

Ordinance 2014- 51

An Ordinance establishing a "Complete Streets" Policy for the City of Logansport

WHEREAS, the City of Logansport would like to improve our streets and sidewalks to make walking and bicycling more convenient; provide increased access to jobs, retail, and schools; and improve choice through healthier and less expensive transportation options, and;

** and revising
(inserted)*

WHEREAS, establishing a "Complete Streets" Policy would help those tasked with design and implementation of improving transportation needs in our community, and;

WHEREAS, a "Complete Streets" Policy ensures that all aspects of transportation needs will be reviewed before final street designs are approved, and;

WHEREAS, a well-designed network of "Complete Streets" will provide improved safety for our residents who choose a non-motorized mode of transportation,

ORDAINED by the Common Council of the City of Logansport, Indiana, as follows:

VISION / INTENT

This Complete Streets Policy shall direct the City of Logansport to develop a safe, reliable, efficient, integrated and connected multimodal transportation system that promotes access, mobility and health for all users.

ALL USERS AND MODES

The City of Logansport shall ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, transit riders, people of all ages and abilities, motorists, emergency responders, freight providers and adjacent land users.

PROJECTS AND PHASES

The City of Logansport shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: scoping planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, resurfacing, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, re-channelization projects, major utility work and major maintenance, must also be included.

EXCEPTIONS

Any exception to this policy, including for private projects, must be approved by the Board of Public Works and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Exceptions may be considered for approval when:

1. An affected roadway prohibits, by law, use by specified users (such as an interstate freeways or pedestrian malls), in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;
2. The costs of providing accommodation are excessively disproportionate to the need or probable use;
3. The existing and planned population, employment densities, traffic volumes, or level of transit service around a particular roadway, as documented by the [appropriate plan/s], is so low as to demonstrate an absence of current and future need;
4. Transit accommodations are not required where there is no existing or planned service;
5. Routine maintenance of the transportation network does not change the roadway geometry or operations, such as mowing, sweeping and spot repair (in which case existing bicycle and pedestrian traffic must be safely accommodated during maintenance);
6. There is a reasonable and equivalent project along the same corridor that is already programmed to provide facilities exempted from the project at hand.

The Board of Public Works shall submit quarterly reports to the Common Council summarizing all exceptions granted in the preceding quarter. These reports shall be submitted at the first meeting after the end of the quarter, and shall be posted on-line.

CONNECTIVITY / NETWORK

The City of Logansport shall support movement along and across arterial, collector and local streets within a dense, interconnected and integrated network. Walking, biking and transit will provide transportation options so that users may reach many potential destinations.

JURISDICTION

All city-owned transportation facilities in the public right of way including, but not limited to, streets, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently. Privately constructed streets and parking lots shall adhere to this policy. The City of Logansport shall foster partnerships with the State of Indiana, utility companies, neighboring communities and counties, and business and school districts to develop facilities and accommodations that further the City's Complete Streets policy and continue such infrastructure beyond the City's borders.

DESIGN

The City of Logansport shall follow accepted or adopted design standards and use the best and latest design standards available, including, but not limited to, existing design guidance from the American Association of State Highway Officials (AASHTO), state Departments of Transportation, the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Americans with Disabilities Act (ADA), and the Public Right-of-Way Accessibility Guidelines (PROWAG).

In recognition of various contexts, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

CONTEXT SENSITIVITY

The City of Logansport shall implement Complete Streets solutions in a manner that is sensitive to the local context and character, aligns transportation and land use goals, and recognizes that the needs of users may vary by case, community or corridor.

PERFORMANCE MEASURES

The City of Logansport shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- Total miles of bike lanes/trails built or striped
- Linear feet of new pedestrian accommodation
- Number of ADA accommodations built
- Number of transit accessibility accommodations built
- Number of new curb ramps installed along city streets
- Number of new street trees planted
- Compliments and complaints
- Bicycle, Pedestrian and Multimodal Levels of Service (LOS)
- Transportation mode shift, provided by the Household Travel Survey
- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Rate of crashes, injuries, and fatalities by mode
- Rate of children walking or bicycling to school
- Vehicle Miles Traveled (VMT) or Single Occupancy Vehicle (SOV) trip reduction
- Number of approved exemptions from this policy

Within six months of policy adoption, the City of Logansport shall create individual numeric benchmarks for each of the performance measures as a means of tracking and measuring the annual performance of the policy. Quarterly reports shall be posted on-line for each of the above measures.

IMPLEMENTATION

The City of Logansport shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

1. Revisions to Existing Plans and Policies. All relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to, the Comprehensive Plan, Transportation Plan, Bicycle and Pedestrian Plan, and other appropriate plans).
2. Revisions to Existing Design Standards. All relevant departments, agencies, or committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets.
3. Inventory. The City will maintain a comprehensive inventory of the pedestrian and bicycling infrastructure and will prioritize projects to eliminate gaps in these networks.
4. Funding. City staff will actively seek sources of funding to implement Complete Streets.
5. Project Selection Criteria. City staff shall recommend improvements to transportation project selection criteria to support Complete Streets projects.
6. Coordination. The City shall utilize inter-departmental project coordination to promote the better use of fiscal resources for activities that occur within the public right-of-way.
7. Staff Training. The City shall encourage staff professional development and training on non-motorized transportation issues through conferences, classes, seminars, and workshops.
8. Education. Every Complete Streets project may include an educational component to ensure that all users understand and can safely utilize the Complete Street.
9. Reporting. An annual report will be made to the Common Council showing progress made in implementing this policy. All relevant departments, agencies, or committees shall report on the annual increase or decrease for each performance measure contained in this ordinance compared to the previous year(s).

SECTION 2: That this amendment shall be in full force and effect upon its passage by the Common Council and approval by the Mayor of the City of Logansport, Indiana.

INTRODUCED, FILED AND APPROVED on first reading by a vote of 7 in favor and 0 opposed on the 6th day of Oct., 2014.

DULY PASSED, ORDAINED AND ADOPTED this 3rd day of Nov. 2014, by the Common Council of the City of Logansport, Cass County, Indiana by a vote of 6 in favor and 0 opposed.

Common Council of the City of Logansport, Indiana

Joseph E. Buck
President

ATTEST:

Carol Sue Hayworth
Carol Sue Hayworth, Clerk-Treasurer

Submitted to, approved by, and signed by me, the Mayor of the City of Logansport,

Indiana, this 3rd day of Nov, 2014.

Ted Franklin
Ted Franklin, Mayor