Complete Streets Policy Implementation

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MnDOT Office of Transportation System Management
Complete Streets Policy

Policy Statement

The Minnesota Department of Transportation requires that the principles of “Complete Streets” are to be considered at all phases of planning and project development in the establishment, development, operation, and maintenance of a comprehensive, integrated, and connected multimodal transportation system.
Complete Streets Policy

**Principal Points**

- The policy is a direct response to the Minnesota Complete Streets law
- It affects virtually all phases of road activity on trunk highways, from planning to maintenance
- It’s consistent with MnDOT’s Vision and Statewide Multimodal Transportation Plan
- Helps achieve legislative goal of increasing the use of transit, bicycling, and walking as a percentage of all trips
- Preservation projects should be addressed to extent possible
Development of reporting process

Version 1: 20 page report template and separate document for exemptions

Version 2: Concurrences from each modal office

Version 3: Project report as a narrative

Version 4: Five approach choices and narrative
  What’s the approach and why
Complete Streets Project Reports

Summary
  o Project Type
  o Existing Site Characteristics
  o Special Roadway Designations

Overall Project Improvements

Provisions by User Group
  o Pedestrian
  o Bicycle
  o Freight
  o Transit
  o Other
Approach to each User Group
What’s the approach and why

- Pedestrian
- Bicyclists
- Freight
- Transit

- Yellow: Absence of current & future need over the expected life of the project (including cross movements)
- Orange: Existing conditions are meeting users needs (including cross movements)
- Green: Existing conditions ARE inadequate and the scope of work includes substantial improvements
- Blue: Existing conditions ARE inadequate and the scope of work does not include improvements
- Red: Users are legally prohibited from using the roadway (including cross movements)
Approach to each User Group
What’s the approach and why

Example:

Numerous access closures will be completed, which will enhance safety. A mid-block HAWK pedestrian signal system will be installed between Hill St and Franklin St, which includes a pedestrian refuge median area. Curb extension bump-outs will be added at Potter St, Plum St, Bush St, and Broad St to provide safer pedestrian crossings. Signals will receive APS upgrades, which will improve crossing safety. Broad St north of TH 61 is proposed to be reconstructed to provide a pedestrian plaza comprised of a wide sidewalk with pedestrian amenities. Pedestrian curb ramps will be upgraded to meet current ADA standards. Sidewalks will be constructed along the entire corridor on both sides of TH 61. 6 foot sidewalks will be provided east of Broad St, with wider sidewalks provided in the cored downtown section east of Broad St. Cross slope on existing sidewalks in core downtown do not meet ADA standards and will be reconstructed, tie-ins to building will also be improved to meet accessibility guidelines. A separated multiuse trail will be constructed on south side of TH 61 from Hill St to Old West Main St. An 11 foot boulevard is proposed west of Broad St.
Pedestrian approaches based on context and project type

- **Pedestrian Rural Full Reconstruction**
  - Absence of current & future need over the expected life of the project (including cross movements)
  - Existing conditions are meeting users needs (including cross movements)
  - Existing conditions ARE inadequate and the scope of work includes substantial improvements

- **Pedestrian Rural Preservation**
  - Absence of current & future need over the expected life of the project (including cross movements)
  - Existing conditions are meeting users needs (including cross movements)
  - Existing conditions ARE inadequate and the scope of work includes substantial improvements

- **Pedestrian Small Urban Full Reconstruction**
  - Absence of current & future need over the expected life of the project (including cross movements)
  - Existing conditions are meeting users needs (including cross movements)
  - Existing conditions ARE inadequate and the scope of work includes substantial improvements

- **Pedestrian Small Urban Preservation**
  - Absence of current & future need over the expected life of the project (including cross movements)
  - Existing conditions are meeting users needs (including cross movements)
  - Existing conditions ARE inadequate and the scope of work includes substantial improvements
Understanding both at a program and project level

Overall Project Improvements
(New or Refurbished Project Improvements)
How is this information being used by MnDOT offices

**Bicycle**
Set a target of 90% of projects with a need identified to be addressing it

**Pedestrian**
Statewide Pedestrian Plan is in development with an expectation of having a similar 90% target

**Transit**
Checking project in real time for alignment with their transit facility needs

**Freight**
Evaluating approaches on the Primary Freight Network
How is this information being used by transportation stakeholders and advocates

• Stakeholders and advocates are already reviewing and requesting the reports

• Meeting with city and county engineers throughout the state to explain are new process and policy

• RDC and MPO members next week
New Geospatial Resources

MnMAP

Bike Plan Wiki Site
Revamped how we evaluate scoping needs

**Project Coordination** – Other projects that have been programmed by MnDOT, cities, counties, and townships.

**Stakeholders and Supporting Plans** – Needs identified by stakeholders through plans and community feedback.

**User Groups** – Needs of the users of a project especially crossing movements and parking requirements.
Guide to evaluate tradeoffs and contact the right people for help

<table>
<thead>
<tr>
<th>Site Characteristics</th>
<th>Rural</th>
<th>Rural Small Town (&lt;5K)</th>
<th>Small Urban (5K - 50K)</th>
<th>Exurban</th>
<th>Suburban</th>
<th>Large Urban (&gt;50K)</th>
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<tbody>
<tr>
<td>Key Context Informing Questions and Destination Assessment (consider existing and planned)</td>
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| Programmed projects within or adjacent to the project? | Yes  | X | No |
| Is the project along a main street area or urban corridor? | Yes  | X | No |
| Is there a school within a 1 mile radius of the project, or in a developing/edge location? | Yes  | X | No |
| Is there a college or community center within a 1 mile radius of the project? | X | Yes | No |
| Are there parks/recreational areas or trails within a 1 mile radius of the project? | Yes  | No |
| Are there medical facilities (e.g., hospitals, clinics, etc.) within 1 mile of the project? | Yes  | No |
| Is there an elder care facility within 1 mile of the project corridor? | Yes  | No |
| Is the project occurring on a portion of a state bikeway? | Yes  | No |
| Is the project within an airport influence area? | Yes  | No |
| Are there rail lines or at-grade rail crossings within 1 mile of the project corridor? | X | Yes | No |
| Is there fixed transit on the project corridor or transit stop that intersects the project corridor? | Yes  | No |
| Is this project only a rural highway section, which does not go through any small towns? | Yes  | No |
| Is the project occurring near significant freight or truck traffic generators, or near a significant freight route? | X | Yes | No |
| Is the project occurring on a Oversize Overweight (OSOW) Route? | Yes  | No |
New Processes to Support Complete Streets
(10 year project development cycle)

- **Planning (Proposed Projects)**
- **MnMAP: Interactive tool for engaging with proposed projects**
- **Revamped Scoping for complete streets**
- **Complete Streets Project Report Reevaluated at 30% Final Design**
- **Ongoing Public & Stakeholder Involvement**
- **Initial Complete Streets Project Report**
- **New scoping Guide for assessing project tradeoffs & engaging stakeholders**
- **Construction Begins**

- **Red**: Public & Stakeholders
- **Blue**: MnDOT Staff
- **Purple**: Both
More information:
http://www.dot.state.mn.us/planning/completestreets/