

MUNICIPAL ORDER NO. ----- 2017

**A MUNICIPAL ORDER OF THE CITY OF CRITTENDEN, IN GRANT COUNTY,  
KENTUCKY, ADOPTING THE "CRITTENDEN COMPLETE STREETS POLICY"**

**WHEREAS,** It is the responsibility of the City Council to preserve and enhance the quality of life in our City; and,

**WHEREAS,** In order to enhance the quality of life in our City, it is necessary to promote healthy living and to assist in providing infrastructure and ways of promoting a healthy community; and,

**WHEREAS,** Fitness for Life Around Grant County (FFLAG) promotes exercise and healthy living in our City and County and has developed a "Crittenden Complete Streets Policy" that encourages walking, bicycling, and other non-motorized forms of transit while creating an interconnected network of complete streets that would allow everyone to utilize the streets, whether for transportation and mobility or for physical fitness and healthy living;

**NOW, THEREFORE,** be it ordered by the City Council of the City of Crittenden, Kentucky, that the foregoing "Crittenden Complete Streets Policy" is established:

**Section 1- Title**

This policy shall be known as the "Crittenden Complete Streets Policy."

**Section 2- Purpose**

The Crittenden CSP sets forth guiding principles and practices to be considered in all public transportation projects, where practicable, economically feasible, and otherwise in accordance with applicable law, so as to encourage walking, bicycling and other non-motorized forms of transit, in addition to typical motorized transit including personal and public transit vehicles. All uses shall be designed to allow safe operations for all users regardless of age and ability. The ultimate goal of this policy is the creation of an interconnected network of complete streets that balances the needs of all users in order to achieve maximum functionality and use.

**Section 3- Applicability**

While this policy does not require certain designs construction standards nor specific improvements, this policy does require the City to consider CSP elements in the design, construction and maintenance of public transportation projects, improvements and facilities. In addition the cost of improvements, budget for the project, space and area requirements and limitations and legal requirements and limitations should be considered. This policy further requires consideration of complete streets elements by the Director of Planning & Development Department and Plan Commission through the planning, development review and approval process or in other appropriate circumstances.

The policy is intended to cover all development and redevelopment in the public domain within the City of Crittenden. This includes all public transportation projects such as, but not limited to, new road construction, construction, retrofits, upgrades, resurfacing and rehabilitation.

Routine maintenance may be excluded from these requirements on a case-to-case basis. This policy also covers privately built roads intended for public use. As such, compliance with these principles may be factored into decisions related to the City's participation in private projects and whether the city will accept conveyance of privately built roads constructed after the passage of this policy.

#### **Section 4- Guiding Principles and Practices**

A "complete street" is one designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists, that fits in with the context of the surrounding community. "Complete streets" are designed and operated to enable safe continuous travel networks for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities are able to safely move from destination to destination along and across a network of complete streets. Transportation improvements, facilities and amenities that may contribute to complete streets and that are considered as elements of a "complete street" include: street and sidewalk lighting; pedestrian and bicycle safety improvement (including addition of sidewalks); access improvements, including compliance with the latest criteria of the Americans with Disabilities Act (ADA), and the Public Right-of-Way Accessibility Guidelines (PROWAG); public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities.

The City will strive, where practicable and economically feasible, to incorporate "complete street" elements into public transportation projects in order to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities, while promoting safe operation for all users, in comprehensive and connected networks in a manner consistent with, and supportive of, the surrounding community. The goal is a transportation system balance that recognizes the need for some roads to offer greater or lesser degrees of accommodation for each type of user, while still ensuring basic accommodation is provided for all permitted users.

The City will strive to incorporate complete streets principles into all public strategic plans and master land use plans, upon subsequent updates. The principles, where practicable shall be incorporated into other Public Works plans, manuals, rules, regulation, operational standards, and programs as appropriate and directed by the City.

It shall be a goal of the City to foster partnerships with the State of Kentucky, Grant County, neighboring communities and community stakeholders in consideration of functional facilities and accommodations in furtherance of the city's "Complete Streets" policy and the continuation of such facilities and accommodations beyond the City's borders.

The City recognizes that complete streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. The City of Crittenden will attempt to draw upon all possible funding sources to plan for and implement this policy and shall investigate grants that may be available to make "complete street" elements more economically feasible.

### **Section 5- Implementation**

As part of the budgeting process for projects, there should be prioritization criteria that give extra weight to projects that enhance access or mobility for those on foot, riding bicycles, or taking public transportation.

During the planning phase of any public improvement project, a designee of the City shall conduct a study and analysis relating to the addition and incorporation of one or more "Complete Streets" elements into the public transportation portion of the project. The study and analysis shall include cost estimates, whether the elements could be incorporated in a safe manner, the degree that such improvements or facilities may be utilized, the benefit of such improvements or facilities to other public transportation improvements, whether additional property is required, physical or area requirements or limitations and verify the availability of maintenance funds to support proposed improvements and any other factors deemed relevant. Such study and analysis shall be submitted to the City for consideration in the design and planning of the public transportation project. The City shall consider the incorporation of "Complete Streets" elements in each public transportation project to the extent that such is economically and physically feasible.

As part of the City of Crittenden ongoing performance measures efforts, criteria for the measurement of how well streets are serving all users will be developed and incorporated. A study of Crittenden's roads would be the first step to document the current state of the roads.

### **POSSIBLE EXEMPTIONS**

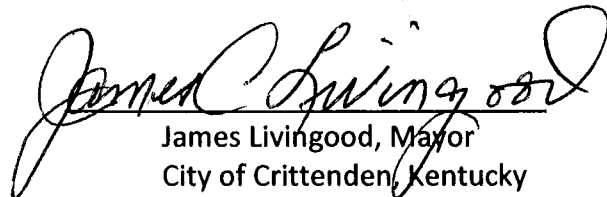
Exemptions to the Complete Streets policy must be presented to the City in writing by the appropriate official and documented with supporting data that indicates reason for the decision are limited to the following:

1. Scarcity of population, travel and attractors both existing and future indicate an absence of need for such accommodations
2. Detrimental environmental or social impacts outweigh the need for these accommodations.
3. The safety or timing of a project is compromised by Complete Streets Policy

### **Section 6**

The invalidity of any provision of this Municipal Order shall not affect the validity of any other provision.

Read, Moved, and Approved by the City Council of the City of Crittenden, Kentucky, this 2nd day of May 2017.

  
James Livingood, Mayor  
City of Crittenden, Kentucky

ATTEST:

  
Megan Simpson, City Clerk/Treasurer