

## RESOLUTION. 2621

**WHEREAS**, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles (i.e., cars, trucks, vans, motorcycles, SUVs, etc.), and people of all ages and abilities, including children, older adults, and individuals with disabilities; and

**WHEREAS**, streets that are not designed to provide safe transport for all users present a danger to pedestrians, bicyclists, and riders of public transportation, most especially children, older adults, and people with disabilities; many of whose traffic-related injuries and fatalities are preventable, and the severity of whose traffic-related injuries could readily be decreased by implementing Complete Streets approaches; and

**WHEREAS**, the Council wishes to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and economical modes of transportation that promote health and independence for all people; and

**WHEREAS**, Complete Streets are essential in providing safe routes to school for children; and

**WHEREAS**, the Council recognizes that the careful planning and coordinated development of Complete Streets infrastructure offers long-term cost savings for local and state government, benefits public health, and provides financial benefits to property owners, businesses, and investors, while creating a safe, convenient, integrated transportation network appropriate for the land use or the context of the street for all users; and

**WHEREAS**, sedentary lifestyles and limited opportunities to integrate exercise into daily activities are factors contributing to increased obesity among adults and children and numerous correlated adverse health consequences; and

**WHEREAS**, streets are a key public space, shape the experience of residents and visitors to the City of Alexandria, directly affect public health and welfare, and provide the framework for current and future development; and

**WHEREAS**, the one-third of Americans who do not drive include a disproportionate number of older adults, low-income people, people of color, people with disabilities, and children, and the inequitable distribution of safe alternative means of travel adversely affects their daily lives; and

**WHEREAS**, the dramatic increase in the population of older and very old adults that will be seen by 2020 and 2030, requires that changes be made now to street design and transportation planning; and

**WHEREAS**, the Council wishes to build upon the City's existing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, such as the Transportation Master Plan, Eco City Action Plan, 2010 Strategic Plan, the Pedestrian and Bicycle Mobility Plan, and several small area plans; and

**WHEREAS**, the Council wishes to encourage public participation in community decisions concerning street design, and would provide opportunities for public input in the development of future street design guidelines and would incorporate public comments into a final document; and

**WHEREAS**, the Council recognizes the importance of Complete Streets infrastructure and modifications that enable safe, convenient, and comfortable travel for all users, such as sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulbouts; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; narrow vehicle lanes; raised medians; and dedicated transit lanes, and

those features identified in the Transportation Master Plan; and

**WHEREAS**, the Council desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best guidelines and standards.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA:**

1. That the Department of Transportation and Environmental Services shall make Complete Streets practices a routine part of everyday operations, shall use transportation programs and projects identified in Small Area Plans, development cases, and City maintenance and Capital Projects, to improve the transportation network for all users and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets to the maximum extent possible throughout the City. To accomplish this, the Department of Transportation and Environmental Services shall develop a Complete Streets checklist based on all the City's multi-modal planning and policy documents to ensure that a Complete Streets review is conducted for all development and for City roadway projects.
2. That every street project shall incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each categories of users; provided, however, that such infrastructure may be excluded upon written approval, to be documented and reported, by the Director of the Department of Transportation and Environmental Services, when documentation and data indicate that:
  - a. Use by non-motorized users is prohibited by law
  - b. The cost would be excessively disproportionate to the need or probable future use
  - c. There is an absence of current or future need; or
  - d. Inclusion of such infrastructure would be contrary to public safety or would be unreasonable or inappropriate in light of the scope of the project.

That, as appropriate, the Director of the Department of Transportation and Environmental Services shall review capital and maintenance projects to ensure the integration, accommodation, and balance of the needs of all users are considered in all transportation projects.

That, as appropriate, the Director of the Department of Transportation and Environmental Services and the Director of Planning and Zoning shall review all Small Area Plans and development cases to ensure the integration, accommodation, and balance of the needs of all users are considered. They shall also ensure that all Small Area Plan and development case staff reports discuss how each plan and/or development case is consistent with the Complete Streets Resolution.

The staff reports for the Small Area Plans and the development cases shall also document where the Director of the Department of Transportation and Environmental Services and the Director of Planning and Zoning exercised discretion in applying the Complete Streets Resolution with supporting data that indicates the basis for the decision. A report listing instances of discretion will be provided to the Transportation Commission and the Traffic and Parking Board every two years.

3. That, as feasible, the City of Alexandria shall incorporate Complete Streets infrastructure into existing public streets to improve the safety and convenience of users and construct and enhance the transportation network for all users while undertaking an appropriate evaluation process and minimizing negative impacts to adjacent neighborhoods.
4. That, if the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping, or signalization operations, such projects shall implement Complete Streets infrastructure to increase safety for users.
5. That, as feasible, the City of Alexandria will conduct trainings on Complete Streets best practices for personnel responsible for the design, construction, and maintenance of streets and will coordinate with these other departments, including the Alexandria Police

Department and Alexandria Fire Department, during project development.

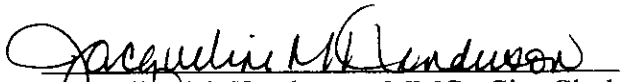
6. That the Director of Transportation and Environmental Services shall, upon request, provide indicator data as referenced in the Alexandria City Council Strategic Plan to report on the City's progress toward meeting strategic goals for users to travel in safety and comfort on foot, by bicycle, and using public transportation.
7. That the Director of Transportation and Environmental Services shall report to the Transportation Commission and Traffic and Parking Board in a public forum every two years regarding the steps taken to implement this resolution, all instances where the Director of Transportation and Environmental Services exercised discretion, and the Director of Planning Zoning exercised discretion for Small Area Plans and development cases, and actions that would need to be taken by these commissions and boards or the Transportation Commission or other agencies or departments to implement this resolution.
8. **WHEREAS, the Complete Streets Program has been successful in fulfilling the goals of the City Council Strategic Plan, the Transportation Master Plan and Eco-City Alexandria, by implementing infrastructure that provides safe, convenient and comfortable travel for all roadway users, it is thereby reenacted.**

Adopted: May 17, 2014



WILLIAM D. EULLE MAYOR

ATTEST:



Jacqueline M. Henderson, MMC City Clerk