

# COMPLETE STREETS

AN ELEMENT OF WASATCH CHOICE FOR 2040

## Vision - Mission- Principles

—— For Complete Streets along the Wasatch Front ——

March 28, 2013

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WASATCH FRONT REGIONAL COUNCIL

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# What are Complete Streets?

## A Simple Concept:

- Policy and procedure adopted by individual jurisdictions
- The policy ensures that all users are considered each time a street investment is made

# What Complete Streets are not?

- A requirement to accommodate everyone everywhere --each jurisdiction weighs the trade-offs
- Each roadway is tailored to what is feasible and desired



# Why Complete Streets...



## Streets:

- Comprise 20 to 30 percent of the total urban area,
- Are vast majority of the public space,
- Tie a community together
- Can become a barrier to community
- The WFRC travel survey found that complete streets are highly valued

# FRAMEWORK

## Complete Streets Vision Statement

The direction we want to pursue

## Complete Streets Mission Statement

General approach to achieve the vision

## Complete Streets Principles

The specific strategies that will help us achieve the vision



# THE NEED FOR A VISION, A MISSION, AND PRINCIPLES

## Truly Grassroots

Top Objective of Engineers, Planners, and Policy Makers

## Multiple Reviews/Revisions

Reviewed/Revised in Eleven (11) Meetings

Many of You Have Been Involved

Comfortable With the Results



# Complete Streets Vision Statement

“Improve the value of the Wasatch Front Region’s transportation network through a variety of connected transportation choices designed to meet the needs of all users”



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# Mission Statement

“Collaborate to provide education, technical assistance, identification of funding options, and a framework of Regional actions that will encourage balanced accommodation of all users within the transportation network”



# Regional Approach

1. Complete Streets means accommodating all users with the transportation network, but does not mean all modes are on all roads.
2. Engage regional planning and programming processes to encourage a balanced, multi-modal transportation system.
3. Encourage and assist government agencies and local jurisdictions with adopting and implementing Complete Streets approaches, concepts and procedures. This may include the creation of vision networks; mobility measures; and form based local design, maintenance, and operational policies.
4. When appropriate, encourage legislative actions that support Complete Streets.



# Local Project/Network Design

1. All modes and user needs should be considered when projects are designed and implemented in the public right-of-way. Standards should be developed and consistently applied to consider these needs. Development of standards should, amount other things, consider the function and context of roadways.
2. Consider multi-modal improvements with each street investment in the context of the built environment, existing standards, best practices, regional networks, community impacts, project type, and broad financial constraints.
3. High speed, high volume roads should be evaluated and designed in conjunction with local street connections and with the bike and pedestrian network to provide as safe and as direct routes as is practicable.
4. The bike and pedestrian network should focus on access to major destinations, transit access, and other transportation linkages; ADA access; safe and convenient road crossings; and easily implemented projects.



# Provide Public Infrastructure that is efficient and adequately maintained

1. Optimize the multi-modal use for all users of public rights-of-way through well-designed transit, bikeways, and sidewalks.
2. Increase transit efficiency and ridership by optimizing transit options, transit speeds, schedule reliability, station comfort, and station accessibility for people of all abilities.
3. Consider all projected future needs in right-of-way acquisitions and street construction in order to minimize expensive system retrofitting.



# Provide Regional Mobility Through a Variety of Interconnected Transportation Choices

1. Consider changes that make the network more safe, livable, understandable, and hospitable for all modes, users, and trip types including recreational and commuter bicycle riders, pedestrians of all ages and abilities, auto and transit users, and large freight haulers.



# Integrate Local Land use and Regional Transportation Systems

1. Promote safe and convenient street crossings and community auto, bike, and pedestrian connections to the regional transportation system, paying particular attention to major destinations and transit stations.
2. Support the development of the Wasatch Choice for 2040 Vision Centers, Main Street Communities, and Boulevard Communities.
3. Consider adjacent land use when planning multi-modal transportation systems.



# Ensure Public Health and Safety

1. Facilitate physical activity and support healthy lifestyle choices through enhanced street design, maintenance, and operations.
2. Promote improved air quality and accident reduction by reducing the growth in vehicle cold starts and vehicle miles traveled.
3. Calm traffic and reduce accident severity through context sensitive design of public rights-of-way.



# Enhance the Regional Economy

1. Empower transit riders and non-drivers to broader workforce participation through more and better transportation options.
2. Provide for freight trucks on designated routes and at critical network connections.
3. Increase the economic value of business districts and neighborhoods through more transportation choices and community amenities; focus on cost savings through full utilization of existing infrastructure.
4. Attract a highly skilled labor force to the Region through transportation-related quality of life improvements.





# Strengthen Sense of Community

1. Facilitate more community participation by people who do not own a car through more transportation options.
2. Reflect and create a sense of place through context sensitive design.
3. Restore connectivity to communities divided by large roadways and intersections.
4. Provide children and the elderly with opportunities to safely walk, bike, and ride transit in their community.
5. Increase opportunity for human interactions within the community through multi-modal transportation enhancements.
6. Consider both the comfort of all users and aesthetics in planning, building and operating streets.

