (Best)		
	<p><b>Remove Obstacles</b></p>	<ul style="list-style-type: none"> <li>• Modal Accommodation - all modes of travel routinely accommodated on all local, collector, and arterial streets</li> <li>• Vehicular Level of Service (LOS) – allow exceptions from jurisdiction standards on case by case basis</li> <li>• Design Speed – allow design speed to match posted and planned operating speed on case by case basis</li> <li>• Roadway Design – allow exception from standard cross sections based on context and consideration of other transportation goals on case by case basis</li> <li>• Travel Lane Widths – allow exception from standard vehicle lane width (typ. 12') on case by case basis</li> <li>• Design Vehicle – allow exceptions to the standard design vehicle (e.g WB 50 truck) on a case by case basis</li> </ul>	<ul style="list-style-type: none"> <li>• Modal Accommodation - all modes of travel required to be accommodated on all local, collector, and arterial streets in specific districts or areas (CBD, urban centers, TODs)</li> <li>• Vehicular Level of Service (LOS) – flexible level of service policy that allows for consideration of other transportation goals – applied in specific districts or areas (CBD, urban centers, TODs)</li> <li>• Design Speed – design speed allowed to match posted and planned operating speed – applied in specific districts or areas (CBD, urban centers, TODs)</li> <li>• Roadway Design – multiple roadway design options or cross sections for various roadway types based on land use context and modal function (sometimes referred to as “Street Typologies”)</li> <li>• Travel Lane Widths – allow exception from standard vehicle lane width (typ. 12’) in specific districts or areas (CBD, urban centers, TODs)</li> <li>• Design Vehicle – no “standard” design vehicle – rather it is established based on land use context and expected use of the roadway. Life safety agencies involved on case by case basis.</li> </ul>	<ul style="list-style-type: none"> <li>• Modal Accommodation - all modes of travel required to be accommodated on all local, collector, and arterial streets throughout the jurisdiction</li> <li>• Vehicular Level of Service (LOS) – flexible level of service policy that allows for consideration of other transportation goals – applied throughout the jurisdiction</li> <li>• Design Speed – design speed allowed to match posted and planned operating speed – applied throughout the jurisdiction</li> <li>• Roadway Design – flexible roadway design options for all roadways based on land use context and modal function</li> <li>• Travel Lane Widths – flexible lane width options based on land use context and modal function (e.g. allowance of 10’ vehicle travel lanes) throughout the jurisdiction</li> <li>• Design Vehicle – no “standard” design vehicle – rather it is established based on land use context and expected use of the roadway. Life safety agencies involved in setting policy, minimizing subsequent design review involvement.</li> </ul>	<ul style="list-style-type: none"> <li>• Completestreets.org is a comprehensive online resource.</li> <li>• Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, ITE Proposed Recommended Practice is a comprehensive guide to street design that reflects a joint effort between ITE and the Congress for New Urbanism. online. Retrieved 2-10-09.</li> </ul>	<ul style="list-style-type: none"> <li>• Portland Metro. Creating Livable Streets, Street Design Guidelines for 2040. online. Retrieved 2-10-09.</li> <li>• City of Aurora Urban Street standards. online. Retrieved 1-26-09.</li> <li>• City of Sacramento Pedestrian Friendly Street Design Guidelines.</li> <li>• MTC Routine Accommodation Checklist.</li> </ul>

<sup>3</sup> Federal Highway Administration Infrastructure Survey, 2000.

<sup>4</sup> National Household Travel Survey (NHTS), 2001

<sup>5</sup> Natl. Survey of Pedestrian and Bicyclist Attitudes and Behaviors, 2002

<sup>6</sup> Surface Transportation Policy Project Survey, 2002



<sup>7</sup> National Transportation Availability & Use survey, 2002

<sup>8</sup> National Transportation Availability & Use survey, 2002

<sup>9</sup> 2005 NHTSA Traffic Safety Facts

**Sustainable Community Development Code Framework**

**Complete Streets**

		Bronze (Good)	Silver (Better)	Gold (Best)	References/Commentary	Code Examples/Citations
 <p>Complete street designs should accommodate all users, including emergency and life safety providers</p>  <p>Complete streets policies can be structured to protect and prioritize the most vulnerable street users</p>	<p><b>Create Incentives</b></p>	<ul style="list-style-type: none"> <li>• Offer a fast track or streamlined development approval for process Complete Streets projects</li> <li>• Provide technical assistance for Complete Street design</li> <li>• Facility Maintenance – street maintenance program includes routine clearing of vehicle, bicycle, and transit lanes and regular restriping of lane markings and crosswalks.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce transportation impact fees for projects that meet Complete Streets objectives</li> <li>• Allow the pedestrian portion of a Complete Street to qualify for open space credits</li> <li>• Provide grant writing assistance for applicants seeking Safe Routes to Schools and other transportation funding sources that support</li> <li>• Policy and facility plans for all modes to guide Complete Street implementation</li> <li>• Facility Maintenance – street maintenance program includes routine clearing of vehicle, bicycle, transit lanes, and access to transit stops and stations in the public right of way and regular restriping of lane markings and crosswalks.</li> </ul>	<ul style="list-style-type: none"> <li>• Offer matching funds to for Complete Streets projects</li> <li>• Fund Complete Street retrofit projects independent of new development or redevelopment</li> <li>• Facility Maintenance – street maintenance program includes routine clearing of vehicle, bicycle, transit lanes, access to transit stops and stations, and all sidewalks in the public right of way and regular restriping of lane markings and crosswalks.</li> </ul>	<ul style="list-style-type: none"> <li>• Partnerships with the public health and medical community can be a resource for incentivizing complete streets. Smart Growth BC provides a good overview. online. Retrieved 2-10-09.</li> </ul>	<ul style="list-style-type: none"> <li>• Charlotte, NC. Urban Street Design Guidelines. online. Retrieved 2-10-09.</li> <li>• Sacramento Transportation &amp; Air Quality Collaborative: Best Practices for Complete Streets. online. Retrieved 2-10-09.</li> </ul>
	<p><b>Enact Standards</b></p>	<ul style="list-style-type: none"> <li>• Adopt a Complete Streets policy</li> <li>• Establish an interdisciplinary project review process for street projects</li> <li>• Require Complete Street design in all new construction</li> <li>• Accessible Design Standards – require all new construction and reconstruction to routinely accommodate Americans with Disabilities Act (ADA) and Universal Design requirements.</li> </ul>	<ul style="list-style-type: none"> <li>• Establish Complete Street design standards that are land use and context sensitive</li> <li>• Require Complete Street design in all new construction and reconstruction</li> <li>• Require public and/ or advisory committee involvement in the design process</li> <li>• Require exceptions to Complete Street design to be approved by senior management or elected officials</li> <li>• Require Transportation Impact Studies to evaluate and address all modes of travel</li> </ul>	<ul style="list-style-type: none"> <li>• No exceptions to the Complete Streets policy</li> <li>• Adopt standards for multimodal level of service</li> <li>• Require level of service analysis for all modes</li> </ul>	<ul style="list-style-type: none"> <li>• The San Francisco County Transportation Authority recently released a report outlining how auto LOS standards impact the convenience and safety of pedestrians and bicyclists. online. Retrieved 2-10-09.</li> <li>• Florida DOT – Quality/LOS defined for all modes. online. Retrieved 2-10-09</li> </ul>	<ul style="list-style-type: none"> <li>• Fort Collins, CO, multimodal LOS and TIA requirements. online. Retrieved 2-10-09.</li> </ul>