Complete Streets Resolution
December 10, 2015

Whereas, the term “Complete Streets” describes a comprehensive, integrated approach to designing, constructing, and operating roads, streets, and adjacent rights-of-way in a way that supports safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders, commercial vehicles, and for people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

Whereas, the benefits of Complete Streets include improving safety for all users; expanding quality transportation choices for non-drivers, persons with disabilities, and for those who cannot afford a car, choose to live car free, or occasionally prefer to use different modes of transportation; providing better bike, pedestrian, and transit connections to employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles and recreational opportunities; and creating more livable communities; and

Whereas, where Complete Streets principles are integrated into the design and construction of new or improved facilities and used to retrofit existing roadways, the entire transportation system better meets all user needs, and

Whereas, pedestrian and bicyclist fatalities account for 1 in 4 roadway fatalities in the region, and designing streets using complete streets principles can reduce injuries and fatalities for these most vulnerable users; and

Whereas, the Complete Streets concept does not stipulate specific street standards, but instead encourages a context-sensitive design approach, fitting the roadway design within the context of the neighborhood or community, recognizing that all streets are different and user needs will be balanced; and

Whereas, the jurisdictions within Pima County already consistently incorporate many Complete Streets principles into planning, design, construction, and operation of transportation facilities, making significant progress in recent years in improving the quality and availability of bicycle and pedestrian facilities; and

Whereas, streets are key public spaces that shape the experience of residents and visitors to the cities, towns, and communities of Pima County, directly affecting public health, welfare, community perception, and business attraction and providing the framework for current and future development; and

Whereas, Complete Streets which incorporate green infrastructure (GI) enhancements have been supported by PAG’s Regional Council Resolutions recognizing GI as a cost-saving approach which not only creates pedestrian buffers and calms traffic, but meets multiple objectives by managing runoff to vegetate the streetscape, which improves stormwater quality, flooding, and erosion conditions, decreases cost of irrigation, improves the aesthetic quality of the community, increases adjacent property values, and increases shade to reduce health effects of heat exposure; and

Whereas, the general and comprehensive plans of the jurisdictions of Pima County contain policy statements and strategies that are consistent with a Complete Streets approach; and

Whereas, the approved PAG Association of Governments 2040 Regional Transportation Plan and the 2014 PAG Regional Pedestrian Plan both specifically encourage Complete Streets as a means for meeting regional transportation goals; and

Whereas, PAG Association of Governments wishes to encourage walking, bicycling, and public transportation use as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people; and

Whereas, Complete Streets provide high quality, safe, and accessible transportation options as Pima County’s population ages and the mobility needs of many residents change; and

Whereas, recent data on obesity and public health identifies a relationship between land use, automobile dependency, and poor health, which can and has been improved for communities exercising the principles of Complete Streets; and

Whereas, Pima County is close to exceeding National Ambient Air Quality Standards for ozone concentrations, and designing streets to be comfortable and safe for all users may encourage people to travel by different modes and can be an important part of the region’s strategy to reduce tailpipe emissions.

Now, therefore, be it resolved that Pima Association of Governments hereby recognizes the important benefits of Complete Streets in meeting the region’s transportation goals by enabling safe travel by all users, including pedestrians, bicyclists, public transportation riders and drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

Be it further resolved that Pima Association of Governments supports member jurisdictions in continuing to apply Complete Streets principles in planning, designing, and constructing new transportation facilities and in retrofitting existing roadways; in addition, PAG encourages member jurisdictions to develop locally appropriate Complete Streets guidance or other policies and track performance measures for Complete Streets implementation.

Be it further resolved that Pima Association of Governments assists regional partners where requested with inter-agency coordination, development of technical guidance, creation of model policies and street designs, and other appropriate efforts to further the region’s goals of making all roads and streets and other elements of the public right-of-way complete, safe, and accessible for everyone.