

CHECKLIST

| | Complete Streets Essentials | The Ideal Policy... | ACC Policy | Comments |
|-------------------------------------|--|--|---|---|
| <input checked="" type="checkbox"/> | Strong Community Vision | Includes a vision for how and why the community wants to “complete” street designs | See ACC Complete Streets Policy (Policy) Section I. Overview; II. Policy Purpose; and III. Background | |
| <input checked="" type="checkbox"/> | Affects <i>all</i> users | Specifies that ‘all users’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles. | Section IV: “Roadway projects shall accommodate all users of the transportation system, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.” | |
| <input type="checkbox"/> | Applies to all projects, small and large | Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way in the project. | Section IV: The Complete Streets Policy shall apply to all new construction and reconstruction projects of local roadways, excluding resurfacing activities that do not alter the current/ existing geometric designs of a roadway, using Federal, State, or Local funds. | The ACC Policy does NOT apply to street re-pavings or other small, impactful projects, a critical omission that limits to the policy to the most rare and expensive projects. |
| <input type="checkbox"/> | Applies to All Roads | Is understood by all agencies to cover all roads. | Section IV. The Complete Streets Policy shall apply to all new construction and reconstruction projects of local roadways | ACC Policy is limited to local roads. This can potentially create gaps in the network. For example the street that will bisect the Armstrong & Dobbs property did NOT have to comply with Complete Streets because it will be a private road. See National Complete Streets Coalition for more information |
| <input checked="" type="checkbox"/> | Specific, clear exemptions | Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions. | Section VII.(9): All exemptions must be documented with supporting data and must be approved by the Transportation and Public Works Director. | |
| <input checked="" type="checkbox"/> | Focuses on connectivity | Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes. | Section VI.(1) Create a comprehensive, integrated, and connected multimodal network by providing bicycling and walking connections to trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers. | |
| <input type="checkbox"/> | Best-Practices | Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs. | Section VI.(7): “Design bicycle and pedestrian facilities to the best currently available standards and practices including the AASHTO Guide for the Development of Bicycle Facilities, AASHTO’s Guide for the Planning, Design and Operation of Pedestrian Facilities, the Manual of Uniform Traffic Control Devices and others as related.” | The current Policy does not specify which version of AASHTO. WE also recommend it specifically reference the NACTO Urban Bikeway Design Guide . The NACTO Guide is supported by the FHWA , and it contains the most effective designs for improving safety for all users. |
| <input checked="" type="checkbox"/> | Sensitive to Community Context | Directs that Complete Streets solutions will complement the context of the community. | I.(7); II; VI: Multiple references to different contexts | Throughout the Policy there are multiple references to context sensitivity. |
| <input type="checkbox"/> | Performance Measures | Establishes performance standards with measurable outcomes. | | Performance measures go beyond measuring the effectiveness of individual projects (See VI.[11]), and seek to measure the impact of the Policy as a whole. Examples include: simply counting multi-modal users pre and post project, tracking where dollars are spent, counting number of Complete Streets Projects, tracking the increase in bike Level of Service, or pedestrian Level of Service. |
| <input type="checkbox"/> | Implementation | Includes specific next steps for implementation of the policy. | Resolution Section 4: “Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.” | This is the only reference to the Policy’s implementation, a strong policy needs more specific plans for implementation. For a very in-depth discussion, see: The Toolkit for Implementation . |