

RESOLUTION REGARDING
COMPLETE STREETS POLICY
RESOLUTION NO: 103-11-2-16-2

WHEREAS, Complete Streets is a transportation policy and design approach that considers the safe and comfortable movement of all users of all ages and abilities – including motorists, cyclists, pedestrians, transit, and freight – as roadway infrastructure is planned, designed operated and maintained; and

WHEREAS, Complete Streets also complements the provisions of the Americans With Disabilities Act (ADA); and

WHEREAS, building Complete Streets will provide many benefits to residents, business owners, developers, and the community in its entirety; and

WHEREAS, embracing the Complete Streets concepts will create a balanced transportation system by providing safe, accessible, and efficient connections between destinations, bolstering economic growth and stability, as well as increasing property values, and

WHEREAS, Complete Streets will enhance job growth, reduce crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing for more efficient use of our public rights-of-way by providing multiple transportation options for users: and

WHEREAS, integrating sidewalks, bike facilities, transit amenities, and/or safe crossings into the initial design of a project spares the expense and complications of later retrofits; and

WHEREAS, Fort Wayne has adopted the Walk Fort Wayne, Bike Fort Wayne and Bus Port Wayne plans as amendments to the City's comprehensive plan, Plan-it Allen and these plans were developed to address those components of the Complete Streets initiatives as it relates to bicycle, pedestrian and transit.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC WORKS OF THE CITY OF FORT WAYNE, INDIANA, THAT THE FOLLOWING PROCEDURES ARE ESTABLISHED FOR CONSIDERATION IN THE IMPLEMENTATION OF COMPLETE STREETS:

The City of Fort Wayne will partner with internal departments, other public agencies including Allen County Highway Department and the Indiana Department of Transportation, elected officials, stakeholders and other interested parties to:

- Implement the recommendations in Plan-it Allen as it relates to bike, pedestrian and transit infrastructure.
- Improve mobility and accessibility of all individuals including those with disabilities in accordance with legal requirements of the ADA.
- Identify strategies to shift short distance trips from automobiles to alternate modes such as bicycle and walking by providing safe and efficient connections.
- Ensure early coordination during project scoping to identify how new construction or reconstruction of a project will impact bicyclists, pedestrians or transit users of all ages and abilities.

1. DESIGN COMPONENTS

Complete Streets are designed and operated to enable safe access for all users. While there is no set formula for a complete street, it will typically have some or all of the following elements:

- Sidewalks
- Dedicated Bike lanes or shared lanes
- High visibility crosswalks
- Wide shoulders
- Pedestrian refuge islands
- Bus pullouts
- Street lighting
- Audible pedestrian signals
- Pedestrian countdown signals
- HAWK signals
- Sidewalk bump-outs
- Transit stop accommodation
- Road diets
- Access management strategies
- Roundabouts and neighborhood traffic circles
- Traffic calming strategies
- On-street parking
- Street trees and landscaping
- Street furniture
- Bike racks
- Pedestrian and bicycle amenities

Planners, Engineers, and Designers must be careful not to sacrifice pedestrian safety when designing a roadway.

2. IMPLEMENTATION STRATEGIES

Implementation of Complete Streets and recommendations on arterial and collector routes will follow a phased and sequential approach of establishing need, developing policy, and reconciling differences in planning, design policies and guidelines.

- “One size fits all” design or designs based on functional roadway classification do not work. Complete Streets design needs to be based on context and requires a flexible design process. The City of Fort Wayne will ensure improvements comply with Title VI/Environmental Justice, Americans with Disabilities Act (ADA) and should complement the context of the surrounding community. Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from the following, but not limited to: American Association of State Highway and Transportation Officials (AASHTO) publications, Institute of Transportation Engineers (ITE) publications, the Manual on Uniform Traffic Control Devices (MUTCD), the Americans with Disabilities Act Accessibility Guidelines (ADAAG), the Public Rights-of-Way Accessibility Guidelines (PROWAG), National Association of City Transportation Officials (NACTO) Guidelines, and the INDOT guidelines and manuals.
- In certain situations (low volume, residential or low speed roadways) having vehicles, bicycles and pedestrians share the travel lane may be appropriate and considered a reasonable integration of their needs.
- The City of Fort Wayne in conjunction with the Northeast Indiana Regional Coordinating Council (NIRCC) will monitor and report measures such as: rate of crashes, injuries and fatalities by mode, inventories of linear feet of sidewalks added or reconstructed, miles of shared lanes, number of high visibility crosswalks and intersection crossing treatments, and work with Indiana State Department of Health in monitoring mode share shifts.
- The City of Fort Wayne shall encourage staff professional development and training on non-motorized transportation issues through conferences, classes, seminars and workshops.

3. EXEMPTIONS

- Limited or full access control facilities, where bicyclists, pedestrians, and other non-motorized forms of transportation are prohibited by law from using the roadway.
- Safety impacts outweigh the proposed benefit of implementing identified Complete Street element or component.
- Scarcity of population, travel and destinations, both existing and planned, demonstrate an absence of current and future need.
- The cost of providing bicycle and pedestrian features would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined

as exceeding twenty percent (20%) of the construction cost of resurfacing or rehabilitation projects.

- This policy shall be mindful of how projects are funded in the Capital Improvement Program for which specific funding lines are committed to, such as resurfacing, neighborhood concrete street repairs, arterial concrete street rehabilitation, which sets project specific budget lines for necessary maintenance activities. As such, Complete Streets recommendations shall be expected to be built within the available right-of-way that the roadway improvements are to be made on without having to acquire additional rights-of-way. Inclusion of Complete Streets recommendations is more easily accomplished on major widening or reconstruction projects.

All exemptions must be properly documented by the project manager and included as part of the project documentation on file.

4. OPERATIONS & MAINTENANCE CONSIDERATIONS

- Project Managers will work with maintenance staff during development to ensure that maintenance and functionality are balanced.
- Recommendations should include applications for new as well as rehabilitation projects using accepted design standards specific to area need.
- Documentation of the level of maintenance needed by mode (examples: sweeping, snow removal, and signage, signal operations), identify required funding, roles for operations & maintenance of the completed facility, and agreements if appropriate.
- The Project Manager shall make sure that funding sources are available and/or necessary maintenance agreements have been established for any traffic calming elements and public amenities such as landscaping, trees, bike racks, benches, trash receptacles, decorative street light poles, decorative/welcome signage, use of bricks or pavers for crossings & sidewalks, and water stations beyond standard design amenities that are included on the project. If this funding is not available for maintenance of these features and necessary agreements are not in place at the time of bidding, the elements requiring special maintenance may be excluded from the project.

5. RECOMMENDATIONS


- Consideration of Complete Streets concepts in a project should be included in the scoping phase of the project.
- Project design should include accommodation for all users and be sensitive to the context of the setting of the project. It is important to note that Complete Streets may and will look different for every project and road type.
 - In low volume areas, wide lanes, shoulders, and/or sharrow signage may be sufficient.
 - In urban areas, on all new construction and reconstruction projects, sidewalk, bicycle accommodation and transit pads as called out in Plan-it Allen shall be

required. Value engineering may be performed to determine if alternative treatments may be more cost effective to those called out in the Plan.


- For repaving or re-striping projects that are performed on existing rights-of-way, options of bike lanes, sharrows, and high visibility pedestrian crosswalks should be considered and implemented as identified in Plan-it Allen.
- If the project serves a destination point, (i.e.: school, recreational facility, shopping center, hospital, neighborhood, or office complex) an opportunity for the destination to have access to the project facilities should be extended.

DATED THIS 2 DAY OF November, 2016.

BOARD OF PUBLIC WORKS



Robert P. Kennedy, Chair



Kumar Menon, Member



Mike Avila, Member

ATTEST BY:



Lyndsey L. Richards, Clerk