

Effective Date: 12/19/2022
Approval: OR

**CITY OF LEWISVILLE
POLICY STATEMENTS**

TOPIC: 1.0 – ADMINISTRATION
REFERENCE: SECTION VIII – COMPLETE STREETS

I. COMPLETE STREETS

A. Purpose

The purpose of this policy is to create an equitable and effective transportation system where streets, sidewalks, and trails are designed, operated, and maintained to enable safe, accessible, comfortable, and convenient access for all people and travel modes. This includes people traveling as pedestrians, by bicycle, by transit, and by motor vehicle (including commercial vehicles and emergency responders).

B. Definitions

1. Equity/equitable: The absence of avoidable, unfair, or remediable differences among groups of people, whether those groups are defined socially, economically, demographically, geographically, or by other means of stratification.
2. Transportation Infrastructure Projects: City capital projects involving the new construction, reconstruction and retrofitting of public roads, sidewalks, bike lanes, or trails. It does not include: (1) private development of infrastructure; or (2) minor maintenance activities designed to keep existing assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and restriping). Note that private development of infrastructure must comply with development code regulations, which incorporate these complete street principles.
3. Vulnerable Users: A non-automotive user of public rights-of-way such as a pedestrian or cyclist.

C. Complete Streets Design Guidelines. All transportation infrastructure projects shall be designed, constructed, operated, and maintained prioritizing the following:

- i. Safe, comfortable, convenient, independent travel for people of all ages and abilities across and through the city's street/trail network;
- ii. Multimodal connectivity within the existing street/trail network and planned street network;
- iii. The context of previously approved land use policies, council-adopted long range plans, zoning ordinances, and Lewisville's Americans with Disabilities Act Transition Plan, so that said projects promote safety and are sensitive to the surrounding context including current and planned buildings, parks, trails, as well as current and expected transportation needs.
- iv. Current best practice guidelines, including, but not limited to:
 1. American Association of State Highway and Transportation Officials (AASHTO) – Guide for the Planning, Design, and Operation of Pedestrian Facilities
 2. American Association of State Highway and Transportation Officials (AASHTO) Task Force on Geometric Design. "AASHTO Guide for the Development of Bicycle Facilities." National Association of City Transportation Officials. "Urban Bikeway Design Guide, Second Edition."
 3. National Association of City Transportation Officials. "Urban Street Design Guide."
 4. Federal Highway Administration's published guidance on bicycles and pedestrians as available on their website
 5. Federal Highway Administration. "Separated Bike Lane Planning and Design Guide"
 6. Institute of Traffic Engineers. "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" 2010
 7. Federal Highway Administration. "Manual of Uniform Traffic Control Devices" 2009
 8. Texas Department of Licensing & Regulation. "Texas Accessibility Standards" 2012
 9. Americans with Disabilities Act. "Standards for Accessible Design" 2010
 10. United States Access Board. "(Proposed) Public Rights-of-Way Accessibility Guidelines
- v. Equity, with a particular focus on vulnerable users and neighborhoods with infrastructure that does not meet current Unified Development Code standards or this policy.

- vi. Public input on the design from all stakeholders who will be directly affected by a proposed project. Unintended consequences such as involuntary displacement shall be avoided, when possible, or addressed with equity and fairness to the affected parties.
- D. The City shall use best efforts to coordinate with entities not under its jurisdiction to meet the goals of this policy, including school districts, Denton County Transportation Authority, Denton County, Dallas County, adjacent municipalities, North Central Texas Council of Governments, and governmental agencies with facilities in the City of Lewisville.
- E. What constitutes a complete street design is not a one-size-fits-all design. Notwithstanding anything to the contrary contained herein, including but not limited to the Complete Streets Design Guidelines outlined in section C, above, the design and form of transportation modalities served in a transportation infrastructure project shall be fit within the context of the community, the type of thoroughfare, and types of use of said thoroughfare. Solutions should be flexible, ensuring that the needs of the existing and anticipated users are to be met.
- F. Exceptions to this policy. Where staff determines that compliance with certain Complete Streets Design Guidelines is appropriate under this policy but cannot be attained due to one of the following listed conditions, an exception shall be required. An exception to this policy must be reviewed, approved, and documented by the City Engineer with supporting data that indicates the basis for the decision. Permitted exceptions are as follows:
 - 1. Where local, state, or federal law excludes specific users on certain facilities.
 - 2. Where the cost or impacts of implementation is disproportionate to the actual need or probable future use of the facility.
 - 3. Where existing Right-of-Way is insufficient to accommodate all modes of transportation safely.
 - 4. Where other City policies, regulations, or requirements contradict or preclude implementation of the Complete Streets principles.
 - 5. Where the impact of the proposed Complete Streets design elements would be detrimental to the character of the neighborhood.
- G. The City of Lewisville will measure the success of this Complete Streets Policy using the following as examples of performance measures:

1. Number of Capital Improvement Projects (CIP) that include complete streets elements,
2. Linear feet of new or restriped bike facilities (on-street or off-street),
3. Square yards of new or widened sidewalks,
4. Square yards of reconstructed sidewalks,
5. Linear feet of streets evaluated complying with this policy,
6. Number of street crossings made safer with signage, markings, pavement treatment, or signal features.

II. GENERAL PROVISIONS

The City of Lewisville reserves the right to change, modify, amend, revoke, or rescind all or part of these policies in the future.