

# **SAN ANTONIO COMPLETE STREETS POLICY**

Council Consideration

September 29, 2011

## **COMPLETE STREETS:**

### **PREAMBLE**

**WHEREAS**, the SA 2020 Vision calls for tripling the miles of Complete Streets; tripling public transportation ridership; increasing the number of pedestrian-oriented neighborhoods; and increasing the percentage of adults that get enough exercise by 2020;

**WHEREAS**, the Resolution for Mission Verde: Building a 21st Century Economy, adopted by City Council February 4, 2010, calls for the creation of an integrated, efficient, multi-modal surface transportation system, including vehicle, bus, and rail transit, "complete" streets and intersections, pedestrian and bicycle routes and trails, intelligent transportation and goods movement systems that integrates land use and development.

**WHEREAS**, the San Antonio-Bexar County Metropolitan Planning Organization Transportation Policy Board adopted a resolution on March 23, 2009 supporting a Complete Streets Policy to serve as guiding principles to design, construct, operate, and maintain the region's roadway system to promote safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all abilities, as well as motor vehicle drivers and freight.

**WHEREAS**, Complete Streets are a primary component of the Communities Putting Prevention to Work Initiative, that is being implemented by the San Antonio Metropolitan Health District through a grant received from the Centers for Disease Control and Prevention and authorized by City Council on April 1, 2010, to encourage healthy and active living.

**NOW THEREFORE**; City Council adopts the following Complete Streets Policy for San Antonio:

## **SAN ANTONIO COMPLETE STREETS POLICY:**

### **1. San Antonio supports Complete Streets.**

- 1A. Complete Streets are defined as roadways that take into account all users, including people driving cars, using transit, riding bikes, walking, and using wheelchairs.
- 1B. Complete Streets also take into account people of all ages and abilities, including children, older adults, and persons with disabilities.
- 1C. To be "Complete," not all streets must be the same. The function of the road (e.g. local, collector, and arterial) and the level of vehicular, pedestrian, and bicycle traffic will be considered.
- 1D. The context of the land use adjacent to the road (e.g. residential, commercial, community facility, or industrial) will be used as a determinant in identifying road type.

**2. San Antonio promotes healthy living and fitness through Complete Streets**

- 2A. To help reduce the prevalence of obesity, diabetes, and other health issues, San Antonio will support a transportation network that allows individuals to safely utilize the public right-of-way (streets, sidewalks, and bicycle facilities) for recreation and access to recreation areas such as parks.
- 2B. San Antonio will utilize the Bicycle Master Plan to implement a comprehensive Bicycle Network throughout the City that connects residential areas to recreation, such as Linear Creekway Parks, and important destinations, such as employment centers.
- 2C. San Antonio will encourage active forms of transportation (walking, biking, and transit ridership) for daily trips to destinations such as work, school, and shopping centers.

**3. San Antonio supports pedestrian-oriented neighborhoods through Complete Streets.**

- 3A. Complete Streets in residential and mixed-use neighborhoods will promote safe pedestrian, bicycle, and automobile travel within the neighborhood through well connected street networks and pedestrian paths.
- 3B. Pedestrian, bicycle, transit, and automobile travel from local roads in neighborhoods to community destinations of schools, parks, community facilities (such as libraries), and employment will be encouraged.
- 3C. Connections to destinations across the community will take into account local, collector, and arterial transportation modes from neighborhoods and community destinations to other important destinations throughout the community.

**4. Commercial Corridors and Districts will be enhanced through the application of Complete Streets.**

- 4A. Travel to Commercial Corridors and Districts by driving, walking, biking, or transit ridership will be considered in the construction and reconstruction of roads.
- 4B. Travel within a Commercial Corridor or District will be enhanced so that pedestrians may travel in comfort and safety; bicycle travel is welcome; transit ridership is encouraged; and vehicles have convenient access and travel at speeds safe for all users.
- 4C. Landscaping and amenities are encouraged to provide shade, create buffers, and promote aesthetically welcoming environments within the public right-of way.
- 4D. San Antonio will encourage "green infrastructure" and Low Impact Development (LID) principles on Complete Streets to help manage stormwater runoff and provide landscaping amenities.
- 4E. Public Art integrated into the streetscape will be considered to help identify unique areas throughout the City and define the context in which the street exists as identified by community stakeholders.

4F. Cultural Corridors and other areas where “place-making” is important for economic development and community revitalization will make optimal use of the public rights-of-way to support private investment.

**5. San Antonio will maximize benefits of investment in capital projects through application of Complete Streets.**

5A. To achieve Complete Streets, all new construction and full reconstruction of City roadways (including public/private partnerships) will be planned, designed, constructed, and maintained to maximize the benefits to all users; with respect to the land use context; and with regard to the availability of right-of-way and cost.

5B. To plan and design Complete Streets, San Antonio will take an interdisciplinary approach that combines best engineering practices with best planning practices to maximize the outcome of the investment for the community.

5C. To construct Complete Streets, San Antonio will balance the costs of construction with benefits to the community of the facilities built in the right-of-way.

5D. To maintain Complete Streets, San Antonio has and will continue to consider all elements of the right-of-way in its maintenance program.

5E. Investment in Complete Streets will be considered an investment in the community by striving to decrease congestion, enhance travel options, encourage healthy living, and support vital neighborhoods and commercial centers.

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