



1 ability to move safely along and across streets for all users, including motorists, public transportation  
2 users, bicyclists and pedestrians, of all ages and abilities, and

3 **WHEREAS**, by adopting this ordinance, the Board of Directors recognizes the steps the City has  
4 already taken to provide for the needs of all users of City streets and highways and affirms its desire for  
5 the further advancement of fully integrated active transportation networks within the City.

6 **NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF DIRECTORS OF THE**  
7 **CITY OF LITTLE ROCK, ARKANSAS:**

8 **Section 1. *Complete Streets Policy.*** It is the policy of the City to develop a safe, reliable, efficient,  
9 integrated and connected multimodal transportation system that will promote access and mobility for all  
10 users, and will ensure that the safety and convenience of all users of the transportation system are  
11 accommodated, including motorists, pedestrians, bicyclists, users of public transportation, emergency  
12 responders, freight haulers, people of all ages and abilities, and adjacent land users. Complete streets may  
13 be achieved through single large projects or incrementally in a series of smaller improvements or  
14 maintenance activities over a period of time, utilizing maximum financial flexibility with the intent that  
15 all sources of transportation funding opportunities will be drawn upon to implement complete streets.

16 **Section 2. *Applicability.*** Except as provided in Section 5 below, the City will apply this complete  
17 streets policy to all street projects for public streets, regardless of funding source, including those  
18 involving new construction, reconstruction, retrofit, repaving, rehabilitation, and change in the allocation  
19 of pavement space on an existing street. The exceptions will allow the City to remain flexible to the  
20 unique circumstances of different streets so that sound engineering and planning judgment will produce  
21 context-sensitive designs.

22 **Section 3. *Complete Streets Infrastructure.*** As feasible, the City shall incorporate complete streets  
23 infrastructure into existing public streets to create a comprehensive, integrated, and connected  
24 transportation network that balances access, mobility and safety needs of all users of all ages and abilities  
25 and the needs of adjacent land users, thus providing a fully connected, integrated network that provides  
26 transportation options throughout the city. “Complete Streets Infrastructure” means design features such  
27 as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and  
28 landscaping; planting strips; curbs; accessible curb ramps; bump outs; crosswalks; refuge islands;  
29 pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture;  
30 bicycle parking facilities; public transportation stops and facilities; priority signalization; narrow vehicle  
31 lanes; raised medians; dedicated bus lanes; traffic calming devices such as traffic circles and traffic  
32 bumps; and surface treatments such as paving blocks, textured asphalt and concrete.

1       **Section 4. *Best Practices Criteria.*** The Public Works Department shall continue to utilize design  
2 criteria and standards for streets infrastructure based upon recognized best practices in street design,  
3 construction and operations including but not limited to the latest editions of American Association of  
4 State Highway Transportation Officials (ASHTO) and Institute of Transportation Engineers (ITE), while  
5 also taking into account the context and character of the surrounding built and natural environments to  
6 enhance the appearance of such environment. The City Manager shall ensure that complete streets design  
7 principles are incorporated in City plans, proposed ordinances, regulations and programs as appropriate  
8 and that training of City Staff in best practices in regard to design of streets for multimodal transportation  
9 occurs.

10       **Section 5. *Exceptions.***

11       (a) Complete streets principles and practices will be included in street construction, reconstruction,  
12 repaving, and rehabilitation projects except under one or more of the following conditions as determined  
13 by the Public Works Department Director:

- 14           (1)     The project involves a street or highway on which certain users, such as pedestrians or  
15 bicyclists, are prohibited by law, such as an interstate highway or a pedestrian mall.
- 16           (2)     Routine maintenance of the transportation network is involved that does not change the  
17 roadway geometry or operations, such as sweeping, mowing and spot repair.
- 18           (3)     Where an equivalent project along the same corridor is already programmed to provide  
19 the needed infrastructure or facilities.
- 20           (4)     Scarcity of population, travel and attractors, both existing and projected into the  
21 foreseeable future, indicate an absence of need for such accommodations, or the street is  
22 outside an established existing bus transit route and where it is reasonably determined  
23 that a future bus transit route will not exist.
- 24           (5)     The cost of complete streets accommodations is excessively disproportionate to the need  
25 or probable use. Construction may not be practically feasible or cost-effective because  
26 of significant or adverse environmental impacts to historic resources, streams, flood  
27 plains, wetlands, remnants of native vegetation, steep slopes or other critical areas.

28       (b) Public Works Department Director shall employ a checklist to document the complete streets  
29 analysis on each street project.

30       **Section 6. *Performance Standards.*** The Public Works Department shall develop performance  
31 measures to evaluate the progress in developing complete streets. The City Manager shall regularly  
32 evaluate the success and opportunities for improvement regarding the City's efforts to provide complete  
33 streets according to measurable benchmarks. Performance standards may include linear-feet of new

1 sidewalks, percentage of streets with low design speeds, and public participation, such as numbers of  
2 public transit riders.

3 **Section 7. *Fostering Partnerships.*** It is a goal of the City to foster partnerships with Federal, State  
4 and other transportation funding agencies, citizens, businesses, interest groups and neighborhoods to  
5 implement the complete streets ordinance.

6 **Section 8. *Severability.*** In the event any title, section, paragraph, item, sentence, clause, phrase, or  
7 word of this ordinance is declared or adjudged to be invalid or unconstitutional, such declaration or  
8 adjudication shall not affect the remaining portions of the ordinance, which shall remain in full force and  
9 effect as if the portion so declared or adjudged invalid or unconstitutional were not originally a part of  
10 the ordinance.

11 **Section 9. *Repealer.*** All laws, ordinances and resolutions, or parts of the same, that are  
12 inconsistent with the provisions of this ordinance, are hereby repealed to the extent of such  
13 inconsistency.

14 **ADOPTED: January 20, 2015**

15 **ATTEST:**

**APPROVED:**

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17 \_\_\_\_\_  
18 Susan Langley, City Clerk

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Mark Stodola, Mayor

19 **APPROVED AS TO LEGAL FORM:**

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22 Thomas M. Carpenter, City Attorney

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