



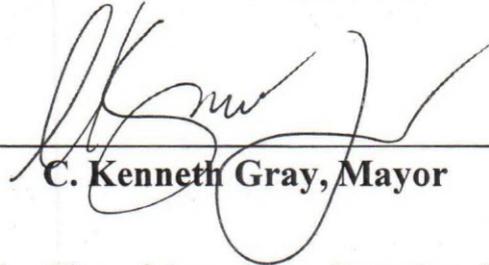
CITY OF AMESBURY
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SPONSORED BY:


C. Kenneth Gray, Mayor

BILL No. 2018-085

A Resolution to accept the City of Amesbury Complete Streets Policy.

Summary: A resolution to accept the City of Amesbury Complete Streets Policy.

Be it Resolved by the City Council of the City of Amesbury assembled, and by the authority of the same, as follows:

That the City Council of the City of Amesbury hereby accepts the City of Amesbury Complete Streets Policy as presented.

COMPLETE STREETS POLICY

Vision and Purpose:

Complete Streets are designed and operated to provide safe and accessible accommodations for all users of City of Amesbury roadways and travel systems. The implementation of Complete Streets principles contributes toward the safety, health, economic viability, and quality of life in a community by improving the environment for all users through accessible and efficient connections between home, school, work, recreation, and retail destinations throughout the community. The purpose of the City's Complete Streets policy, therefore, is to accommodate all users by creating a transportation network that meets the needs of residents and visitors who utilize a variety of transportation modes.

The intent of the City Council is to consider, as a matter of practice, the implementation of Complete Streets elements during the planning and design of all projects to improve safety for users of all ages and abilities. This policy guides decision-makers to consistently plan, design, and construct our projects to accommodate all anticipated users.

Complete Streets Scope:

The City recognizes the needs of users of various modes of transportation systems, including, but not limited to, pedestrians, bicyclists, transit riders and motorists of varying ages and physical and cognitive abilities, users of wheelchairs or other power-driven mobility devices, as well as operators of passenger, commercial and emergency vehicles.

The City views its transportation projects, new and/or to be reconstructed, as potential opportunities to apply Complete Streets design principles. The City will, to the maximum extent practicable, design, construct, maintain, and operate all streets and other travel systems under its jurisdiction to provide for a comprehensive and integrated network of facilities that serve all users. Complete Streets principles and practices will be integrated into policies, planning, and design of all types of public and private development projects that require City approval, including new construction, reconstruction, maintenance and rehabilitation of transportation facilities on roadways, trails and redevelopment projects.

Complete Streets design recommendations shall be evaluated for all public and privately funded projects, as appropriate and subject to the availability of funds. All transportation infrastructure projects requiring funding or approval by the City, as well as projects funded by the state and federal government (e.g., Chapter 90 funds, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program, and other state and federal funds for infrastructure design), shall consider the City's Complete Streets policy. Private developments and related roadway design components, requiring approval by the City, shall implement the City's Complete Streets principles consistent with this policy. In addition, to the extent practical, the City will work with MassDOT to comply with the Complete Streets policy on state-owned roadways within City boundaries.

Transportation infrastructure may be excluded, based upon the determination of the City's Traffic and Transportation Committee, where documentation and data indicate that:

1. Facilities where specific users are prohibited by law, such as interstate freeways or private property. An effort will be made, in these cases, for accommodations elsewhere.
2. Cost or impacts of accommodations are excessively disproportionate to the need, current use or probable future use.

3. Funding is currently unavailable, recognizing that all infrastructure projects are subject to the availability of resources and prioritization. In such cases, efforts will be made to program certain infrastructure improvements at a future date. Costs associated with the maintenance of new infrastructure will also be considered as it affects the City's future operational budgets.
4. Where topography, Right-of-Way, environment or other constraints make certain kind of modes impractical.

The City's Traffic and Transportation Committee, will use best judgment regarding the feasibility of applying Complete Streets principles for routine roadway maintenance and transportation projects.

Model Practices:

Recognizing that a successful Complete Streets program requires interdepartmental involvement, this Complete Streets policy will be implemented throughout the organization and, to the greatest extent presently possible, be applied to private developers as well as state, regional, and federal agencies. Complete Streets principles include the development and implementation of projects in a context sensitive manner, which project implementation is sensitive to the community's physical, economic, and social setting. This context sensitive approach to process and flexible design includes a range of goals in considering stakeholder values and community livability in addition to the project need. The overall goal of this approach is to balance the preservation of enhancing scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

The City recognizes that Complete Streets may be achieved through multiple elements incorporated into a project or incrementally through a series of smaller improvements or activities over time.

The latest design guidance, standards, and practices available will be used in the implementation of Complete Streets including:

- The Massachusetts Department of Transportation Project Design and Development Guidebook,
- The latest edition of the American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets,
- The United States Department of Transportation Federal Highway Administration's Manual on Uniform Traffic Design Controls (2009),
- The Architectural Access Board (AAB) 521 CMR Rules and Regulations,
- Proposed and any future adopted versions of the United States Access Board's Public Right-Of-Way Access Guidelines (PROWAG),
- The latest editions of the National Association of City Transportation Officials (NACTO) Urban Street, Bikeway, and Transit Design Guides, and
- Current documents and plans created for, or by, the City of Amesbury, such as Master Plans, bicycle and pedestrian network plans.

The City's Complete Streets implementation and effectiveness shall be annually evaluated for success and opportunities for improvement by the Traffic and Transportation Committee. In addition, the City will work towards developing performance measures to gauge implementation and effectiveness of this policy. Complete Streets initiatives will be highlighted in an Annual Report.

Implementation:

The City shall apply the principles of Complete Streets design into practice for all transportation projects and programs, as these provide an opportunity to improve streets and the transportation network for all users. The Traffic and Transportation Committee will review all capital transportation and related projects for Complete Streets opportunities.

City staff, working with relevant Committees and elected officials, shall review and develop proposed revisions to all appropriate planning documents (master plans, open space and recreation plan, etc.), zoning and subdivision codes, by-laws, procedures, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all transportation projects.

To assist in establishing Complete Street priorities, the City will use existing infrastructure planning tools including a pavement management plan (covering all streets in City under its jurisdiction), a pedestrian facility condition index, a five-year capital plan, various GIS transit related maps, MVPC planning documents and traffic volume data. Further, the City shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure to assist in prioritizing proposed projects, helping to eliminate gaps in the City's sidewalk, bikeway, and conservation/recreation trail network.

The City will consider the cost-benefit of capital projects when prioritizing the implementation of proposed Complete Streets projects.

The City will inform and train pertinent City staff and decision-makers on the content of Complete Streets principles and best practices through workshops and other appropriate means. The City will seek out appropriate sources of funding and grants for implementation of Complete Streets policies.

CITY COUNCIL APPROVAL

DRAFT