



Complete Streets Policy

Adopted January 15, 2013

Resolution R 9-13

VISION

Provide a safe and accessible, well-connected and visually attractive surface transportation network, that balances the needs of all users, including motorist, pedestrians, bicyclist, freight carriers, emergency responders, transit providers and adjacent lands uses, and promote a more livable community for citizens of all ages and abilities, including children to senior citizens, and individuals with disabilities.

PURPOSE

This policy is intended to ensure that all planning, design, construction, reconstruction, and maintenance activities produce safe and accessible surface transportation network improvements that allow all users of the public right of way to safely and conveniently reach their destination regardless of their chosen mode of transportation. This policy is also intended to encourage walking and biking, produce the health benefits that result from these types of activities, help reduce the demand for fossil fuels, to ease traffic congestion, reduce wear on roadways, improve air quality and make streets and public and private spaces more attractive for businesses and customers and increased economic activity. The application of this policy is further intended to ensure city projects conform to the Miami Valley Regional Planning Commission Complete Street Policy, thereby, enabling city projects to remain competitive when seeking certain federal and state funding administered through this agency.

GOALS

1. Advance the land use principles and the goals and objectives and strategies of the elements outlined in the City of Piqua 2007 Comprehensive Plan Update.
2. Ensure the needs of all users are recognized and accommodated throughout the surface transportation network to the greatest extent possible.
3. Incorporate context sensitive improvements into all aspects of surface transportation network projects.
4. Establish a comprehensive, integrated, fully connected, functional, and visually attractive multi-modal surface transportation network.
5. Promote the use of complete street principles, best practices and design standards for all surface transportation network new construction, reconstruction, and maintenance projects.

DIRECTIVES

1. Provide pedestrian and bicycle connections between the public right of way and the “front door” of private development, providing a convenient and safe connection for pedestrians that is separated from parking lots and drive aisles.
2. Provide pedestrian and bicycle facilities separated from motor vehicle traffic where practical, with a separation that affords pedestrians and bicyclist a high level of comfort and safety.
3. Locate curb ramps and crosswalks in accordance with the American with Disabilities Act, minimize walk distances, and provide the safest crossing in terms of site distance and visibility.
4. Provide shoulder lanes for bicyclist on uncurbed roadways where no other facilities for bicyclist exist.
5. Improve maintenance of paved asphalt surfaces to provide smooth and safe surface conditions.
6. Reduce width of pedestrian crossings in areas of particular concern by using horizontal intersection treatments or raised medians.
7. Install landscape treatment, street furniture, bicycle parking, and buffers between vehicle lanes and sidewalks or multi-use paths, where appropriate, to provide more pleasant and accommodating street side environment.
8. Provide pedestrian and bicycle connections between private properties, particularly complementary uses (housing/retail, retail/retail, office/retail, housing/schools, etc...)
9. Encourage businesses to provide bicycle parking near the “front door” of the business for staff and patrons.
10. Encourage shared parking facilities between adjacent businesses to reduce cub cuts and points of conflicts between motorist routes and pedestrian and bicycle facilities.
11. Use the latest and best design guidance, either from national resources such as *AASHTO* and *NACTO*, or model design guides such as *Complete Streets Complete Networks* or the *Model Design Guide for Living Streets*.

APPLICABILITY

This policy applies to all project identification, planning and scoping, and the design and construction of all new construction, reconstruction, resurfacing, rehabilitation, repair, and maintenance of surface transportation network facilities located within the public right of way or on public or private land. Existing improvements, until they are altered or modified, are exempt from this policy. Only to extent necessary, when circumstances make it impractical to conform to the guidance provided herein, projects with design or construction commencing

prior to the adoption date of this policy, are exempt from the policy. All other projects are subject to this policy.

Conformance Review

All surface transportation projects within public right of way or on publicly owned land shall be reviewed for conformity with this policy and shall be approved by the Planning Commission when found to be in accordance with the content stated herein. The Planning Commission review and approval process shall be as follows:

1. Preliminary Plans - The Planning Commission shall receive and review preliminary plans for all surface transportation projects within public right of way or on publicly owned land and provide recommendations for plan modifications to ensure conformance with this policy. Preliminary plans shall present conceptual design alternatives and details in an illustrative format and also include preliminary cost estimates specific to the conceptual design alternatives presented.
2. Final Plans - The Planning Commission shall receive and review final plans and cost estimates and approve only those plans conforming to this policy. The Planning Commission may exempt a specific portion or portions of a project from conforming to any portion or portions of this policy when it is determined by the Planning Commission that it is not necessary for that specific portion or portions of the project to be constructed in accordance with this policy to advance the goals and directives outlined herein. Said exceptions will be documented in the form of a resolution properly acted upon in accordance with the procedures rule and regulations governing the conduct of business by the Planning Commission.

IMPLEMENTATION

1. Update land use codes.
2. Develop complete streets multi-modal transportation plan.
3. Implement Recommendations of Safe Routes to School Travel Plan, update document as necessary, and maintain local Safe Routes to Schools program.
4. Implement recommendations of Intersection Improvement Study, continue to evaluate traffic control devices and modify traffic control devices when necessary.
5. Adjust Capital Improvement Plan to reflect a higher prioritization given to those projects that advance the vision and goals of the Complete Streets Policy.

6. Establish Bike-Run-Ped Advisory Council to advocate on behalf of, and inform the decision making process pertaining to, the implementation of the goals and directives included in this policy.
7. Provide training and education for staff, elected and appointed officials, and citizens and project developers to continue to learn about Complete Streets and to promote the goals and directives included in this policy.

RESOURCES

The most current version of the following resources and other complete street resources not listed herein should be utilized when developing projects subject to this policy.

General Policy Guidance and Resources

AASHTO Design Publications listed at:

https://bookstore.transportation.org/category_item.aspx?id=DS

American Planning Association Publication: "Complete Streets: Best Policy and Implementation Practices" (www.planning.org)

Designing Walkable Urban Thoroughfares: (<http://www.ite.org/css/>)

Multimodal Level of Service for Urban Streets

([http://www.trb.org/Main/Blurbs/Multimodal Level of Service Analysis for Urban Street_160228.aspx](http://www.trb.org/Main/Blurbs/Multimodal_Level_of_Service_Analysis_for_Urban_Street_160228.aspx))

National Complete Streets Coalition (<http://www.completestreets.org>)

ODOT Multi-modal Design Guidance

(<http://www.dot.state.oh.us/DIVISIONS/TRANSYSDEV/MULTIMODALPLANNING/BICYCLE/Pages/PlanningandDesignResources.aspx>)

TRB 2010 Highway Capacity Manual (soon to be available)

US DOT Policy Statement: "Design Guidance Accommodating Bicycle and Pedestrian Travel: A Recommended Approach"

(<http://www.fhwa.dot.gov/environment/bikeped/design.htm>)

Wisconsin Department of Transportation

(<http://www.dot.wisconsin.gov/projects/state/docs/bicycle-rural-guide.pdf>)

Accessibility

FHA Office of Civil Rights <http://www.fhwa.dot.gov/civilrights/programs/ada.htm>

Public Right-of-Way Accessibility Guidelines <http://www.access-board.gov/prowac/>

Pedestrian and Bike Information

Ohio Department of Transportation Bike and Pedestrian Plan
(<http://www.dot.state.oh.us/Divisions/TransSysDev/MultiModalPlanning/bicycle/Pages/Default.aspx>)

The Pedestrian and Bicycle Information Center (PBIC) (<http://www.walkinginfo.org>)
Planning for Active Transportation in the Miami Valley
<http://www.mvrpc.org/tr/bikePed.php>

Safe Routes to School

National Center for Safe Routes to School (<http://www.saferoutesinfo.org/>)

Basics

American Planning Association and American Institute of Certified Planners. 2007.
Complete Streets. Audio/web conference.
www.planning.org/APAStore/Search/Default.aspx?p=3678

American Planning Association. Planning Advisory Service. *Complete Streets*. QuickNotes No. 5. www.planning.org/pas/quicknotes/pdf/QN5text.pdf

Dumbaugh, Eric. 2005. "Safe Streets, Livable Streets." *Journal of the American Planning Association* 71 (3): 283-300.
www.informaworld.com/smpp/content~content=a787370026~db=all~order=page

Ewing, Reid, Keith Bartholomew, Steve Winkelman, Jerry Walters, and Don Chen, 2008.
Growing Cooler: The Evidence on Urban Development and Climate Change, Urban Land Institute, Smart Growth America, Washington, D.C.
www.planning.org/APAStore/Search/Default.aspx?p=3865

Handy, Susan, Robert Paterson, and Kent Butler. 2003. *Planning for Street Connectivity: Getting from Here to There*. Planning Advisory Service Report no. 515, Chicago: American Planning Association.
www.planning.org/APAStore/Search/Default.aspx?p=2426

Handy, Susan. 2002. "You Can Get There from Here." *PAS Memo*, November.

McCann, Barbara. 2005. "Complete the Streets!" *Planning*, May, 18-23.
www.planning.org/planning/2005/may/completestreets.htm

McCann, Barbara. 2007. "Complete the Streets for Smart Growth." *On Common Ground*, Summer, 26-31. [www.realtor.org/smart_growth.nsf/docfiles/summer07_streets.pdf/\\$FILE/summer07_streets.pdf](http://www.realtor.org/smart_growth.nsf/docfiles/summer07_streets.pdf/$FILE/summer07_streets.pdf)

McCann, Barbara and John LaPlante. 2008. "Complete Streets: We Can Get There From Here." *ITE Journal* 78 (5): 24-28. www.completestreets.org/webdocs/resources/cs-ite-may08.pdf

Moore, Terry and Paul Thorsnes, with Bruce Appleyard. 2007. *The Transportation/Land Use Connection*. Planning Advisory Service Report 546/547. Chicago: American Planning Association. www.planning.org/APAStore/Search/Default.aspx?p=3675

National Complete Streets Coalition. 2008. "Introduction to Complete Streets." PowerPoint presentation. www.completestreets.org/webdocs/resources/cs-into.ppt

Transportation Alternatives. 2008. *Streets to Live By: How livable street design can bring economic, health and quality-of-life benefits to New York City*. http://transalt.org/files/newsroom/reports/streets_to_live_by.pdf

Guidelines

Institute of Transportation Engineers. 2009. *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities: An ITE Proposed Recommended Practice*. Washington, D.C.: Institute of Transportation Engineers. www.ite.org/bookstore/RP036.pdf

U.S. Access Board. 1999. *Accessible Public Rights-of-Way Guidelines*. Washington, D.C.: U.S. Access Board. www.access-board.gov/prowac/guide/PROWGuide.htm

- 2005 draft guidelines www.access-board.gov/prowac/draft.htm
- Public Rights-of-Way www.access-board.gov/prowac/
- Sidewalk Accessibility videos www.access-board.gov/prowac/

Victoria Transport Policy Institute. 2009. "Multi-Modal Level-of-Service (LOS) Indicators." *Online TDM encyclopedia*. Victoria, B.C.: Victoria Transport Policy Institute. www.vtpi.org/tdm/tdm129.htm

Design Considerations

American Planning Association. 2006. *Planning and Urban Design Standards*. Hoboken, N.J.: John Wiley & Sons. www.planning.org/APAStore/Search/Default.aspx?p=3088

Bicycle/Pedestrian Considerations

McCann, Barbara. 2007. *Inclusive Pedestrian Environments: Resources & Recommendations Project Report*. Web-based resource from Project Action and Adaptive Environments. <http://adaptiveenvironments.org/pedestrian/>

New Jersey Bicycle and Pedestrian Resource Center. 2008. *Constructing, Maintaining, and Financing Sidewalks in New Jersey*. www.njbikeped.org/index.php?module=Downloads&func=prep_hand_out&lid=1513

Rails-to-Trails Conservancy. 2008. *Active Transportation for America: A Case for Increased Federal Investment in Bicycling and Walking*.
www.railstotrails.org/resources/documents/whatwedo/atfa/ATFA_20081020.pdf

U.S. Department of Transportation. Federal Highway Administration. 2008. *A Resident's Guide for Creating Safe and Walkable Communities*.
http://safety.fhwa.dot.gov/ped_bike/ped/ped_walkguide/

Aging Populations

Lynott, Jana, et al. *Planning Complete Streets for an Aging America*. May 2009. AARP Public Policy Institute. Washington, D.C. www.aarp.org/research/housing-mobility/transportation/2009_02_streets.html

Complete Streets Policy Inventory and Evaluation (Appendix A)
http://assets.aarp.org/rgcenter/il/2009_02_streets_5.pdf

Children

Safe Routes to School National Partnership. 2008. *Safe Routes to School Improves the Built Environment*. A Report prepared for the Centers for Disease Control.
www.saferoutespartnership.org/media/file/SRTS_built_environment_12-08_lo-res.pdf

Accessibility

Sanchez, Thomas W., et al. 2007. *The Right to Transportation: Moving to Equity*. Chicago: Planners Press. www.planning.org/APAStore/Search/Default.aspx?p=3655

Szold, Terry S. 2002. "What Difference Has the ADA Made?" *Planning*, April, 10-15.
www.planning.org/planning/2002/apr/ADA.htm

Public Transit

Federal Transit Administration & Federal Highway Administration. 2006. *Transportation Planning Capacity Building Program Peer Workshop Report: Completing the Streets for Transit: A Planning Workshop*. www.planning.dot.gov/Peer/Chicago/chicago_2007.htm

Transportation Research Board. National Cooperative Highway Research Program. 2008. NCHRP Report 616: *Multimodal Level of Service Analysis for Urban Streets*.
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_616.pdf

Health Aspects

Frank, Lawrence D., James F. Sallis, Terry L. Conway, James E. Chapman, Brian E. Saelens, and William Bachman. 2006. "Many Pathways from Land Use to Health: Associations between Neighborhood Walkability and Active Transportation, Body Mass Index, and Air Quality." *Journal of the American Planning Association* 72 (1) 75-87.

www.informaworld.com/smpp/content~content=a787384888~db=all~order=page

Morris, Marya. 2006. *Planning Active Communities*. Planning Advisory Service Report no. 543/544. Chicago: American Planning Association.

www.planning.org/APAStore/Search/Default.aspx?p=3650

Sallis, James F., and Karen Glanz. 2006. "The Role of Built Environments in Physical Activity, Eating, and Obesity in Childhood." *Future of Children* 16 (1): 89-108.

www.futureofchildren.org/information2826/information_show.htm?doc_id=355433

Examples and Implementation

Massachusetts Highway Department. 2006. *Project Development and Design Guide*. Boston: Massachusetts Highway Department.

www.mhd.state.ma.us/default.asp?pgid=content/designGuide&sid=about

Charlotte (North Carolina), City of. 2007. *Urban Street Design Guidelines*.

www.charmeck.org/departments/transportation/urban+street+design+guidelines.htm

Metropolitan Transportation Commission. 2006. *Routine Accommodation of Pedestrians and Bicyclists in the Bay Area: Results from Interviews with Transportation Professionals and Recommendations to Encourage Routine Accommodation*. Oakland, Cal.:

Metropolitan Transportation Commission.

http://apps.mtc.ca.gov/meeting_packet_documents/agenda_668

[/Routine Accommodation Ped Bike Study 6-06.pdf](http://Routine%20Accommodation%20Ped%20Bike%20Study%206-06.pdf)

Recently Introduced Legislation

State of California. Assembly Bill 1358. California Complete Streets Act of 2008.

[www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-](http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf)

[1400/ab_1358_bill_20080930_chaptered.pdf](http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf)

H.R. 1443: Complete Streets Act of 2009 www.govtrack.us/congress/bill.xpd?bill=h111-1443

S. 584: Complete Streets Act of 2009 www.govtrack.us/congress/bill.xpd?bill=s111-584

Web Links to Project Partners

American Planning Association: www.planning.org

National Complete Streets Coalition: www.completestreets.org

National Policy and Legal Analysis Network to Prevent Childhood Obesity (NPLAN):
www.nplanonline