

Appendix B

Complete Streets Project Scope Items that are Appropriate Based on Roadway Context

*See below matrix for definitions of common Complete Streets facilities and project scope items

Roadway Context					
Complete Streets Scope Elements	Rural	Rural Town	Village	Suburban	Urban
Bicycle Lanes	Bike lanes not regularly expected in this context. Special cases may apply, refer to AASHTO Bike Guide for recommended design and implementation considerations.	Bike lanes considered, with municipal support, if sufficient length or connectivity to destinations or developed village context exists (See FHWA and AASHTO guidance). Consider bike networks and connectivity to traffic generators and destinations.	Bike lanes recommended with municipal support as width and design parameters allow on appropriate speed/volume roadways (See FHWA and AASHTO guidance). Consider bike networks and connectivity to traffic generators and destinations.	Bike lanes recommended with municipal support as width and design parameters allow on appropriate speed/volume roadways. Consider bike networks and connectivity to generators and destinations. Careful consideration required for bike lanes traveling through high traffic intersections or on multi-lane roads. Buffered or protected bike lanes recommended per guidance documents (AASHTO, FHWA), especially in higher volume or multi-lane locations.	Bike lanes recommended with municipal support as width and design parameters allow on appropriate speed/volume roadways. Consider bike networks and connectivity to generators and destinations. Careful consideration required for bike lanes traveling through high traffic intersections or on multi-lane roads. Buffered or protected bike lanes recommended per guidance documents (AASHTO, FHWA, NACTO), especially in higher volume or multi-lane locations.
Sidewalk	Sidewalk not expected in this context. Special cases may be evaluated as needed. Sidewalk not recommended in speed zones greater than 35mph	Sidewalk may be expected in this context as development density and destinations dictate. Sidewalk expected if connecting neighborhoods or destinations to adjacent village context of a higher density. Sidewalk not recommended in speed zones greater than 35mph .	Sidewalk expected in most village contexts connecting public destinations and nearby residential areas if applicable. Sidewalk may exist on one, or both, sides of the road depending on siting of pedestrian traffic generators and municipal preference.	Sidewalk expected in many suburban contexts connecting public destinations and nearby residential areas if applicable. Sidewalk may exist on one, or both, sides of the road depending on siting of pedestrian traffic generators and municipal preference. Additional separation from traffic or use of an esplanade desired along higher volume corridors.	Sidewalk expected in most urban contexts connecting public and private destinations and residential areas. Sidewalk often exists on both sides of the road in densely developed locations.
Sidepath (Multi-Use Trail Adjacent to Roadway)	Sidepaths not expected in this context unless providing connectivity between destinations or communities. Esplanade or separation from roadway highly recommended in this context. Reference bicycle facility design guidance for additional considerations.	Sidepaths not expected in this context unless providing connectivity between destinations or connection to adjacent Village context. Reference bicycle facility design guidance for additional considerations.	Sidepath appropriate with municipal support and connectivity to bike/ped generators and destinations such as schools, parks, downtowns, high-use areas. Follow design guidance found in AASHTO Bike Guide and FHWA Rural Multimodal Networks Guide.	Sidepath appropriate with municipal support and connectivity to bike/ped generators and destinations such as schools, parks, downtowns, high-use areas. Follow design guidance found in AASHTO Bike Guide and FHWA Rural Multimodal Networks Guide.	Sidepath may be appropriate in this context depending on number of driveway access points and other conflict points, and volume of bike/ped use. Consider alternate routes and other facility types during project scoping.
Paved Shoulders	Follow standard highway design guide and other program parameters. On HPAT segments, or segments where a municipality requests shoulders for Active Transportation reasons (in coordination with Active Transportation Planner and Region), a paved shoulder of at least 4 feet is desired.	Follow standard highway design guide and other program parameters. On HPAT segments, or segments where a municipality requests shoulders for Active Transportation reasons (in coordination with Active Transportation Planner and Region), a paved shoulder of at least 4 feet is desired.	Follow standard highway design guide and other program parameters. On HPAT segments, or segments where a municipality requests shoulders for Active Transportation reasons (in coordination with Active Transportation Planner), a paved shoulder of at least 4 feet is desired.	Follow standard highway design guide and other program parameters. On HPAT segments, or segments where a municipality requests shoulders for Active Transportation reasons (in coordination with Active Transportation Planner), a paved shoulder of at least 4 feet is desired. Consider use of a marked and signed bicycle lane if speed and traffic volume are appropriate and bicycle traffic is expected.	Follow standard highway design guide and other program parameters. A bicycle lane should be used in Urban context rather than a paved shoulder to accommodate bicycle use.
Crossing Enhancements	Reference Crosswalk Policy. Multi-use trail crossings may utilize additional warning signage or other elements as needed.	Reference Crosswalk Policy. Enhanced crossing elements in this context may include RRFBs, Pedestrian Refuge Islands, enhanced conspicuity of crosswalk via material choice, bumpouts, raised crossing at high-use or primary pedestrian crossings between pedestrian traffic generators.	Reference Crosswalk Policy. Enhanced crossing elements in this context may include RRFBs, Pedestrian Refuge Islands, enhanced conspicuity of crosswalk via material choice, bumpouts, raised crossing at high-use or primary pedestrian crossings between pedestrian traffic generators.	Reference Crosswalk Policy. Enhanced crossing elements in this context may include RRFBs, pedestrian refuge islands, raised crossings, pedestrian hybrid beacons.	Reference Crosswalk Policy. Enhanced crossing elements in this context may include RRFBs, Pedestrian Refuge Islands (recommended when crossing 4 or more lanes), enhanced conspicuity of crosswalk via material choice, raised crossing at high-use or primary pedestrian crossings between pedestrian traffic generators, pedestrian hybrid beacon, bump-outs recommended at popular crossings
Transit Facilities	Transit facilities may include amenities and accommodations such as signage, benches, shelters, customer information, lighting, bike racks, waste and/or recycling receptacles. All accommodations must be ADA compliant.	Transit facilities may include amenities and accommodations such as signage, benches, shelters, customer information, lighting, bike racks, waste and/or recycling receptacles. All accommodations must be ADA compliant.	Transit facilities may include amenities and accommodations such as signage, benches, shelters, customer information, lighting, bike racks, waste and/or recycling receptacles. All accommodations must be ADA compliant.	Transit stops, stations, and facilities may include more extensive and inviting amenities and accommodations. These may include signage, benches, shelters, customer information (including real-time information boards), lighting, bike racks, waste and/or recycling receptacles. All accommodations must be ADA compliant.	Additional sidewalk and streetscape amenities may be appropriate in urban settings. Sidewalk amenities may include signage, benches, shelters, customer information (including real-time information boards), lighting, bike racks, and waste and/or recycling receptacles. Streetscape considerations include bump outs, dedicated bus lanes, transit signal priority, platforms, and queue lanes for boarding. Sidewalk and streetscape design for larger transit hubs may include amenities such as vending machines and rest rooms. All accommodations must be ADA compliant.

Facility Types

Bicycle Lanes	Description	Bicycle lanes are defined as a portion of the roadway that has been designated by striping, signage, pavement markings, or additional materials creating separation for the preferential or exclusive use of bicyclists. A bike lane must be at least 5 feet in width.	
	<i>Conventional Bike Lane</i>	<i>A bicycle lane of at least 5 feet in width delineated from vehicular traffic by solid white line, pavement markings and signage alone.</i>	
	<i>Buffered Bike Lane</i>	<i>A conventional bicycle lane delineated by a buffer space between the bike lane and vehicular traffic, or between the bike lane and on-street parking. Delineator posts may be utilized within the buffer to provide additional visual or physical separation.</i>	
	<i>Protected Bike Lane</i>	<i>Also commonly referred to as a cycle-track, a bicycle lane protected from vehicular traffic by vertical curbing, median, temporary street furniture (planters, bollards), or an on-street parking lane. May also be raised above street grade to operate at sidewalk grade.</i>	
	<i>Two-Way Bike Lane</i>	<i>Also commonly referred to as a two-way cycle-track, a two-way bike facility protected from vehicular traffic by vertical curbing, median, temporary street furniture (planters, bollards), or an on-street parking lane. May also be raised above street grade to operate at sidewalk grade. Additional consideration may be needed at driveway, side street crossings, and intersections, as well and transition areas from one-way to two-way bike facilities.</i>	
	Reference:	AASHTO Guide for the Development of Bicycle Facilities (2012), NACTO Urban Bikeway Design Guide, FHWA Bikeway Selection Guide, MUTCD	
Sidewalk	Description	Sidewalks are hardened pedestrian facilities of at least 4 feet in width located within the road right-of-way, and must be designed in accordance with applicable ADA requirements. Sidewalks are not designed to operate as bicycle facilities, although some municipalities do not prohibit bicycle use on sidewalks.	
	Reference:	AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities	
Sidepath	Description	An 8'-12' wide paved facility intended for both bicycle and pedestrian use located within the road right-of-way adjacent to the roadway. Often incorporating an esplanade or other horizontal separation from the roadway.	
	Reference:	AASHTO Guide for the Development of Bicycle Facilities (2012), FHWA Small Town and Rural Multimodal Networks Guide	
Multi-Use Trail	Description	A hardened surface facility designed for bicycle and pedestrian use that may exist inside and outside of road rights-of-way, railroad rights-of-way, and other corridors. Multi-use paths may traverse between destinations, communities, and longer distances. Surfaces include asphalt, concrete, crushed stone, and other hard and stable surfaces.	
	Reference:	AASHTO Guide for the Development of Bicycle Facilities (2012)	
Paved Shoulder	Description	A paved shoulder of 4 feet or greater in width is not considered a bicycle or pedestrian facility, but may provide additional operational space for bicyclists or pedestrians as they travel along certain roadways. A paved shoulder may be used to provide this in rural contexts, or in other contexts when a dedicated bicycle or pedestrian facility may not be appropriate, as well as for reason relating to protection of the roadway edge, drainage, vehicular breakdown space, and other reasons.	
	Reference:	FHWA Small Town and Rural Multimodal Networks Guide	
Transit Facilities	Description	Common transit facilities that may be included based on context include: wayfinding signage, transit information and real-time departure and arrival information, platforms, television monitors, shelters, seating, lighting, and ADA accessibility features.	
	Reference:	NACTO Transit Street Design Guide and other relevant transit resources	

Additional Resources:	FHWA Proven Safety Countermeasures
	FHWA Small Town and Rural Multimodal Networks
	PEDSAFE
	BIKESAFE
	NACTO Publications
	TransLink Infrastructure Planning Transit Passenger Facility Design Guidelines
	Metropolitan Council: Station and Support Facility Design Guidelines User Guide