

## City of Bethlehem



### COMPLETE STREETS POLICY

#### What is a Complete Street?

According to Smart Growth America, Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets encourage walkability making it easy to cross the street, walk to shops, and bicycle to work. Walkable streets make neighborhoods attractive to be homeowners in, attract tourists, visitors, bicyclists, which in turn, increase business.

#### Complete Streets Benefits:

A road infrastructure that is built to accommodate motor vehicles excludes a large population of the community. Complete streets help create livable communities for all types of users, including children, people with disabilities, and older adults. Complete Streets improve equity, safety, and public health, while reducing transportation costs, traffic conflicts, and traffic related injuries and fatalities.

- **Equity** - provide children with opportunities to reach nearby destinations in a safe and supportive environment. A variety of transportation options allow everyone – particularly people with disabilities and older adults – to get out and stay connected to the community.
- **Safety**- Multi-modal transportation networks help communities provide alternatives to sitting in traffic. Designing a street with pedestrians in mind – sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for seniors and travelers with disabilities – may reduce pedestrian risk by as much as 28 percent.
- **Public Health**- Wide, attractive sidewalks and well-defined bike routes, where appropriate to community context, encourage healthy and active lifestyles among residents of all ages. A livable community is one that preserves resources for the next generation: Complete Streets help reduce carbon emissions and are an important part of a climate change strategy. A better integration of land use and transportation through a Complete Streets process creates an attractive combination of buildings – houses, offices, shops – and street designs.

Significant health benefits can be achieved by being moderately active for at least 30 minutes a day, 5 days a week. Integrating physical activity into your lifestyle is easier than you think.

Complete Streets offer community residents that ability to walk and/or bicycle while traveling to school, work, the doctor, or their favorite restaurant.

**Crash Data**

**Bike data**

**Pedestrian data**

**Vision and Intent:** The purpose of the City of Bethlehem’s Complete Streets Policy is to accommodate a wide range of road users by creating a road network that meets the needs of all individuals utilizing a variety of transportation modes. The policy will be applied as a guide in decision-making in related infrastructure planning, road maintenance, street evaluation, reconstruction projects and construction. The City of Bethlehem recognizes the health, safety, economic viability, and need for friendly communities that can be achieved through application of Complete Streets principles. By incorporating Complete Streets as a guide, the City of Bethlehem will advance its efforts to provide safety and accessibility for all users of our roadways, trails and public transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, motorcyclists, seniors and emergency vehicles and for people of all ages and of all abilities. The City of Bethlehem aims to improve the health of its residents and acknowledges that Complete Streets can increase daily physical activity by enabling additional walking and bicycling by its residents and visitors. It is the intent of the City of Bethlehem to formalize the plan, design, operation and maintenance of streets so that they are safe for all users of all ages and abilities. This policy guides decision makers in consistently planning, designing, and constructing streets to reasonably accommodate all users including, but not limited to pedestrians, bicyclists, motorists, emergency vehicles, motorcycles, seniors and freight and commercial vehicles

**Core Commitment:** The City of Bethlehem recognizes that roadway projects, whether new, maintenance, or reconstruction, are potential opportunities to apply Complete Streets design principles. The City of Bethlehem will, to the maximum extent practical, design, construct, maintain, and operate all streets to provide for a comprehensive and integrated street network of facilities for people of all ages and abilities. Where feasible, Complete Streets design recommendations shall be incorporated into all publicly and privately funded projects. This includes transportation infrastructure and street design projects requiring funding or approval by the City of Bethlehem, as well as projects funded by the state and federal government, Community Development Block Grants (CDBG), Capital Funding and other state and federal funds for street and infrastructure design. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets resolution, including the design, construction, and maintenance of such roadways within City boundaries.

In collaboration with the Vision Zero Task Force, best judgment will be used regarding the feasibility of applying complete streets principles for routine roadway maintenance and projects. Other transportation infrastructure projects, including but not limited to: roadway reconstruction, roadway reconfigurations, or subdivisions, transportation infrastructure may be excluded, upon approval by the Zoning Board and/or Planning Board where documentation and data indicate that:

1. Where cost or impacts of accommodation is excessively disproportionate to the need or probable use or probable future use.

2. Roadways where specific users are prohibited by law. An effort will be made, in these cases for accommodations elsewhere.
3. Other City policies, regulations, or requirements that contradict or preclude implementation of Complete Streets principles.

**Best Practices:** The City of Bethlehem Complete Streets policy will focus on developing a connected, integrated network that serves all road users. Complete Streets will be integrated into policies, planning, and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects. Complete Streets principles include the development and implementation of projects in a context sensitive manner in which 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 considering stakeholder and community values equally with the project need. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions, with consideration in reducing injuries and fatalities.

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets including:

- City of Bethlehem Recreation Plan
- City of Bethlehem Master Plan
- City of Bethlehem South Side Vision Plan
- City of Bethlehem Vision Zero Plan
- Boston Complete Streets Guidelines (2013)
- The latest edition of American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets.
- The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls (2009). The Architectural Access Board (AAB) 521CMR Rules and Regulations.
- Bicycle Friendly Community Guidelines.
- Pennsylvania Information Crash Tool
- PA Crash Facts and Statistics (2016)

Complete Streets implementation and effectiveness should be constantly evaluated for success and opportunities for improvement. The City will develop performance measures to gauge implementation and effectiveness of the policies.

**Implementation:** The City shall make Complete Streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets. City shall include Complete Streets policy components into current plans upon review and/or when an update of the plan takes place to integrate Complete Streets principles in all Street Projects on streets, as well as potential off-road trails and paths. The role of the Citizen's Traffic Advisory Committee (CTAC) will be expanded to advise, track implementation and evaluate this initiative. The City shall maintain a comprehensive inventory of pedestrian and bicycle

facility infrastructure that will prioritize projects to eliminate gaps in the sidewalk and bikeway network. The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of Complete Streets implementation.

The City will make its best effort, as resources allow, to train pertinent City staff and decision makers on the content of Complete Streets principles and best practices for implementing policy through workshops and other appropriate means. The City will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way and will make a best faith effort to coordinate with adjacent municipalities to ensure a seamless network of facilities for all users of the roadway. The City will seek out appropriate sources of funding and grants for implementation of Complete Streets components.

### **2018 Action Items**

1. In January of each year, Engineering department to conduct a street evaluation to determine classification of roadway and determine which roadways are up for repaving. Based on the Complete Streets checklist, determine what, if any Complete Streets components are viable to the roadway.
2. Conduct education
3. Need to add...

### **Measures**

## Complete Streets Checklist

The Complete Streets Checklist is a tool to be used by Engineering, Traffic Engineering, Health and Planning to ensure that all education, construction, re-construction, maintenance and design reflect compliance with the Complete Streets Policy.



Roadway Name:


Date of Visit:


Time of Visit:

Assessment

Traffic Data	Count	Comments/Recommendations
Average Daily Traffic		
Pedestrian Counts		
Bicycle Counts		
Truck Volumes		
Classifications/Street Types	Comments/Recommendations	
Traffic Classification	<input type="checkbox"/> Principal Arterial <input type="checkbox"/> Minor Arterial <input type="checkbox"/> Collector Arterial <input type="checkbox"/> Non-Arterial	
Transit Classification	<input type="checkbox"/> Transit Way <input type="checkbox"/> Principal <input type="checkbox"/> Major <input type="checkbox"/> Minor <input type="checkbox"/> Local	
Other Street Classifications:	<input type="checkbox"/> Major Truck <input type="checkbox"/> Boulevard <input type="checkbox"/> SFD Non-Arterial Route	
Street Type:	<input type="checkbox"/> Regional Connector <input type="checkbox"/> Commercial Connector <input type="checkbox"/> Local Connector <input type="checkbox"/> Neighborhood Green Street <input type="checkbox"/> Main Street <input type="checkbox"/> Mixed Use Street <input type="checkbox"/> Industrial Access Street	

	<input type="checkbox"/> Green Street		
<b>Planning/Project Context</b>			<b>Comments/ Recommendations</b>
Completed COB plans/Studies	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Streetscape Concept Plan	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Other Plan	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<b>Project Coordination</b>			<b>Comments/ Recommendations</b>
Right – of – Way Management (opportunities to coordinate with relevant City projects/initiatives or with active private development with in the project area)	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<b>Pedestrian Infrastructure</b>			<b>Comments/ Recommendations</b>
Sidewalk Maintenance (are sidewalks in good condition and up to standard?)	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Trees and Sidewalks ( trees assessed by arborist to determine condition)	<input type="checkbox"/> Yes <input type="checkbox"/> No		
<b>Concept Development Checklist</b>		<b>Mode of Transportation</b>	<b>Comments/ Recommendations</b>
<b>Existing Bicycle, Pedestrian and Transit Accommodations</b> 	Are there accommodations for : Bicycle Pedestrian	Bicycle <input type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian <input type="checkbox"/> Yes <input type="checkbox"/> No	
	Does the existing facility sustain the current transportation?	Bicycle <input type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian <input type="checkbox"/> Yes <input type="checkbox"/> No	
	Have conditions regarding treatments, volumes, important connections and lighting been identified?	Bicycle <input type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian <input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Existing Bicycle and Pedestrian Operations</b> 	Is the transportation facility regularly used for	Bicycle <input type="checkbox"/> Yes <input type="checkbox"/> No	


	commuting or recreation?	Pedestrian <input type="checkbox"/> Yes <input type="checkbox"/> No	
	Does the transportation facility have physical or perceived impediments?	Bicycle <input type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian <input type="checkbox"/> Yes <input type="checkbox"/> No	
	Is there a higher than normal incidence of crashes within the study area?	Bicycle <input type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian <input type="checkbox"/> Yes <input type="checkbox"/> No	
	Have the existing volumes of crossing activity at intersections including midblock and nighttime crossing been collected/provided?	Bicycle <input type="checkbox"/> Yes <input type="checkbox"/> No Pedestrian <input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Existing Transit Operations</b>  	Are there existing transit facilities within the study area, including bus and train stops/stations?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Is the transportation facility on a transit route?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Is the transportation facility within two miles of "park and ride" or "kiss and go" lots?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Are there existing or proposed bicycle racks, shelters, or parking available at these lots or transit stations? Are there bike racks on buses that travel along the facility?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Existing Motor Vehicle Operations</b>	Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes/congestion or access?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

<b>Existing Truck/Freight Operations</b>	Are there existing concerns within the study area, regarding truck/freight safety, volumes, or access?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Existing Access and Mobility</b>  	Are there any existing access or mobility considerations, including ADA compliance?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Are there any schools, hospitals, senior care facilities, educational buildings, community centers, residences or businesses of persons with disabilities within or proximate to the study area?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Land Usage</b>	Have you identified the predominant land uses and densities within the study area, including any historic districts or special zoning districts?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
	Is the transportation facility in a high-density land use area that has pedestrian/bicycle/motor vehicle and transit traffic?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Major Sites</b>	Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, and public spaces?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Existing Streetscape</b>	Are there existing street trees, planters, buffer strips, or other environmental enhancements	<input type="checkbox"/> Yes <input type="checkbox"/> No	






	such as drainage swales within the study area?		
<b>Existing Plans</b>	<p>Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area?</p> <p>Examples include (but are not limited to):</p> <ul style="list-style-type: none"> <li>•</li> <li>• Municipal or County Master or Redevelopment Plan</li> <li>• Local, County and Statewide Bicycle and Pedestrian Plans</li> <li>• Sidewalk Inventories</li> <li>• MPO Transportation Plan</li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No	


### Items to be Addressed

Item	Checklist Consideration		Comments/Recommendation
<p><b>Bicyclist, Pedestrian, and Transit Accommodations</b></p> 	<p>Does the proposed project design include accommodations for bicyclists?</p> <p>Examples include (but are not limited to):</p> <p>Bicycle facilities: bicycle path; bicycle lane; bicycle route; bicycle boulevard; wide outside lanes or improved shoulders; bicycle actuation at signals (loop detectors and stencil or other means); signs, signals and pavement markings</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	

	<p>specifically related to bicycle operation on roadways or shared use facilities; bicycle safe inlet grates</p> <p>Bicycle amenities: Call boxes (for trail or bridge projects); drinking fountains (also for trail projects); secure long term bicycle parking (e.g., for commuters and residents); and secure short term bicycle parking.</p>		
	<p>Does the proposed project design address accommodations for pedestrians?</p> <p>Examples include (but are not limited to): Pedestrian facilities: Sidewalks (preferably on both sides of the street); mid-block crosswalks; striped crosswalks; geometric modifications to reduce crossing distances such as curb extensions (bulb-outs); pedestrian-actuated traffic signals such as High Intensity Activated Crosswalk Beacons, Rapid Rectangular Flashing Beacons; dedicated pedestrian phase; pedestrian signal heads and pushbuttons; pedestrian signs for crossing and wayfinding, lead pedestrian intervals; high visibility crosswalks (e.g., ladder or zebra); pedestrian-level lighting; in-road warning lights;</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	

	<p>pedestrian safety fencing; pedestrian detection system; pedestrian overpass/underpass; and median safety islands for roadways with (two or more traffic lanes in each direction).</p> <p>Pedestrian amenities: Shade trees; public seating; drinking fountains</p>		
	<p>Have you coordinated with the corresponding transit authority to accommodate transit users in the project design? Transit facilities: Transit shelters, bus turnouts Transit amenities: public seating, signage, maps, schedules, trash and recycling receptacles</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<p><b>Bicyclist and Pedestrian Operations</b></p> 	<p>Does the proposed design consider the desired future bicyclist and walking conditions within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<p><b>Transit Operations</b></p> 	<p>Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations and transit</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	

	station access support transit usage and users?		
<b>Motor Vehicle Operations</b>	Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Truck/Freight Operations</b>	Does the proposed design address the desired future truck conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
 <b>Access and Mobility</b>	Does the roadway address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance? Examples include (but are not limited to): Curb ramps, including detectable warning surface; accessible signal actuation; adequate sidewalk or paved path (length & width or linear feet); acceptable slope and cross-slope (particularly for driveway ramps over sidewalks,	<input type="checkbox"/> Yes <input type="checkbox"/> No  Handicap Ramps <input type="checkbox"/> Compliant <input type="checkbox"/> Non-Compliant <input type="checkbox"/> Non-Existent	

	over crossings and trails); and adequate green signal crossing time		
<b>Land Usage</b>	Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts or special zoning districts?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Major Sites</b>	Can the proposed design support the major sites, destinations, and trip generators within or proximate to the project area, including prominent landmarks, commercial, cultural and civic institutions, and public spaces?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Streetscape</b> 	Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Design Standards or Guidelines</b>	Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities? Examples include (but are not limited to): American Association of State Highway and Transportation	<input type="checkbox"/> Yes <input type="checkbox"/> No	

	<p>Officials (AASHTO) - A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities, Guide for the Planning, Design, and Operation of Pedestrian Facilities; Public Right-of-Way Accessibility Guide (PROWAG); Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); National Association of City Transportation Officials (NACTO) - Urban Bikeway Design Guide; New Jersey Department of Transportation (NJDOT) – Bicycle Compatible Roadways &amp; Bikeways Planning and Design Guidelines, Pedestrian Planning and Design Guidelines.</p>		
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