

BMPO Complete Streets Strategy

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BONNEVILLE METROPOLITAN PLANNING ORGANIZATION COMPLETE STREETS STRATEGY

Introduction

Complete Streets are streets that safely accommodate users of all ages and abilities, including pedestrians, bicyclists, transit riders, and motorists. This strategy is intended to ensure that all transportation agencies within the Bonneville Metropolitan Planning Organization (BMPO) will consider Complete Streets principles, with the goal of creating an attractive, connected, multi-modal network that balances the needs of all users, except where there are demonstrated exceptional circumstances. Planning for this diverse user group requires consideration of many of the following elements:

1. Appropriately sized travel lanes for cars, trucks, and delivery/emergency service vehicles;
2. Connectivity to destinations including gathering places, neighborhoods, commerce and recreation.
3. Sidewalk space for pedestrians;
4. Bike lanes or bike routes;
5. Transit facilities and routes;
6. On-street parking;
7. Median use for traffic flow, safety, and pedestrian refuge;
8. Adequate buffer areas for pedestrian safety, utility placement, and possible landscaping;
9. Visually appealing landscaping or hardscaping, adding shade and pedestrian protection and;
10. Land uses that generate and warrant such treatments.

The BMPO recognizes that all streets are different, and not all streets will incorporate every element described above. Future streets within the Bonneville Metropolitan Planning Area (BMPO) will be designed to balance user needs and incorporate elements that match the land use context. Through context sensitive design a “complete” street can provide greater public benefits, improve safety, increase transportation options, strengthen the overall benefit of transportation investments and enhance air quality.

The BMPO is committed to carrying out the charge of “complete” streets. With future funding for roadway construction becoming scarce it is in the best interest of the public and private sectors to plan and construct streets that address the needs of the community as a whole. The inclusion of all needed facilities in the early planning phases of roadway construction in both residential and commercial development reduces the complexity and costs of attempting to retrofit years later. The City encourages and supports the creation of “complete” streets by providing the following strategy.

COMPLETE STREETS STRATEGY

Guiding Principle

Streets, bridges and transit stops within BMPA should be designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists and people with disabilities can travel safely and independently.

Strategy Statements

1. Bicycle and pedestrian ways should be established in new construction and reconstruction projects in all urbanized areas unless one or more of the following conditions are met:

- a. Bicyclists and pedestrians are prohibited by law from using the roadway (e.g. interstate highways). In this instance, it may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within a nearby transportation corridor.
- b. Significant safety or other challenges exist that make bicycle and pedestrian facilities dangerous to potential users. Where a determination is made that providing pedestrian and/or bicycle facilities would be unsafe, alternative considerations should be analyzed and planned to offset any deficiencies.
- c. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable future use.
- d. Where current and projected future population is sparsely forecasted or other factors indicate an absence of need.

2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians. Shoulders should not be chip-sealed as part of maintenance.

3. All pedestrian facilities including sidewalks, shared use paths, street crossings (including over and under-crossings), pedestrian signals, signs, transit facilities, and all connections should be designed, constructed, operated and maintained so that children, the elderly and people with disabilities have safe access.

4. The design and development of the transportation infrastructure should improve conditions for all likely users through the following steps:

- a. *Plan projects for the long-term.* Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities should anticipate likely future demand for bicycling, walking, and transit facilities and not preclude the provision of future improvements except as outlined in Section 1.

b. *Review each project for connectivity.* Evaluate the new and existing project for bicycling and walking connectivity to adjacent or nearby gathering places, neighborhoods, commerce, and recreation.

c. *Coordinate with transit agencies to ensure that transit services and facilities are reasonably accommodated within the street network.* Linking multiple forms of transportation provides users with more travel options and creates an overall transportation system that is more responsive to the needs of the public. Identifying transit corridors and optimizing multi-modal opportunities requires close coordination between transit agencies, municipalities and the City in all phases of design and development. Installation and maintenance of transit facilities should be funded through cooperative cost sharing agreements between the City and the applicable municipality or transit provider.

d. *Coordinate with adjacent municipalities to provide regional connectivity.* Future pedestrian, bicycle and transit facilities should provide connectivity to pedestrian, bicycle and transit facilities in adjacent municipalities to provide regional connectivity.

e. *Address the need for bicyclists and pedestrians to cross corridors as well as travel along them.* Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and overpasses should accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.

f. *Consider enhancements such as landscaped medians and buffer areas, pedestrian lighting, and on-street parking in new construction and reconstruction projects.* Landscaping, on street parking, and the other features mentioned will not be appropriate for all streets and corridors. These features should be considered when supported by adjacent land uses and funding for installation and maintenance is available through cooperative cost sharing agreements between the cities and the applicable municipality. Safety concerns and access for people with disabilities should be carefully considered in areas where landscaping, parking, or other enhancements are placed within or near the pedestrian way.

g. *Design facilities based on recognized standards.* Published standards such as those from the American Association of State Highway and Transportation Officials and the Manual on Uniform Traffic Control Devices should be used in the design of pedestrian, bicycle and transit facilities.