

RESOLUTION 08-2015

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF
CARROLLTON, TO ADOPT A COMPLETE STREETS POLICY FOR THE
PLANNING, DESIGN, CONSTRUCTION, AND MAINTENANCE OF ROADWAYS IN
THE CITY OF CARROLLTON,

WHEREAS, complete streets are defined as roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods, whether by car, truck, transit, assistive device, foot, or bicycle;

WHEREAS, a complete streets policy means a document that provides principles and strategies for the planning, design, and construction of roadways or an interconnected network of transportation facilities being designed, constructed, or re-constructed;

WHEREAS, increasing walking and bicycling offers improved health benefits for the citizens and makes Carrollton more livable;

WHEREAS, complete streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving pedestrian and vehicular environments in the city;


WHEREAS, complete streets enhance safe walking and bicycling options for school-age children, in recognition of the national Safe Routes to School Program; and

WHEREAS, the City of Carrollton recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, shared-use paths, bicycle lanes, signage, and accessible curb ramps that enable safe, convenient, and comfortable travel for all users;

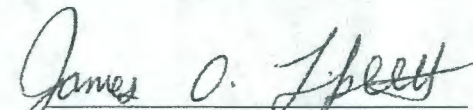
THEREFORE, BE IT RESOLVED the Mayor and City Council of the City of Carrollton hereby establishes a Complete Streets Policy that, to the extent feasible, will assist the city in the planning, design, construction, and maintenance of the public rights-of-way that considers all legal users.

ADOPTED this ^{14th} ~~16th~~ day of ^{December} ~~November~~, 2015.

MAYOR AND CITY COUNCIL OF CARROLLTON



Mayor, City of Carrollton



Clerk, City of Carrollton

-SEAL-

BY:



CITY OF CARROLLTON
COMPLETE STREETS POLICY

VISION

Every public right-of-way will be planned, designed, constructed, and maintained such that all residents within the City of Carrollton have multi-modal transportation options to safely and conveniently travel to and from their destinations.

PRINCIPLES

The following guiding principles should be considered, where feasible, throughout all phases of transportation infrastructure design and construction:

- Each phase in the life of a roadway, including planning, funding, designing, constructing, operating, and maintaining of new and modified streets, will be an opportunity to improve the integration of all transportation modes into the roadway.
- Accommodations for bicycles and pedestrians should be integrated into new roadway construction and reconstruction projects in a manner that is appropriate to the context of the planned roadway features, surrounding land use, and desires of the community.
- The design and construction of new facilities should anticipate likely demand for bicycling and pedestrian facilities within the design life of the facility.
- The design of intersections should accommodate bicyclists and pedestrians in a manner that allows for safe crossing.
- Complete Streets principles may not apply to short-term maintenance activities designed to keep assets in serviceable condition (e.g. mowing, sweeping, and spot repair, or interim measures on detour or haul routes). Complete Streets principles do apply to resurfacing activities. Resurfacing efforts should be used, when applicable, as opportunities to create new facilities, such as bike lanes or to improve existing facilities such as reconditioning road shoulders.
- Complete Streets may be achieved through single projects, incrementally through a series of smaller improvements, or through maintenance activities.
- The transportation network should be planned and constructed as a well-connected system that encourages multiple connections to destinations.
- Not all roadways are suitable for complete streets treatment. In corridors whose primary purpose is to carry inter- and intra-regional traffic, for example, a limited range of modal accommodations may be appropriate. At a minimum, sidewalks should be installed unless local conditions dictate otherwise.

STRATEGIES

- The City will seek technical support, as necessary, to assist in developing, implementing and funding complete streets policies, programs and projects.
- The City will provide financial assistance, when funds are available, to worthy complete streets projects. Emphasis will be participating in funding projects that provide high benefit at low cost.
- Complete Streets elements will be considered when developing, modifying or updating comprehensive plans, manuals, rules, regulations and programs, as appropriate.
- American Association of State Highway and Transportation Officials (AASHTO) compliant transportation facilities for all modes, including pedestrian, bicycle, transit, and motor vehicle, should be provided on all roadways as applicable.
- The City will encourage context sensitive solutions to solve transportation problems in a manner consistent with community characteristics and as desired by local officials, citizens and stakeholders.
- When possible, context sensitive streetscape plans that incorporate appropriate Georgia plants and landscaping materials should be developed whenever a street is newly constructed, reconstructed, or relocated.
- Design standards should include performance measures for tracking the progress of implementing the Complete Streets Policy and detail the procedures for granting exceptions.
- Augmenting non-transportation projects, such as, storm water or private sector development, to concurrently implement complete streets principles should be considered as a cost-effective means to achieve mobility enhancements.
- The City will implement complete streets concepts on appropriate local roads by, for example, augmenting resurfacing projects or other major construction activity, filling sidewalk gaps, ensuring transit stops on local roads are accessible, resolving potential permitting issues early in the project development process.