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Filed: 12-09-14

Sponsored by: Fisk

COUNCIL BILL NO. 2014- 290 RESOLUTION NO.

A RESOLUTION

1 ADOPTING a Complete Streets Policy for the City’s transportation infrastructure
2 projects.
3
4

5 WHEREAS, a Complete Street Network is defined as a roadway network that is
6 planned, designed, constructed, operated, and maintained to service pedestrians,
7 bicyclists, motorists, and transit riders of all ages to safely and efficiently move along or
8 across; and
9

10 WHEREAS, the purpose of a Complete Street Program is to create an equitable,
11 balanced, and effective transportation system where every roadway user can travel
12 safely and comfortably and where sustainable transportation options are available to
13 everyone; and
14

15 WHEREAS, a Complete Street Network provides active options for people and
16 holds many benefits for our citizens including the potential for cleaner air, better health
17 of the population, reduced traffic congestion, more livable communities, less reliance on
18 fossil fuels, and more efficient use of roadway space and resources; and
19

20 WHEREAS, the Department of Public Works recognizes the need to provide
21 roadways that will accommodate all users and has made progress towards providing
22 safe access for all users in recently completed roadway projects, now desires to have a
23 formally adopted Complete Streets Policy for the City to guide the planning and design
24 of future roadways; and
25

26 WHEREAS, the City of Springfield Strategic Plan, Field Guide 2030, and the
27 accepted Policy and Plan for Bicyclists, recommend that Springfield implement roadway
28 projects that encompass all users.
29

30 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
31 SPRINGFIELD, MISSOURI, as follows, that:
32

33 Section 1 – The City Council hereby adopts the “Complete Streets Policy,”
34 attached hereto as “Exhibit A.”
35

36 Section 2 – The City Council directs the City Manager to ensure that the
37 Department of Planning and Development and the Department of Public Works follow
38 the Complete Streets Policy in the planning and implementation of all street
39 construction, reconstruction, and retrofit projects when technically feasible.
40

41 Section 3 – This resolution shall be in effect immediately upon adoption.
42

43 Passed at meeting: _____
44

45
46 _____
47 Mayor
48

49 Attest: _____, City Clerk
50

51 Filed as Ordinance: _____
52

53
54 Approved as to form: Rhonda Lewade, Assistant City Attorney
55

56
57 Approved for Council action: [Signature], City Manager

EXPLANATION TO COUNCIL BILL NO: 2014- 290

FILED: 12-09-14

ORIGINATING DEPARTMENT: Public Works

PURPOSE: To adopt a Complete Streets Policy for transportation infrastructure projects, as shown on attached "Exhibit A."

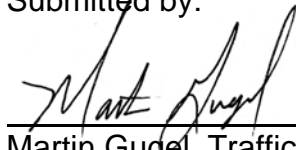
BACKGROUND INFORMATION: The Department of Public Works recognizes the need to provide a transportation system that will accommodate all users and they have made progress towards providing safe access for all users in recently completed roadway projects. In order to guide the planning and design of future transportation infrastructure, it is desirable to have a formally adopted Complete Streets Policy for the City.

The attached Complete Streets Policy outlines the procedures that the City will use to ensure that every public street, walkway, and greenways trail right-of-way in the City is planned, designed, constructed, maintained, and operated to the fullest extent feasible, to provide safe and convenient transportation options for users to reach their destinations.

Supports the following Field Guide 2030 goal(s): Chapter 12, Transportation; Major Goal 2, Operations and Maintenance; Objectives 2f, Accessibility should be improved on existing systems in conjunction with maintenance projects, and 2g, Opportunities should be sought to accommodate all users when planning maintenance projects; Major goal 4, Multi-Modal, Interconnected System; Objectives 4a, Create a Complete Streets Master Plan that is designed with a broader focus and all users in mind, including public transit users, motorists, pedestrians, bicyclists, and wheelchair users, as well as people who use other types of mobility aids and/or service animals in the course of their travel, with the ultimate goal to make walking, biking, and transit use safe and attractive, and 4c, To enhance walkability and bikeability, specific attention and support should be given to the current "Link" initiative within the City of Springfield to redevelop our existing streets toward a more friendly and safer environment for alternative and green modes of transportation; Major Goal 5, Quality of Life and Livability, Objective 5b, Within the Complete Streets Master Plan, create design guidelines for all types of streets that address aesthetics, scale, and the Complete Street concept as ways of improving quality of life and livability for all residents.

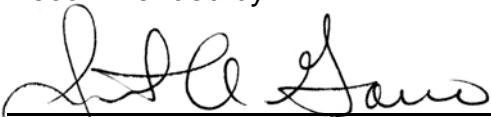
REMARKS: Public Works recommends approval of this resolution.

Submitted by:



Martin Gugel, Traffic Engineer

Recommended by:



Jonathan Gano,
Assistant Director of Public Works

Approved by:



Greg Burris, City Manager

Exhibit A

COMPLETE STREETS POLICY FOR THE CITY OF SPRINGFIELD

VISION:

Every public street, walkway, and greenways trail right-of-way in Springfield should be planned, designed, constructed, maintained and operated to the fullest extent feasible to provide a transportation system such that all users will have transportation options to safely and conveniently travel to their destinations.

PRINCIPLES:

- The transportation system should accommodate “all users” including pedestrians with different abilities, bicycles, motorized two-wheel vehicles, automobiles, buses, and trucks.
- Individual streets and off-street transportation facilities serve different functions and user needs, and these needs require flexibility in planning and design to balance the needs and unique circumstances of all users of the street and the surrounding neighborhoods and activity centers.
- The Complete Streets Policy will guide the development of a transportation system that creates a network for all modes of travel and includes all roadways and trails within the community that encourages multiple connections to destinations.
- Each phase in the life of a roadway, including planning, design, construction, rehabilitation, restoration, operations, and maintenance will be an opportunity to improve the integration of all transportation modes into the roadway.

STRATEGIES

- Elements to accommodate all users, including traffic calming where appropriate and integration of environmentally friendly elements such as landscaping and water quality features, will be considered with the development and modification of design standards and best practices.
- Street design solutions shall be consistent with the comprehensive plan for the community and will be context sensitive.
- The City Traffic Engineer will review all policies, standards, design guidelines for construction of streets and public improvement plans for street construction and provide analysis and recommendations to the Director of Public Works and respective Departments regarding conformance to this policy. The Traffic Advisory Board will provide input and guidance to the City Traffic Engineer and Director of Public Works in the development and implementation of strategic plans, standards, design guidelines,

and project prioritization for construction of streets and public improvements with respect to a provision of a complete street system and opportunities for active transportation.

- Any design exception to this policy requires review and approval of the Director of Public Works or his designee.
- Planners, engineers and inspectors will be trained and/or retrained as needed in the art of providing for and balancing the needs of diverse users.
- The Director of Public Works will prepare an Annual Report for City Council summarizing progress towards a system of Complete Streets and Transportation Facilities in the community.
- Design manuals and standards will be updated as needed to encompass the safety of all users consistent with the type of roadway, rights of way and function.
- Performance measures and data collection procedures will be created as needed to track how well the streets are encouraging and serving all users.