

MIAMI VALLEY

Regional Planning Commission

**Complete Streets Policy and
Strategic Funding Plan Update**

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Complete Streets Policy

Success



SUCCESS

JUST BECAUSE YOU'RE ON THE FAST TRACK,
DOESN'T MEAN THAT YOU WILL REACH YOUR GOAL.



what you think will happen

what actually happens



What is the Complete Streets Policy?

- Adopted January 6, 2011
- All current and projected users of the public right-of-way must be able to safely and conveniently reach their destinations along and across a street or road, regardless of their chosen mode of transportation, in order for that street or road to be considered "complete." "All users" include: pedestrians, cyclists, transit and school bus riders, people with disabilities, motorists, freight haulers, service personnel, and emergency responders. "All users" includes a wide range of ages from school-aged children to the elderly.

Regional Complete Streets Policy

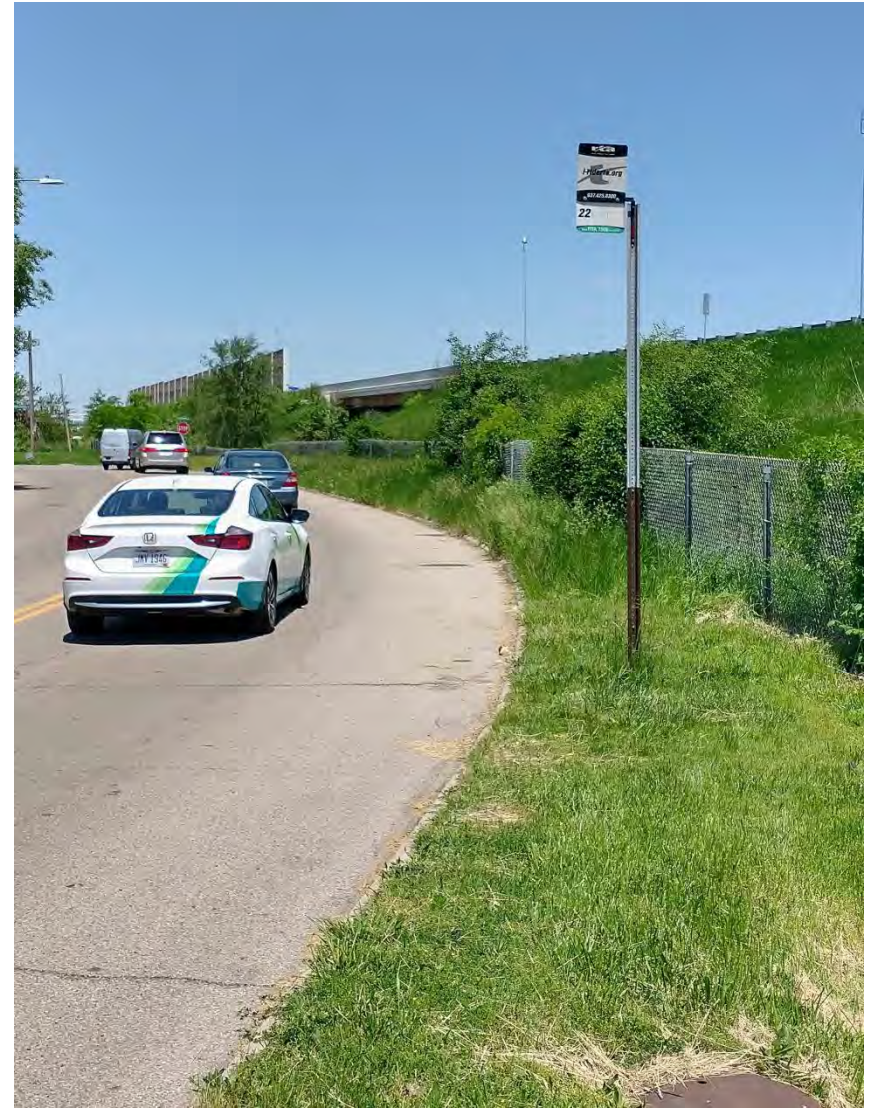
Adopted by the MVRPC Board of Directors

January 6, 2011





Complete Street Examples



What Are Exceptions to the Complete Streets Policy?

- All MVRPC-funded STP/CMAQ projects will consider complete streets principles and possible treatments at the time of the initial application.
- Sponsor may determine that additional complete streets treatments are not warranted, a request for an exception may be granted
- Total of 8 possible exceptions

Regional Complete Streets Policy

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Exceptions #1 - 4

1. Where bicyclists and pedestrians are prohibited by law from using the roadway
2. Where the street or road is already adequately designed to accommodate all users, and thus is complete without further enhancements
3. Where the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use
4. Where the project consists of maintenance, repair or resurfacing of an existing cross-section only.



5. Where the project consists primarily of the installation of traffic control or safety devices
6. Where the Average Daily Traffic count (ADT) is projected to be less than 1,000 vehicles per day over the life of the project and there is sufficient opportunity for a vehicle to change lanes to pass a cyclist or pedestrian.
7. Where the scarcity of population or other factors indicate an absence of need for current and future conditions.
8. Where roadway standards or bicycle and pedestrian standards cannot be met.



A Review of the Past

- Why review the past? Nearly 13 years since adoption
- The questions we ask regarding the policy's efficacy



Next Steps

- Years 2011 – 2022 to be analyzed
- Frequency of exceptions used – exceptions 2, 4, 5 and 7
- How often a “complete” or “more complete” street resulted
- Hard data – how many linear feet/miles built – map it
- Average of 5 miles added per year (STP and CMAQ)





Strategic Funding Plan

What is the Strategic Funding Plan?

- Part of the implementation of the Active Transportation plan adopted in October 2022
- “A strategic funding plan is not included in this Active Transportation Plan, however MVRPC will participate with regional stakeholders to develop such an approach as a component of the AT Plan Implementation.”



What is the Strategic Funding Plan? Cont.

- Cooperative effort among potential project sponsors, transit agencies, and active transportation advocates to develop a timeline of funding applications and project construction.
- Identify project sequencing, and avoid areas of possible overlap in grant applications provides a strategic approach to network development and assists project sponsors in budget planning for local match.
- Initially sought consultant help – transitioned to internal project



Strategic Funding Plan Summary

- AT Priority Project List
- Summary so far
 - 8 project sponsors
 - Covers 23 of 37 priority projects
 - Only 1 project no longer considered a priority
 - Over half of those projects have either been funded or have plans to be funded
- Final Product





Thank You