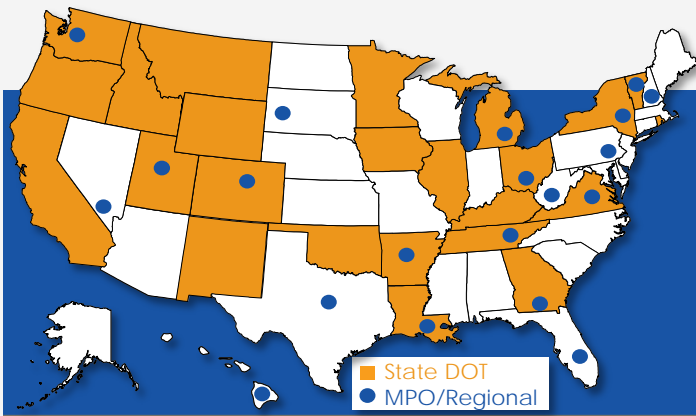


# PLANNING SNAPSHOT 12:

## COMPLETE STREETS & MULTIMODAL IMPLEMENTATION

JANUARY 2018

Funded through the NCHRP 8-36 Research Series, these snapshots are designed to tell you a little about the current state of a specific planning practice of interest today.



### Complete Streets

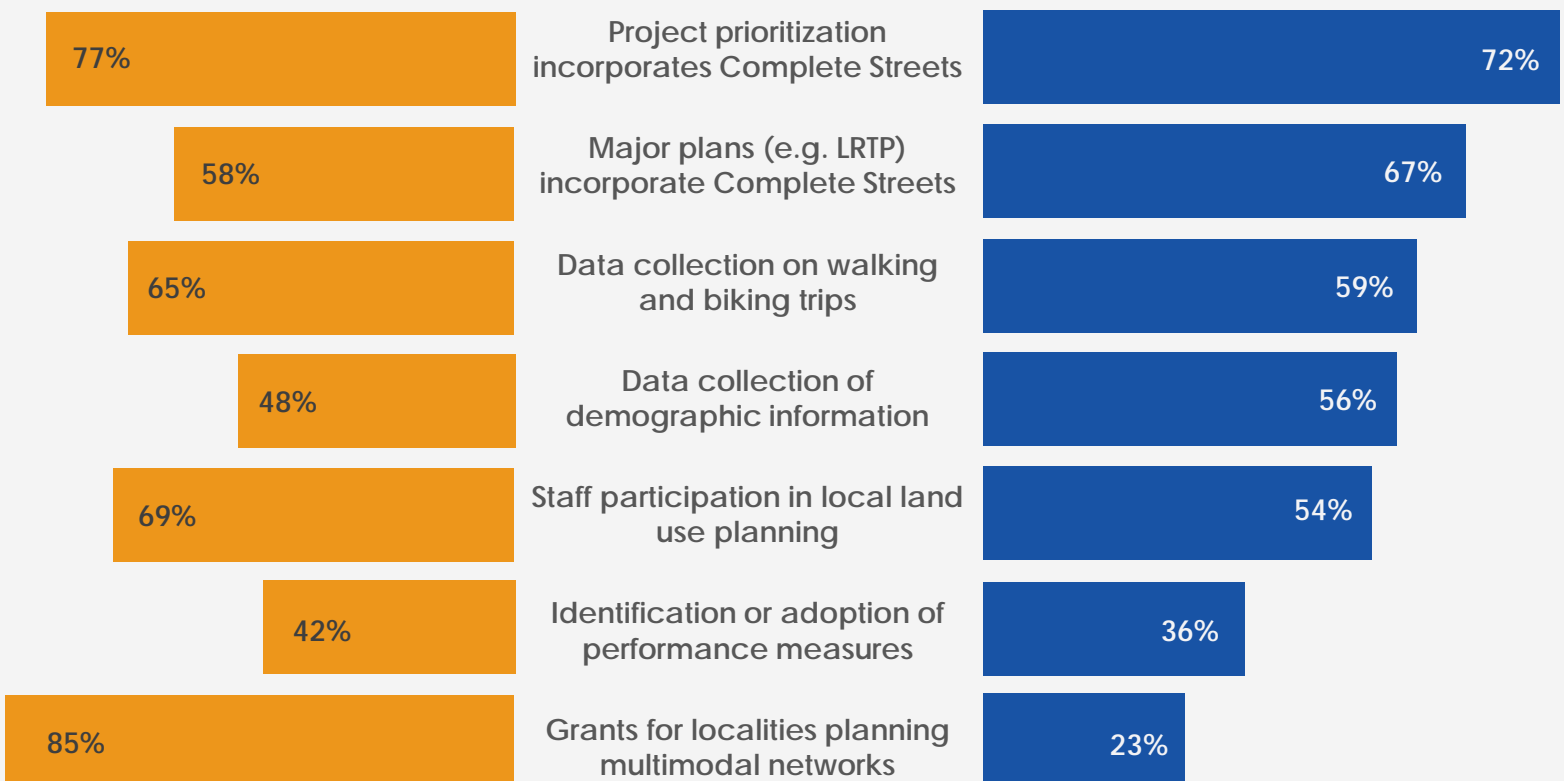
To better understand how agencies currently are addressing and implementing Complete Streets, a survey of state DOTs and regional planning organizations was distributed on behalf of SCOP, AMPO, and NARC. 26 DOTs, 31 MPOs, 5 Regional Planning Agencies, and 2 tribal governments responded, providing the insights and information shared here.

## IMPLEMENTING COMPLETE STREETS AND MULTIMODAL POLICIES

How does your agency address Complete Streets or Multimodal considerations in planning and programming?

State DOTs

MPO/Regional/Other Agencies

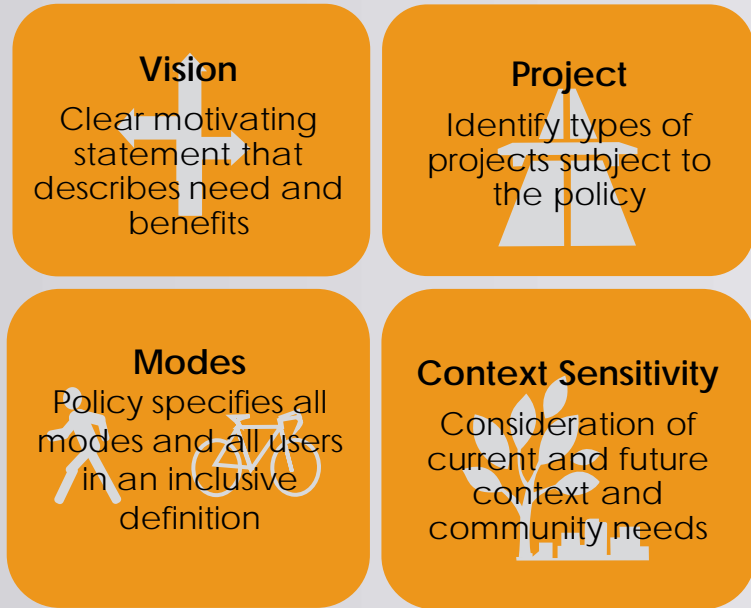


Percent of respondents answering question

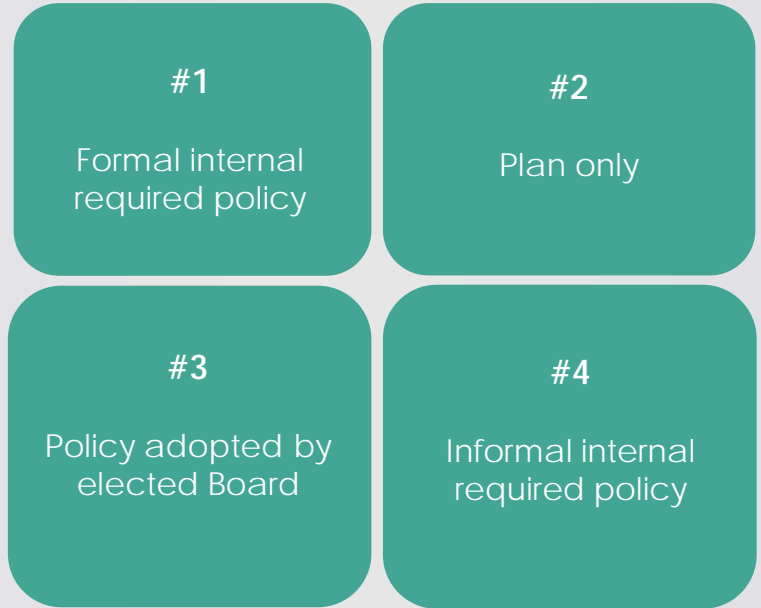
## WHAT DO CURRENT POLICIES LOOK LIKE?

Despite regional or agency differences, many Complete Streets policies share common elements, several of which have been established by Smart Growth America. Policies tend to differ by components and origin, two factors that ultimately influence implementation of complete streets.

### What are the most common components of Complete Streets policies?

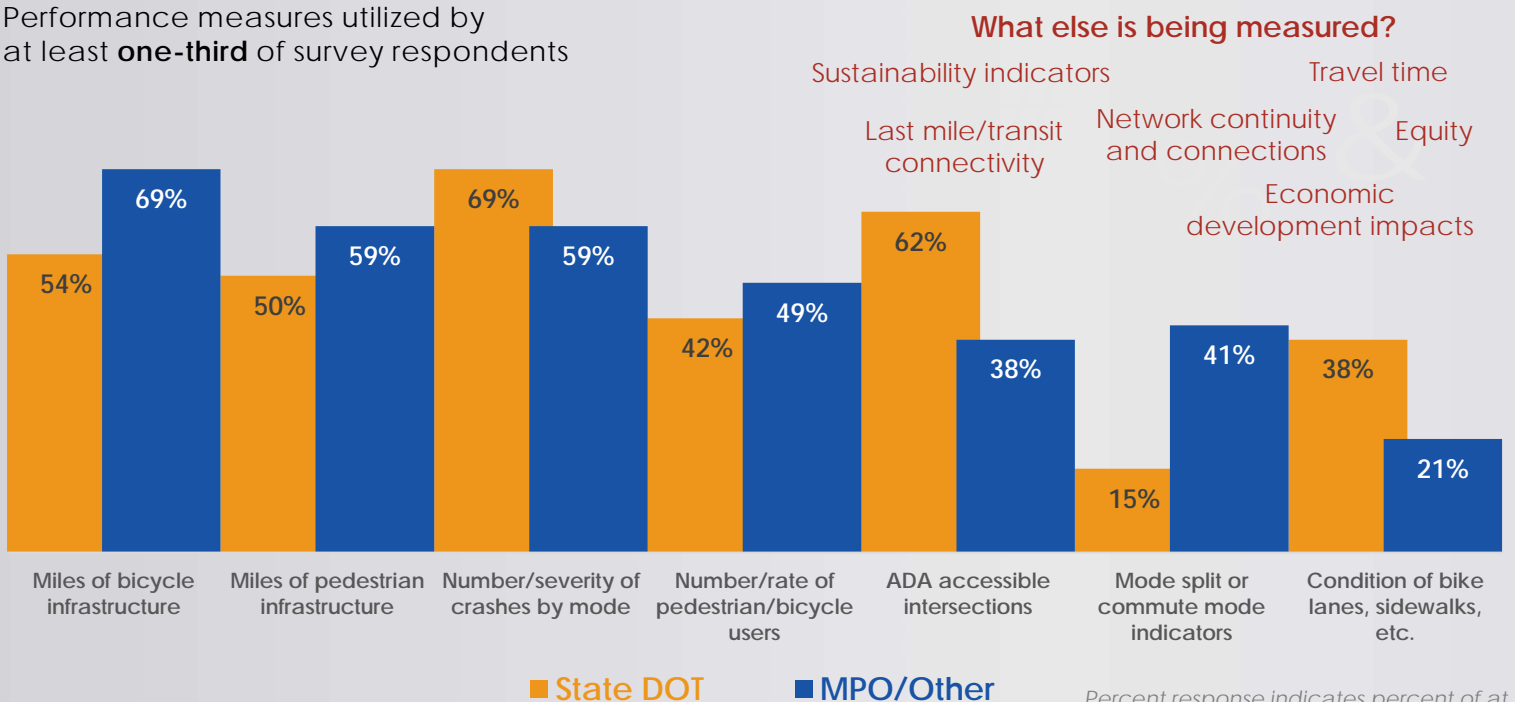


### Where does policy originate? What types of policies are most common?



## MEASURING COMPLETE STREETS AND MULTIMODAL POLICY IMPACTS

Performance measures utilized by at least **one-third** of survey respondents



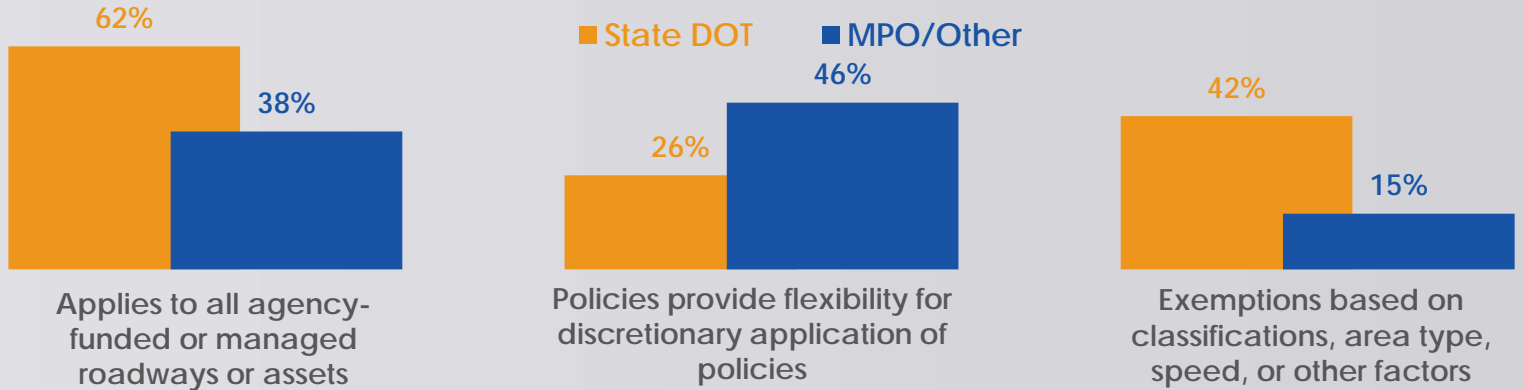
Percent response indicates percent of at least one-third of respondents providing information on performance measures



## WHERE AND HOW ARE POLICIES APPLIED?

Complete Streets policies are gaining traction across the nation. While many Complete Streets policies maintain similar elements, they vary greatly in application. Though much of this depends on agency jurisdiction, survey results show the diversity of the application of Complete Streets policies.

### How broadly applicable are your Complete Streets or Multimodal policies?



*Percent of respondents answering question*

Other respondents report restrictions for federally funded road improvements or requirements around management approval. Some agencies also report policy exemptions for project types, such as construction or preservation.

## COMPLETE STREETS CONSIDERATIONS IN DESIGN PROCESSES

Design considerations can include context zones or transects that determine how a roadway is designed, reduced requirements for design variations, using a target speed to select design speed, and using bus stop placement guidance to encourage safe pedestrian crossings – for example.

### How does your agency address Complete Streets in design?



*Percent of respondents answering question*

## COMPLETE STREETS CONSIDERATIONS IN CONSTRUCTION

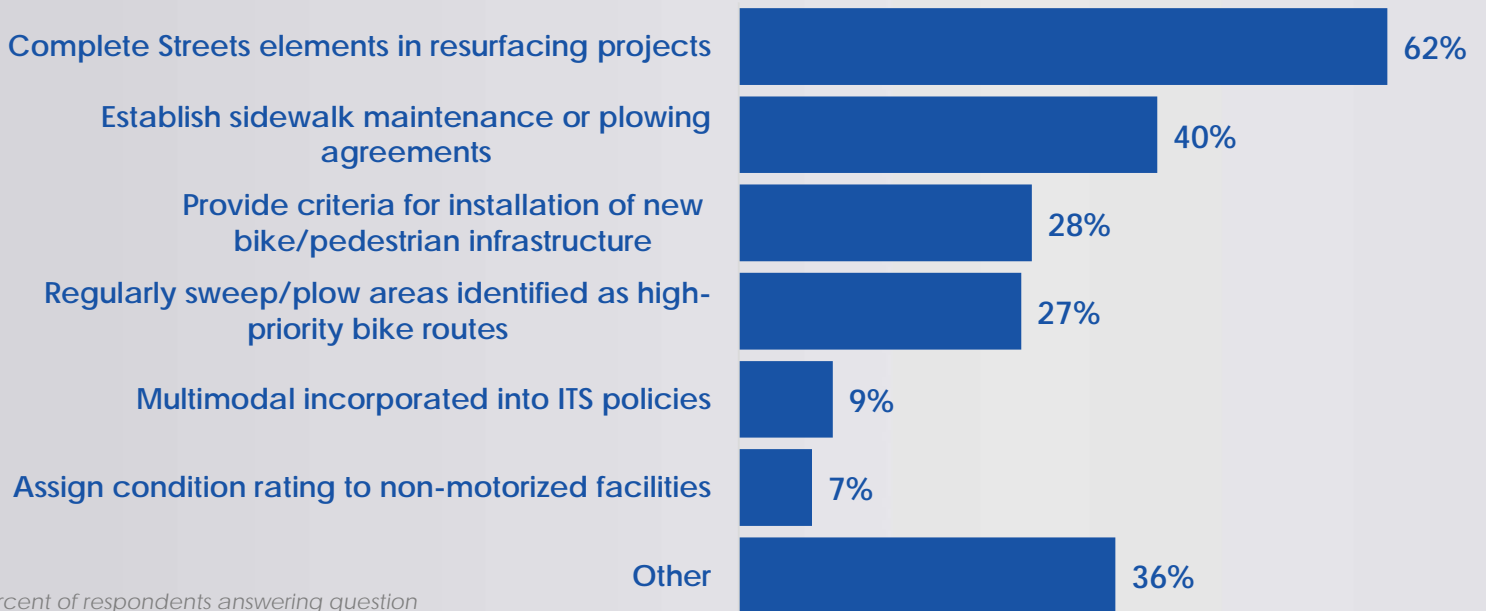
Implementation of Complete Streets and Multimodal policies depends on integration into regular agency processes including design, construction, operations and maintenance, and supporting activities for planning

How does your agency address Complete Streets in construction?



## COMPLETE STREETS CONSIDERATIONS IN OPERATIONS AND MAINTENANCE

How does your agency address Complete Streets in operations and maintenance?

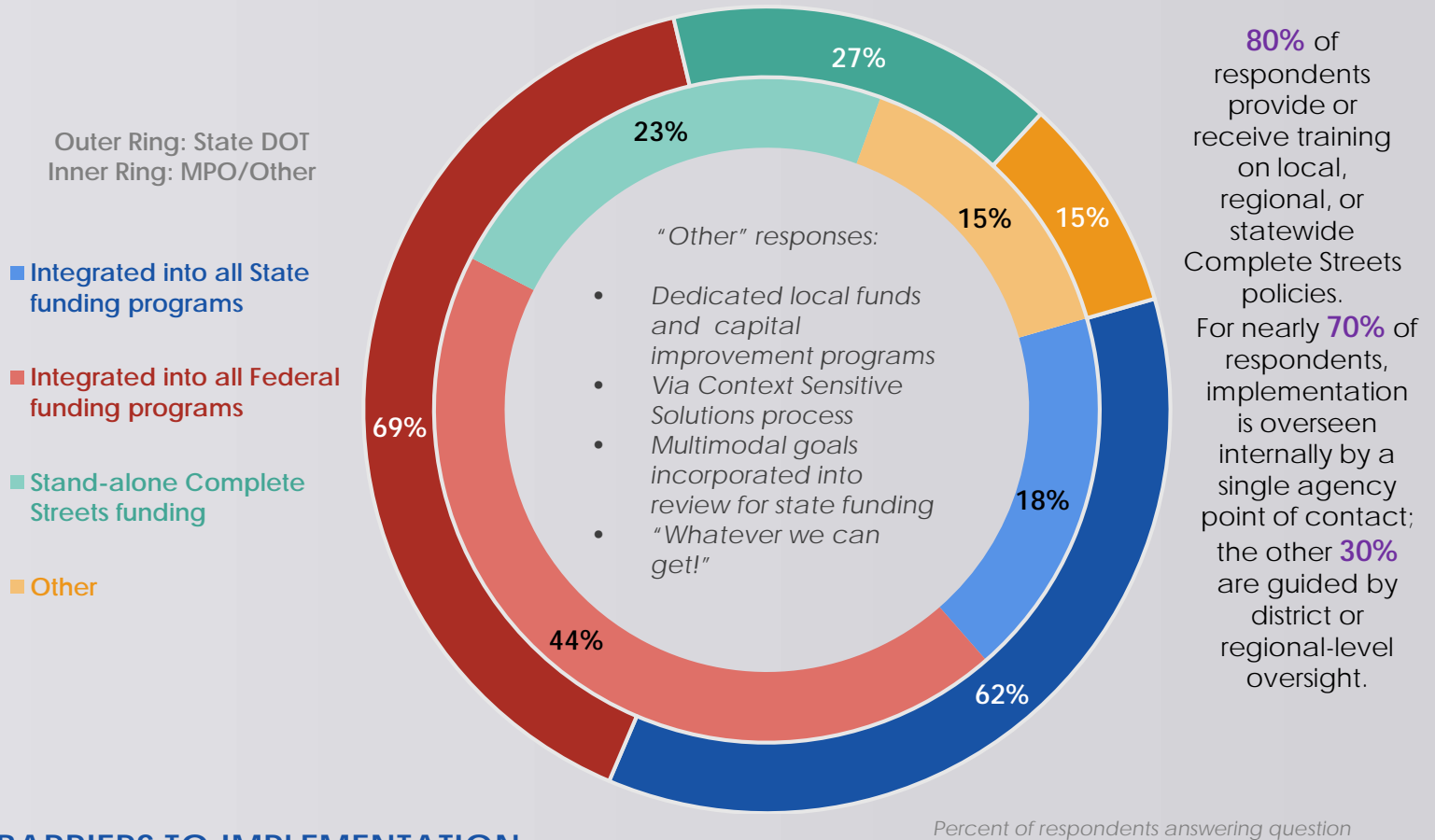


“Other” common responses included using a finer grade aggregate for chip seal projects to produce a smoother ride for cyclists; FHWA requirements around snow removal; and, integrating an approach to planning and operations.

## FROM PLAN TO ACTION

Agency respondents identified funding as a primary challenge for implementing Complete Streets and Multimodal policies. While the majority of respondents rely on federal funding, state funds remain an important source of support. A key lesson learned is to designate specific funds for Complete Streets efforts, planning, and implementation.

### How does your agency primarily program or fund Complete Streets or Multimodal Projects?



## BARRIERS TO IMPLEMENTATION

- Toothless policies lack an **outcome-based orientation** – metrics should look at progress towards an overall multimodal network versus project-level evaluation.
- More education is needed within planning agencies and among political leadership on Complete Streets approach. **Lack of buy-in stems from a lack of understanding.**
- **Culture shift:** there are too many engineers, and not enough creativity. Planning should convey why these changes will improve the quality of our streets for people, not just vehicles.
- Without dedicated support for Complete Streets, funding sources are dispersed and competitive. **Piecemeal implementation** is often strewn across multiple years or contrasting budgetary cycles.
- Coordination and alignment with other agencies: competitive funding can discourage cross-agency collaboration, or results in **lost opportunities to leverage additional support** for projects.

## MOVING FORWARD

Respondents shared how, where, and why they gained traction with policy development and implementation. Education, partnerships, and advocacy are central to most success stories.

### What has been your single greatest success factor in implementing and integrating Complete Streets and Multimodal policies?

"The greatest success factor has been the immense cost savings of including bike and pedestrian elements into larger roadway projects. Active transportation elements are essentially 'free' when included in overall roadway widening or reconstruction projects."

"Agency awareness and consistent staffing"

"Legislation, cultural shifts, funding changes, internal requirements, and community desire."

"Working with advocates and private funders as champions."

"Incorporating Complete Streets element into the project selection process for the MPO"

"More (and better) quantitative data for bikes and pedestrians"

"Policies are necessary, but people are the tool for implementation."

## BEST PRACTICES, SOLUTIONS, AND PARTNERSHIPS

Examples of projects or factors that most influence successful implementation.

- ✓ "A policy that requires 10% of all STP funds to be spent on non-automobile and transit projects"
- ✓ "...12-month education campaign lead by a diverse coalition."
- ✓ "We created a cost estimator tool that calculates a range of additional costs to add a variety of combinations of Complete Streets elements to an already programmed project."
- ✓ "Rally support from your local advocacy groups and tell the story through hard data."
- ✓ "Partner with your state health department."
- ✓ "Develop a multi-year grant strategy to align project timelines and priorities with various grant funding cycles."
- ✓ "Attending Tribal Transportation Planning Organization Meetings."



For more information about this NCHRP effort and to view additional snapshots please visit [www.planningsnapshots.camsys.com](http://www.planningsnapshots.camsys.com).

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