

Ordinance ____, 2013
An Ordinance establishing a "Complete Streets" program for the City of Peru.
(See Attachment A.)

WHEREAS, the City of Peru would like to improve our streets and sidewalks to make walking and bicycling more convenient; provide increased access to jobs, retail and schools; and improve choice through healthier and less expensive transportation options, and;

WHEREAS, establishing a "Complete Streets" program would help those tasked with design and implementation of improving transportation needs in our community, and;

WHEREAS, a "Complete Streets" program ensures that all aspects of transportation needs will be reviewed before final street designs are approved, and;

WHEREAS, a well designed network of "Complete Streets" will provide improved safety for our residents who choose a non-motorized mode of transportation,

NOW THEREFORE, BE IT ORDAINED, that a "Complete Streets" program is hereby adopted in the City of Peru on this _____ day of _____, 2013.

PASSED AND ADOPTED BY THE COMMON COUNCIL this _____ day of November, 2013 by a vote of _____ ayes and _____ nays.

James R. Walker, President of the Common
Council of the City of Peru, Indiana

ATTEST:

Jackquan E. Gray, City Clerk-Treasurer

Approved by me as Mayor of the City of Peru this _____ day of November, 2013.

James R. Walker, Mayor

COMPLETE STREETS PROGRAM OUTLINE

VISION/INTENT

This Complete Streets Program shall direct the City of Peru to develop a safe, reliable, efficient, integrated and connected multimodal transportation system that promotes access, mobility and health for all users.

ALL USERS AND MODES

The City of Peru shall ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, transit riders, people of all ages and abilities, motorists, emergency responders, freight providers and adjacent land users.

PROJECTS AND PHASES

The City of Peru shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, re-channelization projects and major maintenance, must also be included.

EXCEPTIONS

Any exception to this program, including for private projects, must be approved by the Peru Board of Works and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Exceptions may be considered for approval when:

1. An affected roadway prohibits, by law, use by specified users (such as state highways) in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;
2. The costs of providing accommodation are excessively disproportionate to the need or probable use;
3. The existing and planned population, employment densities, traffic volumes, or level of transit service around a particular roadway is so low as to demonstrate an absence of current and future need.
4. Transit accommodations are not required where there is no existing or planned service;

5. Routine maintenance of the transportation network does not change the roadway geometry or operations, such as mowing sweeping, and spot repair;
6. There is a reasonable and equivalent project along the same corridor that is already programmed to provide facilities exempted from the project at hand.

CONNECTIVITY/NETWORK

The City of Peru shall support movement along and across arterial, collector and local streets within a dense, interconnected and integrated network. Walking, biking and transit will provide transportation options so that users may reach many potential destinations.

JURISDICTION

All city-owned transportation facilities in the public right of way including, but not limited to, streets, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

Privately constructed streets and parking lots shall adhere to this policy.

DESIGN

The City of Peru shall follow accepted or adopted design standards and use the best and latest design standards available, including but not limited to, existing design guidance from the American Association of State Highway Officials (AASHTO), state Departments of Transportation, the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Americans with Disabilities Act (ADA), and the Public Right-of-Way Accessibility Guidelines (PROWAG).

In recognition of various contexts, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

CONTEXT SENSITIVITY

The City of Peru shall implement Complete Streets solutions in a manner that is sensitive to the local context and character, aligns transportation and land use goals, and recognizes that the needs of users may vary by case, community or corridor.

PERFORMANCE MEASURES

The City of Peru shall measure the success of this Complete Streets program using, but not limited to, the following performance measures:

- Total miles of bike lanes/trails built or striped
- Linear feet of new pedestrian accommodation
- Number of ADA accommodations built
- Number of transit accessibility accommodations built
- Number of new curb ramps installed along city streets
- Number of new street trees planted
- Compliments and complaints
- Bicycle, Pedestrian and Multimodal Levels of Service (LOS)
- Transportation mode shift, provided by the Household Travel Survey
- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Rate of crashes, injuries, and fatalities by mode
- Rate of children walking or bicycling to school
- Vehicle Miles Traveled (VMT) or Single Occupancy Vehicle (SOV) trip reduction
- Number of approved exemptions from this policy

Within six months of program adoption, the City of Peru shall create individual numeric benchmarks for each of the performance measures as a means of tracking and measuring the annual performance of the program. Quarterly reports shall be posted on-line for each of the above measures.

IMPLEMENTATION

1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project.
2. Develop new design policies and guides or revise existing to reflect the current state of best practices in transportation design. Communities may also elect to adopt national or state-level recognized design guidance.