

RESOLUTION 25-2012

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 riders, and neighborhood residents of all ages and abilities should all be considered when planning and designing Onalaska'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, streets are a critical component of the success and vitality of adjoining private uses and neighborhoods; 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, Active Living improves health by lowering risk for poor health conditions such as obesity, diabetes, and heart disease; 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, City policy as stated in the adopted Comprehensive Plan 2025 includes the goal of creating a multi-modal transportation system that encourages walking, bicycling, and transit use as part of a safe, accessible, convenient transportation system that meets the needs of people of all abilities, whether they are pedestrians, bicyclists, transit riders, or motor vehicle occupants, including children, elderly or disabled; and,

WHEREAS, rights-of-way are constrained in many developed areas of the city, which limits the ability to expand roadways to accommodate continued growth in traffic volumes, suggesting that alternatives to single occupant vehicles must also be pursued; and,

WHEREAS, a 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 there are some streets or corridors in the City which would not fully satisfy a Complete Streets environment - where it would not be advisable to have non-motorized travel, but that the transportation system will support a comprehensive network of Complete Streets to serve all users.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Onalaska establish a Complete Streets Policy that provides as follows:

Complete Streets Policy

Sec. 1. – Definition

Sec. 2. - Policy

Sec. 3. – Application and scope

Sec. 4. – Guiding principles and practices

Sec. 5. – Exceptions

Sec. 6. - Administration

SECTION 1: DEFINITION

A “Complete Street” is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. Complete Streets are designed and operated to enable safe continuous travel networks for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move from destination to destination along and across a network of Complete Streets. Transportation improvements, facilities and amenities that may contribute to Complete Streets and that are considered as elements of a Complete Street (“Complete Street Elements”) include: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements, including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; and street amenities.

SECTION 2: POLICY

Complete Streets are streets that safely accommodate users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists. Through this policy, the City of Onalaska will ensure that the City will routinely plan, fund, design, construct, operate, and maintain their streets with the goal of creating an attractive connected multimodal network that balances the needs of all users, except where conditions exist that meet the exceptions identified under Section 5: Exceptions.

SECTION 3: APPLICATION AND SCOPE

- a) Prior to construction or re-construction within City rights-of-way the City shall consider both the 2035 Coulee Regional Bicycle Plan and City of Onalaska Master Plan when implementing this Policy.
- b) This policy requires the City Engineer and the Land Use and Development Director and applicable boards/commissions to consider Complete Street Elements in the design, construction and maintenance of public transportation projects, improvements and facilities in addition to other considerations including, but not limited to cost of improvements, budget for the project, space and area requirements and limitations and legal requirements and limitations.
- c) This policy is intended to cover all development and redevelopment in the public domain within Onalaska. This includes all public transportation projects such as, but not limited to, new road construction, reconstruction retrofits, upgrades, resurfacing, and rehabilitation.
- d) The accommodations will also be designed and built using guidance from the most recent editions of the American Association of State Highway Transportation officials (AASHTO) *Guide for Development of Bicycle Facilities*, Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD), and the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*, *National Association of City Transportation Officials (NACTO)* or other commonly accepted sources. Methods for providing flexibility within safe design parameters, such as context sensitive solutions and design, will be considered.

SECTION 4: GUIDING PRINCIPLES AND PRACTICES

- a) The City will strive to incorporate Complete Street Elements into public transportation projects in order to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities, while promoting safe operation for all users, in comprehensive and connected networks in a manner consistent with, and supportive of, the surrounding community.
- b) It will be a goal of the City to foster partnerships with the State of Wisconsin, La Crosse County, La Crosse Area Planning Committee, neighboring municipalities, business districts and residents in consideration of functional facilities and accommodations in furtherance of the City's Complete Streets policy and the continuation of such facilities and accommodations beyond the City's borders.

SECTION 5: EXCEPTIONS

Bicycle, pedestrian, and transit facilities shall be included in street construction, new road construction, reconstruction retrofits, upgrades, resurfacing, and rehabilitation 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 determines there is insufficient space to safely accommodate new facilities.
- c) The City Engineer determines there are relatively high safety risks.

The City Council determines the cost of establishing Complete Street Elements is excessive in relation to the total project cost or the City is unable to obtain adequate funding for the establishment of Complete Streets Elements and exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.

- d) City Engineer and the Land Use and Development Director jointly determine that the construction is not practically feasible or cost effective because of significant or adverse environmental conditions (including topography) or 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.


SECTION 6: ADMINISTRATION

- a) The City Engineer and the Land Use and Development Director will utilize a Complete Streets Checklist to evaluate all public transportation projects.
- b) When available, appropriate, and monetarily feasible, the City will support staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.
- c) City Engineering and Planning staff will develop implementation strategies that may include a Complete Streets guidelines manual to analyze pending or future transportation projects.

Dated this 9th day of October, 2012.

CITY OF ONALASKA

By: 
Joe Chilsen, Mayor

By: 
Caroline Burmaster, Clerk

PASSED:
APPROVED: