

CITY OF ROLLA
DEPARTMENT OF PUBLIC WORKS
COMPLETE STREETS POLICY
JULY 2017

GUIDING PRINCIPLES:

The Public Works Department will consider the following principles in design of all projects:

1. Accessibility and ease of use
 - a. Projects should maintain or improve the usability of the transportation network.
2. Economy
 - a. All projects should be economically feasible and worthwhile.
3. Connectivity
 - a. Projects should improve mobility for road users.
4. Aesthetics
 - a. All projects shall maintain or improve the visual appeal of the City wherever possible.
5. Environment
 - a. No project shall cause harm to the environmental health of the City.
6. Safety
 - a. Projects should ensure the safety of all road users regardless of age, background, or mode.

KEY FIELDS:

The Public Works Department will pursue Complete Streets through improvements in five categories:

1. Education
 - a. The City will improve safety and reduce conflict by educating all road users to interact safely and courteously through design strategies or programs such as youth bike clubs, riding classes, press releases, etc.
 - b. The City will train pertinent city staff and decision-makers on the technical aspects of Complete Streets principles.
2. Enforcement
 - a. All projects, regardless of funding source, and all private or public developments shall adhere to the Complete Street Policy.
3. Encouragement
 - a. The City will encourage citizens and visitors to travel
4. Evaluation
 - a. The City will evaluate Complete Streets implementation, track progress and modify recommendations and actions as needed.
 - b. The City will establish standards that will measure the effectiveness of the overall transportation system.
5. Engineering

- a. The City will use the latest design guidance, standards, and recommendations available in the implementation of Complete Streets.
- b. The City shall design and operate an efficient, convenient, and safe multi-modal transportation network.

TOP PRIORITIES

The City will prioritize projects that address urgent, critical problems, such as:

1. Maintain existing street pavements
2. Remove sidewalk trip hazards
3. Connect missing links in the sidewalk network
4. Achieve ADA compliance
5. Develop a Street Bicycle Route Network
6. Expand the Multi-Use Path Network

VISION:

The City of Rolla, Missouri will provide a safe and efficient transportation system that provides mobility choices for all users, modes, ages, and abilities, connects the community, and improves the quality of life for all citizens by:

- Accommodating all users, all ages, and skill levels in the community (everyone from 8 years old to 80+ years old)
- Planning for future growth that protects environmental resources and maintains quality public services at affordable costs
- Creating and implementing a practical bicycle and pedestrian infrastructure system that connects public spaces and provides access to transit services
- Including active recreation and active transportation opportunities for journeys to work, school and key destinations in the community
- Using public engagement and outreach to provide citizens and decision-makers with appropriate information about Complete Streets, the benefits of Complete Streets, and the benefits of an active community
- Providing for all transportation projects guidelines, policies, and processes that will improve infrastructure efficiently creating access and mobility for all users and reducing costs to the community and its residents
- Expanding and enhancing the Parks Department trails to provide connections to city parks from neighborhoods and to the overall transportation system
- Providing access and mobility options to Missouri S&T Campus and identifying parking needs for all users including bicyclists
- Incorporating Complete Streets into all departments, processes, plans, and codes including, but not limited to the City's Comprehensive Plan, zoning code, traffic code, land development policies, Sidewalk Network Improvement Plan, On Street Bicycle Network Plan, Multiuse Trail Network Plan, 10-Year ADA Compliance Plan for Public Right of Way, etc.

ELEMENTS/GOALS:

1. Application to all Users and Modes

Goal: The City will enhance the existing active transportation system for all users including: pedestrians (including persons with mobility aids), bicyclists, transit users, persons with disabilities, youth, seniors, scooter riders, motorcyclists, private motorists, commercial vehicle drivers, freight providers, emergency responders, transit operators, and adjacent land uses.

- a. Objective: Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction between motorized and non-motorized modes of transportation, through facility and program design, development, and implementation.
- b. Objective: Implement a signage program to promote awareness of the system as a travel choice for residents and visitors.
- c. Objective: Enhance the existing City online map and hard copy trip planner to include bicycle parking, route length, and rules.
- d. Objective: Promote non-automobile transportation options and create efficient connections between destinations and integration with motorized modes of travel through education, encouragement, and enforcement programming.
- e. Objective: Ensure that the transportation needs are met for all populations, especially for the youth, the elderly, the mobility impaired, and the economically disadvantaged through public outreach.
- f. Objective: Provide maps, directional signage, and information about the active transportation system at transportation hubs and key transportation stops.

2. Application to all Projects and Phases of Projects

Goal: The city will improve transportation network connectivity in the City of Rolla, Missouri through Complete Street design in all new development, all redevelopment projects, all maintenance projects, and all reconstruction projects in an affordable, balanced, responsible, and equitable way that accommodates and encourages travel by motorists, bicyclists, public transit users, and pedestrians.

For the City of Rolla, Missouri, Complete Streets may be achieved through single projects or incrementally through a series of improvement projects over time.

- a. Objective: Transportation improvements will include facilities and amenities that are recognized as contributing to a Complete Streets network, and may include: street/sidewalk lighting, sidewalks/pedestrian safety improvements such as crosswalks and midblock crossings, accessibility improvements as per the Americans with Disabilities Act (ADA), transit accommodations including transit stops/bus shelters, bicycle accommodations including bicycle parking, bicycle routes, bicycle shared-use lanes, bicycle lanes, bicycle trails, cycletracks, and street trees, landscaping, and street furniture.
- b. Objective: Provide a detailed checklist for transportation project development, maintenance and land development that will provide the street elements that are necessary for the implementation of the City of Rolla's Complete Streets Policy.
- c. Objective: Privately constructed streets and parking lots shall adhere to this policy and every transportation improvement and project will be treated as an opportunity to create

safer, more accessible streets for all users. This will include, but not be limited to: planning, programming, design, right of way acquisition, construction, construction engineering, reconstruction, operation and maintenance.

3. Creation of a Complete and Connected Networks

Goal: The City will provide an efficient and convenient multi-modal transportation network throughout the City of Rolla for all modes of transportation that is designed and operated to enable appropriate and safe access for all users.

- a. Objective: Maximize transportation system efficiency by creating a network of multi-modal street patterns that encourages safe pedestrian, bicycle, and vehicular travel, and ensures connectivity.
- b. Objective: Develop cooperative strategies with employers and businesses to reduce congestion and increase the efficiency of the transportation system.
- c. Objective: Provide an interconnected transportation network by improving communication and cooperation between City departments and government agencies, transportation agencies, law enforcement, public schools, emergency services and transportation users.
- d. Objective: Provide bicycle and pedestrian connections that connect neighborhoods and residential areas with key destinations and land uses that enhance the economic and business health of the community.
- e. Objective: Prioritize implementation projects that will close gaps in the transportation system.

4. Design Criteria will allow for Implementation of the Complete Streets Policy

Goal: The City will utilize the latest design guidance, standards, and recommendations available in the implementation of Complete Streets.

- a. Objective: The City will use the Small Town and Rural Multimodal Networks guide as the formal guidance for development projects.
- b. Objective: The City will use the current version of the Manual of Uniform Traffic Control Devices (MUTCD), for signal, signing and striping operations.
- c. Objective: The City will utilize the current version of the American Association of State Highway and Transportation Officials (AASHTO) Bicycle and Pedestrian guides for the development of bicycle and pedestrian projects.
- d. The City may also use the National Association of City Transportation Officials (NACTO) Street and Bikeway Design guides for guidance in development projects.
- e. Objective: Use design to enhance and support expansion of services for active modes of transportation including, but not limited to transit, walking and bicycling, through increased funding and cooperative regional planning.
- f. Objective: Ensure the design of projects promotes health and enhances the economic benefits of walking and bicycling as practical modes of transportation.
- g. Objective: Design projects so that they assure the protection of local and regional investments in transportation and assure proper maintenance and improvements of the facilities over time.

- h. Objective: Establish a detailed set of design guidelines for transportation system safety, user comfort, and maintenance.
- i. Objective: Include pedestrian lighting, connections through parking lots, short-term and long-term bicycle parking located near building entrances, and consideration of strong aesthetics in core or high-activity areas of town.
- j. Objective: In addition to infrastructure recommendations, provide programmatic elements such as wayfinding, kiosks, public art, and events such as open streets, walking tours, street festivals, and public markets.

5. Clear and Accountable Exemptions to this policy shall only be granted when:

- a. The project is occurring on a roadway where non-motorized use is prohibited by law; or
- b. The cost for a particular Complete Streets project would be excessive compared to the need, public health benefit, safety improvement and probable use of that particular street; or
- c. There is absence of use by all, except motorized road-users, that would continue in the future even if the street were a Complete Street; or
- d. An alternate facility has been previously programmed at that location; or
- e. A legal and/or regulatory impediment or constraint exists.

Bicycle, pedestrian, and transit facilities shall be included in new street construction, re-construction, and other transportation improvement projects, except under one or more of the following conditions.

- a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, patching, joint repair, crack-filling, or pothole filling, or when interim measures are implemented on temporary detour or haul routes;
- b. There is insufficient space to safely accommodate new facilities, as determined by the Department of Public Works and City Council;
- c. Locations determined by the Department of Public Works and City Council to have relatively high safety risks;
- d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project;
- e. Where jointly determined by the Department of Public Works and City Council that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, floodplains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisition.

6. Application across Jurisdictions

Goal: The City will provide an interconnected transportation network by improving communication and cooperation between City departments and government agencies, transportation agencies, law enforcement, public schools, emergency services, neighborhood and service organizations, and transportation system users.

- a. All transportation infrastructure, street design, and construction projects requiring funding or approval by the City of Rolla shall adhere to the City of Rolla's Complete Street Policy.
- b. Projects funded by the County, State, or Federal government shall adhere to the City of Rolla's Complete Street Policy.
- c. Private development and related street design and construction shall adhere to the City of Rolla's Complete Street Policy.
- d. To the extent possible, state-owned streets shall comply with the City of Rolla's Complete Street Policy, subject to and as may be modified by MoDOT guidelines and standards.

7. Application of Complete Streets will be Context Sensitive

Goal: The City will consider the neighborhood and business district character, land use, environmental, economic, and health context as well as the benefits and costs for city projects, community development and all projects associated with the transportation network that impacts City streets.

- a. Objective: The City of Rolla will take a flexible, innovative, and balanced approach to creating context sensitive Complete Streets that meet or exceed national best-practice design guidelines.
- b. Objective: Conserve natural resources and reduce the rate of energy consumption.
- c. Objective: Identify and protect environmentally sensitive areas early in the planning process.
- d. Objective: Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local clean air and water legislation.
- e. Objective: Develop and implement a transportation system that supports the reduction of greenhouse gases and carbon production and is coordinated with related local plans.
- f. Objective: Develop a process to create transportation network designs that support and enhance the economic viability of the community and its businesses.
- g. Objective: Develop design criteria that consider such issues as street width, street design/cross-sections, desired operating speed, mode balance, connectivity, and the needs of all users.

8. City of Rolla Complete Street Performance Measures

Goal: The City will measure performance and report to the City Council results of carrying out strategies for Complete Street Strategy and Projects.

- a. Objective: Evaluate Complete Streets program implementation on an annual basis, track progress against goals, and modify recommendations and actions in accordance with changes in development patterns or resources as needed.
- b. Objective: Establish performance standards that will measure the effectiveness of the area's overall transportation system in supporting access to goods, services, activities, and destinations

- c. Objective: Establish a process to track and measure performance standards and report on transportation impacts on the public health, natural environment, cultural resources, and social systems including but not limited to:
 - i. Total miles of on-street bikeways implemented
 - ii. Linear feet of new or renovated sidewalk and/trails implemented
 - iii. Number of ADA accommodations built
 - 1. Curb ramp replacement to current best practice.
 - 2. Addition of countdown pedestrian signals with audible tones.
 - 3. Addition of pedestrian push buttons placed according to current best practices.
 - iv. Crosswalks and mid-block crossings built using current best practices for signing, markings and signalization (if necessary).
 - v. Number of approved exemptions to this policy
 - vi. Miles of new roadway built
 - vii. Miles of roadway renovated
 - viii. Number of intersection improvements including complete streets design
 - ix. Vehicles miles traveled
 - x. Number of trips by mode including walking, bicycling, transit, and driving
 - xi. Total crashes
 - xii. Roadway fatalities
 - xiii. Transit ridership
 - xiv. Air quality (future measure)
 - xv. Water quality (future measure)
- d. Objective: Improve the ability to identify high conflict and crash locations, and evaluate their impacts in City Maintenance and/or Capital Improvement Program project prioritization.

9. Action Plan for Implementation

Goal: The City will create an implementation plan that meets the vision and goals of the City of Rolla Complete Streets Policy.

- a. Objective: Create a Complete Streets Committee that includes representatives from all city departments/divisions and relevant city boards/committees that will be charged with development of an implementation plan and schedule that will review and revise all procedures, plans, regulations, and processes of implementation and will perform an annual review.
- b. Objective: secure training for pertinent city staff and decision-makers on the technical aspects of Complete Streets principles and best practice, as well as providing for community engagement and education on Complete Streets.
- c. Objective: Identify and recommend land use patterns, parking requirements, and development policies that increase overall mobility, which improve and support compact, mixed-use, bikeable and walkable development and connections to rural routes and areas, and that support local economic development.