

Member Backen moved and Member Selman seconded a motion that the following resolution be read and adopted this 16th day of July, 2013.

**RESOLUTION NO. 7241**

**A RESOLUTION APPROVING A POLICY SUPPORTING COMPLETE STREETS IN ACCORDANCE WITH ACTIVE LIVING HENNEPIN COUNTY**

**WHEREAS**, Complete Streets are defined as roadways that enable safe and convenient access for all users, of all ages and abilities including pedestrians; bicyclists; transit riders; and personal, emergency and commercial vehicles and are conducive to efficient movement and mobility of people and goods; and

**WHEREAS**, by integrating a number of infrastructure improvements such as wide sidewalks, pedestrian buffer zones, bike facilities and trails, transit shelters and connections, safe crossings and smaller vehicle lanes into the initial design of street projects, the city can avoid the expense of retrofits and, in some cases, may save money on capital and maintenance costs; and

**WHEREAS**, on June 20 2013, the Planning Commission reviewed examples of complete streets policies and indicated their support in concept as articulated by the examples; and

**WHEREAS**, Complete Streets supports health initiatives by recognizing the linkages between the built environment and human health; and

**WHEREAS**, by providing infrastructure networks for all users, Complete Streets aims to encourage non-motorized transportation and recreation, thereby helping to reduce rates of obesity and related diseases such as diabetes, asthma and heart disease; and

**WHEREAS**, Legislation was passed by the State of Minnesota in May 2010 supporting Complete Streets and similar resolutions and policies have been adopted by Hennepin County and a number of Minnesota cities as well as the United States Department of Transportation, multiple states and cities nationwide; and

**WHEREAS**, the city's Comprehensive Plan supports the promotion of pedestrian/bicycle movement throughout the city, an active and healthy community, linkages to existing and planned regional trails, and environmentally friendly development design; and

**WHEREAS**, the Council accepts these concepts;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Robbinsdale, Hennepin County, Minnesota, that the city affirms its support of the concept of Complete Streets and the need to facilitate access to transportation modes for all users of all ages and abilities; and

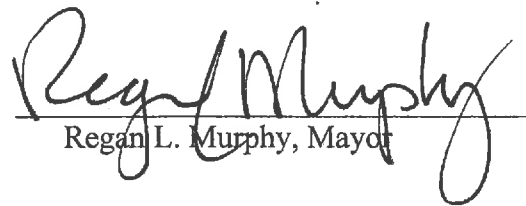
**BE IT FURTHER RESOLVED**, that the City Council adopts the Complete Streets policy attached as **Exhibit 1** which may be used for future amendments to the city's Comprehensive Plan, City Code and Capital Improvement Program; and

**BE IT FURTHER RESOLVED**, that the City Council encourages residents, nonprofits, businesses, cities, counties and the state and federal government to work together to make Complete Streets a reality and success throughout Robbinsdale and Minnesota.

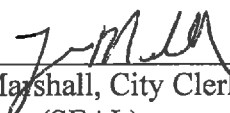
The question was on adoption of the resolution and upon a vote being taken thereon, the following voted in favor thereof: Rogan, Selman, Backen, Blonigan, Mayor Murphy

and the following voted against the same: None

**WHEREUPON SAID RESOLUTION WAS DECLARED DULY PASSED AND ADOPTED THIS 16TH DAY OF JULY 2013.**

  
Regan L. Murphy, Mayor

ATTEST:

  
Tom Marshall, City Clerk  
(SEAL)

## COMPLETE STREETS POLICY

**Vision:** The core area of the Robbinsdale including the downtown was developed including a sidewalk network, trolley and bus transportation corridors with bicyclists sharing the road or walking bikes on sidewalks. As opportunities arise, improved environments should be provided for bicyclists and pedestrians.

**Goal:** The following is the policy that will be used to plan, design, construct, operate and maintain the city's transportation system to promote safe and convenient access and travel for all users, of all ages and abilities, including pedestrians, bicyclists, transit riders, and personal, commercial and emergency vehicles.

1. A comprehensive, integrated and connected transportation infrastructure planned for people will be created incorporating Complete Streets principles into existing policies and plans.
2. The Complete Streets Principles require that:
  - a. All modes of transportation will be considered when designing or reconstructing streets;
  - b. Considerations include safety, access, convenience, and comfort for all modes;
  - c. Destinations of significance such as shopping, parks, and schools will be considered;
  - d. Implementation includes updating Comprehensive Plan as needed and working with other agencies and maintaining infrastructure information with references to the Complete Streets Implementation Resource Guide provided by MnDOT Research Services;

With the understanding that exceptions are in place for cost, space and feasibility reasons as described below in number 5.

3. The elements of Complete Streets 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 the future Bottineau / Blue Line Light Rail Station; bicycle accommodations, shared-use lanes, or bike lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities.
4. Implementation of this Complete Streets policy will emphasize connections and fill system gaps to significant destinations such as schools, regional trails, park or recreational areas and shopping or commercial areas.
5. This policy provides flexibility to allow exceptions from Complete Streets principles in unusual, unexpected or financially onerous circumstances or in instances in which Complete Streets improvements do not fit in with the context of the neighborhood.
6. To the extent possible, this Complete Street policy will apply to new, retrofit and redevelopment projects.
7. To the extent possible, additional opportunities for public input will be implemented on street and infrastructure improvement projects.
8. The budgeting process will include an analysis of capital and maintenance costs and sustainable funding sources will be sought.