

CITY OF MINNEAPOLIS

# Complete Streets Policy

Transportation and  
Public Works Committee  
May 17, 2016

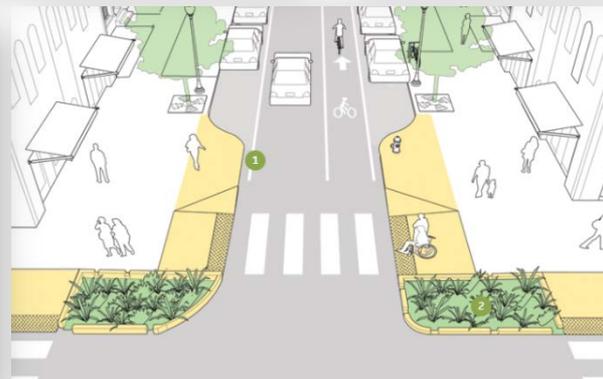
# Complete Streets Policy

- What are Complete Streets?
- What is the Complete Streets Policy?
- Stakeholder and Advisory Committee Outreach
- Policy Development
- Research, Guidance, and Best Practices
- Framework and Key Policy Elements



# Complete Streets Policy

## What are Complete Streets?



No exclusive Complete Streets design  
Process-driven and Context Sensitive

# Complete Streets Policy

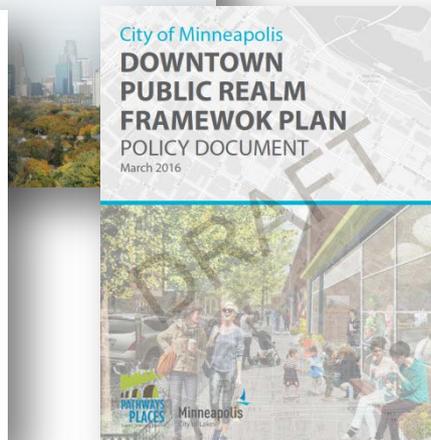
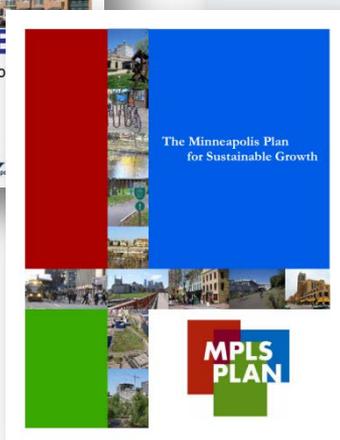
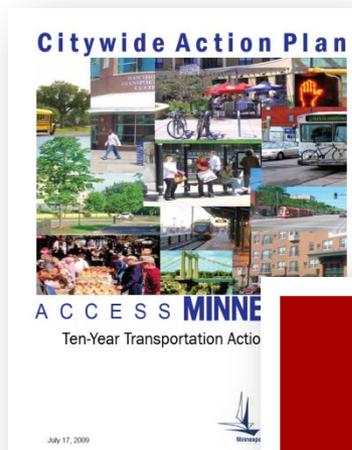
## What is a Complete Streets Policy?

- **Commitment** to build complete and integrated public right-of-way
- Ensure **everyone** can travel safely and comfortably, regardless of whether they walk, bike, take transit, or drive
- **All users and modes**, regardless of age, ability, income, race, gender, culture, or geography
- **Process** for planning, design, construction, operation, and maintenance



# Complete Streets Policy

- Federal support
  - US Surgeon General: “Step It Up!”
  - FAST Act: 5-Year Federal Transportation Bill
- Consistent and unified vision for City



# Complete Streets Policy

## Policymaker and Stakeholder Collaboration

Policy Guidance and Feedback:

- Policymakers
- Stakeholders
- Advisory Committees



# Complete Streets Policy

## Policy Development

- Actively provide input on content during development of policy
- Represent wide range of user groups and travel modes
- Attend series of meetings throughout the policy development process

### City staff

Health, Community Planning and Economic Development, Neighborhood and Community Relations, and Public Works

### Stakeholder Groups

- Bicyclists
- Pedestrians
- Transit Users
- Freight
- Elderly
- Students
- People with Disabilities
- Business Interests
- MnDOT
- Hennepin County
- Metropolitan Council
- Metro Transit



# Complete Streets Policy

## Themes

- Initiate Change
- Define Purpose and Modal Hierarchy
- Coordinate with City Plans
- Evaluate all users
- Innovative designs/approaches
- Context Sensitivity

## Goals

- Rebalance for all users and modes
- Consider green infrastructure
- Improve transparency and roles
- Capitalize on multimodal improvement opportunities

## Outcomes

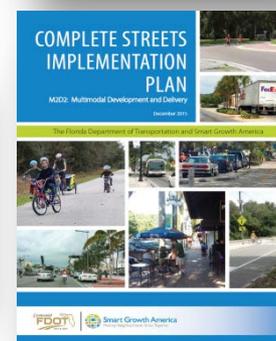
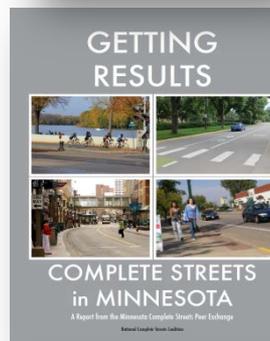
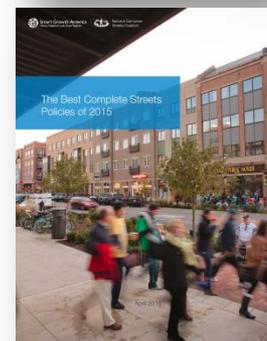
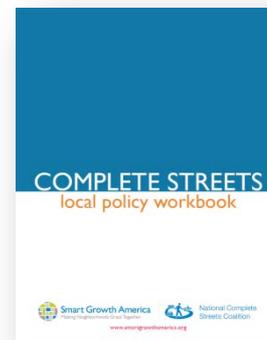
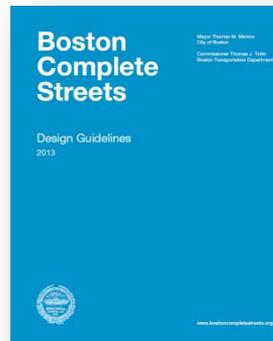
- Equitable outreach and engagement
- Multimodal metrics
- Clear exemptions process



# Complete Streets Policy

## Policy Development

- Sought guidance and examples
- Conducted peer city reviews
- Utilized National Complete Streets Coalition materials and workbooks
- Attended local trainings and webinars



# Complete Streets Policy

## Policy Framework

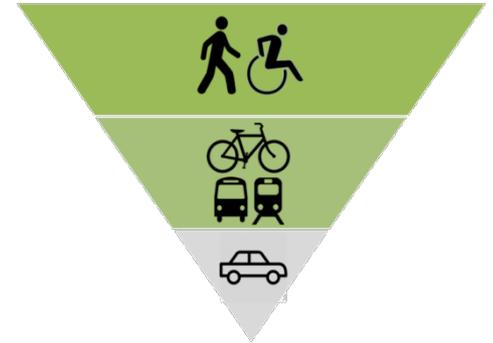
- Policy Statement
- Purpose and Vision
  - What will Minneapolis look like?
- Policy Framework
  - Modal Priority Framework
- Implementation
  - Planning
  - Design
  - Construction
  - Operation
  - Maintenance
- Exemptions



# Complete Streets Policy

## Modal Priority Framework

- Align with adopted City Plans (Access Minneapolis)
  - Citywide Action Plan
  - Downtown Action Plan
  - Pedestrian Master Plan
  - Bicycle Master Plan / Protected Bikeways Plan
  - Street and Sidewalk Design Guidelines\*
- Context-Based Approach
  - Led by adopted plans and informed by priority framework
  - Neighborhood, functionality, land use, environmental, social, demographics, right-of-way, etc.
  - Seek to address or eliminate gaps, barriers, or connectivity for non-motorized networks



\*Provides context-based geometric designs and treatments reflective of adjoining land uses and functionality to reinforce modal priorities, activation of the public realm, stormwater management, and corridor greening.

# Complete Streets Policy

## Key Themes

- Modal priority framework informs transportation related decision-making
- All transportation projects are subject to the process laid forth by the policy
- Track implementation with project delivery checklist
- Applies to public and private projects and initiatives interacting/impacting public right-of-way
- Exemptions required from City Council when proposed projects do not include facilities for prioritized modes and improvements have been identified in adopted City plans

