ORDINANCE 305

AN ORDINANCE ESTABLISHING A COMPLETE STREETS POLICY DEFINING A PROCESS TO ENSURE FUTURE STREET AND TRANSPORTATION PROJECTS, GIVE AMPLE CONSIDERATION TO ALL FUTURE USERS AND INCORPORATE FEATURES AS NECESSARY TO FULFILL THE CITY'S VISION OF COMPLETE STREETS

WHEREAS, Complete Streets mean roadways planned, designed, and constructed to provide appropriate access to all users and promotes safe and efficient movement of people and goods, whether by car, truck, transit, assistive device, foot, or bicycle; and,

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving pedestrian and vehicular environments; and,

WHEREAS, increasing walking and bicycling offers improved health benefits for community members and makes Arlington a more livable community; and,

WHEREAS, Complete Streets enhance safe walking and bicycling options for school-age children, in recognition of the Safe Routes to Schools program; and

WHEREAS, the City of Arlington recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, shared-use paths, bicycle lanes, signage, and accessible curb ramps that enable safe, convenient, and comfortable travel for all users.

NOW THEREFORE, BE IT RESOLVED THE CITY COUNCIL OF THE CITY OF ARLINGTON DOES ORDAIN AS FOLLOWS:

SECTION I. PURPOSE

This policy defines a process to ensure future street and transportation projects, give ample consideration to all future users and incorporate features as necessary to fulfill the City's vision of Complete Streets. The City views each street and transportation project as unique. This means design features will likely differ from street to street, yet each street may still be considered "complete".

SECTION II. COMPLETE STREETS POLICY

This policy consists of narrative standards and a map illustrating focus corridors. The following guidelines should be followed to ensure that complete street elements are incorporated into all transportation improvement projects (except as exempted herein):

1. Complete Streets elements should be incorporated into all public transportation projects.

2. At the start of any transportation project, the following factors shall be considered:

    - the current and anticipated land uses along the subject corridor;
    - location of nearby destinations (i.e. parks, library, post office, shopping centers, etc.);

- anticipated users and their abilities anticipated to frequent the corridor based on the identified land uses, nearby destinations, and surrounding development;
- existing and anticipated transportation infrastructure that will interact with the subject corridor;
- stated public desires for specific transportation infrastructure in specified areas; and,
- general and specific guidance for the corridor in the City's Comprehensive Plan.

3. Complete Street elements that potentially address the agreed upon factors should be identified at the start of a project.

4. Within the City of Arlington there is no singular design prescription for Complete Streets; each design is unique and responds to its neighborhood area or overall community context. A complete street may include but is not limited to one or more of the following elements:

    - designated walking facilities, including sidewalks, trails, and adequate roadway shoulders if other facilities are not feasible;
    - safe crossing facilities, including marked crosswalks and curb ramps;
    - signs, signals and pavement markings that improve pedestrian visibility, safety and convenience;
    - American with Disabilities Act compliant accessibility improvements, including curb ramps, detectable warnings and audible signals;
    - improvements to the quality of the pedestrian environment, including street trees, boulevard landscaping, planter strips, street and sidewalk lighting, street furniture and other pedestrian amenities;
    - on-street bicycle facilities;
    - off-street bicycle facilities, including shared-use paths and bicycle trails;
    - bicycle parking/storage facilities;
    - preservation of on-street parking;
    - safe and effective lighting; and
    - adequate drainage facilities.

5. All identified elements may not be warranted based on the importance and limitations of the corridor.

6. The ideal roadway design may not always be feasible due to either a physical constraint such as lack of right-of-way or an economic constraint such as unsustainable cost of improvement. Factors to consider in making this judgment may include but are not limited to:

    - whether or not the corridor is within an identified area for complete streets as illustrated on the attached map;
    - community desires;
    - available and planned right-of-way;
    - existing and future use context;
    - existing improvements;
    - the number and types of users;
    - existing and proposed utilities;

- parking needs; and,
- available budget.

7. When balancing competing interests, design decisions should favor the following:

    - transportation infrastructure that provides safe access for as many appropriate modes of transportation as possible; and,
    - transportation design that fits within the corridor's environmental context in that it preserves the scenic, historic, aesthetic, community, and environmental conditions of the location.

SECTION III. COMPLETE STREETS FOCUS CORRIDORS

The map (Exhibit A) accompanying this narrative is intended to illustrate Complete Street focus areas. The following suggestions are provided for consideration as the Arlington Complete Street policy is administered:

- Downtown: Consider all ages and abilities. Design to accommodate delivery trucks and passenger autos at low speeds. Favor the pedestrian experience. Sidewalks should be maintained throughout the Downtown adjacent to streets. Pedestrian enhancements are desired for boulevard areas. Greenspace, pocket parks, and decorative lighting will enhance the pedestrian experience. Bike racks are necessary to allow bicyclists to park and walk throughout Downtown.
- Future expansion: Implement Complete Streets policy as development occurs. Consider all ages and abilities. Consider truck routes, passenger auto routes, sidewalks/trails, overhead street lighting, and boulevard trees when reviewing street designs.
- Industrial: Consider all ages and abilities. Design to accommodate heavy trucks and delivery traffic. Provide for employees arriving/departing by various means including on foot, by bicycle, and other modes. Favor lighting for safety and security purposes.
- Residential: Consider all ages and abilities. Implement Complete Streets policy as street/utility reconstruction and/or sidewalk maintenance/construction plan is implemented. Truck traffic should be accommodated in designated truck routes. Vehicular traffic at slower speeds should be anticipated. Pedestrian accommodation should be considered on sidewalks adjacent to one or both sides of the street. Bikes may be accommodated in on-street lanes adjacent to collector streets. Lighting is anticipated overhead, typical street style. Boulevard trees incrementally spaced are recommended.
- Transportation Gateway Rural: Consider all ages and abilities. Design truck/passenger vehicle facility to favor through traffic mobility. Pedestrian and bicycle trail facility independent of roadway and combined for non-motorized use, perhaps on either side of the road should be considered. Lighting is anticipated to be conventional overhead street type. Boulevard treatments should include incrementally spaced boulevard trees. Truck parking may be restricted.
- Transportation Gateway Urban: Consider all ages and abilities. Design truck/passenger vehicle facility to emphasize mobility. Consider pedestrian sidewalks independent of roadway on both sides of the Highway. Lighting is anticipated to be conventional overhead street type but ornamental lighting such as that found in New Prague or St. Peter may be considered as a means of enhancing

the streetscape. Boulevard trees incrementally spaced are desired. Truck parking may be restricted.

SECTION IV. EXEMPTIONS
Complete Street elements shall be considered and included in street construction, reconstruction, repaving and rehabilitation projects unless:

- a project involves only ordinary maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes;
- it is determined there is insufficient space to safely accommodate new facilities or such improvements create or do not address relatively high safety risks;
- excessive and disproportionate cost of establishing a specific enhancement as part of a project; and/or
- construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses (including impact from right-of-way acquisition).

Whereas exemptions occur, the City will seek alternative options as a means to accommodate users with whom the City was unable to initially accommodate.

SECTION V. EFFECTIVE DATE.
This Ordinance shall become effective upon approval by the City Council and summary publication.

For City of Arlington:

_____
By Rich Nagel
It's Mayor

_____
By Liza M. Donabauer
It's Administrator

First Reading:
Second Reading:
Adopted:
Published:

Complete Streets Map

City of Arlington

EXHIBIT A
ORDINANCE __

March, 2016