

## COMPLETE STREETS

This policy shall be used if a signature street is “incomplete” and does not provide for all users and all modes of transportation.

### Principles of Complete Streets

The following are the key principles of Complete Street policies:

- b. They are context-sensitive,
- c. Emphasize connectivity,
- d. Ensures that the entire right-of-way is planned, designed, funded and operated with consideration of safe access for users of all ages and mobility and all users being equally deserving of safe facilities to accommodate their travel,
- e. Encourage the use of the latest and best design standards,
- f. Allow flexibility in balancing user needs including maintenance needs and temporary snow storage
- g. Meet performance standards, and
- h. Meet implementation steps.

### Policy Statement

FAST Planning promotes that the above principles of Complete Streets be considered at all phases of planning and project development in the establishment and development of a multi-modal transportation system. This policy is a commitment that future transportation projects will take into account the needs of everyone using the road right-of-way as early as practicable and throughout the process. This policy helps integrate the needs of all users into everyday transportation planning practices so that, gradually, a complete network of roads serves all users.

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## Consistency

This policy is consistent with the goals of FAST Planning:

1. Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow.
2. Provide a safe, efficient, secure and interconnected multi-modal transportation system for all users.
3. Protect the environment, improve air quality and promote energy efficiency.
4. Optimize the utility and lifespan of the existing transportation system.
5. Ensure adequate transportation facilities to support economic development.

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## Principal Points

- Complete Streets reflect the transportation policy and design approach that promotes streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods, as practicable.
- FAST Planning will not subscribe to one singular design prescription for Complete Streets; each street is different in function and context. Context-sensitive solutions involve stakeholders in considering a transportation facility in its entire social, environmental and aesthetic context and this Complete Streets policy is a reminder that providing for safe travel by users of all modes is the primary function of the corridor. Roadways that are planned and designed using a Complete Street approach may include: sidewalks, bike lanes, wide paved shoulders, special bus lanes, comfortable and accessible transit stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts and more. One particular street may not include all elements of Complete Street requirements but may be part of a larger “Complete Network”.
- Consideration of Complete Streets, competing objectives and creation of new assets must be balanced with asset preservation needs and other constraints (fiscal, right of way, etc.) in order to manage risks associated with diminishing asset preservation capabilities and effectiveness.

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## Distribution

This policy should inform Alaska Department of Transportation and Public Facilities (ADOT&PF) personnel, local agency representatives, and consultants responsible for planning, designing, constructing or maintaining projects with the Metropolitan Planning Area. Procurement for consulting

services for the planning or design of an FAST Planning area project or plan will be assisted by this policy, when appropriate.

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## Procedures

The procedures for implementing “Complete Streets” in planning and project scoping, operations, and maintenance and measurement and evaluation are specified below.

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### Planning Guidelines

- Development of the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) shall consider needs for all users.
- FAST Planning’ MTP catalogs system conditions and needs so that projects may prioritize and work towards systems and networks that eliminate or minimize the impact of system and network gaps and barriers for all users. This is consistent with FHWA’s Planning Emphasis Area to identify transportation gaps in access to essential services and identification of solutions to address those gaps, for the public including traditionally underserved populations.
- Successful implementation of complete streets requires multi-jurisdictional coordination, collaboration, partnering and planning with ADOT&PF, local governments and other implementing agencies to accomplish efficient and effective system planning for all modes and the connectivity that should be addressed at network, corridor and project levels. Coordination should also ensure cooperation with local entities to look for opportunities to address complete streets on their systems.
- FAST Planning, with the assistance of ADOT&PF, shall look to bring training opportunities to collaboratively support local governments and state personnel in the implementation of complete streets principles and best practices.
- FAST Planning shall employ early, continuous and meaningful involvement of the public and the full range of affected stakeholders and shall reach out to populations who may be underrepresented or underserved by the transportation system. The stakeholders should include all populations covered under Title VI, ADA and other Civil Rights laws. Community and stakeholder interests will be addressed using transparent, effective and project appropriate public involvement processes.
- Roads with excess vehicular capacity will be identified for possible reconfiguration to improve access for all users. FAST Planning shall involve DOT and local government in partnering and planning when considering a Complete Streets Network Plan.

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#### i. Development of Project Scope

- Considerations in regards to all modes and all users shall be documented in the project development process scoping documents.
- Modify project selection criteria to reflect the importance of this policy
- Plans and projects should consider future demand from all users and across all corridors. These needs might be met in phased projects in the corridor when it's more advantageous.
- FAST Planning shall consider all impacted users in project safety reviews, road safety audits and intersection control evaluations.
- Employ the use of a Complete Streets Checklist. Projects that do not address an identified user group need must document in the complete streets project report the reasons for not incorporating improvements.

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#### j. Maintenance and Operations

- Work with local jurisdictions and transit providers to identify and coordinate with the jurisdictions responsible for or with capacity to provide appropriate maintenance and snow removal on all facilities including sidewalks, crossings, bridges, underpasses and transit stops and hubs.
- Complete streets considerations are not required for emergency and routine or localized maintenance and repair work (debris removal, sweeping, pothole patching, sidewalk patching, joint and crack repair, resurfacing, etc).

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### Exemptions to Policy

FAST Planning is not obligated to address the needs of a user group when one or more of the following apply:

- Users are legally prohibited from using a roadway. (Where access is legally prohibited, project managers should consider opportunities to address or remove barriers to network connectivity and crossings that are important for serving non-motorized and other modes).
- Because of the long life of bridge structures, careful consideration should be given before determining whether to provide for other modes at the time a new structure is constructed.
- Detrimental environmental or safety impacts outweigh the benefits of enhanced multimodal access.
- Providing accommodations for non-motorized users reduces the level-of-service for motorized vehicles below the guidelines found in the AASHTO "Green Book", A Policy on Geometric Design of Highways and Streets.

- Constraints related to right of way acquisition requiring excessive expenditure of time, money and resources.
- Inability to enter into an agreement to assume operations and maintenance of the facility.
- Cost of accommodation is excessively disproportionate to the need or probable use.
- Funding limitations.

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### Measurement and Evaluation

- Establish process indicators to evaluate the implementation of complete streets.
- Track established performance indicators that contribute to complete street goals. Consider:
  - Linear feet of new or reconstructed sidewalk
  - Miles of new or restriped on-street bicycle facilities
  - Number of new or reconstructed curb ramps
  - Number of new or repainted crosswalks
  - Percentage completion of bicycle and pedestrian networks as envisioned in plans
  - Percentage of transit stops with shelters
  - Multimodal Level of Service (MMLoS)
  - Decrease in rate of crashes, injuries and fatalities by mode

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### Guidance and References

[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/legislation/sec217.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/legislation/sec217.cfm)

<http://contextsensitivesolutions.org/>

<http://www.smartgrowthamerica.org/complete-streets>

[http://www.dot.state.ak.us/stwddes/dcsprecon/assets/pdf/preconhwy/preconstruction\\_all.pdf](http://www.dot.state.ak.us/stwddes/dcsprecon/assets/pdf/preconhwy/preconstruction_all.pdf), 430-9, 1190-2

AASHTO's [A Policy on Geometric Design of Highways and Streets](#)

[https://bookstore.transportation.org/collection\\_detail.aspx?id=110](https://bookstore.transportation.org/collection_detail.aspx?id=110)

[Urban Street Design Guide](#).

[FAST Planning' Non-Motorized Design Solutions Toolkit](#)

[Complete Streets Complete Networks: A Manual for the Design of Active Transportation](#)

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Policy Last Updated

October 21, 2015