

EXECUTIVE SUMMARY

TITLE: Complete Streets Resolution/Policy

RECOMMENDED ACTION: Motion to Adopt Resolution “Declaring that it is The City of St. Louis Park’s Policy to Utilize Complete Streets Principles in Transportation Planning and Community Design”.

POLICY CONSIDERATION: Does Council wish to formally support the principles of Complete Streets?

SUMMARY: The City’s Engineering, Public Works and Community Development departments currently embrace and implement many of the principles of Complete Streets in our Capital Improvement Program, planning studies, maintenance activities and roadway construction whenever feasible.

The adoption of a Complete Streets resolution will recognize the city of St. Louis Park’s ongoing support and intent to utilize complete street principles in transportation planning and community design.

FINANCIAL OR BUDGET CONSIDERATION: None at this time.

VISION CONSIDERATION: St. Louis Park is committed to being a connected and engaged community.

SUPPORTING DOCUMENTS: Discussion
Complete Streets Resolution
Resolution No. 10-027

Prepared by: Jack Sullivan, Engineering Project Manager
Reviewed by: Michael P. Rardin, Director of Engineering
Approved by: Tom Harmening, City Manager

DISCUSSION

BACKGROUND: This item was first presented as a written report at the May 28th Council Study Session.

The term Complete Street as defined by Minnesota Statute 174.75 is “the planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all ages and abilities. Complete streets considers the needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the local context and recognizes that the needs vary in urban, suburban, and rural settings.”

In 2010 the Council adopted Resolution No. 10-027, attached, encouraging the Minnesota Legislature to authorize the development of a statewide Complete Streets program. The concept of Complete Streets has been embraced by State, County and local governments across the Country. This philosophy is commonly used to describe the ways in which a community should advocate for a more comprehensive and balanced view of transportation as a community redevelops.

The Minnesota Department of Transportation, Hennepin County, and many local agencies including Eagan, Edina, Falcon Heights, Independence, New Hope, Northfield, North St. Paul, Red Wing, St. Cloud and St. Paul have language expressing their commitment to Complete Streets in the form of Resolutions or Policies.

Other communities, such as Bloomington have chosen to address Complete Streets as part of their City’s Alternative Transportation Plan. The City of St. Louis Park has incorporated many of the principles of Complete Streets into the Transportation Chapter of the Comprehensive Plan, and the evolving Pedestrian and Bicycle System Implementation Plan and Policy.

PRESENT CONSIDERATIONS: The implementation of a Complete Streets approach has many benefits for the community including:

- Improve the safety of all users on roadways
- Create transportation networks that support more walking and biking that encourage more physical activity and improving public health
- Create equity in access and transportation options for individuals not able to operate a vehicle.
- Create affordable transportation options including walking, bicycling and mass transit.
- An economic development catalyst. Complete streets can attract people and encourage business.
- Positive impacts to the environment by creating transportation options other than the single occupant vehicle.
- Improve the quality of life by creating walkable neighborhoods.

NEXT STEPS: The adoption of a Complete Streets resolution will recognize the city of St. Louis Park’s ongoing support and intent to utilize complete street principles in transportation planning and community design.

RESOLUTION NO. 13-____

**RESOLUTION DECLARING THAT IT IS THE CITY OF ST. LOUIS PARK'S
POLICY TO UTILIZE COMPLETE STREET PRINCIPLES
IN TRANSPORTATION PLANNING AND COMMUNITY DESIGN**

WHEREAS, Complete Streets consist of the planning, scoping, design, construction, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all ages and abilities. Complete streets considers the needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the local context and recognizes that needs may vary throughout the community; and

WHEREAS, in 2010 the City of St. Louis Park adopted resolution 10-027 to encourage the Minnesota Legislature, with input and guidance from the Minnesota Department of Transportation, to authorize development of a statewide Complete Streets Program, which would provide for the development of a balanced transportation system, through appropriate planning, that integrates multiple transportation modes, where appropriate, for transportation users of all types, ages and abilities; and

WHEREAS, the City of St. Louis Park supports Hennepin County's adoption of a Complete Streets resolution and policy and its efforts to implement the polices; and

WHEREAS, the City of St. Louis Park has consistently followed Complete Street principles in its planning and community design, and has demonstrated said commitment by adopting a transportation goal within the City's Comprehensive Plan to provide well-designed and well-maintained community streets that balance the needs of all users, residents, businesses and property owners; and

WHEREAS, Complete Streets is consistent with the Council supported principles of Active Living Hennepin County, to promote the integration of physical activity into the daily lives of St. Louis Park residents; and

WHEREAS, Complete Streets are designed, constructed and maintained to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles and for people of all ages and of all abilities; and

WHEREAS, Complete Streets provide safe travel choices that encourage non-motorized transportation options, increase the overall capacity of the transportation network as well as decrease consumer transportation costs; and

WHEREAS, Complete Streets will help St. Louis Park reduce greenhouse gas emissions as more people choose an alternative to the single occupant vehicle, thereby improving air quality and alleviating public health concerns; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, Complete Streets enhance safe walking and bicycling options for school-age children, in recognition of the objectives of the national Safe Routes to School program, the Centers for Disease Control and Prevention’s Physical Activity Guidelines and the City’s Pedestrian and Bicycle System Implementation Plan and Policy; and

WHEREAS, Complete Streets improve the quality of life within our community; and

WHEREAS, Complete Streets may influence or help reduce crashes and injuries and their costs;

NOW THEREFORE BE IT RESOLVED, that in order to develop and maintain a safe, efficient, balanced and environmentally sound City transportation system for people of all ages and abilities, transportation and development projects shall incorporate a Complete Streets philosophy that expands transportation choices; and therefore

BE IT FURTHER RESOLVED by the City Council of the City of St. Louis Park, Minnesota, that it is the City of St. Louis Park’s policy to utilize complete streets principles and to work with MnDOT, Hennepin County, and appropriate agencies so that Complete Street elements are evaluated where possible for City transportation projects by providing appropriate accommodations for pedestrians, bicyclists, motorists, transit riders, and disabled persons through the ongoing creation of a multi-model transportation system.

Reviewed for Administration:

Adopted by the City Council June 17, 2013

City Manager

Mayor

Attest:

City Clerk

RESOLUTION NO. 10-027

RESOLUTION EXPRESSING SUPPORT OF A STATEWIDE
COMPLETE STREETS POLICY

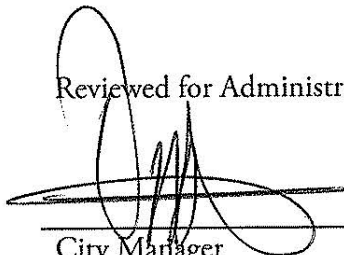
WHEREAS, the "Complete Streets" concept promotes streets that are safe and convenient for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages and abilities; and

WHEREAS, the October 2009 public draft of the Minnesota Department of Transportation *Complete Streets Report* includes the recommendation: "Mn/DOT should build on existing Context Sensitive Solution practices and develop and implement a statewide Complete Streets policy..."; and

WHEREAS, the St. Louis Park City Council recognizes the importance of complete streets, as shown in its 2009 Comprehensive Plan update;

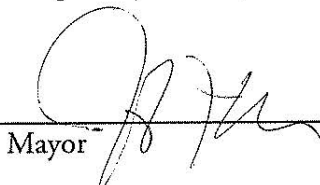
NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of St. Louis Park encourages the Minnesota legislature, with input and guidance from the Minnesota Department of Transportation, to authorize the development of a statewide Complete Streets program, which would provide for the development of a balanced transportation system, through appropriate planning, that integrates multiple transportation modes, where appropriate, for transportation users of all types, ages and abilities.

Reviewed for Administration:



City Manager

Adopted by the City Council March 15, 2010



Mayor

Attest:



City Clerk