

RESOLUTION #17-03

CITY OF KREBS COMPLETE STREETS RESOLUTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KREBS ADOPTING A COMPLETE STREETS POLICY

WHEREAS, safe, convenient, and accessible transportation for all users is a priority of City of Krebs;

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allow safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families;

WHEREAS, the lack of Complete Streets is dangerous for pedestrians, bicyclists, and public transportation riders,¹⁻³ particularly children,⁴⁻⁶ older adults,⁷ and persons with disabilities^{8,9}; on average, a pedestrian was killed every two hours and injured every seven minutes in traffic crashes in 2012¹⁰;

WHEREAS, in 2013, 678 Oklahomans died in traffic collisions – 13 were people biking, 58 were people walking, 34 were children, and 114 were older adults¹¹;

WHEREAS, 35 percent of Oklahomans live in rural areas¹², where 66 percent of traffic fatalities occur¹³;

WHEREAS, low-income and moderate-income areas, whether they are located in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclists,¹⁴ especially for children walking and biking to school,¹⁵ due to long-standing infrastructure disparities¹⁶⁻¹⁸ and a higher concentration of streets with faster-moving and/or higher-volume traffic^{19,20};

WHEREAS, Complete Streets improve public health and safety by reducing the risk of injuries and fatalities from traffic collisions for users of all modes of transportation^{1,2,21-27};

WHEREAS, streets that are designed with the safety and convenience of pedestrians and bicyclists in mind increase the number of people walking and bicycling²⁸⁻³⁰;

WHEREAS, a balanced transportation system where people can easily and safely walk and bicycle to everyday destinations – such as schools, shops, restaurants, businesses, parks, transit, and jobs – enhances neighborhood economic vitality^{23,25,31-35};

WHEREAS, a balanced transportation system where streets are lively with people walking and bicycling to everyday destinations – such as schools, shops, restaurants, businesses, parks, transit, and jobs – enhances livability³⁶⁻³⁸;

WHEREAS, encouraging people to walk, bicycle, and use public transit saves energy resources, reduces air pollution, and reduces emissions of global warming gases³⁹⁻⁴¹;

WHEREAS, 32 percent of adults in Oklahoma are obese⁴²;

WHEREAS, Complete Streets encourage an active lifestyle by creating opportunities to integrate exercise into daily activities,^{43,44} thereby helping to reduce the risk of obesity and its associated health problems, which include diabetes, heart disease, high blood pressure, high cholesterol, as well as certain cancers, stroke, asthma, and depression⁴⁵⁻⁴⁹; and

WHEREAS, in light of the foregoing benefits and considerations, the City of Krebs wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards when possible.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Krebs, State of Oklahoma, as follows:

1. That the City of Krebs adopts the Complete Streets Policy ("Policy") attached hereto as Exhibit A, and made part of this Resolution.
2. That when Krebs develops a Comprehensive Plan, it shall incorporate Complete Streets policies and principles consistent with the Policy.

PASSED AND ADOPTED by the Mayor and Council members of the City of Krebs, State of Oklahoma, on 18th day of April, 2017.



Bobby Watkins, Mayor

W. Kay Scott, City Clerk/Treasurer

Attachment: Exhibit A

EXHIBIT A

This Complete Streets Policy was adopted by Resolution No. 17-03 by the City Council of the City of Krebs on April 18, 2017.

COMPLETE STREETS POLICY OF THE CITY OF KREBS

A. Definitions

1. "Complete Street" means a street or roadway that allows safe and convenient travel by all users of the following categories: pedestrians; bicyclists; people with disabilities; motorists; movers of commercial goods; users and operators of public transportation; and users of all ages, including seniors, children, youth, and families, drivers of agricultural vehicles, and emergency vehicles.
2. "High-Need Area" means (1) any census tract in which the median household income is less than 80% of the statewide average median based on the most current census tract-level data from the U.S. Census Bureau American Community Survey, (2) any area within two miles of a school in which at least 50% of the children are eligible to receive free and reduced-price meals under the National School Lunch Program, or (3) any area that has a high number of pedestrian and/or bicycle collisions.
3. "Transportation Project" means any development, project, program, or practice that affects the transportation network or occurs in the public right of way, including any construction, reconstruction, retrofit, signalization operations, resurfacing, restriping, rehabilitation, maintenance, (excluding routine maintenance that does not change the roadway geometry or operations), alteration, and repair of any public street or roadway within City of Krebs.

B. Complete Streets Requirements

The City of Krebs shall work toward developing an integrated and connected multimodal transportation system of Complete Streets that serves all neighborhoods. Toward this end:

1. Every Transportation Project, and every phase of each project, by the City of Krebs shall provide for Complete Streets for all categories of users identified in Section A(1) of this Policy, .
2. Wherever possible, Transportation Projects shall strive to create a network of continuous bicycle- and pedestrian-friendly routes, including routes that connect with transit and allow for convenient access to work, home, commercial areas, and schools.
3. The City of Krebs shall rely upon the current editions of street design standards and guidelines that promote and support Complete Streets.

- *Pedestrian Safety Guide and Countermeasure Selection System* (U.S. Department of Transportation, Federal Highway Administration)

- *Bicycle Safety Guide and Countermeasure Selection System* (U.S. Department of Transportation, Federal Highway Administration)
- *Separated Bike Lane Planning and Design Guide* (U.S. Department of Transportation, Federal Highway Administration)

6. This Policy shall be implemented in all neighborhoods, with particular attention to High-Need Areas.
7. All Complete Streets shall reflect the context and character of the surrounding built and natural environments, and enhance the appearance of such. At the planning stage, the City of Krebs shall work with local residents, business operators, neighboring jurisdictions, school districts, students, property owners, and other stakeholders who will be directly affected by a Complete Streets project to address any concerns regarding context and character.

C. Lead Department

The City Council of the City of Krebs shall lead the implementation of this Policy and coordinate with internal and external partners when needed.

D. Implementation

The following steps shall be taken within 2 years of the effective date of this Policy:

1. All street design standards used in the planning, designing, and implementing phases of Transportation Projects shall be reviewed to ensure they reflect the best available design guidelines for effectively implementing Complete Streets.
2. The City of Krebs shall incorporate this Policy into relevant internal manuals, checklists, rules, and procedures.
3. The City Council shall assess whether any municipal and zoning codes, land use plans, or other relevant documents, conflict with this Policy.
4. The City Council will partner with supporting organizations to provide training on Complete Streets and the implementation of this Policy to all relevant staff, and develop a plan for providing such training for new hires.
5. The City Council shall identify all High-Need Areas.
6. The City of Krebs shall actively seek sources of public and private funding to assist in the implementation of this Policy.

E. Exceptions to Policy

1. A specific category of user may be excluded from the requirements of Section B(1) of

this Policy if one or more of the following exceptions apply:

- a. Use of the roadway is prohibited by law for the category of user (e.g., pedestrians on an interstate freeway, vehicles on a pedestrian mall). In this case, efforts shall be made to accommodate the excluded category of user on a parallel route.
 - b. There is no current or perceived future need to accommodate the category of user.
 - c. The cost of accommodating those users would be excessively disproportionate to the current need or future need over the next 20 years.
2. An exception shall be granted if the exception is approved by the City Superintendent and the approval is made publicly available.

F. Performance Measures

In order to evaluate whether the streets and transportation network are adequately serving each category of users, the City of Krebs shall collect and report baseline and annual data, including in High-Need Areas, on matters relevant to this Policy, including, without limitation, the following information:

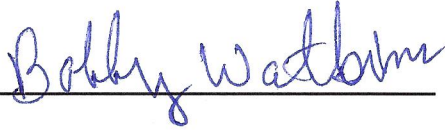
1. Mileage of new and existing bicycle infrastructure (e.g., bicycle lanes, paths, and boulevards)
2. Mileage of new and existing pedestrian infrastructure (e.g., sidewalks, trails)
3. Number of new and existing ADA-compliant curb ramps installed
4. Number of new street trees planted
5. Type and number of pedestrian- and bicycle-friendly signage and landscaping improvements, including street furniture and lighting
6. Commute mode percentages as provided by the American Community Survey conducted by the U.S. Census Bureau.
7. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation

G. Reporting Requirements

Two years from the effective date of this Policy, and biannually thereafter, the lead agency shall submit a report to the City Council on the progress made in implementing this Policy that includes, at a minimum, the following:

1. baseline and updated performance measures as described in Section F;
2. a summary of work completed or in progress
3. any recommendations for improving implementation of this Policy.

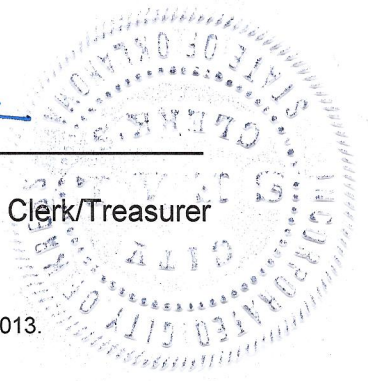
PASSED AND APPROVED BY THE MAYOR AND COUNCIL MEMBERS OF THE CITY OF KREBS, THIS 18th day of April, 2017.



Bobby Watkins, Mayor



W. Kay Scott, City Clerk/Treasurer



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