

RESOLUTION NO. _____

A RESOLUTION EXPRESSING THE DESIRE OF THE CITY OF NORTH LITTLE ROCK TO ADOPT A “COMPLETE STREETS” POLICY; AND FOR OTHER PURPOSES.

WHEREAS, increasing walking and bicycling offers the potential for cleaner air, improved health of the population, reduced traffic congestion, a more livable community, less reliance on fossil fuels and their foreign supply sources, and more efficient use of road space and resources; and

WHEREAS, the City of North Little (“the City”) desires to advance a policy for “Complete Streets,” the term given to streets that accommodate all forms of travel (automobiles, bicycles, pedestrians, transit, and freight) in a relatively safe environment on all City streets and highways; and

WHEREAS, the City adopted a Master Street Plan (Ordinance No. 7932) which proposes a network of streets and highways with design features to properly accommodate pedestrians and all types of vehicular movement, including a bicycle plan element that specifically defines proposed trails, on-street bike lanes and bike routes; and

WHEREAS, the guiding principle for a Complete Streets Policy for the City is to design, operate and maintain all City streets to promote safe and convenient access for all users (pedestrians, bicyclists, transit riders, motor vehicle drivers, etc.) in a manner consistent with, and supportive of, the surrounding community, with improvements to include an array of facilities and amenities recognized as contributing to Complete Streets (e.g. sidewalks to the Americans With Disabilities [ADA] standards, lighting, street trees, bicycle safety improvements, public transit facilities, drainage, and like features.).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH LITTLE ROCK, ARKANSAS:

SECTION 1: That the City of North Little Rock supports the creation of “Complete Streets” and will implement policies and procedures in regard to the construction, reconstruction or other changes of transportation facilities on local streets and highways (including capital improvements, re-channelization projects and major maintenance) in keeping with the goals of proper accommodation of all forms of travel and in keeping with the design specification of the Master Street Plan, recognizing that all streets are different, and in each case, user needs must be balanced.

SECTION 2: That the City recognizes the importance of sidewalks and the bicycle plan to define proposed on-street lanes and separated trails as components of the street plan and will incorporate Complete Streets principles as follows:

- (a) A 4' wide paved shoulder shall be included with construction of all new roadways constructed or with the resurfacing or reconstruction of a roadway without curbs when roadways traffic is greater than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians.
- (b) Sidewalks, shared use paths, street crossings (including over and under passes), pedestrian signals, signs, street furniture, transit stops, and other facilities, shall be designed, constructed, operated, and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
- (c) Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in keeping with the proposals of the Master Street Plan unless one or more of these conditions exist:
 - (1) Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
 - (2) The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. "Excessively disproportionate" is defined as exceeding twenty percent of the total cost of the transportation project.
 - (3) Severe topographic or natural resource constraints exist that preclude expanding roadway paving without incurring excessive costs.
 - (4) There is very low population density and scarcity of residents or other factors indicate an absence of present or future need.
- (d) Complete Streets principles shall not apply where extraordinary circumstances exist, such as:
 - (1) During ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair, and resurfacing treatments, such as chip seal, sealing, or interim measures on detour traffic;
 - (2) Where the City Council issues an exception concluding that application of Complete Street principles is inappropriate because it would be contrary to public benefits or safety;
 - (3) Where other parallel accommodation exists; or
 - (4) When there is the absence of present or future need.

SECTION 3: That Complete Streets may be achieved through single projects or incrementally in a series of smaller improvements or maintenance activities over a period of time, utilizing maximum financial flexibility with the intent that all sources of transportation funding opportunities will be drawn upon to implement Complete Streets.

SECTION 4: That this Resolution shall be in full force and effect from and after its passage and approval.

PASSED:

APPROVED:

Mayor Patrick H. Hays

SPONSOR:

Alderman Charlie Hight

ATTEST:

Diane Whitbey, City Clerk

APPROVED AS TO FORM:

C. Jason Carter, City Attorney

PREPARED BY THE OFFICE OF THE CITY ATTORNEY/b