

**ORDINANCE NO. 1048**

**AN ORDINANCE TO CREATE ARTICLE IV OF CHAPTER 19 OF THE CITY OF BRUNSWICK CODE OF ORDINANCES, TO PROVIDE FOR A COMPLETE STREETS ORDINANCE; TO PROVIDE FOR AN ADVISORY BOARD; TO PROVIDE AN EFFECTIVE DATE; TO REPEAL ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH; AND FOR OTHER PURPOSES.**

**WHEREAS** the City of Brunswick actively promotes safe streets through design, education, and enforcement of all its transportation network; and

**WHEREAS** a complete streets program is designed to reduce congestion, increase the transportation network capacity, increase consumer choice while decreasing consumer transportation costs and improving air quality and community health, enhance community aesthetics, augment economic growth, increase community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations; and

**WHEREAS** Complete Streets are Rights-of-Way that are planned, designed, constructed, operated, and maintained in such a way as to enable safe, comfortable, and convenient access along and across the Rights-of-Way by users of all ages and abilities, including but not limited to, pedestrians, bicyclists, transit riders, motorcyclists, emergency, freight, and vehicle operators; and

**WHEREAS** Complete Streets may include facilities and amenities including but not limited to pavement markings and signs; sidewalks and pedestrian safety improvements such as medians, curb extensions, and crosswalks; Americans with Disabilities Act (ADA) accessible curb ramps and accessible pedestrian signals; transit shelters, signage, and improved pedestrian and bicycle access to transit stops and stations; wide travel lanes, bike lanes, or shared use lanes; bicycle parking facilities; street trees, landscaping, street lighting, and street furniture; and adequate drainage facilities including opportunities for storm water quality treatment facilities; and

**WHEREAS** the Georgia Department of Transportation adopted a Complete Streets Design Policy to be implemented on all State roadways on September 20<sup>th</sup>, 2012 as a means for improving mobility, access, and safety for the traveling public throughout Georgia;

**NOW THEREFORE, BE IT ORDAINED** by the Mayor and Board of Commissioners, acting in its capacity as the governing authority of the City of Brunswick, Georgia, that the attached Complete Streets Ordinance is adopted and shall be applicable to the planning

and design of all new transportation and Complete Streets improvements initiated after the adoption hereof:

## SECTION ONE

### **Sec. 19-70 – Complete Streets**

- (a) All transportation projects in the City shall create complete streets that allow safe and convenient travel along and across streets for users of all ages and abilities and for all modes of transportation, including motorists, bicyclists, public transportation vehicles and their passengers, and pedestrians.
- (b) Section 1(A) shall apply to all transportation projects conducted by, or using funds awarded by, the City, or any other local, State, or Federal agency. This shall include new construction, reconstruction, resurfacing, restoration, repaving, and rehabilitation of highways, roads, and streets.
- (c) The City of Brunswick shall modify its procedures, documents, training programs, and performance measures within one year of the effective date of this Act to ensure that the needs of all users of the highways, roads, and streets in Brunswick are included in all phases of all transportation projects, including funding, planning, designing, operating, and maintaining transportation infrastructure.
- (d) The City of Brunswick shall develop and/or adapt design manuals, standards, and guidelines based on the latest and best practices of street design, construction, operations, and maintenance as these apply to bicycle, pedestrian, transit, and highway facilities. All manuals, standards, and guidelines must be made publicly available.

### **Sec. 19-71 – Exceptions to Complete Streets Requirements**

- (a) A transportation project shall not be required to accommodate the needs of a particular user group if the City Engineer, Director of Public Works, or other senior management personnel determines in writing that:
  - 1. The use of the transportation facility by the particular user group is prohibited by law;
  - 2. The cost of accommodating the needs of the particular user group for the transportation project would be excessively disproportionate to the current or future need or probable use of the facilities by the particular user group;
  - 3. There is a demonstrated absence of future need by the particular user group, as determined by factors including current and future land use, current and projected user volumes, population density, and crash data; or

4. The adverse impacts of accommodating the needs of the particular user group significantly outweigh the benefits.

(b) The determination shall be supported by data and written documentation. The determination shall identify the applicability of an exception for each user group whose needs will not be accommodated by the transportation project.

### **Sec. 19-72 – Advisory Board**

The City's Development Review Team (DRT) shall act as an advisory board to help the City Engineering and Public Works Departments comply with the Complete Streets Act and to provide ongoing feedback related to the implementation of the Complete Streets Act.

### **Sec. 19-73 – Program Evaluation and Reporting**

(a) The City Engineering or Public Works Department, in conjunction with any Department or Agency that plans or implements transportation projects, shall establish benchmarks reflecting the ability of all users to travel safely and conveniently along highways, roads, and streets within the agency's jurisdiction.

Examples of such benchmarks may include:

1. New miles of bicycle lanes and sidewalks; new street trees or plantings; the number of new curb ramps and improved street crossings; and improved signage;
2. Measurements regarding existing levels of service for different modes of transport and categories of users, including public transportation ridership;
3. Collision statistics by neighborhood and mode of transportation, as well as bicycle and pedestrian injuries and fatalities;
4. Other benchmarks to track the safety, functionality, and actual use of the neighborhoods and areas within the City of Brunswick by each category of users.

(b) Each such Department or Agency also shall develop plans and set goals to ensure the successful implementation of the Complete Streets Act in low- and moderate-income communities. On or before June 30<sup>th</sup>, 2018, each such Department or agency shall prepare an initial report to identify barriers, and propose solutions, to successful implementation of the Complete Streets Act in low- and moderate-income communities.

(c) Each such Department or Agency shall collect and monitor data to determine compliance with the established benchmarks.

(d) Each such agency shall provide annual reports to the City Planning, Development & Codes Department (PDC) to allow the Department to evaluate implementation of the Complete Streets Act. Each annual report shall include the data collected pursuant to

Section 4 as well as a list of transportation projects initiated or completed during that fiscal year. The report also shall include a list of on-going transportation projects. If any exceptions are applied to transportation projects pursuant to Section 2 herein, such projects and the relevant exceptions should be identified in the annual report.

- (e) All benchmarks and reports shall be made publicly available online.
- (f) For the purpose of this section, “low income community” refers to any census tract that meets one of the following criteria (as reported in the most recently completed decennial census published by the U.S. Bureau of the Census):
  - 1. The poverty rate for the census tract is at least 20 percent; or
  - 2. For a community within a metropolitan area, the MFI for a census tract does not exceed 80 percent of the greater of statewide MFI or metropolitan area MFI; or
- (g) For the purpose of this section, “moderate income community” refers to any population whose income is between 81 and 95 percent of the MFI for the area.

**Sec. 19-74 – Effective Date**

The Complete Streets Act shall take effect on the date of final adoption by the City of Brunswick City Commission, provided that it shall not apply to any transportation project for which a preliminary design has been completed on or before said adoption.

SECTION TWO

All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION THREE

If any section, clause, sentence or phrase of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of this ordinance.

SECTION FOUR

This ordinance shall become effective immediately upon its adoption by the City Council.

**SO ORDAINED**, this \_\_\_\_ day of \_\_\_\_\_, 2017.

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Cornell L. Harvey, Mayor  
City of Brunswick, Georgia

ATTEST:

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Naomi D. Atkinson, City Clerk