A "Safe and Accessible Streets" Policy for the City of Glendive

WHEREAS, the City of Glendive would like to improve city streets and sidewalks to make walking and bicycling more convenient; provide increased access to jobs, retail, and schools; improve pedestrian and vehicular safety; and improve transportation options that promote a healthy lifestyle; and;

WHEREAS, establishing a "Safe and Accessible Streets" policy would help those tasked with planning design and implementation to meet the needs in our community, and;

WHEREAS, a " Safe and Accessible Streets" program will include consideration of all aspects of transportation needs outlined by the City in street rehabiliation or construction designs, and;

WHEREAS, a well-designed transportation network will provide improved consideration for safety for residents who choose an alternative mode of transportation methods, and;

WHEREAS, the "Safe and Accessible Streets" policy conforms and supports the City's Growth Policy and implementation of goals and objectives, and the policy supports the City's Capital Improvement Plan.

NOW THEREFORE, BE IT ORDAINED, that a "Safe and Accessible Streets" program is hereby adopted by the City of Glendive on this 21 day of April, 2015.

PASSED AND ADOPTED BY GLENDIVE CITY COUNCIL this 21 day of April, 2015, by a vote of 7 ayes and 0 nays.

R Michael Snyder
Council Chair

Attest:

Committee Chair Gerald Reichert

Approved by me as Mayor of the City of Glendive this 21 day of April, 2015.

Jerry Jimison
Jerry Jimison, Mayor of Glendive

Safe and Accessible Streets Policy Outline

Vision/Intent
The City of Glendive is considering a Safe and Accessible Streets Policy to develop safe, reliable, efficient, integrated, and connected multimodal transportation system that promotes access, mobility, and safe alternatives for all users.

All Users and Modes
The City of Glendive will endeavor to ensure the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, transit riders, people of all ages and abilities, motorist, emergency responders, freight providers, and adjacent land users.

Projects and Phases
The City of Glendive will take into consideration the opportunity to create safer and more accessible streets for all users during transportation improvement projects. This may include, but is not limited to: 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 may also be included where appropriate.

Under this policy, permit application for updates to sidewalk, curb, gutter, and street improvements, or for new development, need to demonstrate compliance with this policy.

Exceptions
Exceptions to this policy can be reviewed by the City of Glendive Public Works Director and approved by the City Council. Exceptions should be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available. The following list includes scenarios which may be considered for exemption. This list is not intended to be all inclusive and may be expanded at the discretion of the City Council.

1. An affected roadway prohibits, by law, use by specified users;
2. The costs of providing accommodation are 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 demonstrates an absence of current and future need; e.g. dead-end road.
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 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.
7. The project does not fit the City's Capital Improvement Plan, City Growth Policy, the Walking/Biking Master Plan for the City of Glendive and West Glendive,

and/or other planning documents developed and adopted by the City.

Connectivity/Network
The City of Glendive can consider movement along and across arterial, collector, and local streets with dense, interconnected and an integrated network in accordance with the Walking/Biking Master Plan of Dawson County. Walking, biking, and transit will provide transportation options so users may reach potential destinations.

Jurisdiction
All city-owned transportation facilities in the public right of way including, but not limited to, streets, sidewalks, parking lots, bridges, and other connecting pathways should take into consideration during design, construction, operation, and maintenance, users of all ages and abilities and their independent travel. Privately constructed streets and parking lots will adhere to this policy.

Design
The City of Glendive shall follow adopted design standards, including but not limited to, existing design guidance from the American Association of State Highway Officials, the Montana Sate Department of Transportation, Montana State construction codes, the Institute of Transportation Engineers, the National Association of City Transportation Officials, the Americans with Disabilities Act.

Context Sensitivity
The City of Glendive should take into consideration implementation of Safe and Accessible 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 the community and/or corridor.

Performance Measures
The City of Glendive may measure the success of this Safe and Accessible 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
- Bicycle, Pedestrian, and Multimodal levels of service (LOS)
- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Rate of children walking or biking to school
- Number of approved exemptions from this policy
- Number of bicycle stalls/racks installed
- Number of new connections made to existing gaps in the trail/sidewalk system