

RESOLUTION NO. 7098

A RESOLUTION ACCEPTING THE PLANNING COMMISSION'S RECOMMENDATION AND APPROVING THE ADOPTION OF THE OXFORD COMPLETE STREETS POLICY AND INCORPORATING THE SAME INTO THE TRANSPORTATION CHAPTER OF THE OXFORD COMPREHENSIVE PLAN.

WHEREAS, Council finds in accordance with Section 1125.01 of the Codified Ordinances of the City of Oxford, the Oxford Planning Commission held a public hearing on January 10, 2017 regarding the adoption of the Oxford Complete Streets Policy; and

WHEREAS, the Oxford Planning Commission, after public hearing and deliberation, recommended approval of the Oxford Complete Streets Policy attached hereto and incorporated herein as Exhibit "A".

SECTION 1: City Council hereby accepts the recommendation of the Oxford Planning Commission, and after deliberation, approves the adoption of the Oxford Complete Streets Policy attached hereto and incorporated herein as exhibit "A" and further directs that the same shall be incorporated into the Transportation Chapter of the Oxford Comprehensive Plan.

SECTION 2: This resolution shall take effect at the earliest date allowed by law.


MAYOR

ADOPTED: August 20, 2019

ATTEST:


CLERK OF OXFORD CITY COUNCIL

INTRODUCED BY: DAVID PRYTHERCH

PREPARED BY: LAW (STAFF)



Complete Streets Policy

Vision

The surface transportation network will become better connected, safer, more attractive, and accessible for all users of the public right-of-way, regardless of their mode of transportation, age or abilities, as transportation projects throughout the City are designed, constructed, reconstructed by using complete street principals. All users will experience a visually attractive and functional environment while traveling safely and conveniently on and across all surface roadways within the City of Oxford. This vision is to make the network more complete when necessary roadway resurfacing, reconstruction, and/or expansion is planned. Complete Streets are defined as streets that are designed for all users of the public right-of-way who can safely and conveniently reach their designations along and across a street or road, regardless of their chosen mode of transportation, age or physical condition. All users include: pedestrians, cyclists, transit and school bus riders, people with disabilities, motorists, freight haulers, service personnel, and emergency responders.

Purpose

Streets are an integral component of the City. They play a vital role in the social and economic health of the community by providing the primary physical link between citizens, businesses, and institutions of the City. The purposes of this policy are as follows:

1. To recognize that alternative modes of surface transportation play a pivotal role in moving people and goods.
2. To further articulate the Oxford Comprehensive Plan in creating a quality, accessible transportation with alternative forms of transportation for a diverse population.
3. To encourage improvement to the surface transportation networks to balance the needs of all users; and
4. To incorporate the community values and quality of environmental stewardship, safety, security, mobility and individual freedom.

The implementation of this policy shall also follow the recommendations articulated in the Bike and Pedestrian Safety Plan, as adopted by City Council, to provide optimal network connections for all users of the Oxford Community.

Goals

- A. Ensure that the needs of all users are balanced throughout the surface transportation network to the greatest reasonable measure.
- B. Incorporate the vision, purpose, and goals of this policy into all aspects of the project development process for surface transportation projects.
- C. Create a balanced, comprehensive, integrated, fully interconnected, functional and visually attractive surface transportation network.

- D. Promote the use of the latest and best “complete streets” design standards, principals, policies, and guidelines within the context of the community.

Benefits of Complete Streets

By providing, when appropriate, features such as accessible sidewalks, designated bike facilities and accessible transit stops, livable streets encourage walking, transit uses and biking, all of which have important health benefits. By shifting a share of automobile traffic to walking, biking and transit, livable streets (complete streets) help reduce the demand for fossil fuels ease automobile congestion, reduce wear on roadways, improve air quality and make streets more attractive for businesses and customers, and increases economic activity at the neighborhood level.

Policies

The City of Oxford surface transportation network shall balance the need for all current and future users. Project identification, planning, scoping, and design for new construction, reconstruction, resurfacing, rehabilitation within the public right-of-way shall adhere, where applicable, to the following:

- 1) There is no one design standard that achieves the complete streets outcome. Design of particular projects will be context-sensitive, consideration of adjacent land uses and local needs and incorporating the most up-to-date, widely-accepted design standards for the particular setting, traffic volume and speed, and current and projected demand. Each project must be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the street to be complete. Additional principals, policies and guidelines may be found under the Best Practice Design.
- 2) Exemptions to the Resolution may be made under one (1) or more of the following conditions as determined by City Council in consultation with the City Manager, upon recommendation of the Oxford Parking and Transportation Advisory Board.
 - a. Where bicyclists and pedestrians are prohibited by law from using the roadway, or
 - b. Where the cost of providing such accommodations would be disproportionate given the need or probability of use, or
 - c. Where severe topographic or natural resource constraints prohibit such accommodations, or
 - d. Where conditions or restrictions outside the purview of the City of Oxford prohibit such actions.
 - e. Where the project consists primarily of the installation of traffic control or safety devices.
 - f. Where roadway safety standards or bicycle and pedestrian safety standards cannot be met.
- 3) Where accommodations for all users cannot be made, reasonable efforts shall be made to identify adjacent alternative routes and/or methods of travel to provide a safe, reliable, integrated, and interconnected surface transportation network.
- 4) Roadways, sidewalks, shared-use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated,

and maintained so that all users of the surface transportation network can travel safely, reliably, and independently.

- 5) The implementation of this policy shall reflect the context and character of the surrounding built and natural environment, and enhance the appearance of such.
- 6) The design and development of surface transportation infrastructure shall be in accordance with all City of Oxford ordinances, codes, plans, policies, and guidelines where appropriate.
- 7) A system of performance measurements shall be established to gauge the success of this Policy with regards to the stated Goals above.

Sample of Performance Measurement:

The success of this policy will be measured in the following quantitative ways:

1. Lane-mile of on-street bike routes.
2. Percentage of resurfacing, reconstruction and expansion projects that are exempted from adhering to this policy.
3. Conformance to the Bike and Pedestrian Safety Improvement Plan.
4. Percentage of roadways that do not have sidewalks, crossings.

Best Practice Design:

Projects will incorporate the most up-to-date, widely-accepted multi-modal design and performance measurement standards for the particular setting, traffic volume and speed, and current and projected demand, including:

- 1) AASHTO Design Publications, including *A Policy on Geometric Design of Highways and Streets* and guides for the development of pedestrian, bicycle, and transit facilities
- 2) National Association of City Transportation Officials guides
- 3) Federal Highway Administration publications, including the *Manual of Uniform Traffic Control Devices* and guidance for multi-modal performance measurement and design
- 4) Transportation Research Board publications, including *Highway Capacity Manual*
- 5) United States Access Board publications and guidance
- 6) Allow for local engineering judgement in the review process.