RESOLUTION NO. 6196

RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY FOR THE CITY OF RED WING, MINNESOTA

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 be considered when planning, designing, and maintaining Red Wing's streets; and

WHEREAS, a Complete Street is defined as one which provides safe, convenient, and context-sensitive facility for all modes of travel, for users of all ages and all abilities; 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, Complete Streets have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, Complete Streets are essential in providing safe routes to school for children; and

WHEREAS, the City of Red Wing adopted the current Comprehensive Plan on April 9, 2007; and

WHEREAS, one of the key directives of the Comprehensive Plan includes the notion that movement corridors should accommodate a variety of travel modes such as bike, walk, transit and vehicles and that such corridors should function both as a movement corridor and an amenity/identity feature for the community; and

WHEREAS, the Comprehensive Plan encourages the development of a connected network for pedestrians and bicyclers and further states that when key streets are rebuilt, sidewalks, off-street bike trails or bike lanes should be added with special attention to reclaiming excess right-of-way for non-motorized use can create a multi-function street and help connect the community by more than just a roadway; and

WHEREAS, the Red Wing Downtown Action Plan was adopted by the Red Wing City Council on November 23, 2009 and the plan establishes the fact that Highway 61 is crucial to the commercial viability of downtown Red Wing but is currently a barrier to the City's premier scenic and recreational asset – the Mississippi River; and

WHEREAS, the Downtown Action Plan further states that linking residents and visitors with the Mississippi River is a critical action element that can be done best by creating a multi-modal network of transportation that is environmentally sustainable and health conscious; and

WHEREAS, on October 27, 2009 and October 28, 2009 approximately 50 Red Wing citizens attended Complete Streets workshops that introduced the concepts, policies, and implementation of a Complete Streets Policy and from those sessions a Complete Streets Policy Taskforce was established to research and draft a Complete Streets Policy for the City of Red Wing; and

WHEREAS, the Complete Streets Policy Taskforce developed this Complete Streets Policy for the City of Red Wing; and

WHEREAS, the Red Wing Advisory Planning Commission conducted a public hearing concerning the proposed Complete Streets Policy at their meeting held on November 16, 2010, and adopted a motion to recommend that the City Council adopt the policy; and

WHEREAS, the Red Wing Sustainability Commission conducted a public hearing concerning the proposed Complete Streets Policy at their meeting held on November 23, 2010, and adopted a motion to recommend that the City Council adopt the policy; and

WHEREAS, the City Council of the City of Red Wing discussed the principles of a Complete Streets Policy at a meeting conducted on December 14, 2009; conducted a more detailed discussion at a council workshop held on January 23, 2010 and reviewed this Complete Streets Policy Resolution at a meeting conducted on January 10, 2011.

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Red Wing does hereby establish a Complete Streets Policy that provides as follows:

1. The City of Red Wing is committed to develop and maintain a safe, efficient, balanced and environmentally sound city transportation system and to support and promote active lifestyles and a vibrant/healthy community. The City of Red Wing is committed to provide opportunities to integrate physical activity into daily routines

through activities such as biking, walking, or taking transit. The City strives to be a leader in providing opportunities and choices for its residents, and believes that a well-planned transportation system that includes Complete Streets demonstrates this leadership.

2. Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which 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 transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities.

3. Early consideration of all modes for all users will be important to the success of this Policy. Those planning and designing street projects will give due consideration to bicycle, pedestrian, and transit facilities from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking). The City will work with other transportation agencies, such as the State of Minnesota and Goodhue County, to incorporate a Complete Streets philosophy with projects that are completed within Red Wing.

   Given the diversity of the natural and built environment in the Mississippi River bluff country where Red Wing is located, flexibility in accommodating different modes of travel is essential to balancing the needs of all corridor users. The City will implement Complete Streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, Complete Streets will not look the same in all environments, neighborhoods, and development contexts, and will not necessarily include exclusive elements for all modes. Bicycle, pedestrian, and transit facilities shall be included in street construction, re-construction, re-paving, and re-habilitation projects, 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 filing, or

when interim measures are implemented on temporary detour or haul routes.

B. The City Council, upon advice from the City Engineer, determines there is insufficient space to safely accommodate new facilities.
C. The Council, upon advice from the City Engineer, determines there are relatively high safety risks.
D. The City Council exempts a project due to the excessive cost of establishing a bikeway, walkway or transit enhancement as part of a project.
E. The City Council, upon advice from the City Engineer and Planning Director, determine that the construction is not practically feasible or cost effective because of significant or adverse 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 ROW acquisition.

4. Developing Complete Streets will be a priority on all corridors, and every transportation and development project will be treated as an opportunity to make improvements. This will include corridors that provide connections or critical linkages between households and activity centers, such as commercial centers, schools, other institutions, parks, and recreational facilities. The policy applies to both new and retrofit projects and will be included in design, planning, maintenance, and operations of the city's transportation system.

5. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements.

6. The City will develop implementation strategies that may include the following:

- When developing feasibility reports for street projects, the Engineering Department shall include a section of the report that describes what the project will cost, including the incremental costs due to Complete Streets policies, and show how the project meets the Complete Streets policies.
- The Planning Department shall complete an inventory of the pedestrian and bicycling facility infrastructure integrated with the Roadway Network Database. This shall be completed by July 1, 2011.
- The Planning Commission shall draft a biking and pedestrian network plan for City Council adoption by December 31, 2011.

- The Engineering Department shall complete an initial evaluation and revision of any transportation design manuals related to Complete Streets by December 31, 2012.
- The Planning Commission shall complete an evaluation and revision of the City Subdivision Code as it relates to Complete Streets by December 31, 2012.
- The City Engineering Department and the City Planning Department shall jointly complete an evaluation and revision to the City Assessment Policies as it relates to Complete Streets for City Council consideration by December 31, 2012.
- The Planning Commission shall complete an evaluation and review of all existing adopted transportation plans to consider their compatibility with this Complete Streets Policy, by December 31, 2011.
- The City Engineering Department and Planning Department shall jointly complete an identification of goals and targets and tracking measures such as level of safety for users, by December 31, 2011.

Adopted this 10th day of January, 2011.

Ralph Rauterkus, Council President

ATTEST:

Kathy Seymour Johnson, MCMC
City Clerk

(seal)

Presented to the Acting Mayor at 8:10 A.m. on this 12th day of January, 2011.

Approved this 12th day of January, 2011.

Ralph Rauterkus, Acting Mayor