

RESOLUTION NO. 976

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TERRELL, TEXAS, IMPLEMENTING A COMPLETE STREETS POLICY TO ENHANCE ACCESSIBILITY, PROMOTE SAFETY AND IMPROVE THE LIVES OF OUR MOST VULNERABLE CITIZENS; CHILDREN, OLDER ADULTS AND THOSE WITH DISABILITIES, BY FOCUSING ON PLANNING, CREATING AND MAINTAINING SAFE STREETS FOR PURPOSEFUL TRAVEL.

WHEREAS, transportation is one of the most important factors that determines a person's safety, health and employment opportunities; and

WHEREAS, the City of Terrell therefore recognizes the need for and supports the construction of safe and accessible streets, and agrees that an effective Complete Streets policy must apply to everyone traveling on, along or across its streets and walkways; and

WHEREAS, a sidewalk without curb ramps is useless to someone with a wheelchair; a street with a poorly placed transportation stop without safe crossings is dangerous for riders; a fast-moving road with no safe space for cyclists will discourage those persons who depend on bicycles for their transportation; a road with heavy freight traffic must be planned with those large vehicles in mind; and older adults and children face particular challenges, since they are more likely to be seriously injured or killed while traveling on and along roadways; and

WHEREAS, one of the major opportunities to improve safety and reduce congestion is to have complete streets near and on the way to schools; and

WHEREAS, the National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets policy; and

WHEREAS, the City of Terrell recognizes that a strong vision can inspire a community to follow through on a Complete Streets policy and make it a reality; and

WHEREAS, City staff developed the attached Complete Streets Policy, consistent with those principles identified as crucial by the National Complete Streets Coalition.

NOW THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF TERRELL, TEXAS:

Section 1. The City of Terrell supports implementation of a Complete Streets Policy and its ability to have a positive impact on the community and its residents and visitors, especially those who are most vulnerable.

Section 2. The City of Terrell shall support and encourage the principles of Complete Streets through the creation and implementation of Terrell's Downtown Plan.

Section 3. The City of Terrell shall support and encourage the principles of Complete Streets through the creation and implementation of Terrell's Comprehensive Plan.

Section 4. The City of Terrell shall continue to utilize a set of development tools and standards established in support of Complete Street principles, including the appropriate use of Planned Development zonings.

Section 5. The City of Terrell shall partner with the Terrell Independent School District (TISD) to create safe routes to school and to develop and maintain a Safe Routes to School (SRTS) plan and coordinate with TISD on plans for new schools, school changes and school closings.

Section 6. The City of Terrell shall, when working with developers and potential developers, negotiate and plan for construction of complete streets.

Section 7. The City Council of the City of Terrell adopts, and directs staff to implement the program contained in the attached Complete Street Policy.

That this Resolution shall take effect immediately from and after the date of passage and it is so **RESOLVED.**

PASSED AND APPROVED this 16th day of June, 2020.



E. RICK CARMONA, Mayor




DAWN STEIL, City Secretary

Complete Streets Policy

Definition

Complete Streets means transportation infrastructure within public access ways that is designed, operated, and maintained to enable safe, accessible, comfortable, equitable, and convenient access for all people and modes of travel. This includes persons traveling as pedestrians, by bicycle, by transit, by private motor vehicle, by commercial vehicle, and emergency responders so that persons of all ages and abilities are able to safely move both along and across a street.

Vision

Provide a safe, accessible, complete, connected, comfortable, efficient, and community-oriented transportation network system that supports mobility options, healthy living, and economic benefit for all members of the Terrell community, especially vulnerable users of transportation and those most underinvested and underserved.

Scope and Application

The City shall provide a complete and connected, context-sensitive transportation system for all users that supports mobility options, accessibility, healthy living, and economic benefit, and will ensure the safety, accessibility, comfort, and convenience of people of all ages and abilities, including pedestrians, bicyclists, motorists and their passengers, public transportation users, emergency responders, freight providers (both by rail and road), and adjacent land owners and users.

This policy is applicable to all development and redevelopment in the public domain within the City of Terrell and its extraterritorial jurisdiction (ETJ). All roadways and routes need not be optimized for all modes; however, people using each mode require a network of safe and convenient travel routes and crossings throughout Terrell. In determining future need, city staff shall consult relevant city and regional long-range plans for land use and transportation, including the city's comprehensive plan, master thoroughfare plan, future land use plan, downtown plan, and other relevant adopted plans.

1. All transportation facilities approved by the city, including but not limited to, facilities in public rights-of-way, access easements, and private streets shall be designed, constructed, operated, and maintained so that people of all ages and abilities can travel safely and independently.
2. Complete Streets require connected travel networks that provide complete access to destinations.
3. Streets shall be connected to create complete street networks that provide travelers with choice of travel mode and route, and that helps to reduce congestion on major roadways. This network also includes appropriate off-street hard-surface trails for biking and walking.
4. The city shall review all transportation projects designed by other agencies or entities that require funding or approval by the city for conformance with this policy and, where needed, recommend measures and/or require appropriate changes to bring a project into compliance.
5. The city shall approach every transportation improvement and project phase, including new, retrofit/reconstruction, maintenance, and ongoing projects, as an opportunity to create safer, more

accessible streets for all people. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, engineering, construction, reconstruction, operation, and capital maintenance. Minor routine maintenance designed to retain existing assets in serviceable condition (e.g. mowing, cleaning, sweeping, and minor repairs) are not required to comply with this policy.

6. The city shall promote interagency coordination between government departments and partner agencies by the use of partnerships with entities not under its jurisdiction to satisfy this policy, including, Star Transit, Kaufman County, adjacent municipalities and special districts, the North Central Texas Council of Governments, and State of Texas agencies with facilities in the City of Terrell and its extra-territorial jurisdiction. Partner agencies are encouraged to adopt this Complete Streets Policy or an equivalent.

7. The city shall work with the Terrell Independent School District to develop and maintain a Safe Routes to School plan, identifying issues and implementing appropriate steps and measures identified by the plan. City staff shall also coordinate with TISD on plans for new schools and closings, changes in attendance zones, opportunities for co-location and joint uses, city activities such as zoning that might impact school enrollment or access and siting and design so as to minimize congestion and promote public safety consistent with this policy.

Exceptions

Any exception to this policy, including for private projects, must be reviewed and approved by the designees of both the City Engineer and Municipal Development departments and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available. Projects that request Complete Streets exceptions related to the Master Thoroughfare Plan or Subdivision Ordinance shall follow the processes provided for in those documents.

- 1) Exceptions may be considered for approval whenever:
 - a. An affected roadway prohibits by law, use by specified users (e.g. an interstate highway or pedestrian malls), in which case a greater effort shall be made to integrate mobility options along adjacent corridors and on roadways that cross or otherwise intersect with the affected roadway; and
 - b. Directors of the City Engineer and/or Municipal Development department, or their designees, issue a documented exception concluding that the application of Complete Streets principles is unnecessary, cost prohibitive (generally defined as costs equal more than 18% of the project's overall budget), or inappropriate because of public safety issues; and
 - c. Public notice is given public notice prior to exceptions being granted
- 2) The city shall periodically evaluate previous exception requests and decisions periodically to determine if policy updates are warranted.

Design Standards

The city shall adopt design standards using the latest and best design criteria and guidelines available based on Texas Accessibility Standards, the Americans with Disabilities Act, ITE, AASHTO, and NACTO. These guidelines include, but are not limited to: the Terrell Master Thoroughfare Plan, the Terrell Downtown Plan, ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; AASHTO Guide for Planning, Designing and Operating Pedestrian Facilities, and AASHTO Guide for Designing Bicycle

Facilities. Other appropriate design standards may be considered, provided that a comparable level of safety for all travel modes is present.

Performance Measures & Reporting

1) The City shall measure the success of this Complete Streets policy by using specific, equitable performance standards such as reductions in injuries and fatalities, reduction in transportation gaps, improved emergency services response times, impacts and benefits for traditionally disadvantaged communities, increased usage of alternative transportation modes, reduction in obesity related illnesses, and economic performance of transportation investments.

2) An annual report will be made available to the public and be presented by staff to the Planning & Zoning Commission and the City Council showing progress made in implementing this policy. The report shall be posted on-line.

Implementation

The City of Terrell shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

1) Designees of the City Engineer and Municipal Development departments, and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to the Master Thoroughfare Plan, the Comprehensive Plan, Capital Improvement Plan, Impact Fee Plan, and other appropriate planning or guidance documents);

2) The City Engineer, Municipal Development, and other relevant city departments, agencies, or committees will update current design guidelines and standards, including subdivision regulations that apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines to effectively implement Complete Streets;

3) When available, the city shall encourage and fund staff training on Complete Streets and associated elements through participation in conferences, classes, seminars, workshops, etc.;

4) The city shall prioritize opportunities to create a complete transportation network that provides connected facilities to serve all people and modes of travel, now and in the future. City staff shall utilize project selection criteria to encourage funding prioritization for Complete Streets implementation;

5) The City Engineer and Municipal Development departments shall prepare a Complete Streets project guide that ensures interdepartmental/interagency coordination during project scoping and consideration of all users and modes, connected travel networks, and the surrounding community's current and expected land use and transportation needs; and

6) Complete Streets projects shall include an educational component to ensure that those using the transportation system understand and can safely utilize Complete Streets project elements.