



KYOVA Interstate Planning Commission

# Complete Streets Policy

April 2023



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## Section 1. Background

KYOVA Interstate Planning Commission is the Metropolitan Planning Organization (MPO) for the tri-state area of Cabell and Wayne counties in West Virginia, Boyd and Greenup counties in Kentucky, and the urbanized area of Lawrence County, Ohio. KYOVA recently adopted the 2050 Metropolitan Transportation Plan which envisions “a growing region serviced by a safe, equitable, and sustainable transportation system that provides real choice among modes of travel.” KYOVA and the local jurisdictions in the MPO are advancing several projects that support this vision. These projects include:

- Hal Greer Boulevard pedestrian and bicycle facility upgrades in Huntington, West Virginia
- Winchester Avenue streetscape enhancements in Ashland, Kentucky
- State-designated bicycle routes in Ohio and Kentucky
- Low stress bike boulevards in Greenup and Boyd Counties, Kentucky
- New sidewalks in South Point, Ohio

This Complete Streets Policy builds upon these efforts and promotes a comprehensive multimodal transportation system that safely, comfortably, and equitably accommodates roadway users of all ages and abilities, including motorists, cyclists, pedestrians, micromobility users, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders.

Building complete streets provides many benefits to residents, business owners, developers, and the community. Embracing the complete streets concept will create balanced transportation systems by providing accessible, safe, and efficient connections between destinations. It will reduce crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with active transportation options.

## Section 2. Definition

Complete streets are roadways designed to safely, comfortably, and equitably accommodate all users, including motorists, cyclists, pedestrians, micromobility users, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. “All users” includes people of all ages and abilities. While complete streets may take several different forms depending on context, they should all include safe pedestrian and bicycle facilities, safe transit stops if applicable, and safe crossing opportunities on an interval necessary for accessing destinations.

## Section 3. Vision and Purpose

The desired outcome of the Complete Streets Policy is to create an equitable, balanced, and resilient transportation system where every roadway user can travel safely and comfortably and with the widest possible range of transportation options available to everyone. The primary goal of this Complete Streets Policy is to create a comprehensive, integrated, flexible, and connected transportation network that ensures safety, ease of use, and ease of transfer between walking, biking, driving, riding public transit, micromobility, and other modes for all users of the transportation system. This network will take many forms across rural, suburban, and urban contexts.

## Section 4. Policy

KYOVA will promote the complete streets concept throughout the region and, therefore, recommends that all local jurisdictions adopt a comprehensive complete streets policy. KYOVA recommends consideration of this policy for all local projects receiving MPO allocated federal funding. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

## Applicability

This Complete Streets Policy applies to new construction and reconstruction of local roadways and other transportation facilities that will use Federal funds through KYOVA for any phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering.

## Requirements

- a. Designs shall consider accommodations for all users and be sensitive to the context of the project setting. It is important to note that complete streets may look different for every project and road type. For example, wide lanes or paved shoulders may be sufficient in a rural area, whereas sidewalks and/or bike lanes are needed in an urban setting. For example, when re-striping a roadway consider adding bike lanes, sharrows, and/or pedestrian crosswalks.
- b. Each project shall use the most appropriate design standards and procedures. However, the project sponsor shall retain the design decision authority over its projects.
- c. Project sponsors should coordinate their projects with adjacent communities to ensure consistency of facilities, especially on routes and alignments that pass between two communities. Project sponsors should also conduct interagency coordination with various agencies such as public health, housing, planning, engineering, transportation, public works, city council, and the mayor's office.
- d. Logical termini should be chosen to include connections through "pinch points," such as overpasses, railroad crossings, and bridges. Logical termini should not be chosen so that the project ends before such a "pinch point" unless there is a compelling reason to do so.
- e. Every project shall ensure that the provision of accommodations for one mode does not prevent safe use by another mode (e.g., a bus shelter should not block the clear walking zone on the sidewalk).
- f. All projects must adhere to ADA design guidelines and standards.

## Recommendations

- a. Project sponsors are encouraged to view all transportation improvements as opportunities to create safer, more accessible streets for all users, particularly for vulnerable users and underinvested and underserved communities.
- b. If the project serves a destination point, such as a school, recreational facility, shopping center, hospital, or office complex, the project should consider the opportunity for the destination to have access to multimodal transportation networks and parking facilities in the nearby vicinity.
- c. Every project should strive to remove pedestrian and bicycle barriers in the interest of achieving ADA design guidelines.
- d. When projects involve an intersection, project sponsors should explore reducing pedestrian crossing distances and improving sight distance and visibility for pedestrians and bicyclists.
- e. Street furniture, such as bike racks or benches, should be considered as part of all projects as long as they do not impede any user and comply with all relevant local and ADA design guidelines.
- f. When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and wheelchair access is provided to and from the transit stops.
- g. Traffic-calming elements including, but not limited to, landscaping, street trees, and narrowing of lanes, should be considered where safe and appropriate.

- h. Project sponsors should consider including street trees and landscape components, with careful analysis of tree, site, and design considerations.
- i. Each project design should be coordinated with appropriate access management strategies. Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.
- j. Each local community should regularly update its project design standards and procedures to reflect the principles of complete streets and train its staff to adhere to them.
- k. Local governments are encouraged to adopt Complete Streets Policies consistent with this regional policy and state and federal policies and design standards.
- l. Involvement with the local transit agency or provider in the project development process is strongly encouraged for every project to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided.
- m. Designing public transit facilities with the goals of complete streets in mind by including bicycle and pedestrian connections is strongly encouraged. Additional facilities such as benches and bike parking should be considered where appropriate.
- n. Project sponsors are strongly encouraged to consider all transportation modes when developing their maintenance of traffic plans for transportation projects and to provide reasonable accommodations during construction.

## **Section 5. Implementation**

Upon approval and adoption of this Complete Streets Policy, it will become part of KYOVA's planning process and project selection for MPO allocated funding. The principles of this policy will also guide KYOVA staff in the preparation of the Metropolitan Transportation Plan (MTP) and other plans it prepares or to which it contributes.

A Complete Streets Prioritization Plan will be developed to assist project sponsors in developing Complete Streets projects. The Complete Streets Prioritization Plan will describe the criteria that KYOVA will use to evaluate and prioritize complete streets projects for future Metropolitan Transportation Plan updates. During the development of this plan, KYOVA will coordinate with the local communities in the region and with the Bicycle and Pedestrian Steering Committee to identify and develop implementation tools which could include implementation guides or trainings/workshops.

## **Section 6. Evaluation**

KYOVA shall, at a minimum, evaluate this policy and the documents associated with it in conjunction with the MTP update. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the Policy Committee utilizing its current procedures.

## **Section 7. Design Guidance**

Project sponsors will be required to work with KYOVA and state departments of transportation staff to determine the most appropriate design for a project and to ensure that the design does not conflict with federally required standards. National best practice design guidance, standards, and recommendations should be referenced in the design and implementation of Complete Streets but may require the use of design exceptions or requests for experimentation in some cases. Current guidelines and resources supported by the Federal Highway Administration (FHWA) include, but are not limited to



## Guidelines

- American Association of State Highway and Transportation Officials (AASHTO) Guide for Planning, Designing and Operating Pedestrian Facilities
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
- American Planning Association Complete Streets: Best Policy and Implementation Practices
- U.S. Traffic Calming Manual
- U.S. Access Board
- Accessible Public Rights-of-Way: Planning and Designing for Alterations
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide

## Additional FHWA Resources

- FHWA Bikeway Selection Guide
- FHWA Complete Streets Website
- FHWA Separated Bike Lanes Planning and Design Guide
- FHWA Designing for Pedestrian Safety
- FHWA Pedestrian and Bicycle Funding Opportunities Table
- FHWA Improving Safety for Pedestrians and Bicyclists Accessing Transit
- FHWA Bicycle and Pedestrian Planning, Program, and Project Development Guidance

This list of design guidelines and resources will be updated as needed and as resources change.