

## ► MAG COMPLETE STREETS GUIDE

1. Complete Streets
2. MAG Complete Streets Planning Process
3. MAG Plan
4. Implementation



# COMPLETE STREETS ARE...

- ◆ Safe, Comfortable And Convenient For All Users;
- ◆ Facilities Offering A Full Range Of Travel Choices Appropriate To The Context;
- ◆ Connected To A Network That Offers Mobility Choices;
- ◆ Facilities That Support And Contribute A Healthy, Active Lifestyle ...To Quality Of Life.
  - ◆ Drivers
  - ◆ Transit Users
  - ◆ Pedestrians
  - ◆ Bicyclists
  - ◆ Older People
  - ◆ Children
  - ◆ People With Disabilities
  - ◆ People With Assisted Mobility Devices (Strollers, Wheelchairs, Blades/Boards).

# COMPLETE STREETS RESULT FROM...

- ✦ Transportation agencies changing their orientation from building primarily for cars.
- ✦ Policies that ensure transportation agencies routinely design and operate the entire right of way to enable safe access for all users.



# BENEFITS

- Facilities For ALL Users
- Economic (Access And Mode Choice)
- Cost Savings
- Safety
- Healthy Communities (More Biking And Walking)
- Ease Congestion (Through Transportation Choice)
- Safe Routes To School
- Air Quality Improvements



# A FEDERAL EFFORT

*Secretary La Hood: The upcoming reauthorization of DOT's surface transportation programs provides an opportunity for us to feature bicycling as part of a new American mobility within livable communities. As I said today in testimony before the House Energy and Commerce Committee, this includes fostering communities where bicyclists feel both safe and welcome on the roadways. Bike-friendly development also has the potential to contribute significantly to the revitalization of downtown districts and offer an alternative to sprawl and automobile-focused commuting.*

## **Complete Streets Act of 2009 (Not a bill yet)**

- Directs state DOTs and MPOs to adopt such policies within two years of enactment of the bill and apply the policies to upcoming federally funded transportation projects.
- Non compliance would result in a smaller percentage of State's STP funds.

# What MAG Is Trying to Achieve

- Consistent regional standards for complete streets
- Prototypes and baseline of expectations
- Planning guidance



# THE DRAFT PLAN

## The Complete Streets Guide provides:

- Definition
- Prototypes
- Local examples of best practices
- Policy guidance
- Green Streets
- Healthy Communities
- New Ideas & Innovations
- Performance Measures
  - Performance Outcome Measures
  - Potential Inventory Measures



# COMPLETE STREETS ARE...

A Product  
That Results From A Process



# PLANNING PROCESS

1

## Context/Land Use Character



### High-Density/High Intensity Suburban

Example Areas:

Cornback Corridor  
7th Street & Belt  
Liberty/150  
Southern Ave./Alma School Rd.  
McDintock & Guadalupe  
Val Vista & 19th St. Rd.



### High-Density/ High Intensity Urban

Example Areas:

Downtown Glendale  
Downtown Phoenix  
Downtown Backpage  
Downtown Mesa (Main Street)



### Low-Density/Medium to Low Intensity Suburban

Example Areas:

Central & Halper  
40th Street & Campbell Ave.  
12th St. & Highland



### Low to Medium Density/ Low Intensity

Example Areas:

Residential Subdivision  
Single Family & Multi-family  
Nile Rd.  
Roosevelt & Central Ave.  
12th St. & Northern Ave.  
College Ave. & Broadway



### Low-Density/Low Intensity

Example Areas:

Single Family  
Internal Neighborhood



### Low-Density/ Low Intensity

Example Areas:

Warehouse Districts  
Office Parks/ Corridors

2

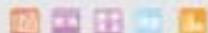
## Transportation Modes



Pedestrian



Bicyclist



Automobile



Transit



Truck



3

## Other Priorities



Green Streets



Healthy Communities



Neighborhood  
Beautification



Economic Development



Historic Preservation



Habitat/National Area  
Preservation



Special Population



Equestrian

4

## ROW Width

(Sample)

50' ROW

60' ROW

80' ROW

110' ROW

130' ROW

5

## Design Elements

From Pedestrian Policies & Design Guidelines, Regional Bike Plan, and Regional Transportation Plan



Traffic Lanes



Utilities



Bicycle Lanes



Planting Strips



Pedestrian Realm



Bicycle Storage



Bus Stop



Bicycle Rack



Speed Limit



Bus/Transit Shelter



On-Street Parking



Curb-cuts



Mid-block Crossing



Street Furniture

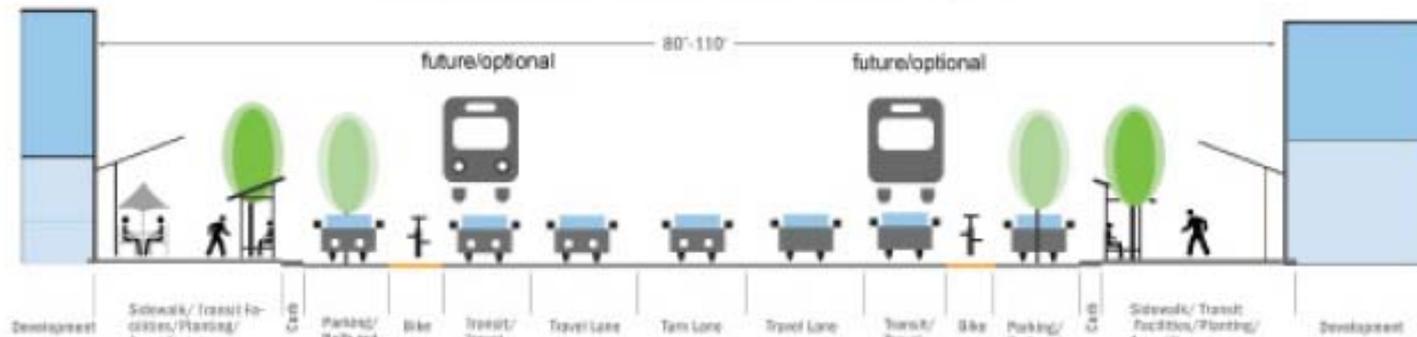


Public Art

## 7.1 Arterial- High Density/High Intensity (Urban)



\*80'-110' (Facility size to vary at the discretion of the implementing entity and dependent on ROW, context, transportation character, and other priorities specific to the project)



# Sample Outcomes

# BEST PRACTICES - Arterial- High Density/High Intensity (Urban)



Downtown Phoenix replaced a vehicular lane with light rail and improved and allowed vehicles to share bus lanes. Photo credit: Coffman Studio.



Downtown Mesa provides pedestrian refuges, bicycle lanes and transit making Main Street complete. Photo credit: Coffman Studio.



The wide sidewalk allows pedestrian and bicycle access on this local downtown Phoenix street. Photo credit: Plan-ET.



In downtown Goodyear, pedestrian and bicycle facilities, and angled parking create a safer environment for non-motorized transportation. Photo credit: Plan-ET.



Westgate, a private development in Glendale, creates a high quality pedestrian environment with narrow streets, generous landscaping and shade, and high profile pedestrian crossings. Photo credit: Coffman Studio.

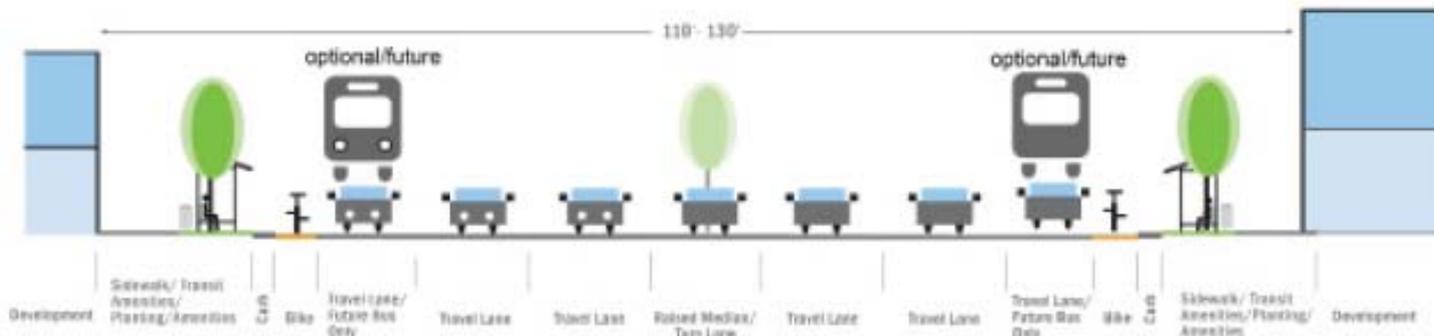


In downtown Glendale, local circulators, on street/shared bicycle facilities, and a high quality pedestrian environment making the street complete. Photo credit: Coffman Studio.

# Arterial- High density/High Intensity (Suburban)



*\*110'-130' ( Facility sizes to vary at the discretion of the implementing entity and dependent on ROW, context, transportation character, and other priorities specific to the project)*

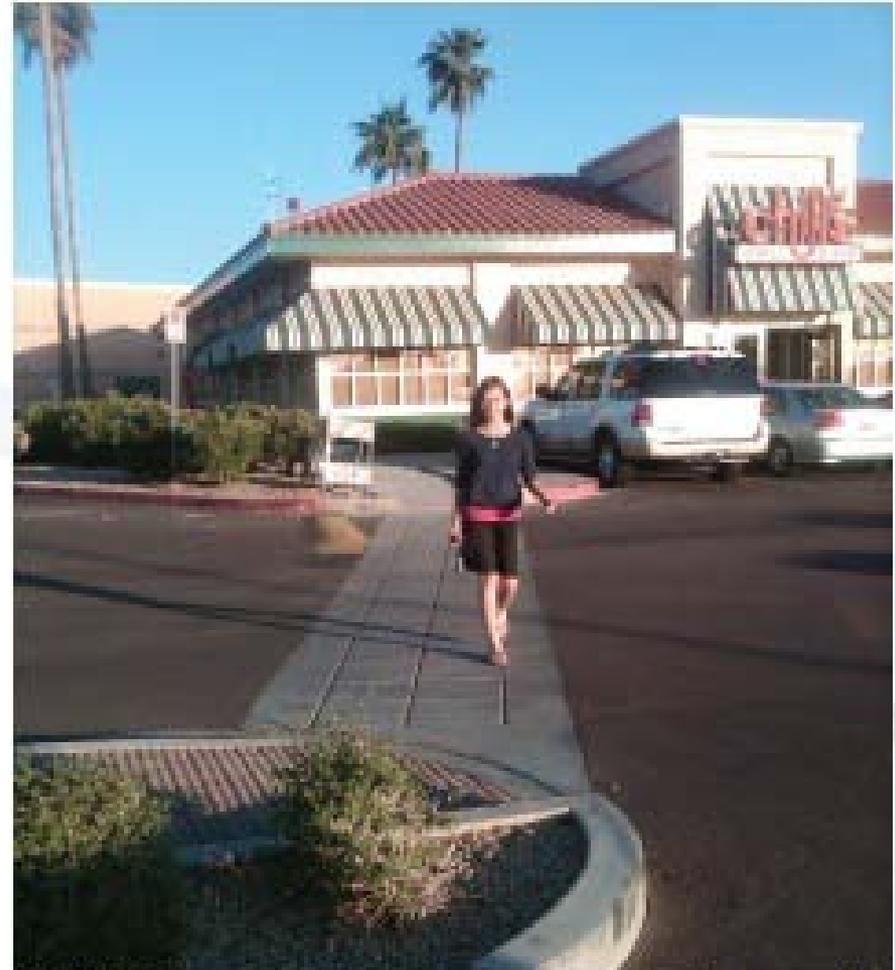


# Sample Outcomes

## BEST PRACTICES - Arterial- High density/High Intensity (Suburban)

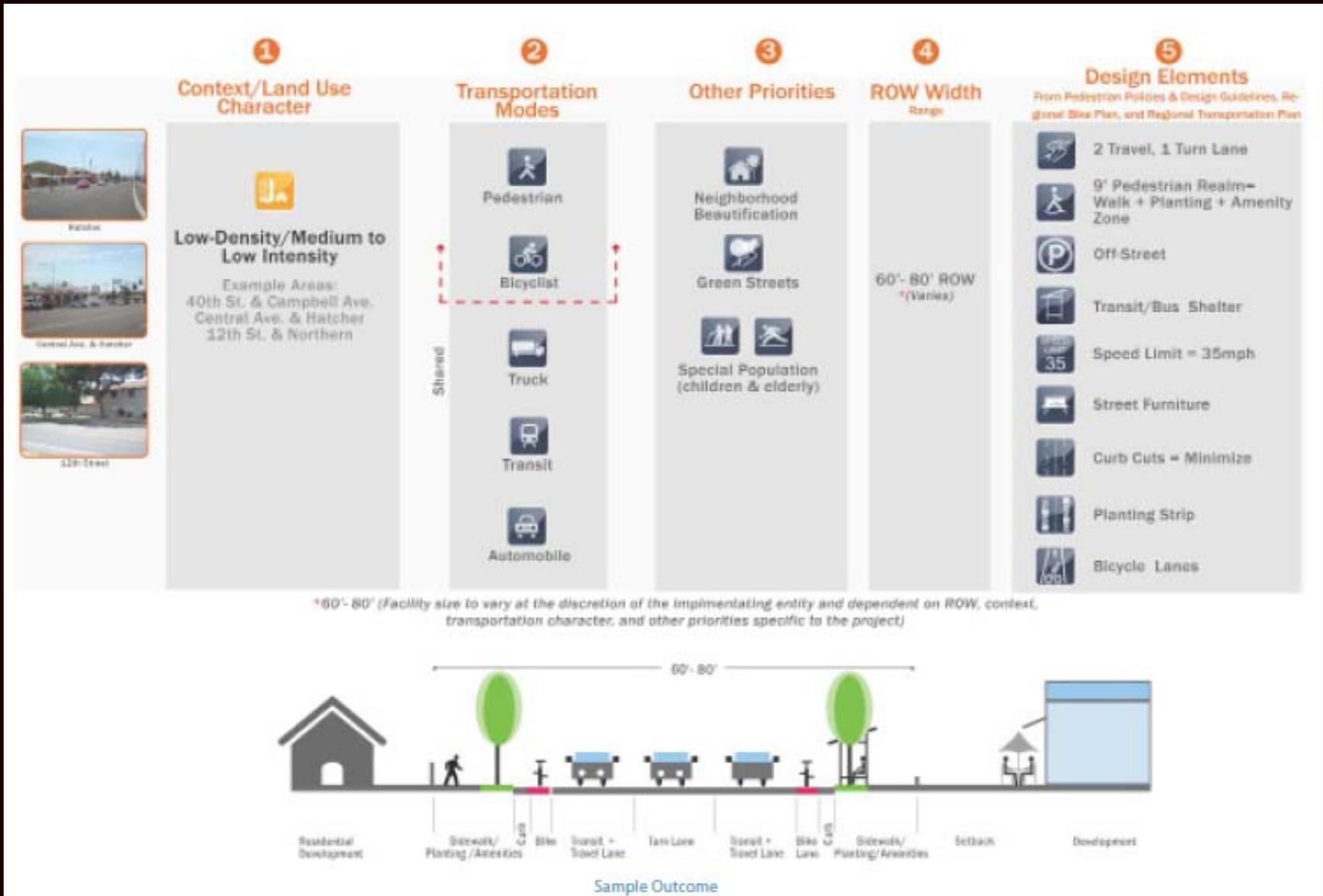


McClintock Road at Guadalupe Road includes bike lanes, a wide sidewalk, transit and five travel lanes within a 110' right-of-way.



This high intensity/high density suburban shopping center includes pedestrian facilities within its parking lot.

# Collector - Low Density/Medium To Low Intensity (suburban)



# Sample Outcomes

## BEST PRACTICES: Collector - Low Density/Medium To Low Intensity (suburban)

### Local Best Practices: Low Density/Medium to Low Intensity - Suburban



Miller Road, south of Camelback Road includes a shared vehicular/bus lane, a striped bike lane that uses the gutter pan, 11' inside travel lanes, and a sidewalk to accomplish a Complete Street. Photo credit: Coffman Studio.

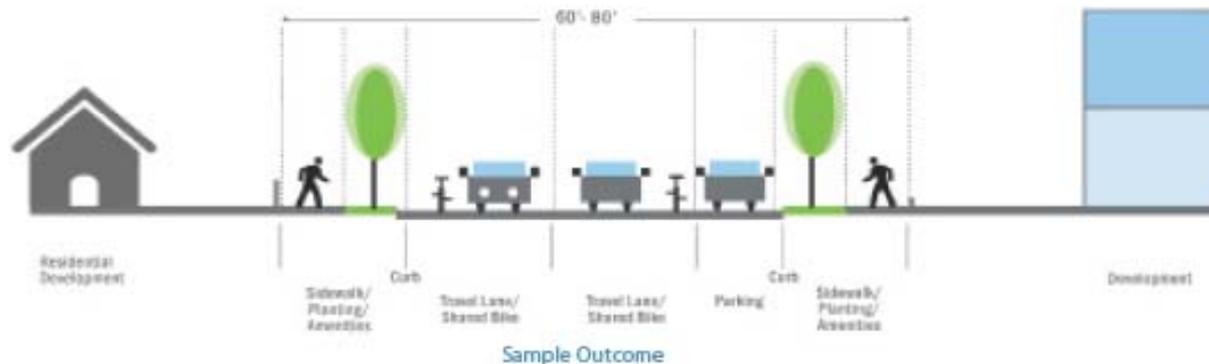


Tempe's West 5th Street is one of the region's first Complete Streets. It includes many innovations such as bulb outs, speed tables, widened sidewalks, bike channels and bus stops for Tempe's Orbit circulator. Photo credit: Coffman Studio.

# Collector – Low to Medium Density/Low Intensity – Predominantly Residential



\*60'- 80' (Facility size to vary at the discretion of the implementing entity and dependent on ROW, context, transportation character, and other priorities specific to the project)



# Sample Outcomes

# BEST PRACTICES: Collector – Low to Medium Density/Low Intensity – Predominantly Residential



Scottsdale uses local circulators and bike lanes in low to medium density neighborhoods to make their collector streets complete. Photo credit: Coffman Studio.



Many features makes Scottsdale's Cactus Road complete including: narrow vehicular lanes, bike lanes, a wide sidewalk and an unpaved equestrian trail. Photo credit: Coffman Studio.



12th Street in Phoenix' Sunnyslope neighborhood provides bike lanes, a bus stop, shared vehicular/bus lanes and a turn lane in this mixed density residential neighborhood. Photo credit: Plan-ET.



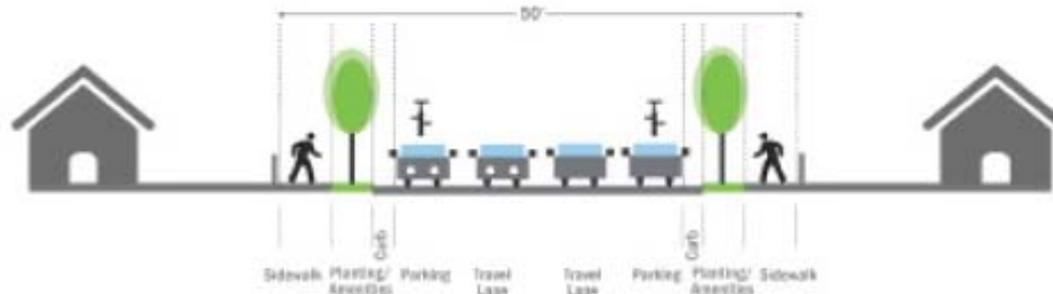
A bike lane, on-street parking, and traffic circles are used to narrow the travel lanes on Peoria Avenue in Phoenix' Sunnyslope neighborhood. Photo credit: Plan-ET.



# Local - Low Density/Intensity (Single-Family Internal Neighborhood)



\*50' (Facility size to vary at the discretion of the implementing entity and dependent on ROW, context, transportation character, and other priorities specific to the project)



Sample Outcome

# Sample Outcomes

# BEST PRACTICES: Local - Low Density/Intensity (Single-Family Internal Neighborhood)



Tempe's College Avenue uses a wide bike lane to narrow the travel lane and make a safer pedestrian environment in this low density neighborhood. Photo credit: Coffman Studio.



Peoria's Utopia Road, a typical collector street includes facilities for bicycles and pedestrians. A local circulator would make this street complete. Photo credit: Coffman Studio.



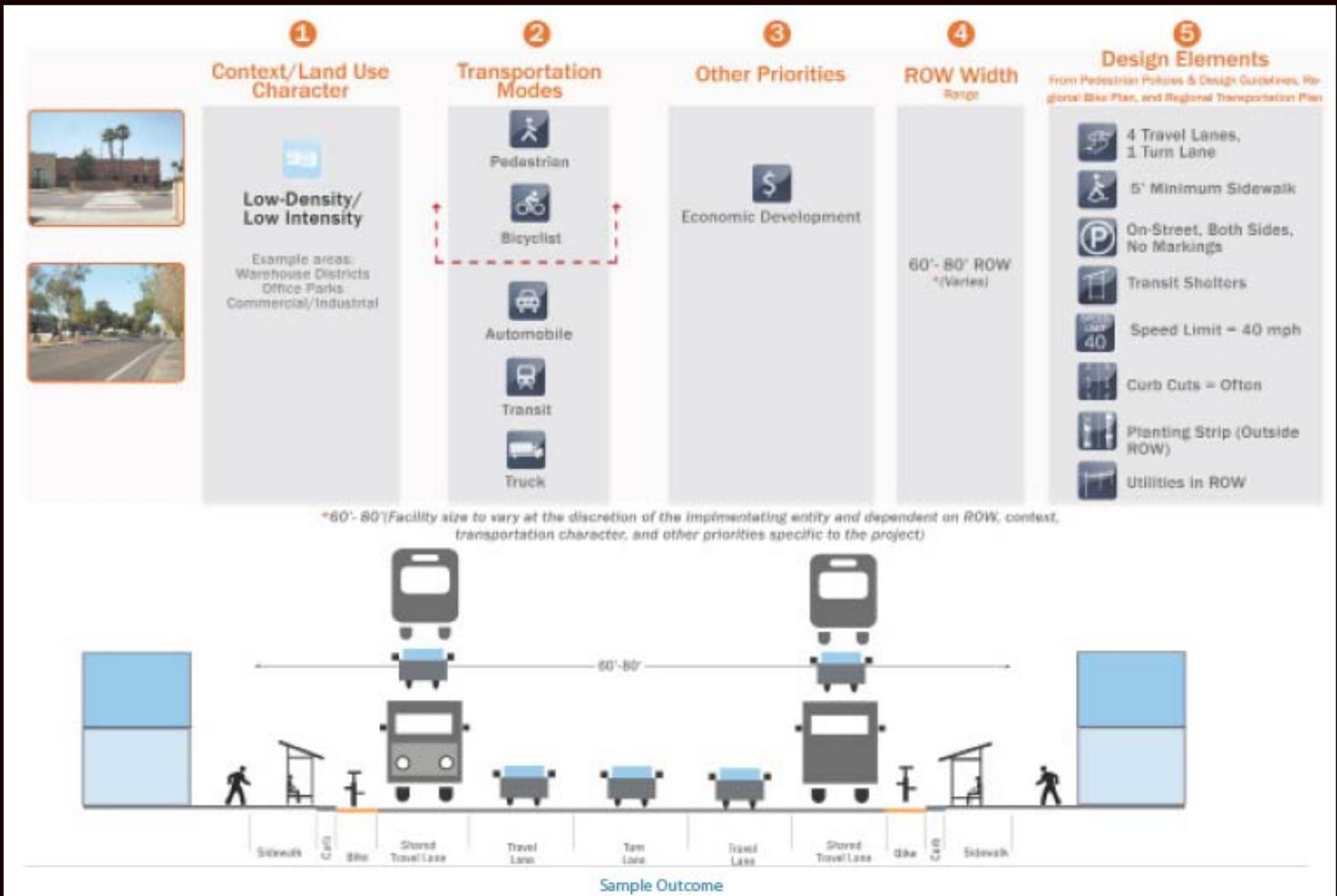
A neighborhood street in Avondale incorporates parallel parking, wide sidewalks and a crosswalk allowing bicycles to share the road with vehicles. Photo credit: Coffman Studio.



Bike lanes and a sidewalk on one side of the street helps to keep this Scottsdale neighborhood's rural character while providing for multiple travel modes. Photo credit: Coffman Studio.



# Local - Low Density/Intensity (Warehouse Districts, Campuses, Office Parks)



# Sample Outcomes

## BEST PRACTICES: Local - Low Density/Intensity (Warehouse Districts, Campuses, Office Parks)



Utchfield Road in Goodyear becomes complete with a mid-block pedestrian crossing, pedestrian signals, and a refuge to access this important employment center. Photo credit: Coffman Studio.



52nd Street in a Tempe office/warehouse district is complete with bus service, sidewalks and a bike lane. Photo credit: Coffman Studio.

# INTERSECTIONS

Figure 8. A Complete Street Intersection

