

1 **WHEREAS**, the Board of Directors desires to further advance the development of the City’s
2 transportation network to provide streets that are designed and operated to enable safe access and the
3 ability to move safely along and across streets for all users, including motorists, public transportation
4 users, bicyclists and pedestrians, of all ages and abilities, and

5 **WHEREAS**, by adopting this ordinance, the Board of Directors recognizes the steps the City has
6 already taken to provide for the needs of all users of City streets and highways and affirms its desire for
7 the further advancement of fully integrated active transportation networks within the City.

8 **NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE**
9 **CITY OF LITTLE ROCK, ARKANSAS:**

10 **Section 1. Complete Streets Policy.** It is the policy of the City to develop a safe, reliable, efficient,
11 integrated and connected multimodal transportation system that will promote access and mobility for all
12 users, and will ensure that the safety and convenience of all users of the transportation system are
13 accommodated, including motorists, pedestrians, bicyclists, users of public transportation, emergency
14 responders, freight haulers, people of all ages and abilities, and adjacent land users. Complete streets may
15 be achieved through single large projects or incrementally in a series of smaller improvements or
16 maintenance activities over a period of time, utilizing maximum financial flexibility with the intent that
17 all sources of transportation funding opportunities will be drawn upon to implement complete streets.

18 **Section 2. Applicability.** Except as provided in Section 5 below, the City will apply this complete
19 streets policy to all street projects for public streets, regardless of funding source, including those
20 involving new construction, reconstruction, retrofit, repaving, rehabilitation, and change in the allocation
21 of pavement space on an existing street. The exceptions will allow the City to remain flexible to the
22 unique circumstances of different streets so that sound engineering and planning judgment will produce
23 context-sensitive designs.

24 **Section 3. Complete Streets Infrastructure.** As feasible, the City shall incorporate complete streets
25 infrastructure into existing public streets to create a comprehensive, integrated, and connected
26 transportation network that balances access, mobility and safety needs of all users of all ages and abilities
27 and the needs of adjacent land users, thus providing a fully connected, integrated network that provides
28 transportation options throughout the city. “Complete Streets Infrastructure” means design features such
29 as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and
30 landscaping; planting strips; curbs; accessible curb ramps; bump outs; crosswalks; refuge islands;
31 pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture;
32 bicycle parking facilities; public transportation stops and facilities; priority signalization; narrow vehicle

lanes; raised medians; dedicated bus lanes; traffic calming devices such as traffic circles and traffic bumps; and surface treatments such as paving blocks, textured asphalt and concrete.

Section 4. Best Practices Criteria. The Public Works Department shall continue to utilize design criteria and standards for streets infrastructure based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (ASHTO) and Institute of Transportation Engineers (ITE), while also taking into account the context and character of the surrounding built and natural environments to enhance the appearance of such environment. The City Manager shall ensure that complete streets design principles are incorporated in City plans, proposed ordinances, regulations and programs as appropriate and that training of City Staff in best practices in regard to design of streets for multimodal transportation occurs.

Section 5. Exceptions.

(a) Complete streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects except under one or more of the following conditions as determined by the Public Works Department Director:

- (1) The project involves a street or highway on which certain users, such as pedestrians or bicyclists, are prohibited by law, such as an interstate highway or a pedestrian mall.
- (2) Routine maintenance of the transportation network is involved that does not change the roadway geometry or operations, such as sweeping, mowing and spot repair.
- (3) Where an equivalent project along the same corridor is already programmed to provide the needed infrastructure or facilities.
- (4) Scarcity of population, travel and attractors, both existing and projected into the foreseeable future, indicate an absence of need for such accommodations, or the street is outside an established existing bus transit route and where it is reasonably determined that a future bus transit route will not exist.
- (5) The cost of complete streets accommodations is excessively disproportionate to the need or probable use. Construction may not be practically feasible or cost-effective because of significant or adverse environmental impacts to historic resources, streams, flood plains, wetlands, remnants of native vegetation, steep slopes or other critical areas.

(b) Public Works Department Director shall employ a checklist to document the complete streets analysis on each street project.

Section 6. Performance Standards. The Public Works Department shall develop performance measures to evaluate the progress in developing complete streets. The City Manager shall regularly


1 evaluate the success and opportunities for improvement regarding the City's efforts to provide complete
2 streets according to measurable benchmarks. Performance standards may include linear-feet of new
3 sidewalks, percentage of streets with low design speeds, and public participation, such as numbers of
4 public transit riders.

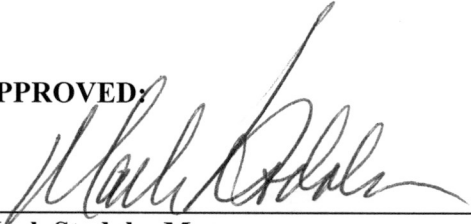
5 **Section 7. *Fostering Partnerships.*** It is a goal of the City to foster partnerships with Federal, State
6 and other transportation funding agencies, citizens, businesses, interest groups and neighborhoods to
7 implement the complete streets ordinance.

8 **Section 8. *Severability.*** In the event any title, section, paragraph, item, sentence, clause, phrase, or
9 word of this ordinance is declared or adjudged to be invalid or unconstitutional, such declaration or
10 adjudication shall not affect the remaining portions of the ordinance, which shall remain in full force and
11 effect as if the portion so declared or adjudged invalid or unconstitutional were not originally a part of
12 the ordinance.

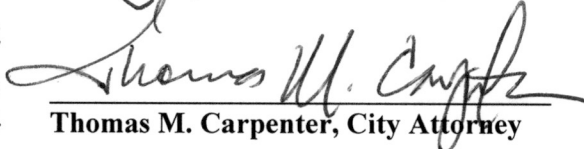
13 **Section 9. *Repealer.*** All laws, ordinances and resolutions, or parts of the same, that are
14 inconsistent with the provisions of this ordinance, are hereby repealed to the extent of such
15 inconsistency.

16 **ADOPTED: April 21, 2015**

17 **ATTEST:**
18 
19 _____
20 **Susan Langley, City Clerk**

APPROVED:


Mark Stodola, Mayor

21 **APPROVED AS TO LEGAL FORM:**
22 
23 _____
24 **Thomas M. Carpenter, City Attorney**

25 //
26 //
27 //
28 //
29 //
30 //
31 //
32 //
33 //
34 //