



C. HIKE & BIKE POLICIES

Chapter Contents

- C.0 Overview*
- C.1 Local Policies (City of Arlington)*
- C.2 Draft Arlington Comprehensive Plan Draft (2010)*
- C.3 Bicycle Ordinance (standalone ordinance)*
- C.4 Bicycle Parking Ordinance*
- C.5 Existing Federal and State Policies*
- C.6 Complete Streets Policy*

C.0 Overview

Federal, state, regional, and local policies influence and drive future planning, design, and development. Policies are established in the Arlington Code of Ordinances, Zoning Ordinance, Subdivision Rules and Regulations, Design Criteria Manual, and Comprehensive Plan. The purpose of this task is to evaluate existing local policies, codes, and ordinances to determine how these documents support biking and walking. There are opportunities for existing policies in these documents to be strengthened to improve accommodations and safety for bicyclists and pedestrians.

Sections C-1 and C-2 of this chapter provide suggestions for policy enhancements that the City may want to consider. Section C-3 presents a standalone bicycle ordinance that could be used to amend existing City of Arlington bicycle ordinance text. Section C-4 presents a sample bicycle parking ordinance for consideration. Section C-5 describes the growing national trend of Complete Streets policy that the City of Arlington should consider emulating. Section C-6 describes existing policies at the national, state, and regional levels.

C.1 Local Policies (City of Arlington)

An analysis of the Zoning Ordinance, Subdivision Rules and Regulations, Code of Ordinances, Design Criteria Manual, and the Comprehensive Plan was conducted during this planning process. These are the guiding documents for development in the City of Arlington. There is significant room for improvement for requirements and design standards. The City should consider modifying local ordinances to provide a balanced approach to both on and off-street bicycling and walking, ensuring a stronger connection between land use and transportation, especially bicycle and pedestrian travel.

A table (shown below) has been developed that presents text from these policy documents related to bicycle and pedestrian development issues along with suggested changes the City may want to consider.

City of Arlington Hike & Bike Policy Analysis

Source	Reference	Existing Text	Suggested Change	Notes
Zoning Ordinance	Article 2: Interpretations and Definitions	Sidewalks. Sidewalks are normally placed in the right-of-way 1’ from the property line and are 4’ in width. Sidewalks designed to serve commercial areas may be 4’ in width if installed 1’ from the property line or 6’ in width if installed at the back of the curb. Sidewalks are required on both sides of all arterial, major collector and minor collector streets within and adjoining a subdivision according to the Subdivision Rules and Regulations. In zoning districts “R-1” through “MF-22” and “PD”, sidewalks are required on both sides of all local streets.	[Change]: Sidewalks shall be a minimum of 5’ in width.	In accordance with ADA standards
Zoning Ordinance	Article 2: Interpretations and Definitions	Street. A public way for vehicular traffic. (Amend Ord 03-052, 4/29/03)	[Add]: Regardless of classification, the design and construction of streets and intersections in the City of Arlington should aim to serve all types of users, including pedestrians, bicyclists, and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young.	
Zoning Ordinance	Article 2: Interpretations and Definitions	NA	[Add New Definition] Traffic: Pedestrians and vehicles including bicycles, automobiles and other conveyances either singly or together while using streets for the purposes of travel.	
Zoning Ordinance	Article 2: Interpretations and Definitions	NA	[Add New Definition]: Crosswalks: Shall mean a right-of-way, publicly owned, 10’ or more in width, which cuts across a block for the purpose of improving pedestrian access to adjacent streets or properties. The use of traffic calming devices such as raised intersections, lateral shifts, and roundabouts are encouraged as alternatives to conventional traffic control measures with approval of the Planning and Zoning Commission. a pedestrian crosswalk at least 10’ in width may be required to provide convenient public access to a public area such as a park, greenway, or school, or to a water area such as a stream, river, or lake. Sidewalks and crosswalks must be ADA compliant and shall be installed in accordance to the Arlington Hike and Bike System Master Plan.	
Zoning Ordinance	Article 2: Interpretations and Definitions	NA	[Add New Definition]: Pedestrian Easements: In such cases and at such locations as the Planning and Zoning Commission deems advisable, easements alongside or near lot lines not exceeding 20’ in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other places that may attract or generate such traffic.	

City of Arlington Hike & Bike Policy Analysis (continued)

Source	Reference	Existing Text	Suggested Change	Notes
Zoning Ordinance	Entire Zoning Ordinance	NA	[Change]: Sidewalks shall be a minimum of 5' in width.	In accordance with ADA
Zoning Ordinance	Article 7: Residential Zoning Districts	NA	[Add Language Throughout Article]: Regardless of district classification, the design and construction of streets and intersections in the City of Arlington should aim to serve all types of users, including pedestrians, bicyclists, and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young.	
Zoning Ordinance	Article 8: Non Residential Zoning Districts	NA	[Add Language Throughout Article]: Regardless of district classification, the design and construction of streets and intersections in the City of Arlington should aim to serve all types of users, including pedestrians, bicyclists, and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young.	
Zoning Ordinance	Article 9: Special Purpose Districts Section 9-300 Planned Development Districts	Pedestrian Walkways: The subdivision design should provide for pedestrian activity. Sidewalks, crosswalks, trails, and bridges should be provided to separate pedestrian and vehicular traffic. Trails and walkways should be provided in various open space areas connecting to other neighborhoods and community centers.	[Add]: Providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including all levels of ability, such as those in wheelchairs, the elderly and the young.	
Zoning Ordinance	Article 15: Off Street Parking and Loading Requirements	NA	[Add]: Add requirements for pedestrian circulation in parking lots. Automobile, pedestrian, and bicycle circulation within, to, and from the site, including proposed points of access and egress and proposed pattern of internal circulation. Provide for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young. Parking lots shall be designed to allow pedestrians to safely move from their vehicles to the building. On small lots (36 spaces or less), this may be achieved by providing a sidewalk at the perimeter of the lot. On larger lots, corridors within the parking area should channel pedestrians from the car to the perimeter of the lot or to the building. These corridors are delineated by a paving material that differs from that of vehicular areas and are planted to provide shade. Small posts or bollards may be included.	In accordance with ADA standards
Zoning Ordinance	Article 15: Off Street Parking and Loading Requirements	NA	Consider adding requirements that parking lots be orientated at the rear or sides of buildings and the buildings be brought closer to the sidewalk and street.	For good examples of this see the City of Davidson, NC and the City of Belmont, NC zoning regulations on parking lots.

City of Arlington Hike & Bike Policy Analysis *(continued)*

Source	Reference	Existing Text	Suggested Change	Notes
Zoning Ordinance	Article 15: Off Street Parking and Loading Requirements Table 15-400	(Lists minimum parking spaces required for specific land uses)	Add bicycle parking requirements for all uses except residential uses smaller than 4 units/building	
Zoning Ordinance	Entire Zoning Ordinance	NA	[Add]: Need to add pedestrian, bicycle, and alternative non-motorized transportation language and guidelines throughout the entire Zoning ordinance. These modes need to be stressed as equally if not more important than automobile provisions and facilities. Sidewalks, bicycle lanes, other pedestrian facilities, and bicycle racks need to be required with all new development and should follow the recommendations and design guidelines set forth in the Arlington Hike and Bike System Master Plan.	
Subdivision Rules and Regulations	Article II Definitions	Street. A public way for vehicular traffic.	[Add]: Regardless of classification, the design and construction of streets and intersections in the City of Arlington should aim to serve all types of users, including pedestrians, bicyclists, and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young.	
Subdivision Rules and Regulations	Article II Definitions	NA	[Add New Definition]: Sidewalks: Residential sidewalks shall be a minimum of 5' in width. Sidewalks serving mixed use and commercial areas shall be a minimum of 8' in width (12'-15' is required in front of retail storefronts). Curb ramps should be fully contained within the markings. The design standards for all sidewalks in the Arlington Hike and Bike System Master Plan shall be adhered to for new streets and modifications to existing streets.	
Subdivision Rules and Regulations	Article II Definitions	NA	[Add New Definition] Traffic: Pedestrians and vehicles including bicycles, automobiles and other conveyances either singly or together while using streets for the purposes of travel.	
Subdivision Rules and Regulations	Article II Definitions	NA	[Add New Definition]: Crosswalks: Shall mean a right-of-way, publicly owned, 10' or more in width, which cuts across a block for the purpose of improving pedestrian access to adjacent streets or properties. The use of traffic calming devices such as raised intersections, lateral shifts, and roundabouts are encouraged as alternatives to conventional traffic control measures with approval of the Planning and Zoning Commission. A pedestrian crosswalk at least 10' in width may be required to provide convenient public access to a public area such as a park, greenway, or school, or to a water area such as a stream, river, or lake. Sidewalks and crosswalks must be ADA compliant and shall be installed in accordance to the Arlington Hike and Bike System Master Plan.	
Subdivision Rules and Regulations	Article II Definitions	NA	[Add New Definition]: Pedestrian Easements: In such cases and at such locations as the Planning and Zoning Commission deems advisable, easements alongside or near lot lines not exceeding twenty 20' in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other places that may attract or generate such traffic.	

City of Arlington Hike & Bike Policy Analysis (continued)

Source	Reference	Existing Text	Suggested Change	Notes
Subdivision Rules and Regulations	Article IV- Street Right Of Way Requirements	NA	[Add]: Regardless of classification, the design and construction of streets and intersections in the City of Arlington should aim to serve all types of users, including pedestrians, bicyclists and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young. All pedestrian and bicycle amenities shall follow the Design Guidelines set forth in the Arlington Hike and Bike System Master	
Subdivision Rules and Regulations	Article IV- Street Right Of Way Requirements Section 4.05 Street Layout Requirements-A. Intersections	NA	[Add]: All intersections with an arterial or collector street shall have high visibility crosswalks, ADA approved curb ramps, and pedestrian count-down signalization.	In accordance with ADA standards
Subdivision Rules and Regulations	Article IV- Street Right Of Way Requirements Section 4.05 Street Layout Requirements-E. Dead End Streets	NA	[Add]: Cul-de-sacs shall have pedestrian and bicycle access cut throughs at the ends to connect to adjacent streets.	
Subdivision Rules and Regulations	Article IV- Street Right Of Way Requirements Section 4.08 Other Access Ways- Sidewalks	NA	[Add]: Any new or substantially improved commercial, institutional, or multi-family projects shall construct a sidewalk along the entire width of the property parallel to the street within the right-of-way. Substantially improved properties shall mean those properties that construct an addition to an existing building that costs over 50% of the assessed value of the existing building. Residential sidewalks shall be a minimum of 5' in width. Sidewalks serving mixed use and commercial areas shall be a minimum of 8' in width (12'-15' is required in front of retail storefronts). Curb ramps should be fully contained within the markings. The design standards for all pedestrian amenities in the Arlington Hike and Bike System Master Plan shall be adhered to for new streets and modifications to existing streets.	In accordance with ADA standards
Subdivision Rules and Regulations	Article IV- Street Right Of Way Requirements Section 4.08 Other Access Ways- Sidewalks	C. Bikeways. Bikeways shall be designed and built in accordance with the American Association of State and Highway Transportation Officials (AASHTO) design standards.	[Change]: C. Bicycle Facilities. Bicycle facilities shall be designed and built in accordance with the American Association of State and Highway Transportation Officials (AASHTO) design standards, the North Central Texas Council of Governments Regional Plan, the Thoroughfare Development Plan, and the Arlington Hike and Bike System Master Plan.	
Subdivision Rules and Regulations	Article IV- Street Right Of Way Requirements Section 4.08 Other Access Ways- Sidewalks	D. Easements. The developer may, at his own option, choose to provide additional private access easements for sidewalks, walkways or bikeways. Construction and maintenance of these private access easements will be the responsibility of the developer and/or subsequent owners.	[Change]: Easements: In such cases and at such locations as the Planning and Zoning Commission deems advisable, easements alongside or near lot lines not exceeding 20' in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other places that may attract or generate such traffic. Construction and maintenance of these private access easements will be the responsibility of the developer and/or subsequent owners in accordance with the Arlington Hike and Bike System Master Plan Design Guidelines.	

City of Arlington Hike & Bike Policy Analysis *(continued)*

Source	Reference	Existing Text	Suggested Change	Notes
Subdivision Rules and Regulations	Entire Subdivision Regulation	NA	[Add]: Need to add pedestrian, bicycle, and alternative non-motorized transportation language and guidelines throughout the entire Subdivision Regulation. These modes need to be stressed as equally if not more important than automobile provisions and facilities. Sidewalks, bicycle lanes, and other pedestrian facilities, and bicycle racks need to be required with all new development and should follow the recommendations and design guidelines set forth in the Arlington Hike and Bike System Master Plan.	
Design Criteria Manual	Section 2.1 Definitions	All Definitions of Street Classifications	[Add]: Regardless of classification, the design and construction of streets and intersections in the City of Arlington should aim to serve all types of users, including pedestrians, bicyclists and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young.	
Design Criteria Manual	Section 2.1 Definitions	NA	[Add New Definition]: Sidewalks: Residential sidewalks shall be a minimum of 5' in width. Sidewalks serving mixed use and commercial areas shall be a minimum of 8' in width (12'-15' is required in front of retail storefronts). Curb ramps should be fully contained within the markings. The design standards for all pedestrian amenities in the Arlington Hike and Bike System Master Plan shall be adhered to for new streets and modifications to existing streets.	In accordance with ADA standards
Design Criteria Manual	Section 2.1 Definitions	NA	[Add New Definition] Traffic: Pedestrians and vehicles including bicycles, automobiles and other conveyances either singly or together while using streets for the purposes of travel.	
Design Criteria Manual	Section 2.1 Definitions	NA	[Add New Definition]: Crosswalks: Shall mean a right-of-way, publicly owned, 10' or more in width, which cuts across a block for the purpose of improving pedestrian access to adjacent streets or properties. The use of traffic calming devices such as raised intersections, lateral shifts, and roundabouts are encouraged as alternatives to conventional traffic control measures with approval of the Planning and Zoning Commission. A pedestrian crosswalk at least 10' in width may be required to provide convenient public access to a public area such as a park, greenway, or school, or to a water area such as a stream, river, or lake. Sidewalks and crosswalks must be ADA compliant and shall be installed in accordance to the Arlington Hike and Bike System Master Plan.	In accordance with ADA standards
Design Criteria Manual	Section 2.1 Definitions	NA	[Add New Definition]: Pedestrian Easements: In such cases and at such locations as the Planning and Zoning Commission deems advisable, easements alongside or near lot lines not exceeding 20' in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other places that may attract or generate such traffic.	

City of Arlington Hike & Bike Policy Analysis *(continued)*

Source	Reference	Existing Text	Suggested Change	Notes
Design Criteria Manual	Section 4.6 Engineering Division/Department of Public Works; Section 5.6 Engineering Division/Department of Public Works; and Section 6.6 Engineering Division/Department of Public Works	Sidewalks shall be placed on both sides of the street within the right-of-way, shall be 4' wide and placed 1' off the right-of-way line. If necessary, sidewalks may be placed closer to the curb, but no closer than 2' except where site restrictions require the sidewalk to be placed closer to the curb. In these cases, the sidewalk shall be adjacent to the curb and shall be 6' in width.	[Change]: Sidewalks shall be a minimum of 5' in width. In accordance with the Arlington Hike and Bike System Master Plan Design Guidelines.	In accordance with ADA standards
Design Criteria Manual	Section 4.6 Engineering Division/Department of Public Works; Section 5.6 Engineering Division/Department of Public Works; and Section 6.6 Engineering Division/Department of Public Works	If obstructions are within the path of a proposed sidewalk, the sidewalk width and placement may be adjusted to allow the obstruction to remain. In these cases, a minimum sidewalk width of 3' shall be maintained.	[Change]: If obstructions are within the path of a proposed sidewalk, the sidewalk width and placement may be adjusted to allow the obstruction to remain. The sidewalk shall be a minimum of 5' in width. In accordance with the Arlington Hike and Bike System Master Plan Design Guidelines.	In accordance with ADA standards
Design Criteria Manual	Section 4.6 Engineering Division/Department of Public Works; Section 5.6 Engineering Division/Department of Public Works; and Section 6.6 Engineering Division/Department of Public Works	Access ramps shall be designed and constructed at all street intersections concurrent with the street construction. Mid-block ramps are required for local streets and at signalized locations.	[Change]: Curb ramps should be fully contained within the markings. The design standards for all pedestrian amenities in the Arlington Hike and Bike System Master Plan shall be adhered to for new streets and modifications to existing streets. Crosswalks: Shall mean a right-of-way, publicly owned, 10' or more in width, which cuts across a block for the purpose of improving pedestrian access to adjacent streets or properties. The use of traffic calming devices such as raised intersections, lateral shifts, and roundabouts are encouraged as alternatives to conventional traffic control measures with approval of the Planning and Zoning Commission. A pedestrian crosswalk at least 10' in width may be required to provide convenient public access to a public area such as a park, greenway, or school, or to a water area such as a stream, river, or lake. Sidewalks and crosswalks must be ADA compliant and shall be installed in accordance to the Arlington Hike	
Design Criteria Manual	APPENDIX J Paving and Drainage Plan Checklist Subdivisions	Throughout Checklist	[Change]: Sidewalks shall be a minimum of 5' in width.	In accordance with ADA standards
Design Criteria Manual	APPENDIX H Intersection Geometric Layouts	Throughout All Drawings	[Change]: Sidewalks shall be a minimum of 5' in width. [Add]: Intersection Design Guidelines found in the Arlington Hike and Bike System Master Plan.	In accordance with ADA standards

City of Arlington Hike & Bike Policy Analysis *(continued)*

Source	Reference	Existing Text	Suggested Change	Notes
Design Criteria Manual	Entire Design Criteria Manual	NA	[Add]: Need to add pedestrian, bicycle and alternative non-motorized transportation language and guidelines throughout the entire Design Criteria Manual. These modes need to be stressed as equally if not more important than automobile provisions and facilities. Sidewalks, bicycle lanes, other pedestrian facilities, and bicycle racks need to be required with all new development and should follow the recommendations and design guidelines set forth in the Arlington Hike and	
Code of Ordinances: Traffic and Motor Vehicles	Article I Definitions	NA	[Add New Definition]: Bicyclist: means a person operating a bicycle.	
Code of Ordinances: Traffic and Motor Vehicles	Article I Definitions	NA	[Add New Definition]: Sidewalk: Shall mean a right-of-way, publicly owned, 5' or more in width which provides pedestrian access along a roadway. The design standards for all pedestrian amenities in the Arlington Hike and Bike System Master Plan shall be adhered to for new streets and modifications to existing streets.	
Code of Ordinances: Traffic and Motor Vehicles	Article I Definitions	NA	[Add New Definition]: Traffic: Pedestrians and vehicles including bicycles, automobiles and other conveyances either singly or together while using streets for the purposes of travel.	
Code of Ordinances: Traffic and Motor Vehicles	Article I Definitions	NA	[Add New Definition]: Crosswalks: Shall mean a right-of-way, publicly owned, 10' or more in width, which cuts across a block for the purpose of improving pedestrian access to adjacent streets or properties. Sidewalks and crosswalks must be ADA compliant and shall be installed in accordance to the Arlington Hike and Bike System Master Plan.	
Code of Ordinances: Traffic and Motor Vehicles	Article I Definitions	NA	[Add New Definition]: Pedestrian Easements: In such cases and at such locations as the Planning and Zoning Commission deems advisable, easements alongside or near lot lines not exceeding 20' in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other places that may attract or generate such traffic.	
Code of Ordinances: Traffic and Motor Vehicles	Article II Operation of Vehicles in City; Section 2.13 Bicycle Helmets	NA	[Add]: Add bicycle ordinance and bicycle parking text and change section title to Bicycles	
Code of Ordinances: Traffic and Motor Vehicles	Article II Operation of Vehicles in City; Section 2.13 Bicycle Helmets	It is unlawful for any child to operate or ride upon a bicycle or any side car, trailer, child carrier, seat or other device attached to a bicycle unless the child is wearing a helmet.	[Change]: Consider requiring helmets for ALL bicycle riders regardless of age.	
Code of Ordinances: Traffic and Motor Vehicles	Article V General Parking Requirements	NA	[Add]: Add bicycle parking ordinance text and add section title Bicycle Parking	

C.2 Draft Arlington Comprehensive Plan (2010)

The Arlington Comprehensive Plan, which was being developed during this planning process, will provide goals, guidance, and recommendations for the various planning realms within Arlington. Once adopted, this document will set forth goals, policies and strategies for Arlington to grow and prosper as a 21st century city.

Bicycling and walking are supported throughout the Plan, especially in the Transportation Chapter. Strategies are identified that build upon the existing roadway network, while looking for ways to maintain, enhance and improve mobility for all users.

Below are some key excerpts from Draft Comprehensive Plan that relate to bicycle, pedestrian, and trail issues:

- Roadway Section Goal: *“to provide a safe, efficient, and reliable roadway network that supports a multi-modal transportation system.”*
- Roadway Section Policy: *“Educate the public on the benefits of a multi-modal system”*
- Roadway Section Strategy: *“Update the TDP and Design Criteria Manual to incorporate Context Sensitive Design principles”*
- Roadway Section Strategy: *“Incorporate access management standards into all new roadway or reconstruction projects.*
- On-Road Bicycle and Pedestrian System Strategies:
 1. *Maintain existing bicycle and pedestrian infrastructure.*
 2. *Implement the adopted Hike and Bike System Master Plan.*
 3. *Identify and pursue funding to implement bicycle and pedestrian projects.*
 4. *Require new developments and redevelopment projects to provide sidewalks and bicycle connections throughout and around the perimeter of their project or preserve right-of-way in accordance with the City’s Hike and Bike System Master Plan.*
 5. *Improve existing facilities to meet new standards.*

6. *Increase public awareness of the availability of facilities, benefits, and safety issues related to walking and cycling.*
 7. *Support Safe Routes to School initiatives.*
- *Trail Section Goal: Create a safe, efficient pedestrian and bicycle trail network that will connect users to key destinations, provide connections to adjacent cities, provide opportunities for a wide variety of recreational activities, and encourage walking and cycling.*
 - *Trail Section Policies:*
 1. *Maintain and improve the quality and operation of trail facilities.*
 2. *Create a well-connected network of pedestrian and bicycle facilities so as to improve connectivity and access.*
 3. *Provide adequate amenities and end-of-trip facilities for cyclists.*
 - *Trail Section Strategies:*
 1. *Implement recommendations in the adopted Hike and Bike System Master Plan, such as creating a Hike and Bike Advisory Committee, acquiring Bicycle Friendly Community status from the League of American Bicyclists, and creating a user-friendly website and trail maps.*
 2. *Coordinate Arlington's bicycle and pedestrian system with the regional Veloweb Plan and the plans of adjacent cities to maximize regional connectivity.*
 3. *Identify and pursue funding sources to help with implementation of the Master Plan.*

City of Arlington Hike & Bike Policy Analysis

C.3 Bicycle Ordinance (standalone ordinance)

The City of Arlington has bicycle-related ordinance articles found throughout the Code of Ordinances that primarily address bicycle helmet usage. It is recommended that the City of Arlington adopt the following standalone bicycle ordinance that addresses

DRAFT City of Arlington Bicycle Ordinance

ARTICLE 1. GENERAL PROVISIONS.

DEFINITIONS

In this chapter:

1. CHILD means a person younger than 18 years of age.
2. ADULT means any individual eighteen (18) years of age or older.
3. BICYCLE means a human powered vehicle with two (2) wheels in tandem designed to transport by a pedaling action a person seated on a saddle seat.
4. BICYCLIST means a person operating a bicycle.
5. PARENT means the natural or adoptive parent or court-appointed guardian or conservator of a child.
6. HELMET means properly fitted headgear that is not structurally damaged and that conforms to the standards of the American National Standards Institute, the American Society for Testing and Materials, the Snell Memorial Foundation or any federal agency having regulatory jurisdiction over bicycle helmets, as applicable, at the time of the manufacture of the helmet.

APPLICABILITY.

This chapter applies when a person operates a bicycle on a street, sidewalk, or bicycle path.

ARTICLE 2. BICYCLE TRAFFIC REGULATIONS.

APPLICABILITY OF VEHICLE TRAFFIC RULES.

A bicyclist shall comply with the requirements of this title imposed on a driver of a vehicle, to the extent that the requirements may be applied to operation of a bicycle.

OBEDIENCE TO TRAFFIC-CONTROL DEVICES.

1. A bicyclist shall obey the instruction of official traffic signals, signs, and other traffic-control devices applicable to vehicles, unless otherwise directed by a police officer.
2. Unless a bike lane or shared roadway is specifically designated otherwise, a bicyclist riding in a bike lane may not travel in the opposite direction of adjacent motor vehicles in the roadway.
3. A bicyclist shall obey traffic signs that prohibit a right, left, or "U" turn, except when the bicyclist dismounts from the bicycle to make the turn. A bicyclist who dismounts shall obey regulations applicable to pedestrians.

USE OF SIDEWALKS RESTRICTED.

1. No person shall ride a bicycle upon a sidewalk within a business district. A bicyclist shall ride in designated on-street bicycle facilities when available unless there are no designated on-street bicycle facilities in near proximity to the rider. The Director of Public Works and Transportation is

DRAFT City of Arlington Bicycle Ordinance (continued)

authorized to erect signs on any sidewalk or roadway prohibiting the riding of bicycles thereon. Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian, give at least 3 feet of clearance when passing a pedestrian and walk their bicycle when that clearance cannot be allowed, and shall give an audible signal before overtaking and passing such pedestrian.

EXITING FROM ALLEY, DRIVEWAY, OR BUILDING.

A bicyclist exiting from an alley, driveway, or building shall yield the right-of-way to a pedestrian on a sidewalk or sidewalk area, or to a vehicle on a roadway.

PARKING.

1. A person may not park a bicycle
 - (a) so that it obstructs vehicle or pedestrian traffic on a roadway, sidewalk, driveway, handicap access ramp, building entrance, or so that it prevents operation of a parking meter or newspaper rack; or
 - (b) in a space designated as a vehicle parking place or between two designated vehicle parking places; or
 - (c) secured to a fire hydrant or to a police or fire call box.
2. A person may not attach or secure a bicycle to public or private property in a manner that may damage, impair, or render the property unusable.
3. A person may park a bicycle:
 - (a) against a street curb;
 - (b) in a bicycle rack on a sidewalk; or
 - (c) against a building.

RIDING RESTRICTIONS.

1. Except as otherwise directed by a traffic-control device or a police officer, a bicyclist shall ride:
 - (a) as near to the right side of the roadway as safe, exercising due care when passing a standing vehicle or one proceeding in the same direction, except when making a left turn, when avoiding hazardous conditions, when the lane is too narrow to share with another vehicle, or when on a one-way street. Bicyclists may ride abreast when not impeding other vehicles;
 - (b) in the center of the lane where vehicles are permitted to park along the right curb; or
 - (c) in the right-hand portion of an un-laned street.
2. A bicyclist may not ride a bicycle between vehicles traveling or standing in the same direction within marked lanes of a roadway.

RIDING ON RESTRICTED OR PROHIBITED STREETS.

A bicyclist may not ride a bicycle on a street where bicycle riding is prohibited or on a street during the hours that bicycle riding is prohibited on the street.

ARTICLE 3. HARRASSMENT AND PASSING OF A BICYCLIST.

1. A person commits the offense of harassment of a bicyclist if the person:
 - (a) knowingly throws an object at or in the direction of any person riding a bicycle; or
 - (b) threatens any person riding a bicycle for the purpose of frightening or disturbing the person riding the bicycle; or

DRAFT City of Arlington Bicycle Ordinance (continued)

- (c) sounds a horn, shouts or otherwise directs sound toward any person riding a bicycle for the purpose of frightening or disturbing the person riding the bicycle; or
 - (d) knowingly engages in conduct that creates a risk of death or serious physical injury to the person riding a bicycle.
2. Any motor vehicle passing a bicyclist must allow a clearance of 3 feet from the farthest extent of the vehicle to the bicycle on all roadways.

ARTICLE 4. BICYCLE HELMETS.**HELMET REQUIRED.**

1. A child may not operate or ride on a bicycle, sidecar, trailer, child carrier, seat, or other device attached to a bicycle unless the child is wearing a helmet.
2. A parent may not permit a child to operate or ride on a bicycle, sidecar, trailer, child carrier seat, or other device attached to a bicycle unless the child is wearing a helmet.
3. Under this section, a helmet must:
 - (a) be properly fitted and securely fastened to the child's head with the straps securely tightened;
 - (b) not be structurally damaged; and
 - (c) conform to the standards of the American National Standards Institute, the America Society for testing and Materials, the Snell Memorial Foundation, or a federal agency with regulatory jurisdiction over bicycle helmets at the time of the manufacture of the helmet.
4. In no situation can citations be issued to both a parent and a child for a single violation of this ordinance arising out of a single incident.
5. It is a defense to prosecution that the bicycle was not being operated upon a public way at the time of the alleged offense.

APPROVAL OF STANDARDS.

1. The city council approves the bicycle helmet standards promulgated by the American National Standards Institute, the American Society for Testing and Materials, and the Snell Memorial Foundation.

HEALTH CONDITION EXEMPTION.

1. A child is not required to wear a helmet if the child has in its immediate possession a health exemption identification prescribed by this section.
2. The city manager shall provide a health exemption identification to a child with a written statement:
 - (a) from a licensed physician that states the child's health condition and explains why th condition prevents the child from wearing a helmet; and
3. The city manager shall establish procedures to implement this section.

CIVIL ACTIONS.

1. The city council adopts this article to encourage bicycle safety through the use of helmets and through the promotion of educational efforts.
2. The city council does not intend this article to be used in a manner to prejudice a person, child, or parent in a civil action arising out of a bicycle accident. The council encourages construction of this article accordingly.

DRAFT City of Arlington Bicycle Ordinance (continued)**ARTICLE 5. PASSENGERS**

1. It shall be unlawful to operate a bicycle in the City to carry more persons at one time than the number of persons for which such bicycle was originally designed and equipped.
2. It is a defense to prosecution under this section that the person was in a child carrier, side car or trailer specifically designed and manufactured for the purpose of carrying or pulling a passenger on, beside or behind a bicycle and that such carrier, side car or trailer was equipped with a harness to hold such person securely in the seat and that protection was provided to keep the feet or hands of such person from hitting the spokes of the wheel of the bicycle. In no circumstance shall the operator of a bicycle transport any person under the age of one year on a bicycle.

ARTICLE 6. SALE OR LEASE OF BICYCLES BY DEALERS

1. It shall be unlawful for any dealer to sell a bicycle, bicycle side car, trailer or child carrier without providing a written statement to the purchaser advising of the terms of this Section. The statement shall be in a form promulgated by the Chief of Police. Upon request, the Chief of Police shall provide a sample of the required form to a dealer. However, printing of distribution copies shall be at the dealer's expense.
2. It shall be unlawful for any dealer to lease a bicycle to any person without providing a helmet for the use of each child who will operate or ride upon the bicycle or determining that each child who will operate or ride upon the bicycle has a helmet available. The dealer may impose an additional fee for use of the helmet if the dealer sells or leases a helmet to the bicycle lessee.

ARTICLE 7. PENALTY

1. Any person, firm, corporation, agent or employee thereof who violates any of the provisions of this ordinance shall be guilty of a misdemeanor and upon conviction shall be fined an amount not less than One Dollar (\$1) nor more than One Hundred Dollars (\$100).
 - (a) On conviction of any person for a first offense under this section the court shall suspend execution of sentence and shall require the defendant to attend a bicycle safety course approved by the court. The court may require the parent of any child convicted under this section to attend the bicycle safety course with the child.
 - (b) Not later than the 90th day after the date of a conviction under this section, the defendant shall present to the court, in the manner required by the court, evidence of satisfactory completion of a bicycle safety course.
 - (c) On receipt of the evidence required under subsection (2)(b) the court shall discharge the defendant and dismiss the complaint against the defendant. The defendant would then be released from all penalties involved with the ordinance except that the defendant is considered to have been convicted of the offense if the defendant is subsequently convicted of an offense under this section committed after the dismissal of the first offense.
2. Each fiscal year an amount shall be designated from the general fund for the continuation, development or implementation of a bicycle safety program. That amount shall be equal to or greater than the amount of fines collected the previous year for any violations of this section.

(Amend Ord 97-140, 10/14/97)

additional, new issues and ideas such as riding on the sidewalk and motorist harassment of bicyclists. Numerous cities (Austin, TX, Fort Worth, TX, Columbia, MO, and Portland, OR) were researched to support the following recommended ordinance:

City of Arlington Bicycle Parking Ordinance

PURPOSE:

Bicycle parking encourages shoppers, customers, employees, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Bicycle parking should serve the main entrance of a building or other facilities like pools, parks, etc., and should be visible to pedestrians and bicyclists.

LOCATION:

- Bike rack placement should not obstruct pedestrian or wheelchair movement along sidewalk, at bus stops, or at corners.
- Where possible, bike racks shall be located in well-lighted and highly visible areas in order to minimize theft and vandalism.
- Bicycle parking should be clearly marked as such.
- Avoid installation of bicycle racks inside designated loading/unloading, passenger, and pedestrian zones.
- For schools, retail, public buildings, and commercial uses it is recommended that half of the bicycle parking spaces be provided as long term parking, safe and secure from vandalism and theft, and protected from the elements.
- Bicycle racks should be at the same grade as the sidewalk or at a location that can be reached by an accessible route.
- Bicycle racks should be within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route, for a building with more than one main entrance, bicycle racks should be placed at each main entrance.
- If the bicycle parking is more than 50 feet from a main entrance, it should be in a central location preferably along a pedestrian route.
- When a bike is parked at a rack there should be no less than 2 feet from the curb and 30 inches from any permanent object to allow for adequate maneuvering space for the bicyclist and for motorists accessing parked vehicles.
- There should be a desirable minimum of 6 feet or an absolute minimum of 4 feet for a clear pedestrian zone.
- There should be at least 2 feet of clearance beside each parked bicycle when installing multiple racks.
- Places of employment shall install bicycle parking inside the building structure for employees equivalent to the number of bicycle racks required outside the building structure.
- See drawings for more detail

City of Arlington Bicycle Parking Ordinance (continued)

AMOUNT OF BICYCLE PARKING:

Note: The amount of bike parking means the number of bicycles accommodated not the amount of bike racks installed.

Land Use:	Recommended Parking:
Multi-family	10% of all automobile spaces
Hotels/Motels	1 per 3 rooms
Schools/College	K-12: 1 per 10 students; college: 1 per 10 autos
Commercial and Retail-W/Off Street Parking	5% of all automobile spaces with a <u>minimum</u> of 2 and an optional 1 per 4 employees
Commercial and Retail-W/On Street Parking	1 per 5000 Sq feet of building with a <u>minimum</u> of 2 and an optional 1 per 4 employees
Governmental Institutions (Library, Medical Center, Court, Post Office, Civic Hall, Community Center, etc.)	1 per 10,000 Sq feet of building with a <u>minimum</u> of 2
Industrial	5% of all automobile spaces with a <u>minimum</u> of 2
Recreation	10% of all automobile spaces

SUGGESTED EQUIVALENCY RATIO:

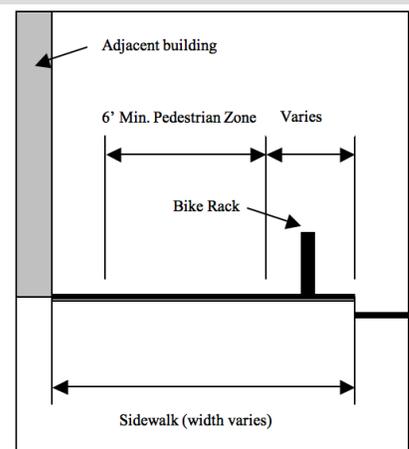
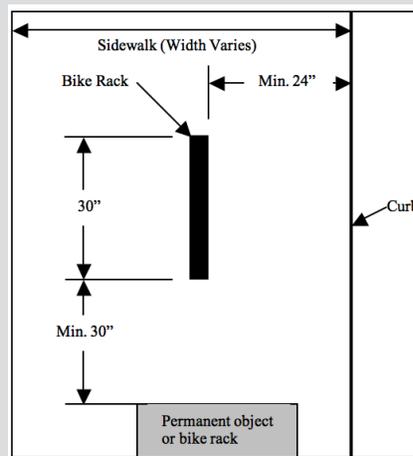
Required automobile parking spaces may be reduced at the ratio of one (1) automobile parking space (8' x 17') for six (6) bicycle parking spaces.

TYPES, SIZES, AND PLACEMENT OF RECOMMENDED BIKE RACKS:

- U racks accommodate 2 bicycles and measure approximately 34" (L) x 6" (W) x 36" (H)



- Typical placement for inverted "U" bike racks



C.4 Bicycle Parking Ordinance

Bicycle parking is critical to provide placement of bicycles at end-of-trips. The following is a recommended bicycle parking ordinance for the City of Arlington that addresses proper placement, amount, and types of bicycle parking.

C.5 Existing Federal and State Policies

Current Federal Policies

As of December 2009, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, a major bill funding federal transportation programs, is up for reauthorization. Speaking on this reauthorization, US Department of Transportation Secretary Ray LaHood has expressed his desire to see significant changes to federal transportation policy. His priorities include emphasizing livability and sustainability in all transportation projects. He has also noted that bicycle and pedestrian transportation are key elements to these goals. Additionally, he has been quoted saying "the right of way doesn't just belong to cars — it belongs to pedestrians and bicyclists as well." Adopting a national Complete Streets policy has gained momentum and will likely be part of this reauthorization bill. Therefore, bicycling and walking continues to gather strong support as the country realizes their importance for physical health and transportation.

The current U.S. Department of Transportation's policies on bicycling and walking are:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three 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.
 - Where sparsity of population or other factors indicate an absence of need. For example, the Portland Pedestrian Guide requires "all construction of new public streets" to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.
2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by

more than 1,000 vehicles per day, as in states such as Wisconsin. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.

Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate.

3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), 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 improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term. Transportation projects are long-term investments that remain in place for many years. The design and construction of new projects that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that connecting bicycle facilities or sidewalks will be available at either end of the bridge even if that is not currently the case.
- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing projects to the best currently available standards and guidelines. The design of improvements for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the *AASHTO Guide for the Development of Bicycle Facilities*, *AASHTO's A Policy on Geometric Design of Highways and Streets*, and the ITE

Recommended Practice “*Design and Safety of Pedestrian Facilities*”.

Federal and State- Safe Routes to School Policies

The Safe Routes to School (SRTS) programs make walking and biking to school safer and more appealing to children, including those with disabilities. SRTS projects and activities reduce traffic, fuel consumption and air pollution near primary and middle schools (grades K-8).

SRTS, contained in the 2005 federal transportation bill SAFETEA-LU, provides a healthy alternative to riding the bus or being driven to school. Each state receives funding based on its percentage of the national total of children in grades K-8. Texas received \$44,684,980 in SRTS funding between 2005 and 2009. In addition to federal funds, state law dedicates revenue from the God Bless Texas and God Bless America specialty license plates to the Safe Routes to School Program.

Below are a few recent State of Texas policy and legislative changes that benefit the Safe Routes to School program and goals:

Matthew Brown Act

The Texas Legislature passed the Matthew Brown Act in 2001 and laid the foundation for the state Safe Routes to School infrastructure program. Twenty-seven awards were given in a 2003 call for infrastructure projects. The lessons learned from that pilot program helped establish the current TxDOT Safe Routes to School program.

Wellness

In 2003 and 2007 the Texas Legislature passed bills that require 30 minutes per day of physical activity for K-8.

Curriculum

In 1993 the Texas Legislature passed a bill requiring the Texas Department of Public Safety (DPS) to develop a bicycle safety curriculum. The SuperCyclist curriculum was developed in partnership with the Texas Bicycle Coalition Education Fund.

Below are some additional recommended State of Texas policy changes to aid the Safe Routes to School program and goals:

Complete Streets

The planning, design, construction, and maintenance of all roadway and transit facilities, as well as developments and new schools, should consider and include the needs of bicyclists and pedestrians from the inception of the project.

School Bus Cuts

School districts all across the country are struggling to

balance budgets and save money. When school districts face financial challenges, a common target for cuts are the school transportation system by cutting back bus routes, trimming the number of bus stops, or widening the walk radius around a school.

School Siting

Only about 35% of students in the United States live within two miles of their school. Statewide policies on school siting, acreage requirements, joint-use, and renovations can profoundly impact the percentage of students who live within walking or bicycling distance of their school.

State Policies (TxDOT)

To date, Texas does not have a Complete Streets policy, but the Texas Department of Transportation (TxDOT) does consider bicycling and walking as important modes of transportation. TxDOT has created several manuals that specify specific policies regarding bicycle and pedestrian planning and development. These manuals include, but are not limited to, the *Project Development Process Manual (Chapter 5, Section 4 Roadway Design)*, *Landscape and Aesthetics Design Manual, (Chapter 3, Section 4 Design Bicyclist and Pedestrian Facilities and Chapter 4, Section 10 Bicycle and Pedestrian Access)*, and the *Roadway Design Manual (Chapter 6, Section 4 Bicycle Facilities)*.

A few excerpts from these manuals are below:

- Designers of *any* type of transportation improvement should consider the need for bicyclist and pedestrian accommodations. Designs must consider these legitimate forms of travel so that safety of all travelers is maximized. (*Project Development Process Manual*)
- TxDOT guidance states that when any of the following factors are present, sidewalks should be included on a project:
 - Facility is part of a locally adopted sidewalk planning document;
 - There is evidence of pedestrian traffic (either pedestrians are observed, there is a beaten path, or significant potential exists for pedestrians to walk in the roadway); or
 - Facility is located on a route to a school or a transit route.
 - In addition, where pedestrian generators/attractors exist, new sidewalk construction may be considered.
 - All pedestrian facilities must be designed according to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Texas Accessibility Standards (TAS). (*Project Development Process Manual*)
- If the minimum requirements stated in the *AASHTO Guide*

for the Development of Bicycle Facilities for bicycle lanes cannot be met, these variances will be submitted as design exceptions to the Roadway Design Exception Committee. For new shared lanes on a signed, designated bicycle route, the minimum lane width shall be 14 ft [4.2 m]. Proposed widths less than 14 ft [4.2 m] will require approval by the Roadway Design Exception Committee. (Roadway Design Manual)

- If the minimum requirements given in the *AASHTO Guide for the Development of Bicycle Facilities* for bicycle paths cannot be met, these variances will be handled by design waivers at the district level. (Roadway Design Manual)

See each manual for more policy specifics.

State of Texas – Context Sensitive Solutions “Texas Moves Toward Creating Streets for People”

The Texas Department of Transportation became the first state DOT to adopt the [Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities](#), written by the Institute of Transportation Engineers and the Congress for the New Urbanism in cooperation with the Federal Highway Administration and the Environmental Protection Agency. The document provides guidance in creating streets for all users that are consistent with the surrounding community. The result should be more and better sidewalks, more appropriate vehicle speeds, safer and more frequent pedestrian crossings, landscaping and stormwater management, and safer intersections - complete streets. This decision of TxDOT shows how we are moving towards “sustainable development patterns, rather than just mitigating traffic congestion.”

Regional Policies (North Central Texas Council of Governments)

The North Central Texas Council of Governments has a Bicycle and Pedestrian Transportation program that was established in 1992 to address the various activities related to implementing bicycle and pedestrian projects as an alternative mode of regional transportation within the region.

The Mobility 2030 Plan contains a Bicycle and Pedestrian Chapter which details, in depth, various regional policies. One of the key focus areas is the development of the regional Veloweb system. A recommended policy is:

“To ensure the adequate attention to the funding needs of the Veloweb, it may be necessary to ensure local project selection under the Statewide Transportation Enhancement Program (STEP).”

Many states already allow Metropolitan Planning Organizations (MPOs) to select projects. Thus, this Plan supports a change in state policy to ensure MPO selection of transportation enhancement

C.6 Complete Streets Policy

Over 125 government agencies nationwide have adopted a Complete Streets policy to support the intent to change the burden of proof so that building sidewalks and bikeways becomes standard practice, instead of the present practice of demonstrating a need to build sidewalks and bikeways. Changing the burden of proof means that more sidewalks and bikeways will be built. It means they will be built at a steady pace, as government funds are invested at specific intersections, in districts, and along corridors. It means that citizens will begin seeing continuous, interconnected networks of safe opportunities for hiking and biking.

Recommended Complete Streets Policy

Sidewalks and bikeways are currently built in Arlington as special projects when justifiable by a demonstrated need, based on observations of pedestrians or bicyclists and only when space within the right-of-way and budgeted funds are sufficient. Over a period of time, the outcome of the established practice is a limited, disconnected patchwork of bicycle and pedestrian opportunities.

A recommendation of this Plan is for the Arlington City Council to adopt a resolution, then an ordinance adopting a Complete Streets Policy. The policy would establish the expectation by City Council that local, state and federal government funds spent to build and repair intersections and streets in Arlington will always consider the needs of pedestrians and bicyclists of all ages and abilities as facilities are designed and redesigned. The policy should have each of the following elements:

- Vision statement
- Includes all modes of travel
- Emphasizes connectivity
- Applies to all transportation projects and phases
- Specifies and limits exceptions to the policy, with management approval required
- Uses latest design standards and flexibility
- Is context-sensitive
- Sets performance measures
- Includes implementation steps

Recommended Complete Streets Text for a Resolution to City Council

RESOLUTION NO. _____

A Resolution of the Arlington City Council Expressing Support for the Complete Streets Concept and Requesting that a Complete Streets Ordinance be drafted as a component of the Thoroughfare Development Plan, Street Design Criteria Manual, and the Hike & Bike Plan.

WHEREAS, the "Complete Streets" concept promotes streets that are safe and convenient for all users including pedestrians, bicyclists, and transit riders;

WHEREAS, streets constitute a large portion of the public space and should be corridors for all modes of transportation including pedestrians, bicyclists, and transit riders;

Streets that support and invite multiple uses that include safe, active and ample space for pedestrians, bicycles, and transit are more conducive to the efficient movement of people than streets designed primarily to move automobiles and trucks;

WHEREAS, trends in public health, energy and transportation costs, and air quality necessitate a more comprehensive approach to mobility within communities to offer a greater variety of mobility choices that are not strictly automobile based;

WHEREAS, there are practical limits to roadway expansion as a response to traffic congestion;

WHEREAS, promoting pedestrian, bicycle and transit travel as an alternative to automobiles promotes healthy living, is less costly to the commuter, may delay the need to widen some streets, and reduces negative environmental impacts;

WHEREAS, the development of a more complete transportation network or "Complete Streets" can improve pedestrian safety, facilitate improvements in public health, increase the transportation network's capacity, and reduce climate change effects;

WHEREAS, the Federal Highway Administration has confirmed that designing streets with pedestrians in mind significantly reduces pedestrian risk. About one-third of Americans do not drive, including low-wealth Americans who cannot afford cars, school-age children, and an increasing number of older adults. Whether they walk or bicycle directly to their destinations, or to public transportation, these individuals require safe access to get to work, school, shops and medical visits, and to take part in social, civic and volunteer activities. In 2008, one fifth of pedestrian fatalities in Texas were children (nine percent) age 15 and under, and older adults (eleven percent) age 65 and older. More than ninety percent of all pedestrian fatalities in Texas in 2008 occurred away from intersections;

WHEREAS, obesity threatens the healthy future of of one-third of all American children. For the first time in American history, our children's life expectancy may be shorter than their parents;

WHEREAS, forty percent of American adults age fifty and older reported inadequate sidewalks in their neighborhoods. Nearly fifty percent reported they cannot cross main roads close to their home safely. Half of those who reported such problems said they would walk, bicycle, or take the bus more according to a 2008 American Association of Retired Persons (AARP) study;

WHEREAS, transportation expenses can be reduced if local infrastructure encourages active transportation, which helps families replace car trips with bicycling, walking, or

taking public transit. When roads are re-designed and maintained to attract pedestrians, the local economy improves and diversifies from increased buyers, which creates job growth and increased investment in the area, including surrounding property values;

WHEREAS, studies have found that providing more travel options, including public transportation, bicycling and walking facilities, is an important element in reducing congestion. When roads are better designed for bicycling, walking, and taking transit, more people do so;

WHEREAS, the construction of "Complete Streets" can be an essential component in reducing automobile trips since nearly fifty percent of all trips in metropolitan areas are three miles or less and twenty-eight percent are one mile or less – distances easily covered by foot or bicycle. Sixty-five percent of trips under one mile are now made by automobile, in part because of incomplete streets that make it dangerous or unpleasant to walk, bicycle, or take transit;

WHEREAS, other jurisdictions and agencies nationwide have adopted "Complete Streets" legislation, including the United States Department of Transportation, numerous state transportation agencies including Florida, regions including the Capitol Area (Austin) Metropolitan Planning Organization (MPO) and the San Antonio-Bexar County MPO, and cities such as North Little Rock, Miami, Chicago, San Diego, and Seattle;

WHEREAS, the "Complete Streets" concept is supported by the Institute of Traffic Engineers, American Planning Association and the National Association of Local Boards of Health many other transportation, planning and public health professionals; and

WHEREAS, the City Of Arlington strives to be a regional leader in First Lady Michelle Obama's "Let's Move" program encouraging our youth to increase their daily physical activity.

NOW, THEREFORE, BE IT RESOLVED by the Arlington City Council that the Arlington City Council requests that staff partner with community organizations and assess current street standards and land use and transportation plans with regard to the "Complete Streets" concept; identify relevant elements within the City's existing plans, regulations and operational standards that support the implementation of "Complete Streets" within the City; and identify the gaps and opportunities to supplement and fund said plans, regulations and standards in order to achieve the implementation of "Complete Streets" throughout the City and provide Council with guidance towards the creation of a "Complete Streets" ordinance.

ADOPTED BY THE CITY COUNCIL ON _____, 2010.

City Clerk

Approved as to form:

Assistant City Attorney