

SUBSTITUTE

*Introduced
by:*

Luke A. Bronin, Mayor

HEADING
AND
PURPOSE

AN ORDINANCE AMENDING CHAPTER 31 - STREETS AND SIDEWALKS – OF THE HARTFORD MUNICIPAL CODE TO ADD ARTICLE X COMPLETE STREETS POLICY

COURT OF COMMON COUNCIL,
CITY OF HARTFORD

September 12, 2016

Be It Ordained by the Court of Common Council of the City of Hartford:

That Chapter 31 of the Municipal Code is hereby amended to add Article X - Complete Streets Policy.

ARTICLE X. COMPLETE STREETS POLICY

Sec. 31-301. Purpose, goals.

(a) A complete streets policy ensures that all public rights of way are designed and operated to provide a safe, accessible, connected means of transportation for all users including pedestrians, bicyclists, transit riders, motor vehicle drivers, emergency vehicle operators, and commercial vehicle operators, and for users of all ages and abilities, including children, senior citizens, and persons with disabilities.

(b) A complete streets policy contributes toward the safety, health, economic vitality, and the quality of life in a community by providing safe, convenient, efficient connections between home, school, work, recreation, and other destinations. It will improve the city's existing transportation network by facilitating a variety of transportation modes and by creating a connected, comprehensive network.

(c) The following principles underlie a complete streets policy:

- i. Ensure that the design of our city's rights of way, including sidewalks, buffer areas, parking lanes, travel lanes, bicycle lanes, street furniture, lighting, landscaping, and medians, complements and enhances the surrounding land use and neighborhood character;
- ii. Increase the efficiency of the road network by reducing traffic congestion through improved and expanded transportation options for transit-takers, bicyclists and pedestrians for purposes of recreation and commuting, which in turn will reduce reliance on the single passenger automobile as a mode of transportation;
- iii. Recognize that Hartford is made up of a dense downtown core surrounded by historically significant neighborhoods and ensure that these neighborhoods of the City of Hartford remain vibrant and livable through context-appropriate street design;
- iv. Make the public right of way safer and more inviting for all users, including bicyclists, pedestrians, and those taking transit or driving, by reducing the frequency and severity of vehicular, bicycle and pedestrian-related crashes and by designing and managing streets to encourage travel at appropriate volumes and safe speeds that will achieve, to the extent possible, "Vision Zero" principles to eliminate traffic-related fatalities;
- v. Protect and preserve the environment of the City of Hartford by reducing the emission of

greenhouse gases, reducing the quantity of and improving the quality of stormwater runoff, diminishing the heat island effect, and reducing the consumption of non-renewable energy resources;

- vi. Improve and enhance the health, wellness, and physical fitness of the city's residents by providing more safe, convenient and accessible opportunities for bicycling and walking;
- vii. Improve the city's quality of life and local economy by providing a high-quality multi-modal transportation network that connects neighborhoods to places of employment, shopping, entertainment, social gathering, outdoor seating, historic assets, off-road pathways (such as those in public parks), and recreation opportunities;
- viii. Create a standard process and shared understanding that directs decision-makers to consistently plan, design, construct, operate, and maintain streets to accommodate all users in order to allow them to travel safely and independently;
- ix. Further support the development of streets, canopy coverage, and neighborhoods as described and regulated in the city zoning regulations.
- x. **Sec. 31-302. Definitions.**
- xi. For purposes of this article X the following definitions apply:
- xii. Complete street means a public right of way that is planned, designed, constructed, operated, and maintained in such a way as to enable safe, comfortable and convenient access along and across the right-of-way by users of all ages and abilities.
- xiii. Improvement project means new construction, reconstruction, resurfacing, rehabilitation, repair or maintenance of the existing transportation network located within the public right of way or that may affect the public right of way, whether such improvement project is funded wholly, partly, or not at all by the city. An improvement project does not include ordinary repair designed to keep transportation network facilities in safe working condition, such as, but not limited to, mowing, cleaning, sweeping, spot repair, pothole filling, water, sewer and drainage or other utility installation or repairs.
- xiv. Phase means planning, design, construction, operation, and maintenance.
- xv. Public right of way means an area, public or private, dedicated for use by pedestrians and vehicles. Public right of way includes thoroughfares such as streets, highways, bike paths and walkways and normally incorporates curbs, lawn strips, street trees, sidewalks, lighting, signage, drainage facilities, street furniture, and other similar features.

Sec. 31-303. Implementation.

The principles of a complete streets policy shall be followed by all city departments during any phase of any improvement project in a public right of way. To this end:

- (a) City departments shall review, revise, and recommend changes to all existing policies, procedures, and design standards to ensure conformance with this complete streets policy.
- (b) The department of public works shall coordinate with the Metropolitan District Commission, utility companies, developers, and other agencies as necessary to ensure that utility maintenance and repairs on public streets are done in accordance with this policy, provided there is no statute, settlement agreement, or judicial decision to the contrary.
- (c) The city shall maintain a map of existing bicycle infrastructure, including at minimum bicycle lanes and cycle tracks, and make it available to the public.
- (d) The city shall develop a "Complete Streets Plan" consistent with this Article that, shall include, but not be limited to setting minimum standards for various types of complete streets,

identifying placement of bicycle facilities such as bicycle racks and corrals throughout the city, establishing a multi-year plan for a connected and safe pedestrian network, and advancing the intent of city ordinances and commissions relating to historic preservation and trees. The city shall promulgate this Complete Streets Plan prior to the next adoption of the next city plan of conservation and development following the effective date of this Article. In developing the Complete Streets Plan, the city shall review current design standards and standard operating procedures to ensure that they reflect the best and latest design standards available, and the Urban Street Design Guide of the National Association of City Transportation Officials published in 2013, as amended from time to time, shall serve as a primary guide for the review.

- (e) An existing employee of the department of public works or the department of development services shall be designated by the Mayor as the Bike/Pedestrian Coordinator for the city. The Bike/Pedestrian Coordinator shall be responsible for managing the development of the Complete Streets Plan. There is established a Complete Streets Working Group, which shall advise the city on the development of the Complete Streets Plan as provided for in subsection (d), which shall be convened by the Bike/Pedestrian Coordinator, and which shall include representatives of the department of public works, department of development services, bicycle and pedestrian advocacy groups, and neighborhood resident(s).
- (f) In recognition of the unique nature of the built environment, public input, and the needs of many users, individual street designs shall be sensitive to residential and business area context, address neighborhood needs, provide safety for and balance the needs of all users, and ensure a strong sense of place.

Sec. 31-304. Exceptions.

The city recognizes that, under certain circumstances, it may not be feasible or practical to implement any one or more elements of the complete streets policy. In such case, a petition documenting the reason for the exception shall be made to the city engineer and the head of planning within the department of development services, who shall act on the request for an exception within thirty days of receipt thereof. A failure to act on the petition within that time period will result in a granting of an exception. The exceptions to the application of the complete streets policy shall include the following:

- (a) Existing public rights of way which are not being significantly altered or modified.
- (b) Improvement projects on public rights of way where one or more categories of users are prohibited, such as interstate freeways or pedestrian malls.
- (c) Cost of complete streets design is excessively disproportionate to the need or probable use.
- (d) A documented absence of current and future need such as no existing or planned transit service in and around the project.
- (e) Routine maintenance of the transportation network that does not change the roadway geometry or operations, such as moving, sweeping, and spot repair.
- (f) Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand by being under contract for construction, currently under bid review, or advertised for construction prior to the effective date of this ordinance.
- (g) Facilities that are under the jurisdiction of another entity, such as the federal government or the State of Connecticut Department of Transportation, with such facilities being addressed on an individual basis to achieve improvements that advance the city's complete streets policy.

Sec. 31-305. Reporting.

The department of public works shall annually report to the Mayor on the progress and the implementation of the complete streets policy including, but not limited to, the following performance measures, but only to the extent such information is available to the department:

- (a) Total miles of bike lanes/trails built or striped;
- (b) Linear feet of new sidewalks;
- (c) Number and location of ADA accommodations built in public sidewalks and streets;
- (d) Number of transit accessibility accommodations built or installed;
- (e) Number of new curb ramps installed on city streets;
- (f) Number of new street trees planted and removed by the department of public works;
- (g) Crosswalk and intersection improvements;
- (h) Rate of crashes, injuries and fatalities by mode;
- (i) Performance of the transportation and complete streets network, including speeds volumes and comparison to goals;
- (j) Number and location of exemptions granted from this policy; and
- (k) Bicycle and pedestrian counts at key locations, which may be conducted by city employees or obtained from other governmental or private entities.

This ordinance shall take effect upon adoption.

