

**MEMORANDUM**

TO: Mayor and City Council  
VIA: Tony Tomasello, City Manager  
FROM: Rob Robinson, Long Range Planning Manager  
RE: Introduction of Road Code Regulations  
Date: November 6, 2018

**Background**

The Mayor and City Council, in the FY 18 Annual Strategic Plan, directed as an Action Item to “Amend and Adopt City Road Code.” Developing new road typologies was the first step in amending the Road Code. Staff, in June 2017 contracted with Toole Design Group to assist in this effort and work began in August 2017. Development of the new typologies began with a review of the previous Road Code waivers granted and a series of four work sessions with Toole and an interdepartmental City working group composed of Planning and Code (Permits and Inspections, Fire Marshall, and Planning), Public Works (Engineering Services and Operations), and members of the Transportation Committee. The new typologies allow design flexibility based upon the context of the adjoining land use and offer a menu of design options including cross-sectional elements of the streetscape.

The developed typologies, notes and details, and a collection of traffic calming best practices were presented during the Mayor and City Council joint work session with the Planning Commission on March 26, 2018. The City Council and Planning Commission supported the new typologies and their incorporation into a regulation along with the other materials. Following the work session, staff invited members of the development and engineering communities to a working lunch on June 7, 2018 to receive input on the new typologies and best practices. The Council, on October 15, 2018 introduced an ordinance amendment to Chapter 19 of the City Code that in part authorizes the establishment of the Road Code regulation.

The proposed regulation and amended Chapter 19 comprising the new Road Code:

- Will not void existing plan approvals or constructed road designs;
- Will not require the retrofit of existing roads;
- Will establish elements to be pursued to the greatest extent possible when retrofitting roads, but acknowledges that existing rights-of-way may preclude constructing the full typology cross-sections;
- Will apply to new roads proposed as part of future development plans or changes to approved site plans that alter the road network;

- Includes typologies of roads not currently found within the City;
- Provides that roads may exhibit different typologies over their entire length as adjoining contexts change; and
- Will apply to both public and privately owned roads and includes waiver provisions.

### **Proposed regulation**

The draft regulation incorporates the materials presented during the joint work session. The materials have been revised to include Council’s direction to amend the typologies to show more flexibility in options for bike facilities based upon the adjoining land use context. In response to comments received from the engineering and development community, the notes and details have been revised to include:

- Clarification for public utility placement within the right-of-way (ROW);
- Clarification for the preferred placement of stormwater management accommodations within the ROW;
- Provide options for alternative treatments for parallel parking spaces; and
- Provide options for alternative treatments for medians.

The regulation is organized as follows:

- Purpose and Applicability - This section cross references the requirements of Chapter 19 and the regulation’s applicability and authority.
- New Street Design Standards Chart - This chart summarizes the base required design elements of each road typology, explanatory notes, and various alternative median treatments and alternative parallel parking treatments.
- Typologies - This section provides detailed descriptions of the nine typologies including their use, applicability, substantive elements, and illustrative cross-sections.
- Waiver Process - This section restates the waiver requirements defined in Chapter 19 and establishes when waivers are required.
- Introduction to Slow Speed Roadway Design - This section establishes the importance of roadway design on safety.
- Intersection and Driveway Design - This section establishes the various elements to be considered during intersection design and includes and selection of approved design guides to utilize.
- Slow Speed Roadway Design Treatments - This section provides guidance; including a description, design, and advantages and disadvantages on the use of various physical treatments to reduce automotive speed.
- Additional Design Treatments - This section provides design guidance on additional roadway elements such as floating bus stops and rear-in angled parking.
- Bicycle Facility Design Treatments - This section outlines various treatments for facilitating bicyclist within the right-of-way, including detailed descriptions, design guidance, advantages and disadvantages, and general effectiveness.