

## Complete Streets Planning & Design Guidelines

Below are planning and design guidelines to assist project sponsors in the accommodation of all users (bicycles, pedestrians, transit, motorists and people with disabilities, hereafter referred to as "Complete Streets" facilities). Project sponsors shall use these guidelines in planning for and designing their projects. The Guidelines will be used by NIRPC staff and relevant committees as the proposed project is processed through project selection and planning review.

1. Complete Streets facilities shall be established on rehabilitation, restoration, and resurfacing (3R), partial 3R, and new construction and reconstruction (4R) projects unless one or more of the following conditions are met:
  - a. Where non-motorized users are prohibited by law from using the roadway. In this instance, the applicant should accommodate Complete Streets facilities as practicable within the right of way or within the same transportation corridor.
  - b. The cost of establishing Complete Streets facilities that meet applicable standards would exceed 10% of the cost of the larger transportation project. Eligible costs may include additional right-of-way acquisition, utility relocation, and construction costs with the establishment of said facilities.
  - c. Where the project consists of minor maintenance or repair (reconstruction is not included).
  - d. Where the project consists primarily of the installation of traffic control or safety devices and little or no additional right-of-way is to be acquired.
  - e. There are topographic or natural resource constraints.
  - f. Where factors indicate an absence of need.
  - g. Where existing Complete Streets facilities currently exists or are scheduled for construction within or near the corridor.
  
2. On proposed 3R and 4R projects that do not increase vehicular capacity, Complete Streets facilities shall be incorporated where applicable and as proposed by the project sponsor included in the following ways:
  - a. Resurfacing including striping for additional shoulder width and/or crosswalks, as well as bike lanes where feasible in urban settings.
  - b. Signalization including installation of pedestrian activated signals, and/or review proper operation and timing of pedestrian phase.
  - c. Restriping sufficiently wide pavements and bridge decks for additional shoulder width in accordance with applicable federal guidelines.
  - d. Bridge deck replacement with extension of bridge deck (or other means) to accommodate all users.
  - e. In cases where an adopted regional or local plan proposes a bikeway or pedestrian way that would pass under or over a bridge that is to be reconstructed, the bridge shall be reconstructed to accommodate non-motorized users.
  - f. Intersection upgrades including crosswalks and pedestrian actuated signals.
  - g. 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 to operate.

3. The design and development of the transportation infrastructure shall improve conditions for all users by:
  - a. **Planning projects for the long-term.** The design and construction of new transportation facilities should presume demand for all users, and not preclude the provision of future improvements. In particular, where development is projected to change the character of an area from rural to suburban to urban over the long-term, it is encouraged that adequate right-of-way and infrastructure be established as part of a near-term project to accommodate future facilities where applicable. Every project should be planned and designed with the ultimate, long-term goal of creating, over time, Complete Streets facilities.
  - b. **Connecting Complete Streets facilities across jurisdictional boundaries.** As the metropolitan planning organization, NIRPC has a vantage point from which to recommend to the jurisdictions the connection and continuity of facilities for all users for the purpose of qualifying for federal funding. One way which NIRPC does this is through the *Ped & Pedal Plan* which is updated every five years.
  - c. **Designing context-appropriate facilities to the best currently available standards and guidelines.** The design of said facilities shall be in accordance with applicable federal guidelines.
  - d. **Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them.** Even where bicyclists and pedestrians may not commonly travel along a corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. For instance, a roadway project that does not contain a bike facility (interstate highway) should address bridge crossings that are hostile for bicycles and pedestrians. Therefore, the design of intersections and interchanges shall accommodate cyclists and pedestrians in a manner that is safe, accessible and convenient.