

Resolution No. 2011-11-164

RESOLUTION ESTABLISHING A
COMPLETE STREETS POLICY FOR
ST. CLOUD, MINNESOTA

WHEREAS, the City of St. Cloud's 2003 Comprehensive Plan calls for the City to "promote alternative transportation such as bicycling, walking, transit and rail", to "Maintain adequate active and passive open space to meet the needs of the community", and to "Enhance community and neighborhood livability"; and

WHEREAS, Complete Streets are defined as those which provide safe, convenient, and context-sensitive facilities for all modes of travel, for users of all ages and all abilities; and

WHEREAS, the objective of Complete Streets is to design and build roadways that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians and transit riders; and

WHEREAS, Complete Streets have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, Complete Streets are a critical component to the success and vitality of adjoining private uses and neighborhoods; and

WHEREAS, the St. Cloud Metropolitan Area 2035 Transportation Plan calls for St. Cloud APO members to support multi modal transportation opportunities, including Complete Streets.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of St. Cloud does hereby establish a Complete Streets Policy as follows:

1. The City will 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; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, 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. However, Complete Streets will not look the same in all environments, neighborhoods, and developments, and will not necessarily include exclusive elements for all modes.

3. Early consideration of all modes for all users will be important to the success of this Policy. To this end, the Capital Improvements Program process will be utilized to identify potential complete street elements that may be considered for programmed projects. Staff responsible for planning and designing street projects will give due consideration to this earlier guidance regarding bicycle, pedestrian, and transit facilities from the very start of project design. 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 shall be included in street construction, reconstruction, repaving, 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. There is insufficient space to safely accommodate new facilities, as determined by the City Engineer;
 - c. Where determined by the City Engineer to have relatively high safety risks;
 - d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project;
 - e. Where jointly determined by the City Engineer and Planning Director 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 sensitive 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 or 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 rail or path network; or,
 - e. whether nearby routes that provide a similar level of convenience and connectivity already exist.
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.
 7. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure 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 measures such as safety and modal shifts to gauge success.

Adopted this 7th day of November, 2011