

ORDINANCE NO. 15, SERIES 2008

**AN ORDINANCE ADOPTING THE COMPLETE STREETS POLICY AND
ADOPTING THE POLICY AS AN AMENDMENT TO CORNERSTONE 2020,
THE COMPREHENSIVE PLAN (CASE NOS. 9704 AND 9705). (As Amended)**

SPONSORED BY: COUNCILMAN TOM OWEN

WHEREAS, the Louisville Metro Planning Commission held a public hearing on October 18, 2007 on the Complete Streets Policy and proposed an amendment to the Cornerstone 2020 Comprehensive Plan to incorporate the Plan in Case Nos. 9704 and 9705;

WHEREAS, the Planning Commission found that the Complete Streets Policy conforms to the adopted Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan;

WHEREAS, the Legislative Council of the Louisville/Jefferson County Metro Government (the "Council") has considered the evidence presented at the public hearing held by the Louisville Metro Planning Commission and the recommendations of the Commission and its staff as set out in the minutes and records of the Planning Commission in Case Nos. 9704 and 9705;

WHEREAS, the Council the Council concurs in and adopts the findings of the Planning Commission pertaining to the Complete Streets Policy and approves and accepts the recommendations of the Planning Commission as set forth in the Commission's minutes and records;

WHEREAS, the Council further finds that the Complete Streets Policy was developed with the significant participation of citizens of Louisville Metro, and was based on extensive research, analysis, and projections in conformance with KRS 100.191, including an analysis of existing land use patterns, public and private

business activities, and the nature, extent, adequacy, and needs of Louisville Metro for its transportation, and community facilities;

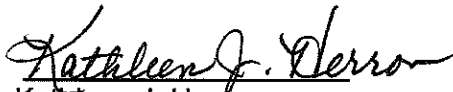
WHEREAS, the Council further finds that the Complete Streets Policy was prepared and adopted in accordance with Chapter 161 of the Louisville Metro Code of Ordinances,

NOW THEREFORE BE IT ORDAINED BY THE LEGISLATIVE COUNCIL OF THE LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT AS FOLLOWS:

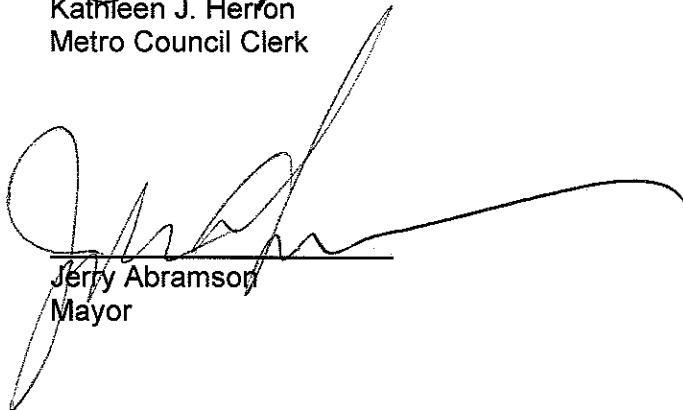
Section I: That the Complete Streets Policy attached hereto as amended and incorporated herein by reference, is hereby adopted.

Section II: That the Complete Streets Policy is hereby adopted as an amendment to Cornerstone 2020, the comprehensive plan.

Section III: This Ordinance shall take effect upon passage and approval.


Kathleen J. Herron
Metro Council Clerk


Jim King
President of the Council


Jerry Abramson
Mayor

Approved: 2-18-08
Date

APPROVED AS TO FORM AND LEGALITY:

Irv Maze
Jefferson County Attorney

By: 

**LOUISVILLE METRO COUNCIL
READ AND PASSED**
February 14, 2008

Complete Streets Policy

Louisville Metro's transportation system shall accommodate and balance a broad range of factors within all transportation and development projects, both new and retrofit, including design, planning, maintenance, and operations, for the entire right of way. The goal of this policy is to develop a multi-modal network that manages the demand for travel and improves the efficiency of the community's transportation system as envisioned in Cornerstone 2020. This policy ensures that the following objectives are achieved in future transportation projects:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of ~~three~~ four conditions are met:
 - bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
 - the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
 - where the street has severe topographic or natural resource constraints.
 - bike lanes will not be required on Local Streets where the speed limit is 25 mph or less.
2. In rural areas, shoulders should be included in all new construction and reconstruction roadway projects unless the addition of shoulders is constrained by existing topographic and/or natural features. Shoulders have safety and operational advantages for all road users in addition to the potential future use as facilities for bicyclists and pedestrians as rural roads develop.
3. Sidewalks, shared-use paths, street crossings (including over- and under-crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated, and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall be designed to be sensitive to its context and character of the built or natural environment.