



TOWN OF PARKER COMPLETE STREETS POLICY

November 2018



SOUTH PINE DRIVE
PARKER, CO



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VISION AND COMMITMENT TO COMPLETE STREETS

VISION

The Town of Parker shall plan, design, construct and maintain interconnected transportation facilities that are safe, comfortable, and accessible for users of all ages and abilities – including pedestrians, bicyclists, transit patrons, trucks and automobiles. Parker will continue to develop a balanced, responsive and equitable multimodal network that will support increased capacity and efficiency for all users. We will strive to reduce traffic congestion through mobility options and improve economic opportunity through street design, connectivity and access to our thriving community.

COMMITMENT TO COMPLETE STREETS

CONTEXT SENSITIVITY

The Town shall implement Complete Streets solutions with consideration of the surrounding land use, context, and character. The Town will thus align land use and transportation goals, policies, and code provisions that allow for flexible and appropriate solutions.

Design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost effective manner.

DIVERSE USERS

The Town recognizes that children, seniors, and persons with disabilities may require special accommodations and will strive to ensure no inequity within complete street solutions. All streets and roadways within the Town shall provide basic, safe access and crossings for all allowed categories of users.

DEVELOPMENT PROJECTS

All development projects will be required to identify how they comply with this policy and demonstrate how public input has been incorporated into development plans.

ALL PROJECTS & PHASES

The Town shall require that all new construction, reconstruction/ retrofit projects, maintenance projects, and on-going operations completed by the Town account for the needs of all users on the roadway network.

The Town shall ensure that the travel of all users will be accommodated in a safe and efficient manner during construction of roadway improvements.

For exceptions, see the Exceptions section of this document.

COMMUNICATION

The Town will coordinate with internal and external agencies to ensure that complete street concepts, such as accommodation of all modes and connectivity, are being applied to existing and future roadways.

BEST PRACTICES

During future plan, policy and procedure updates, the Town shall adopt best practices and design guidance consistent with MUTCD, AASHTO, NACTO, ADA, and other relevant guidelines.

EXCEPTIONS

Any exceptions to this Policy, including for eligible private projects, must be reviewed and approved by The Engineering/Public Works Director and Planning Director and be documented with supporting data that indicates the basis for the decision. Such documentation shall be made publicly available.



THE FOLLOWING SHALL BE CONSIDERED FOR EXCEPTIONS TO THE POLICY:

1. **Compliance** with complete streets standards/ recommendations is not necessary on corridors where specific users are prohibited, such as highways.
2. **Accommodation** is not required if the existing and projected population, employment densities, traffic volumes, or level of transit service around a particular roadway is so low as to demonstrate an absence of current and future need.
3. **Accommodation** is not required in the event of emergency repairs such as a water main leak that requires immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on the severity of repairs, opportunities to improve multimodal access should still be considered where possible.
4. **Transit accommodations** are not required where there is no existing or planned service.
5. **The cost** of providing accommodations is excessive compared to reasonable access to alternative facilities within one quarter mile of the surrounding network of complete streets to the site.
6. **Routine maintenance** projects will consider tools such as re-striping pavement marking and signage that supports alternative modes.
7. **Street reconstruction** projects and maintenance paving projects which involve widening pavement may exclude elements of this Policy when the accommodation of specific uses is expected to:
 1. Require more space than is physically available, or;
 2. Be located where both current and future demand is proven absent, or;
 3. Have adverse impacts on environmental resources or historic structures above and beyond what currently exists.
8. **There is a reasonable and equivalent project** along the same corridor that is already programmed to provide facilities.

IMPLEMENTATION STRATEGIES

The implementation of this Policy begins with coordination among partners including the community, Planning, Engineering/Public Works, Police, Fire, Parks and Recreation, Schools, and Elected Officials. The following are potential starting points for consideration.

1. **Incorporate** the Complete Streets Policy into the Town's Master Plan and other planning and engineering documents as applicable and as they are updated.
2. **Integrate Complete Streets** practices into daily operations.
3. **Approach every transportation project and program** as an opportunity to improve streets and the transportation network for all users.
4. **Distribute the adopted policy** to appropriate local, state, federal, and other key agencies.
5. **Prioritize elements of these plans** that can be accomplished with little or no additional expense (such as providing bike lanes where existing pavement is adequate).
6. **Projects that enhance** the transportation system and/or improve system connectivity should be encouraged and given priority.
7. **Cooperation and collaboration** among all Town departments, outside agencies, and, to the greatest extent practicable, private developers, will guide the implementation of the Complete Streets Policy to achieve the right balance of multi-modal users.
8. **Continue to maintain sidewalks** and trails and prioritize new projects to eliminate gaps in the sidewalk and bikeway network.
9. **Planning and Engineering/Public Works departments will partner** to provide technical review on all Complete Streets projects. Engineering/Public Works will distribute applicable project documentation to applicable departments for review and comment.
10. **Provide staff training** on the content of this Policy and Complete Streets best practices.
11. **Seek funding opportunities** for implementation of Complete Streets strategies and projects. Some potential opportunities for funding include BUILD grants from USDOT or others from RTD or DRCOG.

EVALUATION METRICS

This policy will be evaluated on a regular basis based on a variety of evaluation metrics, and reviewed by the Planning and Engineering/Public Works Directors to analyze the performance of the policy. The performance results will be outlined in a periodic report and made available to the public.

Type	Metric	Unit	Goal
ACCESS	ADA compliant sidewalks on both sides of roadway	%	Increase
	ADA compliant curb ramps	Number of	Increase
	Audible Traffic Signals	Number of	Increase
	Bike Lane Connectivity	Miles	Increase
	Transit Use	Ridership	Increase
	Bus stops that provide weather protection	%	Increase
SAFETY *	Crashes for all modes	Number of	Decrease
	Fatalities (all modes)	Number of	Decrease
	Serious injuries (all modes)	Number of	Decrease
HEALTH	WalkScore for downtown	Score	Increase
	WalkScore for Parker overall	Score	Increase
	Connectivity of trails for walking/biking	Miles	Increase
ECONOMY	Retail/commercial occupancy downtown	%	Increase
	Jobs accessible within ½ mile walkshed of transit stops	Number	Increase
IMPLEMENTATION	Grant funding allocated to complete streets projects	Dollar amount	Increase
	Town documents updated to incorporate complete streets principles	Number of	Increase

*** The ability to meet these metrics is influenced not only by roadway design but by increasing traffic volume and ADT.**