



## Complete Streets

### *Improving Communities with Multimodal Solutions*

For more than 20 years, Fehr & Peers has been at the forefront of the complete streets movement by providing multimodal planning and engineering services. The term “complete streets” describes a comprehensive approach to the practice of mobility planning. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking, and taking transit). Adjacent land use influences the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs, and the context that it serves. Complete streets apply equally to downtown main streets and high-capacity commercial corridors, and they consider the range of users, including children, the disabled, and seniors.

Fehr & Peers has been involved in dozens of complete streets projects including the following regionally significant initiatives.

- The National Complete Streets Coalition has recognized the “Sacramento Transportation and Air Quality Collaborative’s Best Practices for Complete Streets,” published in October 2005 and authored by Fehr & Peers, as an early success for the national complete streets movement.
- Fehr & Peers has been involved in the Denver metropolitan region’s most prominent “complete streets” planning projects over the last decade. Using this national movement and our unique blend of transportation planning and engineering, we have implemented mobility solutions that were previously found only in select Colorado communities.
- Fehr & Peers participated as part of a consulting team to develop street design guidelines for livable streets in the Portland, Oregon, metropolitan area. The final document, *Creating Livable Streets* received a national award from the Environmental Protection Agency as an innovative approach to street design.

Our specific complete streets services include:

- Policy and Guideline Development
  - Flexible Level of Service (LOS) Policies
  - Street Standards
- Corridor Planning and Design
  - Multi-modal Impact Analysis
  - Corridor Planning and Analysis
  - Road Diets and Conversions
  - Streetscape Master Plans
  - Traffic Calming
  - Context-Sensitive Design
  - Bicycle and Pedestrian Planning
  - Transit Planning
- Redevelopment and New Development Strategies
  - Smart Growth
  - Transit-Oriented Development Planning

#### Catalog of Innovative Services



- **Who needs this?**

Public Agencies, Institutions, and Developers – Any entity that is planning or sizing public transportation infrastructure that consists of multiple modes should consider complete street solutions. Streetscape master plans, general plan and policy development, corridor redevelopment and reconstruction projects, and new development all benefit from complete streets.

Complete street ordinances, policies, and design guidelines provide jurisdictions with the means to develop and implement functional multi-modal solutions. Local agencies are including complete street policies in their general plan revisions. If passed, the California Complete Streets Act of 2007 would mandate California local jurisdictions to modify the circulation element of their general plan to accommodate the safe and convenient travel of all users of streets, roads and highways and would require the state to set guidelines for cities and counties to follow. In April 2008, Representative Doris Matsui introduced the Safe and Complete Streets Act of 2008 into the U.S. House. The bill would require states that receive federal funding for transportation projects to implement complete streets policies.

- **How is it better than what I already have?**

Outdated roadway infrastructure typically lacks adequate facilities for pedestrians, bicycles, and transit modes. Opportunities exist through redevelopment, smart corridor planning, and context sensitive design to enhance mobility options for all modes. Complete streets benefit adjacent properties through streetscape, access control and mobility options. Complete streets offer healthy and sustainable travel choices. Complete streets encourage walking, biking and therefore improve air quality and help mitigate climate change.

The complete street mindset instills greater collaboration by bringing more stakeholders, interests, and perspectives into the decision making process. Complete streets tend to employ context sensitive solutions by balancing traditional transportation concerns with community values to produce a final product which is safe, effective and an asset to the surrounding community.



- **Who else is using it?**

State and local agencies are jumping on the complete streets bandwagon. Many of our clients, like the Cities of Portland, Seattle, Colorado Springs and Sacramento have included complete streets in their policy documents and city ordinances. Bicycle, pedestrian and transit advocates have embraced the complete street concept.