

Appendix I – LCG – Complete Streets Policy

**Lafayette Consolidated Government
City of Lafayette
Complete Streets Policy**

I. VISION

The Lafayette Complete Streets Policy builds upon the work of PlanLafayette, Lafayette's comprehensive plan, to promote a well-connected multi-modal transportation system. Its main objective is to design, build, and maintain roadways that safely and comfortably accommodate all users, including but not limited to motorists, motorcyclists, bicyclists, pedestrians, the disabled, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities.

While the comprehensive plan incorporates complete streets language throughout, the following three action items directly call for complete streets efforts/contemplate complete streets practices:

- 1.6.1 Develop a local "Complete Streets Policy" and design guidelines to apply to all transportation projects, within a range of scales, and that are not inconsistent with Louisiana DOTD policies.
- 6.2.2 Develop and adopt parishwide Functional Classification Design Standards that incorporate best practices in "Complete Streets" design (street improvements that balance the utilization of public right-of-ways between transit, automobiles/trucks, bicycles, and pedestrians).
- 6.4.1 Adopt a "Complete Streets" policy with implementation strategies, to create and implement street improvement plans.

Building Complete Streets provides many benefits to residents, business owners, developers, and the community as a whole. First and foremost, embracing the Complete Streets concept will create a more balanced transportation system by providing accessible, safe, and efficient connections between destinations. Additionally, Complete Streets will encourage economic growth, increase property values, 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. Finally, integrating sidewalks, bike facilities, transit amenities, adequate turn radii and safe crossings into the initial design of a project spares the expense and complications of retrofits later.

The desired outcome of the Complete Streets Policy is to create an equitable, balanced, and effective transportation system where every roadway user can travel safely and comfortably, and where transportation options are available to everyone.

II. GOALS AND OBJECTIVES

- To create a comprehensive, integrated, and connected transportation network that supports sustainable development and provides livable communities.
- To ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.
- To provide context sensitive design flexibility for different types of streets, areas, and users.

A. Users and modes

The Policy promotes planning, design, and construction of streets, pathways and sidewalks to provide safe, convenient transportation routes for all users, and for the benefit of people of all ages and all abilities. This will include pedestrians, bicyclists, motorists, commercial vehicles, transit vehicles, emergency vehicles, users of mobility devices, and all individuals, utilizing a variety of transportation modes that are relevant for subject corridors.

B. Projects and phases

In the city of Lafayette, Complete Street priorities will be integrated into policies, planning, and design of all types of public and private transportation projects, including new construction, reconstruction, and rehabilitation of transportation facilities.

Lafayette recognizes that Complete Streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time.

Retrofitting roadways poses unique challenges such as working with established right-of-ways, existing grades, utility poles, driveways, etc. The Lafayette Transportation Plan identifies prioritized roadways. Incremental improvements (e.g. intersection improvements) will be pursued on roads identified as having increased pedestrian or bicycle activity and/or roads with high accident rates of all categories.

C. Exceptions

Exceptions to the Policy may in some cases include facilities where specific users are prohibited by law, such as interstate freeways or pedestrian malls. An effort will be made in these cases for accommodations elsewhere. In addition to locations where the design is prohibited, exceptions to new and existing projects include, but are not limited to:

- Where the cost of accommodation is disproportionate to the identified needs or probable uses.
- A documented absence of current and future need. However, such documentation must demonstrate reasonable attempts to accommodate a variety of users.
- Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair.
- Where rights of way are limited and cannot safely accommodate all modes of transportation.

D. Network

The Policy recognizes the need to create a comprehensive, integrated and connected network for all modes and encourages connectivity. Where sidewalk connections and links are not viable, Lafayette will seek to expand its trail and walking path network to link neighborhoods. This walking network is integral to the Complete Streets Policy.

E. Jurisdiction

All agencies that govern transportation activities should be involved in the process as appropriate.

Lafayette should approach every relevant program, as well as all transportation, public utilities, infrastructure, and public and private development project, as an opportunity to improve the public way and the transportation network for all users. Complete Streets work should be performed by the Public Works Department and by the Development and Planning Department in cooperation with other departments, agencies and jurisdictions as needed. Projects in the City of Lafayette boundaries but outside its jurisdiction (e.g. state highways), should comply with the Policy, as well as other relevant policies including LA Department of Transportation and Development's and the Metropolitan Planning Organization's Complete Streets Policies.

All transportation infrastructure and street design projects in the City of Lafayette receiving federal, state, municipal, or private funding, or requiring approval by the City should adhere to the Complete Streets Policy. Development projects that require review specified by the Department of Development and Planning, through any of its commissions or staff review processes, and development projects affecting the public way, should comply with the Policy.

The Department of Development and Planning will encourage relevant boards/commissions to consider compliance with the Policy in their deliberations. Private land to be incorporated into the public right of way should comply with the Complete Streets Policy.

If a representative of the City participates in meetings involving the design and planning of programs, transportation projects, or private development projects not under the City's jurisdiction, the representative should advocate that the project be carried out in accordance with the principles of the Policy.

F. Design

The Policy recommends use of the best and most current design criteria and guidelines, while recognizing the need for design flexibility to balance user needs and context.

A balanced approach considers aspects such as street design and width, desired operating speed, roadway classification, connectivity, wayfinding signs and signal variation from a human scale for the needs and comforts of all users.

The City of Lafayette will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets Policy and will consider innovative or non-traditional design options where a comparable level of safety for users is present. Design criteria should be based on the thoughtful application of engineering, architectural, and urban design principles in addition to prescriptive guidelines. Best practices in policies, design criteria, standards and guidelines related to street design, construction and operations can be found in, but are not limited to, the following:

- Guidelines provided by the American Association of State Highway Transportation Officials (AASHTO)
- Guidelines provided by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and NACTO Designing for All Ages and Abilities Guide
- Guidelines provided by the Louisiana Department of Transportation (LaDOTD)
- Guidelines provided in the Manual on Uniform Traffic Control Devices (MUTCD)
- Guidelines provided in the ADA Standards for Accessible Design
- Guidelines provided by the Highway Capacity Manual published by the Transportation Research Board

G. Context sensitivity

Complete Streets principles include the development and implementation of projects in a context-sensitive manner where project implementation is sensitive to the community's physical, economic, and social setting. The context-sensitive approach to process and design includes a range of goals by giving significant consideration to stakeholder and community values. It includes goals related to livability with greater participation of those affected in order to gain consensus.

The overall goal of this approach is to preserve and enhance scenic, aesthetic, historic and environmental resources while improving or maintaining safety, mobility and infrastructure condition. The Policy recognizes that land use which maximizes efficient land use and promotes street interaction will provide the most successful Complete Streets initiatives.

III. Performance measures

Lafayette will measure the success of this Complete Streets Policy on an annual basis using, but not limited to, the following performance measures:

- Linear feet of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)
- Total miles of new bike lanes (designated and shared-use)
- Number of new and repaired curb ramps installed on streets and parking lots
- Number and type of crosswalk and intersection improvements
- Number of new transit stops and routes
- Rates of crashes, injuries and fatalities by mode, as available

A written report prepared by the Department of Development and Planning should be made to the Planning Commission and City-Parish Council every two years showing progress made in implementing the Policy.

IV. Implementation steps

The City of Lafayette should view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end, the Policy should be implemented through the following directives:

- Development and Planning, Department of Public Works, Lafayette Utilities System, Parks & Recreation, and other relevant departments, agencies, and committees should incorporate Complete Streets principles into all existing plans, manuals, checklists, decision trees, rules, regulations, and programs as appropriate.
- Development and Planning, Department of Public Works, Lafayette Utilities System, Parks & Recreation, and other relevant departments, agencies, and committees should review current design standards, including subdivision regulations, which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible.
- When available, the City should encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.
- City staff should identify all current and potential future sources of funding for street improvements and recommend improvements to project selection criteria to support Complete Streets projects.
- The City should promote inter-departmental project coordination among city departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
- The City should develop and institute better ways to measure performance and collect data on how well the streets are serving all users.
- Every Complete Streets project, when applicable, should include an educational component to ensure that all users of the transportation system understand and can safely utilize complete streets project elements.
- The City should educate on and enforce proper road use behavior by all users for all modes, and adopt additional laws and regulations as necessary to ensure people are protected to the greatest extent possible.