



**RESOLUTION NO. 01-2018**

**RESOLUTION ADOPTING A CITYWIDE COMPLETE STREETS POLICY FOR PARK CITY MUNICIPAL CORPORATION OF SUMMIT COUNTY, UTAH**

WHEREAS, Park City has an interest in creating amenities that promote public health, safety, and welfare of residents and visitors; and

WHEREAS, the Complete Streets policy relating to Park City's accommodation of Complete Streets, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while continuing safe operations for all users and modes; and

WHEREAS, the Complete Streets policy is consistent with the goals outlined in the Traffic and Transportation Master Plan and the General Plan to encourage walking, bicycling, and transit use as safe convenient available modes of transportation; and

WHEREAS, the City should provide a transportation network that promotes access, mobility, and health by providing streets that are safe, convenient, accessible, and attractive for all users; and

WHEREAS, the City shall implement all transportation projects to enhance the context and character of the surrounding built and natural environment as all streets are unique given the adjacent land use and destinations they serve; and

WHEREAS, the City shall implement policies and procedures to accommodate Complete Streets that applies to new construction, reconstruction, retrofit facilities, projects and amenities that are designed, operated, planned and maintained or other changes of transportation facilities as contributing to Complete Streets, which may include but not necessarily be limited to: streets within the public right-of-way; pedestrian and bicycle amenities; street crossings and access improvements; transit facilities; access improvement to transit stops and stations; street trees and landscaping; street furniture; public art; green infrastructure and adequate drainage facilities:

NOW, THEREFORE, IT BE RESOLVED that the City Council of Park City, Utah hereby adopts a policy adopting a citywide Complete Streets policy as follows:

SECTION 1. ADOPTION. A citywide Complete Streets policy, dated January 4, 2018 attached hereto, along with all compendiums are hereby adopted.


SECTION 2. EFFECTIVE DATE. This Resolution shall take effect upon adoption.

PASSED AND ADOPTED this 4<sup>th</sup> Day of January, 2018.

PARK CITY MUNICIPAL CORPORATION

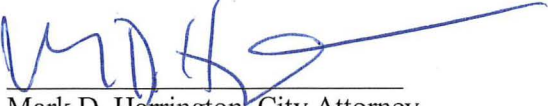
  
Mayor Andy Beerman

Attest:

  
Michelle Kellogg, City Recorder



Approved as to form:

  
Mark D. Harrington, City Attorney

### **Section 1. Statement of Purpose and Intent.**

Transportation facilities existing in the right-of-way are one of the City's largest shared assets. Transportation facility funding comes from revenue sources to which all contribute, and from which all should benefit regardless of age, ability, or transportation mode choice. The City intends to develop transportation facility assets as Complete Streets and a system wide multi-modal network that will enhance the safety and accessibility of the community. All City owned and operated transportation facilities in the public right-of-way shall accommodate Complete Streets through planning, design, construction, operations, and maintenance to encourage use of all transportation modes while continuing to balance safe operations for all users of all ages and abilities, so that all modes which include, motorists, pedestrians, bicyclists, and users of public transportation, freight, emergency vehicles and are accommodated and can travel safely. Accommodation of Complete Streets incorporates community values identified in the Park City General Plan by considering multi-modal transportation, adjacent land uses, the environment, street aesthetics, historic and natural resources as well as safety and mobility in transportation facilities.

### **Section 2. General Provisions.**

The City shall consider transportation facility projects within the right-of-way, streets, park and ride lots, and parking lots as an opportunity to implement Complete Streets. For transportation facility projects within the right-of-way, Complete Street opportunities include, but are not limited to, long range and short range planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, resurfacing, retrofit, operations, and maintenance, and utility improvements.

Complete Streets within the public-right-of way shall be designed to create a multi-modal network that provides access to services and core areas which may include, but not be limited to, schools, parks, recreation opportunities, municipal functions, shopping, and entertainment destinations. Complete Streets shall be designed to encourage all current and future users and modes, which include bicyclists, pedestrians and transit passengers of all ages and abilities as well as freight, emergency vehicles and motorized vehicles. Wherever feasible, the City shall consider inclusion of public art and beautification streetscape elements that enhance the attractiveness of community places while also balancing the seasonal conditions within the City, that include but are not limited to, snow removal, winter maintenance, and snow storage. Wherever feasible, when designing transportation facilities the City shall consider best management practices for addressing stormwater runoff that could include integration of innovative infrastructure, and educational, and landscaping elements or green infrastructure that are mutually beneficial for mobility, ecology and education.

### **Section 3. Exceptions.**



Any exception as outlined below regarding accommodation of Complete Streets, including for private projects, are only in unusual or extraordinary circumstances and must be unanimously approved by the Complete Streets Committee, which includes an interdepartmental advisory team comprised of Department of Engineering, Transportation Planning, Planning and Public Works. The Complete Streets Committee will review any exception request that is not on the list below. Exceptions may be considered for approval when:

- A. Specific users are prohibited from using a transportation facility (such as non-motorized users prohibited from using an interstate freeway) by law;
- B. The cost of providing accommodation of a particular user, segment of Complete Streets or ongoing maintenance would be excessively disproportionate to the need or probability of use, now or in the future. The Complete Streets Committee, will determine whether the cost of establishing Complete Streets is excessively disproportionate on a project by project basis;
- C. The activities that are ordinary maintenance activities designed to keep assets in serviceable condition and do not change the transportation facility's geometry or operations. Such activities may include mowing, cleaning, sweeping, pothole filling, concrete joint repair, trip hazard mitigation, snow plowing, and other regular or seasonal maintenance;
- D. Accommodation of a particular modes or of all modes is not practically feasible because of severe topographic constraints or significant adverse impacts to the natural environment, historical or cultural resources, or neighboring land uses; or
- E. The project is under construction or in the final design stages at the time of the adoption of this policy.

When transportation facilities are exempted from this policy, a greater effort shall be made to accommodate affected users and modes elsewhere, including on adjacent streets and/or on streets that intersect with that street or transportation facility. Any exceptions shall be kept on record and made available to the public upon request.

#### **Section 4. Design Standards.**

Design for Complete Streets should follow a context-sensitive approach in which implementation is sensitive to the land use context, community values and vision as outlined in the General Plan and Transportation Master Plan, aesthetic, historical, and environmental resources, and the needs of many users, that results in a flexible, innovative, and balanced approach for transportation facility design that follows the best and latest design standards.

The City shall design transportation facilities to the best and latest design standards and guidelines available. Principles and strategies of street design and facilities for bicyclists, pedestrians and transit offered by the National Association of City Transportation Officials (NACTO) shall be utilized first and foremost in decision-making, such as "Urban Street Design Guide," the "Transit Street Design Guide" and "Urban Bikeway Design Guide." Additional design of transportation facilities should follow Complete Streets design guidelines and standards that are commonly used, which could include American Association of State Highway and Transportation Officials (AASHTO) "Guide For The Development Of

Bicycle Facilities", and "A Policy On Geometric Design Of Highways And Streets", the Institute of Transportation Engineers (ITE) recommended practice "Design And Safety Of Pedestrian Facilities" and the U.S. Department of Transportation (USDOT) sponsored "Designing Sidewalks And Trails For Access Part II: Best Practices Design." Additional guidelines include, but are not limited to, Federal Highway Administration (FHWA), the Institute of Transportation Engineers (ITE), the Americans with Disabilities Act Accessibility Guidelines (ADA), the Public Right-of-Way Accessibility Guidelines (PROWAG), American Association of State Highway and Transportation Officials (AASHTO) and the American Society of Landscape Architects (ASLA).

#### **Section 5. Implementation and Reporting.**

- A. The City shall make accommodation of Complete Streets practices a routine part of everyday operations and procedures. The City shall approach transportation facility projects within the public right-of-way as an opportunity to make accommodations for Complete Streets. Implementation of Complete Streets will be carried out cooperatively amongst all departments, and to the greatest extent possible among developers, utility providers, state and regional agencies.
- B. Accommodation of Complete Streets shall be integrated into all transportation, engineering planning, design, maintenance, and funding decisions.
- C. Accommodation of Complete Streets shall influence the early scoping phase and design of all City capital improvement projects that include transportation facilities within the public right-of-way.
- D. The City will actively look for opportunities to repurpose public right-of-way to enhance multi-modal connectivity.
- E. City staff shall meet twice a year through an internal Complete Streets Committee to evaluate, maintain and coordinate transportation facility projects to encourage implementation and to promote the most responsible and efficient use of fiscal resources for accommodating Complete Streets.
- F. City Staff will report on Complete Streets, showing progress made in implementing this policy through the annual transportation report to City Council.
- G. City staff shall prepare updates to the City Council when exceptions to the policy are made.

#### **Section 6. Establishment of a Complete Streets Committee.**

The Complete Streets Committee, which includes an interdepartmental advisory team comprised of Department of Engineering, Transportation Planning, Planning and Public Works, is hereby established to determine exceptions to the Complete Streets Policy on a project by project basis. The Complete Streets Committee will determine whether the cost of establishing accommodation for modes and elements of Complete Streets is excessively disproportionate to the need or probability of use, now or in the future.