

## 2. Appendix Document B – Complete Streets Policy

### Purpose

The purpose of this policy is to aid DeKalb County in developing and maintaining a safe and efficient transportation system for motorists, bicyclists, pedestrians, and transit users. Complete streets are roadway corridors that are designed and constructed to accommodate users of all ages, abilities, and modes. Accordingly, this complete streets policy recommends that all roadway projects, both new construction and retrofit/reconstruction projects, consider incorporating bicycle, pedestrian, and transit facilities. This policy applies to all roadways and streets located in DeKalb County.

#### Inter-Agency Partnerships

It is the intent of DeKalb County to pursue a network of complete streets in conjunction with both the United States Department of Transportation's (USDOT) bicycle and pedestrian policy and Georgia Department of Transportation's (GDOT) complete streets design policy.

#### USDOT Policy Statement

"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."

#### GDOT Policy Statement

"It is the policy of GDOT to routinely incorporate bicycle, pedestrian, and transit (user and transit vehicle) accommodations into transportation infrastructure projects as a means for improving mobility, access, and safety for the traveling public. Accordingly, GDOT coordinates with local governments and regional planning agencies to ensure that bicycle, pedestrian, and transit needs are addressed beginning with system planning and continuing through design, construction, and maintenance and operations."

## Design

This policy recommends the use of the most up-to-date complete streets design guidelines and best practices. Existing design guidance that is available includes but is not limited to:

- *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, ITE and CNU
- *A Guide for Achieving Flexibility in Highway Design*, AASHTO
- *A Policy on Geometric of Highways and Streets*, AASHTO (“Green Book”)
- *Guide for the Development of Bicycle Facilities*, AASHTO
- *Guide for Planning, Design, and Operation of Pedestrian Facilities*, AASHTO
- *Roadside Design Guide*, AASHTO

- *GDOT Design Policy Manual*, GDOT
- *Urban Street Geometric Design Handbook*, ITE
- *Bicycle Facility Design*, FHWA-NHI
- *Urban Bikeway Design Guide*, NACTO
- *Highway Design Handbook for Older Drivers and Older Pedestrians*, FHWA
- *Planning Complete Streets for an Aging America*, AARP

The development of solutions is expected to be collaborative to yield designs that reflect the context of the surrounding built and natural environments, considering access of all users and enhancing the appearance of the roadway corridor. DeKalb County can further the value of the Complete Streets Policy by improving design guidance through Code of Ordinance revisions.

## Application

In general, the County will consider the safety and mobility of motorists, bicycles, pedestrians, and transit users on all roadways that the County maintains. Further, more intense consideration will be given to roadways within activity centers. Urban thoroughfare types should relate to the County’s functional classification system as represented in the table below.

Relationship between Functional Classification and Thoroughfare Type (ITE/CNU) <sup>1, 2</sup>							
Functional Classification	Freeway/ Expressway/ Parkway	Rural Highway	Boulevard	Avenue	Street	Rural	Alley/Rear Lane
Major Arterial							
Minor Arterial							
Collector							
Local							

1. Shaded cells may still be considered for the appropriateness of context sensitive improvements, but generally, the non-shaded cells will receive the highest level of context sensitive consideration.
2. This table is a modified version of the table included in the ITE/CNU manual *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*

## Exemptions

This policy allows for the exemption of some roadway corridors under the following conditions:

- The roadway corridor legally prohibits specific users (e.g. bicyclists and pedestrians on interstate freeways).
- The cost of providing bicycle or pedestrian facilities is excessively disproportionate to the need or probable use.
- The absence of current and future need is documented.
- Roadways not owned or operated by DeKalb County. In this instance DeKalb County will encourage the appropriate agencies to design and construct projects along these roadways in accordance with this policy.

## Performance Measures

Performance measures to evaluate the success of the DeKalb County complete streets policy may include but are not limited to:

- Miles of new on-street bicycle routes
- Miles of new or reconstructed sidewalks
- Percentage completion of bicycle and pedestrian networks as envisioned by the latest DeKalb County Comprehensive Transportation Plan
- Increase in pedestrian and bicycle volumes along key corridors

### 3. Appendix Document C – Public Involvement

Effective outreach educates all citizens on how they can be involved in developing plan outcomes and engages them at strategic points throughout the planning process. To this end, a public involvement approach was developed that emphasizes three fundamentals of public and stakeholder involvement:

- Transparency: Creating trust by developing clear goals and an understandable process for evaluating priorities.
- Education: Increasing the awareness of needs, constraints and opportunities.
- Buy-In: Generating support by ensuring everyone has the opportunity to provide meaningful input.

Public input was collected at three key technical milestones during the planning process: the Existing Conditions inventory, the transportation Needs Assessment and the after the development of Draft Recommendations.

