IMPLEMENTING COMPLETE STREETS
DECISION MAKING PROCESSES
(Module 4)

• Reversing the burden of proof and using checklists
• Public and stakeholder involvement
Decisions - changed outcomes
Decision-making

Examples of common methods:

- Is everything based on the original “project scope”?
- Is everything based on minimizing cost?
- Is everything based on vehicular LOS and speed?
- Is the design speed reasonable?
- **Or is there a way to balance needs, invest wisely and expand the original project scope?**
Decisions Based on Original Project Scope: Checklists & Triggers

Project scoping checklist asks about pedestrians, bicycles, and transit; reverse burden of proof:

- **Old way**: Check *No*, end of story
- **New way**: Assume *Yes*, or justify why not
INDOT Open Roads

• AKA Practical Design / Practical Solutions
• Design Alternatives Based on Engineering Judgment
• “Design Up” Philosophy
• Well-Defined Project Scope
• Emphasize System/Network Safety for All Users
Typical Elements in a checklist

1. General information
2. Existing conditions
3. Current typical configuration
4. Planned conditions
5. Proposed design
6. Trade-offs discussion
7. Exceptions approval
8. Construction, maintenance, operations
1. General information

- Project name
- Purpose and need
- Project manager/contact
- Project area/limits
- Funding source(s)
- Dates of site visits
Mid-Ohio Regional Planning Commission: General information
2. Existing conditions

- Land use/development patterns
  - Character (transect)
  - Urban design
  - Trip generators within project or proximate, e.g., school, retail, fire station
- People trips, by mode
- Automobile speed – posted, observed
- Crashes by mode – serious injuries, fatalities
Hennepin County, MN: Existing conditions

<table>
<thead>
<tr>
<th>Existing Corridor Characteristics Review</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Average Daily Traffic (ADT):</strong></td>
</tr>
<tr>
<td><strong>Posted Speed:</strong></td>
</tr>
<tr>
<td><strong>Critical crash rate history within the project corridor?</strong></td>
</tr>
<tr>
<td><strong>Yes or No</strong></td>
</tr>
<tr>
<td><strong>If yes, describe locations and note crash rates.</strong></td>
</tr>
<tr>
<td><strong>Roadway Functional Class</strong></td>
</tr>
<tr>
<td><strong>Choose a functional class</strong></td>
</tr>
<tr>
<td><strong>Road Use Classification</strong></td>
</tr>
<tr>
<td><strong>Choose an item.</strong></td>
</tr>
<tr>
<td><strong>Click here to add additional comments.</strong></td>
</tr>
<tr>
<td><strong>Trip Generators:</strong></td>
</tr>
<tr>
<td>☐ School  ☐ Retail  ☐ Hospital  ☐ Fire station  ☐ Park  ☐ Church  ☐ Airport  ☐ Known Historic Site  ☐ Sports facility  ☐ Other</td>
</tr>
<tr>
<td><strong>Describe other.</strong></td>
</tr>
</tbody>
</table>
Philadelphia: Existing conditions

11. Does the Existing Conditions site survey clearly identify the following existing conditions?
   a. Parking and loading regulations in curb lanes adjacent to the site
   b. Street Furniture such as bus shelters, honor boxes, etc.
   c. Street Direction
   d. Curb Cuts
   e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.
   f. Building Extensions into the sidewalk, such as stairs and stoops

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking and loading regulations in curb lanes adjacent to the site</td>
<td>YES</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>Street Furniture such as bus shelters, honor boxes, etc.</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>Street Direction</td>
<td>YES</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>Curb Cuts</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
<tr>
<td>Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.</td>
<td>YES</td>
<td>NO</td>
<td></td>
</tr>
<tr>
<td>Building Extensions into the sidewalk, such as stairs and stoops</td>
<td>YES</td>
<td>NO</td>
<td>N/A</td>
</tr>
</tbody>
</table>
3. Typical configuration

- Total ROW width
- Existing cross-section, including elements for driving, walking, bicycling, transit, landscaping
- Condition of those facilities
- Gaps in facilities and other deficiencies
- Intersection elements, including lane configuration, crossing distance, radii, other features
### Hennepin County, MN: Typical configuration

<table>
<thead>
<tr>
<th><strong>Existing corridor R/W width:</strong></th>
<th>Click here to enter existing corridor R/W width or range of widths.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Typical Roadway Section/Lane Configuration:</strong></td>
<td>Describe here (# lanes &amp; width, curb type, etc.)</td>
</tr>
<tr>
<td><strong>Intersection Configurations:</strong></td>
<td>Describe here (traffic signals, geometry, side street stops, turn lanes, etc.)</td>
</tr>
<tr>
<td><strong>Side Street skewed &lt;70° or existing sight distance issue</strong></td>
<td>Identify the intersecting streets and specify the problematic leg.</td>
</tr>
<tr>
<td><strong>Any roadway or pedestrian (underpass/overpass) bridges?</strong></td>
<td>Yes or No If yes, list type, location, number, and over/under roadways.</td>
</tr>
<tr>
<td><strong>Any railroad crossings?</strong></td>
<td>Yes or No If yes, describe.</td>
</tr>
</tbody>
</table>

#### Complete Streets Accommodations

- **Pedestrians** List accommodations, i.e. sidewalk, trail, tunnel, etc.
- **Bicycles** List accommodations, i.e. bike lanes, trails, bike boxes, etc.
- **Autos** List accommodations, i.e. parking lanes, etc.
- **Trucks** List accommodations, i.e. no lane encroachment, etc.
- **Buses** List accommodations, i.e. bus stops, etc.
- **Light rail** List accommodations, i.e. LRT stops, etc.
- **Other** List other here.

#### What is the average daily bicycle traffic?
Click here to enter bicycle traffic numbers and associated locations.

#### On City/County Bike Plan?
Yes or No If yes, indicate which plans.

#### House Moving Route?
Yes or No

#### Roadway Restrictions
- **Reduced Speed Zone**
- **Advisory Signage**
- **Clearance Restriction**
- **Weight Restriction**
- **Other** List other here.

#### Existing drainage problems or deficiencies?
List flooding/ponding and treatment/rate issues here.
4. Planned conditions

- Land use plans
  - Comprehensive, Neighborhood/Sub-Area, Zoning, etc.
- Transportation plans
  - Circulation element, Multi-modal, Pedestrian, Bicycle, Transit, Freight, ADA transition, SRTS, etc.
- Nearby/relevant programmed transportation projects
- Studies: traffic impact, safety impact, speed, etc.
  - Potentially related to performance measures for project
Seattle: Planned conditions

- SDOT plans/studies
  - Completed and pending
- Streetscape concept plans
- Other plans (e.g., Neighborhood plans, station area plans, urban design framework)
- Pedestrian Master Plan
  - Sidewalk condition, pedestrian-scaled lighting, trees
- Bicycle Master Plan
- Transit Master Plan
  - Bus stop spacing
- Freight Mobility Action Plan
- ITS Strategic Plan
- Urban Forestry
- Green Stormwater Infrastructure
- SDOT Art Plan
Seattle: Planned conditions

...checklist asks three questions:

1. Are there recommendations within the project area? (Y/N)

2. Describe any recommendations included in this project.

3. Describe any recommendations NOT included in this project and reason for deferral.
5. Proposed design

- Define design objectives, as related to existing and planned conditions
- Define target speed, street typology, modal priorities, any special overlays
- Proposed cross-section
  - Incl. intersection information: signals, signs, markings, other treatments
- Drainage and utilities impacts
Seattle: Proposed design

Matrix defines priority elements per street type

<table>
<thead>
<tr>
<th>Priority Elements Matrix</th>
<th>Preferred</th>
<th>Consider</th>
<th>Preferred in Center City</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Street Types</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Connector</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main Street</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Green Street</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Commercial Connector</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Mixed Use Street</td>
<td></td>
<td></td>
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<tr>
<td>Neighborhood Green Street</td>
<td></td>
<td></td>
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<tr>
<td>Local Connector</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial Access</td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Prior Design Features</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Sidewalks buffered from moving traffic by additional sidewalk width or planting strip</td>
<td></td>
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<tr>
<td>Street trees and landscaping</td>
<td></td>
<td></td>
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<tr>
<td>Low landscaping or high branching trees in planting strip</td>
<td></td>
<td></td>
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<tr>
<td>Weather protection integrated with buildings for street level uses and at transit zones</td>
<td></td>
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<tr>
<td>Pedestrian scale lighting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emphasis on coordinated street furniture</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Short-term, on-street parking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curb bulbs where there is on-street parking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emphasis on small curb radii and curb bulbs where on-street parking exists</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Load zones to support delivery activities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Striped bicycle lanes or sharrows, and signage on designated bicycle routes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle access accommodated if parallel route is not feasible</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle route appropriate to share with motor vehicles</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emphasis on bicycle parking in business districts</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck route signage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic calming</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus shelters at transit stops</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimize curb cuts and driveways to create continuous sidewalk</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Natural Drainage encouraged</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Hennepin County: Proposed design

## Proposed Corridor Characteristics Review

<table>
<thead>
<tr>
<th>Average Daily Traffic (ADT) Forecasted Year:</th>
<th>Enter forecast year.</th>
<th>Enter ADT</th>
<th>Posted Speed: Select posted speed.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Corridor R/W width:</td>
<td>Click here to enter proposed corridor R/W width or range of R/W widths.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Easements Required?</td>
<td>Yes or No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Typical Roadway Section/Lane Configuration:</td>
<td>Describe here (# lanes &amp; width, curb type, etc.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Variances or Exceptions?</td>
<td>Yes or No; list and describe each variance/exception.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design Vehicle:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Lane Information:</td>
<td>Through # of lanes Lane Width: feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roadway Surface Material: Choose an item.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shoulders?</td>
<td>Yes or No; Width: feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curb or Curb &amp; Gutter?</td>
<td>Yes or No; Type: Evaluate Type.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medians?</td>
<td>Yes or No; Minimum Width: feet Type: Choose.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On Street Parking?</td>
<td>Select sides (Both sides, One side, None)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk/Trail Separation from Cars:</td>
<td>Choose an item. If other, describe.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Streetscape/Landscape:</td>
<td>List components, not including bike/bus accommodations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Any roadway or pedestrian (underpass/overpass) bridges?</td>
<td>Yes or No; Type: If yes, list type, location, number.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retaining Walls</td>
<td>Choose type.</td>
<td>Fencing proposed</td>
<td>Building proposed</td>
</tr>
<tr>
<td>Safety Barrier/Guardrail</td>
<td>Yes or No; With 4” curb</td>
<td>Crashworthy</td>
<td>Pedestrian Friendly End Treat</td>
</tr>
<tr>
<td>Mailboxes</td>
<td>Yes or No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intersection Configurations:</td>
<td>Describe here (traffic signals, geometry, side street stops, other)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Signals Proposed</td>
<td>Yes or No; List intersections.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Design Speed:
- **Select design**

## Traffic Signals Warranted
- Yes or No
- If yes, warrant information
- SJR / ICE Report

### Traffic signal components included in design:
- All pedestrian phase
- Pedestrian actuated
- Countdown timers
- Accessible pedestrian signals
- Bus preemption
- Railroad preemption
- Emergency Vehicle Preemption
- Street lights
- Interconnect
- Video detection
- Protected left turn
- Permissive left turn with green globe
- Permissive left turn with flashing yellow arrow

## Roundabouts Proposed?
- Yes or No
- List locations.

## 4-Way Stop Proposed?
- Yes or No
- List intersections.

## Intersection Components
- Crosswalks at all crossings
- Crosswalks at some crossings
- School crosswalks
- Refuge islands
- Pedestrian bump-outs
- Crosswalk Type: Select list from type(s)

## Complete Streets Accommodations
- Yes or No
- If yes, list type.
- Pedestrians
- Bicycles
- Autos
- Trucks
- Buses
- Light rail
- Other

## Sidewalk
- Both sides
- One side
- Location
- None

## Sidewalks ADA Compliant?
- Yes or No
- If no, explain why not.

## Street Lighting
- Street Level
- Pedestrian Level
- Combined
- None

## Stairways Proposed
- Yes or No
- Handrails Included
- Building Permit Required

## On-Road Bike Lanes
- Follows Right Turn Lane
- Follows Thru Lane

## Off-Road Multi-Use Trail
- Yes or No
- If yes, list type.

## Trails ADA Compliant?
- Yes or No
- If no, explain why not.

## Bike Amenities
- Bike lane/path signage
- Bike racks
- Bike lockers
- Diamond Lanes
- Bus Bays
- Far Side Stops
- Near Side Stops
- Bus stop benches
- Shelters
- ADA landing
- If not checked, explain why not.

## Bus Accommodations
- Yes or No
- If yes, describe stops, location, etc.

## Light Rail Accommodations
- Yes or No
- If yes, describe stops, location, etc.
6. Trade-offs discussion

• Guided questions to describe how proposed design meet established goals and criteria
  • Explain why the project was unable to meet them

• Indicate plan to address these issues in future projects
### Philadelphia: Discussion

<table>
<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the design limit block lengths to 500 feet or less?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>When considering the overall design, does the design create a pedestrian environment that provides safe and comfortable access for all pedestrians?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### APPLICANT: Pedestrian Component

Additional Explanation / Comments:

#### DEPARTMENTAL REVIEW ONLY

Reviewer Comments: ___

<table>
<thead>
<tr>
<th>Departmental Review Only</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accept</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N/M</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Question</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conventional Bike Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle-Friendly Street</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

| Does the design provide bicycle connections to local bicycle, trail, and transit networks? | YES | NO |

| Does the design provide convenient bicycle connections to residences, work places, and other destinations? | YES | NO |

#### APPLICANT: Bicycle Component

Additional Explanation / Comments: ____

#### DEPARTMENTAL REVIEW ONLY: Bicycle Component

Reviewer Comments: ____

* N/M = Needs Modification
19. Identify proposed “high priority” building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?
- Bicycle Parking
- Lighting
- Benches
- Street Trees
- Street Furniture

<table>
<thead>
<tr>
<th>DEPARTMENTAL REVIEW ONLY</th>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCEPT</td>
<td>N/M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACCEPT</td>
<td>N/M</td>
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<tr>
<td>ACCEPT</td>
<td>N/M</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACCEPT</td>
<td>N/M</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

20. Does the design avoid tripping hazards?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCEPT</td>
<td>N/M</td>
<td></td>
</tr>
<tr>
<td>ACCEPT</td>
<td>N/M</td>
<td></td>
</tr>
<tr>
<td>ACCEPT</td>
<td>N/M</td>
<td></td>
</tr>
</tbody>
</table>

21. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCEPT</td>
<td>N/M</td>
<td></td>
</tr>
</tbody>
</table>

22. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCEPT</td>
<td>N/M</td>
<td></td>
</tr>
</tbody>
</table>

23. Does the design maintain adequate visibility for all roadway users at intersections?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCEPT</td>
<td>N/M</td>
</tr>
</tbody>
</table>

24. When considering the overall design of the Building & Furnishing Component, does the design enhance the pedestrian environment?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACCEPT</td>
<td>N/M</td>
</tr>
</tbody>
</table>

* N/M = Needs Modification

**APPLICANT: Building & Furnishing Component**

Additional Explanation / Comments: ______

**DEPARTMENTAL REVIEW ONLY: Building & Furnishing Component**

Reviewer Comments: ______
### Philadelphia: Discussion

<table>
<thead>
<tr>
<th>Question</th>
<th>Accept</th>
<th>N/M</th>
</tr>
</thead>
<tbody>
<tr>
<td>35. What is the maximum AASHTO design vehicle being accommodated by the design?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36. Will the project affect a historically certified street? An inventory of historic streets(^{(1)}) is maintained by the Philadelphia Historical Commission.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37. Does the design plan incorporate roadway medians (a “high priority” vehicle / cartway design treatment for some street types)?</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td><em>Any proposed median may require a maintenance agreement with the Streets Department.</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38. Does the design facilitate safe and accessible, deliveries to local industries and businesses?</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>39. Will the public right-of-way be used for loading and unloading activities?</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>40. Does the design maintain emergency vehicle access?</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>41. Where new streets are being developed, does the design connect and extend the street grid?</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>42. Does the design support multiple alternative routes to and from destinations as well as within the site?</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>43. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?</td>
<td>YES</td>
<td>NO</td>
</tr>
</tbody>
</table>

---

**APPLICANT: Vehicle / Cartway Component**

Additional Explanation / Comments: _____

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**DEPARTMENTAL REVIEW ONLY: Vehicle / Cartway Component**

Reviewer Comments: _____
Chicago: Modal Hierarchy

**Figure 2**

1. Pedestrian
2. Transit
3. Bicycle
4. Auto

Pedestrian First Modal Hierarchy

COMPLETE STREETS CHICAGO
7. Exceptions approval

- Clearly state circumstances when exceptions *may* be granted
- Require written adequate explanation for seeking exception
- Allow submitter to propose plan or identify opportunity to incorporate needs of all users in future project
Exceptions

In the following unusual or extraordinary circumstances, Complete Streets principles will not apply (Note: the Complete Streets Ordinance requires the SDOT Director to issue a documented exception concluding that the application of Complete Streets 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):

- Does the project wholly consist of simple repairs made pursuant to the Pavement Opening and Restoration Rule (SDOT Director’s Rule 2004-02)?

- Does the project wholly consist of standard maintenance activities designed to keep assets in serviceable condition (e.g. mowing, sweeping, spot repair, and surface treatments such as chip seal)?

- Is there a plan to implement Complete Streets principles incrementally through a series of smaller improvements or maintenance activities over time?

- Does the Project Team recommend an exception to Complete Streets for this project?
8. Construction, maintenance, operations

- Ensure adequate access for all users is maintained during construction
  - Or clearly-marked detour route provided
- Names agency responsible for maintenance
- Coordination of signal timing within and proximate to project limits
MORPC: Construction, maintenance, operations

A. During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and delivery vehicles?
   - Yes
   - No

B. Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?
   - Yes
   - No

C. What agency will be responsible for ongoing maintenance of the facility and how will this be budgeted? If the project sponsor is not responsible for maintenance after the project ends, please indicate responsible agency name. Please attach the maintenance agreement as well.
   Please explain:

D. Maintenance agreement attached

B. Describe the signal timing. Include information on the wait time for cars, pedestrians and cyclists, crossing time for pedestrians, cycle length, delay, level of service, and time of day being evaluated.

C. Have you coordinated the signal timing within and beyond the project limits and irrespective of jurisdiction to allow traffic flow and discourage speeding?
   - Yes
   - No

D. Is there additional information you would like to provide about the project?
Project Scope – Reversed “Burden of Proof”

- Assume facilities for all modes w/exceptions:
- No expected users = no need now or in the future,
- Costs disproportionately high relative to need, or
- Other factors indicate no need, now or in the future

Rural, homogeneous land use; no sidewalk needs now or in the future

Slow speed, no need for bike lanes
Decisions Based on Minimizing Cost

- What can be done without moving curbs/drainage?
  - Restripe for bike lanes
- Do not construct unneeded lanes
- Install sidewalks when drainage, curb, and gutter are added
- Interconnect signals, shorten cycle lengths:
  - Low cost way to control speed, increase safety, maintain LOS
Decisions Based on Motor Vehicle LOS

- Designing to Level Of Service C or higher is expensive
- Shorter pedestrian crossing lengths can improve automobile LOS at intersections
- Sometimes it’s better to allocate space for all users, and accept resulting vehicle LOS
- What about pedestrian and bike and transit LOS?
Decisions Based on Maximizing Speed

- Higher speeds (>35 mph) reduce roadway capacity
- Higher speeds increase crash severity for all users
- Use signal interconnection to control speeds, reduce stops and Improve LOS
Decisions Based on Stakeholder Input

**Old way:** Publish open house notice
- Show proposed design,
- Take comments

**New way:** Involve all possible stakeholders
- Use small group public workshop process
- Include all, don’t let one group exclude another
- Stakeholders propose design solutions
Complete Streets Public Process Revolves Around People

- The Complete Streets public Process involves a collaborative, interdisciplinary approach in which citizens and all involved agencies are part of the planning and design team.
Identify Potential Stakeholders

- People who could potentially be affected by the project
  - Negative impact as well as positive
  - Indirect impacts as well as direct
- People who have a “stake” in the success or failure of the project
  - Individuals
  - Public groups
  - Private groups
  - Elected officials
  - Non-governmental organizations
  - Government agencies
  - Owning agency
Some Methods for 2-Way Stakeholder Involvement

- Public workshops/charrettes
- Stakeholder Advisory Groups
- Individual interviews and/or meetings
- Interactive Web sites
- Newsletters with return, postage-paid surveys
Public Workshop Techniques

- Specifically invite representatives from key groups
  - Public-at-large invitations usually attract only a small number of participants
- Use small group techniques, allow stakeholders to hear from all disciplines
  - Avoid providing a forum for single-issue proponents
- Provide opportunities for media coverage to reach those who don’t attend
  - Provide content online as a follow up – keep your comment period open
Suggested Public Workshop Format

- Pre-assign people to small groups
  - Mix disciplines and advocacy groups
- Begin with 15 to 20-minute presentation on project
  - Everyone needs to be on the same page
- Begin group exercise with non-threatening question
  - Like, what do you like about your community?
- Break issue into bite-sized topics
  - That logically lead from now to future design
- Each table report back to hear comments
End of Module