

RESOLUTION NO. 3821

A RESOLUTION ESTABLISHING POLICY ON DESIGNING, MODIFYING AND MAINTAINING PUBLIC STREETS TO FACILITATE BICYCLE USAGE AND RESCINDING RESOLUTION NO. 2930.

WHEREAS, the bicycle is a legitimate vehicle and an integral part of the transportation system; and

WHEREAS, the City of Overland Park desires to be a bicycle friendly community and wishes to encourage the use of bicycles as a means of transportation within the City; and

WHEREAS, inexpensive roadway improvements can facilitate bicycle travel, and often an improvement that aids bicycle travel will aid motor vehicle travel as well.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF OVERLAND PARK, KANSAS:

SECTION 1. That the following guidelines are hereby established:

1. When any street is constructed, improved or is substantially modified, the City's Greenway Linkages Plans (for Northern and Southern Overland Park) and the City's Bike Route Plan will be reviewed and design standards set forth in those plans will be followed where appropriate.
2. When four-lane thoroughfares are initially constructed, overlaid with a new course of asphalt, or reconstructed, the outside lanes may be striped wider than the inside lanes if the following criteria are met, as determined by the Director of Public Works:
 - a. The segment of street being constructed, overlaid, or reconstructed must have a continuous length of at least one-half mile, or connect to an existing wide outside lane;
 - b. The street segment must have a driving surface in one direction at least 24 feet wide, exclusive of curb and gutter sections;
 - c. The Director of Public Works must determine that the street segment does not contain any unique geometrics or other unusual circumstances that would cause the uneven lane widths to present a hazard to the public health, safety and/or welfare; and
 - d. If the thoroughfare is a state and/or federal highway or project, the appropriate state and/or federal agency must approve the modified striping plan.

3. The City is encouraged to make every reasonable effort to either maintain traffic signal detectors that are sensitive to the presence of bicycles or provide for other means of actuation of traffic signals for bicyclists.
4. When designing or reviewing plans for new streets or when developing plans for the reconstruction of existing streets, the City and all utility companies are encouraged to specify that any storm water inlets containing street grates, and utility covers and other surface irregularities be designed to be safe for the passage of bicycles.
5. Wherever it has street maintenance responsibility, the City is encouraged to make every reasonable effort to maintain as smooth as practical transitions between street surfaces and bridge decks, between street surfaces and concrete gutter sections, and between street surfaces and any street grates.

SECTION 2. That the purpose and intent of this Resolution is to give broad, general policy direction to the Director of Public Works and other appropriate employees and officials of the City and to strongly encourage them to utilize their best efforts to improve conditions for bicyclists on public streets within the City, and to grant them the authority to take the actions recommended in this Resolution if, in the exercise of their discretionary authority and sound engineering judgment, they deem such action to be appropriate.

RESOLUTION NO. 2930 establishing policy on designing, modifying and maintaining public streets to facilitate bicycle usage is hereby rescinded.

ADOPTED, by the Governing Body of the City of Overland Park, Kansas, this 3rd day of May, 2010.

Carl Gerlach, Mayor

ATTEST:

Marian Cook, City Clerk

APPROVED AS TO FORM:

Tammy M. Owens,
Senior Assistant City Attorney