

Attachment

Adopted pursuant to Ordinance 15, Series 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.