



# City of Gainesville

## Public Works Department

### Complete Streets Policy

#### VISION

Every public right-of-way should be planned, designed, constructed, and maintained such that all residents within the City of Gainesville planning area have multi-modal transportation options to safely and conveniently travel to and from their destinations.

#### PRINCIPLES

The following guiding principles should be considered throughout all phases of transportation infrastructure design and construction:

- Each phase in the life of a roadway, including planning, funding, designing, constructing, operating, and maintaining of new and modified streets, will be an opportunity to improve the integration of all transportation modes into the roadway.
- Accommodations for bicycles and pedestrians should be integrated into new roadway construction and reconstruction projects in a manner that is appropriate to the context of the planned roadway features, surrounding land use, and desires of the community.
- The design and construction of new facilities should anticipate likely demand for bicycling and pedestrian facilities within the design life of the facility.
- The design of intersections should accommodate bicyclists and pedestrians in a manner that allows for safe crossing.
- Complete Streets principles may not apply to short-term maintenance activities designed to keep assets in serviceable condition (e.g. mowing, sweeping, and spot repair, or interim measures on detour or haul routes). Complete Streets principles do apply to resurfacing activities. Resurfacing efforts should be used, when applicable, as opportunities to create new facilities, such as bike lanes or to improve existing facilities such as reconditioning road shoulders.
- Complete Streets may be achieved through single projects, incrementally through a series of smaller improvements, or through maintenance activities.
- The transportation network should be planned and constructed as a well-connected system that encourages multiple connections to destinations.
- Not all roadways are suitable for complete streets treatment. In corridors whose primary purpose is to carry inter- and intra-regional traffic, for example, a limited range of modal accommodations may be appropriate. At a minimum, sidewalks should be installed unless local conditions dictate otherwise.

#### STRATEGIES

- The City of Gainesville will coordinate with the Gainesville-Hall Metropolitan Planning Organization (GHMPO) to provide technical support as necessary to assist in developing, implementing and funding Complete Streets procedures/policies, programs and projects.

- The GHMPO shall develop a procedure to provide financial assistance to worthy Complete Streets projects with an emphasis on funding projects that provide high benefit at low cost to the City of Gainesville.
- Complete Streets Elements should be considered when the City of Gainesville develops, modifies or updates their comprehensive plans, manuals, rules, regulations, and programs as appropriate.
- American Association of State Highway and Transportation Officials (AASHTO) complaint transportation facilities for all modes, including pedestrian, bicycle, public transit, and motor vehicle, should be provided on all roadways as applicable.
- City of Gainesville should apply context sensitive solutions to solve transportation problems in a manner consistent with community characteristics and as desired by local officials, citizens and stakeholders.
- When possible, context sensitive streetscape plans that incorporate appropriate Georgia plants and landscaping materials should be developed whenever a street is newly constructed, reconstructed, or relocated.
- Design standards should include performance measures for tracking the progress of implementing the Complete Streets Policy and detail the procedures for granting exceptions.
- Augmenting non-transportation projects, such as, storm water or private sector development to concurrently implement Complete Streets principles should be considered as a cost-effective means to achieve mobility enhancements.
- The City of Gainesville and GHMPO are encouraged to cooperatively implement Complete Streets concepts on appropriate local roads by, for example, augmenting resurfacing projects or other major construction activity, filling sidewalk gaps, ensuring transit stops on local roads are accessible, resolving potential permitting issues early in the project development process.