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3/3/08

IN THE COUNCIL OF THE CITY OF ROANOKE, VIRGINIA,
The 17th day of March, 2008.

No. 38042-031708.

A RESOLUTION approving a Complete Streets Policy for the City of Roanoke.

WHEREAS, the City's Comprehensive Plan, Vision 2001-2020, identifies "Improving Streetscapes" as a Strategic Initiative and recommends the creation of a street design manual to guide the design of new streets and improvements to existing streets;

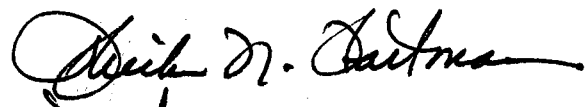
WHEREAS, to implement this recommendation, an interdepartmental project team from the Planning, Building and Development Department, the Engineering Division and Transportation Division of the Public Works Department, and the Department of Parks and Recreation collaborated to create a set of Street Design Guidelines;

WHEREAS, the Street Design Guidelines provide practical approaches to applying the general design principles contained in the comprehensive plan to create "Complete Streets;" and

WHEREAS, the Planning Commission adopted the Street Design Guidelines on July 19, 2007, as an internal tool for developing Complete Streets.

THEREFORE, BE IT RESOLVED that City Council hereby adopts the Complete Streets Policy as set forth in the attachment to the City Manager's letter dated March 17, 2008, to Council.

ATTEST:


Deputy City Clerk.



CITY OF ROANOKE OFFICE OF THE CITY MANAGER

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March 17, 2008

Honorable C. Nelson Harris, Mayor
Honorable David B. Trinkle, Vice Mayor
Honorable Beverly T. Fitzpatrick, Jr., Council Member
Honorable Sherman P. Lea, Council Member
Honorable Gwendolyn W. Mason, Council Member
Honorable Brian J. Wishneff, Council Member

Dear Mayor Harris and Members of City Council:

Subject: Resolution to Adopt a
Complete Streets Policy

Background:

The City's comprehensive plan, *Vision 2001-2020*, identifies "Improving Streetscapes" as a Strategic Initiative and recommends the creation of a street design manual to guide the design of new streets and improvements to existing streets. The Strategic Initiative notes that, "Roanoke's streetscapes should be welcoming and attractive multi-modal linkages that carry vehicle traffic, pedestrians, and bicycles safely and efficiently to and from their destinations."

To implement this recommendation, an interdepartmental project team from Planning, Engineering, Transportation, and Parks & Recreation collaborated to create a set of *Street Design Guidelines*. These guidelines provide practical approaches to applying the general design principles contained in the comprehensive plan to create "Complete Streets." The concept of "Complete Streets" has gained popularity as a term to describe streets that safely accommodate street users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists. The City Planning Commission adopted the *Street Design Guidelines* as an internal tool for developing Complete Streets.

Considerations:

The proposed resolution adopting the attached *Complete Streets Policy* will affirm Roanoke's commitment to creating great streets that serve users of all ages and abilities through improved street designs. The Street Design Guidelines, which would be adopted by reference in the policy, will provide design guidance on how the City and private developers should construct (or reconstruct) streets in a way that balances the needs of various street users within the public right-of-way.

The *Complete Streets Policy* summarizes the most critical street design principles of the comprehensive plan and Street Design Guidelines. The policy is a step toward implementation as it empowers staff to routinely plan, fund, design, construct, operate, and maintain streets according to established design principles, while retaining flexibility to deal with exceptional circumstances. The policy also outlines methods for implementation and monitoring progress.

Recommended Action:

Adopt the attached resolution adopting the *Complete Streets Policy*.

Respectfully submitted,



Darlene L. Burcham
City Manager

- c: Stephanie M. Moon, City Clerk
William M. Hackworth, City Attorney
Jesse A. Hall, Director of Finance
R. Brian Townsend, Assistant City Manager for Community Development
Robert K. Bengtson, Director of Public Works
Steven C. Buschor, Director of Parks and Recreation
Thomas N. Carr, Director of Planning Building and Development

CM08-00032

City of Roanoke Complete Streets Policy

Complete Streets are streets that safely accommodate street users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists. Through this policy, the City of Roanoke intends to ensure that all transportation agencies within the City shall routinely plan, fund, design, construct, operate, and maintain their streets according to the Complete Street principles of the City's "Street Design Guidelines" with the goal of creating an attractive connected multimodal network that balances the needs of all users, except where there are demonstrated exceptional circumstances.

By adopting this policy the City of Roanoke:

- Affirms that *Improving Streetscapes* to create great streets, a strategic initiative of the City's Comprehensive Plan Vision 2001–2020, will improve both Roanoke's image and its function by providing a safe and attractive environment for street users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists;
- Recognizes that the development of pedestrian and bicycle infrastructure supports Vision 2001–2020's strategic initiative *Investing in Critical Amenities* because it enhances recreational opportunities and well-designed cityscapes, thus promoting active lifestyles;
- Appreciates the positive role that good pedestrian and bicycle facilities play in attracting population growth and sustainable economic development;
- Values the long-term cost savings of developing pedestrian and bicycle infrastructure as they relate to improved public health, improved environmental stewardship, reduced fuel consumption, and the reduced demand for motor vehicle infrastructure.
- Recognizes that Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, and that all sources of transportation-related funding be drawn upon to implement Complete Streets.
- Intends to maximize the number of transportation options available within the public right-of-way.

Additionally, Roanoke City Council declares it is the City of Roanoke's policy to:

1. Use the Street Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Roanoke while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.
2. Incorporate the Street Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.
3. Keep street pavement widths to the minimum necessary.
4. Provide pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial and collector streets and on local streets in the Downtown, Village Center, Traditional Neighborhood, Suburban Neighborhood, Local Commercial, Regional Commercial, and Industrial character districts.
5. Provide bicycle accommodation along all arterial and collector streets. Bicycle accommodation on local streets should be provided within the travel lanes shared with motor vehicles and no additional markings, signage, or pavement should be provided unless a designated bicycle route requires the use of a local street.
6. Where physical conditions warrant, plant trees whenever a street is newly constructed, reconstructed, or relocated.
7. The Director of Public Works, Director of Parks and Recreation and the Director of Planning, Building and Development will present a written explanation to the City Manager for approval when policies 3-6 above are not reasonable or feasible per the following exceptional circumstances:
 - a. Public safety would be compromised
 - b. Severe topographic constraints exist
 - c. Environmental or social impacts outweigh the need for these accommodations
 - d. The purpose and scope of the project does not facilitate provision of such accommodation
 - e. The total cost of constructing and/or maintaining the accommodation, including potential right-of-way acquisition, would be excessively disproportionate to the need for the facility
 - f. A public consensus determines the accommodation is unwanted

In support of this Complete Streets Policy, the City of Roanoke will:

- Update all necessary and appropriate codes, standards and ordinances to ensure that design components for all new or modified streets follow the intent of the Street Design Guidelines.
- Update the process of evaluating requests for new curb and/or pedestrian accommodations.
- Identify all current and potential future sources of funding for street improvements
- Continue inter-departmental project coordination among city departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
- Train pertinent staff in the engineering, parks and recreation, planning, and transportation departments on the content of the Street Design Guidelines
- Use the following process when planning improvements within the public right-of-way
 - a. Identify the street type according to Roanoke's street hierarchy
 - b. Identify the current and future character district(s) that pertain to the project
 - c. Identify the most appropriate street typical section according to the street type and character district
 - d. Identify any general elements that may apply to the work
- Measure the success of this complete streets policy using the following performance measures:
 - a. Total miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodation
 - b. Linear feet of new pedestrian accommodation
 - c. Number of new curb ramps installed along city streets
 - d. Number of new street trees planted along city streets
- Update the Street Design Guidelines as needed