



Complete Streets
Sustainable Streets
Vision Zero



- Complete Streets makes them accessible for all
- Sustainable Streets makes them resilient and greener for all
- Vision Zero makes them safer for all

Complete Streets

- All users deserve to utilize the public rights of way
- Access shall not be hindered by age, race, ability, or economic state
- Design for all, not the average

A Variety of Street Users

In most cities, streets constitute the largest percentage of public property, and this space must be equitably distributed between the needs of the many different users of urban streets. Designs must accommodate people walking, cycling, taking transit, enjoying public spaces, providing city services, doing business, or driving. This chapter identifies design elements and strategies to support safe and inviting spaces for the variety of people using urban streets.



Pedestrians

Pedestrians include people of all abilities and ages, sitting, walking, pausing, and resting within urban streets. Designing for pedestrians means making streets accessible to the most vulnerable users. Design safe spaces with continuous, unobstructed sidewalks. Include visual variety, engage building frontages, design for human scale, and incorporate protection from extreme weather to ensure an enjoyable street experience.



Cyclists

Cyclists include people on bicycles, cycle-rickshaws, and cargo bikes. Facilities should be safe, direct, intuitive, clearly delineated, and part of a cohesive, connected network to encourage use by people of all ages and confidence levels. Cycle tracks that create an effective division from traffic, are well coordinated with signal timing, and are incorporated in intersection design form the basis of an accessible and connected cycle network.



Transit Riders

Transit riders are people using collective transport such as rail, bus, or small collective vehicles. This sustainable mode of transportation dramatically increases the overall capacity and efficiency of the street. Dedicated space for transit supports convenient, reliable, and predictable service for riders. Accessible boarding areas promote safe and equitable use. The space dedicated to a transit network should be aligned with demand, meeting service needs without sacrificing streetscape quality.



Motorists

Motorists are people driving personal motor vehicles for on-demand, point-to-point transportation. This includes drivers of private cars, for-hire vehicles, and motorized two- and three-wheelers. Streets and intersections must be designed to facilitate safe movement and manage interactions between motor vehicles, pedestrians, and cyclists.



Freight Operators and Service Providers

Freight operators and service providers are people driving vehicles that move goods or conduct critical city services. These users benefit from dedicated curb access and allocation of space for easy loading and unloading as well as dedicated routes and hours of operation. Emergency responders and cleaning vehicles need adequate space to operate, which must be accommodated while ensuring the safety of all other street users.



People Doing Business

People doing business include vendors, street stall operators, and owners or renters of commercial storefronts. These users provide important services that support vibrant, active, and engaging street environments. Adequate space should be allocated to these uses. Provide regular cleaning, maintenance schedules, power, and water to support commercial activity and improve local quality of life.

Sustainable Streets

- Street Design impacts our environment
- Pavement plays a substantial role in resilience
- Good right of way management and design can perform substantial benefits for those who use them and live along them



Vision Zero

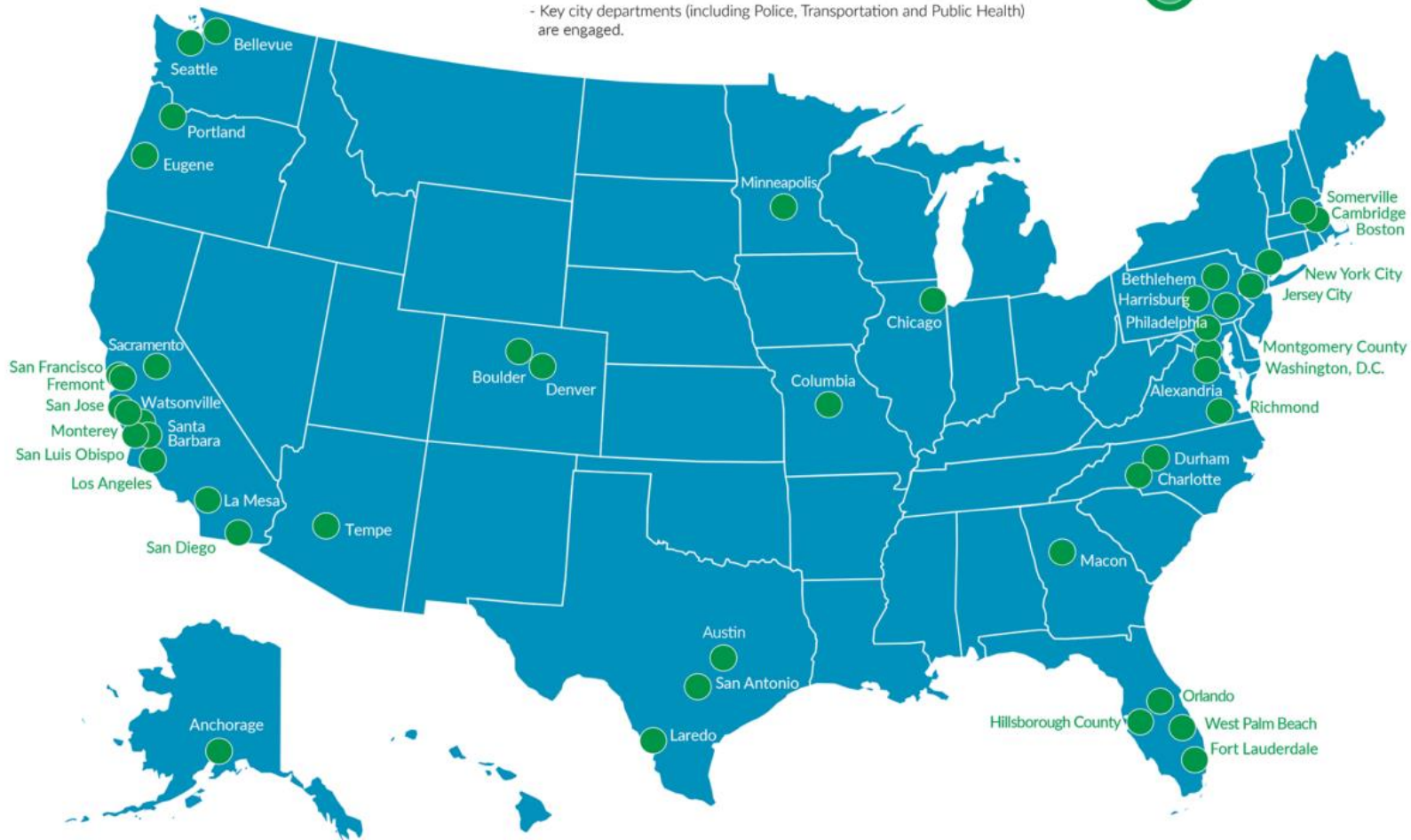
- Traffic deaths are preventable and unacceptable
- Life Takes priority over all right of way uses
- People make mistakes, reduce the impact of those mistakes
- Policies and design can be more impactful than enforcement

VISION44R0NETWORK

Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



The Ordinance

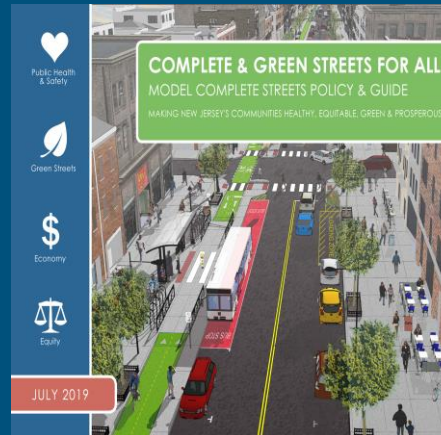
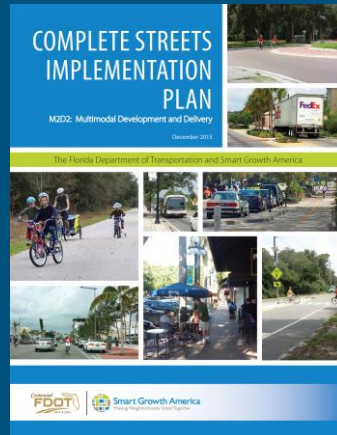
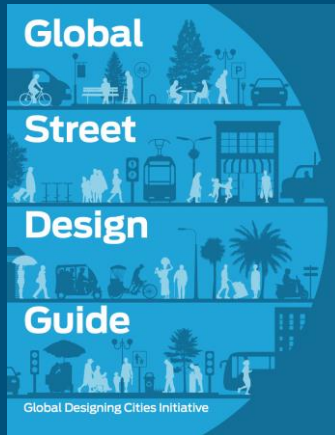
- Simple
- Broad
- Flexible

Vision

- Reduce runoff impact
- Reduce heat island effect
- Reduce VMT
- Increase biking, walking, and transit use
- Improve accessibility and mobility equity
- Reduce traffic fatalities to 0 by 2035
- Improve safety for all road users

Guidelines and Checklist

- Anytime we go to a right of way, we should be looking to improve upon it
- Checklist makes looking for improvements habitual
- Guidelines give us flexibility and something to target



Policies

- Engineering, Design, and Planning
- Equity
- Data Collection and Distribution
- Education
- Enforcement
- Evaluation

Benchmarks

- Mileage of bicycle infrastructure
- Linear feet of pedestrian infrastructure
- Number of ADA improvements
- Number of new street trees
- Number of Sustainable Street improvements
- Commute Mode Counts
- School Mode Counts
- Reduction in major injuries and fatalities on roads.