Introducing the brand new Elements of a Complete Streets Policy

Webinar begins at 1:00 p.m. EST
Introducing the brand new Elements of a Complete Streets Policy

December 1, 2017
Complete Streets Month recap

• 10 blog posts, all available on our website
• Thank you to our Steering members
• Entire policy framework is now available, email and recording be sent after webinar.
1. Vision and Intent
A closer look at the updated Complete Streets policy elements

2. Diverse users
A closer look at the updated Complete Streets policy elements
As part of the steering committee of @completestreets, we're excited to help roll out the new policy elements. Tracking progress and success is an important piece to successful #ActivePolicies

9:03 AM - 27 Nov 2017
5 Retweets 11 Likes

“Concrete changes”--for real. #RoadSafety #VisionZero

5:04 PM - 20 Nov 2017

"#CompleteStreets policies are made “real” through concrete changes in the way roads and streets are designed and operated.”
- Jeff Lindley @ITEhq bit.ly/2zkOABB
Today’s agenda

- Who we are
- Overview of the Coalition
- Review updated policy elements
- Q&A

(Use chat box in lower left-hand corner)
Emiko Atherton
Director, National Complete Streets Coalition
@CompleteStreets
National Complete Streets Coalition
Strategic Direction

IMPLEMENTATION

EQUITY

@CompleteStreets

Elements of a Complete Streets Policy
Complete Streets Approach

- **Policies**
- **Practice**
- **Projects**
- **Complete Communities**

**PROCESS LEVEL**

**PROJECT LEVEL**

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Elements of a Complete Streets Policy
Best Complete Streets Policies

Elements of an Ideal Complete Streets Policy

Regardless of a policy’s form, the National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets policy, as discussed below:

- **An ideal Complete Streets Policy**
  - Includes a well-defined vision for how and why the community wants to complete its streets.
  - Specified needs to address complete, connected, safe, and scenic at least four modes, including those that are walkable and滨.
  - Benefits all users equally, particularly vulnerable users and the most under-valued and under-served communities.
  - Applies to new construction, reconstruction, maintenance, and ongoing projects.
  - Establishes performance standards and reaches for project approval and public input prior to project development.
  - Requires coordination between government departments and other agencies on Complete Streets.
  - Ensures the safety and health of our cities and their communities and sets a time frame for their implementation.
  - Establishes the surrounding community’s current and expected use and transportation needs.
  - Establishes performance standards that are specific, transparent, and accessible to the public.
  - Establishes the extent to which prioritization for Complete Streets implementation.
  - Establishes a project lifecycle plan for a project to become complete.

**Vision and Intent**

A Complete Streets vision is a community’s commitment to integrate Complete Streets into its transportation planning, policies, and decision-making processes. The vision seeks to improve the community’s mobility by protecting Complete Streets, such as improved economic, health, safety, access, and transportation needs.

**Diverse Users**

Complete Streets are intended to benefit all age-related, equally vulnerable users and the most under-valued and under-identified communities. The transportation system should be safe, accessible, efficient, affordable, accessible, and free of needs regardless of needs, abilities, ages, income, or gender identity. Transportation should be age, gender, language, or level of accessibility.

@CompleteStreets
Opportunity to raise the bar

Increasing # of Complete Streets Policies

Rising Policy Scores

<table>
<thead>
<tr>
<th>Year</th>
<th>Median Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>34</td>
</tr>
<tr>
<td>2015</td>
<td>68.4</td>
</tr>
<tr>
<td>2016</td>
<td>80.8</td>
</tr>
</tbody>
</table>

Total number of policies = 1,272

FIGURE 1
Complete Streets policies adopted, over time
Ideal elements

1. Vision
2. All users and modes
3. All projects and phases
4. Clear, accountable exceptions
5. Network
6. Jurisdiction
7. Design
8. Context sensitivity
9. Performance measures
10. Implementation
Revised elements of a Complete Streets policy
A framework for change

1. Vision and Intent
2. Diverse All Users and Modes
3. Commitment In All Projects and Phases
4. Clear Accountable Exceptions
5. Jurisdiction
6. Design
7. Land Use and Context Sensitivity
8. Performance Measures
9. Project Selection Criteria
10. Implementation Steps
1. Vision & Intent
2. Users & Modes
3. Projects & Phases
4. Exceptions
5. Network
6. Jurisdiction
7. Design
8. Context
9. Performance Measures
10. Implementation Steps

1. Vision & Intent
2. Diverse Users
3. Projects & Phases
4. Exceptions
5. Jurisdiction
6. Design
7. Land Use & Context
8. Performance Measures
9. Project Selection Criteria
10. Implementation Steps

More points for binding actions!
1. Vision & Intent
2. Diverse Users
3. Projects & Phases
4. Exceptions
5. Jurisdiction
6. Design
7. Land Use & Context
8. Performance Measures
9. Project Selection Criteria
10. Implementation Steps

Requirements & Opportunities for EQUITY
1. Vision & intent

- The vision should acknowledge the importance of how Complete Streets contribute to building a comprehensive transportation network.

= 12 points
2. Diverse users

• Complete Streets are intended to benefit all users equitably, particularly vulnerable users and the most underinvested and underserved communities

= 9 points
3. Projects and phases

• The policy should specify the need to provide accommodations for all modes of transportation in any construction or repair that impacts all users of the road network

= 10 points
4. Clear, accountable exceptions

- Policy language should clearly define process for granting exceptions and requirements for public notice
  
= 8 points
5. Jurisdiction

- Many different agencies control our streets. Creating a Complete Streets network can be achieved through coordination between government departments, neighboring jurisdictions, and private developers.

  = 8 points
6. Design

• Creating meaningful change on the ground both at the project level and in the creation of complete, multimodal transportation networks requires jurisdictions to create or update their existing design guidance and standards.

= 7 points
Six Forks Complete Streets Study

- Raleigh, NC
- Major commuter arterial
Six Forks Complete Streets Study

- Raleigh, NC
- Major commuter arterial
7. Land use and context sensitivity

- The best Complete Streets policies will meaningfully engage with land use by integrating transportation and land use in plans, policies, and practices.

= 10 points
8. Performance measures

- Measure the impact of Complete Streets
- Establish performance measure that follow the goals stated in the vision

= 13 points
Performance measures

EXAMPLE POLICY: VISION AND INTENT

Binghamton Metropolitan Transportation Study, NY

Building Complete Streets provides many benefits to residents, business owners, developers, and the community as a whole. First and foremost, embracing the complete streets concept will create balanced transportation systems by providing accessible, safe, and efficient connections between destinations. Additionally, complete streets will encourage economic growth, increase property values, reduce crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with active transportation options. Finally, integrating sidewalks, bike facilities, transit amenities, or safe crossings into the initial design of a project spares the expense and complications of retrofits later.
9. Project selection criteria

Criteria should include assigning weight for:

• active transportation infrastructure; targeting underserved communities; alleviating disparities in health, safety, economic benefits

• access destinations; and creating better multimodal network connectivity for all users

= 8 points
10. Implementation steps

1. Restructure and revise procedures/existing plans
2. Make use of design guidance
3. Offer staff training
4. Implementation/advisory committees
5. Create community engagement plan

= 15 points
Beginning in 2018...

• We will analyze and rank policies using the new framework

• Better policies
• Better plans
• Better practices
• Better projects
• Complete Communities
What can you do today?

• Continue to send us your questions!
• Nominate best Complete Streets initiatives, extended to Dec.15th
• Consider existing policies
• Register for #Intersections2018

• We will grade all policies adopted in 2017 using old framework.
Intersections: Creating Culturally Complete Streets

- Session proposals due today by midnight!
- Registration is now open
Send us your questions using the ReadyTalk chat box.