

STATE OF GEORGIA

CITY OF ROSWELL

March 2, 2009

A RESOLUTION TO ADOPT A COMPLETE STREETS POLICY

WHEREAS the Charter of the City of Roswell, Section 2.20 (33), vests responsibility for the construction, operation and maintenance of roadways and streets within the corporate boundaries of the City with Mayor & City Council; and

WHEREAS the health, safety and welfare of the citizens of Roswell will be enhanced by the adoption of a policy that ensures that such roadways and streets meet the needs and expectations of all users of such roadways and streets:

NOW THEREFORE the Mayor & Council of the City of Roswell hereby resolve that the following Complete Streets Policy is adopted:

I. Purpose

This Complete Streets Policy is written to empower and direct citizens, elected officials, government agencies, planners, engineers, and architects to use an interdisciplinary approach to incorporate the needs of all users into the design and construction of roadway projects funded by and located within the city limits of the City of Roswell. Furthermore, this policy is written to encourage those who provide improvements on non-City owned roadways to also incorporate Complete Streets methodologies into their design and construction plans on roadways located within the City of Roswell.

The goals of the Complete Streets Policy are:

- To ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;
- To incorporate the principles of this policy into all aspects of the transportation project development process, including project identification and design approvals, as well as design manuals and performance measures;
- To create a comprehensive, integrated, and connected transportation network throughout the City of Roswell that supports compact, sustainable development;
- To ensure the use of the latest and best design standards, policies and guidelines;
- To recognize the need for flexibility to accommodate different types of streets and users; and
- To ensure that the Complete Streets design solutions fit within the context(s) of the community.

The adoption of a Complete Streets Policy by the City of Roswell follows the revision of the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities as well as a recommendation from the Atlanta Regional Commission's Atlanta Region Bicycle and Pedestrian Walkways Plan which states:

...(i)ncorporate the concepts of routine accommodation and Complete Streets into planning, design, and construction of all future roadways and adopt development review regulations requiring developers to build bicycle and pedestrian facilities as integral components of their transportation infrastructure.

II. Policy

The Complete Streets Policy should apply to all new construction and reconstruction of roadways under the jurisdiction of the City of Roswell. Specifically:

- Roadways projects should accommodate all users of transportation system including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users;
- Roadway projects should make use of the latest and best design standards, policies and guidelines; and
- Complete Streets solutions shall be developed to fit within the context(s) of the community and those solutions shall be flexible so that the needs of the corridor can be met.

III. Exemption

Exceptions to the Complete Streets Policy include:

- Ordinary maintenance activities designed to keep assets in serviceable condition (i.e. mowing, cleaning, sweeping, pothole repair, and other regular maintenance);
- Projects involving a roadway where bicyclists and pedestrians are expressly prohibited by law from using. In such cases, efforts should be made to accommodate bicyclists and pedestrians elsewhere;
- There are extreme topographic or natural resources restraints including Federal or State Lands or Waterways; and
- The project is along a roadway that is not a City of Roswell owned street. In such cases, the City shall encourage the appropriate agencies to design and construct their project(s) based on this Policy.

This 2nd day of March, 2009.

Attest: Sue H. Creel
Sue H. Creel, City Clerk
(Seal)

Jerry Orlans
Councilmember Jerry Orlans

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