

A RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY

WHEREAS, the mobility of freight and passengers and the safety, convenience and comfort of motorists, cyclists, pedestrians – including people requiring mobility aids, transit rides and neighborhood residents of all ages and abilities should all be considered when planning and designing Battle Lake's streets;

AND WHEREAS, integrating sidewalks, bike facilities, transit amenities and safe crossings into the initial design of street projects avoids the expense of retrofits later;

AND WHEREAS, streets are a critical component of public space and play a major role in establishing the image and identity of a city, providing a key framework for current and future development;

AND WHEREAS, active living integrates physical activity into daily routines and Active Living communities encourage individuals of all ages and abilities to be more physically active;

AND WHEREAS, communities that support active living strive to create amenities that will enhance the quality of life of its residents, improve the physical and social environment in ways that attract businesses and workers and contribute to economic development;

AND WHEREAS, the goal of complete streets is to improve the access and mobility for all users of streets in the community by improving safety through reducing conflict and encouraging non-motorized transportation and transit, which will enhance the promotion of active living as a means to improve the health of the community residents and improve environmental conditions, including air quality;

AND WHEREAS, it is recognized that are some streets or corridors in the City which would not fully satisfy a complete streets environment, but that sidewalks be installed wherever there is developed frontage, except for short cul-de-sac streets.

NOW THEREFORE, Be it resolved that the City Council of the City of Battle Lake, Minnesota establish a Complete Streets Policy that provides as follows:

1. The City of Battle Lake will, whenever it is economically feasible, seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.
2. Transportation improvements will include facilities and amenities that are recognized as contributing to complete streets, which may include street and sidewalk lighting, sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; bicycle accommodations including bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate, and street trees, boulevard landscaping, street furniture and adequate drainage facilities.
3. Early consideration of all modes for all users will be important to the success of this Policy. Those planning and designing street projects will give due consideration to bicycle, pedestrian and transit facilities from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).

4. Bicycle, pedestrian and transit facilities will be considered in street construction, reconstruction, re-paving, and rehabilitation projects, except under one or more of the following conditions:

- A. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.
- B. The City Engineer, with Council consultation, determines there are relatively high safety risks.
- C. The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.
- D. The City Zoning Officer determines that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right-of-way acquisition.

5. It will be important to the success of the Complete Streets Policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps and deficiencies in the network for various user groups that could be addressed by the project and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:

- A. Whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area or an employment center;
- B. Whether the corridor provides access across a natural or man-made barrier such as a river or freeway.
- C. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated.
- D. Whether a road corridor provides important continuity or connectivity links for an existing trail or path network; or
- E. Whether nearby routes that provide a similar level of convenience and connectivity already exists.


6. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements. (For example, under most circumstances, bridges, which last for 75 years or more, should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities.)

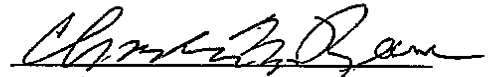
7. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with City street and utility maps and will carry out projects to eliminate gaps in the sidewalk and trail networks.

8. Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
9. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.
10. The City will develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and tracking measure such as safety and modal shifts to gauge success.

BE IT FURTHER RESOLVED, that the feasibility report prepared for a street project shall include documentation of compliance with this policy.

Adopted this *14th* day of *June*, 2011.


Wanda Berg-Vorgert, Clerk-Treasurer


Charles M Reeve, Mayor