

**CITY COUNCIL FOR THE CITY OF OAKWOOD
HALL COUNTY, GEORGIA**

RESOLUTION NO.: 2014-11-03

**A RESOLUTION CONSENTING TO AND AUTHORIZING THE CITY
MANAGER TO IMPLEMENT THE CITY OF OAKWOOD COMPLETE
STREETS POLICY AND FOR OTHER PURPOSES**

WHEREAS, the City Manager has prepared and seeks authorization to implement the City of Oakwood Complete Streets Policy attached hereto as Exhibit "A"; and

WHEREAS, it appearing that the Oakwood City Council is in favor of granting the City Manager such authority to implement said City of Oakwood Complete Streets Policy;

NOW, THEREFORE, BE IT RESOLVED by the City Council for the City of Oakwood, Georgia and it is hereby resolved by the authority of the same as follows:

Upon motion, second and approval of the Oakwood City Council, the City Manager is authorized to implement the City of Oakwood Complete Streets Policy as set forth in Exhibit "A" attached hereto and incorporated herein by reference thereto.

PASSED AND ADOPTED by the City Council for the City of Oakwood, Georgia this 10th day of November, 2014.

City Council for the City of Oakwood, Georgia

ATTEST: [SEAL]

Tangee B. Auckett
City Clerk

By Lamar Scroggs
Mayor Lamar Scroggs



GEORGIA, HALL COUNTY

I, Tangee B. Puckett, Certified City Clerk of the City of Oakwood, Hall County, Georgia do hereby certify that the attached resolution which appears of record in the minutes proceedings of the City of Oakwood, Hall County, Georgia known as "Resolution No. 2014-11-03 entitled "City of Oakwood Complete Streets Policy" was duly passed on the 10th day of November 2014 and same is true and correct copy of said resolution.

WITNESS, my official signature and seal of the City of Oakwood, Hall County, Georgia on the 11th day of November 2014.

H. Lamar Scroggs
MAYOR

Ron McFarland

Montie Robinson, Sr.

Sam Evans


Martha Collins

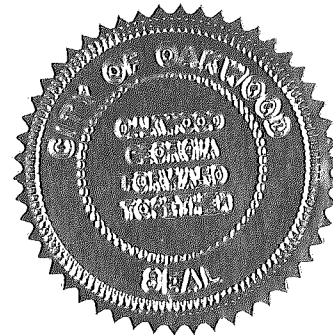
Todd Wilson

Donald T. Hunt
CITY ATTORNEY

Stan Brown
CITY MANAGER

Tangee Puckett
CITY CLERK


Tangee B. Puckett
Certified City Clerk
City of Oakwood, Georgia



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CITY OF OAKWOOD

COMPLETE STREETS POLICY

VISION

Every public right-of-way will be planned, designed, constructed, and maintained such that all residents within the City of Oakwood have multi-modal transportation options to safely and conveniently travel to and from their destinations.

PRINCIPLES

The following guiding principles should be considered throughout all phases of transportation infrastructure design and construction:

- Each phase in the life of a roadway, including planning, funding, designing, constructing, operating, and maintaining of new and modified streets, will be an opportunity to improve the integration of all transportation modes into the roadway.
- Accommodations for bicycles and pedestrians should be integrated into new roadway construction and reconstruction projects in a manner that is appropriate to the context of the planned roadway features, surrounding land use, and desires of the community.
- The design and construction of new facilities should anticipate likely demand for bicycling and pedestrian facilities within the design life of the facility.
- The design of intersections should accommodate bicyclists and pedestrians in a manner that allows for safe crossing.
- Complete Streets principles may not apply to short-term maintenance activities designed to keep assets in serviceable condition (e.g. mowing, sweeping, and spot repair, or interim measures on detour or haul routes). Complete Streets principles do apply to resurfacing activities. Resurfacing efforts should be used, when applicable, as opportunities to create new facilities, such as bike lanes or to improve existing facilities such as reconditioning road shoulders.
- Complete Streets may be achieved through single projects, incrementally through a series of smaller improvements, or through maintenance activities.
- The transportation network should be planned and constructed as a well-connected system that encourages multiple connections to destinations.
- Not all roadways are suitable for complete streets treatment. In corridors whose primary purpose is to carry inter- and intra-regional traffic, for example, a limited range of modal accommodations may be appropriate. At a minimum, sidewalks should be installed unless local conditions dictate otherwise.

STRATEGIES

- The City will seek technical support, as necessary, to assist in developing, implementing and funding complete streets policies, programs and projects.
- The City will provide financial assistance, when funds are available, to worthy complete streets projects. Emphasis will be participating in funding projects that provide high benefit at low cost.
- Complete Streets elements will be considered when developing, modifying or updating comprehensive plans, manuals, rules, regulations and programs, as appropriate.

- American Association of State Highway and Transportation Officials (AASHTO) compliant transportation facilities for all modes, including pedestrian, bicycle, public transit, and motor vehicle, should be provided on all roadways as applicable.
- The City will encourage context sensitive solutions to solve transportation problems in a manner consistent with community characteristics and as desired by local officials, citizens and stakeholders.
- When possible, context sensitive streetscape plans that incorporate appropriate Georgia plants and landscaping materials should be developed whenever a street is newly constructed, reconstructed, or relocated.
- Design standards should include performance measures for tracking the progress of implementing the Complete Streets Policy and detail the procedures for granting exceptions.
- Augmenting non-transportation projects, such as, storm water or private sector development, to concurrently implement complete streets principles should be considered as a cost-effective means to achieve mobility enhancements.
- The City will implement complete streets concepts on appropriate local roads by, for example, augmenting resurfacing projects or other major construction activity, filling sidewalk gaps, ensuring transit stops on local roads are accessible, resolving potential permitting issues early in the project development process.