

CITY OF TUCSON

TRANSPORTATION

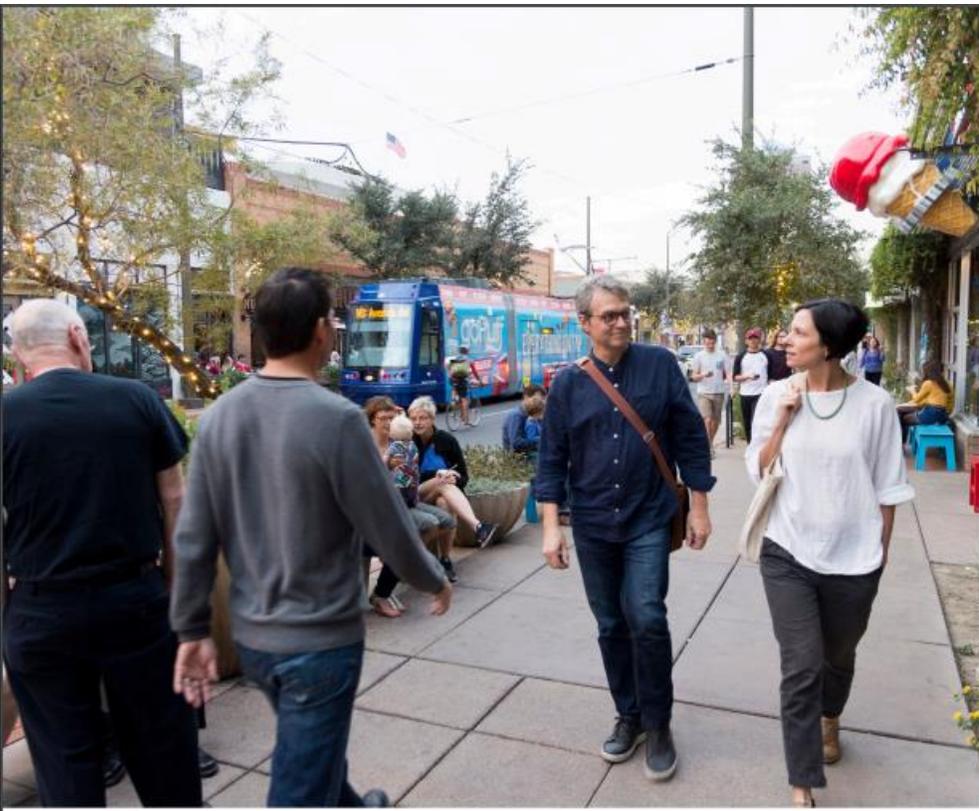
Complete Streets Policy Implementation Progress

Presentation Overview

- 1) *Policy Background*
- 2) *Complete Streets Overview*
- 3) *Policy Implementation*
- 4) *Street transformation*



Policy Background



Complete Streets Policy Adoption

*Tucson Mayor and Council
adopted the Tucson Complete
Streets Policy by Ordinance No.
116210n February 5, 2019*

**complete
streets** TUCSON

Exhibit A to Ordinance No. 11621

**complete
streets** TUCSON

CITY OF TUCSON
TRANSPORTATION

TUCSON'S COMPLETE STREETS

Policy Development Background

OCTOBER
2016

Living Streets Alliance (LSA) awarded grant to pursue Complete Streets initiative

2016-Present

In partnership with Tucson Transportation LSA develops robust public strategies, engagement plan, and partnerships

SEPTEMBER
2017

Workshop featuring National Complete Streets Coalition trainers

JANUARY
2018

Mayor and Council direct Transportation staff to work with stakeholders to develop a Complete Streets Policy

APRIL
2018

LSA and Tucson Transportation host special sessions with international speaker Gil Peñalosa

MAY-DEC.
2018

Complete Streets Task Force formed to develop policy

SEPTEMBER
2018

Mayor and Council approve Guiding Principles for the Complete Streets Policy Development

FEBRUARY
2019

Mayor and Council adopt the City of Tucson Complete Streets Policy

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*

TABLE 2 IMPLEMENTATION CHART

1.	Hire 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. Trainings can 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 trainings. 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.	Review and revise street design standards currently used in the planning, designing, and implementation phases of transportation projects to ensure that they reflect the best available design guidelines for effectively implementing Complete Streets facilities. Draft a Complete Streets Design Manual, pulling from nationally recognized best practices, by September 2019.
5.	Develop a project prioritization tool as outlined in Section 9.
6.	Identify performance targets and select performance measures as outlined in Section 8.
7.	Develop and adopt other tools, such as a Complete Streets Checklist, as necessary to help guide project implementation.
8.	Identify ways to improve other 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 trip generation methods).
9.	Proactively implement automobile speed-management strategies—such as right-sizing, striping narrower 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.
10.	Experiment with the use of "tactical urbanism" and "lighter, quicker, cheaper" techniques utilizing temporary materials—like paint, planters, and portable street furnishings—for a variety of Complete Streets enhancements (such as protected bike lanes, traffic calming and management features, plazas, parklets, and intersection safety improvements), to test out ideas, implement pilot projects, and gather community input more quickly.
11.	Develop a plan for accommodating each mode of transportation at a network or system level, in addition to such 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/or a Freight Master Plan. It may also include the adoption of an Expanded Functional Classification System and/or a street typology system to provide a multi-modal emphasis and a context-sensitive approach in the way streets are classified and designed.
12.	Facilitate coordinated implementation of both the Complete Streets Policy and existing plans and policies that support the creation of Complete Streets, including but not limited to Plan Tucson, the Bicycle Boulevard Master Plan, the Americans with Disabilities Act (ADA) Transition Plan, the Pedestrian Safety Action Plan, and Green Streets Active Practice Guidelines, as well as future plans that may relate to Complete Streets implementation.
13.	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 disenfranchisement.
14.	Actively seek sources of public and private funding to assist in the implementation of this Policy.

Implementation Progress

1) *Hired a Complete Streets Program Manager*

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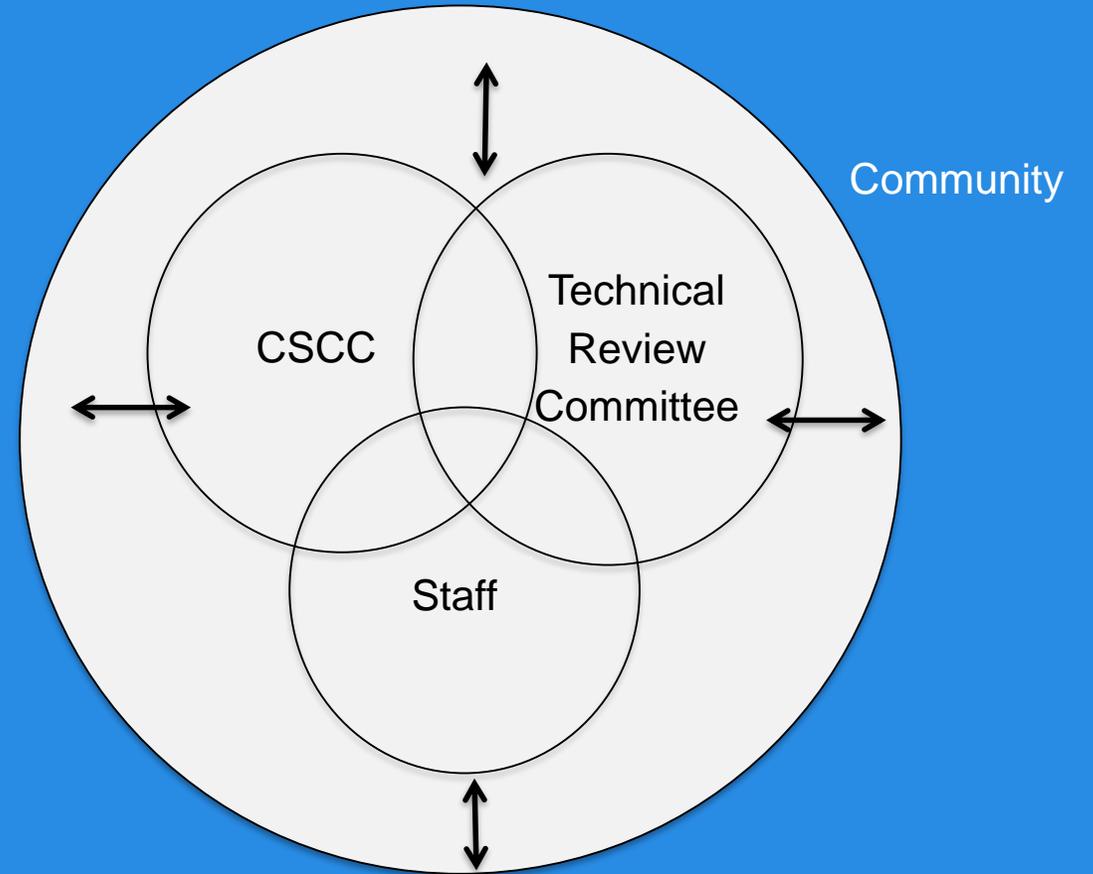
2) Establishing the Coordinating Council (CSCC)

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Implementation Progress

2) *Establishing the Coordinating Council (CSCC)*



Implementation Progress

3) RFQ for a Mobility Master Plan

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Implementation Progress

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Implementation Progress

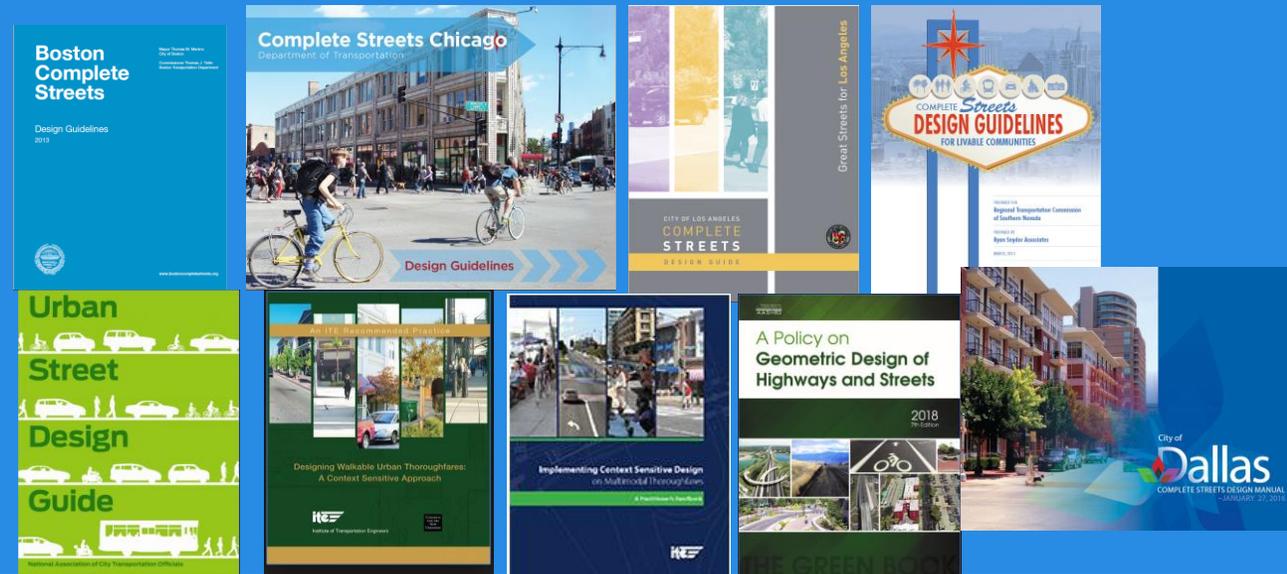
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Implementation Progress

<i>Roadways</i>	<i>Sidewalks</i>	<i>Intersections</i>
Safe Speeds	Features to Activate	Turn Radii
Lane Widths	Pedestrian Zone	Crosswalk Design
Bicycle Facilities	Trees	Bus Stop Location



4) *Developing a Complete Streets Design Manual*

Out on the Street

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

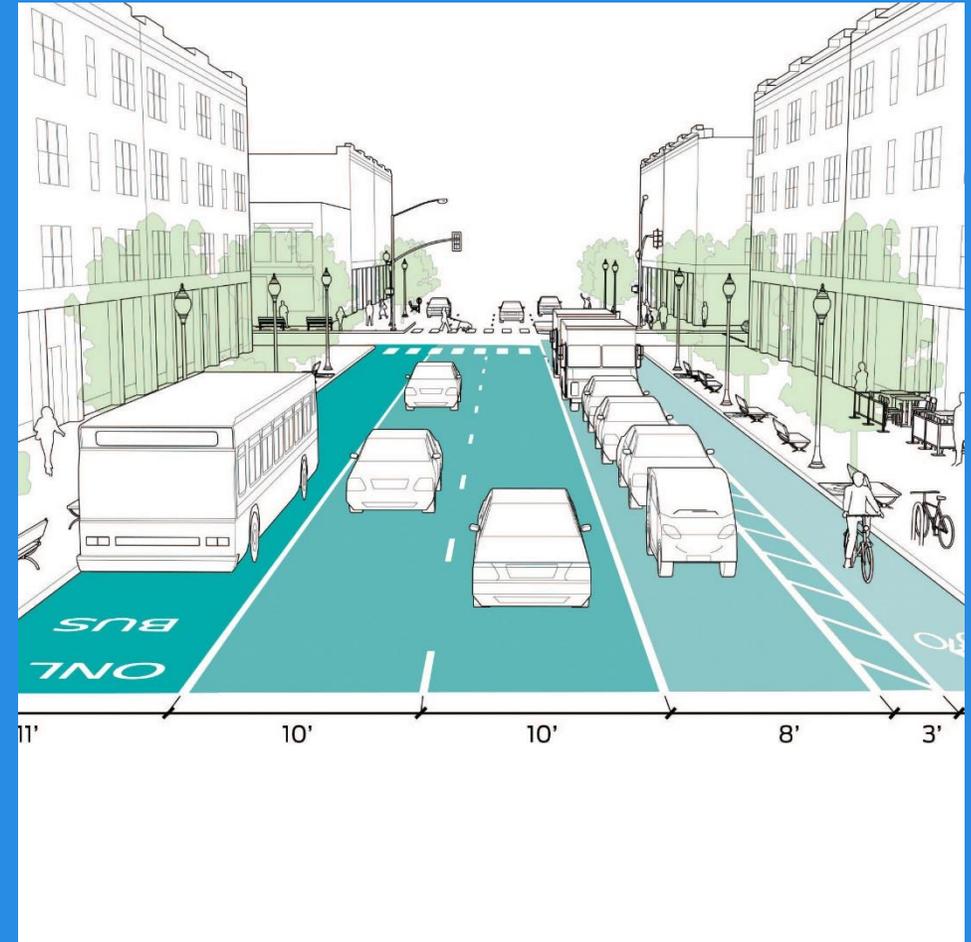
- *Protected bike lanes*
- *Buffered bike lanes*
- *Striped bike lanes*
- *Bike boulevard traffic calming*
- *Bike HAWKS/crossings*
- *Shared-use paths*



Implementation Toolbox

Roadway

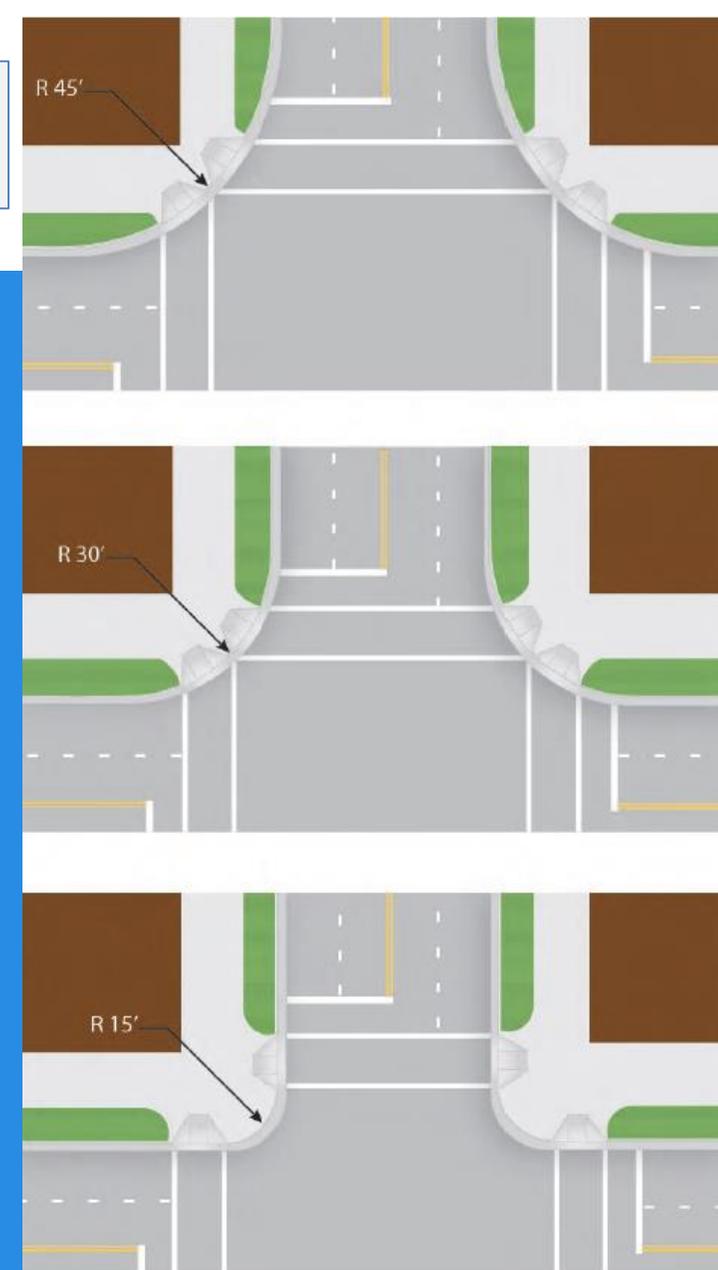
- *Narrow travel lanes (10 or 11 ft.)*
- *Raised/landscaped median*
- *Road diet (4-to-3 lane roadway)*
- *Transit lanes*
- *Safe bike/pedestrian crossings*
- *Traffic calming (neighborhood streets)*



Implementation Toolbox

Intersection

- *Tighter turn radii*
- *Safe bike and pedestrian crossings*
- *Accessible curb ramps*
- *Signal optimization/phasing*



Thank you!

Patrick Hartley

Complete Streets Program Coordinator

Tucson Department of Transportation

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