

Complete Streets

Implementing Complete Streets

Contact

Jim Rosenow

Office of Project Management & Technical Support

Minnesota Department of Transportation

395 John Ireland Boulevard, Mail Stop 686

james.rosenow@state.mn.us

Resources

- [Complete Streets](#)
- [Complete Streets Policy](#) (MnDOT Policy OP004)
- [Resources for Complete Streets](#)
- [Technical Memorandum 14-08-TS-02](#)
- [Complete Streets Project Report](#)

NOTE: *Non-MnDOT initiated projects on the trunk highway system (e.g., those initiated by cities, counties, etc.) must also follow these complete streets guidelines for design and construction.*

Planning

Employ early, continuous and meaningful involvement of the public and the full range of affected stakeholders. Reach out to populations who may be underrepresented or underserved by the transportation system. Include all populations covered under Title VI, ADA and other Civil Rights laws.

Use transparent, effective and project-appropriate public involvement processes to address community and stakeholder interests.

Scoping / Preliminary Design

NOTE: *Non-MnDOT initiated projects on the trunk highway system (e.g., those initiated by cities, counties, etc.) must also follow these complete streets guidelines for design and construction.*

In project safety reviews, road safety audits, and intersection control evaluations, consider all impacted users.

All projects:

- Consider the needs of all modes and all users. Consider future demand from all users along and across all corridors. (In a corridor, sometimes these needs may be met in phased projects).
- Document the issues considered and decisions made in regards to all modes and users in the template at [Complete Streets Project Report](#). Include the [Complete Streets Project Report](#) as an attachment to the *Scoping Report*.

Project that does not address user group need(s) identified for that project:

Document the reasons for not including those improvements in the project in the *Complete Streets Project Report*. One or more of the *Reasons for Non-Provision* listed here must apply:

Reasons for Non-Provision

- Users are legally prohibited from using a roadway.
Where access is legally prohibited, project managers should consider opportunities to address or remove barriers to network connectivity and crossings that are important for serving non-motorized and other modes, such as provision of Interstate crossings and/or co-located but separated facilities for non-motorized users who are prohibited from using the roadway itself.
- Physical constraints and future travel and attractors demonstrate absence of current and future need over the expected life of the project.
Because of the long life of bridge structures, careful consideration should be given before determining not to provide for other modes at the time a new structure is constructed.
- Detrimental environmental or safety impacts outweigh the benefits of enhanced multimodal access.
- Constraints related to local government opposition or right of way acquisition requiring excessive expenditure of time, money and resources.
- Inability to negotiate and enter into an agreement with a local government to assume the operations and maintenance responsibility of the facility.

- Preservation projects in which risk analysis and fiscal constraints indicate MnDOT may significantly diminish critical preservation of existing assets by expanding scope and adding new assets on the projects.

Design

Preservation projects: Look for low cost solutions to provide complete streets improvements.

Determining design thresholds: Consult with the appropriate modal/technical offices.

Design exceptions and variances: Follow established MnDOT procedures.

Flexible Design

MnDOT has adopted a flexible design approach. This approach provides flexibility to improve/maintain facility performance while also helping system-wide return on investment.

Use flexible design to balance the needs of:

- Modal accommodation
- Safety
- Mobility
- Economy
- Design consistency
- Community values
- Environmental goals
- Energy goals
- Health
- Aesthetics

MnDOT's guidance for each of the following design elements has been specifically revised to provide more flexible design opportunities:

- Traveled Lane Width Standards for State Highways (TM [13-18-TS-07](#))
- Bridge Width Standards for State Highways (TM [12-14-B-03](#))
- Design Speed Guidance for State Highways (TM [12-13-TS-07](#))
- Superelevation and Horizontal Alignment Design Policy (TM [12-11-TS-050](#))
- Maximum Roadway Design Grades:
 - TM [12-08-TS-03](#)
 - [Road Design Manual Table 3-4.02A](#)
- Vertical Clearance Requirements for New Construction (TM [11-16-B-07](#))
- Traveled Way Pavement Cross Slopes (TM [10-05-TS-02](#))
- Lateral Offset to Obstruction (Road Design Manual [Section 4-6.05](#))

Also, consult the following as needed:

- *A Policy on Geometric Design of Highways and Streets* (AASHTO)
- [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach \(ITE\)](#)
- [Urban Street Design Guide \(NACTO\)](#)
- Other relevant peer-reviewed guidance

Construction/Maintenance/Operations

NOTE: Non-MnDOT initiated projects on the trunk highway system (e.g., those initiated by cities, counties, etc.) must also follow these complete streets guidelines for design and construction.

If closing roads, bridges or sidewalks for more than three days, provide alternative, accessible routes and detours that perpetuate previously existing travel modes, including pedestrians and bicyclists. (See MnDOT's Field Guide).

Coordinate with the Office of Freight and Commercial Vehicle Operations to ensure that oversize/overweight permitted loads are appropriately detoured.

Work with local jurisdictions and transit providers. Identify and coordinate with the jurisdictions responsible for (or with the capacity to provide) appropriate maintenance and snow removal for affected facilities (sidewalks, crossings, bridges, underpasses, and transit stops and hubs, etc.).

Complete streets considerations are not required for emergency or routine or localized maintenance and repair work (debris removal, sweeping, pothole patching, sidewalk patching, joint and crack repair, etc.).

Legal Basis

[MN Statue 174.75](#) Complete Streets

[MN Statue 174.01](#) Creation of Dept. of Transportation to provide integrated transportation system