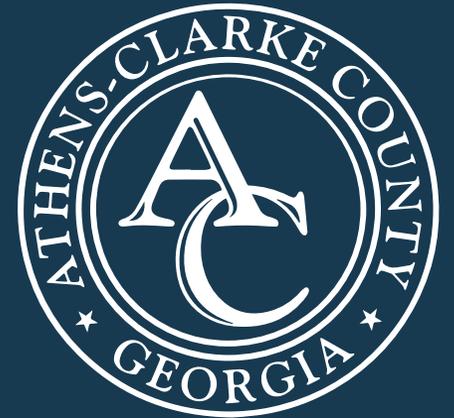


COMPLETE STREETS POLICY 2022 UPDATE

ATHENS-CLARKE COUNTY



AGENDA

- Complete Streets 101
- Origin
- New Complete Streets Policy
- Smart Growth Scores
- Implementation Examples
- Challenges and Opportunities
- Q&A





COMPLETE STREETS 101

What are we talking about?



A Complete Street framework shifts the status quo of street design from being car-centric to being designed for all users.

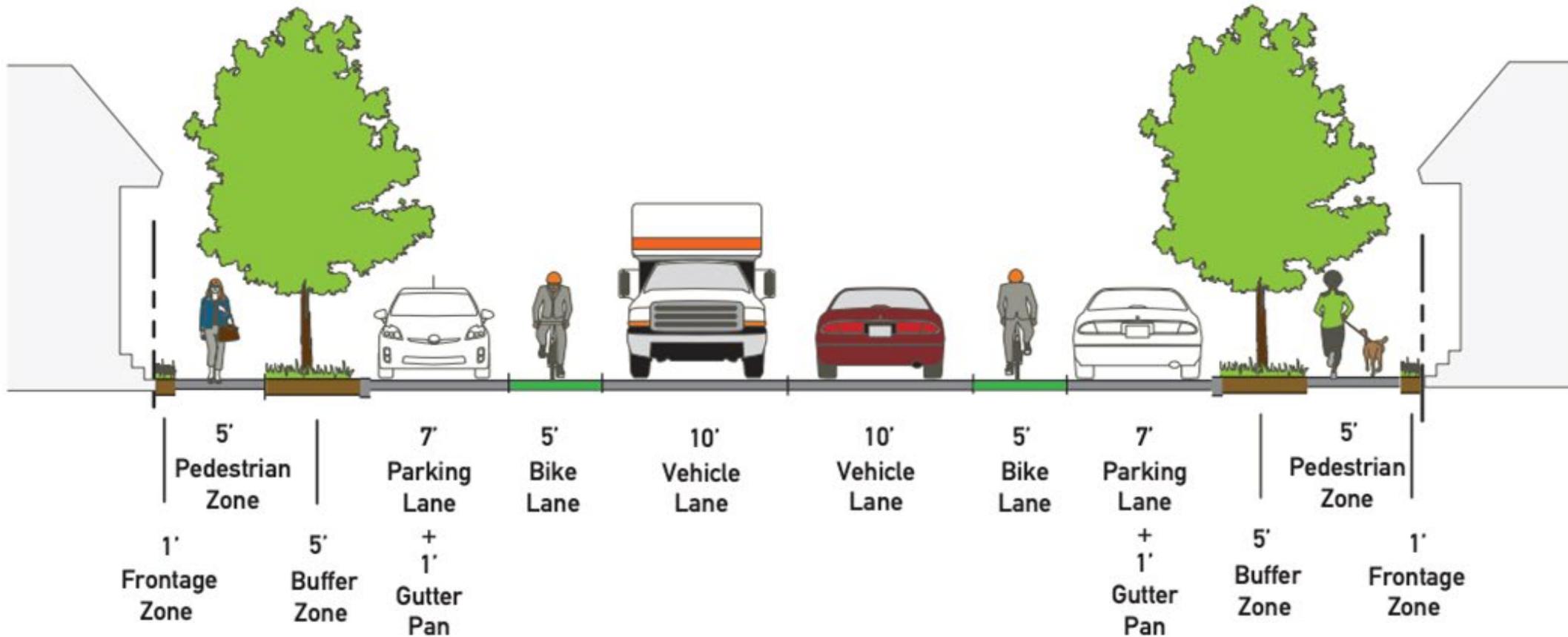
COMPLETE STREETS 101

- Complete Streets make roads better and safer for all users and all modes of transportation
- Can be applied to urban and rural environments - context is key
- A road may go through many phases with different kinds of bike/ped infrastructure on its way to becoming a complete street



2.25 B

AVENUE:
RESIDENTIAL
MEDIUM INTENSITY
LAND USE

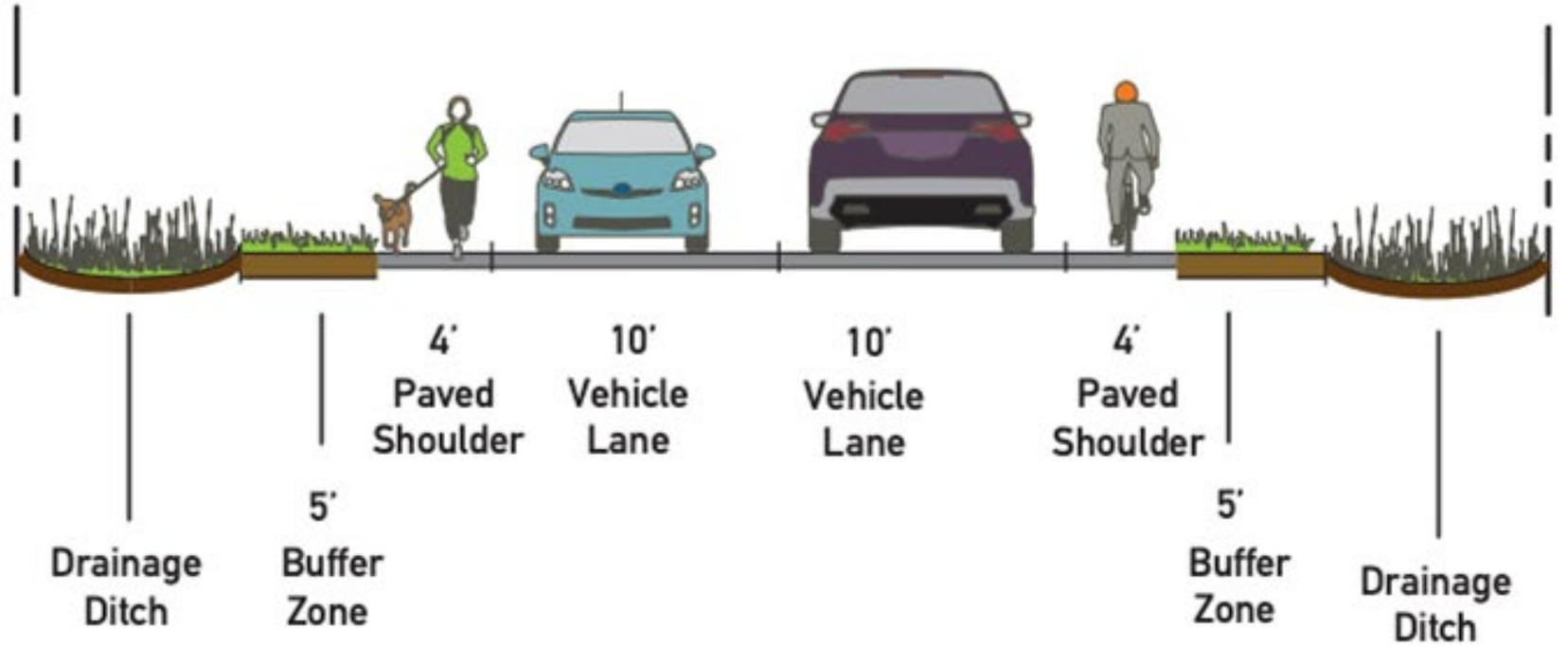


NACTO guides provide Complete Streets treatments for various contexts.
These diagrams come from "[Complete Streets in Rural Contexts](#)"

Depending on context, this could be a complete street....

2.25 A

AVENUE:
RESIDENTIAL
LOW INTENSITY
LAND USE



NACTO guides provide Complete Streets treatments for various contexts. These diagrams come from "[Complete Streets in Rural Contexts](#)"

...and so could this.

There's not any one particular solution or approach.



THE BENEFITS OF COMPLETE STREETS

1. Improve safety for people of all ages and physical and mental abilities, using all modes of transportation: walking and biking, using scooters and other micro-mobility devices, taking the bus, and using motorized vehicles.
2. Provide bicycling and walking connections to trip generators such as employment, education, residential, recreation, retail centers and public facilities.
3. Promote healthy lifestyles and provide opportunities for increased physical activity.
4. Create more livable, sustainable, and equitable communities.
5. Stimulate the local economy by inviting private investment and improving access to jobs and shopping.
6. Increase mobility for the young, elderly, and people with disabilities by making roads easier and safer to navigate.
7. Reduce traffic congestion and reliance on carbon fuels, thereby reducing greenhouse gas emissions and helping fight climate change.

ORIGINS

Previous Policy

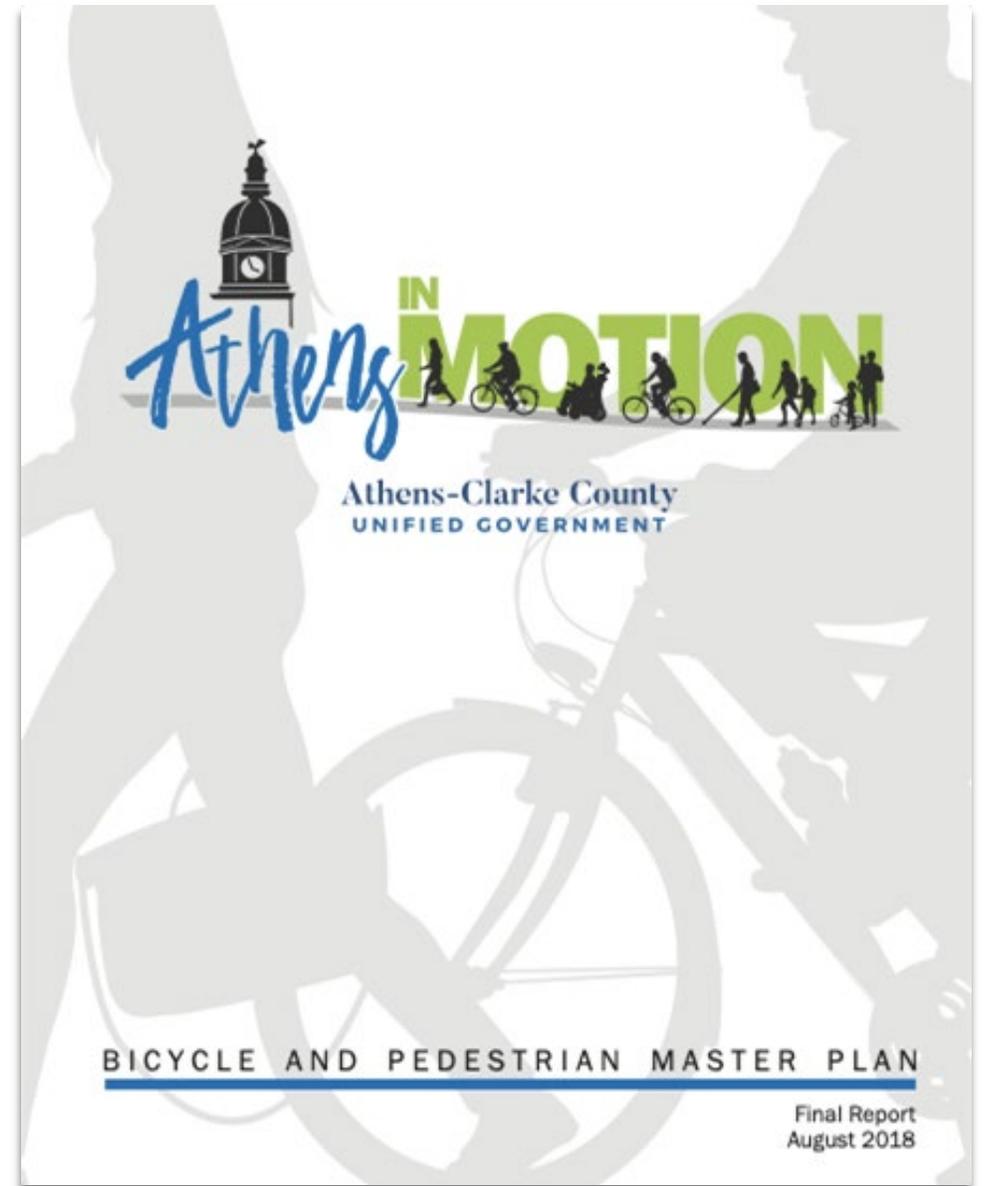
- Original policy approved in 2012
- National Complete Streets Coalition reviewed in 2018 and gave it a score of **21/100**
- Current Complete Streets Policy:
 - No mention of diverse, vulnerable users
 - Jurisdiction, land-use, context, all absent
 - No steps for implementation and no performance measures
 - Nothing binding about plan



ORIGINS

Athens in Motion Plan

- August 2018: The Athens in Motion (AiM) committee issued a Bicycle and Pedestrian Master Plan Final Report.
- Goals and Objectives:
 - Create a vision for a future of biking and walking through strategic goal setting
 - Continue to evolve into more bikeable and walkable community
 - Goals: **Connectivity, Equity, More Users, Education, Implementation**



ORIGINS

New Policy

- Athens in Motion Commission led the charge in revising the Complete Streets Policy based on goals outlined in the Athens in Motion Plan.
- New policy approved in 2022





The Complete Streets Policy is not a technical standard, but a statement of values

COMPLETE STREETS POLICY SECTIONS

- 
- A faint, light-colored map of Lexington, Massachusetts, serves as the background for the document. The map shows a network of streets and roads, with the word "Lexington" written in a serif font in the upper right quadrant. The map is centered behind the text, providing a subtle geographical context.
- I. Vision and Intent
 - II. Policy Objectives
 - III. Benefits
 - IV. Equity
 - v. Applicability and Requirements
 - IV. Exceptions
 - VII. Land Use and Context Sensitivity
 - VIII. Jurisdiction
 - IX. Implementation
 - X. Performance Measures

I. VISION AND INTENT

“Complete Streets” (CS) are roadways designed and operated to safely and comfortably accommodate users of all ages and abilities.

- Cyclists
- Pedestrians
- Transit riders
- The elderly
- Wheelchair users
- *Motorists*



From the NACTO Urban Bikeway Guide, [“Who is an all ages & abilities user?”](#) section.

II. BENEFITS

- Create more livable, sustainable, and equitable communities.

Hancock Avenue received bike lanes during its last repaving.



III. POLICY OBJECTIVES

- Make the practice of creating Complete Streets a routine part of everyday operations
- Address transportation inequity as a community dedicated to acknowledging past mistakes and neglect of our neighborhoods for racial and socio-economic reasons



A sidewalk that abruptly ends on West Broad Street.

Approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all users

IV. EQUITY

- A Complete Streets design approach creates a more equitable transportation system by providing affordable, convenient, fair and accessible modes of transportation for all people, including vulnerable populations.
- Department of Transportation and Public Works will work with the Office of Inclusion and with communities of concern to best implement Complete Streets

Buy-in from these communities is a critical part of establishing equity in transportation.

V. APPLICABILITY AND REQUIREMENTS

- Complete Streets Policy is to be applied to all new construction and reconstruction projects of local roadways, intersection improvements, repaving* restoration, restriping, resurfacing, road widening and includes the planning, design, approval, and implementation process.
 - *exclusions to repaving tightened



The intersection of Baxter Street and Lumpkin sees thousands of students during class change.

V. APPLICABILITY AND REQUIREMENTS - CONTINUED

- Roadway projects shall make use of the latest and best design standards, policies, and guidelines (AASHTO, NACTO, FHWA, ITE)
- Accommodations shall be provided to all users during construction phase



There are several active construction projects on Wilkerson near Nuçi's space and the UGA campus.

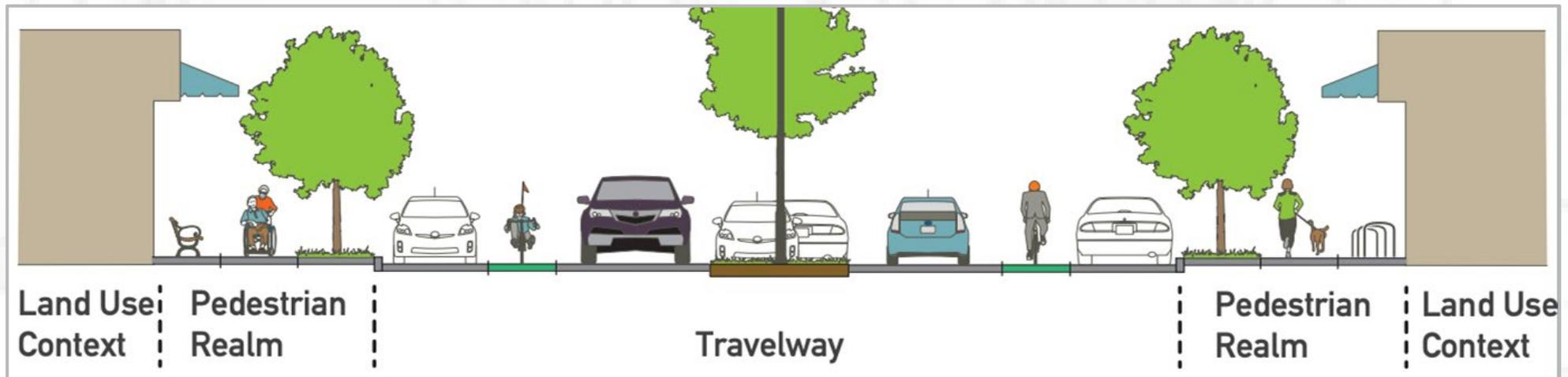
VI. EXCEPTIONS

1. All parts of the project fall outside the purview of local guidelines
2. Implementation of this policy compromises the safety of users due to physical constraints
3. At the discretion of the TPW Director, based on data and analysis of road use, conditions, and/or context
4. Explanations of exceptions will be presented to the M&C at appropriate times in the project design phase. Documentation of any proposed exceptions shall be made public through the ACC website and presented to AiM Commission.

Project cost
alone does
not allow for
exemption
from
Complete
Streets

VII. LAND USE AND CONTEXT SENSITIVITY

- All solutions must be appropriate and sensitive to the context and intended character of the immediate area as proposed in the Comprehensive Plan and the AiM Bike and Pedestrian Master Plan



NACTO guides provide Complete Streets treatments for various contexts. This is Diagram 4.2 from ["Complete Streets in Rural Contexts."](#)

VIII. JURISDICTION

- Public roadways in Athens-Clarke County

Hancock Avenue received bike lanes during its last repaving.



IX. IMPLEMENTATION

- Annual review and updates of CS by the Bike Pedestrian Coordinator, the department of Transportation and Public Works and the Athens in Motion commission.
- Any revisions to this Complete Streets policy will be presented to and approved by the Mayor and Commission.

IX. IMPLEMENTATION - CONTINUED

- All transportation projects will undergo a public engagement process. This process shall include both online and in-person commenting opportunities.

Transportation Project Implementation Process Chart with Public Input Opportunities

Engineering - Roadway - Planning/Design Phases and Tasks				
Program Planning	Pre Design	Design	Bid & Award	Construction
<ul style="list-style-type: none"> Establish program needs and purpose Existing conditions analysis Identification of key stakeholders Data collection Concept brainstorming Complete Street Policy 	<ul style="list-style-type: none"> Define final concept for design Develop schedule parameters Develop budget parameters Finalize complete street strategy for roadway 	<ul style="list-style-type: none"> Final project design Meet with impacted property owners Develop project resolution Secure necessary approvals 	<ul style="list-style-type: none"> Develop project description Receive bids Award project Mobilize for construction 	<ul style="list-style-type: none"> Construct project Inspect and monitor the work Control schedule Control costs
Program Development	Define Requirements	Develop Plan	Bid Plan	Implement Plan
<p>Staff sends information through Manager's Office to update Mayor and Commission</p> <p>Athens in Motion Commission identifies next project for funding</p> <ul style="list-style-type: none"> Staff will present original project scope to AiM Commission with baseline project costs and impacts Identify project tier and proposed facility type Identify alternatives based on constraints and conditions <p>AiM Commission votes on next project for funding and/or identifies recommendations for TPW to analyze for compliance to Complete Streets Policy:</p> <ul style="list-style-type: none"> Cost Feasibility Impacts Etc 	<p>Mayor and Commission work session Review recommendations from AiM Commission and plan for public outreach</p> <p>Staff incorporates Mayor and Commission recommendations, AiM recommendations, and high level public feedback to create alternative concepts</p> <p>Athens in Motion Commission vote on their preferred concept and complete street recommendation (if applicable)</p> <p>Other Citizens Oversight Committees are given review opportunities, if necessary</p> <p>Mayor and Commission concept approval</p> <ul style="list-style-type: none"> Engineering consultant selection Preferred and alternative alignment development and selection process Preliminary environmental analysis and permitting strategy 	<p>Mayor and Commission approval of preliminary construction plans</p> <ul style="list-style-type: none"> Database preparation Typical cross sections Intersection design Horizontal and vertical alignments Drainage/generation control plans Cost estimates <p>AiM Commission remains updated on design status to give recommendations to Mayor and Commission</p> <p>Managers Office approval of final construction plans</p> <ul style="list-style-type: none"> Construction plans Final construction documents Contracting strategies Right-of-Way plans Land acquisition cost analysis Individual parcel legal desc. Compute areas of taking <p>Staff work on land acquisition</p> <ul style="list-style-type: none"> Acquire necessary right-of-way 	<p>Project description is created for bid</p> <p>Athens in Motion Commission and other committees review, if necessary</p> <p>Manager's Office approves bid</p> <p>Authorize staff to Bid Project</p> <p>Project is put out for bid</p> <ul style="list-style-type: none"> Alternate/substitution analysis Bid evaluation/negotiation <p>Project is awarded</p> <ul style="list-style-type: none"> Mayor and Commission approval, as necessary Contract development and execution Performance and payment bond review insurance review 	<p>Staff manages contract</p> <ul style="list-style-type: none"> Quality assurance and control Materials testing Schedule control Cost accounting and budget control Project close out Maintenance bond monitoring <p>Manager's Office or Mayor & Commission Approval are required for change order</p>

Public Input Opportunities

Host walk audit of roadway with community and commissioner
High level input session
Neighborhood pop up
High level feedback on facilities
Host online surveys

Public forum on preferred concept
Online surveys
E-mail newsletter on project status
AiM Commission to make media statements on project
Begin plan for tactical urbanism, if applicable and feasible

Neighborhood pop up on final design and schedule for impact and changes to roadway
Educational materials for changes
Implement tactical urbanism and host online survey

E-mail newsletter on project status;
If tactical urbanism implemented:
Close out tactical urbanism experiment for construction
finalize all change order requests from lessons learned

Host final walk audit with community member and commissioners
Annually check bike and pedestrian counts

X. PERFORMANCE MEASURES

- Transportation and Public Works shall measure and report every year to the Mayor and Commission, the Athens in Motion Commission, and to the general public, a Complete Streets evaluation using agreed-upon and relevant criteria
- Every other year, the Complete Streets annual evaluation will also include an equity analysis of Complete Streets Policy

SMART GROWTH AMERICA RATINGS

The National Complete Streets Coalition regularly evaluates and scores policies on a 100-point scale using a standardized set of ten elements.

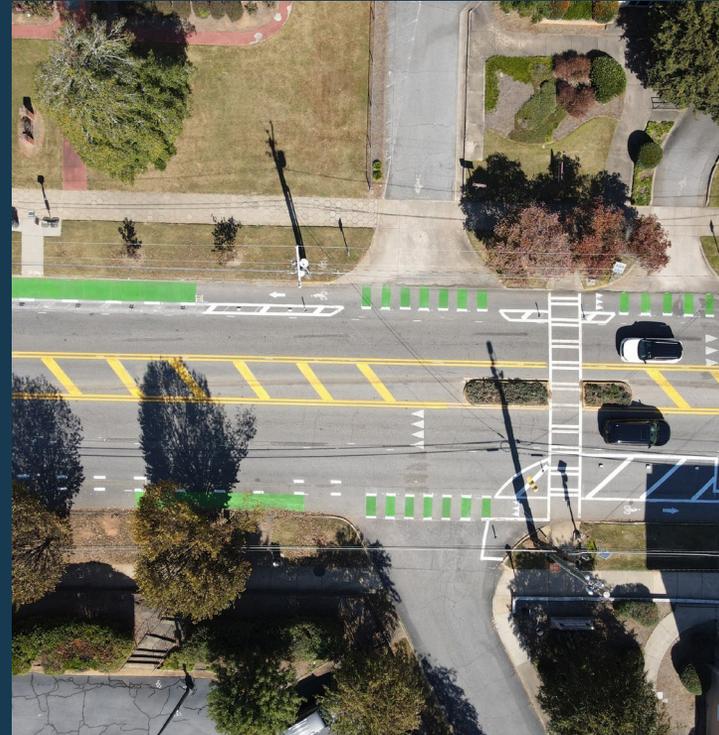
#1 Establishes commitment and vision	12 / 12
#2 Prioritizes underinvested and underserved communities	9 / 9
#3 Applies to all projects and phases	10 / 10
#4 Allows only clear exceptions	4 / 8
#5 Mandates coordination	5 / 8
#6 Adopts excellent design guidance	7 / 7
#7 Requires proactive land-use planning	7 / 10
#8 Measures progress	8 / 13
#9 Sets criteria for choosing projects	4 / 8
#10 Creates a plan for implementation	8 / 15
Athens-Clarke County Total	74

IMPLEMENTATION EXAMPLES

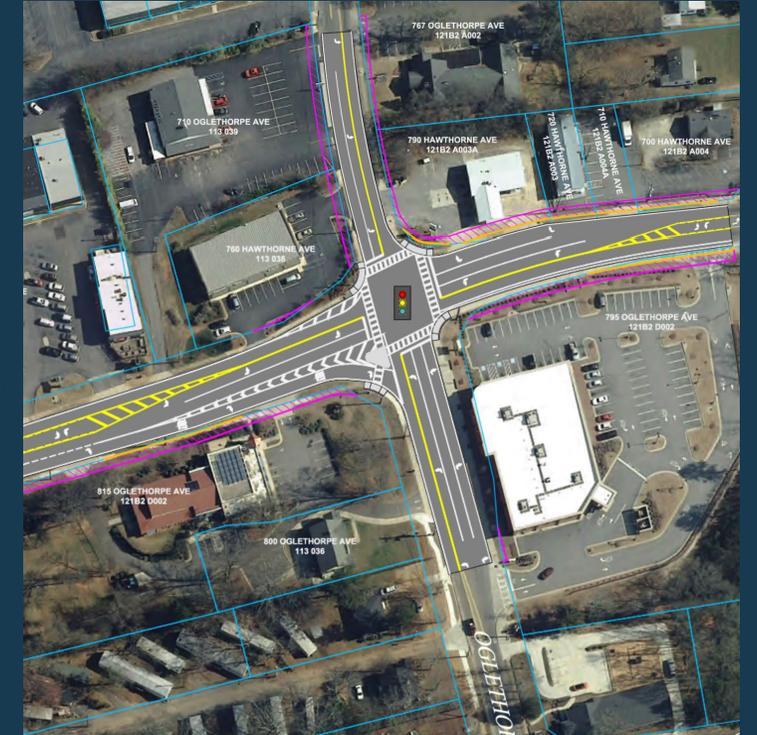
*Lumpkin Street
bike lanes*



*Prince Avenue
lane reconfiguration*



*Hawthorne & Oglethorpe
Intersection Improvements*

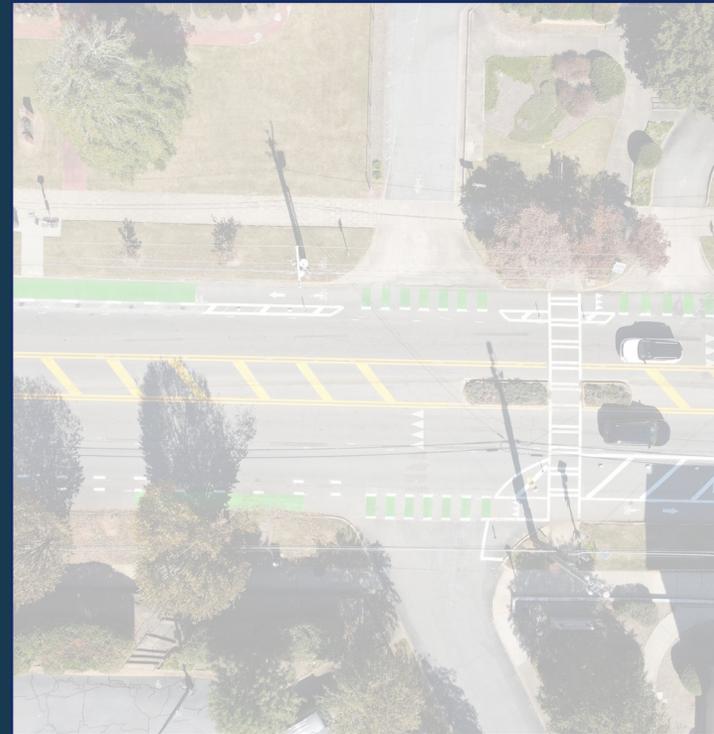


LUMPKIN STREET BIKE LANES

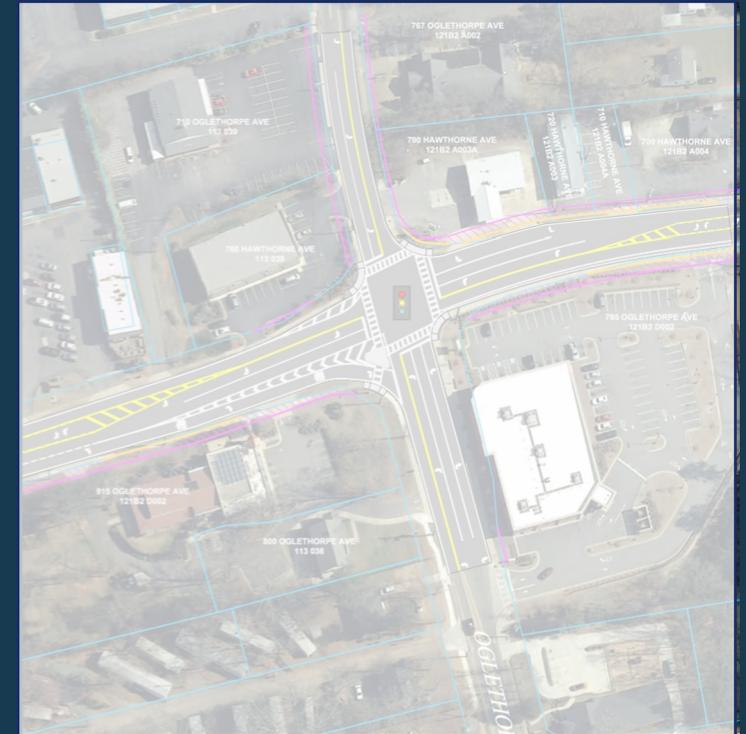
*Lumpkin Street
bike lanes*



*Prince Avenue
lane reconfiguration*



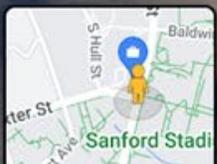
*Hawthorne & Oglethorpe
Intersection Improvements*





Baxter Street at Lumpkin has had room to improve in terms of Complete Streets.

2012



Baxter Street at Lumpkin has had room to improve in terms of Complete Streets.

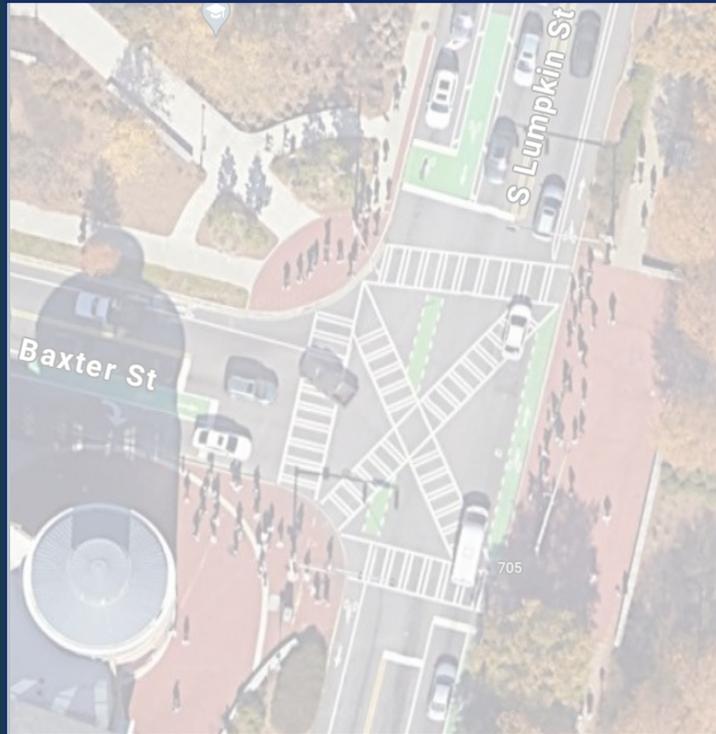
2020



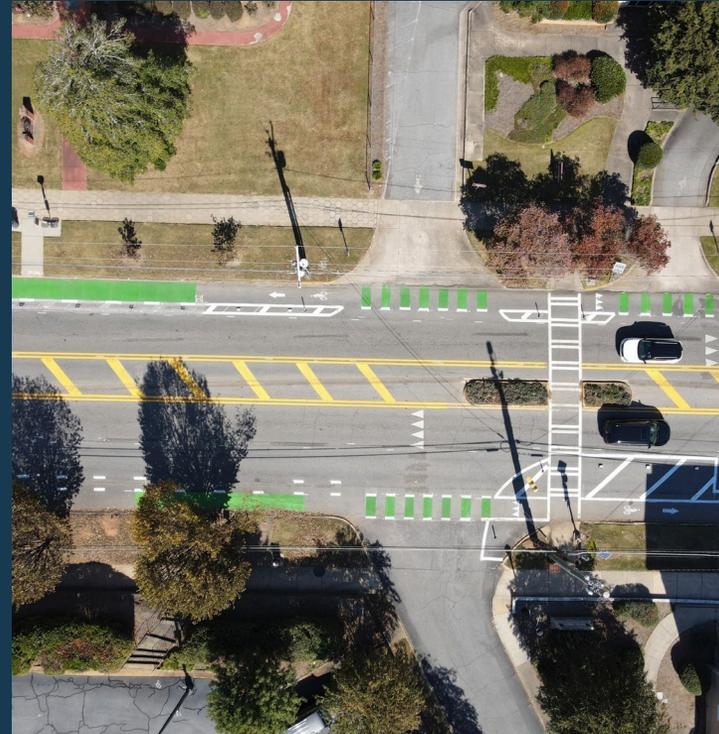
Streets must continue to evolve with their contexts.

PRINCE AVENUE LANE RECONFIGURATION

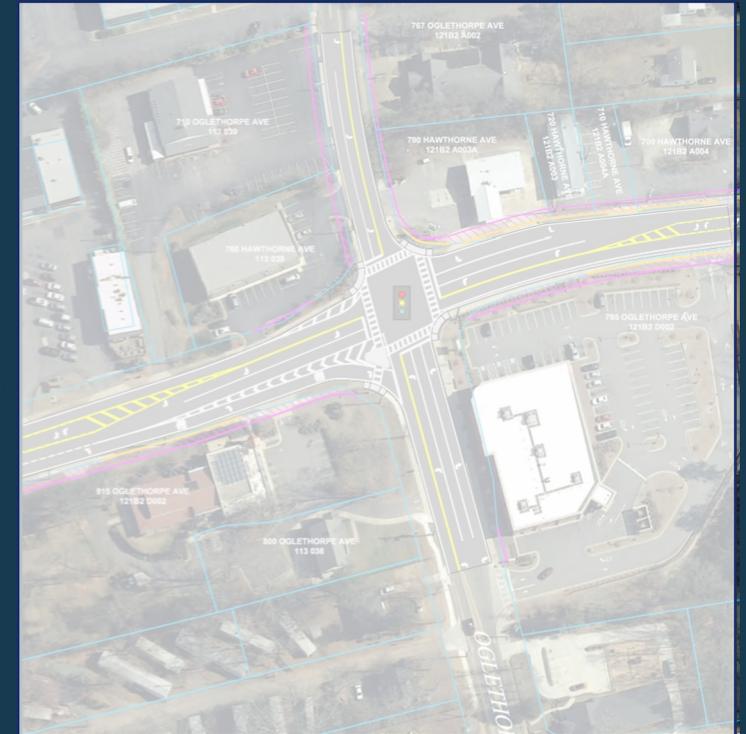
*Lumpkin Street
bike lanes*

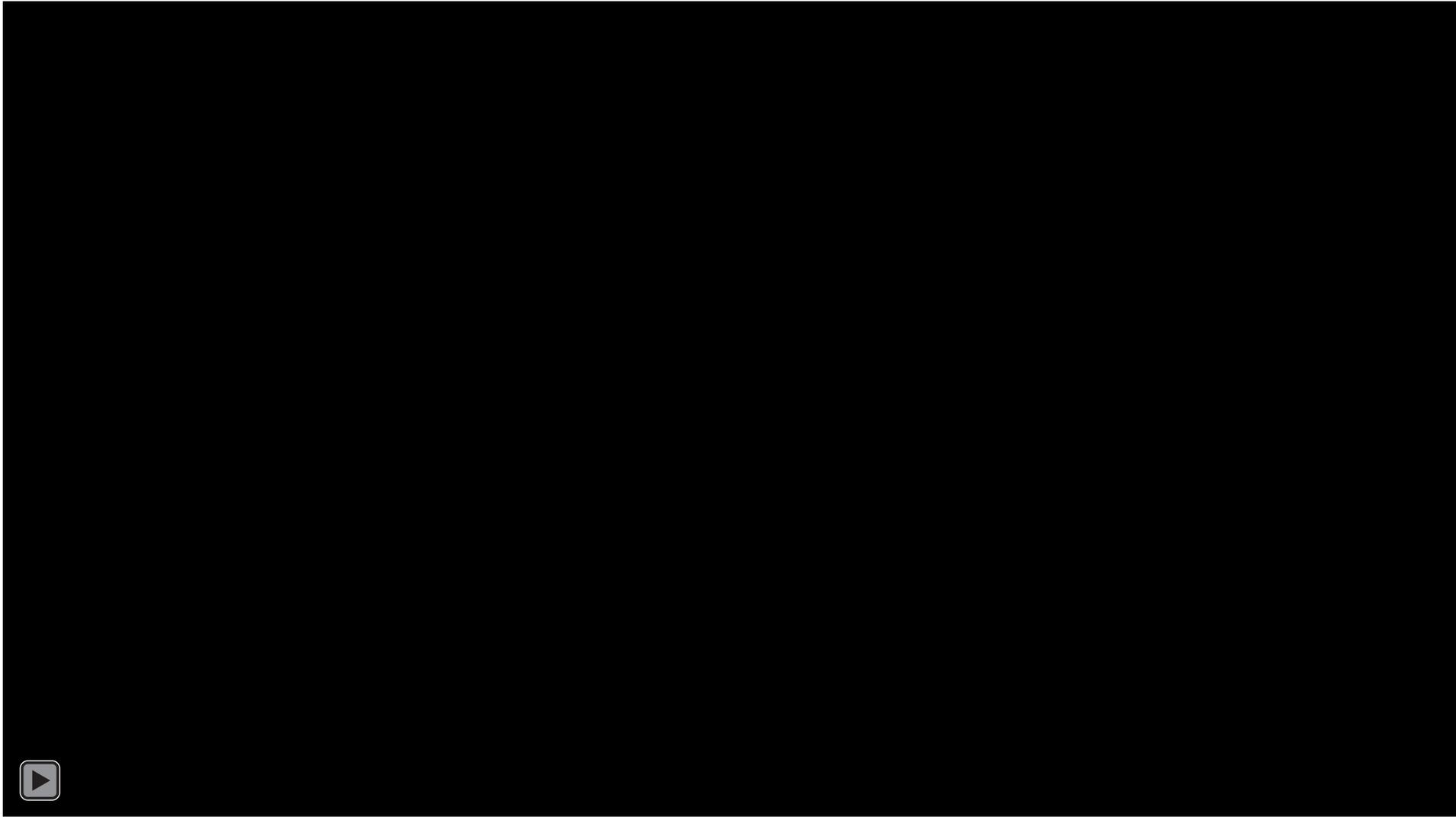


*Prince Avenue
lane reconfiguration*



*Hawthorne & Oglethorpe
Intersection Improvements*





Prince Avenue's original lane configuration put 4 lanes of traffic dangerously close to pedestrians

2021

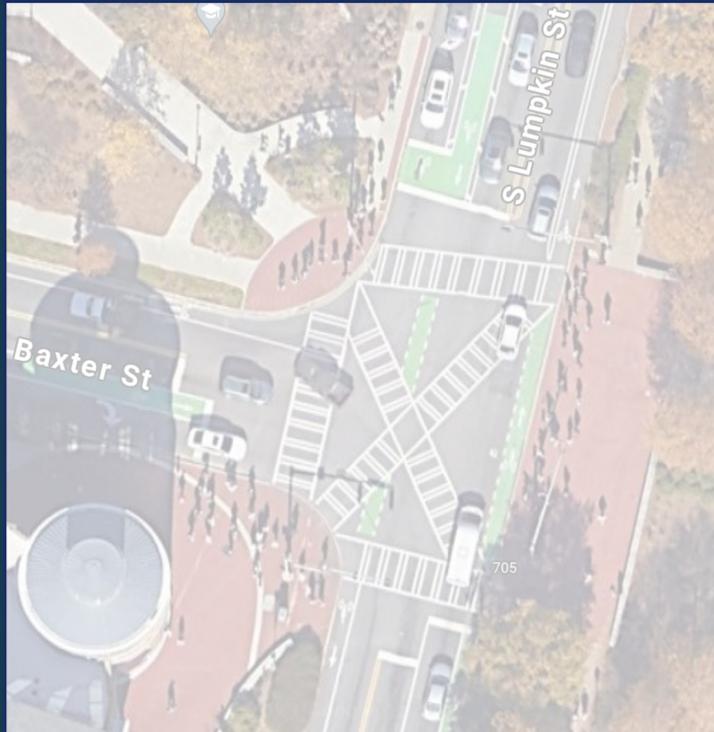


Prince Avenue's lane reallocation allowed for more consistent flow of traffic with minimal delay to commute time

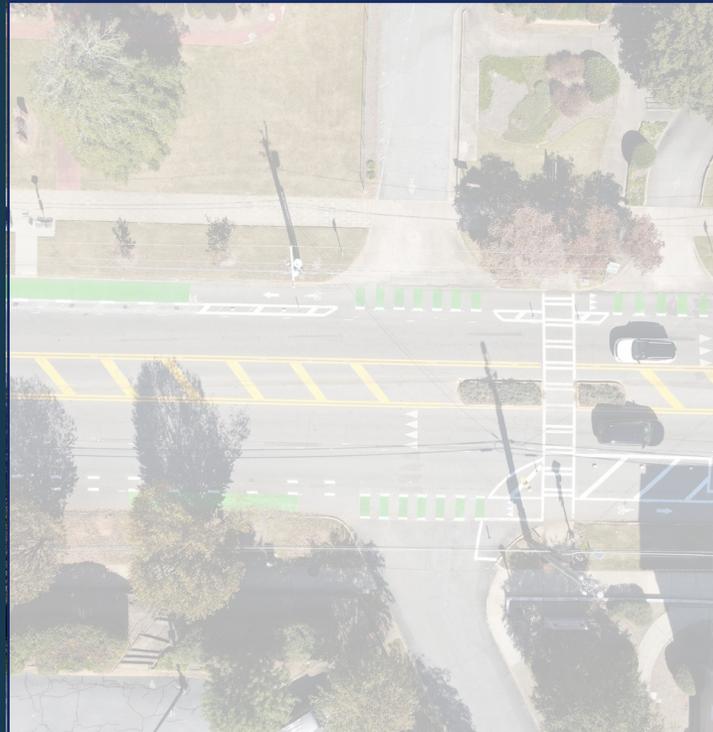
2022

HAWTHORNE & OGLETHORPE INTERSECTION IMPROVEMENTS

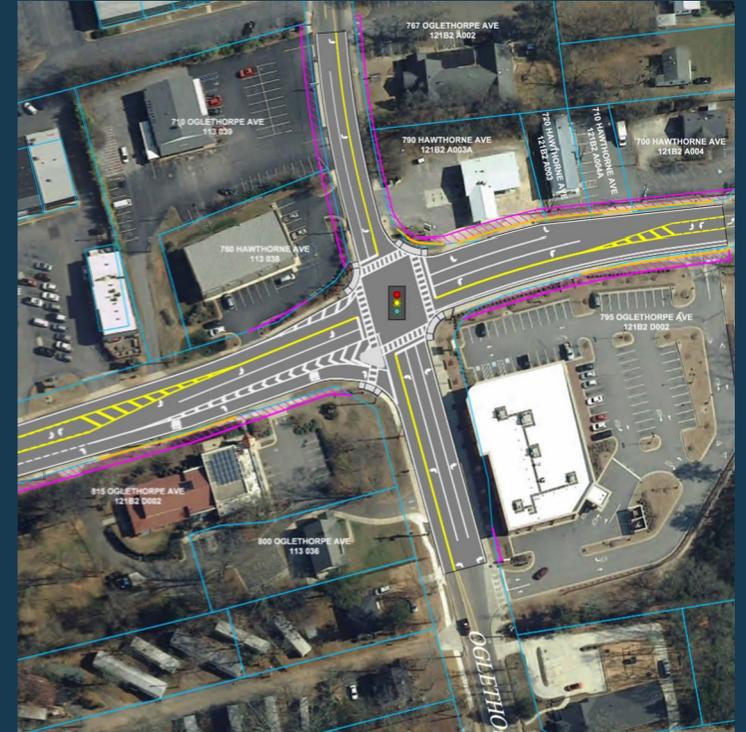
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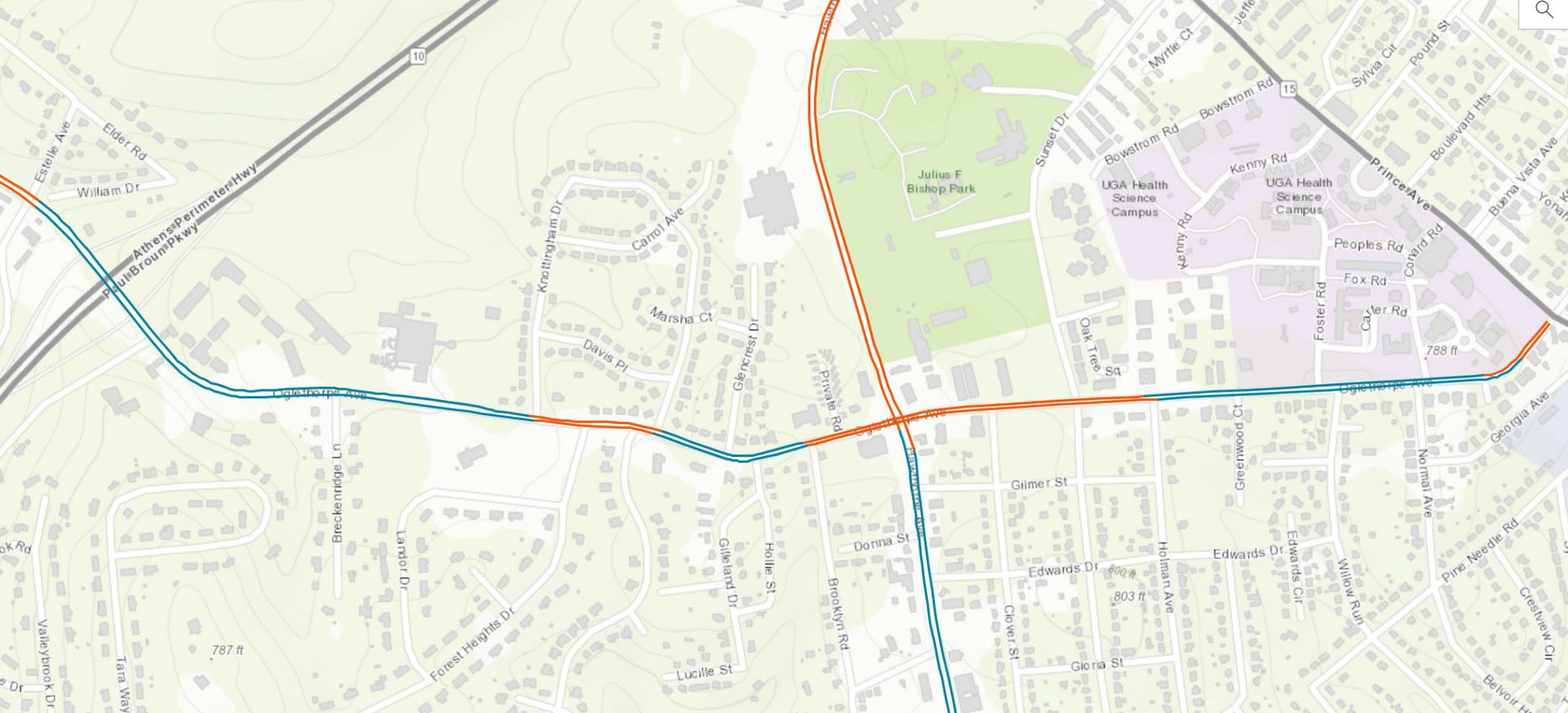


*Prince Avenue
lane reconfiguration*



*Hawthorne & Oglethorpe
Intersection Improvements*





Oglethorpe Avenue bike lanes were installed as part of repaving, but gaps in the network were created.

2008



This intersection was prioritized during TSPLOST 2018, but bike lanes were not initially included.

2018

NEXT STEPS

- Continue developing metrics to ensure internal compliance to the complete streets policy.
- Develop an ordinance that will create an obligation for other departments and private development
- Every other year, the Complete Streets annual evaluation will also include an equity analysis of Complete Streets Policy
- Aim for 100 with Smart Growth America!



Thank you

ATHENS-CLARKE COUNTY