

**SALT LAKE COUNTY
COUNTY-WIDE POLICY
ON
COMPLETE STREETS**

Purpose

A complete street is an arterial or collector road designed to be safe for all users. The purpose of this policy is to improve the ability of pedestrians, bicyclists, motorists, and transit riders of all ages and abilities to safely move along and across a complete street. This policy is intended to integrate the needs of all road users into Salt Lake County's everyday transportation planning practices.

Policy

1.0 Complete Street Components

- 1.1 Speed limits shall be designated that are appropriate to the actual street typology and location and that allow safe movement by all street users.
- 1.2 Traffic signal timing shall be reviewed in order to provide progression at a constant lower speed which could actually reduce travel time by eliminating stopping and providing for a safer environment for other users.
- 1.3 Streets shall be constructed and designed with narrower travel lanes, tighter corner curb radii, raised medians, parkway landscaping, curb parking, pedestrian crossing locations, and designated bicycle lanes.
- 1.4 Streets shall be designed, operated and maintained using the latest and best design standards, to promote safe and convenient access and travel for all users, including pedestrians, bicyclists, transit riders, disabled users, and car and truck motorists.
- 1.5 Street design shall include, where practical, facilities and amenities that are recognized as contributing to complete streets, including street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements for freight; access improvements in accordance with the Americans with Disabilities Act; public transit facility accommodation, pedestrian access improvement to transit stops and stations; trees and landscaping; and other street amenities. Streets shall be connected to existing facilities to create a comprehensive, integrated network.
- 1.6 The engineering division shall implement policies and procedures in the construction, reconstruction or other changes of transportation facilities on arterial and collector streets to support the creation of complete streets, including capital improvements, rechannelization projects and major maintenance, recognizing that all streets are different and in each case user

