

## Complete Streets Resolution

Adopted by the Board of Selectmen on 7/23/18

**WHEREAS** “Complete Streets” is a nationally recognized road design strategy to minimize conflicts between users, improve safety within the public right of way, and provide adequate infrastructure to all modes of transportation; and

**WHEREAS** “Complete Streets” are defined as roadways that enable safe and convenient access for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages and abilities including children, seniors and individuals with disabilities; and

**WHEREAS** a Complete Streets policy contributes toward the safety, health, economic vitality and the quality of life in a community by providing safe, convenient, efficient connections between home, school, work, recreation and other destinations, and will improve the town’s existing transportation network by facilitating a variety of transportation modes and by creating a connected, comprehensive network; and

**WHEREAS** Complete Streets policies are implemented when transportation agencies routinely design, construct, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community; and

**WHEREAS** transportation improvements that are recognized as contributing to Complete Streets include: narrow vehicular travel lanes, sidewalks, bicycle lanes, wide shoulders, raised medians, raised crosswalks, audible pedestrian signals, sidewalk bulb-outs, street and sidewalk lighting, sidewalk curb cuts in compliance with the Americans with Disabilities Act, signage including painted road graphics, street furniture, transit pullouts, transit lanes, street trees and landscaping; and

**WHEREAS** Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time; and

**WHEREAS**, streets constitute a large portion of public space and should be corridors for all modes of transportation, including pedestrians, bicycles, and transit; and

**WHEREAS**, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit, are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles; and

**WHEREAS** the American Public Health Association, National Association of City and County Health Officials, Association of State and Territorial Health Officials, and the Institute of Medicine, have formally recognized linkages between the built environment and human health and call on public health officials to engage in local and regional land use and transportation planning and policy making processes; and

**WHEREAS** the United States Congress, and National Association of Local Boards of Health, specifically recommend Complete Street policies as a strategy to increase pedestrian and bicycle travel modes and to reduce the negative impacts associated with climate change; and

**WHEREAS** other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the United States Department of Transportation, numerous state transportation agencies including the State of Connecticut, major US cities including but not limited to Sacramento, San Diego, Boulder, Chicago, and Seattle, and Connecticut cities and towns including Hartford, West Hartford, New Haven, New Britain, Middletown, Simsbury, Clinton, Stonington and Portland; and

**WHEREAS** leading experts found that a lack of pedestrian and bicycle infrastructure, such as sidewalks and bicycle lanes, is a primary reason why individuals do not walk or bicycle more frequently; and

**WHEREAS** many of the existing roadways where Durham residents walk, and bicycle are incomplete and lack sidewalks or crosswalks, have lanes too narrow to share with bicyclists, and make no accommodation for people with disabilities; and

**WHEREAS** there are practical limits to the expansion of roadways to satisfy travel demands, and promoting pedestrian, bicycle and transit travel reduce negative environmental impacts, promote healthy living and are less costly to the commuter; and

**WHEREAS** a Complete Streets Ordinance is recommended in the Town of Durham's Plan of Conservation and Development dated August 1<sup>st</sup>, 2016;

**THEREFORE, BE IT RESOLVED** that the Town of Durham shall make Complete Streets practices a routine part of everyday operations where practicable, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

The Town shall review and either revise or develop proposed revisions to all appropriate planning documents (master plans, open space and recreation plan, etc.), zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, and templates to integrate Complete Streets principles in all Street Projects on streets when practicable. A committee of relevant stakeholders, including the Town of Durham Public Works Department, shall be designated by the Board of Selectmen to implement this initiative.

The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure and develop a list of prioritized projects, with budgetary requirements, to eliminate gaps in the sidewalk and bikeway network.

The requirements of the complete streets this resolution (to consider ALL users, as described in paragraph two) will not apply to transportation improvement projects:

**(a)** Where specific users are already prohibited by law (e.g., interstate highways or pedestrian-only pathways); or

**(b)** Where the cost of accommodations necessary to implement complete streets has been demonstrated and documented to be excessively disproportionate to the need or probable use, as determined by the First Selectmen in consultation with the Complete Streets Committee.

**(c)** When a transportation improvement project is to be funded by a public works appropriation prior to the date of passage of this resolution, and when such appropriation and scope is inadequate to include complete streets improvements in that specific project, consideration will be given by the Public Works Foreman, the Complete Streets Committee, Board of Finance and Board of Selectmen in order to determine whether additional funding should be appropriated to include complete streets improvements in that project.