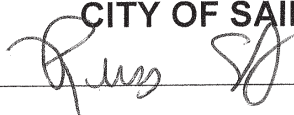


**RESOLUTION
CITY OF SAINT PAUL, MINNESOTA**

#24

Presented by _____



1 WHEREAS, the City of Saint Paul strives to be the most livable city in America, and
2
3 WHEREAS, livability includes the safe movement of people and goods along all public rights-of-way; and
4
5 WHEREAS, Complete Streets is a national movement to design and construct streets for all users, of all
6 ages and abilities, including motorists, freight-haulers, transit users, bicyclists, and pedestrians; and
7
8 WHEREAS there were 454 vehicle/pedestrian and vehicle/bicycle crashes in St. Paul from June 2006
9 through June 2008, and that among the pedestrians and cyclists involved in these crashes, seniors and
10 children are over-represented; and
11
12 WHEREAS, the City of Saint Paul recognizes the health benefits of Complete Streets, which increase the
13 attractiveness and convenience of bicycling and walking, and consequently increase the accessibility of
14 exercise, health, and well-being for Saint Paul residents; and
15
16 WHEREAS, Complete Streets are a tool for improving the attractiveness and convenience of transportation
17 modes – such as walking, bicycling, and transit – that reduce St. Paul’s dependence on dwindling supplies
18 of increasingly costly fossil fuels, and thereby also lessen our role in climate change; and
19
20 WHEREAS, the City of Saint Paul recognizes the public safety benefits of Complete Streets, where more
21 people walking and bicycling on our streets means more “eyes on the streets”; and
22
23 WHEREAS, the City of Saint Paul recognizes that one of the competitive advantages of cities, is that land
24 uses are in close proximity to one another and people can and do walk and bicycle for transportation, and
25 that Saint Paul places a high value on creating safe environments for people to get from place to place; and
26
27 WHEREAS, the newly adopted Transportation Chapter of Saint Paul’s Comprehensive Plan highlights the
28 need to, ““complete the streets’ by accommodating and balancing the needs of all users of the
29 transportation system, including pedestrians, cyclists, transit, freight, and motor vehicle drivers, to the
30 extent appropriate to the function and context of the street. The public right of way must account for the
31 safety and convenience of the most vulnerable populations, including children, seniors, persons with
32 disabilities, and those who cannot or do not drive a motor vehicle;” and
33
34 WHEREAS, the Saint Paul Department of Public Works already pursues Complete Streets and supports
35 this new policy; and
36
37 WHEREAS, the Minnesota Legislature has ordered a study of the benefits, feasibility, and costs of
38 adopting a complete streets policy to be submitted by December 5, 2009 (see SF3223 and HF3800); and

39 WHEREAS, the Capital city of the State of Minnesota can be a leader for the state, setting a precedent for
40 making streets safe and friendly for users of all kinds; and

41
42 NOW, THEREFORE, BE IT RESOLVED that the Saint Paul City Council adopts a Complete Streets
43 policy to be implemented by the Department of Public Works, and adhered to in the process of
44 constructing new streets or reconstructing existing streets in Saint Paul; and

45
46 BE IT ALSO RESOLVED that the Council intends for Complete Streets in Saint Paul to be achieved over
47 time, project by project, and drawing on all possible funding sources in order for financial flexibility to
48 assist in implementing Complete Streets; and

49
50 BE IT FINALLY RESOLVED that the City Council requests that the ~~Planning Commission~~ Department of Public Works,
51 in consultation with the Department of Planning and Economic Development, complete a study to create
52 guidelines and definitions of "Complete Streets" for different street types in Saint Paul – including residential,
53 parkway, commercial corridor, arterial, etc., for review by the Planning Commission – to be brought back to
54 Council for consideration no later than January 1, 2010.

	Yeas	Nays	Absent
Bostrom			
Carter			
Harris			
Helgen			
Lantry			
Stark			
Thune			

Requested by Department of: _____
 By: _____
 Approved by the Office of Financial Services
 By: _____
 Approved by City Attorney
 By: _____
 Approved by Mayor for Submission to Council
 By: _____

Adopted by Council: Date _____
 Adoption Certified by Council Secretary
 By: _____
 Approved by Mayor: Date _____
 By: _____