R2015-35: RESOLUTION ADOPTING A COMPLETE STREETS POLICY.

Applicant/Purpose: Bike & Pedestrian Committee /to provide guidance for safe street design.

Brief:
- On March 10, 2105 Council endorsed the city’s participation in the US DOT’s “Mayor’s Challenge for Safer People & Safer Streets” initiative.
- One of the community activities outlined in the Mayor’s Challenge is taking a complete streets approach:
  - “Complete streets make it safe & convenient for people of all ages & abilities to reach their destination whether by car, train, bike, or foot. A Complete Streets approach starts w/ a policy commitment to prioritize & integrate all road users into every transportation project.”
- The Bike & Pedestrian Committee has researched complete streets policies from other jurisdictions to develop the recommended policy.
- Public Works staff has reviewed the proposed policy & is comfortable w/ its language.
- 6/16/15 Planning Commission recommends approval by attached Resolution (8-0).

Issues:
- The policy speaks towards the following elements of complete streets:
  - Potential funding sources.
  - Potential projects.
  - Pedestrian/bicycling network.
  - Potential street design criteria.
  - Performance measures.
  - Implementation.
- Policy could apply to new construction and redesigned streetscape projects.
- Encourages consideration for all modes of transportation, including pedestrians, bicyclists, users with disabilities, transit vehicles, freight haulers, emergency responders, & motorists when designing & redesigning streets.

Public Notification: Normal meeting notification.

Alternatives:
- Modify the Resolution.
- Deny the Resolution.

Financial Impact: None as written, but there could be financial implications on future projects.

Manager’s Recommendation: While I support the concept of complete streets we need to use caution & common sense in the policy’s application. I support the resolution as it requires we consider all forms of transportation & encourages a multi-modal transportation system, but does not mandate the retro-fit of existing infrastructure or the inclusion of such facilities where it is not practical.

City Council Initiative: This resolution supports the downtown initiative, the neighborhood initiative, & the product development initiative.

Attachment(s): Proposed resolution & policy.
CITY OF MYRTLE BEACH
COUNTY OF HORRY
STATE OF SOUTH CAROLINA

WHEREAS, since 1999 both the “It’s Time” visioning process and Comprehensive Plans have called for sidewalk and bicycle master plans; and

WHEREAS, increasing walking and bicycling offers the potential for improved health, reduced traffic congestion, a more livable community, and more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle paths, multi-use paths, vehicle lanes, and;

WHEREAS, the City of Myrtle Beach is committed to improving travel conditions and travel choices for people of all ages and abilities; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation, the state of South Carolina, and communities within South Carolina; and

WHEREAS, the Planning Commission on July 1, 2014 by resolution recommended that the City pursue the adoption of Complete Street design standards; and

WHEREAS, on March 10, 2015 the City Council approved participation in the 2015 Mayor’s Challenge with one of the activities including taking a complete streets approach; and

WHEREAS, the Myrtle Beach Bicycle and Pedestrian Committee has researched, consulted with staff, and drafted a Myrtle Beach Complete Streets Policy, recommending by Resolution on May 5, 2015 to City Council that the policy be adopted; and

WHEREAS, the Myrtle Beach Planning Commission recommended by Resolution on June 16, 2015 to City Council that the policy be adopted.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Myrtle Beach, in session duly assembled, officially supports the Myrtle Beach Complete Streets Policy as attached hereto.

Done this 23rd day of June, 2015.

ATTEST:

John Rhodes, Mayor

Joan Grove, City Clerk
Myrtle Beach
Complete Streets Policy

1. Goal

The City will provide a community in which all residents and visitors can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel. The transportation system will advance the well being of travelers, supporting development goals, promoting healthy living, reducing negative environmental impacts, and meeting the needs of the diverse populations that comprise our community. This Complete Streets Policy suggests that a context-sensitive solution process and multi-modal approach be considered by the Planning and Public Works Departments during the development of all transportation facilities and projects within the city.

2. Definition

Complete Streets are streets where people of all ages and abilities are able to safely move along and across streets in a community, regardless of how they are travelling. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

3. Jurisdiction

The City will work with other transportation agencies through our participation in the Grand Strand Area Transportation Study (GSATS) to encourage that the principles and practices of complete streets are incorporated within their planning, design, construction, and maintenance activities as they relate to and connect with facilities here in Myrtle Beach. The City’s intent is that the transportation network flow seamlessly throughout the community in accordance with local and regional road, transit, bicycle, and pedestrian plans and mutually agreed upon design criteria. Neighboring agencies include the South Carolina Department of Transportation (SCDOT), Horry County, Briarcliffe Acres, North Myrtle Beach, and Surfside Beach.

4. Funding

Funding for Complete Streets projects shall be actively pursued from a variety of sources, and in conjunction with neighboring jurisdictions where applicable. Sources may include, but not limited to the Grand Strand Area Transportation Study (GSATS), the Horry County Transportation Commission (CTC), the South Carolina Department of Transportation (SCDOT), the South Carolina Department of Parks, Recreation and Tourism (SCPRT), the Federal Highway Administration (FHWA), and private granting foundations.

5. Projects

Those involved in the planning and design of projects within the public right-of-way shall give consideration to all users and modes of travel from the start of planning and design work. Transportation enhancements shall be viewed as opportunities to create safer, more accessible streets for all users. This shall apply to new construction and redesigned streetscape projects. The Myrtle Beach Bicycle & Pedestrian Committee shall be available to advise on new construction and redesigned streetscape projects.
and to provide input regarding complete streets policy early in planning and design processes.

In public rights-of-way that are suitable for multi model transportation, the City will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorists, pedestrians, people on bikes, users with disabilities, transit vehicles and riders, freight haulers, and emergency responders. As new subdivisions with public rights of way are approved and developed, the Planning Commission will determine whether roads and trails shall be designed and constructed to meet the same needs and to be connected to existing and planned facilities.

6. Network

All pedestrian, bicycle, and transit facilities shall connect with existing and planned facilities so as to create a community-wide network. Sidewalks shall be included at a minimum on one side of the roadway and bicycle facilities shall be included on both sides of the roadway and shall continue through intersections.

As the City prioritizes transportation-related Capital Improvement Projects special attention shall be given to projects which enhance the overall transportation system and its connectivity. Specifically, high priority shall be given to:

a. Corridors providing primary access to one or more significant destinations such as a parks or recreation areas, schools, shopping/commercial areas, public transportation, or employment centers;

b. Corridors serving a relatively high number of users based on physical traffic counts of non-motorized transportation modes;

c. Projects providing important continuity or connectivity links to existing pedestrian or bicycle networks;

d. Projects identified in regional or local bicycle pedestrian plans.

7. Design

The City, through its Public Works and Planning Departments, shall review and accept or deny design criteria, standards, and guidelines from engineering firms or other acceptable professionals submitting construction plans to the City based upon recognized best practices in street design, construction, and operation with particular emphasis on pedestrian and bicycle markings and wayfinding signage. Resources to be referenced in developing these standards shall include, but not necessarily be limited to, the latest editions of:


- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, the latest edition of which may be found here: http://library.ite.org/pub/e1c0f3c-2354-d714-51d9-d82b39d4dbad
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the latest edition of which may be found here: http://nacto.org/cities-for-cycling/design-guide/


- Federal Highway Administration Highway Safety Manual, the latest edition of which may be found here: http://safety.fhwa.dot.gov/

- Federal Highway Administration Manual on Uniform Traffic Control Devices, the latest edition of which may be found here: http://mutcd.fhwa.dot.gov/

The system’s design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost effective manner. Transportation facilities that support the concept of complete streets include, but are not limited to:

- pavement markings and signs;
- street and sidewalk lighting;
- sidewalk and pedestrian safety improvements;
- Americans with Disabilities Act and Title VI compliance;
- transit accommodations; these may include, but are not limited to:
  - transit shelters
  - bus bike racks
  - transit facilities near “park & ride” or “kiss & go” lots
- bicycle facilities; these may include, but are not limited to:
  - sharrows
  - traditional bike lanes
  - buffered bike lanes
  - protected bike lanes
  - cycle tracks
  - bicycle boulevards
- intersection designs; these may include, but are not limited to:
  - clear crossing markings and signage
  - bike boxes
  - bicycle turn queue boxes
  - median refuge islands
  - through bike lanes
  - active warning beacons
  - bicycle signals
  - bicycle detection and signal actuation devices
- appropriate signage and markings; these may include, but are not limited to:
  - green bicycle pavement markings
  - shared lane markings
  - elements of an integrated wayfinding system
- streetscapes that appeal to and promote pedestrian use; these may include, but are not limited to:
  - landscaping
  - sidewalk furniture
  - public art
Examples of acceptable design elements may be found in the publications cited above. The City shall also consider innovative or non-traditional design options that provide a comparable level of safety and utility for users as those listed above.

8. Community Context

Transportation facilities, including roads, should be adapted to fit and enhance the character of the surrounding neighborhood.

9. Performance Measures

The City's Annual Report shall include the number of miles of each facility type installed during the fiscal year, including the installation and eventual completion of the priority Iconic Loop project. The report shall also include all other steps implemented to advance the Complete Streets vision, including policy changes and improvements that enhance the walking and bicycling experience.

10. Implementation

This policy will be primarily implemented through developing bike and pedestrian network plans on a regional basis through GSATS and within the City through the Bicycle & Pedestrian Committee and the Planning Commission. These plans shall recommend the type and location of improvements and shall be implemented as funding becomes available or routine work is completed. Special emphasis shall be placed on those elements of these plans that can be accomplished with little or no additional expense, such as providing bike lanes where existing pavement is adequate or where road shoulders are sufficient to allow for safe bicycle use.

Additional implementation activities will include, but not be limited to: developing project checklists that incorporate complete streets elements in the City's overall design processes; establishing design criteria that clearly set forth the standards to be followed for bike and pedestrian installations including signs and markings.

The Bicycle and Pedestrian Committee shall recommend a Complete Streets Network Map for the City of Myrtle Beach. The projects identified in the Complete Streets Network that are located within the public rights-of-way and are also included within the City's annua. or multi-year capital improvement plans shall include bicycle and pedestrian facilities as shown on the Complete Streets Network Map.
WHEREAS, since 1999 both the "It's Time" visioning process and Comprehensive Plans have called for sidewalk and bicycle master plans; and

WHEREAS, increasing walking and bicycling offers the potential for improved health, reduced traffic congestion, a more livable community, and more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle paths, multi-use paths, vehicle lanes, and;

WHEREAS, the City of Myrtle Beach is committed to improving travel conditions and travel choices for people of all ages and abilities; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation, the state of South Carolina, and communities within South Carolina; and

WHEREAS, the Planning Commission on July 1, 2014 by resolution recommended that the City pursue the adoption of Complete Street design standards; and

WHEREAS, on March 10, 2015 the City Council approved participation in the 2015 Mayor’s Challenge with one of the activities including taking a complete streets approach.

NOW, THEREFORE, BE IT RESOLVED THAT the Bicycle and Pedestrian Committee, in session duly assembled, and by the unanimous vote of its members, passes this resolution of support for the Complete Streets Policy and encourages the Planning Commission to affirm the effort;

AND BE IT FURTHER RESOLVED THAT the Bicycle and Pedestrian Committee hereby forwards the Complete Streets Policy to the Planning Commission for their concurrence and support by recommending adoption by City Council.

Done this 5th day of May, 2015.

[Signature]
William F. Pritchard, Chair
Bicycle and Pedestrian Committee
WHEREAS, since 1999 both the "It’s Time" visioning process and Comprehensive Plans have called for sidewalk and bicycle master plans; and

WHEREAS, increasing walking and bicycling offers the potential for improved health, reduced traffic congestion, a more livable community, and more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle paths, multi-use paths, vehicle lanes, and;

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WHEREAS, the Planning Commission on July 1, 2014 by resolution recommended that the City pursue the adoption of Complete Street design standards; and

WHEREAS, on March 10, 2015 the City Council approved participation in the 2016 Mayor’s Challenge with one of the activities including taking a complete streets approach; and

WHEREAS, the Myrtle Beach Bicycle and Pedestrian Committee has researched, consulted with staff, and drafted a Myrtle Beach Complete Streets Policy, recommending by Resolution on May 5, 2015 to City Council that the policy be adopted.

NOW, THEREFORE, BE IT RESOLVED THAT the Planning Commission, in session duly assembled, and by the unanimous vote of its members, passes this resolution of support of the Complete Streets Policy and recommends adoption of the policy by City Council.

Done this 16th day of June, 2015.

Joyce Harris, Vice Chairman
Myrtle Beach Planning Commission

Attest: [Signature]