

**RESOLUTION NO. 69-2015**

**A RESOLUTION OF THE BOARD OF PUBLIC WORKS  
OF THE CITY OF SOUTH BEND, INDIANA  
ADOPTING A COMPLETE STREETS POLICY**

WHEREAS, the City of South Bend supports the development of Complete Streets and makes the following statement of purpose and intent:

STATEMENT OF PURPOSE AND INTENT

The safety, convenience, accessibility, and comfort of all users of the transportation system, including pedestrians, bicyclists, users of public transportation, motorists, freight providers, those of all ages and abilities (including children, the elderly, and the disabled), emergency responders, and adjacent land users, shall be accommodated when planning, designing, constructing, and operating South Bend's streets.

The City supports the creation of amenities that enhance the quality of life of residents and improve the physical and social environment in ways that attract businesses and workers. Streets are a critical component of the success and vitality of adjoining private uses and neighborhoods, shape current and future development, define the public space, and play a major role in establishing the image and identity of a city. Complete Streets offer residents the potential for improved health, safety, reduced transportation costs, greater transportation options, increased community interaction, greater social equity, and more livable communities.

The full integration of all modes of travel in the design of streets will provide long-term costs savings for the City's transportation system, increase the capacity and efficiency of the transportation network, reduce traffic congestion, and improve air quality by improving mobility options. The integration of sidewalks, bicycle facilities, transit amenities, and safe crossings into the initial design of street projects avoids the expense of retrofits later.

Complete Streets principles have been, and continue to be, adopted at state, regional, and municipal levels in the interest of promoting multimodal transportation options and accessibility for all users and adhering to federal and state regulations.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF PUBLIC WORKS OF THE CITY OF SOUTH BEND, INDIANA, AS FOLLOWS:

That the Board of Public Works shall and does hereby now establish and adopt the Complete Streets Policy found herein.

## **SOUTH BEND COMPLETE STREETS POLICY**

### **Sec. 1 Definitions**

As used in this Policy:

- (a) *City* shall mean the City of South Bend, Indiana.
- (b) *Complete Streets* shall mean streets that are designed and operated to enable safe access for all users, in that motorists, freight providers, pedestrians, bicyclists, users of public transportation, users of all ages and abilities (including children, the elderly, and the disabled), emergency responders, and adjacent land users are accommodated and are able to safely move along and across a street.

### **Sec. 2 Complete Streets Policy**

- (a) The City shall provide a transportation network that promotes access, mobility, and health by providing streets that are safe, convenient, accessible, and attractive for all users, including pedestrians, bicyclists, users of public transportation, motorists, freight providers, those of all ages and abilities (including children, the elderly, and the disabled), emergency responders, and adjacent land users.
- (b) The City's transportation network shall include facilities and amenities that are recognized as contributing to Complete Streets, which may include, but not be limited to, streets; sidewalks; shared-use lanes and paths; street and sidewalk lighting; street crossings, including crosswalks and improvements such as median refuges; transit accommodations; bicycle accommodations; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; street trees and landscaping; street furniture; and adequate drainage facilities.
- (c) The City shall implement Complete Streets projects to fit within and enhance the context and character of the surrounding built and natural environment. All streets are unique, and the needs of various users must be balanced in a flexible manner.

### **Sec. 3 Complete Streets Applicability**

- (a) All City-owned transportation facilities in the public right-of-way shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.
- (b) Privately constructed streets and parking lots shall adhere to this Policy.
- (c) The City shall foster partnerships with businesses, private developers, and other governmental agencies, including the State of Indiana, Michiana Area Council of Governments, St. Joseph County, the South Bend Public Transportation Corporation (TRANSPO), the City of Mishawaka, and the South Bend Community School

Corporation, to develop facilities and accommodations that further Complete Streets and continue such infrastructure beyond the City's borders.

- (d) The City 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 to, planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, resurfacing, retrofit, operation, and maintenance.

#### **Sec. 4 Exceptions**

- (a) Any exception to this Policy, including for private projects, must be approved by the City Engineer and Planning Director and be documented in writing with supporting data that indicates the basis for the decision. Such documentation shall be publicly available. Exceptions may be considered for approval when:
  - (1) Specific users are prohibited from using a street or other transportation facility (such as an interstate freeway) by law;
  - (2) The activities that are ordinary maintenance activities designed to keep assets in serviceable condition and do not change the street's geometry or operations. Such activities may include mowing, cleaning, sweeping, pothole filling, concrete joint repair, and other regular or seasonal maintenance;
  - (3) The cost of providing full accommodation would be excessively disproportionate to the need or probability of use, now or in the future;
  - (4) Accommodation is not practically feasible because of severe topographic constraints or significant adverse impacts to the natural environment, historic or cultural resources, or neighboring land uses; or
  - (5) The project is under construction or in the final design stages at the time of the adoption of this Policy.
- (b) When projects are exempted from this Policy, a greater effort shall be made to accommodate affected users elsewhere, including on adjacent streets and on streets that intersect with that street or facility.

#### **Sec. 5 Design Standards**

- (a) The City shall follow accepted or adopted design standards and use the best and latest design standards, policies, principles, and guidelines available. Principles and strategies of good street and bikeway designs offered by the National Association of City Transportation Officials (NACTO) shall be utilized first and foremost in decision making. Guidelines and standards may include, but not be limited to, Federal Highway Administration (FHWA), American Association of State Highway Officials

(AASHTO), Indiana Department of Transportation (INDOT), the Institute of Transportation Engineers (ITE), the Americans with Disabilities Act (ADA), the Public Right-of-Way Accessibility Guidelines (PROWAG), and the American Society of Landscape Architects (ASLA).

- (b) 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 can be achieved.

## **Sec. 6 Performance Measures**

- (a) The City shall measure the success of this Complete Streets Policy by using, but not limiting itself to, the following performance measures:
  - Assessed value of property;
  - Counts or rate of crashes, injuries, and fatalities by mode;
  - Adjacent lot vacancies;
  - Citywide Walk Score;
  - Transportation mode share;
  - Pedestrian accommodation; and
  - Bicycle accommodation, categorized by facility type.
- (b) The City's Smart Streets Scorecard shall serve as a basis for the reporting of the Complete Streets Policy implementation.

## **Sec. 7 Implementation and Reporting**

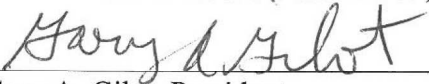
- (a) The City will establish an interdepartmental advisory team to oversee the implementation of this Policy. The team will include members of the Department of Public Works, the Department of Community Investment, Department of Parks and Recreation, and Police Department. The team may include representatives from other governmental agencies and advocacy organizations as relevant.
- (b) The interdepartmental advisory team shall provide annually a written report to the Board of Public Works and posted online showing progress made in implementing this Policy, including a summary of performance measures and any exceptions granted.
- (c) The Department of Public Works, the Department of Community Investment, and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing regulations, plans, policies, manuals, practices, and programs as appropriate (including, but not limited to, the comprehensive plan, transportation capital program, and pedestrian and bicycle plans).
- (d) The Department of Public Works, the Department of Community Investment, and other relevant departments, agencies, or committees will review current design

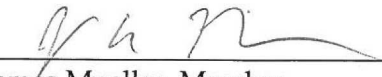
standards, regulations, plans, policies, manuals, and practices to ensure that they effectively implement Complete Streets as feasible.

- (e) The City shall provide professional development, training, and other education to its staff and to the general public as necessary to implement Complete Streets.
- (f) City staff shall identify current and potential future sources of funding for street improvements and shall prioritize for funding those Complete Street projects creating the greatest levels of return.
- (g) The City shall promote interdepartmental project coordination among City departments with an interest in the activities that occur within the public right-of-way in order to best use fiscal resources.

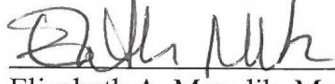
Adopted the 10<sup>th</sup> day of November, 2015.

BOARD OF PUBLIC WORKS  
OF THE CITY OF SOUTH BEND, INDIANA

  
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Attest:

  
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Linda Martin, Clerk