



**APPENDIX F:
COMPLETE STREETS POLICY**

RESOLUTION

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY AS RELATED TO TRANSPORTATION IMPROVEMENTS TO INTEGRATE WALKING, BICYCLING, TRANSIT, AND MOTOR VEHICLE USE, WHILE PROMOTING SAFE AND EFFICIENT OPERATIONS.

WHEREAS, the Thornton City Council recognizes the need to accommodate all modes of travel on City street rights-of-way, for all users, including pedestrians, users with disabilities, cyclists, motorists, truck traffic and public transit; and

WHEREAS, street rights-of-way 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, street rights-of-way are a critical component of the success and vitality of adjoining private uses and neighborhoods; and

WHEREAS, a goal of Complete Streets is to improve the access and mobility for all users of streets in the community by improving safety through reducing conflict and encouraging non-motorized transportation and transit.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, OF THE CITY OF THORNTON, COLORADO, THAT A COMPLETE STREETS POLICY BE ESTABLISHED AS FOLLOWS:

1. The City of Thornton will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.
2. Transportation improvements within the City of Thornton should be reviewed to incorporate facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike


lanes as appropriate; and street trees, street landscaping, street furniture and adequate drainage facilities.

3. The City of Thornton will provide early consideration of all modes of travel for all users. Those planning and designing street projects will give due consideration to bicycle, pedestrian, vehicle and transit facilities from the start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway.
4. The City of Thornton will review bicycle, pedestrian, and transit facilities for incorporation in street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the following conditions:
 - A. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, pothole filling, striping, or when interim measures are implemented on temporary detour or haul routes.
 - B. A project involves only the installation or replacement of a traffic signal.
 - C. The City determines there is insufficient space to safely accommodate new facilities while maintaining roadway capacity.
 - D. The City determines there are relatively high safety risks.
 - E. The City exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.
 - F. The City determines that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisition.
5. The City of Thornton will provide early consideration in the development process to the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:

- A. Whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping area, a commercial area, or an employment center;
 - B. Whether the corridor provides access across a natural or man-made barrier such as a river, canal or freeway;
 - C. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
 - D. Whether a road corridor provides important continuity or connectivity links for an existing trail or path network;
 - E. Whether nearby routes that provide a similar level of convenience and connectivity already exist; or
 - F. Whether the corridor is identified in the City's adopted Parks and Open Space Plan or Transportation Plan.
- 6. The City of Thornton should anticipate future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements. [For example, under most circumstances bridges (which last many years) should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities].
 - 7. The City of Thornton will maintain an inventory of the pedestrian and bicycling facility infrastructure and will carry out projects, when practical, to eliminate gaps in the bike route, sidewalk and trail networks.
 - 8. The City of Thornton will strive to provide Complete Streets over time.
 - 9. The City of Thornton will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.
 - 10. The City of Thornton will develop implementation strategies that may include evaluating and revising manuals and practices, and considering Complete Streets principals when updating adopted planning documents.

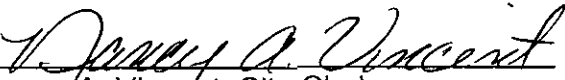
PASSED AND ADOPTED at a regular meeting of the City Council of the City of Thornton, Colorado, on April 26, 2011.

CITY OF THORNTON, COLORADO



Mack Goodman, Mayor pro tem

ATTEST:



Nancy A. Vincent, City Clerk