C.M. 06-1980
As Amended
216-18

A RESOLUTION
NO. ~~216~~ - 18

A RESOLUTION AUTHORIZING AMENDMENT OF RESOLUTION 92-14, COMPLETE STREETS POLICY, TO STRENGTHEN THE POLICY AND ENCOURAGE WALKING, BICYCLING, TRANSIT, AND PROMOTING SAFE OPERATIONS FOR ALL USERS.

WHEREAS, the existing Complete Streets policy is too broadly defined and does not address specific design and aesthetic elements and does not clarify when and how Complete Streets should be implemented, and,

WHEREAS, an amended Complete Streets policy should include specific engineering design guidelines for the application of bike, pedestrian, and transit facilities; including acknowledging the role that aesthetic design can have for encouraging safe and welcoming streets, and,

WHEREAS, an amended Complete Streets policy should create a committee to publicly address and make transparent the process of how roadways are selected for Complete Streets implementation and this committee shall abide by objective, quantifiable, criterion when evaluating a corridor for the feasibility of a complete streets application. Such a committee shall include the district Councilor where the project is located and at-large Councilors as ad hoc members.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Council of the Consolidated Government of Columbus hereby amends resolution 92-4, also known as the Complete Street Policy, to include design standards and aesthetics, while implementing an interdepartmental Complete Streets Non-Compliance Committee as shown on the attached document entitled Proposed Amendments to Resolution No. 92-14, Complete Streets Policy.

Introduced at a regular meeting of the Council of Columbus, Georgia, held the 19th day of June 2018, and adopted at said meeting by the affirmative vote of 8-1 members of said Council.

Councilor Allen voting	ABSENT
Councilor Baker voting	yes
Councilor Barnes voting	yes
Councilor Davis voting	yes
Councilor Garrett voting	yes
Councilor Huff voting	yes
Councilor Thomas voting	yes
Councilor Turner Pugh voting	ABSENT
Councilor Woodson voting	ABSENT FOR VOTE

Tiny B. Washington, Clerk of Council

Teresa ~~Pike~~ Tomlinson, Mayor

Columbus Consolidated Government
Council Meeting

06/19/2018

Agenda Report # 134

TO: Mayor and Council

SUBJECT: Amendment to Resolution No. 92-14, Complete Streets Policy

INITIATED BY: Planning Department

Recommendation: Approval is requested to adopt the proposed amendments to the local Complete Streets Policy resolution.

Background: In 2014, City Council passed Resolution 92-14, authorizing a Complete Streets policy based on the statewide policy issued by the Georgia Department of Transportation. This resolution made clear that Columbus would make an effort to be inclusive of all modes of transportation including pedestrians, bicyclists, transit users, persons with disabilities, and would encourage transportation projects to consider safety and mobility. While this has been a step in the right direction and new projects are now being designed with other users in mind, more could be done on the policy side to ensure that these state and national objectives are being met. Georgia Bikes and the office of the Mayor have proposed that we look to other cities that are leading the way in complete streets, such as Reading Pennsylvania, in order to strengthen the Columbus Complete Streets policy and continue to promote equitable transportation. The Planning Department has drafted these proposed amendments to strengthen the policy.

Analysis: The proposed amendment calls for three major changes to the policy that will strengthen the policy, allowing for more transparency and accountability. Outlined here are the three proposed changes:

1. Adopt specific engineering design guidelines for the application of bike, pedestrian, and transit facilities; including acknowledging the role that aesthetic design can have for encouraging safe and welcoming streets.

2. Create a committee to publicly address and make transparent the process of how CCG/GDOT decide which roadways may be feasible for Complete Street implementation. This committee shall abide by objective, quantifiable, criterion when evaluating a corridor for the feasibility of a complete streets application.

3. This committee shall report a status update to the public on the state of complete streets project implementation and other metrics that are crucial to monitoring and allowing stakeholders to have the data and information available to them in order to help direct public discourse.

Financial Considerations: Implementation of these policies may have an impact on the total cost of a future road project.

Projected Annual Fiscal Impact Statement: No projected impact can be made at this time.

Legal Considerations: None anticipated

Recommendations/Actions: Approval is requested to adopt the proposed amendments to the local Complete Streets Policy resolution.

Proposed Amendments to Resolution No. 92-14, Complete Streets Policy

Complete Streets Design Standards

Purpose: The purpose of this Complete Streets Policy is to establish Columbus as a livable community with enhanced mobility, equity, and vitality in all neighborhoods and for people of all ages and abilities, through the design, maintenance, and use of Columbus' public rights of way. Columbus aims to create a robust, efficiently operated, and well-connected transit network, a well-defined pedestrian and bicycle system, and to promote the improvement of public health, safety, economic growth, and quality of life. Abiding by these principals, Complete Streets Policy shall establish standard practices and procedures for our community. Design applications should come from reputable sources that have been field-tested and measured for effectiveness and safety. Complete Streets designs should consider the importance of creating corridors where all users can feel safe and are invited through aesthetic design to use such facilities.

Design Standards: The City shall use the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, hierarchy of streets, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural, and urban design principles. These materials include, but are not limited to:

- The United States Department of Transportation Federal Highway Administration's Manual of Uniform Traffic Design Control
- The United States Department of Transportation Federal Highway Administration Traffic Monitoring Guide
- The American Association of State Highway and Transportation Official's (AASHTO) Policy on Geometric Design of Highways and Streets and Guide for Planning, Designing and Operating Pedestrian Facilities
- The National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide
- Final Circulars and guidelines issued by the Federal Transit Administration including design requirements abiding by the Americans with Disabilities Act, Title VI, and Environmental Justice
- Documents and plans created for and approved by the City of Columbus including but not limited to, the Comprehensive Plan, Alternative Transportation Plan, and the Long Range Transportation Plan.

If in the event that the above guides or any future guides conflict or are unclear on any element of a proposed design, the appropriate authority shall select the design guidance that best fits the context of the project, the safety of users, and achieves the goals of Complete Streets.

Attention to Aesthetic: Complete Streets are beautiful, interesting and comfortable places for all people. The design of cities begins with the design of streets as community places where people want to be. As part of the public realm, streets shall be held to a higher standard for urban design at a human scale. Multi-modal accommodations and all City projects in the right-of-way shall be approached as opportunities to enhance the aesthetic qualities of its public realm through the thoughtful creation of place. Wherever feasible, streetscapes shall protect and include street trees and native plants, and incorporate landscape architecture, public art, pedestrian amenities and wayfinding signage, sidewalk cafes and street-facing retail, and/or other elements that enhance the attractiveness of Columbus and foster healthy economic development.

Complete Streets Compliance Committee

Purpose: An interdepartmental Complete Streets Compliance Committee, herein known as the Committee, will address the implementation of Complete Streets policy. The city council has made a commitment to ensuring equity between all users of public right of way, including transit users, motorists, bicyclists, and pedestrians. The City of Columbus has declared that all peoples and modes of transportation have a right to mobility and safety and that, where feasible, facilities that accommodate a balance of users will be incorporated into project design. The intent of the Complete Streets Committee is to assess the feasibility of providing such facilities on a case-by-case basis and to make their findings public. This committee will ensure that the city's commitment and decision making process is transparent and accountable to its primary stakeholder, the public. Applicability: The complete streets policy and the scope of the committee shall apply to new transportation projects, restriping, repaving/resurfacing, road widening projects, streetscapes, and intersection improvements. The complete streets policy shall not apply to regular road maintenance and repair, the national highway system, private roads, or where local, state, or federal law prohibits facilities. New facilities as standalone projects are not applicable to this Committee and will be considered separately by the appropriate authority.

Solicitation of the Committee: City staff and members of the Committee shall work to comply with complete streets policy as part of normal operating procedures in the design phase of projects. Citizens and/or organizations may solicit the Committee to issue a recommendation on the feasibility of incorporating additional facilities for bicycles, pedestrians, or transit. Citizens or organizations may submit a formal written request or email to the Committee to review how a proposed facility may or may not be feasible on a forthcoming project. A public meeting may need to be held to discuss proposed changes with the community. The Committee shall publicly respond to the solicitation with their findings and recommendation within thirty (30) days of the request.

Making a Recommendation: The Complete Streets Committee shall issue a recommendation on the proposal based on the criterion within thirty (30) days of a request. A publicly available report addressing each criterion will be generated and issued to the requesting party or agency as well as posted on the applicable webpage. The Committee will issue one of three possible recommendations.

Unclear — Committee cannot collect the necessary data

No — The facility does not appear to be feasible.

Yes — The facility appears to be feasible. Proposed facility will be investigated further for funding availability and engineered feasibility.

Authority: The Committee does not have authority to approve or deny any project, design, study or other element of any project. The Engineering Department and/or City Council shall retain the ability to approve or deny any project within the local street network and the Georgia Department of Transportation shall retain the ability to approve or deny any project within the state route system.

Membership: The Committee shall consist of a broad range of transportation and public realm stakeholders in the city, including policy makers and advocacy groups as well the technical staff familiar with the criterion that can provide the necessary data. Membership shall be interdepartmental and shall include at minimum, representation from the Planning Department, Engineering Department, Columbus-Phenix City Metropolitan Planning Organization, Public Works, and the Georgia Department of Transportation if the proposed facility touches a state route. Other departments and agencies may be called upon to provide supporting information as needed.

Voting Members:
Planning
Columbus-Phenix City Metropolitan Planning Organization
Engineering
Public Works
Georgia Department of Transportation (on state routes)
Citizen's Advisory Committee Chairperson

Ad hoc Members:
Parks and Recreation
Finance
METRA
River Valley Regional Commission
Deputy City Manager
Muscogee County School District
Bicycle Columbus
Council Member whose district the project is located
Council Members at Large

The following factors should be assessed when deciding about where a Complete Streets design application is appropriate:

- There has been a collision involving a bicycle or pedestrian on the roadway in the last 5 years
- Existing AADT and projected AADT as determined by Travel Demand Model
- Posted speed limit is 35MPH or less
- Degree of current and potential bicycle-pedestrian use
  Proposed facility adds connectivity to existing infrastructure or connects destinations
- Proposed facility is identified in ATS, LRTP, TIP, or other plan adopted by City Council
- Proposed facility has demonstrated community support

- Proposed facility is not redundant or conflicting with other projects
- Funding can be identified for the proposed facility and maintenance
- Proposed facility does not cause Level of Service to drop below LOS C
- Proposed facility fits within existing ROW (if off-street facility is proposed)
- Proposed facility fits within existing roadway (if on-street facility is proposed)
- Neighborhood identified as low-moderate income by the most recent census data shall be given priority for feasibility recommendation

Annual Reporting: An annual report will be completed by the committee and made available to the public at the end of each fiscal year. This report shall include, but is not limited to, the following metrics:

1. Mileage of sidewalks created
2. Number of ADA compliant curb cuts created
3. Mileage of on-street bicycle facilities created
4. Mileage of multi-use facilities created
5. Number of transit stops added
6. Transit ridership
7. Commuting statistics by mode
8. Average travel time delay for major truck routes
9. Property values adjacent to Complete Streets compliant projects
10. Percentage of projects completed with Complete Streets focus and compliance
11. Number of schools and civic centers connected by new facilities
12. Safety and collision statistics across modes
13. Number of students who bike or walk to school
14. Number of Bicycle Friendly Businesses
15. Number of projects implemented in low-moderate income census-tracts

Annual Survey: An annual survey will be conducted for residents and businesses gauging their perception of complete streets projects and assessing community needs. The survey will focus on how residents or business owners feel about a new implemented complete streets project as well as how the general population feels about complete streets.