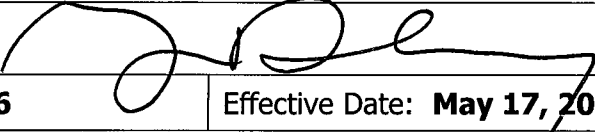


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GENERAL

This policy supports the vision and strategies outlined in Strategic Transportation Plan, as well as Greenprint Denver, Blueprint Denver, Strategic Parking Plan, and Denver Moves, to invest in a more sustainable, balanced, and multimodal transportation system.

This policy shall be in accordance with other guidelines that relate to the design and operation of public right-of-ways.

The primary reference of governing body authority is Denver Revised Municipal Code ("DRMC") Chapter 49: Streets, Sidewalks and Other Public Ways and Chapter 54: Traffic Regulations.

- Sec. 49-82. - The Manager of Public Works shall determine the need for public streets to, adjacent to, or within land areas to be developed or redeveloped and shall require the dedication and construction of such needed public streets.
- Sec. 54-42. - The City Traffic Engineer shall be responsible for that phase of engineering which deals with planning and geometric design of streets, highways and abutting lands and with traffic operation thereon.

DEFINITIONS

Complete Streets is defined as a practice to promote safe and convenient access for all users along and across travel ways in the context of the overall transportation network, land use patterns, and community needs.

Transportation infrastructure is defined as any facility designed for transporting people and goods including, but not limited to, sidewalks, trails, bike lanes, highways, streets, bridges, tunnels, railroads, mass transportation, and parking systems.

All Users are defined as, but not limited to, pedestrians, bicyclists, transit users, emergency responders, freight haulers, motorists, and users of all ages, abilities, and incomes.

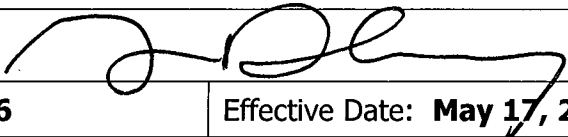
PURPOSE

The purpose of this policy is to establish a procedure by which Public Works shall incorporate Complete Streets into the routine planning, design, implementation, and operation of transportation infrastructure to accommodate the needs of all users in a safe, efficient, and reliable manner which provides for a livable, connected and sustainable city.

PROCEDURE

1. Public Works shall integrate the practice of promoting safe and convenient access for all users into plans, manuals, rules and regulations, and programs, as appropriate.
2. Public Works shall review all construction, reconstruction, and maintenance projects that affect the City's multimodal transportation infrastructure for Complete Streets. Prior to work, projects shall be assessed based on the existing and future context of the affected transportation infrastructure within the overall multimodal network, as identified by recognized plans including those with pedestrian, bicycle, and transit guidelines.

No one design standard, treatment, or typical section constitutes Complete Streets. The practice of promoting safe and convenient access for all users takes guidance from, but not limited to, the most recent

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versions of Manual for Uniform Traffic Control Devices (MUTCD), the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*, and the Association for State Highway Transportation Officials (AASHTO) *Guide for Development of Bicycle Facilities*.

- Public Works shall seek opportunities to apply Complete Streets to already funded projects or programs; or shall pursue discretionary funding from various resources for projects whose purpose is promoting safe and convenient access for all users, when appropriate.

EXCEPTIONS

The Manager of Public Works or his or her designee may approve an exception to this policy based upon one or more of the following criteria:

- Maintenance activities designed to keep transportation facilities in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour routes),
- Reconstruction of the right-of-way is due to an emergency,
- Bicycle, pedestrians, and or motorized vehicles are prohibited by law from using the facility,
- Contrary to acceptable guidance on public health, safety, or welfare,
- Cost is excessively disproportionate to the need for probable use, and
- Other factors indicate an absence of need, including future need (e.g. parallel facilities provide adequate accommodation for other users).

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