1) Policy Background
2) Complete Streets Overview
3) Policy Implementation
4) Street transformation
Tucson Mayor and Council adopted the **Tucson Complete Streets Policy** by Ordinance No. 11621 on **February 5, 2019**
## TUCSON’S COMPLETE STREETS

### Policy Development Background

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tr>
<td><strong>OCTOBER 2016</strong></td>
<td>Living Streets Alliance (LSA) awarded grant to pursue Complete Streets initiative</td>
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<td><strong>2016-Present</strong></td>
<td>In partnership with Tucson Transportation LSA develops robust public strategies, engagement plan, and partnerships</td>
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<td><strong>SEPTEMBER 2017</strong></td>
<td>Workshop featuring National Complete Streets Coalition trainers</td>
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<td><strong>JANUARY 2018</strong></td>
<td>Mayor and Council direct Transportation staff to work with stakeholders to develop a Complete Streets Policy</td>
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<td><strong>APRIL 2018</strong></td>
<td>LSA and Tucson Transportation host special sessions with international speaker Gil Peñalosa</td>
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<td><strong>MAY-DEC. 2018</strong></td>
<td>Complete Streets Task Force formed to develop policy</td>
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<td><strong>SEPTEMBER 2018</strong></td>
<td>Mayor and Council approve Guiding Principles for the Complete Streets Policy Development</td>
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<td><strong>FEBRUARY 2019</strong></td>
<td>Mayor and Council adopt the City of Tucson Complete Streets Policy</td>
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Complete Streets Policy Adoption

Guiding Principles

- **Safety** – Complete Streets provide a safe travel experience to all and designing Complete Streets is a safety strategy to eliminate preventable traffic fatalities.

- **Accessibility** – Complete Streets serve people of all ages and abilities.

- **Equity, Diversity, And Inclusivity** – Complete Streets elements are implemented equitably and inclusively throughout the city.

- **Land Use** – Complete Streets incorporate context sensitive, flexible design approaches and consider the surrounding community’s current and expected land use and transportation needs in an interconnected manner.

- **Environment** – Complete Streets preserve and protect Tucson’s environment and increase health by providing opportunities for active transportation (walking, biking, etc.) reducing vehicle miles traveled, and decreasing pollution caused by motor vehicles.

- **Economic Vitality** – Complete Streets help spur economic development by supporting business and job creation and by promoting resiliency in the workforce through access to multiple mobility options.
Complete Streets Overview
What are Complete Streets?

Approach to designing, constructing and operating roads and streets to accommodate all users
What are Complete Streets?

A Complete Street is different in different contexts
What are Complete Streets?

Complete Streets prioritize the safety of all people - no matter who they are or how they travel.
Policy Implementation
Implementation Progress

1) Hired a Complete Streets Program Manager

2) Establishing the Coordinating Council (CSCC)

3) RFQ for a Mobility Master Plan

4) Developing a Complete Streets Design Manual
Implementation Progress

1) Hired a Complete Streets Program Manager
2) Establishing the Coordinating Council (CSCC)
2) Establishing the Coordinating Council (CSCC)
1) Hired a Complete Streets Project Manager to oversee all aspects of the Complete Streets Policy including its implementation.

2) Offer training opportunities at least once per fiscal year to boost staff capacity in Complete Streets Policy implementation. Training topics focus on Complete Streets design and implementation, community engagement, equity, smart technology, or other relevant topics. The City shall also encourage and facilitate professional development in the Complete Streets approach by sending staff to national conferences or other training events. Complete Streets Coordinating Council members shall be included in these trainings, as appropriate. The general public may also be included in these trainings, whenever feasible.

3) Identify, review, and revise existing relevant procedures, plans, regulations, and other processes for consistency with the Complete Streets Policy.

4) Develop a project prioritization tool as outlined in Section 9.

5) Develop and adopt other tools, such as a Complete Streets Checklist, as necessary to help guide project implementation.

6) Proactively implement automation speed management strategies such as right-turning, curving narrow lanes, narrowing turn radii, and adding traffic-calming/green stormwater infrastructure features like speed tables, neighborhood traffic circles, curb extensions, and chicanes—during planned maintenance and operations as well as retrofitting projects.

7) Develop a project prioritization tool as outlined in Section 9.

8) Identify ways to improve City practices to better align with the vision and intent of the Complete Streets Policy and changing trends in the industry, including smart technologies, parking regulations, and guidelines for transportation impact studies that include multimodal metrics (such as multimodal level of service analysis and multimodal urban trips generation methods).

9) Test the use of "factual urbanism" and "lighter, quicker, cheaper" techniques utilizing temporary materials-like paint, planters, and portable street furniture—for a variety of Complete Streets enhancements (such as protected bike lanes, traffic calming and management features, plazas, planters, and intersection enhancements). The testing will also include planning and coordination with the appropriate stakeholders.

10) Develop a plan for accommodating each mode of transportation at a network or system level. In addition to existing considerations at the project level, this process may include the completion of a Mobility Master Plan, a Pedestrian Master Plan, a Bicycle Master Plan, a Transit Master Plan, and a Freight Master Plan. It may also result in the adoption of an expanded Functional Classification System and/or a dedicated Complete Streets Implementation Plan.

11) Facilitate coordinated implementation of both the Complete Streets Policy and existing and new policies that support the creation of complete streets. Including but not limited to Plan factors, the Bicycle Planned Master Plan, the Pedestrian Master Plan, the Transit Master Plan, the Complete Streets Implementation Plan, and the Green Streets Active Practice Guidelines, as well as future plans that may relate to Complete Streets implementation.

12) Create a plan to ensure robust, meaningful, and inclusive community engagement with a particular emphasis on engagement of communities that have traditionally been underrepresented in city planning and decision-making processes. The plan shall include specific strategies for overcoming barriers to engagement associated with race/ethnicity, income, age, disability, English language proficiency, vehicle access, and other factors linked to historic disinvestment.

13) Actively seek sources of public and private funding to assist in the implementation of this Policy.
Implementation Progress

3) RFQ for a Mobility Master Plan
4) Developing a Complete Streets Design Manual
1) Hired a Complete Streets Program Manager
2) Establishing the Coordinating Council (CSCC)
3) RFQ for a Mobility Master Plan
4) Developing a Complete Streets Design Manual

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<th>Roadways</th>
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<th>Intersections</th>
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<td>Features to Activate</td>
<td>Turn Radii</td>
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<tr>
<td>Lane Widths</td>
<td>Pedestrian Zone</td>
<td>Crosswalk Design</td>
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<td>Bicycle Facilities</td>
<td>Trees</td>
<td>Bus Stop Location</td>
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Complete Streets Implementation Opportunities

- Corridor Widenings
- Corridor Modernization
- Spot Improvements
- Repaving/Restriping
- Private Development/Re-zonings
- Temporary/Pilot Interventions

Source: City of Austin
Implementation Toolbox

Design Principles

- Safe and accessible for all users
- Design for the context and function of the street
- Balance space in the right-of-way
  - Take advantage of opportunities to re-allocate space
- Limit excessive speed
- Incorporate green elements
Implementation Toolbox

**Roadside**
- Continuous, comfortable, accessible sidewalks/paths
- Landscaping strip/furniture zone
- Comfortable bus stops
- Trees
- Activity areas/seating
- Bike parking
Implementation Toolbox

Bikeway

- Protected bike lanes
- Buffered bike lanes
- Striped bike lanes
- Bike boulevard traffic calming
- Bike HAWKS/crossings
- Shared-use paths
Implementation Toolbox

Roadway
- Narrow travel lanes (10 or 11 ft.)
- Raised/landscaped median
- Road diet (4-to-3 lane roadway)
- Transit lanes
- Safe bike/pedestrian crossings
- Traffic calming (neighborhood streets)
Implementation Toolbox

Intersection
- Tighter turn radii
- Safe bike and pedestrian crossings
- Accessible curb ramps
- Signal optimization/phasing
Thank you!

Patrick Hartley

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*Tucson Department of Transportation*

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