

# PHOENIX COMPLETE STREETS POLICY

## (DRAFT – 7/31/2013)

### **VISION**

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

### **INTENT**

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

### **POLICY**

*This policy is to establish guiding principles and practices so that transportation improvements are planned, designed, constructed, operated and maintained to develop an accessible, safe, reliable, efficient, integrated, convenient and connected multimodal transportation system that promotes active transportation and public health, and accommodates people of all ages and abilities, including pedestrians, bicyclists, users of mass transit, motorists, emergency responders, freight providers and adjacent land users.*

The city shall plan, design, construct, and maintain all transportation improvements to encourage walking, bicycling and transit use while promoting safe operations for all users, subject to the exceptions included herein. Transportation improvements will include an array of integral facilities that are recognized as contributing to Complete Streets, including: 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. The City of Phoenix shall work with adjacent municipalities to consider intra-city connectivity.

The City of Phoenix shall protect and preserve the basic civil right of affordable, universal access by improving the safety, convenience, and comfort for users of all modes, ages and abilities within the rights-of-way. The City will also educate the community, including the public, law enforcement and first responders regarding traffic laws and public safety.

### **STREET NETWORK / CONNECTIVITY**

(A) The City of Phoenix shall design, operate and maintain a transportation network that provides a continuous and connected network of facilities accommodating all modes of travel.

- (B) The City shall ensure desirable accommodations are provided in the rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
- (C) The City shall 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 small blocks.

#### **APPLICABILITY**

- (A) The City shall approach every transportation improvement and project phase 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, re-channelization projects and maintenance, must also be included.
- (B) All city-owned transportation facilities in the public right of way including, but not limited to, streets, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.
- (C) Every City Department including City Manager, Street Transportation, Public Works, Planning and Development, Parks and Recreation, Public Transit, Fire and Police, shall follow the policy.
- (D) The City shall require all developers and builders to obtain and comply with the City's design standards. Privately constructed streets and parking lots shall adhere to this policy.
- (E) The City shall require agencies that Phoenix has permitting authority over, including, but no limited to, water agencies, electrical utilities, gas and petroleum utilities, communications utilities, and service contractors to comply with this policy.
- (F) The City shall foster partnerships with the State of Arizona, Maricopa County, Maricopa Association of Governments (MAG), Valley Metro, neighboring communities and counties, and business and school districts to develop facilities and accommodations that further the City's complete streets policy and continue such infrastructure beyond the City's borders.

#### **EXCEPTIONS**

Complete Streets principles and practices shall be included in street construction, reconstruction, repaving, and rehabilitation projects, 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 an 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 designed to keep assets in serviceable condition, e.g. mowing, cleaning, sweeping, spot repair, concrete joint repair, or 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 shall 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 Council declares it is the City of Phoenix's policy to use the best and 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 complete.

The City shall:

- (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 to 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, employee training, rules, regulations and programs as appropriate.

(C) Provide well-designed pedestrian accommodations on all streets and crossings. 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 and perpendicular curb ramps, among others.

(D) Provide well-designed bicycle accommodations along all streets. Ensure safe bicycle connections to public transit facilities. Bicycle accommodations can take numerous forms, including but not limited to the use of bicycle boulevards, striping, slow streets, 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 shall be provided whenever a street is newly constructed, reconstructed, or relocated.

(F) The City shall integrate natural features, such as canals, washes, waterways, and other topography into the design of our streets.

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

**PERFORMANCE MEASURES**

The City shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures to develop a master plan indicating facility improvements and their implementation priority:

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	Performance Measure	Goal (citywide aggregate)	Goal (project-specific, measured for 3 yrs)	Purpose
<b>A</b>	% of active transportation mode share (includes transit as "active transportation")	30% year-over-year increase.	50% year-over-year increase.	Changing our transportation paradigm.
<b>B</b>	% of children using active transportation to get to school	40% year-over-year increase.	n/a	Investing in the health and transportation perspective of our future.
<b>C</b>	% of bicycle & pedestrian trips that result in severe injury or death	15% year-over-year decrease.	30% year-over-year decrease.	Concerted focus on safety for non-auto modes.
<b>D</b>	# of bus stops with boardings > x: % that have ADA-compliant sidewalk access	100% by 2017.	n/a	Social justice, focused where it'll have the most impact.
<b>E</b>	# of bus stops with boardings > x: % with May-Sept shade from 2pm-7pm	100% by 2017.	n/a	Social justice, focused where it'll have the most impact.
<b>F</b>	# of roads w/ x% of ped mode share: % of road w/ shade canopy > x%	10% year-over-year increase.	n/a	Social justice, focused where it'll have the most impact.

The City shall create individual numeric benchmarks for each of the performance measures included, as a means of tracking and measuring the annual performance of the Complete Streets Policy. Quarterly reports shall be posted on-line for each of the above measures.

**ACTION PLAN/IMPLEMENTATION**

The City of Phoenix shall 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 (including, but not limited to: Phoenix

General Plan; Reinvent Phoenix; Capital Improvement Plan/Program; Pedestrian and Bicycle Master Plans; Transit Plan; Pedestrian Safety Action Plan, and other appropriate plans);

- 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 in order to accommodate all users in every project;
- 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 ensure that the greatest benefits are provided for multi-modal transportation users;
- D. *Complete Streets Manual.* The City shall create and adopt a Complete Streets Design Manual to replace the existing Street Classification and Design Guidelines and serve as a tool for implementation of this policy;
- E. *Storm Water Management.* The City shall prepare and implement a plan to transition to sustainable storm water management techniques. The City will adopt and implement sustainable storm water management best practices including passive rainwater harvesting, green infrastructure and low impact development strategies;
- F. *Revisions to Existing Plans and Policies.* The City of Phoenix shall incorporate Complete Streets principles into the Phoenix General Plan Elements, and other plans, manuals, rules, regulations and programs - (city staff will provide a list to include);
- G. *Other Plans.* The City shall prepare, implement, and maintain a Complete Streets Master Plan, a Bicycle Master Plan, a Pedestrian Master Plan, a Transit Streets-Side Master Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Tree and Shade Master Plan;
- H. *Inventory.* The City shall maintain a comprehensive inventory of the transit, pedestrian and bicycling facility infrastructure integrated with the City's database. 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;
- I. *Funding.* The City shall actively seek sources of appropriate funding to implement Complete Streets through the Capital Improvements Plan. City staff shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;
- J. *Staffing.* The City shall maintain adequate staffing to implement this policy, including, at a minimum, a Bicycle and Pedestrian Coordinator(s) and assisting staff;

- K. *Staff Training.* The City shall 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 shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;
- L. *Community Training.* The City shall offer workshops and other training opportunities to community stakeholders and residents so that everyone understands the importance of the Complete Streets vision;
- M. *Coordination.* The City shall 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
- N. *Advisory Group.* The City shall establish a citizen advisory committee which will 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.