

IPA Complete Streets National Best Practices Matrix

Planning		
Agency	Best Practice Example	Key Points
Comprehensive Plans		
Selma, Alabama Source: http://www.selma-al.gov/planning/ComprehensivePlan.pdf	Land Use & Transportation Chapter: “2. Develop a system of ‘complete streets’ a. Establish a network of major streets, including an east-west and north-south grid b. Improve street grid system to include local connections and streets interconnecting neighborhoods c. Provide for pedestrian and sidewalk connections coordinated with city-wide trail system d. Establish safe routes to schools to reinforce safety and walkability of neighborhoods e. Reinforce historic grid system in the core of the city, connect downtown to adjoining neighborhoods (especially to the east) and expand into new development.”	<ul style="list-style-type: none"> • Focuses on improving the grid system and continuing grid networks into new development. • Aims for better pedestrian connections and walkability improvements in neighborhoods. • Embraces pre-existing transportation programs such as Safe Routes to School.
Tupelo, Mississippi Source: http://cityoftupelo.design.officelive.com/Documents/Tupelo_Adopted_Plan_12-16-08.pdf	Chapter 8 Implementation Plan: “As Tupelo’s development form changes to a more compact land use pattern, a new approach to transportation is needed. This approach should focus on creating “complete streets” throughout the community that provide opportunities for traffic-free automobile use, future public transit, bike lanes, and pedestrian facilities that can make the community more mobile and safe regardless of the mode of transportation used.”	<ul style="list-style-type: none"> • Identifies opportunities for safer transportation facilities and transportation facilities for various modes of transportation. • Specifically emphasizes future infrastructure, which allows the community to justify improvements.
Sherman, Illinois Source: http://www.shermanil.org/secure/reveal/admin/uploads/documents/Sherman2030ComprehensivePlan.pdf	Transportation Chapter: “Goal: Provide a safe and efficient transportation system within the Village that incorporates all modes of transportation and allows for alternative transportation options.” Objectives: <ul style="list-style-type: none"> • Incorporate complete street designs in all new street projects • Require street, sidewalk, or trail connections between neighborhoods • Construct internal trail corridors within the Village • Construct or improve sidewalks in areas where they do not exist 	<ul style="list-style-type: none"> • Provides a clear and comprehensive statement in regards to the expectations of their “transportation system.” • Recognizes the need to improve new and old transportation systems that need improvement in the community (e.g., street, sidewalk, or trail connections) • Gives flexible options that still meet the needs of pedestrians and creates connectivity within the community.
National Policy & Legal + Analysis Network to Prevent Childhood Obesity (NPLAN) Source: http://www.nplanonline.org/sites/phlpnet.org/files/nplan/CompleteStreets_ComprehensivePlan_FINAL_20100223.pdf	Provides model comprehensive plan language on complete streets.	See recommendations and guidance given by NPLAN.

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Capital-Improvement Programs (CIPs)		
Tigard, Oregon Source: http://www.tigard-or.gov/city_hall/departments/finance/cip_program.asp	Street System Chapter: “The city will add sidewalks and short trail connections to fill existing gaps in the pedestrian transportation system. Projects will be selected each year based on pedestrian need, safety, benefit, mobility options, and ability to leverage other resources. Potential project locations are identified in the Transportation System Plan.”	<ul style="list-style-type: none"> • Recognizes the need to fill existing gaps in pedestrian infrastructure in its CIP. • Prioritizes capital improvements based on need, safety, and mobility. • Connects the CIP with the transportation system plan, which is crucial to making the “complete streets machinery” work.
Sacramento, California Source: http://www.cityofsacramento.org/finance/budget/documents/P012-ApprovedSection1-TransportationProgramSummary.pdf	Major Program Area Allocations: “Eight percent (\$2.3 million) of the total funding is programmed to pedestrian and bicycle projects, neighborhood street lights, and community enhancements. These projects and programs support the City’s strategic plan goals to achieve sustainability, enhance livability, and expand economic development throughout the City.”	<ul style="list-style-type: none"> • Dedicates funding to complete streets enhancements as a part of the CIP. • Pedestrian, bicycle, illumination, and community enhancements are a part of the CIP goals.
Downtown-Revitalization Plans		
Wichita, Kansas Source: http://www.downtownwichita.org/user/file/DowntownPlan/Project%20Downtown%20Adopted%20Plan.pdf	Transportation Plan Chapter: “Implement the Downtown Wichita Streetscape Design Guidelines on each of the street-improvement projects to install pedestrian safety and comfort features needed to improve the Downtown walking, bicycle, and transit environments. These improvements are needed to establish a walkable Downtown environment, a key to improving Downtown livability and unlocking Downtown’s redevelopment potential. Tailor pedestrian safety and comfort features to the primary transportation mode of the street and the predominant adjacent land use, as outlined in the Implementation Model of the Streetscape Design Guidelines. These features include improved sidewalks, street trees, lighting, benches, bicycle racks, trash receptacles, and bus shelters. Pedestrian crossings should use curb extensions, signage, and other traffic-calming measures and should be installed approximately every 1/8 th mile along all street corridors.”	<ul style="list-style-type: none"> • Takes a holistic approach to downtown revitalization by recognizing socio-economic status, ability and modes of transportation in the revitalization plan. • Connects design guidelines to the revitalization plan. • “Tailor pedestrian safety” language prioritizes the pedestrian on the transportation network. • Specific increments for traffic-calming measures creates a walkable and safe transportation network.
Citrus Heights, California Source: http://www.citrusheights.net/home/index.asp?page=1462	Section Three Development Standards: <i>“The Boulevard Plan places a heavy emphasis on pedestrian comfort and safety. The Boulevard Plan calls for the expansion of the Auburn Boulevard right of way to allow for wider sidewalks, bike lanes, and planting strips.”</i>	<ul style="list-style-type: none"> • Looks to increase multi-modal transportation and amenities space in order to achieve complete streets for an area suffering from sprawl.
Biloxi, Mississippi Source: http://www.biloxi.ms.us/PDF/10.%20Downtown%20Revitalization%20Strategy.pdf	Chapter 10-3: “Develop Howard Avenue, Caillavet, Reynoir, Lameuse, and Main Streets into “Complete Streets” that accommodate all modes of transportation. Conduct a Downtown sidewalk inventory, verifying sidewalk locations, conformance to ADAAG, condition and access to parking lots.”	<ul style="list-style-type: none"> • Includes all modes of transportation revitalization plan. • Provides a clear standard to those using the revitalization plan in conformance to ADAAG regulations. • Considers sidewalks and parking as an important area the revitalization plan.

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Trail Plans		
<p>State of Ohio Source: http://www.ohiodnr.com/Portals/0/trailsplan/pdf/trailsforohioans.pdf</p>	<p>Trails for Ohioans, Chapter 4, Connecting Trails: “The key to a viable trails system is connecting people and destinations (e.g., communities, parks, natural areas, historic and cultural sites, places of employment, shopping and other amenities).” “Properly designed trail systems can minimize isolation of neighborhoods and connect people to business areas, schools, recreation areas and other community.”</p>	<ul style="list-style-type: none"> • Recognizes that trail systems provide both transportation and recreation opportunities. • Recommends that trails be developed to link community resources as well as transportation systems.
<p>Chester County, Pennsylvania http://www.chesco.org/planning/lib/planning/documents/trailpath/trailguidechap2.pdf</p>	<p>Trail and Path Planning: A Guide for Municipalities “In terms of trail and path planning, a network is a combinations of trails, paths, sidewalks, and other linear facilities use for pedestrian and non-motorized transportation [that connect and provide linkages] to destinations.” “Trails and paths should be planned as a municipal-wide network, including multi-use trails, single use paths, roadway or road shoulder bicycle routes, and destinations.” Complete streets principles and the development of trail networks can supported in a variety of sections within a comprehensive plan, including goals and objectives, transportation, parks and recreation, and community facilities.</p>	<ul style="list-style-type: none"> • Recommends that municipalities either 1) complete a trails master plan before amending a comprehensive plan, or 2) update a comprehensive plan to address network planning of a trail and path planning. • Suggests options for addressing trail planning and policy elements within sections of a comprehensive plan, an official map, and municipal ordinances.
<p>Flagstaff, Arizona http://www.flagstaff.az.gov/DocumentView.aspx?DID=366</p>	<p>Flagstaff Area Regional Land Use and Transportation Plan, Transportation Element “The Flagstaff Urban Trail System (FUTS) [was conceived in] 1989 as a combination recreation and alternative transportation system both within the city and connecting to surrounding national forest areas.” “ [The] development strategy for FUTS has emphasized linking various parts of the city via primary trail corridors.”</p>	<ul style="list-style-type: none"> • Incorporates the FUTS Master Plan as a component of the Flagstaff Area Regional Land Use and Transportation Plan. • Connects FUTS with neighborhoods, schools, parks, the central business district, future development, the Arizona Trail (a cross-state multiple-use trail) and U.S. Forest Trail system).
Circulation Plans		
<p>Morgan Hill, California Source: http://www.morgan-hill.ca.gov/DocumentView.aspx?DID=3370</p>	<p>Level of Service Section: “Policies 1c. Provide a balanced transportation system which assures access to all, and which integrates all appropriate modes of transportation into an effectively functioning system, including such modes as auto, ride sharing, public rail and bus transit, bicycling and walking. (SCJAP 11.00 & 11.01) 1d. Ensure compatibility of the transportation system with existing and proposed land uses, promoting environmental objectives such as safe and uncongested neighborhoods, a pedestrian-friendly vibrant downtown that emphasizes non-auto transportation modes, energy conservation, reduction of air and noise pollution, and the integrity of scenic and/or hillside areas. (SCJAP 11.02) 1e. Implement strategies to ensure safe and appropriate operation of all components of the transportation system, such as programs to lower crash rates and reduce the number of transportation-related injuries in the city through education,</p>	<ul style="list-style-type: none"> • Integrates all “appropriate” (context sensitive design) modes of transportation in the circulation plan. • Compatible transportation systems with existing and proposed land uses address the status quo and future needs. • Clearly states need for access to all users. • Safe operation of all components of the transportation system is important to accessibility. • Prioritizes safety for non-motorized travel.

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	enforcement, engineering strategies, physical improvements, and operational systems. Prioritize strategies that improve safety for students, pedestrians and bicyclists.”	
<p>Twentynine Palms, California Source: http://www.ci.twentynine-palms.ca.us/fileadmin/user_upload/pdf/GeneralPlan-CirculationElement-01272009.pdf</p>	<p>Section XX, Circulation Plan Element: “G. Goal #6 The Circulation Plan will sustain mobility while fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to all citizens. Purpose: The purpose of Goal #6 is to provide a means of evaluating circulation systems in relation, and in support of, the core objectives contained in Southern California Associated Government’s Regional Transportation Plan. Policy 6.1: Transportation systems must meet the public need for improved access, and for safe, comfortable, convenient, fast and economical movements of people and goods. Program 6.1.1: Systems shall be designed to ensure that they meet or exceed standards established in the Regional Transportation Plan, with regard to mobility, accessibility, environment, reliability, safety, equity/environmental justice and cost effectiveness.”</p>	<ul style="list-style-type: none"> • Connects with the Regional Transportation Plan and references standards in the Regional Transportation Plan. • Provides a policy for access, safety, speed and economical movements.
<p>El Cerrito, California Source: http://www.el-cerrito.org/public_works/pdf/CirculationPlan_adopted.pdf</p>	<p>Executive Summary: “The overall purpose of the Circulation Plan is to:</p> <ul style="list-style-type: none"> • Identify and address the transportation needs of El Cerrito residents and visitors while taking into account the diverse population and other social, economic, and environmental factors. • Outline a comprehensive Circulation Plan that reflects local and regional policies, projects, and priorities. • Establish short and long-term priorities that will guide future investments and improvements for bicyclists, pedestrians, and disabled.” 	<ul style="list-style-type: none"> • Focuses on meeting the needs of a diverse population including those with varied socio-economic factors. • Provides a short-term and long-term investment plan that connects local and regional policy. • Recognizes a wide range of users, including bicyclists, pedestrians, and those who have disabilities.
<p>Douglas County, Colorado Source: http://www.douglas.co.us/traffic/documents/2030Chapter1.pdf</p>	<p>Introduction Chapter: “Design: The transportation network must include “Complete Streets,” which have bike lanes and sidewalks that are direct, continuous, have easy street crossings, are visually interesting, and are safe and secure.”</p>	<ul style="list-style-type: none"> • Recognizes complete streets system is a foundation of the transportation network. • Requires continuous sidewalks and bike lanes. • Identifies the importance of “visually interesting” amenities space and/or unique materials the design of the transportation network.

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ADA Compliance–Transition Plans		
<p>Stockton, California Source: http://www.stocktongov.com/disabilities/documents/ADAExexSummary.pdf</p>	<p>“It is the goal of the City to continue its efforts to improve pedestrian accessibility. To achieve this goal, the City plans to utilize the following criteria to guide its sidewalk and curb ramp program:</p> <ul style="list-style-type: none"> • <i>Provide access to state or local facilities or offices</i>—Since the ADA requires that funding priority be given to "walkways serving local and state government offices and facilities," these conditions have received the highest priority in the City’s self-evaluation process. • <i>Provide access to places of public accommodation</i>—Locations that provide access to "public, commercial, medical, professional, educational, or recreational services" are high priorities for curb ramps sites. • <i>Provide access to public transit</i>—A goal of the curb ramp program is to improve access to bus stops along heavily used bus routes. • <i>Enhance safety at pedestrian crossings</i>—High priority is given to curb ramps that will allow for safe crossings at controlled or marked intersections. • <i>Create connected systems of accessible pathway</i>—City staff will look for opportunities to complete a partially accessible intersection or pathway and to expand an existing pathway system.” 	<ul style="list-style-type: none"> • Follows ADA mandates while connecting them to the city’s internal processes. • Recognizes need for bus stop–access improvements to reduce the need for door-to-door paratransit services. • Looks to complete partially accessible intersections and pathways.
<p>Bellevue, Washington Source: http://www.ci.bellevue.wa.us/pdf/Transportation/ADA_sidewalk_curb_ramp_article.pdf</p>	<ul style="list-style-type: none"> • <i>“New Development”</i>—New development or redevelopment projects must include sidewalks and curb ramps. • <i>Citizen Request Program</i>— Citizens submit requests to have a new curb ramp installed or have an existing curb ramp repaired at any location within the City. • <i>Annual Installation, Repair, and Maintenance Program</i>—The City’s Transportation Department repairs sidewalks and installs new curb ramps annually as part of routine maintenance. • <i>Street-Related Capital Improvement Projects</i>— Sidewalks and/or curb ramps are installed and/or repaired in all street-related capital improvement projects (e.g., street widening or other street upgrades). • <i>Overlay Construction Projects</i>— The City includes the installation of curb ramps as part of street overlay projects. • <i>Sidewalk Maintenance and Repair Program</i>—Streets Division personnel clear vegetation and debris from sidewalks adjacent to arterial streets, inspect sidewalks for damage, and when needed, repair walkways.” 	<ul style="list-style-type: none"> • Includes stipulations for new development and redevelopment necessary in order to create an accessible transportation network. • Connects capital-improvement projects with sidewalk and curb-ramp installation. • Includes curb-ramp installation within overlay construction projects. • Designates a department and specific responsibilities to keep an accessible transportation system.
<p>Clark County, Washington Source: http://www.co.clark.wa.us/ada/documents/transition/Sidewalk-ADA%20Transition%20Plan%202010.pdf</p>	<p><i>See Appendix</i> 2011 Sidewalk Ranking Criteria.</p>	<ul style="list-style-type: none"> • Provides a good tool for evaluating the condition of sidewalks.

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Policies		
Subdivision Ordinances		
<p>Hailey, Idaho Source: http://haileycityhall.org/planning/AgendaStaff%20Reports%202010/090710/Ord%20-%20Sub%20Definitions%20PZ%20090710.pdf</p>	<p>“a) Streets, whether public or private, shall provide an interconnected system and shall be adequate to accommodate anticipated vehicular and pedestrian traffic. b) Non-vehicular circulation routes shall provide safe pedestrian and bicycle ways and provide an interconnected system to streets, parks and green space, public lands, or other destinations.”</p>	<ul style="list-style-type: none"> • Provides polices for public and private accommodations for vehicle and pedestrian traffic. • Values non-vehicular travel in the subdivision ordinance, and the ordinance connects other public facilities.
<p>Metropolitan Government of Nashville & Davidson County, Tennessee Source: http://www.nashville.gov/pw/pdfs/divisions/SubdivisionSpecs.pdf</p>	<p>3.5.6. Non-Standard Cross Sections “Non-standard cross sections are not to be used in routine subdivision designs. Complete Streets principles shall apply, with considerations given to all potential users of the streets.”</p>	<ul style="list-style-type: none"> • This subdivision ordinance applies complete streets principles and considers all users.
Zoning Code Ordinances		
<p>Boulder, Colorado Source: http://www.colocode.com/boulder2/chapter8-2.htm</p>	<p>Section 8-2-17 “(a) Sidewalks shall be constructed in any area of the city where: (1) Sidewalks are necessary to provide adequate and safe routes for school children to and from their dwellings and to and from educational facilities; (2) Pedestrian traffic is not adequately accommodated by existing sidewalks; (3) No sidewalks are in existence; or (4) The health, welfare, and safety of the public require that adequate sidewalks be provided for the public convenience. b) Any existing sidewalks, or portions thereof, shall be reconstructed or replaced: (1) Where any vertical displacement of the adjoining sidewalk section exceeds three-quarters of an inch; (2) Where any lateral displacement of adjoining sidewalk exceeds one inch; (3) Where the surface condition of the sidewalk has deteriorated, cracked, settled, or chipped, so as to create or constitute a hazard or unsafe condition to the public; (4) Where the transverse slope of the sidewalk exceeds one inch per foot or in which the combination of transverse or longitudinal grade is insufficient for adequate drainage of the sidewalk; (5) Where the sidewalk is less than four feet wide in any residential zoning district in the city and less than six feet wide in any business or industrial zoning district in the city, if the sidewalk or any portion thereof constitutes a hazard to pedestrian safety; or (6) Where there is not at least a five-foot transition in the direction of the sidewalk on any sidewalk adjacent to a driveway.”</p>	<ul style="list-style-type: none"> • Considers schoolchildren when making pedestrian improvements. • Sidewalks must be constructed where no sidewalks exist. • Health, welfare, and safety are connected to the zoning code improvements. • Existing sidewalk improvements and replacements are included in the zoning code. • Infrastructure replacements and improvements must meet specific standards that contribute to the overall health of the system.

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<p>National Policy & Legal Analysis Network to Prevent Childhood Obesity (NPLAN) Source: http://www.nplanonline.org/sites/phlpnet.org/files/nplan/CompleteStreets_LocalOrdinance_FINAL_20100223.pdf</p>	<p>Provides model zoning ordinance language on complete streets.</p>	<ul style="list-style-type: none"> • See recommendations and guidance given by NPLAN.
Unified Development Codes (UDC)		
<p>Las Vegas, Nevada Source: http://www.lasvegasnevada.gov/files/UDC_19_04.pdf</p>	<p>“Complete Streets” chapter: Provides visual and textual examples</p>	<ul style="list-style-type: none"> • Provides a connectivity point system and explains how it requires connectivity. • Provide examples of cross-sections for non-motorized transportation. • Allows context sensitive design with stipulations for mitigation requirements in the UDC.
<p>San Antonio, Texas Source: http://library.municode.com/index.aspx?cliEntId=14228&stateId=43&stateName=Texas</p>	<p>Article V.</p> <ul style="list-style-type: none"> • “Urban Design, Policy 5i: Develop a safe and convenient pedestrian travel network with sidewalks, walkways and trails integrated into the transportation system and neighborhood centers. • Urban Design, Policy 5i: Ensure that all new sidewalks comply with city codes, and are designed to be functional and unobstructed, linking neighborhoods, residential areas and neighborhood centers together. • Urban Design, Policy 5i: Provide incentives for developers to exceed minimum standards for the pedestrian infrastructure. • Urban Design, Policy 5i: Promote safety on the pedestrian networks by eliminating physical barriers for the movement impaired maximizing visual contact between the network and surrounding areas modifying zoning to promote high activity uses adjacent to the network providing buffers from vehicular traffic, and enhancing signage for pedestrians. • Urban Design, Policy 5j: Urban design as an integral part of all new construction and improvement of transit centers, streets, and pathways in the city. • Urban Design, Policy 5k: Accommodate the specific needs of disabled individuals in all transportation modes. • Urban Design, Policy 5h: Consider bicycling in the design and construction of public streets.” 	<ul style="list-style-type: none"> • Allows for multiple forms of pedestrian travel that include sidewalks and trails. • Encourages incentives for exceeding minimum pedestrian standards are encouraged. • Considers accomodation of bicycles is considered. • Emphasizes safety through visual cues and signage. • Plans for the improvement of transit centers.

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Design Guidelines		
Local Government Design Manuals		
<p>Tacoma, Washington Source: http://cms.cityoftacoma.org/Planning/CompleteStreets/MUC_CS_Final.pdf</p>	<p>2.2 Complete Street Design Objectives:</p> <ul style="list-style-type: none"> • “Provide an unobstructed, continuous, and safe circulation system that serves the same destinations as are served by the road system • Provide convenient access to local land uses, urban parks and open spaces, and transit • Provide a buffer for pedestrians and adjacent properties from the traffic and noise from the street • Provide visual interest and support community interaction through open space and other public activity space • Safely accommodate people of all ages and abilities, including persons with disabilities.” 	<ul style="list-style-type: none"> • “Serves the same destinations as are served by the road system” shows the importance of the entire transportation system, not just automobiles. • In the design guidelines the buffer refers to the “amenity zone” between vehicular and non-motorized transportation. • The design manual clearly shows complete streets philosophy with “all ages and abilities” being mentioned.
<p>Charlotte, North Carolina Source: http://www.charmeck.org/city/charlotte/Transportation/PlansProjects/Documents/RevUSDGChapter2KH023.pdf</p>	<p>2. Designing Streets for Multiple Users “All streets should be evaluated in terms of how they affect many different groups, including:</p> <ul style="list-style-type: none"> • Motorists • Pedestrians (including transit riders) • Transit operators • Bicyclists • People living, working, or otherwise using the adjacent land uses.” 	<ul style="list-style-type: none"> • Charlotte’s guidelines provide for an evaluation of how roads affect various groups. • Adjacent land uses are noted in the design guidelines. This helps with context-sensitive design and continuous pedestrian and alternative-transportation connections.
<p>Basalt, Colorado Source: http://www.basalt.net/planningPdf/StreetsFinal.pdf</p>	<p>Pedestrian Town Section: “Basalt is walkable and its streets are complete in that all forms of mobility use them. Therefore, they should be enhanced to enable universal forms of movement to take place. While there needs to be functionality to the management of the vehicle, there also needs to be safety, accessibility and pleasure for individuals walking or using alternative transportation to move and enjoy the qualities of Basalt. Pedestrians are people who are walking, pushing a baby carriage, carrying a bag of groceries, strolling with children or riding in a wheelchair...in a setting where others are doing the same thing. A pedestrian friendly environment is immediately recognizable.”</p>	<ul style="list-style-type: none"> • Clearly defines “pedestrians” and makes the appearance of pedestrian activity a community value. • Recognizes the safety and accessibility issues in terms of vehicular management. • Notes the “enjoyable” aspects of a walkable community—provoking a lifestyle/environment versus just meeting a mandate.

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Facility Maintenance		
<p>Bozeman, Montana http://www.mdt.mt.gov/publications/docs/brochures/bozeman_tranplan_study_chap6.pdf</p>	<p>Greater Bozeman Area Transportation Plan, 6.1 –Complete Streets Guidelines: “Maintenance activities do present some opportunities that can improve the environment for other roadway users...Facilities such as improved crosswalks, or bike lanes, or a shoulder stripe may be included in a routine re-stripe of a roadway if adequate space exists and the facility is designed to have such facilities in the transportation plan.” Complete Streets principles will be applied in street construction, retrofit, reconstruction, and maintenance projects over time.” 6.6 Non-Motorized Maintenance Considerations: “ Any roadway maintenance activities to be undertaken should be seen as an opportunity to make some simple changes that can enhance conditions usually at a minimal, or no cost [to the local government and/or transportation agency]. “Roadway surfacing projects [and resurfacing activities] create an opportunity to make improvements for bicyclists or pedestrians at a minimal cost.”</p>	<ul style="list-style-type: none"> • Suggests that viable complete streets improvements can be incorporated in routine roadway maintenance projects such as overlay/resurfacing projects. • Advises that the government/transportation agency consider maintenance activities, which may positively or negatively impact pedestrians or bicyclists: <ol style="list-style-type: none"> 1. Widen shoulders on uncurbed rural roads. 2. Reconfigure lanes after paving (if there’s adequate width) to provide non-motorized facilities. 3. Avoid use of chip seals as a maintenance tool. 4. Properly fill utility cuts to minimize rough transitions fo cyclists. 5. Address sidewalk and bike lane snow removal needs to prevent obstructions during the winter. 6. Provide access to pedestrians and bicyclist when maintenance activities provide temporary closures of bikeways and sidewalks.
<p>Seattle, Washington http://clerk.ci.seattle.wa.us/~scripts/nph-brs.exe?s1=complete+streets&s2=&s3=&s4=&s5=&Sect4=and&l=20&Sect2=THESON&Sect3=PLURON&Sect5=CBOR1&Sect6=HITOFF&d=CBOR&p=1&u=%2F%7Epublic%2Fcbor1.htm&r=1&f=G</p>	<p>Seattle's Complete Streets Policy: “Seattle Department of Transportation (SDOT) will implement policies and procedures with the construction, reconstruction or other changes of transportation facilities on arterial streets to support the creation of Complete Streets including capital improvements, re-channelization projects and major maintenance, recognizing that all streets are different and in each case user needs must be balanced.” “SDOT will incorporate Complete Streets principles into: the Department's Transportation Strategic Plan; Seattle Transit Plan; Pedestrian and Bicycle Master Plans; Intelligent Transportation System Strategic Plan; and other SDOT plans, manuals, rules, regulations and programs as appropriate.”</p>	<ul style="list-style-type: none"> • Ensures that there is a consistent approach to improving and maintaining the right-of-way for all users. • Requires all modes to be considered for a transportation-improvement project. • Infuses complete streets principles into all transportation-planning documents, master plans, daily operations, route maintenance, and capital-improvement program (CIP) planning process.

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<p>Town of Crested Butte, Colorado http://www.crestedbutte-co.gov/vertical/Sites/%7B6058FFBB-CB06-4864-B42F-B476F794BE07%7D/uploads/%7BCBD8A15C-176A-4860-8F75-50B422769941%7D.PDF</p>	<p>Town of Crested Butte Snow Ice Control Operations Plan, 2010-2011 “This snow and ice control plan identifies the streets, sidewalks, and public facilities that the Town will maintain during a snow event. Property and business owners also have certain responsibilities that include clearing their own driveways and maintain adjacent sidewalks, clearing areas for wildlife resistant containers and dumpsters, removing snow from sidewalks and public parking areas resulting from roof and overhang shedding, and remove ice dams created from heated sidewalks.”</p>	<ul style="list-style-type: none"> • Engages stakeholders during “annual snow summit” to inform annual updates. • Outlines municipal responsibilities and procedures for controlling snow and ice accumulation on streets and sidewalks. • Assigns responsibility for clearing sidewalks and pedestrian areas to Parks & Recreation’s Maintenance Division. • Uses a Snow Removal Map to illustrate sidewalk and pedestrian snow-removal priorities.
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