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**MEMORANDUM**

**To:** Mayor and City Council

**From:** Michael Smith

**Date:** 8/8/2011

**Subject:** **Discussion of Complete Streets Policy**

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**ITEM DESCRIPTION**

The concept of Complete Streets is that the public right of way is an important part of the community and should accommodate a variety of users including motorists, pedestrians, cyclists and transit riders. The City recently adopted a Comprehensive Transportation Plan, which included a recommendation to establish a Complete Streets Policy for the City. Additionally, the Sustainability Commission has been working with staff to research and pursue measures to attain the Atlanta Regional Commission's Green Communities certification program. One of the measures the Commission is tackling this quarter is Measure 42: Community Complete Streets. This measure requires the City to adopt a Complete Street policy or ordinance.

**BACKGROUND**

The Complete Streets Policy was drafted based on the recommendations in the City's Transportation Plan. Staff also considered the best practices of neighboring cities such as Roswell and Suwanee, customizing them for the specific needs and character of Dunwoody. The attached policy outlines the purpose, requirements, and exemptions.

**RECOMMENDED ACTION**

The Sustainability Commission reviewed the proposed Complete Streets Policy on July 14, 2011 and voted in favor of the item.

Staff recommends the adoption of the Complete Streets Policy.



# CITY OF DUNWOODY

## *Complete Streets Policy*

### Article

Version 2011.xx.xx



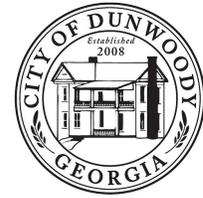
City of Dunwoody  
Policies

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**TABLE OF CONTENTS**

Article

<b>I. PURPOSE</b>	<b>2</b>
<b>II. REQUIREMENTS</b>	<b>2</b>
<b>III. EXEMPTIONS</b>	<b>3</b>
<b>IV. DEFINITIONS</b>	<b>3</b>
<b>V. RESPONSIBILITY</b>	<b>3</b>



# City of Dunwoody Policies

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## Article

### COMPLETE STREETS POLICY

#### I. Purpose

The City's Comprehensive Transportation Plan identifies the implementation of a Complete Streets policy as one strategy for improving transportation options and relieving congestion in Dunwoody. The purpose of this policy is to establish guidelines for considering the safety and convenience of all users of the public right of way when planning and constructing transportation projects. Users include motorists, pedestrians, cyclists, transit riders, freight providers, people with disabilities, emergency responders and adjacent land users. The Complete Streets policy is intended to reflect the following principles:

- In seeking to balance the needs of various users, all modes may not be perfectly accommodated on every street. Some streets may emphasize certain modes over others but as a whole the City's transportation system should consist of a network of streets and paths that provides connectivity for all users.
- Complete Streets design solutions should be flexible so that the transportation need can be met within the context of the surrounding community. Providing alternatives to vehicular travel supports the City's commitment to sustainability.

#### II. Requirements

The following establishes requirements for roadway construction and developments under the City of Dunwoody's jurisdiction:

- A. Roadway projects should provide appropriate accommodations for all users of the transportation system, including pedestrians, bicyclists, mass transit riders, people with disabilities, senior citizens, motorists, freight providers, emergency responders, and adjacent land owners;
- B. Roadway projects should make use of the latest and best design standards, policies, and guidelines;
- C. Solutions should be developed to fit within the context(s) of the community and those solutions should be flexible so that the needs of the corridor can be met;
- D. Where necessary, the City shall work with other agencies that maintain rights-of-way within the City limits to request that the Complete Streets Policy is considered and practiced;
- E. For resurfacing projects on streets designated in the Comprehensive Transportation Plan as bike facilities or bike routes, the City will consider retrofitting bike lanes provided



# City of Dunwoody Policies

---

## Article

that the additional cost is not excessively disproportionate to the cost of resurfacing alone.

### III. Exemptions

The Complete Streets Policy shall not apply to:

- A. Ordinary maintenance activities designed to keep assets in serviceable condition (e.g.: mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance);
- B. Roadways that bicyclists and pedestrians are prohibited by law from using;
- C. Incidences that have extreme topographic or natural resource constraints;
- D. Cases where a reasonable and equivalent alternative already exists for certain users;
- E. A documented absence of current or future need exists.

### IV. Definitions

When used in this policy, the following words, terms and phrases, and their derivations, shall have the meaning ascribed to them in this section, except where the context clearly indicates a different meaning,

- A. AGENT means an official contracted or subcontracted person who is authorized to act on behalf of the City of Dunwoody and represent their interests.
- B. CITY DIRECTOR OF PUBLIC WORKS means the Director of Public Works or other employee or agent as designated in writing by the City Manager.
- C. EMPLOYEE means an individual drawing a salary or wage from the City whether on a full-time, part-time basis or contractual third-party. The term shall encompass all members of the Governing Authority without regard to whether or not such individual is compensated.
- D. GOVERNING AUTHORITY means the City entity responsible for the contract.
- F. OFFICIAL means any elected or appointed person who holds office or serves in a position of public capacity, including those persons contracted by the City to serve in said official capacity.

### V. Responsibility

- A. The Director of Public Works shall:



# City of Dunwoody Policies

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## Article

1. Work with all department heads to make certain that employees are aware and educated about the Complete Streets Policy.
2. Work with all department heads to make certain that this Complete Streets Policy is implemented through the City's capital and maintenance programs and projects.

**STATE OF GEORGIA  
CITY OF DUNWOODY**

**RESOLUTION 2011-XX-XX**

**A RESOLUTION TO ADOPT THE CITY OF DUNWOODY COMPLETE STREETS POLICY**

**WHEREAS,** Complete Streets provide safe and convenient access for all users, including bicyclists, pedestrians, transit users, and motorists; and

**WHEREAS,** the City recognizes the efficacy of accommodating all transportation modes and strives to provide infrastructure to support modal choice; and

**WHEREAS,** pedestrian, cycling, and all other forms of active transportation are a vital component of the infrastructure for the City of Dunwoody, providing environmental and physical benefits; and

**WHEREAS,** providing alternatives to automobile travel reduces the negative environmental impacts, promotes healthy living, improves the efficiency of the road network, and is in the best interest of the community and the City of Dunwoody; and

**WHEREAS,** Dunwoody’s modal choice contributes to a clean, healthy environment, serving the quality of life for present and future generations; and

**WHEREAS,** Complete Streets work to establish bicycle and pedestrian connections between neighborhoods and among adjacent land uses, which can shape the City with vibrant and living arteries that feed community relationships and connections rather than congestion; now

**THEREFORE, BE IT RESOLVED,** by the Mayor and City Council of the City of Dunwoody, and it is hereby resolved by the authority of the City Council, that the City of Dunwoody Complete Streets Policy as attached hereto and incorporated herein, is hereby adopted.

**SO RESOVLED AND EFFECTIVE** this 22<sup>nd</sup> day of August, 2011.

Approved:

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Ken Wright, Mayor

Attest:

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Sharon Lowery, City Clerk

Seal