

# **Draft Sample Complete Street Ordinance/ Policy for Connecticut Municipalities**

The Connecticut Bicycle Pedestrian Advisory Board

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The \_\_\_\_\_ does ordain as follows:

**SECTION I. FINDINGS.** The \_\_\_\_\_ hereby finds and declares as follows:

Whereas:

(A) **Connecticut General Statutes** specifies the following rights of cyclists:

- **Sec. 14-286a. Rights, duties and regulation of cyclists.** Every person riding a bicycle, as defined by section 14-286, upon the traveled portion of a highway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of any vehicle subject to the requirements of the statutes relating to motor vehicles,...
- **Sec. 13a-153f. Accommodations and provision of facilities for all users.** Accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways, as defined in section 14-1, in this state. (underlining added)
- **Sec. 13a-153f.** "User" means a motorist, transit user, pedestrian or bicyclist;”
- **Sec. 14-300i.(b) provides that:** Any person operating a motor vehicle on a public way who fails to exercise reasonable care and causes the serious physical injury or death of a vulnerable user of a public way, provided such vulnerable user has shown reasonable care in such user’s use of the public way, shall be fined not more than one thousand dollars.
- **Section 14i-300(a)** provides the following definition: “(A) A pedestrian; (B) a highway worker; (C) a person riding or driving an animal; (D) a person riding a bicycle; (E) a person using a skateboard, roller skates or in-line skates; (F) a person operating or riding on an agricultural tractor; (G) a person using a wheelchair or motorized chair; and (H) a blind person and such person's service animal, and (2) "public way" includes any state or other public highway, road, street, avenue, alley, driveway, parkway or place, under the control of the state or any political subdivision of the state, dedicated, appropriated or opened to public travel or other use.”

And

(B) The Connecticut Department of Transportation Complete Streets Policy EX.O. - 31 adopted October 23, 2014 specifies:

“As a condition of funding, Complete Streets must be considered in adherence with Public Act 09-154.”

- (C) The \_\_\_\_\_ Plan of Conservation and Development recommends:
- (D) The \_\_\_\_\_ Bicycle - Pedestrian Advisory Committee recommends:
- (E) It is the view of the Town/ City of \_\_\_\_\_ that transportation systems and facilities should provide for all transportation users. Walking and bicycling are becoming more and more popular as modes of transportation. Transit provides important transportation options to a number of residents. Limited resources, both in funding and land, means that these uses must coexist in the same general space.
- (F) Complete Streets may include facilities and amenities, including but not limited to, pavement markings and signs; sidewalks and pedestrian safety improvements such as medians, curb extensions and crosswalks; ADA (Americans with Disabilities Act) accessible curb ramps and accessible pedestrian signals; transit shelters and signage and improved pedestrian and bicycle access to transit stops and stations; bicycle detection at intersections and wide travel lanes, bike lanes, or shared use lanes; bicycle parking facilities; street trees, landscaping, street lighting, street furniture; and adequate drainage facilities, including opportunities for storm water quality treatment facilities; and

And therefore:

- (G) The Town/ City of \_\_\_\_\_ needs to strive for its transportation systems and facilities to accommodate this coexistence in a safe and practical manner. Planning and design need to consider all potential modes of transportation in their development. The concept is to provide, where practical, pedestrian and bicycle friendly connections between neighborhoods, transit stops, bike routes and greenways/ trails, recreational areas, public facilities, points of interest, village centers, and other key commercial areas; and also transit service between destinations as demand and need dictates.

## **SECTION II. Purpose and Vision**

- (A) The purpose of this ordinance is to enable the streets of \_\_\_\_\_ to provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities.
- (B) Further it is the intent of the Town/ City of \_\_\_\_\_ in enacting this Ordinance to encourage healthy, active living, reduce traffic congestion and fossil fuel use, and improve the safety and quality of life of residents of \_\_\_\_\_ by providing safe, convenient, and comfortable routes and connections for walking, bicycling, and public transportation.
- (C) It is hereby and forever forward the policy of the Town/ City of \_\_\_\_\_ to consider the needs of all users of all abilities and ages (specifically including pedestrians, bicyclists, transit users, and vehicle operators) in the planning, programming, design, construction, retrofit and maintenance activities related to all roads and streets as a means of providing a safe, efficient transportation network which enhances quality of life and economic vitality. Complete streets shall be defined as, for the purposes of this policy, a means to provide safe access for all users by providing a comprehensive, integrated, connected multi-modal network of transportation options.

## **SECTION III. Objectives and Policies:**

- (A) The objectives of the \_\_\_\_\_ Complete Street policy are as follows:
- (1) Improve safety and mobility for pedestrians, bicyclists, children, older individuals, non-drivers and the mobility challenged, as well as those who choose to live vehicle free;
  - (2) Develop and support a transportation system that is accommodating of active transportation modes that promote healthier life styles;
  - (3) Develop and support a transportation system that is accommodating of compact, sustainable and livable communities;
  - (4) Improve mobility and accessibility to activity centers, including employment and commercial centers, schools, transit, and trails;
  - (5) Encourage a shift to alternative transportation modes, reducing reliance on carbon fuels and promoting energy conservation;
  - (6) Ensure the Town/ City of \_\_\_\_\_ remains a livable and vibrant community; and
  - (7) Enhance economic competitiveness by becoming a livable, walkable, bike-able, drivable, efficient, safe and desirable community in which to live, raise a family, and conduct a business.

(B) Policies. This policy will be implemented via the following actions of the \_\_\_\_\_:

- (1) Board: The Town/ City of \_\_\_\_\_ shall form a Complete Streets Advisory Board with membership from the interested general public and with staff support from key officials whose responsibilities are reasonably related to complete street interests. This standing committee shall be responsible for providing guidance for the implementation of Complete Streets throughout the community.
- (2) The purpose of the Complete Streets Advisory Board is to:
  - a. Provide input on public projects to further the \_\_\_\_\_ complete streets philosophy.
  - b. Promote walking, bicycling and people-powered transportation in \_\_\_\_\_
  - c. Review and make recommendations on short and long-range transportation plans as related to pedestrian and bicycle issues of the \_\_\_\_\_.
  - d. Promote safety education programs for pedestrians, bicyclists and motorists.
  - e. Assist in the development and implementation of the \_\_\_\_\_ Bicycle and Pedestrian Transportation Plan.
  - f. Review and make recommendations on transportation projects as related to pedestrian and bicycle issues in the \_\_\_\_\_.
  - g. Review and recommend transportation project prioritization and funding as related to pedestrian and bicycle issues in the \_\_\_\_\_.
  - h. Assist and advise the \_\_\_\_\_ commission with respect to pedestrian and bicycle facilities and parking.
  - i. Assist in the implementation of the Transportation component of the Plan of Conservation and Development.
  - j. Develop and recommend to the top legislative body and \_\_\_\_\_ commissions the adoption of ordinances and policies for the planning and maintenance of pedestrian and bicycle facilities throughout the \_\_\_\_\_.
  - k. Advise the Town Manager and \_\_\_\_\_ departments regarding pedestrian and bicycle issues in the \_\_\_\_\_.
  - l. Monitor and promote implementation of the \_\_\_\_\_ Bicycle and Pedestrian Transportation Plan.
  - m. Coordinate with adjacent municipal, and regional public entities to promote creation of networked pedestrian and bicycle facilities.
  - n. Develop and implement a Safe Routes to Schools Program.
  - o. Develop and implement a Complete Streets Master Plan.
  - p. Pursue the designation of \_\_\_\_\_ as a Bicycle Friendly Community.
  - q. Seek grant money and other State and Federal monies for pedestrian and bicycle project enhancements.

The Board would meet a minimum of twice per year and on an as - needed basis, as determined by the Board, and as called on by the Chief Elected Official or Local Traffic Authority, the Land Use Boards, or at the inception of public transportation projects, or private projects that affect the transportation system, within the \_\_\_\_\_ limits.

The Board may pursue other initiatives to increase safety and awareness regarding complete street considerations throughout the municipality.

- (3) Training: Key officials whose responsibilities are reasonably related to complete street interests will attend, at least once annually, training related to complete streets. Such officials may include the Director of Public Works, Police Chief, Town Planner, Town Engineer, Local Traffic Authority, Board of Education staff, and other relevant official representing the interests of the \_\_\_\_\_.
- (4) Checklists: The \_\_\_\_\_ will adopt and regularly update a Complete Streets Checklist to ensure compliance with this policy. A Checklist shall be used at the earliest point in project development for all applicable projects. This form shall apply to all \_\_\_\_\_ projects that affect highways as defined under CGS 14-1, including development projects reviewed under the Zoning and Subdivision regulations, of the \_\_\_\_\_, any projects initiated by the \_\_\_\_\_ or the Department of Transportation, and shall also include changes to the highway proposed or required by utilities. Any projects referred to the Local Traffic Authority \_\_\_\_\_ by the Office of the State Traffic Administration (OSTA), or local DOT District shall be reviewed consistent with this policy as will be any applications receiving public funding, and transportation projects that receive municipal, state or federal funding.
- (5) Department Reviews: Complete Streets shall be considered in all projects receiving public funding. The Checklist will be integrated into all department reviews including Planning, Engineering, Public Works, and Public Safety. The checklist will consider all travel modes, along with environmental and social context.
- (6) Funding: Capital-Improvement planning and funding programming will include short and long term considerations to increase access for all modes and users of the \_\_\_\_\_ transportation network.
- (7) Design Guidance: The \_\_\_\_\_ will utilize the following guidance in its design, construction and maintenance of highways to reflect the accommodation of all users:
  - CNU/ITE (Congress for the New Urbanism / Institute of Transportation Engineers) manual for "Context Sensitive Street Design"

- CNU/ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010)
- AASHTO A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition (2012)
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition
- NACTO Urban Street Design Guide (2012)
- Planning Complete Streets For An Aging America", Jana Lynott, et. al., AARP Public Policy Institute, (2009)
- Highway Capacity Manual (2010)
- The Connecticut Department of Transportation Highway Design Manual
- Locally developed municipal design manual pertaining to and consistent with complete street principles.
- Complete Streets: Best Policy and Implementation Practices (2012)
- U.S. Traffic Calming Manual (2009)
- Manual of Uniform Traffic Control Devices (MUTCD)
- PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System
- U.S. Architectural and Transportation Barriers Compliance Board Accessible Rights-of-Way: Design Guide
- ADA Standards for Accessible Design (2010)

(8) Regulations, Documents and Policies: The \_\_\_\_\_ shall make every effort to update Zoning Regulations, Subdivision Regulations, the Plan of Conservation and Development and other relevant regulatory documents to facilitate the implementation of the objectives of this ordinance.

(9) Street Connectivity: The \_\_\_\_\_ shall pursue regulatory changes in “street connectivity” to provide a system of streets with multiple routes and connections serving the same origins and destinations. Connectivity not only relates to the number of intersections along a segment of street, but how an entire area is connected by the transportation system. A well-designed, highly-connected network helps reduce the volume of traffic and traffic delays on major streets (arterials and major collectors), and ultimately improves livability in communities by providing parallel routes and alternative route choices. By increasing the number of street connections or local street intersections in communities, bicycle and pedestrian travel also is enhanced. A well-planned, connected network of collector roadways allows emergency responders to operate more efficiently, and generally increases quality of life enjoyed by residents.

(10) Coordination and Communication: In order to ensure the implementation of the goals and objectives of this Complete Street ordinance, the Director of Public Works, Police Chief, Town Planner,

Town Engineer, Local Traffic Authority, Board of Education staff, and other relevant official representing the interests of the \_\_\_\_\_ shall meet regularly (no less than quarterly per year) to discuss current and upcoming projects that may affect or be affected by the implementation of this ordinance, and shall generally communicate with each other and incorporate into their respective responsibilities the carrying out of this ordinance.

- (11) Audit: Conduct a complete streets audit examining the accessibility, safety, connectivity and quality of place for areas in the \_\_\_\_\_ that includes key community features and destinations.
- (12) Regulations: Identify current regulations and statements within the \_\_\_\_\_ Zoning and Subdivision Regulations and the Plan of Conservation and Development that are inconsistent with the objectives of this ordinance. Provide recommendations to amend these documents that further support complete streets.
- (13) Maps/ Plans: Complete a mapped plan showing existing bicycle, pedestrian, and transit infrastructure and routes. Identify key community features and destinations identified from the audit. Identify areas of gaps and lack of connectivity for persons to access without the use of a motor vehicle. Recommend means for increasing connectivity throughout the community associated with this plan.

#### **SECTION IV. Implementation**

- (A) The application of Complete Streets will be reviewed annually to ensure implementation. The \_\_\_\_\_ shall provide a written report to the Chief Elected Official on an annual basis on the progress of the Complete Streets in the Town/ City of \_\_\_\_\_.
- (B) Performance measures may include the following:
  - a. Changes in Bicycle and Pedestrian Levels of Service calculated annual at areas identified as priority bicycle or pedestrians improvement areas in the \_\_\_\_\_ Plan of Conservation and Development
  - b. Number of bicycle parking facilities installed
  - c. Miles of dedicated bicycle routes (sharrowed), bicycle lanes, or additional shoulder built or marked
  - d. Miles of recreational trail built or improved.
  - e. Number of or miles of pedestrian accommodations built or repaired (including streetscape elements and furniture)
  - f. Number of crosswalks built or improved
  - g. Number of ADA accommodations built / installed
  - h. Number of transit accessibility improvements built
  - i. Annual Bicycle, Pedestrian, transit and traffic counts at locations specifically identified for annual comparisons



- j. Total dollar amount spent on multi-modal improvements
- k. Bicycle and pedestrian accident data