



Complete Streets Guide

Definition of Complete Streets.

"Complete Streets" means streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a street.

Complete Streets Guide.

The Town shall develop a safe, reliable, efficient, integrated and connected transportation system for all modes of transportation that will promote access, mobility and health for all users. The transportation system shall ensure that the safety and convenience of all users are accommodated, including pedestrians, bicyclists, users of mass transit, people of all ages and abilities, motorists, emergency responders, freight providers and adjacent land users. The Town shall support movement along and across arterial, collector and local streets within a highly interconnected and integrated network. Walking, biking and transit will provide transportation options so that users may reach many potential destinations.

Scope of Complete Streets Applicability.

- (a) All Town-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.
- (b) Privately constructed streets, drives, and parking lots shall adhere to this guide.
- (c) The Town shall foster partnerships with the State of Colorado, neighboring communities and counties, and business and school districts to develop facilities and accommodations that further the Town's complete streets guide and continue such infrastructure beyond the Town's borders.
- (d) The Town 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 rights-of-way, including capital improvements, re-channelization projects and major maintenance, must also be included.

Exceptions

Any exception to this guide, including for private projects, must be approved by the directors of Engineering and Planning and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Exceptions may be considered for approval when:

1. 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;
2. The costs of the providing accommodation are excessively disproportionate to the need or probable use;
3. The application of Complete Streets principles would be contrary to public safety;
4. An absence of current and future need to serve a category of users is documented. In determining future need, applicants and Town staff shall consult relevant Town documents, including the Comprehensive Plan.

Where exceptions are granted, parallel accommodations for any category of users excluded shall be sought on alternative routes within the transportation system.

Design Standards.

The Town shall follow accepted or adopted design standards and use the best and latest design standards available, including, but not limited to, existing design guidance from the American Association of State Highway Officials (AASHTO), state Departments of Transportation, the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Americans with Disabilities Act (ADA), and the Public Right-of-Way Accessibility Guidelines (PROWAG). The Town shall implement Complete Streets solutions in a manner that is sensitive to the local context and character, aligns transportation and land use goals, and recognizes that the needs of users may vary by case, location, or corridor.

Implementation

The Town shall view Complete Streets as integral to everyday transportation decision making practices and processes. To this end:

1. Incorporation in Existing and Future Plans, Policies, and Standards. The Town will incorporate Complete Streets principles into all relevant existing and future plans, regulations, and programs as appropriate (including, but not limited to, the Comprehensive Plan, Municipal Code, and Design Criteria and Construction Specifications Division I Streets).
2. Inventory. The Town will maintain a comprehensive inventory of the pedestrian and bicycling infrastructure and will prioritize projects to eliminate gaps in these networks.
3. Funding. Town staff will actively seek sources of funding to implement Complete Streets.
4. Project Selection Criteria. Town staff shall recommend improvements to transportation project selection criteria to support Complete Streets projects.
5. Coordination. The Town shall utilize inter-departmental project coordination to promote the better use of fiscal resources for activities that occur within the public right-of-way.
6. Staff Training. The Town shall encourage staff professional development and training on non-motorized transportation issues through conferences, classes, seminars, and workshops.
7. Education. Every Complete Streets project shall include an educational component to ensure that all users understand and can safely utilize the Complete Street.

Reporting

An annual report will be made to the Town Board showing progress made in implementing this guide. The Planning Department and other relevant departments shall report on the following performance measures:

1. Total miles of bike lanes built or striped
2. Linear feet of new pedestrian accommodation
3. Crosswalk and intersection improvements
4. Number of exemptions from this guide