

## **EXECUTIVE ORDER NO. 5-09**

### **ESTABLISHMENT OF A COMPLETE STREETS POLICY**

**WHEREAS**, road and sidewalk space is a limited public good that must be shared by public transit service, pedestrians, taxicabs, bicycles, personal, emergency, commercial and utility vehicles, parked vehicles, sidewalk vending and cafes, bicycle racks, newsstands, bus stops and shelters, newspaper boxes and planters, among other things; and

**WHEREAS**, increasing public transit use, walking and bicycling offers the potential for a healthier citizenry, cleaner air, reduced traffic congestion, more livable neighborhoods, less reliance on fossil fuels and imported sources of energy, and more efficient use of road space and resources;

**NOW THEREFORE**, I, Michael Nutter, by the authority vested in me by the Philadelphia Home Rule Charter, do hereby order as follows:

#### **Section 1. COMPLETE STREETS POLICY**

All City departments and agencies shall, in connection with input into and decisions regarding all transportation and development projects:

- A. Give full consideration to accommodation of the safety and convenience of all users of the transportation system, be they pedestrians, bicyclists, public transit users or motor vehicle drivers;
- B. Balance the needs of all users in planning, design, construction, maintenance, and operation; and
- C. Prioritize the safety of those traveling in the public right of way, and in particular the safety of children, the elderly, and persons with disabilities.

Such efforts shall be known as the City's "Complete Streets Policy."

#### **Section 2. IMPLEMENTATION OF COMPLETE STREETS**

All departments shall make the Complete Streets Policy an integral part of their planning and programming wherever practicable. Examples of how the Complete Streets Policy may be implemented include, but are not limited to:

- A. Use of good geometric design and features such as median refuges and curb extensions (bumpouts) in connection with streetscape design, in order to minimize crossing distances and increase visibility between pedestrians and motorists;
- B. Timing of traffic signals to minimize pedestrian delay & conflicts;
- C. Discouraging limited pull-off lanes, driveways and obstructions that narrow sidewalks to the detriment of a comfortable pedestrian environment;
- D. Promotion of an expanded and improved bicycle network, including bike lanes, off-road trails and bicycle parking at automobile parking facilities;
- E. Reviewing motor vehicle traffic lanes to determine whether additional space for other lower-impact uses could be reasonably accommodated;
- F. Improving the rights-of-way in compliance with ADA accessibility guidelines; and
- G. Addressing the needs of bicycles, pedestrians, and public transit, as well as automobiles, when authorizing street and sidewalk closures for construction projects.

**Section 3. EFFECTIVE DATE**

This Order shall be effective immediately.

June 4, 2009  
DATE

  
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MICHAEL A. NUTTER, MAYOR