



## Complete Streets Policy

### 1. Policy Objective

Complete Streets roadways are designed, constructed, and maintained to enable all users to safely and comfortably travel along and across the corridor. “All users” includes pedestrians, bicyclists, wheelchair users, children, the elderly, and transit riders as well as motorized vehicles. The Greensboro Urban Area Metropolitan Planning Organization establishes a complete streets policy to reflect its commitment to creating a well balanced multimodal transportation system, improving pedestrian and bicycle safety, and improving accessibility. This policy is important to realizing the vision statement of the Metropolitan Transportation Plan Vision:

“To develop and maintain a safe, efficient, and environmentally compatible transportation system that provides convenient choices for accessing destinations throughout the Greensboro Metropolitan Area and the Triad, including well-integrated, connected public transportation, pedestrian, and bicycle networks.”

Complete streets bring improved traffic safety and more desirable conditions for walking and bicycling. The benefits are many, including increased non-motorized trips, increased transit usage, supporting desirable land use patterns including pedestrian and transit oriented development, improvements to public health, and reduction in harmful air pollutant emissions. Complete streets result in improved quality of life, support increased property values, and enhance the economy and the potential for future economic growth.

### 2. Related Plans and Policies

The MPO and its member jurisdictions have adopted a variety of policies, plans and standards that support Complete Streets elements. The MPO Complete Streets Policy links and extends these policies, plans, and standards which include but are not limited to: the voter approved Greensboro Transportation Bonds (2000 and 2008), Greensboro Walkability Policy (2002); City of Greensboro Sidewalk Ordinances (2003); Bicycle, Pedestrian, and Greenways Master Plan (2006); Greensboro Street Design Standards Manual (2008); 2030 LRTP, 2035 LRTP, 2035 LRTP Update, and 2040 MTP (2004, 2008, 2012, and 2015, respectively); Town of Oak Ridge Comprehensive Pedestrian Transportation Plan (2013); Town and County development ordinances, and the Town of Pleasant Garden Comprehensive Bicycle and Pedestrian Transportation Plan (2015).

### 3. Applicability

As qualified below, the Complete Streets Policy applies to projects in the MPO area, including the construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails, greenways, and other transportation facilities. This applies to projects with direct MPO involvement (those using federal and state funds) as well as locally funded projects undertaken by MPO member agencies.

### 4. Facility Inclusion and Policy Exceptions

Complete Streets elements will be included in street construction, retrofit, and reconstruction projects except where that is not possible due to law, project scale, or other such factors as described below:

- Pedestrian facilities should be provided on all roadways except freeways or access controlled facilities where pedestrians are prohibited. In urban and urbanizing areas sidewalks are recommended; in rural areas they may be paved shoulders.
- On street bicycling is allowed on all roadways except freeways and access controlled facilities. On street bicycle facilities including bicycle lanes and shared lane markings should be provided where they can be feasibly installed in consideration of roadway width, traffic, connectivity/bicycling demand, and other factors.

## Planning for the transportation future

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LEAD PLANNING AGENCY: CITY OF GREENSBORO DEPARTMENT OF TRANSPORTATION

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- The ability of all roadway users to reasonably and conveniently cross the facility should be a key consideration in roadway design and construction, including on grade separated freeway and controlled access facility crossings.
- Complete Streets elements may be omitted from projects if the cost of establishing such accommodations is excessively disproportionate compared to the expected need or possible use. Context including nearby land uses, connectivity to needed destinations, and current and latent pedestrian demand are key considerations.
- Complete Streets elements should be factored into routine maintenance work. For example, some reconstruction and resurfacing requires curb ramp installation or replacement and/or sidewalk repair or replacement to remove accessibility barriers. But complete streets should be a consideration even in routine, small scale work by taking care not to unnecessarily block or obstruct non-motorized travel paths, and to use appropriate signage and alternative facilities where warranted.

## 5. Design Guidance

Efforts must be made to accommodate all users. Facility design and construction should comply with applicable laws and regulations. Context sensitive design principles should be considered and included where needed. The following design guidelines or their successors should be consulted: NCDOT guidelines and manuals, including the NCDOT Complete Streets Planning and Design Guidelines; Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); American Association of State Highway and Transportation Officials (AASHTO) publications; Public Rights-of-Way Accessibility Guidelines (PROWAG); and the Urban Bikeway Design Guide and Urban Street Design Guide by the National Association of City Transportation Officials (NACTO).

## 6. Implementation & Next Steps

Although the MPO and its jurisdictions have been hard at work for more than a decade to create transportation networks that are accessible to all users, much remains to be done. Achieving Complete Streets is by definition an ongoing task, with many opportunities to learn from successes and failures and thereby improve results over time. To support active implementation and to enable refinement in approaches and strategies over time the following steps are recommended:

- Establish a standing Bicycle and Pedestrian Committee as outlined in the BiPed Plan Update (2015).
- Implement project and policy recommendations of the BiPed Plan for pedestrian, bicycle, greenways, and trails.
- Continue to review future projects in the Metropolitan Transportation Plan for applicability of this policy and review designs of facilities to ensure access for all users is provided along and across these facilities.
- The MPO should elevate projects that effectively take into account all roadway users in the project selection and funding process.
- Individual communities should evaluate and modify this policy for adoption at the local level to ensure consistency throughout the MPO.

## 7. Evaluation

Evaluation of outcomes is key to tracking complete streets progress or the lack thereof. The MPO will continue and expand its data collection and evaluation efforts. The Greensboro Urban Area MPO collects data for the Congestion Management Program (CMP) and has begun utilizing automated traffic monitoring equipment to count non-motorized travelers. The MPO has also analyzed safety data from NCDOT on bicycle and pedestrian crashes to identify high-crash locations and other statistics that can help determine areas where better accommodations are needed for these users. Potential performance measures for this Complete Streets Policy include: pedestrian, bicyclist, and motorist crash rates; volume counts for vehicles, bus passengers, bicyclists, and pedestrians; linear feet or miles of new or reconstructed sidewalks; number of new or reconstructed ADA accessible curb ramps; number of new or repainted crosswalks; number of new pedestrian signals and their locations; linear feet or miles of on-street bicycle facilities; percentage completion of bicycle and pedestrian networks identified in the BiPed Plan Update; number of transit stops with shelters; percentage of transit stops accessible via sidewalks and ADA accessible curb ramps; user satisfaction surveys; increase in mode shares for pedestrians, cyclists, and transit users; percentage of funds spent on bicycle, pedestrian, and transit facilities; level of service for transit, cyclists, and pedestrians; share of roads with design speeds in the safe range for pedestrians; and percentage of work completed in local bicycle and pedestrian plans.

**RESOLUTION ADOPTING A COMPLETE STREETS POLICY FOR THE  
GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

A motion was made by TAC Member Cheryl McQueary and seconded by TAC Member Alan Branson for the adoption of the following resolution, and upon being put to a vote was duly adopted.

**WHEREAS**, the Greensboro Urban Area MPO is committed to improving transportation safety and accessibility, connecting residents and neighborhoods with needed destinations, and promoting healthy and active lifestyles through the provision of multiple transportation choices including non-motorized transportation options; and

**WHEREAS**, Complete Streets are designed and constructed to accommodate all users safely and comfortably, regardless of age or ability; and

**WHEREAS**, a Complete Streets Policy will help realize the vision of the Metropolitan Transportation Plan, “to develop and maintain a safe, efficient, and environmentally compatible transportation system that provides convenient choices for accessing destinations throughout the Greensboro Metropolitan Area and the Triad, including well-integrated, connected public transportation, pedestrian, and bicycle networks”; and

**WHEREAS**, Complete Streets elements will be applied in all street construction, retrofit, and reconstruction projects except in unusual or extraordinary circumstances; and

**WHEREAS**, this policy builds upon existing policies, plans, and standards throughout the MPO area that promote access for all users, including the City of Greensboro Walkability Policy, the Bicycle, Pedestrian, and Greenway Master Plan (BiPed), the Greensboro Street Design Standards Manual, the 2040 MTP, the Town of Oak Ridge Comprehensive Pedestrian Transportation Plan, the Town of Pleasant Garden Comprehensive Bicycle and Pedestrian Transportation Plan; and

**WHEREAS**, policy applies to all surface transportation projects in the Greensboro Urban Area MPO, including the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails, greenways, and other transportation facilities, including those use federal and state funds as well as locally funded projects; and

**WHEREAS**, the Greensboro Urban Area MPO will implement this policy through its involvement in project funding, development, and implementation for complete streets projects, and by encouraging member governments and the NCDOT to do the same and more in the form of maintenance, repair, and transportation system management responsibilities;

**NOW THEREFORE, be it resolved** by the Greensboro Urban Area Transportation Advisory Committee, to adopt the MPO Complete Streets Policy on this, the 10<sup>th</sup> day of November, 2015.

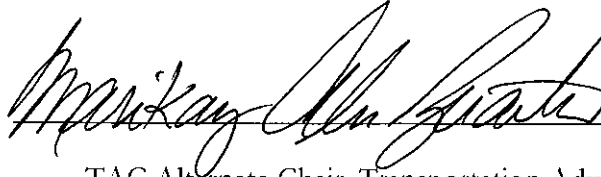
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I, Marikay Abuzuaiter, TAC Alternate Chair,

*(Name of Certifying Official)*

*(Title of Certifying Official)*

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this, the 10<sup>th</sup> day of November, 2015.



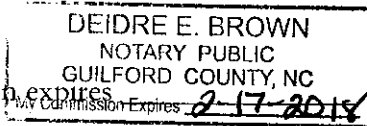
TAC Alternate Chair, Transportation Advisory Committee

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Subscribed and sworn to me on this, the 10<sup>th</sup> day of November, 2015.



Notary Public



My commission expires