

COMPLETE STREETS POLICIES AROUND THE COUNTRY

The table below gives a sampling of laws, policies, and plans from around the country that strive to create complete streets, based on a survey conducted by the Thunderhead Alliance. These plans have not been formally evaluated for their effectiveness.

Policy Name	State	Level	Policy type	Description or Excerpt	Adoption Date	Website for More Information
USDOT Design Guidance: Accommodating Bicycle and Pedestrian Travel	NAT	federal	policy guidance	Original Guidance issued by US Department of Transportation in response to the federal transportation bill, TEA-21		http://www.fhwa.dot.gov/environment/bikeped/design.htm#d4
Caltrans Deputy Directive 64	CA	state	internal policy	"The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products." Adopts best practices from US DOT policy statement.	3/26/2001	http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf Note: at http://www.calbike.org/acr211.asp , you can see the state legislatures August 2002 resolution urging local jurisdictions to adhere to DD-64 and the FHWA guidance document
Sacramento Pedestrian Friendly Street Standards	CA	city	resolution of city council amending general plan	Street design manual that integrates bicycle and pedestrian facilities: Eliminate rolled curb Include separated sidewalk on all streets Reduce widths of collector and arterial streets Reduce travel lane widths on arterial streets Add bike lanes to all new collector streets	2/24/2004	http://www.pwsacramento.com/traffic/streetrevisions.html

Sacramento Sales Tax initiative	CA	county & all cities in county	tax ordinance	One sentence of this 30-year sales tax measure requires routine accommodation of bicyclists and pedestrians in all projects funded by the half-cent sales tax	11/2/2004	http://www.sta.sacramento.ca.us/pdf/OrdSTA-04-01.pdf
San Diego City Street Design Manual	CA	city	manual	Every street is required to have bicycle and pedestrian accommodation.	11/25/2002	http://www.sandiego.gov/planning/pdf/intro.pdf
San Diego TransNet County tax reauthorization	CA	county	tax ordinance	"All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use. See Section 4 (D)(3).	11/2/2004	http://www.sandag.org/index.asp?projectId=255&fuseaction=projects.detail
San Francisco Transit First Policy	CA	city	legislation	"Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety. " (City Charter, Section 16.102)		http://www.sfgov.org/site/planning_index.asp?id=25046
Sant Barbara Circulation Element, General Plan	CA	city	plan, general	Policies gives transportation goal to "achieve equality of convenience and choice among modes" including the creation of sidewalks, bike lanes, improved road conditions, and considering all modes of travel for transportation projects	9/1/1998	http://ci.santa-barbara.ca.us/departments/public_works/transportation/alternative/circulation_element
Boulder Multimodal Corridors & Transportation Network Plans	CO	city	plan, transportation	Designated Multi-Modal Corridors are getting extra investments for auto, bike, ped & bus; Transportation Network Plans create multi-modal plans within specific geographic areas	1/1/1996	http://www3.ci.boulder.co.us/public_works/depts/transportation/master_plan_new/multimodal/multimodal.htm

Ft. Collins, Colorado	CO	city	internal policy	Street standard cross-sections are designed to routinely provide for bicycle and pedestrian travel; Master Street Plan is designed to provide a network for all modes.		http://www.ci.fort-collins.co.us/transportation/msp-new.php http://www.co.larimer.co.us/engineering/GMARdStds/Ch07%20llins%20Fig%207-01F%20-%207-13F%20Reenacted%2010-01-02.pdf
Florida Bicycle & Pedestrian Ways Statute	FL	state	legislation	"Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects in or within 1 mile of an urban area."	6/6/1905	2003->Ch0335->Section%20065">http://www.flsenate.gov/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=Ch0335/SEC065.HTM&Title=->2003->Ch0335->Section%20065 For implementing FDOT policy, see section 8.1 of the Plans Preparation Manual, http://www.dot.state.fl.us/rddesign/PPM%20Manual/2004/Volume%201/V1Chap08.pdf
DuPage County Healthy Roads Initiative	IL	county	internal directive	"Construct a sidewalk or bicycle path where right-of-way is available; Ensure that the new construction project is safe for both the user and the community; Ensure that the new construction project adds a lasting value to both motorized and non-motorized users"	3/24/2004	http://www.dupageco.org/pressDetail.cfm?doc_id=1352

Columbia Missouri Model Street Standards	MO	city	ordinance, city council	<p>Subdivision ordinance: All new development will include:</p> <ul style="list-style-type: none"> * Residential streets that are 28' wide (instead of 32') * Residential sidewalks that are 5' wide (instead of 4') * Major collectors and arterials with 8' or 10' multi-use "pedways" * Major collectors and arterials with 6' striped bike lanes or wide shared-use travel lanes <p>When existing streets undergo major maintenance, these standards will be applied when the street is rebuilt, whenever possible.</p>	6/7/2004	http://www.gocolumbiamo.com/Council/Bills/2004/apr5bills/B92-04.html
North Carolina DOT Bicycle Policy	NC	state	resolution, State Department of Transportation	"...bicycling and walking accommodations shall be a routine part of the North Carolina Department of Transportation's planning, design, construction, and operations activities"	9/8/2000	http://www.ncdot.org/transit/bicycle/laws/laws_resolution.html
Mid-Ohio Regional Planning Commission Bicycle and Pedestrian Planning Policy: Routine Accommodations 2004	OH	mpo	resolution of MPO with detailed policy	Project sponsors are required to accommodate bicycles and pedestrians in the planning and design of all proposed transportation projects using MORPC-attributable federal funds. Sponsors using local, state, or other federal funds are encouraged to accommodate bicycles and pedestrians in the planning and design of all proposed transportation projects.	7/22/2004	http://www.morpc.org/web/transportation/bikeped/T-15-04_Att_5-Rev_Routine_Accommodation_v2.pdf

NOACA Regional Transportation Investment Policy	OH	MPO	internal policy	Bicycle and pedestrian ways shall be established in new construction and reconstruction of road and bridge projects unless one or more of four conditions are met. Sally: Sponsors are required to consider bikes and peds in planning/design of project. Must coordinate and meet, if necessary, with NOACA staff and provide written documentation that this was done. See page 20.	9/1/2003	www.noaca.org/RTIP%202003.pdf
Oregon "Bike Bill"	OR	state	legislation	provide footpaths and bike trails as part of road projects; minimum spending of 1 percent of city/county highway funds	1/1/1971	http://www.odot.state.or.us/techserv/bikewalk/plan_app/366514.htm
South Carolina Department of Transportation Commission Resolution	SC	state	resolution	"bicycling and walking accommodations should be a routine part of the Department's planning, design, construction and operating activities."	2/20/2003	http://www.scdot.org/getting/bikeped/BP_milestones.shtml
VDOT Policy for Integrating Bicycle and Pedestrian Accommodations	VA	state	internal policy	"The Virginia Department of Transportation (VDOT) will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking."	3/18/2004	http://www.virginiadot.org/infoSERVICE/resources/Policy%20on%20Integrating%20BP%20Accommodations.pdf http://www.virginiadot.org/infoSERVICE/news/newsrelease.asp?ID=CO-0414