

City of Austin
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Memorandum

To: Mayor & City Council
From: Jon W. Erichson
Subject: Complete Streets Policy
Date: May 2, 2012

One of the goals for the sustainability task force was the review and updating of the cities Complete Streets Policy. Complete streets are defined as roadways that enable safe and convenient access for all users, of all ages and abilities, including pedestrians, bicyclists, transit riders, personal, emergency and commercial vehicles and are conducive to efficient movement and mobility of people and goods. For your review I have attached the following:

- Exhibit 1 - Existing Policy
- Exhibit 2 - Expanded Policy
(Meets Minnesota Green Steps requirements)

These two policies for your review are both directed to minimum standards and requirements versus mandating higher standards.

As the council moves forward with this, direction should be provided as to the standards the city wants to establish.

RESOLUTION NO. 12902

AFFIRMING ACTIVITY-FRIENDLY COMMITMENTS

WHEREAS, the first criteria listed on the Governor's Fit City Application is stated as:
Criteria 1 (required). City must adopt a resolution affirming fit-friendly commitments by community leaders and elected officials.

WHEREAS, *Active Living* is a way of life that integrates physical activity into daily routines. The goal is to accumulate at least 30 minutes of activity each day. Individuals may do this in a variety of ways such as walking or bicycling for transportation, exercise or pleasure; playing in the park; working in the yard; taking the stairs; and using recreation facilities; and

WHEREAS, the City of Austin affirms activity-friendly commitments such as:

- Develop a cohesive system of parks and trails, incorporating accessible neighborhood parks,
- Require that neighborhood streets be designed with pedestrians and bicyclists in mind (e.g., by using design guidelines).
- Support recreation programs that encourage active living.
- Ensure that physical activity facilities (youth/senior centers, trails, etc.) are accessible and affordable.
- Locate schools in walkable neighborhoods or create walkable routes to existing schools.

NOW THEREFORE, BE IT RESOLVED, that the City of Austin is committed to providing an activity-friendly community to its residents and authorizes the application for The Governor's Fit City Program

Approved by the Austin City Council this 6th day of February, 2006.

YEAS 7

NAYS 0

ATTEST:

APPROVED:

City Recorder

Mayor

City of Austin Complete Streets Policy

Introduction

This Complete Streets policy incorporates the simple and basic concept that streets and roadways should be designed and operated to be safe and accessible for all transportation users whether they are pedestrians, bicyclists, transit riders, or vehicular motorists.

Purpose

Complete streets will create transportation corridors that are safe, functional and aesthetically attractive for all users.

Policy

1. The City of Austin will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (Including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.
2. Transportation improvements should include facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements.
3. Early consideration of all modes for all users will be important to the success of this policy. Those planning and designing street projects will give due consideration to bicyclists and pedestrians, from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction or reconstruction.
4. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:
 - a. Whether the corridor provides a primary access to a significant destination such as community or regional park or recreational area, a school, a shopping/commercial area, or an employment center;
 - b. Whether the corridor provides a primary access across a natural or manmade barrier such as a river or freeway;
 - c. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation can be anticipated;
 - d. Where a road corridor provides important continuity or connectivity links for an existing trail or path network; or
 - e. Whether nearby routes that provide a similar level of convenience and connectivity already exist.
5. Complete Streets may be achieved through single projects built or through a series of smaller improvements or maintenance activities over time.
6. The City of Austin Complete Streets Policy incorporates the current MS4 Storm Water Permitting Rules.
7. This policy will provide notification to Austin Parks and Recreation for review of impacts to street trees and incorporate recommendations into design consideration.