# ST. TAMMANY PARISH COMPREHENSIVE PEDESTRIAN & BICYCLE PLAN
# COMPLETE STREETS POLICY

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## I. PURPOSE

The purpose of the St. Tammany Parish Complete Streets Policy (Complete Streets) is to enrich public health, safety and quality of life by providing an integrated transportation system for its citizens in the context of the natural beauty of the parish. Complete Streets recognizes the importance of all transportation modes while prioritizing alternative transportation. Complete Streets will promote access for all abilities but with emphasis on seniors, children, wheelchair-bound and other vulnerable disabled populations. Complete Streets will build on the success of the Tammany Trace, a non-vehicular green recreational trail constructed on a former rail right-of-way. The Tammany Trace is the parish's largest alternative transportation asset connecting urbanized areas and recreational amenities, including equestrian trails. Upon adoption of the Complete Streets Policy, St. Tammany Parish will seek opportunities to enhance connectivity to the Tammany Trace, repurpose rights-of-way along transportation corridors to better link land use and recreation with pedestrians and bicyclists to schools, parks, civic buildings, commercial centers and between neighborhoods.

## II. JURISDICTION

The jurisdiction of the Complete Streets Policy shall apply only to unincorporated St. Tammany Parish. In order to achieve maximum connectivity, St. Tammany Parish will continue to collaborate and coordinate with parish municipalities and the Louisiana Department of Transportation and Development (LADOTD) on complete streets and capital improvement plans and policies.

## III. APPLICABILITY

The Complete Streets Policy shall apply to both parish transportation projects and private development.

A. Public Transportation Projects

St. Tammany Parish should plan, fund, and design pedestrian and bicycle facilities in all new and reconstruction of transportation projects that serve adjacent areas with existing or reasonably foreseeable future development. The appropriate facility type should be determined by the context of the roadway.

In assessing the need for a particular facility, the Parish should give priority to the connection of pedestrian and/or bicycle traffic generators (e.g., schools, shopping centers, parks and recreational areas, subdivisions).

The addition of pedestrian and bicycle facilities should be excluded from the Parish project if there is not sufficient right-of-way there is not sufficient right-of-way or if the cost of providing such facilities is excessively disproportionate. For the purposes of this policy, excessively disproportionate cost should be defined as exceeding 20% of the total construction cost of the project[1].

[1] Excessively disproportionate cost defined in LADOTD Engineering Directives and Standards, www.dotd.la.gov.media.edsm_ii_2_1_14.

B. Private Development

The Complete Streets Policy should apply to new construction and major renovation in private development. For the purposes of this policy, major renovation or redevelopment involves fifty percent (50%) or more of existing uses in a development. New construction and major renovation are subject to design criteria set herein in Section IV, Design Criteria.

Major redevelopment or renovation of existing uses that meets the fifty percent (50%) threshold stated in the paragraph above should provide:

1. Pedestrian Connectivity

   a. Suitable accommodation for safe and efficient ingress/egress for pedestrians should be ensured, including but not limited to sufficient walkways through the parking lot connecting the sidewalk at the rights-of-way to buildings.

   b. Americans with Disabilities Act (ADA)-compliant sidewalks and intersections shall be included during development along the frontage of all major Parish rights-of-way (collector roads, thoroughfares, highways, etc.). Suitable ADA pedestrian accommodations include but are not limited to tactile paving, auditory signals at crossings, wayfinding signage, and ADA-compliant curb cuts.

2. Bicycle Connectivity

   a. A streamlined system of bicycle ingress/egress should be required from the right-of-way to the development providing safe and efficient flow for bicyclists.

   b. Bicycle racks should be located at an appropriate location that provides safe access to the development.

## IV. DESIGN CRITERIA

The Complete Streets Policy shall employ flexible design criteria to accommodate all transportation users while meeting federal, state and local standards.

A. The Complete Streets Policy should draw on established best practices to guide transportation improvements that maximize safety and functionality, including but not limited to:

- Federal Highway Administration (FHWA) Small Town and Rural Multimodal Network
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Pedestrian Facilities
- AASHTO Guide for the Development of Bicycle Facilities
- FHWA Bikeway Selection Guide
- FHWA Separated Bike Lane Planning and Design Guide

- Manual on Uniform Traffic Control Devices (MUTCD)
- Public Rights-of-Way Accessibility Guidelines (PROWAG)
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- ADA standards
- LADOTD Complete Streets Policy
- St. Tammany Parish Code of Ordinances

B. Context Sensitivity

Complete Streets should incorporate context sensitivity, which evaluates transportation improvements relative to existing streets and surrounding land use.

1. The level of transportation improvements should be proportionate to the classification of the existing roadway, size and type of available rights-of-way, and existing and future land use.

2. Scale and character of the community and safe connectivity between communities should be considered, based on transportation needs and points of interest.

C. When there are conflicting needs among users and/or modes, safety should be the highest priority. This applies particularly to the safety of the most vulnerable transportation users, pedestrians, bicyclists, seniors, children, wheelchair-bound and other persons with disabilities.

D. Connectivity to the Tammany Trace with major corridors and neighborhood streets should be enhanced or established whenever feasible to create a safe and comfortable all-mode transportation network for the parish.

E. Traffic calming and speed management techniques may be employed when appropriate during new construction, planned maintenance or retrofitting projects to increase safety for all transportation users.

F. Landscaping and Stormwater Management

Complete Streets should incorporate green infrastructure in the parish transportation system to preserve the natural environment, increase safety and aesthetics, buffer pedestrian and bicycle paths from vehicular traffic, and enhance storm water management by reducing localized flooding. Green tools employed may include but are not limited to landscaping, pedestrian-scale lighting and low impact development techniques (LID) such as street plantings, permeable paving, and retention basins, etc.

G. Provision of temporary accommodations for access should be considered to ensure the safety of pedestrians and bicyclists during disturbance due to construction and/or rehabilitation of transportation corridors.

H. Written Determination

1. In the case where any of the design criteria specified herein cannot be met, a written determination from St. Tammany Parish will be required.

2. If a private development is involved, the owner or owner's representative must submit a formal explanation to the parish fully explaining the unique circumstances as to why the design criteria cannot be met. Parish officials will take the owner's statement into account in the final determination.

## V. EXCEPTIONS

Complete Streets may not always be appropriate. Exceptions to implementation of the Complete Streets Policy shall apply under any of the following conditions:

A. Interstate highways or other corridors where pedestrians and bicyclists are prohibited by law from using the roadway.

B. Limited rights-of-way which cannot safely accommodate all modes of transportation.

C. The cost of providing pedestrian and bicycle facilities would be excessively disproportionate to the need or probable use. This determination should be made with due consideration to future users, latent demand, and the social and economic value of providing a safer and more convenient transportation system for all users.

D. Instances in which there is a demonstrated absence of current and future need based on factors such as pedestrian and cyclist counts, land use or connectivity. In undeveloped areas where future development is not anticipated, sidewalks and designated bikeways will generally not be provided.

E. Routine maintenance that does not change the roadway geometry or operations, such as roadway resurfacing, mowing, sweeping, or spot repair.

F. Emergency repairs that require immediate, rapid response (such as a water leak).

G. The funding source is restricted as to how funds can be used or limits which transportation modes can be supported.

H. The project is in final design or construction on the date of adoption of this policy.

## VI. PERFORMANCE MEASURES

Performance measures should be used to track the annual progress of the Complete Streets Policy as follows:

A. Total miles or linear feet of bicycle infrastructure installed or repaired.

B. Total miles or linear feet of pedestrian infrastructure installed or repaired.

C. Total miles or linear feet of pedestrian infrastructure accommodations for vulnerable populations including seniors, children, wheelchair-bound and other disabled persons.

D. Total number of new curb ramps installed.

E. Total number of new street trees planted.

F. Total number of pedestrians and/or bicycle routes connected to the Tammany Trace.

G. Total number of pedestrian and/or bicycle routes connected to important destinations, including schools, libraries, parks, community centers, commercial centers including retail, restaurants, etc., social service centers, health care facilities and government centers.

H. Total number of pedestrian and/or bicycle routes connected to employment centers.

I. Total number and location of fatalities by road type and mode of travel, age and gender as data are available.

J. Total number and location of serious injuries by road type and mode of travel, age and gender as data are available.

## VII. IMPLEMENTATION

A. Responsibility

An interdisciplinary team consisting of the Director of Planning and Development, the Director of Public Works, the Director of Engineering, and other pertinent parish departments should be responsible for implementation of the Complete Streets Policy. This team should integrate Complete Streets into all plans and policies relevant to the transportation network of St. Tammany Parish and ensure that any new design standards and subdivision regulations reflect the best available design guidelines and standards to effectively implement Complete Streets.

B. Prioritizing Projects

The alternative transportation projects identified in the St. Tammany Parish Multi-Modal Transportation Plan and the St. Tammany Parish Comprehensive Pedestrian and Bicycle Plan should serve as a framework to prioritize the Complete Streets Policy for pedestrian and bicycle infrastructure projects over the short term. As these plans are updated in the future, priorities and projects are subject to change.

C. Education and Training

St. Tammany Parish should provide training to staff in parish departments that are responsible for roadway improvements as to the content of the Complete Streets Policy and the associated new standards to be employed in project development and review. Training should also be provided for staff responsible for street maintenance and operations to offer an understanding of how maintenance and operational

activities affect the experience of all transportation users. The parish should also encourage professional development and training to pertinent staff on non-motorized transportation issues by attending conferences, classes, seminars and workshops, as appropriate.

D. Tracking and Reporting

An annual report should be provided to the Parish Council summarizing the overall progress in the implementation of the Complete Streets Policy. The annual report should be prepared by the interdisciplinary team noted in Section VII A above, and should include an evaluation of the performance measures listed in Section VI of this policy.


# COMPLETE STREETS POLICY ANALYSIS SUMMARY



MAY 11, 2025

# ST. TAMMANY PARISH
# COMPLETE STREETS POLICY ANALYSIS

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# I. OVERVIEW

The St. Tammany Parish Complete Streets Policy addresses the need to create an integrated transportation system and incorporate unique assets already present. This analysis documents how the policy was constructed from a review of best policy and implementation practices as well as adopted resolutions and ordinances locally and within the United States.

# II. METHODOLOGY

## A. Model Guidelines

The initial step in the development of the St. Tammany Complete Streets Policy was a review of national and state model guidelines on complete streets policy.

The American Planning Association (APA) outlines ten elements of a good complete streets policy[1]:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that "all users" includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as automobile drivers and transit-vehicle operators.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all relevant agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementing the policy.

The Smart Growth America Complete Streets Policy Action Guide[2] takes the APA complete streets elements and adds more specificity relative to the types of development subject to the policy,

[1] https://www.planning.org/publications/report/9026883.

[2] https://smartgrowthamerica.org/resources/elements-complete-streets-policy.

prioritization, vulnerable, community engagement and implementation. In addition to the ten basic elements of a good complete streets policy defined by APA, this action guide checklist contains additional relevant points to consider in the formulation of a complete streets policy:

- Defines which projects, programs and interventions (including new construction, reconstruction/retrofit, maintenance and ongoing operations) will be subject to the policy.
- Describes the balance and prioritization of different modes of travel, with an emphasis on non-motorized mobility.
- Specifies the design guidelines that will be adopted and/or created.
- Describes vulnerable users and how they will be identified, protected and prioritized.
- Designates entities or departments that will be responsible for implementing policy.
- Describes a robust and inclusive community engagement plan.
- Lists the specific and limited exceptions to the policy.
- Indicates how private development projects will be encouraged, incentivized and guided to comply with the policy.
- Includes the timeline for the review and improvements to the project selection criteria.

It was also important to incorporate the Louisiana Department of Transportation and Development (LADOTD) Complete Streets Policy[3] in developing the policy for St. Tammany Parish. The LADOTD complete streets policy emphasizes interdisciplinary coordination and describes exceptions, defined as conditions where it is generally inappropriate to provide bicycle and pedestrian facilities. These instances include:

- Facilities such as interstates, where bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate the bicyclists and pedestrians elsewhere within the same transportation corridor.
- The cost or providing bicycle and pedestrian facilities would be excessively disproportionate to the need of probable use.
- Other factors where there is a demonstrated absence of need or prudence. For example, in rural areas or undeveloped areas where future development is not anticipated, sidewalks and designated bikeways will generally not be provided.

[3] https://www.dotd.la.gov/about/office-of-engineering/traffic-engineering/complete-streets.

- On projects that are preservation/operations/rehabilitation/replacement only, LADOTD will only consider improvements that do not require right-of-way acquisition, utility relocation relocating or enclosing roadside drainage or major construction to provide bicycle, pedestrian or transit accommodations. These improvements may include narrowing lanes, restriping, road reconfiguration and other means of providing improved bicycle and pedestrian access according to the local complete street plan. When an identified need or candidate requires right-of-way acquisition, utility relocation or major construction, LADOTD will work with the local government to identify funding for the identified need as a separate project.

Additionally, the LADOTD Complete Streets Policy also specified applicable design guidelines and manuals:

> Facilities will be designed and constructed in accordance with current applicable laws and regulations using best practices and guidance from the following, but not limited to: LADOTD guidelines and manuals, American Association of State Highway and Transpiration Officials (AASHTO) publications, the Manual on Uniform Traffic Control Devices (MUTCD) and the Public Rights-of-Way Accessibility Guidelines (PROWAG).

## B. Adopted Resolutions and Ordinances

A comparative analysis of multiple complete streets policies is depicted in the table below. The analysis summarizes structure, as to whether the policy was adopted by ordinance or resolution, applicability, design elements, exceptions, performance measures and implementation by locale.

Complete streets policies reviewed include:

- Covington, LA
- New Orleans, LA
- St. Bernard Parish, LA
- City of Lafayette, LA
- East Baton Rouge and the city of Baton Rouge, LA
- Howard County, Maryland
- El Paso, Texas

Of the seven complete streets policies analyzed, the elements that best fit St. Tammany Parish were chosen to be included in the Complete Streets Policy. The St. Tammany Parish Complete Streets Policy is based on comments from parish officials, stakeholders and the general public.

The complete streets policies reviewed were evenly split on structure with half adopted by resolution and half adopted by ordinance. El Paso, Texas appears to have incorporated the complete streets policy without either a resolution or ordinance.

The majority or four of the complete streets policies pertain to public projects only, including New Orleans, Lafayette, Baton Rouge and El Paso. The two locales that apply complete streets to public and private projects are Covington and Howard County. The complete streets policy in St. Bernard Parish applies to private projects only.

Design elements range widely among the complete streets policies evaluated. The majority of the policies include design standards from national associations including but not limited to AASHTO, ITE and MUTCD. The complete streets policy from El Paso contains the most exhaustive list of design elements with national organization standards, connectivity, low -impact design elements, and green infrastructure techniques.

Exceptions to the complete streets policy provide flexibility with implementation. The majority of the policies cite an exception for interstates and other roadways that specifically prohibit pedestrians and bicyclists. Other exceptions shown look at current and future need, the cost of the accommodation in proportion to the cost of the project and exclude routine maintenance.

Performance measures reviewed generally track the design elements and are geared to measure the success of the respective complete streets policy.

Implementation of complete streets policies across the communities surveyed range from multidisciplinary government committees to a combination of government and public advisory committees charged with implementation. Baton Rouge has an 18-member Complete Streets Advisory Committee in addition to a Technical Subcommittee overseeing their policy.

The implementation component of the complete streets policies studied universally include adding complete streets standards to their codes of ordinance, training for staff relative to complete streets principles and public engagement. Lafayette includes such training for the public.

Following is a comparative analysis table for the seven community complete streets policy reviewed.

**Comparative Analysis of Selected Complete Streets Policies**

| Locale | Structure | Applicability | Design Elements | Exceptions | Performance Measures | Implementation |
|---|---|---|---|---|---|---|
| Covington, LA | Resolution | New construction, retrofit, redevelopment and maintenance on public or private land. | • Speed and traffic volume<br>• Network connectivity<br>• Available right-of-way width<br>• Adjacent and surrounding land use | Improvements that are not feasible or so costly that they are out of balance with the overall project budget. | Required within private development located along public rights-of-way, as well as within the public right-of-way itself. | Lead agency is the Engineering Dept. working with Public Works and Planning Departments to recommend appropriate changes to the Code of Ordinances. |
| New Orleans, LA | Ordinance | Planning, design, construction, funding, operation and maintenance of public transportation facilities. | Best practices in street design, construction and operations from but not limited to AASHTO, Institute of Transportation Engineers (ITE), National Association of | • Involves a roadway on which non-motorized use prohibited by law. In which case, a demonstrable effort will be made | The Department of Public works (DPW) and the city planning commission shall establish a reporting procedure that annually measures the | DPW with all appropriate agencies shall develop, operate and maintain bicycle and pedestrian networks. Implementation includes development of a |

| Locale | Structure | Applicability | Design Elements | Exceptions | Performance Measures | Implementation |
|---|---|---|---|---|---|---|
| | | | City Transportation Officials (NACTO), U. S. Access Board (USAB), Public Rights-of-Way Accessibility Guidelines, Highway Capacity Manual (HCM) and Highway Safety Manual, and flexibility within safe design parameters, such as context-design solutions. | elsewhere for accommodations for pedestrians, bicyclists and other non-motorized users.<br>• Absence of current and future need or use by pedestrians, bicyclists and other non-motorized users.<br>• The cost of accommodation of all users is excessively disproportionate, which may be defined as 20 percent or more of the total project cost.<br>• Routine, minor maintenance activities including but not limited to cleaning, pothole and catch basin repair or temporary measures on detour or haul routes. Overlay projects shall not qualify as routine, minor maintenance. | success of the program. | design advisory committee, update city regulations, dedicate sufficient resources and include public engagement. |
| St. Bernard Parish, LA | Ordinance | New commercial construction and renovation consisting of 50% or greater in scope on private land. | • Americans With Disabilities Act (ADA) compliant sidewalks.<br>• Pedestrian connectivity | Not noted in the ordinance. | Not addressed in the ordinance. | Added to Chapter 5, Buildings, Construction and Related Activities of the St. Bernard Parish Code of Ordinances. |

| Locale | Structure | Applicability | Design Elements | Exceptions | Performance Measures | Implementation |
|---|---|---|---|---|---|---|
| | | Purpose notes the ordinance pertains to private property. | through parking lots and to commercial structures.<br>• Bicycle accommodation from the right-of-way to the development.<br>• Bicycle parking requiring racks in proportion to the scale of the development.<br>• Transit accommodation relative to pedestrian connectivity. | | | |
| City of Lafayette, LA | Resolution | Public transportation infrastructure and street design projects receiving federal, state, municipal or private funding. | Best practices in design criteria and standards including but not limited to AASHTO, NACTO, LADOTD, Manual on Uniform Traffic Control Devices, ADA and HCM, and context sensitivity. | • Facilities where specific users are prohibited by law, such as interstate freeways or pedestrian malls, in which case accommodations will be considered elsewhere.<br>• Cost of accommodations is disproportionate to the identified needs or probable users.<br>• A documented absence of current or future need.<br>• Routine maintenance of the transportation network | • Linear feet of new and repaired sidewalk and other pedestrian accommodations<br>• Total miles of new bike lanes<br>• Number of new and repaired curb ramps<br>• Number and type of crosswalk and intersection improvements<br>• Number of new transit stops and routes<br>• Rates of crashes, injuries and fatalities by mode, as available | • City departments should coordinate and incorporate Complete Streets into their respective plans, standards and regulations.<br>• Encourages education and professional training on non-motorized transportation for staff and users of the transportation system. |

| Locale | Structure | Applicability | Design Elements | Exceptions | Performance Measures | Implementation |
|---|---|---|---|---|---|---|
| | | | | that does not change the roadway geometry or operations, such as mowing, seeping and pot repair.<br>• Rights-of-way are limited and cannot safely accommodate all modes of transportation. | | |
| East Baton Rouge and City of Baton Rouge, LA | Ordinance | Public projects only, including design, development, construction, reconstruction, operation and maintenance. Specifically excludes private projects. | Best practices and design guidance including AASHTO, APA, FHWA, ITE, NATCO and USAB. | • Corridors where specific users are prohibited, such as interstate freeways or pedestrian malls.<br>• Resurfacing activities where it is not possible to alter the current geometric design of a roadway or street, does not allow striping to accommodate additional users, or the existing right-of-way does not support additional complete street elements.<br>• Repair activities that would not provide complete street or connectivity benefits. | Annually evaluate available data on safety, mobility and accessibility. | An 18-member public Complete Streets Advisory Committee and a multidisciplinary governmental Technical Subcommittee collaborate on the implementation of the complete streets. Annually report on the progress of complete streets including performance measures. |

| Locale | Structure | Applicability | Design Elements | Exceptions | Performance Measures | Implementation |
|---|---|---|---|---|---|---|
| | | | | • All private projects governed by the Unified Development Code.<br>• Emergency utility repair requiring roadway reconstruction. | | |
| Howard County, Maryland | Resolution | Public and private land including every transportation project, whether new or retrofit, capital improvement, or subdivision and land development. | • Best practices and design guidelines from the FHWA, AASHTO, and NACTO.<br>• Context sensitivity.<br>• When there are conflicting needs among users and/or modes, safety shall be the highest priority, particularly for the most vulnerable users (pedestrian, bicyclists, children, seniors and people with additional accessibility needs). | • Corridors where specific user groups are prohibited.<br>• Absence of current and future need exists and is not recommended in any existing planning document.<br>• A project of equivalent scope and schedule exists or is already programmed for funding within the next five years to provide connectivity for all users.<br>• Cost of accommodation or degree of impact is grossly disproportionate to the need or probable use. | • Number and location of fatalities by road type and mode of travel, by age and gender as data are available<br>• Number and location of serious injuries by road type and mode of travel, and by age and gender as data are available<br>• Miles of sidewalk, trail, and bicycle infrastructure installed or repaired<br>• Number of curb ramps installed or repaired<br>• Number of crosswalks installed or repaired<br>• Number of transit stops with sidewalk access installed or repaired<br>• Percentage of transit stops with marked crosswalks | A multidisciplinary Complete Streets Implementation Team consisting of an equal number of internal and external stakeholders shall be in charge of implementation. The county shall incorporate complete streets into all county land use and transportation plans and policies. The county shall provide all staff responsible for site and road improvements and maintenance activities on the content of the complete streets policy and the associated new standards. The county shall also provide training to citizens on relevant boards and commission on complete streets. The Complete Streets Implementation Team shall track and document progress on complete streets with an annual report. |

| Locale | Structure | Applicability | Design Elements | Exceptions | Performance Measures | Implementation |
|---|---|---|---|---|---|---|
| | | | | | within 150 feet<br>• Percent of Bike Howard short term network completed<br>• Percent of Walk Howard network completed<br>• Percent of the population with direct access to a low-stress bike network<br>• Connections to important destinations, including schools, libraries, parks, community centers, village centers, social service centers, significant health care facilities, and government centers<br>• Connections to employment centers<br>• Percentage of new roadway projects or roadway repairs in priority communities<br><br>Projects are prioritized on an annual basis using these performance measures. | |

| Locale | Structure | Applicability | Design Elements | Exceptions | Performance Measures | Implementation |
|---|---|---|---|---|---|---|
| City of El Paso, Texas | Resolution / City Policy | All public transportation projects including new construction, reconstruction, resurfacing, restoration and rehabilitation. | • Design guidelines including but not limited to: NACTO, ITE and AASHTO.<br>• Land use and context sensitivity<br>• Connectivity to Sun Metro, Brio or streetcar service<br>• Connectivity to existing and planned bike lanes, walking paths or trails<br>• Traffic calming elements<br>• Low-impact design elements, green infrastructure and water harvesting<br>• Increased shade canopy, edible landscaping elements<br>• Pedestrian-scale lighting<br>• Bicycle amenities (bike racks, bike repair stations and bike parking).<br>• Public departments and private contractors shall provide accommodations for users of all modes of transportation to continue to use the street safely | • Roadways where specific users are prohibited, such as bicycle on interstate freeways<br>• The cost of accommodating the needs of a particular user group for the transportation project would be disproportionately high relative to the current or future need or probable use of the facilities by the particular user group.<br>• Documented absence of current or future need.<br>• Funding is restricted in terms of how funds can be used or which transportation modes can be supported.<br>• Project is in final design or construction as of the date of this policy.<br>• Project involves emergency repairs that require immediate, rapid response | • Reduced traffic fatalities<br>• Increase in outdoor recreation<br>• Jobs created<br>• Increased job accessibility<br>• Increased physical activity<br>• Improved cardiovascular public health metrics<br>• Reduced vehicle miles traveled<br>• Biodiversity<br>• Changes in travel mode<br>• Evaluation of complete streets investments in under-resourced and under-invested communities<br>• Percentage of staff trained, hours and content of trainings incorporating complete streets principles. | The city shall review and revise plans, policies, design standards and other relevant documents and procedures to support the complete streets policy. A Technical Review Committee and a Mobility Advisory Committee shall produce an annual report documenting the progress of the complete streets policy implementation. |

| Locale | Structure | Applicability | Design Elements | Exceptions | Performance Measures | Implementation |
|---|---|---|---|---|---|---|
| | | | during any construction or repair work that infringes upon the right-of-way, sidewalk, bicycle lanes, transit stops or accessibility infrastructure . | (such as a water main leak). Depending upon the severity and/or length of time required to complete the repairs, opportunities to improve multimodal access shall be considered where possible as funding allows.<br>• Project involves routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping or spot repair. | | |