

**THE CITY OF FREDERICK  
MAYOR AND BOARD OF ALDERMEN  
RESOLUTION NO: 16-11**

A RESOLUTION concerning

**THE ADOPTION OF A COMPLETE STREETS POLICY**

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**WHEREAS**, the goal of Complete Streets is to improve access and mobility for all users of streets in a community by improving safety through reducing conflict and encouraging non-motorized transportation and transit, which will enhance the promotion of active living as a means to improve the health of the community residents, and improve environmental conditions, including air quality; and

**WHEREAS**, the mobility of freight and passengers, and the safety, convenience, and comfort of motorists, cyclists, pedestrians, including people requiring mobility aids, transit riders, and neighborhood residents of all ages and abilities, should be considered when planning and designing The City of Frederick's streets; and

**WHEREAS**, integrating sidewalks, bike facilities, transit amenities, landscaping and safe crossings into the initial design of street projects avoids the expense of retrofits later, and

**WHEREAS**, Complete Streets are essential in providing safe routes to school for children, are a critical component of public space, and play a major role in establishing the image and identity of a city, providing a key framework for current and future development; and

**WHEREAS**, active living integrates physical activity into daily routines and active living communities encourage individuals of all ages and abilities to be more physically active; and

**WHEREAS**, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving pedestrian and vehicular environments throughout communities, and creates amenities that will enhance the quality of life of residents, and improves the physical and social environment in ways that attract businesses and workers; and

**WHEREAS**, the Metropolitan Washington Council of Governments (MWCOG) National Capital Region Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area, which includes The City of Frederick, adopted a Complete Streets Policy on May 16, 2012 by Resolution R15-2012; and

**WHEREAS**, adoption of a Complete Streets policy is consistent with the Comprehensive Plan of The City of Frederick, Land Use Policy 8, Implementation section which states: "Roadways adhere to planning principles of Complete Streets, a concept which focuses on safe access for all users (pedestrians, bicycles, transit, and autos) and preservation of neighborhoods"; and

**WHEREAS**, the term "Complete Streets" is defined and described as follows: "a Complete Street

safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility”; and

**WHEREAS**, on August 5, 2014, The City of Frederick Bicycle and Pedestrian Advisory Committee voted unanimously in favor of recommending approval of the Complete Streets Policy as written to The City of Frederick Planning Commission ; and

**WHEREAS**, on August 21, 2014, the Downtown Frederick Partnership recommended in favor of the Complete Streets Policy as written to The City of Frederick Planning Commission; and

**WHEREAS**, on August 21, 2014, the Transportation Services Advisory Council (TSAC) indicated in a letter to The City of Frederick Planning Commission that the adoption of a Complete Streets policy is a great step towards creating a dynamic, comprehensive, interconnected transportation network that will serve for all users in the future; and

**WHEREAS**, on September 8, 2014, The City of Frederick Planning Commission voted 5-0 in favor of a positive recommendation to the Mayor and Board of Aldermen for adoption of the Complete Streets Policy; and

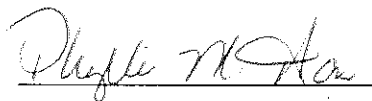
**WHEREAS**, the Board of Aldermen has held three public workshops on October 29, 2014, March 2, 2016, and April 27, 2016 to discuss and receive public comment on a Complete Streets policy.

**NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF ALDERMEN OF THE CITY OF FREDERICK** hereby adopts the “Complete Streets Policy for The City of Frederick”, attached hereto as Exhibit A and incorporated herein.

**BE IT FURTHER RESOLVED** that The City of Frederick Standard City Details and the Land Management Code, Appendix A of The Code of The City of Frederick, 1966 (as amended) will be amended to incorporate and implement the Complete Streets Policy for The City of Frederick.

ADOPTED AND APPROVED THIS 2<sup>nd</sup> DAY OF JUNE, 2016.

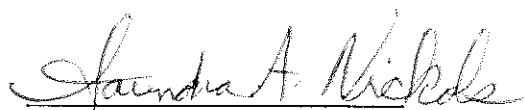
WITNESS

  
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Randy McClement, Mayor

Approved for Legal Sufficiency:

  
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City Attorney

# Complete Streets Policy for The City of Frederick

## I. Background

The City of Frederick ("City") wishes to encourage walking, bicycling, and the use of public transportation as safe, convenient, environmentally friendly, and economical modes of transportation that enhance economic development and promote physical activity, health and independence for all people. These goals are found in the Land Use and Transportation Elements of the Comprehensive Plan, various Small Area Plans, the East Street Rising Plan and the Urban Land Institute Report. The City also believes that the most cost-effective way to accommodate pedestrians, bicyclists, and transit users is to integrate them into the design of transportation facilities from the beginning, rather than retrofit facilities to accommodate them later.

## II. Definitions

**Complete Street** - A complete street is a street that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.

**Complete Streets Policy** - A directive at the local, state, regional, or federal level that ensures the safe and adequate accommodation, in all phases of project planning, development, and operations, of all users of the transportation network, including pedestrians and transit riders of all ages and abilities, bicyclists, individuals with disabilities, motorists, freight vehicles, and emergency vehicles, in a manner appropriate to the function and context of the relevant facility.

**Complete Streets Principle** - A specific component of a Complete Streets policy.

**Transportation Facility** - This includes roads, railways, ports, parking facilities, sidewalks, bus shelters and airports.

## III. Policy Statement

All transportation projects in The City of Frederick shall accommodate the safety and convenience of all users in accordance with Complete Streets principles.

#### IV. Elements

The Complete Streets Policy encompasses the following ten elements:

1. Includes a vision for how and why the community wants to complete its streets.
2. Specifies that the term "all users" includes pedestrians, bicyclists and transit passengers of all ages and abilities as well as trucks, buses and automobiles.
3. Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
4. Adoptable by all Departments to cover all roads.
5. Applies to both new and retrofit projects, including design, planning, maintenance, and operations for the entire right of way.
6. Makes any necessary exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
7. Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
8. Directs that complete streets solutions will complement the context of the community.
9. Establishes performance standards with measurable outcomes.
10. Includes specific next steps for implementation of the Policy, such as
  - Revising procedures and the regulations found in the Land Management Code to reflect the Policy,
  - Developing or adopting new Standard City Design Guidelines,
  - Offering training for staff responsible for implementing the Policy, and
  - Gathering data on how well streets are serving different user groups.

#### IV. Principles

A. Complete Streets Principles include:

1. The Policy applies to all roadways, shoulders, sidewalks, shared use paths, street crossings, pedestrian signals, signs, street furniture, landscaping, lighting, transit stops and facilities and rail crossings.
2. All connecting pathways should be designed, constructed, operated and maintained so that all users, including pedestrians, bicyclists, transit vehicles and riders, freight vehicles, emergency vehicles, motorists, and people with disabilities, can travel safely and independently. Access to existing facilities, especially for persons with disabilities, should be maintained during construction.

3. Transportation projects should address the need for pedestrians and bicyclists to cross facilities as well as travel along them. The design and construction of new facilities should not preclude the provision of future improvements to accommodate future demand for walking and bicycling, especially in order to access transit.
4. Transportation projects should comply with up-to-date design standards, particularly standards relating to providing access for individuals with disabilities.
5. Complete Streets principles should be applied in due consideration of the urban, suburban, or rural context in which a project is located, as well as applicable federal, state and local environmental requirements, and the effects of right of way widening on adjacent property owners and residents. While all users should be accommodated, modal priorities may vary by area and facility.

B. The Complete Streets principles are not applicable to the situations outlined below:

1. A transportation facility which prohibits, by law, use of the facility by specified users, in which case a greater effort should be made to accommodate those specified users elsewhere in the travel corridor.
2. When the cost to the exempted project in achieving compliance with the applicable Complete Streets Policy would be excessively disproportionate (as per Federal Highway Administration (FHWA) guidance), as compared to the need or probable use of a particular complete street.
3. When the existing and planned population and employment densities or level of transit service around a particular roadway are so low that there is a documented absence of a need (as per FHWA guidance) to implement the applicable Complete Streets Policy.
4. Passenger, tourism and freight rail projects, shall not be required to accommodate other motorized users in the railway right of way, although safe and adequate rail crossings for motorized and non-motorized users should be provided.
5. Transportation projects which do not provide for direct use by the public, such as maintenance facilities, drainage and stormwater management facilities, education and training, transportation security projects, beautification, and equipment purchase or rehabilitation.