

CITY OF PHOENIX
COMPLETE STREETS POLICY

VISION

The intent of the Complete Streets Policy ("Policy") is to help the City of Phoenix ("City");

- Become more walkable, bikeable and public transit friendly
- Foster social engagement
- Instill community pride
- Grow the local economy and property values
- Identify projects that will improve equitable transportation access for vulnerable and transit-dependent populations
- Improve the livability and long-term sustainability of the region.

With the implementation of the Complete Streets Policy, Phoenix will be a better place to live, work, and realize long-term savings from improved public health, safety, environmental stewardship, economic development, social mobility, and transportation equity.

It is the intent of this document to provide context sensitive Complete Streets design guidance for all projects within the public right-of-way and all streets accepted by the City.

This Policy aligns with the City's overall vision for transportation and the General Plan.

GOALS

When designing, constructing and improving rights-of-way City staff will incorporate this Policy to ensure the City's rights-of-way:

- Are planned, designed, constructed, operated, and maintained with the ultimate goal of serving a variety of transportation modes
- Will contribute to active transportation and public health
- Accommodate transportation users of all ages and abilities
- Are economically and environmentally sustainable
- Are designed to be compatible with the surrounding contexts and connecting transportation networks
- Comply with state and federal law and City code and Ordinance S-41094
- Follow the Complete Streets Planning and Design Principles which will be integrated into the Street Transportation Design Guidelines
- Provide new or improved connectivity between all transportation modes and adjacent land uses.

ROLES AND RESPONSIBILITIES

- (A) While the Street Transportation Department will lead implementation of Complete Streets for projects, transformation of the Phoenix street environment to be more inclusive of pedestrians, cyclists, and transit-users will require coordination with and support of many City departments and adjacent landowners. These departments may include, but are not limited to: Public Transit, Planning and Development, Neighborhood Services, Water Services, Police, Fire, and Community and Economic Development.
- (B) The Planning and Development Department will provide guidance for privately funded projects to implement the Policy, and will encourage coordination and support of private landowners, developers, builders, city departments, and other stakeholders.
- (C) The City will continue efforts to coordinate with adjacent municipalities and agencies to encourage interjurisdictional connectivity.
- (D) The City will work with builders, developers, utilities, and industry trade associations to encourage the use of the Policy for privately funded projects and all relevant partners for publicly funded projects.
- (E) The City staff will propose the inclusion of Complete Streets principles into the General Plan and other relevant plans, manuals, rules, regulations, ordinances and programs as determined by staff and the Complete Streets Advisory Board.
- (F) The City will incorporate Complete Streets improvements into its Capital Improvement Program and pursue other funding sources to accelerate the implementation of this Policy.
- (G) The City will provide training to appropriate City staff on Complete Streets principles and best practices for implementation and will encourage staff professional development and training on non-motorized transportation issues.
- (H) The City will prepare annual reports detailing implementation impacts including exceptions, obstacles and successes of this Policy. The report will be posted online and shared with the relevant City departments, committees, Council subcommittees, and the Complete Streets Advisory Board.

EXCEPTIONS

Any exception to this Policy must be reviewed and documented with supporting data by the appointed designee of the Street Transportation Department. Exceptions may be considered for approval if:

- (A) The activities are maintenance activities (not including street overlays) that do not change the roadway geometry or operations and are designed to keep assets in serviceable condition; or
- (B) The application of Complete Streets principles would be contrary to public safety; or
- (C) The application of Complete Streets principles would have significant adverse historic, cultural, contextual, or environmental impacts; or
- (D) Accommodation is not necessary where non-motorized uses are prohibited by law; or
- (E) Cost of accommodations is excessively disproportionate to the cost of the project.