

RESOLUTION 2017-07

A RESOLUTION ESTABLISHING A

COMPLETE STREETS POLICY FOR THE CITY OF LAFAYETTE

WHEREAS, The City of Lafayette strives to be a “community of choice” by developing a well-balanced and connected transportation system designed to accommodate all users safely and comfortably, including motorists, bicyclists, pedestrians, transit and school bus riders, deliveries, freight haulers and emergency responders. “All users” includes people of all ages and abilities; and

WHEREAS, The Lafayette Common Council adopted the City of Lafayette Master Trail Plan, and the City of Lafayette Bicycle and Pedestrian Plan which included recommendations to adopt a Complete Streets Policy; and

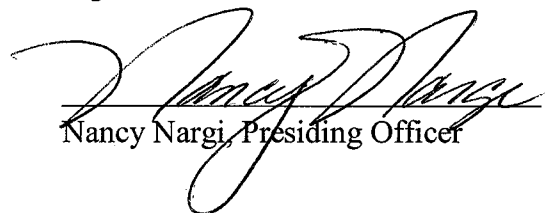
WHEREAS, the City of Lafayette is a participating local public agency of the Tippecanoe County Metropolitan Planning Organization (MPO), and the Policy Board of the MPO has adopted a Complete Streets Policy included in the Metropolitan Transportation Plan for 2040 related to the use of federal funding for transportation projects; and

WHEREAS, the City of Lafayette desires to adopt a Complete Street Policy for locally funded projects similar to and complimentary to the Complete Streets Policy included in the Metropolitan Transportation Plan for 2040 modified to reflect the City’s administrative process;

WHEREAS, the Common Council has the responsibility to adopt policies and procedures that can best serve the public safety and the orderly planning and use of transportation routes within the City;

NOW, THEREFORE, BE IT RESOLVED, that the Common Council of the City of Lafayette hereby adopts the Complete Streets Policy as set forth on Exhibit “A” for locally funded projects and the policy shall be implemented to the greatest extent possible as a policy of the City of Lafayette.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF LAFAYETTE, INDIANA THIS 1st DAY OF May, 2017.


Nancy Nargi, Presiding Officer

ATTEST:


Cindy Murray, City Clerk

Presented by me to the Mayor of the City of Lafayette, Indiana, on the 1st day of May, 2017

Cindy Murray
Cindy Murray, City Clerk

This Resolution approved and signed by me on the 1st day of May, 2017.

Tony Roswarski
Tony Roswarski, Mayor

ATTEST;

Cindy Murray
Cindy Murray, City Clerk

EXHIBIT "A"

CITY OF LAFAYETTE

COMPLETE STREETS POLICY

1. **Purpose.** The Complete Streets policy empowers and directs citizens, elected officials, government agencies, planners, engineers and architects to use an interdisciplinary approach to incorporate the need of all users into the design and construction of roadway projects in the City of Lafayette. This Complete Streets policy promotes a multimodal transportation system that reinforces sustainable land use development.

Building Complete Streets provides many benefits to residents, businesses, developers and the community as a whole. Embracing the complete streets concept creates a healthier public and more balanced transportation system by improving access, safety and transportation options. Additionally, project costs are minimized by integrating all users into the initial design.

2. **Definitions.** Complete Streets are roadways designed to accommodate all users safely and comfortably, including motorists, bicyclists, pedestrians, transit and school bus drives, deliveries, freight haulers and emergency responders. "All users" include people of all ages and abilities.

3. **Vision/Purpose.** To create an equitable, balanced and effective transportation system where every roadway user can travel safely and comfortably, and where sustainable transportation options are available to everyone.

4. **Goals of this Complete Streets Policy**

a. Ensure the safety and convenience of all users of transportation including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders and adjacent land users;

b. Incorporate the principles of this policy into all aspects of the transportation project development process, including project identification, scoping, design and design approvals;

c. Create a comprehensive, integrated and connected transportation network that supports compact sustainable development and livable communities;

d. Ensure the use of the latest and best design standards, policies and guidelines;

e. Recognize the needs for flexibility to accommodate different types of streets and users; and

f. Ensure that Complete Streets design solutions fit within the context(s) of the community.

5. **Applicability**. The Complete Streets policy shall apply to new construction, reconstruction, widening and converting roads from a rural to urban cross section (excluding resurfacing activities that do not alter the current or existing geometric design of a roadway) on locally funded projects within the City of Lafayette.

6. **Policy**

a. Designs shall accommodate all users and be sensitive to the context of the project setting. Complete Streets designs will look different for every project and road type. For example, wide lanes and paved shoulders may be sufficient in rural areas. While side paths, sidewalks, and bike lanes are necessary in an urban setting. When re-striping roads, options such as bike lanes, sharrows and pedestrian crosswalks could still be implemented.

b. Roadway projects shall make use of the latest and best design standards, policies and guidelines and meet at least the minimum requirements in the Thoroughfare Plan and ADA requirements.

c. The City will retain justification and design decision authority over its projects.

d. A systems approach shall be used in developing roadway projects to ensure coordination with nearby jurisdictions, projects and plans regardless of the project sponsor. If there is another project planned or in development near a proposed project the two should be coordinated to ensure consistency in the facilities serving the corridor.

e. If the project serves a destination point such as a school, recreational facility, shopping center, hospital or office complex the project shall provide for the destination to have access to the project's pedestrian and bicycle facilities.

f. Every project shall involve CityBus in the design process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided. The City, in cooperation with CityBus, shall design public transit facilities with the goals of a Complete Streets in mind by including waiting areas, sidewalks, bicycle connections and secure bicycle parking.

g. Every project shall provide the opportunity to accommodate utility, telecommunication, and fiber infrastructure for existing and future growth. This policy does not create new rights for utilities outside those provided by existing law and contract.

h. Every project shall ensure the provision of accommodations for one mode does not prevent safe use by another mode (e.g. a bus shelter should not block the clear walking zone on the sidewalk).

i. The City shall maintain open lines of communication with key stakeholder groups and shall identify the process and maintain a stakeholder list.

7. **Exemptions**

In the event the Public Works Director believes a project should be Complete Streets exempt, the Public Works director shall report to the Board of Works as to the reasons why the project is not or cannot be Complete Streets compliant and the Board of Works shall allow an exemption under certain circumstances, including, but not limited to the following:

a. The project involves a roadway where law prohibits bicycles and pedestrians. In such cases, efforts should be made to accommodate bicyclists and pedestrians elsewhere;

b. There are extreme topographic or natural resource constraints;

c. The City's measured Average Daily Traffic Count, or the Metropolitan Transportation Plan forecast, is less than 2,500 vehicles per day;

d. When other factors indicate an absence of need presently and in the forecast year of the Metropolitan Transportation Plan.

e. A reasonable and equivalent alternative already exists or is planned for users in a separate project.