

**CITY OF CEDAR RAPIDS, IOWA
COMPLETE STREETS POLICY
JULY 2014**

1. Policy Goal

- A. To support the City's Vision statement, and be implemented with the adopted Design Standards, the Complete Streets Policy is intended to give guidance and direction to residents, developers, designers, and managers of PUBLIC STREETS right-of-way for accommodating an interconnected, multi-modal transportation network for all users and uses of the public travel spaces with the goal of developing connectivity between each transportation mode within the PUBLIC RIGHT-OF-WAY. The expectation is to incorporate the principles of complete streets as a matter of course in design and construction.

2. POLICY DEFINITIONS:

- A. COMPLETE STREET: a street which accommodates convenient and safe use by everyone, regardless of age, ability or mode of travel.
- B. CONTEXT SENSITIVE DESIGN SOLUTION: a design which balances safety, mobility and transportation needs, while preserving scenic, aesthetic, historical, environmental, neighborhood and community values and characteristics.
- C. STREET: The street is considered to be the subgrade, base, pavement, grading, storm sewer, and subdrains. (i.e., All of the elements required to build, operate, and maintain the street.)
- D. NEWLY CONSTRUCTED STREET: a street constructed where one has not previously existed.
- E. RECONSTRUCTED STREET: a street constructed where one has previously existed. Any existing street which has rehabilitation done to it, which is estimated at 50% or higher of the cost of NEWLY CONSTRUCTED STREET (excluding utilities except storm sewer or subdrains), shall also be considered a RECONSTRUCTED STREET for the purposes of this policy.
- F. PUBLIC STREET: a roadway owned and maintained by the City of Cedar Rapids, providing frontage for (a) parcel(s) of property as set forth in the City Zoning regulations.
- G. PUBLIC RIGHT-OF-WAY: City-owned property designated as right-of-way, which contains items such as roadway, utilities, sidewalks, etc.
- H. PRIVATE STREET: a privately owned and maintained roadway established by final platting or otherwise established as approved by the City of Cedar Rapids, providing frontage for (a) parcel(s) of property as set forth in the City Zoning regulations.

- I. PUBLIC FRONTAGE ROAD: a roadway located with portions of PUBLIC STREET right-of-way, frontage road reservation easement or adjoining other streets, which have access control.
- J. STREET MAINTENANCE: rehabilitation of a street, which generally restores the functionality of the existing street components (either primarily as a street project or in conjunction with underground public utility construction), without significantly altering or adding to those components, and which is estimated at less than 50% of the cost of a NEWLY CONSTRUCTED STREET with those same components. Utility construction (except storm sewer or subdrains) is excluded from this cost calculation.
- K. PARKWAY: The non-driveway area of public right-of-way between the back of curb or edge of roadway and the right-of-way line.

3. Policy Statement

Each City Department that performs physical improvements in the right-of-way (streets, sidewalks, landscaping, public utilities, etc.), and Private Developers that build infrastructure (streets, public utilities, etc.) for dedication to the City, shall perform such work in compliance with this policy, documenting their analysis and decisions. Streets within the City of Cedar Rapids shall be designed, maintained and operated as COMPLETE STREETS per this policy to enable safe, comfortable and convenient access for all users regardless of age or ability, including but not limited to motorists (automobiles, trucks, buses, and emergency vehicles), pedestrians, bicyclists, those with disabilities, and public/private utilities. A COMPLETE STREET shall serve as part of a comprehensive, integrated and connected multi-modal street network within the City of Cedar Rapids.

4. Applicability

This Complete Streets Policy and associated project documentation applies to all PUBLIC STREETS or infrastructure solely owned by the City of Cedar Rapids, with the following clarifications:

- A. NEWLY CONSTRUCTED STREETS and RECONSTRUCTED STREETS either built by the City or by a developer for City ownership – applies in all zonings/land use.
- B. STREET MAINTENANCE Projects - whereas all NEWLY CONSTRUCTED STREETS and RECONSTRUCTED STREETS shall be considered for multi-modal transportation elements, it is not expected for maintenance and rehabilitation projects to change geometric features and functional elements to upgrade to multi-modal transportation elements, although items that fit within the existing geometrics should be considered (e.g. re-striping, signage upgrades, sidewalks, etc.)
- C. PRIVATE STREETS – sidewalk is required; otherwise PRIVATE STREETS are exempt from this policy.
- D. Co-Jurisdictional streets - COMPLETE STREETS shall be considered in conjunction with the other jurisdiction's policies or practices.

- E. PUBLIC FRONTAGE ROADS - may be used as an alternative location for COMPLETE STREETS application in lieu of the main road it adjoins. If the main road has multi-modal elements, the PUBLIC FRONTAGE ROAD may be exempt from this policy.
- F. PUBLIC UTILITY PROJECTS – Public utilities (Water, Sanitary Sewer, Storm Sewer, Fiber Communications, and any other public utilities) shall comply with this policy. Privately owned utilities are exempt. For public utility projects:
 - i. In Pavement – See STREET MAINTENANCE projects guidance in this section.
 - ii. In PARKWAYS – This policy applies as follows:
 - 1. Project Designed for Open Trench Construction:
 - a. If 33% or more of the parkway is disturbed, the public utility project shall consider complete streets elements as part of the design without regard to the right-of-way line (e.g., grading beyond the right-of-way line onto private property may be required).
 - b. If less that 33% of the parkway is disturbed, the public utility project should consider complete streets elements as part of the design.
 - 2. Project Designed for Trenchless Construction (Boring, jacking, pipe bursting, etc. Excludes non-destructive pipe lining):
 - a. If trenchless construction is cheaper than open trench construction, the public utility project should consider complete streets elements as part of the design.
 - b. If trenchless construction is more expensive than open trench construction, the public utility project shall consider complete streets elements as part of the design without regard to the right-of-way line (e.g., grading beyond the right-of-way line onto private property may be required).
 - iii. In Driveways – Regardless of construction method, all driveways crossed by the public utility project shall be considered for complete streets design, in particular reconstruction of the driveway to include a sidewalk, as part of the design without regard to the right-of-way line (e.g., grading beyond the right-of-way line onto private property may be required).

5. Exceptions

- A. Exceptions to this policy will be per policy adopted by City Council, or in the absence thereof, considered on a case-by-case basis by the Cedar Rapids City Council.

6. Performance Measures

- A. The City shall report performance measures to assess and evaluate the effectiveness of the implementation of this policy. Before and after performance measure data shall be obtained on a network basis for comparison purposes. Examples of performance measures could include, but not be limited to Safety, Transportation Mode Split, Vehicle Travel, Storm Water Management, Water Quality, Retail Sales, Resident Satisfaction, etc. Each Department shall identify and collect performance data on the complete streets elements they build.

7. Implementation

- A. COMPLETE STREETS are generally accomplished through adding the following to the vehicular portion of a roadway or PUBLIC RIGHT-OF-WAY: sidewalks, sidepaths, bike lanes, shared use lanes (sharrows), bus stops, public spaces, improved wayfinding signage, utility corridors, etc. The COMPLETE STREET shall incorporate one or more of these as reasonably applicable.
- B. Each project undertaken by the City of Cedar Rapids that is a NEWLY CONSTRUCTED STREET, RECONSTRUCTED STREET, or STREET MAINTENANCE within the PUBLIC RIGHT-OF-WAY shall document its compliance with this policy.

8. Design Criteria and Context Sensitive Design

- A. Each street and right-of-way design should be practically undertaken to complement the neighborhood in which it exists, (i.e. a CONTEXT SENSITIVE DESIGN SOLUTION), while complying with the latest accepted practices and guidelines, and federal and state laws.

END OF POLICY