



## **Complete Streets Policy**

### **Definition**

“Complete Streets” means Borough streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a street.

### **Policy**

The Borough shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health for all users, and will ensure the safety and convenience of all road users including public transit riders, motorists, cyclists, pedestrians, joggers, emergency responders, freight providers, and people of all ages and abilities.

### **Scope of Applicability**

- A. All Borough-owned transportation facilities in the public right-of-way including, but not limited to, streets, bridges and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.
- B. Privately constructed streets and parking lots shall adhere to this policy.
- C. The Borough shall foster partnerships with the PA Department of Transportation, Bucks County, neighboring communities, business and school districts to develop facilities and accommodations that further the Borough's complete streets policy and continue such infrastructure beyond the Borough's borders.
- D. The Borough shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way,



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including capital improvements, re-channelization projects and major maintenance, must also be included.

### **Exceptions**

A. Any exception to this policy, including for private projects, must be reviewed and approved by the Director of Public Works and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

B. Exceptions may be considered for approval when:

(1) An affected roadway prohibits, by law, use by specified users (such as an interstate, parkways, pedestrian malls and bike and hike paths), in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway

(2) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, milling and resurfacing, spot repair and surface treatments);

(3) The Director of Public Works issues a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive, or inappropriate because it would be contrary to public safety; or

(4) Other available means or factors indicate an absence of need, including future need.

### **Design Standards**

The Borough shall follow accepted or adopted design standards and use the best and latest design standards available. These standards include, but are not limited to: ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; and AASHTO Guide for Planning, Designing and Operating Pedestrian Facilities. In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

### **Performance Measures and Reporting**



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A. The Borough shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- (1) New designated bike routes, bike boulevards, lanes and sharrows
- (2) New pedestrian accommodations and safety improvements
- (3) Number of Sidewalk's repaired (public and private)
- (4) Crosswalk and intersection improvements