

Complete Streets

An Overview

What are Complete Streets?

- Complete Streets is a term which references streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the public right-of-way.
- This includes people of all ages and abilities who are walking or using mobility aids; driving cars, trucks, motorcycles or buses; bicycling; transit; and freight shippers.
- Both a process and a product. The process refers to the steps and decision that lead to a specific design. The product is the on-the-ground result of this process.

- Safety – Considering safety needs of all roadway users.
- Health – Support community goals such as physical fitness and reducing public health costs.
- Economic – Improve roadway efficiency by moving more people in the same amount of space.
- Environment – Reduced air and noise pollution.
- Equity – Providing transportation choices for the needs of all users.

- Sidewalks & trails; landscaping between sidewalk/trail and curb
- Pedestrian countdown lights on signals, signal timing adjusted for pedestrians
- Raised medians
- Roundabouts

- Curb ramps
- Pedestrian scale lighting/amenities
- Striping outside lane of roadway wider to accommodate bikes

- Separately striped on street bike lanes
- Share the Road Signage
- “Sharrows” painted on roadway
- Transit facilities (pull outs, shelters)

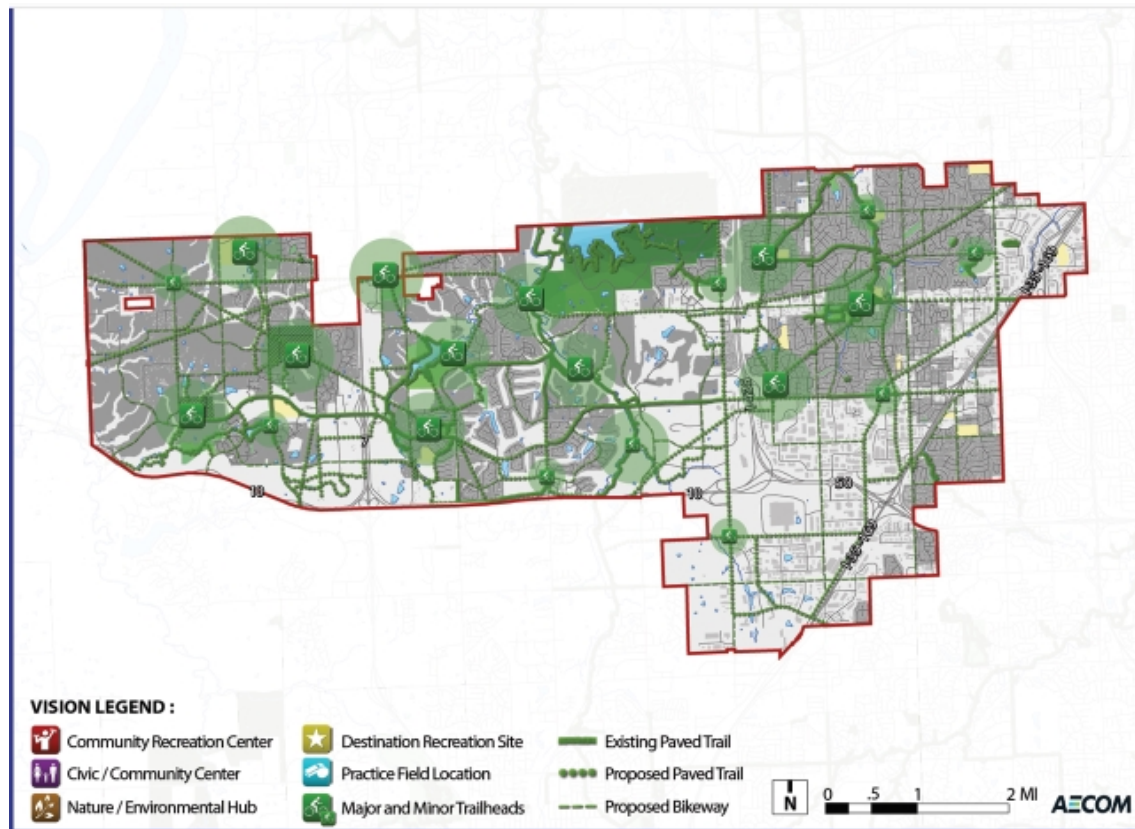
- A design prescription;
- A mandate for immediate retrofit;
- One “special” street project; or
- A silver bullet; other issues must be considered/addressed.

- Adjacent land use.
- Purpose and function of roadway.
- Must be realistic and achievable within both financial and spatial constraints.
- Coordination with other jurisdictions (e.g., transit facilities only where transit routes exist or are planned.)
- Consistency among neighboring jurisdictions.

- **Vision 2020:** “Employ land use planning and facility design that will enhance multi-modal transportation options; e.g., bike paths, sidewalks, trails, etc., as well as safety, aesthetic, and recreational features.”
- **Vision 2030:** “Promote multimodal transportation options, including pedestrian, bicycle, transit and personal vehicles... •Encourage transit friendly development. • Make new construction bicycle friendly... •Build on a scale that accommodates pedestrian traffic...”

- **Comprehensive Plan:** “●Promote multimodal transportation options, including pedestrian, bicycle, transit and personal vehicles, in both public and private development. ● Roadways will be designed to be sensitive to the natural environment, offer a human-scale to development, and provide for the needs of existing and planned uses in the vicinity.”
- **Parks, Recreation, and Open Space Comprehensive Plan:** “The Vision for the Bikeways and Trails system is to provide residents with city-wide transportation alternatives and trail-based recreational opportunities through a 136 mile, interconnected network of multi-purpose trails and on-road bicycle lanes.”

- **Parks, Recreation, and Open Space Comprehensive Plan:**



- According to MARC, Overland Park, Leawood, Roeland Park and Johnson County have adopted Complete Streets resolutions.
- Olathe's recently adopted Transportation Master Plan includes a section on Active Transportation/Complete Streets and makes recommendations for accommodating bicycles in both on road striped bike lanes and unmarked "Share the Road" facilities.



RESOLUTION NO. 4035

A RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY FOR THE CITY OF OVERLAND PARK, KANSAS AND RESCINDING RESOLUTION NO. 3919.

WHEREAS, for purposes of this Resolution, "Complete Street(s)" are defined as public rights-of-way that are safe, comfortable and convenient for vehicles, pedestrians, bicyclists, transit users and persons of all ages and abilities; and

WHEREAS, the City of Overland Park, Kansas (the "City") has long pursued provisions for pedestrians, bicyclists, persons of all ages and abilities, in addition to vehicular traffic, within its public rights-of-way; and

WHEREAS, Complete Streets promote public health by encouraging more physical activity and providing for a comprehensive, integrated and connected transportation network within the City; and

WHEREAS, the livability of neighborhoods and the economic development of the City and surrounding areas are greatly enhanced by implementing certain Complete Street principles; and

WHEREAS, it is desirable that the City establish a policy with respect to Complete Streets, so that those principles can be incorporated into the public street project design and construction process.

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF OVERLAND PARK, KANSAS:

SECTION 1. The following policies and procedures regarding Complete Streets (this "Policy") are hereby adopted:

- A. That to the extent reasonable and practical, all public streets that are newly constructed or reconstructed within the City, whether privately or publicly financed, will be constructed as Complete Streets.
- B. That any facilities proposed to meet the intent of this Policy will be designed in context with the land uses and physical characteristics of the surrounding area.
- C. That aesthetic treatments will be considered as a part of all projects in consultation with the Director of Planning and Development Services and the Director of Parks Services, or their designees.

SECTION 2. Complete Street construction shall include to the extent reasonable and practical:

- A. Ensuring provisions for pedestrians, bicyclists, and persons of all ages and abilities, as follows:
 - (1) along public streets, including provisions for crossing public streets and private drives or streets, where appropriate;
 - (2) across interchanges with freeways and other highways;
 - (3) across bridges over highways, waterways and railroad facilities; and
 - (4) to interconnect activity centers and residential areas with parks and open space.
- B. Working with Johnson County Transit to identify existing and potential locations for transit stops, and working to ensure that pedestrians and bicyclists can conveniently and safely access transit vehicles at those locations.
- C. Preparing as funding permits, a comprehensive Bicycle Master Plan for the City to help guide future decisions concerning where new on-street facilities are to be designed and built while recognizing limitations with the existing transportation network.

SECTION 3. The following will be excluded from this Policy:

- A. Normal maintenance activities, including mowing, cleaning, sweeping, pothole repair, chip-seal and slurry-seal operations, pavement mill and overlay operations, and other regular maintenance.
- B. Projects involving a public street where bicyclists and pedestrians are expressly prohibited by law. In such cases, the City shall consider alternate provisions, where appropriate and feasible.
- C. Areas where extreme topographic or natural resource constraints prevent the installation of some facilities. In such cases, the City shall consider alternate provisions, where appropriate and feasible.
- D. In cases where the project is a public or private street under the control of another entity.
- E. When the cost of the provision is excessively disproportionate to the need or probable use.

Resolution No. 3919 is hereby rescinded.

- Clarifies the City's position on the issue;
- Formalizes current processes;
- May open up additional funding opportunities which require legislation specific to complete streets.

Beginning in 2018:

- Review with Planning Commission and Parks & Recreation Advisory Board
- Review to determine if UDC modifications are necessary – e.g., sidewalks not required in BP zoning districts; examine the width requirements for all sidewalks
- Possible study topic for transportation citizen task force via Vision 2040
- Apply for PSP Funding to Update Trails Master Plan and Study Complete Streets issues