



## Fort Worth Complete Streets Policy

Adopted May 3, 2016

### **A. Definition**

*Complete Streets* means transportation infrastructure within public access ways that is designed, operated, and maintained to enable safe, accessible, comfortable, and convenient access for all people and travel modes. This includes people traveling as pedestrians, by bicycle, by transit, and by motor vehicle (including commercial vehicles and emergency responders) such that people of all ages and abilities are able to safely move along and across a street.

### **B. Vision**

Provide a safe, accessible, complete, connected, comfortable, efficient, and community oriented transportation system for all people that supports mobility options, healthy living and economic benefit.

### **C. Scope and Application**

The City shall provide a complete and connected, context-sensitive transportation system for all users that supports mobility options, accessibility, healthy living, and economic benefit, and will ensure the safety, accessibility, comfort, and convenience of people of all ages and abilities, pedestrians, bicyclists, motorists, public transportation users, emergency responders, freight providers, and adjacent land users.

This policy is applicable to all development and redevelopment in the public domain within the City of Fort Worth and extraterritorial jurisdiction. All roadways and routes need not be optimized for all modes; however, people using each mode require a network of safe and convenient travel routes and crossings throughout Fort Worth. In determining future need, City staff shall consult relevant City and regional long-range plans for land use and transportation, including the City's Comprehensive Plan, Master Thoroughfare Plan, and other adopted plans.

- 1) All transportation facilities approved by the City, including but not limited to, facilities in the public right-of-way, access easements, and private streets shall be designed, constructed, operated, and maintained so that people of all ages and abilities can travel safely and independently.
- 2) Complete Streets require connected travel networks that provide complete access to destinations.
- 3) Streets shall be connected to create complete street networks that provide travelers with choice of travel mode and route, and that helps to reduce congestion on major roadways. This network also includes off-street hard-surface trails for biking and walking.
- 4) The City shall review all transportation projects designed by other agencies or entities that require funding or approval by the City for conformance with this policy and, where needed, recommend measures and/or require appropriate changes to bring it into compliance.
- 5) The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all people. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and major maintenance. Minor maintenance activities designed to keep existing assets in serviceable condition (e.g. mowing, cleaning, sweeping, and spot repair) are not required to comply with this policy.
- 6) The City shall promote partnerships with entities not under its jurisdiction to satisfy this policy, including school districts, Tarrant Regional Water District, Fort Worth Transportation Authority, counties, adjacent municipalities, North Central Texas Council of Governments, and State of Texas agencies with facilities in the City of Fort Worth and its extra-territorial jurisdiction. Partner agencies are encouraged to adopt this Complete Streets Policy or an equivalent.



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### **D. Exceptions**

Any exception to this policy, including for private projects, must be reviewed and approved by the designees of both the Transportation and Public Works and Planning and Development departments and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available. Projects that request Complete Streets exceptions related to the Master Thoroughfare Plan or Subdivision Ordinance shall follow the processes provided for in those documents.

- 1) Exceptions may be considered for approval when:
  - a. An affected roadway prohibits by law, use by specified users (such as an interstate freeway or pedestrian malls), in which case a greater effort shall be made to integrate mobility options along adjacent corridors and on roadways that cross or otherwise intersect with the affected roadway; and
  - b. The designees of the Transportation and Public Works and/or Planning and Development department, issue a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive (guideline: approximately greater than 20% of the project budget), or inappropriate because it would be contrary to public safety.
- 2) The City shall evaluate previous exception requests and decisions periodically to determine if policy updates are warranted.

### **E. Design Standards**

The City shall adopt design standards using the best and latest design standards available based on Texas Accessibility Standards, Americans with Disabilities Act, ITE, AASHTO, and NACTO. These guidelines include, but are not limited to: the Fort Worth Master Thoroughfare Plan, ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; AASHTO Guide for Planning, Designing and Operating Pedestrian Facilities, and AASHTO Guide for Designing Bicycle Facilities.

Other appropriate design standards may be considered, provided that a comparable level of safety for all travel modes is present.

### **F. Performance Measures and Reporting**

- 1) The City shall measure the success of this Complete Streets policy by using performance measures such as reductions in injuries and fatalities, reduction in transportation gaps, improved emergency services response times, impacts and benefits for traditionally disadvantaged communities, increased usage of alternative transportation modes, reduction in obesity related illnesses, and economic performance of transportation investments.
- 2) An annual report will be presented by staff to the Pedestrian and Bicycle Advisory Commission, to the City Plan Commission and to the City Council showing progress made in implementing this policy. The report shall be posted on-line.



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### **G. Implementation**

The City of Fort Worth shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

- 1) The designees of the Transportation and Public Works and Planning and Development departments, and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to the Master Thoroughfare Plan, the Comprehensive Plan, Capital Improvement Plan, and other appropriate planning or guidance documents);
- 2) Transportation and Public Works, Planning and Development, and other relevant City departments, agencies, or committees will update current design guidelines and standards, including subdivision regulations that apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines to effectively implement Complete Streets;
- 3) When available, the City shall encourage staff training on Complete Streets and associated elements through attending conferences, classes, seminars, and workshops;
- 4) The City shall prioritize opportunities to create a complete transportation network that provides connected facilities to serve all people and modes of travel, now and in the future. City staff shall utilize project selection criteria that supports Complete Streets projects;
- 5) The Transportation and Public Works and Planning and Development Departments shall prepare a Complete Streets project guide that ensures interdepartmental/interagency coordination during project scoping and consideration of all users and modes, connected travel networks, and nearby land uses;
- 6) Every Complete Streets project shall include an educational component, to ensure that all people using the transportation system understand and can safely utilize Complete Streets project elements.