

Livable Streets Policy and Design Guidelines

WHEREAS, the City of Hagerstown recognizes that its transportation network (e.g., streets, sidewalks, trails, and pathways) is intended to balance the needs and interests of users of all ages and abilities; and

WHEREAS, streets are a key factor in the experience of the public realm and play a crucial role in economic development, public safety and health, and overall quality of life; and

WHEREAS, the design and function of our streets has often favored the motorist over other users, notably bicyclists, pedestrians, transit users, and persons with disabilities; and

WHEREAS, active transportation seeks to better integrate physical activity into our daily lives through increased emphasis on walking, bicycling, and public transportation; and

WHEREAS, active transportation improves public health, reduces traffic congestion, enhances air quality, and supports local economic development; and

WHEREAS, the City of Hagerstown completed the Hagerstown Bicycle Master Plan which serves as a guide for public investment in bicycle-supportive facilities and services; and

WHEREAS, the City of Hagerstown seeks to create an interconnected network of transportation facilities which accommodate all modes of travel in a manner that is consistent with neighborhood context and supportive of community goals; and

WHEREAS, Livable (or Complete) Streets are defined as streets that are planned, designed, operated, and maintained to enable safe access for all users and upon which pedestrians, bicyclists, transit users, person with disabilities, and motorists of all ages and abilities are able to safely move along and across; and

WHEREAS, the City of Hagerstown seeks to establish a Livable Streets policy and Design Guidelines to incorporate active transportation into the planning, design, and operation of all future pavement maintenance (i.e., mill & resurface, micropave, and overlay treatments); and

WHEREAS, it is further recognized that livable street accommodations may not be physically or financially feasible on certain streets.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Hagerstown as follows:


Livable Streets (or Complete Streets) Policy:

- A. Purpose. The City seeks to create an interconnected network of transportation facilities which accommodate all modes of travel in a manner that is consistent with neighborhood context and supportive of community goals by establishing a Livable Street Policy. This policy will incorporate active transportation into the planning, design, and operation of all future City street projects, whether new construction, reconstruction, rehabilitation, or pavement maintenance. Active transportation attempts to better integrate physical activity into our daily lives through increased emphasis on walking, bicycling, and public transportation. Active transportation improves public health, reduces traffic congestion, enhances air quality, and supports local economic development. Livable Streets are streets that are planned, designed, operated, and maintained to enable safe access for all users, and upon which pedestrians, bicyclists, transit users, persons with disabilities, and motorists of all ages and abilities are able to safely move along and across.

- B. The City Engineer shall include bicycle, pedestrian and transit facilities in all street construction, reconstruction, rehabilitation and pavement maintenance projects conducted by or on behalf of the City, as appropriate, subject to the Design Guidelines and exceptions contained herein.
- C. The City shall plan, design, build and maintain all bicycle, pedestrian, and transit facilities in accordance with accepted federal, state and local standards and guidelines, but will consider innovative and/or non-traditional design options, as appropriate.
- D. The incorporation of bicycle, pedestrian, and transit facilities shall be mandated in all street construction, reconstruction, rehabilitation and pavement maintenance projects undertaken by or on behalf of the City, except under one or more of the following conditions:
- (1) Local residential streets that the Design Guidelines do not specify for Livable Streets techniques.
 - (2) The City Engineer determines there is insufficient space within the right-of-way to safely accommodate such new facilities.
 - (3) The City Engineer determines that establishing such new facilities would require an excessive and disproportionate cost.
 - (4) The City Engineer determines that inclusion of such new facilities would create a public safety risk for users of the public right-of-way.
- E. The City Council shall receive an annual report from the City Engineer on the City's consistency with this Policy with respect to all street construction, reconstruction, rehabilitation and pavement maintenance projects under design or construction by or on behalf of the City.
- F. Planning studies and/or engineering reports for street projects prepared by or on behalf of the City shall include documentation of compliance with this Policy.

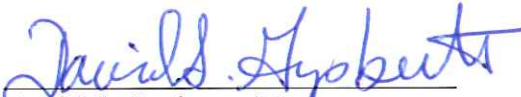
This Policy & Guidelines shall take effect on April 1, 2015.

Witness and Attest
As To Corporate Seal



Donna K. Spickler, City Clerk

Mayor and Council of the
City of Hagerstown, Maryland



David S. Gysberts, Mayor

Date of Passage: March 31, 2015