

WHEREAS, the Borough of State College seeks to design, construct, and maintain a public right of way that safely and adequately accommodates all users and all modes of transportation; and

WHEREAS, road and sidewalk space is a limited public good that must be shared by public transit service, pedestrians, taxicabs, bicycles, vehicles, bicycle racks, bus stops and shelters, newspaper boxes and planters, among other things; and

WHEREAS, increasing public transit use, walking and bicycling offers the potential for healthier neighborhoods, and more efficient use of public right of way.

**SECTION 1: VISION, USERS, AND MODES**

- A. The Borough of State College shall develop a safe, reliable, efficient, integrated, and connected multimodal transportation system that best-enables access, mobility, sustainability, economic development, aesthetics, and health and well-being for people of all ages and abilities.
- B. This transportation system shall be designed and operated in ways that, to the greatest extent possible, ensure the safety, security, comfort, and convenience of pedestrians, bicyclists, public transit/paratransit users, assistive mobility devices, motorists, emergency responders, freight providers, and users of other common modes of transportation.
- C. When there are conflicting needs among users and modes. Safety will come first followed by mobility. It is recognized that all modes cannot receive the same type of accommodation and space in every street, but the overall goal is that everyone – young, old, and of varying ability – can safely and conveniently travel across the network.

**SECTION 2. INCLUSION AND EXCEPTIONS**

- A. The Borough of State College shall approach every transportation improvement as an opportunity to create safer, more accessible streets for all users.
- B. Any exception to this policy, must be reviewed and approved by the Director of Public Works or designee and the Planning Department and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.
- C. Exceptions may be considered for approval when the project involves:
  - a. An accommodation that is not necessary on corridors where specific user groups are prohibited;
  - b. Costs of accommodation that are excessively disproportionate to the need or probable use, when factoring in both current economic conditions and economic benefits of initial capital cost;
  - c. A documented absence of current and future need exists;
  - d. Transit accommodations are not required where there is no existing or planned transit service;
  - e. Routine maintenance of the transportation network does not change the roadway geometry or operations, such as mowing, sweeping, and patching;

- f. A reasonable and equivalent project existing along the same corridor that is already programmed to provide facilities exempted from the project at hand; street; or
  - g. Funding is not available at the time of construction.
- D. Accountability measures tied to the performance standards (detailed in Section 5 B) shall be used when granting exemptions and impacts shall be estimated as needed.

**SECTION 3. JURISDICTION AND NETWORK CONNECTIVITY**

- A. The policy should apply to all Borough owned transportation facilities in the public right-of-way including, but not limited to, streets, sidewalks, alleys, parking spaces, loading zones, bridges, and all other connecting pathways. Privately constructed and owned streets, sidewalks, alleys, and parking lots will be encouraged, where possible, to also adhere to this policy through funding requirements and development review.
- B. The Borough should foster partnerships with PennDOT, the Centre County Metropolitan Planning Organization (CCMPO), the State College Area School District (SCASD), its municipal authorities, adjacent municipalities, private developers, public and private utilities to develop facilities and accommodations that further the Borough’s vision of a connected, integrated network and continue such infrastructure beyond the Borough’s borders.
- C. State College Borough’s street network, while already a robust asset, may further benefit from the following connectivity improvements:
  - a. Identify opportunities to enhance the network through maintenance activities
  - b. Fill gaps in the bicycle network

**SECTION 4 CONTEXT SENSITIVITY AND COMPLETE STREETS**

- A. Context sensitivity to the community’s overall surroundings, its current and planned buildings and land uses, and current and expected transportation needs of all people should be more flexible and sensitive to community values, and to better balance economic, social and environmental objectives.
- B. Outreach and involvement of the community is essential to ensuring context sensitivity. As implementation begins, community engagement and education efforts should accompany tactical pilot projects. Institutional stakeholders that develop their own master plans should be included, particularly the SCASD. Other stakeholders should be identified and engaged, as well, with a special effort made to incorporate the citizens of the Borough.
- C. Projects that incorporate context sensitivity and the complete streets concept should be reviewed with the Transportation Commission and included in their annual report to Borough Council.

**SECTION 5: DESIGN GUIDANCE AND PERFORMANCE STANDARDS**

- A. The Borough shall use the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, hierarchy of streets, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural, and urban design principles. These materials include, but are not limited to:
  - a. The United States Department of Transportation Federal Highway Administration’s Manual on Uniform Traffic Design Control (MUTCD)
  - b. The American Association of State Highway and Transportation Official’s (AASHTO) Policy on Geometric Design of Highways and Streets
  - c. The AASHTO Guide for Planning and Designing and Operating Pedestrian Facilities.
  - d. The AASHTO Guide for the Development of Bicycle Facilities
  - e. PennDOT Smart Transportation Guidebook
  - f. Documents and plans created for and approved by the Borough of State College, including but not limited to Comprehensive Plan, Downtown Master Plan, Neighborhood Plan and their successor documents.
  
- B. The Borough shall measure the success of this policy using, but not being limited to the following performance measures:
  - a. Number of crashes and severity of injuries
  - b. Injuries and fatalities of all modes
  - c. Number of curb ramps
  - d. Number of countdown signals
  - e. Number of transit shelters
  - f. Number of transit pads
  - g. Sidewalk condition ratings
  - h. Number of audible traffic signals
  - i. Number of mode users, walk bike transit (as reported by the American Community Survey)
  - j. Bike route connections to off-road trails
  - k. Citizen and business surveys of satisfaction with streets and sidewalks
  - l. Number of bicycle friendly businesses recognized by the League of American Bicyclists
  - m. Number of bike parking spaces

**SECTION 6. POLICY IMPLEMENTATION AND STARTING POINTS**

- A. The Borough of State College shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end, the policy shall be implemented through the following directives:

- a. The Department of Public Works, the Planning Department and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals checklists, rules and regulations and programs as appropriate (including, but not limited to the Comprehensive Plan, Capital Improvement Program, and other appropriate planning tools)
  - b. The Department of Public Works, the Planning Department and other relevant departments, agencies, or committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible
  - c. When available, the borough shall encourage staff to seek professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops
  - d. Every Complete Streets project shall include an educational component to ensure that all users of the transportation system and public right-of-way understand and can safely utilize Complete streets project elements
  - e. The Borough shall educate on and enforce proper road use behavior by all users and all modes.
- B. The implementation of Complete Streets shall begin through the consideration of the following potential starting points:
- a. Continue to pursue certification as a walk and bike friendly community
  - b. Encourage the SCASD to create a Safe Routes to School Program
  - c. Work on connections to and between trails, including improved signage
  - d. Seek funding support through all identifiable sources
  - e. Ensure that all bridge projects include sufficient pedestrian and bicycle accommodations