

PURCHASING AND LICENSING COMMITTEE

10-0128R

RESOLUTION PROVIDING FOR A COMPLETE STREETS POLICY AND REQUESTING CITY STAFF TO DEVELOP IMPLEMENTATION STRATEGIES TO INCREASE THE USABILITY OF ALL STREETS FOR ALL APPROPRIATE MODES OF TRAVEL FOR CITIZENS OF ALL INCOME LEVELS, ALL AGES AND ALL ABILITIES IN DULUTH.

BY COUNCILOR CUNEO:

WHEREAS, the city of Duluth wishes to ensure that all users of our transportation system are able to travel safely and conveniently on all streets and roadways within the public right-of-way in Duluth; and

WHEREAS, all users includes citizens of all income levels, all ages, and all abilities, including but not limited to young children, families, senior citizens, those with limited mobility, vision and hearing; and

WHEREAS, a policy which recognizes and addresses the needs of all potential user groups in a comprehensive manner is hereinafter referred to as the "complete streets policy"; and

WHEREAS, automobile, pedestrian, transit and bicycle connectivity are all part of Duluth's goal of having a interconnected transportation system; and

WHEREAS, the city of Duluth wants the absolute best value for the taxpayers funds put into street construction and reconstruction; and

WHEREAS, integrating sidewalks, bike facilities, transit amenities, and appropriate 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 and its neighborhoods, providing a key framework for current and future development; 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 walk and bike safely; and

WHEREAS, a complete streets policy will solicit significant public input from those who both live on and use the streets; 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, because, according to the national weather service, the average first measurable snowfall in Duluth is October 24 and the average last measurable snowfall is April 27 (a span of more than six months), a complete streets policy should encourage design that allows for snow removal in ways that limit the impact on any particular group of users; and

WHEREAS, complete streets are essential in providing safe routes to school for children; and

WHEREAS, an acceptable complete streets policy and implementation strategy may include the following:

(a) Specifies that "all users" includes pedestrians, bicyclists, skaters, motorcycles and motor scooters, transit vehicles, motorized and non-motorized wheelchairs and other users and includes users of all ages and abilities, including young children, families, senior citizens, and those with limited mobility, vision or hearing;

(b) Recognizes the need for flexibility because all streets are different and all user needs will be considered;

(c) Shall apply to both the construction of new street, the reconstruction of existing streets and incorporate certain maintenance operations when appropriate and practical and may address issues of design, planning and operations of the entire right-of-way;

(d) Requires any exceptions to the provisions of the Complete Streets Plan to be specific and sets a clear procedure that requires a process involving cross-department consultation for any approval of exceptions;

(e) Encourages the use of the latest and best design standards, including traffic calming where appropriate;

(f) Encourages environmentally friendly elements to be incorporated into road design and construction;

(g) Requests that complete streets projects fit in with the context of the community;

(h) Calls for the review and, if necessary, the revision of any locally-developed design manuals to encompass the safety of all users;

(i) Provides for training of planners and engineers in balancing the needs of diverse users;

(j) Creates new data collection procedures to track how well the streets are serving all users; and

WHEREAS, the Duluth comprehensive land use plan which is being implemented with the development of the unified development chapter of the city of Duluth Legislative Code, supports the concepts of sustainability, walkability and livability contained in a complete streets policy.

NOW, THEREFORE, BE IT RESOLVED, by the city council of Duluth, that it supports the implementation of a complete streets policy in Duluth and requests city staff to develop a policy and implementation plan, and report back to the council by June 15, 2010; and

FURTHER RESOLVED, that the mayor's complete streets task force work with city staff, including public works, planning, police, fire, human rights and other appropriate city offices and community organizations such as the metropolitan interstate commission, the Duluth transit authority, and other appropriate agencies, to develop a complete streets policy and a plan for how to implement such a policy that would include all forms of motorized and non-motorized transportation in the planning of future new and reconstructed city streets; and

FURTHER RESOLVED, that the city of Duluth should make using complete streets principles a priority when working with other government agencies, including St. Louis County and the state of Minnesota, in developing street

designs for streets controlled by other agencies within the city limits of Duluth; and

FURTHER RESOLVED. that the city council commits to including a complete streets policy and principles in all appropriate future transportation plans.

Approved as to form:

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Attorney

CCREQ REA: jkw 3/2/2010

STATEMENT OF PURPOSE: The purpose of this resolution is to adopt a complete streets policy for the city of Duluth.

The complete streets concept recognizes that there are multiple user groups for our streets in addition to traditional car and truck traffic. They include bicyclists, skaters, motorcyclists, wheel chair users, pedestrians and many other user groups. The goal of the policy is to have the needs of all user groups considered in the design and construction of new or reconstructed streets and to have their various needs met to the extent possible.

The resolution calls on the city to develop such a policy by early summer, with the input from the entire transportation and planning infrastructure and to implement the Policy in the design of all new and reconstructed streets.