COMPLETE STREETS POLICY OF THE BOROUGH OF DORMONT

Section 1: Vision & Intent

The Borough shall develop, through this Complete Streets policy, a multimodal transportation network that claims the public space of our streets for people.

This policy aims to create a safe, reliable and cost-efficient transportation network that encourages trips by foot, bike, mobility device or transit by making those experiences enticing in their convenience and pleasantness. The policy serves not just to give all modes equal standing but to design public rights of way to empower pedestrians, cyclists and those using mobility devices to give them true equity in this public space.

The principles of Complete Streets will contribute to the overall safety, health, well-being, economic vitality of all residents and visitors through reduced carbon emissions and noise pollution, an increase in travel choices that promote an active lifestyle and increased independence for residents of all ages and abilities.

Complete Streets shall also help manage stormwater challenges through thoughtful design that maximizes features such as bioswales, street trees, planters, native plants and other green features that create enjoyable, thriving natural environments and reduce and slow stormwater runoff. To this end, the Borough will collaborate with the Dormont Stormwater Authority toward common goals.

Section 2: Prioritization of Diverse Users

Transportation choices should be safe, reliable, convenient, affordable and accessible regardless of race, ethnicity, religion, income, gender or gender identity, immigration status, age, ability, languages spoken, or level of access to a personal vehicle.

Street, alley and roadway projects shall be designed and planned to accommodate all users of the transportation system, including but not limited to people walking, people biking and using micro mobility devices, people using and traveling to and from public transit; seniors, children, people with disabilities, people with pets, emergency responders, motorists and truck operators.

Careful attention will be paid to accessibility for the most vulnerable users of our transportation network, notably those with mobility needs. Accessibility for these users should go beyond mere ADA compliance to creating comfortable and easy access to

transit, the business district and other Borough amenities such as the library and parks, and travel from residence to residence.

Projects should be sure to take into consideration the needs of a wide age range of users with varying abilities, in particular making travel pleasant for our youngest and oldest residents, regardless of their mode choice, ability or level of independence.

Projects will be prioritized that build a network of safe, comfortable and accessible travel options for a variety of modes, especially for routes that provide ease of access to public transit. Projects should also serve to build connections between neighboring communities.

In all, projects should be designed to accommodate and prioritize traditionally underserved populations and/or areas in the Borough.

Section 3: Applicability Across Projects

Except as provided in Section 4, the Borough will apply this Complete Streets policy to all street projects for public streets, regardless of funding source, including: new construction, reconstruction, retrofit, repaving, rehabilitation and change in allocation of pavement space on an existing street.

Private developments, including the construction or reconstruction of privately constructed streets and parking lots, shall adhere to the Complete Streets policy.

The Borough shall provide adequate and safe accommodations for all modes of transportation to use the road safely and efficiently during any construction or repair project that infringes on the right of way and/or sidewalk.

Section 4: Exceptions

1. A specific user may be excluded from Section 3 requirements only if one or more of the following criteria are met:
    a. Use of the roadway is prohibited by law for a category of user (eg: pedestrians on an interstate freeway, vehicles on a pedestrian mall). In that case, efforts shall be made to accommodate the excluded category of user on a parallel route; or
    b. Projects are ordinary maintenance activities designed to maintain serviceable conditions, such as mowing, cleaning, sweeping, spot repair, pothole filling or other interim repair measures; or

c. The Borough Manager, after consultation with the Director of Public Works, Planning Commission, Borough Engineer or Consultant, and the Safe Mobility Commission, determines that there is a clear absence for a current or future need to accommodate a particular category of user. This lack of need should be demonstrated by demographic, school, employment, and public transportation route data that demonstrate a low likelihood of that particular activity in the next 20 years. In review, parties should take into account concepts such as induced demand that might lead to a lack of demonstrated need for a particular activity.

2. Exceptions must be:
    a. Applied for in writing with supporting documentation and submitted to the Borough Manager so that it can be made publicly available at a conspicuous location with a minimum of 30 days allowed for public input;
    b. Reviewed and approved by the Safe Mobility Commission; and
    c. Reviewed and approved by the Borough Council, with that approval written and made publicly available.

Section 5: Design Guidelines

The Borough shall implement design guidance that shifts toward designing for the human scale for the needs and comfort of all travelers, and should consider issues such as street design and width, desired operating feed, turning radii, hierarchy of streets and connectivity.

The best, state-of-the-practice design guidance, standards, and recommendations shall be immediately adopted in the implementation of Complete Streets, including:

- *National Association of City Transportation Officials (NACTO) Urban Street Design Guide*
- *National Association of City Transportation Officials (NACTO) Urban Street Stormwater Guide*
- *National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide*
- *National Association of City Transportation Officials (NACTO) Designing Streets for Kids*
- *American Association of State Highway and Transportation Officials (AASHTO) Guide for Planning, Designing and Operating Pedestrian Facilities*

- *American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities*
- *Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- *Institute of Transportation Engineers (ITE) Policy on Geometric Design of Highways and Streets*
- *Dormont Comprehensive Plan and Strategic Plan*
- *Dormont Safe Mobility Plan*

Section 6: Performance Measures

The Safe Mobility Commission, in conjunction with the Borough Manager, shall make an annual report to Borough Council and the public on the progress of Complete Streets projects in the Borough.

This report shall include data that will help Council understand the impact of changes that improve safety and ease of travel for pedestrians, cyclists, public transit users, and increase the number of trips taken using those modes. It will also help Council understand progress toward other goals of this policy, including stormwater management, and the goals of the Borough, including accessibility and sustainability. Data should include, but is not limited to:

- Vehicle and pedestrian crash data
- Car speed and volume on neighborhood and main thoroughfare streets
- Mode share increase for pedestrian and bike trips
- Bike lane miles built
- Use of public transit at Dormont stops
- Number of crosswalk and intersection improvements
- Bicycle parking spaces created
- Net number of street trees added
- Number of bioretention facilities or stormwater mitigation features added
- A comparison of implemented projects to income level, density of rental property and/or quadrant of the Borough
- Number of new ADA compliant features, such as curb ramps

This report should also include a report of the efforts made in the public input process for project selection, including how well the engagement process was able to reach residents from traditionally underserved populations.

Section 7: Land Use & Context Sensitivity

The Borough shall require specific evidence of support of Complete Streets in all new or revised land use policies, plans, zoning ordinances or equivalent documents.

Projects should be sensitive to the surrounding context. Any plans for Complete Streets projects should consider the immediate surrounding neighborhood features and already established building plans, parks, and trails. Designs should consider maintaining the balance of built space to green space, with an effort to increase green space whenever possible.

Complete Streets should be designed at human scale to meet the comfort and needs of a variety of diverse users.

Significant changes can place a burden on vulnerable communities; the Borough shall take care to recognize and mitigate unintended consequences, such as involuntary displacement due to increased cost of living.

Section 8: Project Selection Criteria

Borough street and alley project selection shall include Complete Streets as a priority. Complete Streets projects will be selected through a robust public input process that seeks to prioritize projects in areas with more vulnerable or traditionally underserved users; close to transit or provides a network to travel to transit; or that extend or complete a network of Complete Streets.

To ensure that projects are reaching traditionally underserved populations, selection criteria should include the most recent available Census Tract data related to race and income, and prioritize projects in tracts with the greatest diversity and lowest median household income.

Beyond this foundational decision criteria, other decision criteria will be constructed by the Safe Mobility Commission with input from the Borough Manager, Department of Public Works, Borough Engineer or contracted engineering service, Fire Chief, and Police Chief. Final decision criteria will be approved by Borough Council.

The Safe Mobility Commission, insofar as they are charged by their mission, will be proactive in seeking opportunities for Complete Streets projects in the Borough, and will create a plan to solicit and incorporate public input into the decision on the priority of

projects within the criteria in Section 2. This engagement project should include specific strategies to engage traditionally underserved populations.

Decisions on project priority should also consider coordination with other organizations or agencies, including, but not limited to the Dormont Stormwater Authority, Pittsburgh Regional Transit, and utility maintenance.

Review of a project using the approved decision criteria will be discussed in the Safe Mobility Commission and then reported to Council by a member of the commission via the Borough Manager in a meeting of Council.

Project design should be subject to a public engagement process through the Safe Mobility Commission, giving at least one week notice of the meeting for the public to prepare input;

Project selection would be formalized by Borough Council with the consideration of the Safe Mobility Commission's recommendation.

Section 9: Implementation

The Borough Manager, Department of Public Works, Borough Engineer or consulting engineering firms and other applicable committees or agencies shall incorporate Complete Streets principles into all existing and future plans, manuals, checklists, decision trees, rules, regulations and programming, including but not limited to the annual paving program, insofar as possible. The Borough will begin the revision of these materials and processes and implementation of this policy in 2024 in preparation for the 2025 budget process.

The Borough Engineer or consulting engineer shall annually review current design standards to ensure they are the best available resources.

The Borough shall fund, require attendance to or host, when possible, robust staff professional development and training to be fully conversant in Complete Streets Policy. Staff working on Complete Streets projects shall attend training annually.

Transportation planning and engineering consultants shall be selected only if they are leaders in implementation of cost-effective, practical projects that create Complete Streets in line with the vision of this policy.

Restoration of streets and roadways constructed to Complete Streets standards will require restoration to the specifications set by the Borough Council injunction with the Borough Engineer or contracted engineering service.

Complete Streets should be included in all major planning initiatives, including but not limited to the Borough Comprehensive Plan.

Section 10: Oversight

On an annual basis, the Borough Manager or designee shall meet with the Safe Mobility Commission and the Public Safety Committee at their regularly scheduled meetings to review the progress on implementation of and adherence to the Complete Streets Policy.

Should any sentence, section, clause, part or provisions of this Resolution be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of any Ordinance as a whole, or any part thereof, other than the part declared to be invalid.

Any ordinance in conflict herewith shall prevail above this Resolution.