

CAMPO Livable Streets Policy

The CAMPO Livable Streets Policy works to achieve the region's long range vision of a safe and context-sensitive multimodal street system promoting equal use of roads. It is modeled from the Mid-America Regional Council's Complete Streets Policy.

Through the adoption of this policy by the CAMPO Board of Directors, CAMPO will actively promote Livable Streets and encourage all jurisdictions throughout the region to additionally adopt and implement Livable Streets policies of their own.

This Livable Streets Policy applies to all CAMPO activities programming federal funds for projects in the Transportation Improvement Program (TIP) or the Metropolitan Transportation Plan:

Requirements

1. This policy does not supersede any federal, state or local policy or law.
2. Planned and programmed projects incorporated into the CAMPO TIP shall provide safe accommodations for all users who have legal access and who may reasonably be expected to use the projects, while being sensitive to both current and future community needs and context.
3. This policy applies to all phases of a project, including planning, design, right-of-way acquisition, construction, construction engineering, and operations and maintenance.
4. Planned and programmed projects shall make use of policies, guidelines and design standards that reflect best practices. Project sponsors retain design decision authority over their projects.

Recommendations

1. CAMPO encourages local jurisdictions to stay current on best practices by reviewing design guidelines, standards, and resources.
2. CAMPO encourages local jurisdictions to include performance measures in their adopted Livable Streets, recommended in the policies and procedures.
3. CAMPO encourages local jurisdictions to coordinate and collaborate with one another, specifically in strategies for livable communities, as well as in the integration of land use and environment with transportation.

Exceptions

Projects in the CAMPO TIP are not necessarily roadway or construction projects. Projects or programs that are clearly not "streets" are exempt from this policy. All project activities made possible by funds programmed through CAMPO should still attempt to integrate elements of this policy, such as impacts to all modes of transportation and users.

Additionally, not every street can be, or should be, designed for all users, and exceptions to this policy will need to be made for some projects. However, exceptions should not be common. Federal funding programmed in CAMPO's TIP should enable complete and direct connections to be made throughout the transportation network for everyone, even where specific streets cannot accommodate all users.

The CAMPO Board of Directors may grant exceptions to this policy. Staff will review requests for exceptions and make recommendations to the Technical Committee, which will in turn make a recommendation to the Board of Directors. Exceptions may be granted in the following cases:

1. *Where using specific modes of travel are prohibited by law.* In such cases, efforts should be made to accommodate prohibited modes elsewhere, as appropriate for each mode, to ensure

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network connectivity. Where a proposed project for a limited-access facility would cross a major barrier (such as a river, railroad or highway), consideration should be given to including access across the barrier for otherwise limited modes.

2. *Where the cost of providing facilities for all users, especially pedestrians and bicyclists, would be excessively disproportionate to the need or likely use.* Federal guidance defines this as exceeding 20 percent of the total project costs; however, this exception should also be context sensitive. (For example, downtown streetscapes may have a larger percentage of project costs for pedestrians and bicyclists.)
3. *Where population scarcity or other factors indicate an absence of need for both current and future conditions of the anticipated project life.*

Performance Measures

To assist with evaluation of this policy, CAMPO will continue to encourage meaningful progress in the region.

Implementation

To implement this Livable Streets Policy into planning and programming processes at the metropolitan level, CAMPO will take the following steps:

1. Ensure this policy is reflected in ongoing planning and programming work and current policies.
2. Review all TIP applications seeking federal transportation funding for compliance with the Livable Streets Policy.
3. Monitor all projects receiving federal transportation funding through CAMPO's programming process for compliance with the Livable Streets Policy.
4. Re-evaluate this policy periodically.

To carry out this Livable Streets Policy and encourage all local communities to address context sensitive solutions and the needs of all roadway users on all public rights-of-way, CAMPO will take the following steps:

1. Encourage all local jurisdictions to adopt Livable Streets policies/resolutions and incorporate their policies into facility designs.
2. Provide assistance to local jurisdictions seeking to develop a Livable Streets policy.
3. Distribute best practices and other pertinent documentation for Livable Streets implementation to member jurisdictions.
4. Help facilitate discussion and coordinate efforts between CAMPO member jurisdictions.