

# Resolution No. 20190314

## A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HARRAH ADOPTING A COMPLETE STREETS POLICY

**WHEREAS**, safe, convenient, and accessible transportation for all users is a priority of the City of Harrah;

**WHEREAS**, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allow safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families;

**WHEREAS**, the lack of Complete Streets is dangerous for pedestrians, bicyclists, and public transportation riders,<sup>1-3</sup> particularly children,<sup>4-6</sup> older adults,<sup>7</sup> and persons with disabilities<sup>8,9</sup>; on average, a pedestrian was killed every two hours and injured every seven minutes in traffic crashes in 2012<sup>10</sup>;

**WHEREAS**, in 2013, 678 Oklahomans died in traffic collisions – 13 were people biking, 58 were people walking, 34 were children, and 114 were older adults<sup>11</sup>;

**WHEREAS**, 35 percent of Oklahomans live in rural areas<sup>12</sup>, where 66 percent of traffic fatalities occur<sup>13</sup>;

**WHEREAS**, low-income and moderate-income areas, whether they are located in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclists,<sup>14</sup> especially for children walking and biking to school,<sup>15</sup> due to long-standing infrastructure disparities<sup>16-18</sup> and a higher concentration of streets with faster-moving and/or higher-volume traffic<sup>19,20</sup>;

**WHEREAS**, Complete Streets improve public health and safety by reducing the risk of injuries and fatalities from traffic collisions for users of all modes of transportation<sup>1,2,21-27</sup>;

**WHEREAS**, streets that are designed with the safety and convenience of pedestrians and bicyclists in mind increase the number of people walking and bicycling<sup>28-30</sup>;

**WHEREAS**, a balanced transportation system where people can easily and safely walk and bicycle to everyday destinations – such as schools, shops, restaurants, businesses, parks, transit, and jobs – enhances neighborhood economic vitality<sup>23,25,31-35</sup>;

**WHEREAS**, a balanced transportation system where streets are lively with people walking and bicycling to everyday destinations – such as schools, shops, restaurants, businesses, parks, transit, and jobs – enhances livability<sup>36-38</sup>;

**WHEREAS**, encouraging people to walk, bicycle, and use public transit saves energy resources, reduces air pollution, and reduces emissions of global warming gases<sup>39-41</sup>;

**WHEREAS**, 32 percent of adults in Oklahoma are obese<sup>42</sup>;

**WHEREAS**, Complete Streets encourage an active lifestyle by creating opportunities to integrate exercise into daily activities,<sup>43,44</sup> thereby helping to reduce the risk of obesity and its associated health problems, which include diabetes, heart disease, high blood pressure, high cholesterol, as well as certain cancers, stroke, asthma, and depression<sup>45-49</sup>; and

**WHEREAS**, in light of the foregoing benefits and considerations, The City of Harrah wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of The City of Harrah, State of Oklahoma, as follows:

1. That the City adopts the Complete Streets Policy ("Policy") attached hereto as Exhibit A, and made part of this Resolution.
2. That the next substantive revision of the City's Comprehensive Plan shall incorporate Complete Streets policies and principles consistent with the Policy.

**PASSED AND ADOPTED** by the City Council of the City of Harrah, State of Oklahoma, on March 14, 2019, by the following vote: Aye: 5 Nay - 0

**Attachment: Exhibit A**

# EXHIBIT A

This Complete Streets Policy was adopted by Resolution No. 20190314 by the City Council of the City of Harrah on March 14, 2019

## COMPLETE STREETS POLICY OF THE CITY OF HARRAH

### A. Definitions

1. "Complete Street" means a street or roadway that allows safe and convenient travel by all users of the following categories: pedestrians; bicyclists; people with disabilities; motorists; movers of commercial goods; users and operators of public transportation; and users of all ages, including seniors, children, youth, families drivers of agricultural vehicles, and emergency vehicles.
2. "High-Need Area" means (1) any census tract in which the median household income is less than 80% of the statewide average median based on the most current census tract-level data from the U.S. Census Bureau American Community Survey, (2) any area within two miles of a school in which at least 50% of the children are eligible to receive free and reduced-price meals under the National School Lunch Program, or (3) any area that has a high number of pedestrian and/or bicycle collisions.
3. "Transportation Project" means any development, project, program, or practice that affects the transportation network or occurs in the public right of way, including any construction, reconstruction, retrofit, signalization operations, resurfacing, restriping, rehabilitation, maintenance (excluding routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair), operations, alteration, and repair of any public street or roadway within Harrah (including alleys, bridges, frontage roads, and other elements of the transportation system).

### B. Complete Streets Requirements

Harrah shall work toward developing an integrated and connected multimodal transportation system of Complete Streets that serves all neighborhoods. Toward this end:

1. Every Transportation Project, and every phase of each project (including planning, scoping, funding, design, approval, implementation, and maintenance), by the City of Harrah shall provide for Complete Streets for all categories of users identified in Section A(1) of this Policy.
2. The City of Harrah and Public Works shall routinely work in coordination with each other, any bicycle or pedestrian coordinator, and any relevant advisory committees to create Complete Streets and to ensure consistency with any existing pedestrian/bicycle/multimodal plans.
3. Wherever possible, Transportation Projects shall strive to create a network of continuous bicycle- and pedestrian-friendly routes, including routes that connect with

transit and allow for convenient access to work, home, commercial areas, and schools.

4. The City of Harrah and Public Works shall coordinate with adjacent jurisdiction(s) and any other relevant public agencies, including *[insert relevant regional/state agencies]*, to ensure that, wherever possible, the network of continuous bicycle- and pedestrian-friendly routes identified in Section B(3) extends beyond City of Harrah's boundaries into adjacent jurisdictions.
5. City of Harrah shall rely upon the current editions of street design standards and guidelines that promote and support Complete Streets.
  - *Urban Street Design Guide and Urban Bikeway Design Guide*  
(National Association of City Transportation Officials)
  - *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*  
(Institute of Transportation Engineers and the Congress for the New Urbanism)
  - *Pedestrian Safety Guide and Countermeasure Selection System*  
(U.S. Department of Transportation, Federal Highway Administration)
  - *Bicycle Safety Guide and Countermeasure Selection System*  
(U.S. Department of Transportation, Federal Highway Administration)
  - *Separated Bike Lane Planning and Design Guide*  
(U.S. Department of Transportation, Federal Highway Administration)
6. This Policy shall be implemented in all neighborhoods, with particular attention to High-Need Areas.
7. All Complete Streets shall reflect the context and character of the surrounding built and natural environments, and enhance the appearance of such. At the planning stage, City of Harrah shall work with local residents, business operators, neighboring jurisdictions, school districts, students, property owners, and other stakeholders who will be directly affected by a Complete Streets project to address any concerns regarding context and character.

### C. Lead Department

City of Harrah and Public Works shall lead the implementation of this Policy.

### D. Implementation

The following steps shall be taken two years the effective date of this Policy:

1. All street design standards used in the planning, designing, and implementing phases of Transportation Projects shall be reviewed to ensure they reflect the best available design guidelines for effectively implementing Complete Streets.
4. City of Harrah and Public Works shall incorporate this Policy into relevant internal

manuals, checklists, rules, and procedures.

5. City of Harrah and Public Works shall assess whether any municipal and zoning codes, land use plans, or other relevant documents, including the Capital Improvement Program, conflict with this Policy, and shall submit a report, along with a proposal for addressing any conflicts, to the City Manager.
6. City of Harrah and Public Works shall provide training on Complete Streets and the implementation of this Policy to all relevant staff, and develop a plan for providing such training for new hires.
7. City of Harrah and Public Works shall identify all High-Need Areas.
8. City of Harrah and Public Works shall identify an existing process or develop a new process that allows for public participation (including participation by bicycle, pedestrian, and Complete Streets advisory committees) in decision-making concerning the design, planning, and use of streets and roadways covered by this Policy.
9. City of Harrah shall actively seek sources of public and private funding to assist in the implementation of this Policy.

## E. Exceptions to Policy

1. A specific category of user may be excluded from the requirements of Section B(1) of this Policy only if one or more of the following exceptions apply:
  - a. Use of the roadway is prohibited by law for the category of user (e.g., pedestrians on an interstate freeway, vehicles on a pedestrian mall). In this case, efforts shall be made to accommodate the excluded category of user on a parallel route.
  - b. There is no current or perceived future need to accommodate the category of user (absence of future need may be shown via demographic, school, employment, and public transportation–route data that demonstrate, for example, a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years).
  - c. The cost of accommodating those users would be excessively disproportionate to the current need or future need over the next 20 years.
10. An exception shall be granted only if
  - a. a request for an exception is submitted in writing, with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and
  - b. the exception is approved in writing by the City Council and the written approval is made publicly available.

## F. Performance Measures

In order to evaluate whether the streets and transportation network are adequately serving

each category of users, City of Harrah and Public Works shall collect and report baseline and annual data, including in High-Need Areas, on matters relevant to this Policy, including, without limitation, the following information:

1. Mileage by high-need areas of new and existing bicycle infrastructure (e.g., bicycle lanes, paths, and boulevards)
11. Linear feet or mileage by high-need areas of new and existing pedestrian infrastructure (e.g., sidewalks, trails)
12. Number by high-need areas of new and existing ADA-compliant curb ramps installed
13. Number by high-need areas of new street trees planted
14. Type and number by high-need areas of pedestrian- and bicycle-friendly signage and landscaping improvements, including street furniture and lighting
15. Bicycle and pedestrian counts, including in High-Need Areas
16. Commute mode percentages by high-need areas as provided by the American Community Survey conducted by the U.S. Census Bureau (e.g., drive alone, carpool, transit, bicycle, walk)
17. The percentage by high-need areas of transit stops accessible via sidewalks and curb ramps
18. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation
19. The total number or rate by high-need areas of children walking or bicycling to school

## G. Reporting Requirements

One year from the effective date of this Policy, and annually thereafter, the lead agency shall submit a report to the city council on the progress made in implementing this Policy that includes, at a minimum, the following:

1. baseline and updated performance measures as described in Section F;
20. a summary of
  - a. all Transportation Projects planned or undertaken and their status, including a full list and map, with clear identification of which projects are located in High-Need Areas;
  - d. all exceptions granted pursuant to Section E of this Policy, including identification of exceptions granted in High-Need Areas;
  - e. the progress made in achieving the benchmarks for High-Need Areas developed pursuant to Section D(5);
  - f. updates to street design standards, internal department and agency manuals and

procedures, zoning and municipal codes, and land use plans, pursuant to Sections D(1)–D(3);

g. all funding acquired for projects that enhance the Complete Streets network; and

h. all staff trainings and professional development provided pursuant to Section D(4); and

21. Any recommendations for improving implementation of this Policy.

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