

CITY OF PHOENIX COMPLETE STREETS POLICY

VISION

Phoenix streets are designed and maintained to be safe, accessible, convenient and comfortable for all ages and abilities and transportation modes at all times.

INTENT

Complete Streets will make the City of Phoenix (“City” or “Phoenix”) more walkable and bikeable, support investments in transit, foster social engagement and community pride, support the local economy and property values, and improve the livability and long-term sustainability of our region. Phoenix will be a better place to live and work, realizing long-term savings from improved public health and safety, environmental stewardship, social mobility and transportation equity.

POLICY

This policy will provide the basis for establishing guiding principles and practices to ensure transportation improvements are planned, designed, constructed, operated and maintained for an accessible, safe, reliable, efficient, integrated, convenient and connected multimodal transportation system. The system created will promote active transportation and public health, and accommodates people of all ages and abilities, including pedestrians, wheelchair users, bicyclists, users of mass transit, motorists, emergency responders, freight providers and adjacent land users.

The City will plan, design, construct, and maintain all transportation improvements to support and encourage walking, bicycling and transit use while promoting safe and effective operations. Transportation improvements will include an array of integral facilities that contribute to Complete Streets, including, but not limited to: street and sidewalk lighting; pedestrian and bicycle safety improvements; accommodations for freight; access improvements including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited to, pedestrian and bicycle access improvements to transit stops and stations; landscaping; drainage; and street amenities like street furniture and shade. The City will coordinate efforts with adjacent municipalities to encourage inter-city connectivity.

The City of Phoenix will improve access, safety, convenience, and comfort for users of all modes, ages and abilities within the public rights-of-way. The City will also expand education of the public, law enforcement and first responders regarding traffic laws and public safety.

STREET NETWORK / CONNECTIVITY

- A. The City of Phoenix will design, modify, operate and maintain a transportation network that provides a continuous and connected network of facilities accommodating all modes of travel.
- B. The City will provide desirable accommodations in the rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
- C. The City will implement non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections and commercial uses.

D. The City shall require large new developments and redevelopment projects to provide interconnected street networks with block sizes and patterns consistent with the planned land use context.

APPLICABILITY

A. The City will approach transportation improvements and project phasing as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and in public rights-of-way, including capital improvements, utilities, re-channelization projects and maintenance, will also be included.

B. City-owned transportation facilities in the public right of way including, but not limited to, streets, bridges and all other connecting pathways will be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

C. City Departments will follow the policy.

D. The City will require all developers and builders to obtain and comply with the City's design standards.

E. The City will closely coordinate with agencies that Phoenix has permitting authority over, including, but not limited to, water agencies, electrical utilities, gas and petroleum utilities, communications utilities, and service contractors for compliance with this policy.

F. The City will foster partnerships with the State of Arizona, Maricopa County, Maricopa Association of Governments (MAG), Valley Metro, utility companies, neighboring communities and counties, business and school districts and public/private partnerships to develop facilities and accommodations that further the City's Complete Streets policy and continue such infrastructure beyond the City's borders where appropriate.

EXCEPTIONS

Complete Streets principles and practices will be included in design, construction, reconstruction, repaving, and rehabilitation projects related to streets, pedestrian walkways, bikeways and bike facilities, as well as other plans and manuals. Any exception to this policy, including for private projects, must be approved by the Director of Street Transportation and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available, online and in person, at least 21 days prior to decision.

Exceptions may be considered for approval when:

A. An affected roadway prohibits, by law, use by specified users (such as interstate freeways or pedestrian malls), in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

B. The activities are ordinary or emergency maintenance activities that do not change the roadway geometry or operations and are designed to keep assets in serviceable condition, e.g. mowing, cleaning, sweeping, spot repair, concrete joint repair, pothole filling or when interim measures are implemented on temporary detour or haul routes;

C. The Director of Street Transportation and the Director of Planning and Development jointly issue a documented exception concluding that the application of Complete Streets principles is

unnecessary, unduly cost prohibitive in proportion to the need or probable use, or inappropriate because it would be contrary to public safety; or

D. Other available means or factors indicate an absence of need, including future need, such as because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, or other critical areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisitions or where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.

The Director of Street Transportation will submit quarterly reports to the Complete Streets Advisory Group and the appropriate City Council Subcommittee summarizing all exceptions granted in the preceding quarter. These reports shall be submitted at the first Subcommittee meeting after the end of the quarter and shall be posted on-line.

CONTEXT SENSITIVE DESIGN STANDARDS

Additionally, the City will use current and best practices including the latest design standards available. In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety and accessibility for all users is present. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be considered a "complete street."

The City will:

A. Adopt new Complete Streets Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Phoenix while remaining flexible in considering the unique circumstances of different streets where sound design, engineering and planning judgment will produce context sensitive designs.

B. Incorporate the Complete Streets Design Guidelines' principles into all City plans, manuals, applicable ordinances, rules, codes, regulations and programs as appropriate.

C. Provide well-designed pedestrian accommodations. Ensure safe pedestrian connections to public transit facilities. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, between lane refuges, sidewalks, buffer zones, shared-use pathways, transit shelters, shade and perpendicular curb ramps, among others.

D. Provide well-designed bicycle accommodations. Ensure safe bicycle connections to public transit facilities. Bicycle accommodations can take numerous forms, including but not limited to the use of cycle tracks, bicycle boulevards, striping, slow streets (25 mph), low auto volume streets, traffic calming, signs, pavement markings, and bicycle parking facilities and the provision of bike racks among others.

E. Where physical conditions warrant, trees and structural shade will be provided whenever a street is newly constructed, reconstructed, or relocated.

F. The City will consider the relationship to and when possible integrate natural features, such as canals, washes, waterways, and other topography into the design of our streets.

G. The City will design streets with a strong sense of place using landscaping, streetscape amenities, public art, signage, and other amenities to reflect the community and neighborhood context.

H. Coordinate the design of streets to be consistent with and responsive to the existing and planned land uses.

PERFORMANCE MEASURES

The City will measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- A. Increase of active transportation mode share;
- B. Increase of children/youth using active transportation to school;
- C. Reduction of per capita bicycle and pedestrian trips that result in severe injury or death;
- D. Percentage of bus stops that have ADA-compliant sidewalk access from adjacent neighborhoods;
- E. Percentage of bus stops that provide shade from 7:00 a.m. through 7:00 p.m. from May through October;
- F. Percentage of streets that comply with the Phoenix Master Pedestrian Plan and the Phoenix Tree and Shade Master Plan;
- G. Reduction of Number of Vehicle Miles Traveled (VMT) per capita;
- H. Equitable distribution of Transportation System Funding - Transportation Accessibility;
- I. Equitable distribution of Transportation System Rider Costs - Transportation Affordability;

In cooperation with community input, the City will develop individual numeric benchmarks for each of the performance measures as a means of tracking and measuring the annual performance of the Complete Streets Policy. Staff will prepare a tracking mechanism detailing the specific goals and responsible agencies to ensure completion of these measures. Quarterly reports shall be posted on-line for each of the above measures.

ACTION PLAN/IMPLEMENTATION

The City of Phoenix will view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

- A. Complete Streets Principles. The Street Transportation Department, the Planning and Development Department, and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate;
- B. Design Standards. The Street Transportation Department, the Planning and Development Department, and other relevant departments, agencies, or committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best currently available design standards and guidelines, and effectively implement Complete Streets, where feasible;
- C. Project Criteria. The Street Transportation Department, the Planning and Development Department, and other relevant departments, agencies, or committees will prepare criteria for reviewing and prioritizing street projects to improve multi-modal transportation;
- D. Complete Streets Manual. The City will create and adopt a Complete Streets

Design Manual to augment the existing Street Classification and Design Guidelines and serve as a tool for implementation of this policy;

E. Revisions to Existing Plans and Policies. The City of Phoenix will incorporate Complete Streets principles into the Phoenix General Plan Elements, and other plans, manuals, rules, regulations and programs;

F. Other Plans. The City shall prepare, implement, maintain and integrate a Complete Streets Master Plan with all appropriate city plans;

G. Inventory. The City will maintain a comprehensive inventory of the transit, pedestrian and bicycling facility infrastructure integrated with the City's website and made available for public interaction. The website will be designed to easily locate projects that can be funded by outside sources. The City will prioritize projects that eliminate gaps in the transit, pedestrian and bikeway networks based on population density, land use patterns and public demand;

H. Funding. The City will actively seek sources of appropriate funding to implement Complete Streets. City staff will identify all current and potential future funding sources for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;

I. Staffing. The City will maintain adequate staffing to implement this policy, including, at a minimum, a Bicycle and Pedestrian Coordinator(s) and assisting staff;

J. Staff Training. The City will make training opportunities available and train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy. When available, the City will encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;

K. Community Training. The City will offer workshops and other training opportunities to community stakeholders and residents so that people of all education and skill levels have the opportunity to understand the importance of the Complete Streets vision;

L. Coordination. The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way. The City will coordinate street improvements and construction operations with merchants and neighborhood stakeholders to develop a shared vision. The City will solicit input from local stakeholders early and often in the planning, funding and design process; and

M. Advisory Group. The City will establish a citizen advisory committee to advise the appropriate city departments and the City Council. In addition to residents of Phoenix, the committee should include representatives from MAG, Valley Metro, and community stakeholders representing bicyclists, youth, seniors, people with disabilities, and other advocacy groups, as relevant. This committee will meet at a minimum of once quarterly and provide a written report to City Council evaluating the City's progress and providing advice on implementation.