

Resolution No. _____

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, motor-vehicle drivers, public transportation riders and drivers, and people of all ages and abilities, including children, youth, families, 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 public transportation riders, particularly children, older adults, and people with disabilities; many of these injuries and fatalities are preventable, and the severity of these injuries could readily be decreased by implementing Complete Streets approaches; and the City of Alexandria wishes to ensure greater safety for those traveling its streets; and

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

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

WHEREAS, the Council acknowledges the benefits and value for the public health and welfare of reducing vehicle-miles traveled and increasing transportation by walking, bicycling, and public transportation in order to address a wide variety of societal challenges, including pollution, climate change, traffic congestion, social isolation, obesity, physical inactivity, limited recreational opportunities, sprawl, population growth, safety, and excessive financial expenses; 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, such as diabetes, heart disease, stroke, high blood pressure, high cholesterol, certain cancers, asthma, low self-esteem, depression, and other debilitating diseases; 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, context-sensitive, and integrated transportation network for all users; in contrast, streets that are not conducive to travel by all impose significant costs on government and individuals, including the cost of obesity; 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 begin to occur 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
ALEXANDRIA, VA**

1. That the Department of Transportation and Environmental Services should make Complete Streets practices a routine part of everyday operations, should approach transportation programs and projects identified in Small Area Plans, development cases, and City maintenance and Capital Projects, as an opportunity to improve

the transportation network for all users and should work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets. To accomplish this, the Department of Transportation and Environmental Services would develop a Complete Streets checklist that would be 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 City roadway projects.

2. That every street project should incorporate reasonable Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; provided, however, that such infrastructure may be excluded upon written approval by the Director of the Department of Transportation and Environmental Services, where 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 over the long term;
 - 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 Directors of the Departments of Transportation and Environmental Services and Planning and Zoning should review all Small Area Plans, development cases and City capital and maintenance projects to ensure the integration, accommodation, and balance of the needs of all users in all transportation projects are considered. All Small Area Plan and development case staff reports should include a discussion of the Complete Streets review.

3. That, as feasible, the City of Alexandria should 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.
4. That, if the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping, or signalization operations, such projects should implement Complete Streets infrastructure to increase safety for users.
5. That, as feasible, the City of Alexandria would conduct trainings on Complete Streets best practices for personnel responsible for the design, construction, and maintenance of streets.
6. That the Director of Transportation and Environmental Services should, 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 should report to

the Transportation Commission regarding the steps taken to implement this resolution, all instances where the Director exercised an exception, and actions that would need to be taken by the Transportation Commission or other agencies or departments to implement this resolution.

ADOPTED: _____, 2010

William D. Euille, Mayor

ATTEST:

Jackie M. Henderson, CMC City Clerk

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