

ORDINANCE 2019-13

AN ORDINANCE OF NORTH OGDEN CITY AMENDING THE MUNICIPAL CODE 10-6-1 ADOPTING A NEW SECTION 21 IN THE NORTH OGDEN PUBLIC WORKS STANDARDS ADOPTING A COMPLETE STREETS POLICY

- WHEREAS;** The City has identified standards for public street design; and
- WHEREAS;** The City has street standards for arterial, collector, and local streets; and
- WHEREAS;** The General Plan calls for the transportation planning to address all modes of transportation; and
- WHEREAS;** The Complete Streets Policy identifies how transportation modes are to be addressed in the planning process; and
- WHEREAS;** The North Ogden City Planning Commission has reviewed these standards and conducted a public hearing on the amendment and recommends adoption of these standards.

NOW THEREFORE, BE IT ORDAINED by the North Ogden City Council that the North Ogden City Code 10-6 be amended.

SECTION 1: Language to be amended to create a Complete Streets Policy:

A new section 21 Complete Streets Policy in the North Ogden Public Works Standards, June 2017, is hereby created and the language found in Attachment A shall be formatted to match the document and included in the North Ogden Public Works Standards manual along with an updated table of contents.

SECTION 2: This ordinance shall take effect upon adoption.

PASSED and ADOPTED this 25th of June, 2019

North Ogden City:


M. Brent Chugg
North Ogden City Mayor

CITY COUNCIL VOTE AS RECORDED:

	Aye	Nay
Council Member Barker:	<u>X</u>	___
Council Member Covering:	<u>X</u>	___
Council Member Stoker:	<u>X</u>	___
Council Member Swanson:	<u>X</u>	___
Council Member Turner:	___	<u>excused</u>

(In event of a tie vote of the Council):

Mayor Chugg	___	___
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ATTEST:



S. Annette Spendlove

**S. Annette Spendlove, MMC
City Recorder**

ATTACHMENT A

SECTION 21

NORTH OGDEN CITY COMPLETE STREETS POLICY

2.1 PURPOSE AND INTENT: North Ogden City desires to have a transportation system that is inclusive of all modes of travel and considers the needs of all individuals from newborns to the elderly. The North Ogden Complete Streets Policy identifies how this is to be achieved.

2.2 COMPLETE STREETS POLICY

1. Vision and Intent

It is the intent of this Complete Streets Policy to create an equitable, balanced, and effective transportation system where every roadway user can travel safely and comfortably, and where sustainable transportation options are available to everyone. Its main objective is to design, build, and maintain roads (including multi-use trails) that safely and comfortably accommodate all users of roadways, including motorists, motorcyclists, bicyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. This includes accommodation of people of all ages and abilities (including children, the elderly, and the disabled).

This Complete Streets Policy supports strong multimodal development, in all forms throughout the City, and in particular along Washington Boulevard. Building Complete Streets provides many benefits to residents, business owners, developers, and the community as a whole. First and foremost, embracing the complete streets concept will create balanced transportation systems by providing accessible, safe, and efficient connections between destinations. Additionally, complete streets will encourage economic growth, increase property values, reduce crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with active transportation options.

2. Objectives

To provide the means for making multi-modal travel a reality for North Ogden, the objectives set out in this Complete Streets policy are:

- a) To provide context sensitive design flexibility for different types of streets, areas, and users
- b) To ensure North Ogden provides vibrant and livable communities for its citizens
- c) To ensure streets add functional and aesthetic value to the community
- d) To create a comprehensive, integrated, and connected transportation network that supports sustainable development
- e) To ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.
- f) To preserve right-of-way widths to limit future roadway expansions solely for vehicular use

3. Guiding Principles

It is understood that a "Complete Street" should be a response to unique context and needs throughout the City. With that, the following base principles and guidelines will be applied to guide development and infrastructure improvement. These projects shall be:

- a) Suitable and appropriate to the function and context of the transportation facility
- b) Sensitive to the neighborhood context and cognizant of the community needs
- c) Flexible in project design to ensure that all users have basic safe access and use
- d) Considered a component of a comprehensive, integrated and interconnected transportation network that allows all users to choose between different modes of travel

4. Jurisdiction and Scope

- a) All transportation improvements and phases fall under this policy.
- b) Complete Streets principles will be applied to all City and State sponsored improvements and all privately funded projects and developments that impact the right-of-way, including, but not limited to, streets, sidewalks, alleys, bridges, and all other connecting pathways.

- c) The City shall foster partnerships with businesses, private developers, and other stakeholders or other relevant parties, including Weber County, neighboring cities, Wasatch Front Regional Council, Utah Transit Authority, and the Weber County School District, to develop facilities and accommodations that further Complete Streets.
- d) The City will consider every planned transportation improvement and project phase as an opportunity to create safer and more accessible streets for all users. Transportation improvement projects and phases include, but are not limited to, planning, programming, design, engineering, construction, reconstruction, resurfacing retrofit, operations, and maintenance.
- e) The policy objectives may be achieved by implementing single elements into a project, or incrementally through a series of smaller improvements or maintenance activities over time.

5. Exceptions

The City is committed to Complete Streets and application of this Policy and Complete Street principles will begin at the earliest phase of a project. Any exception of this Policy, including private projects, must be approved by the City Engineer and Planning Director and be documented in writing with supporting data that indicates the basis of the decision. Such documentation shall be made publically available. Staff may defer to the City Council when a request for exception has been made that is not on the list below. Exceptions may be considered for approval when:

- a) Facilities where specific users are prohibited by law, such as interstate freeways. An effort will be made, in these cases for accommodations elsewhere.
- b) Where cost of accommodation is excessively disproportionate to the need or probable use, when factoring both current economic conditions and economic benefits of initial capital cost.
- c) A documented absence of current and future need exists.
- d) The activities that are ordinary maintenance activities designated to keep assets in serviceable condition. Such activities include mowing, cleaning, sweeping, snow plowing, and other regular seasonal maintenance.

6. Design Standards

North Ogden strives to use the best and latest design guidelines, standards and recommendations available when considering methods or providing development flexibility within safe design parameters and balanced design solutions between the user and modal needs and comforts of all users. The City will consider innovative or non-traditional design options where a comparable level of safety for users is present. Design criteria shall be based on the thoughtful application of urban design, architectural and engineering principles in addition to prescriptive guidelines. Best practices in policies, design criteria, standards and guidelines related to street design, construction and operations can be found in, but are not limited to, the following:

- a) Guidelines provided by the American Association of State Highway Transportation Officials (AASHTO)
- b) Guidelines provided by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- c) Guidelines provided in the Manual on Uniform Traffic Control Devices (MUTCD)
- d) Guidelines provided in the ADA Standards for Accessible Design
- e) Guidelines provided by the American Planning Association (APA)
- f) Guidelines provided by the American Society of Landscape Architects (ASLA)

7. Performance Measures

The City shall measure the success of this Complete Streets policy on an annual basis using, but not limited to, the following performance measures:

- a) City-wide inventory of new and repaired sidewalk and other pedestrian accommodations (paths, trails, etc.)
- b) Total miles of new bike lanes (designated and shared-use)
- c) Percent of population
- d) Number of new and repaired curb ramps installed on streets and parking lots
- e) Number and type of crosswalk and intersection improvements

- f) Number of new transit stops and routes
- g) Percentage of transit stops accessible by sidewalks and/or curb ramps
- h) Rates of crashes, injuries and fatalities by mode, as available
- i) Rates of children walking or bicycling to school
- j) Citizen and business surveys of satisfaction with streets and sidewalks
- k) Exceptions granted to this policy

Within six month of policy adoption, the City shall obtain and record baseline data for each of these performance measures.

8. Policy Implementation

The City shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end, the policy shall be implemented through the following directives:

- a) The Public Works Department, Parks & Recreation Department, and other relevant departments, agencies, and committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision trees, rules, regulations, and programs as appropriate.
- b) The Public Works Department, Planning Department, Parks & Recreation Department, and other relevant departments, agencies, and committees will review current design standards, including subdivision regulations, which apply to new roadway construction, and update these to reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible (see section 9 of this document).
- c) When available, the City shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.
- d) City staff shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects.
- e) The City shall promote inter-departmental project coordination among City departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
- f) The City shall develop and institute better ways to measure performance and collect data on how well the streets are serving all users.
- g) Every Complete Streets project shall include an educational component to ensure that all users of the transportation system understand and can safely utilize Complete Streets project elements.
- h) The City shall educate on and enforce proper road use behavior by all users and all modes, and adopt additional laws and regulations as necessary to ensure people are protected to the greatest extent possible.