

COMMISSION RESOLUTION NO. 4244

A RESOLUTION OF THE CITY COMMISSION PROVIDING FOR A COMPLETE STREETS POLICY AND DIRECTING STAFF TO DEVELOP PERFORMANCE MEASURES AND IMPLEMENTATION STRATEGIES TO ENABLE SAFE AND CONVENIENT ACCESS TO OUR TRANSPORTATION SYSTEM FOR ALL USERS, OF ALL AGES AND ABILITIES, INCLUDING PEDESTRIANS, BICYCLISTS, PEOPLE WITH DISABILITIES, TRANSIT RIDERS, AND MOTOR VEHICLE DRIVERS.

WHEREAS, the Bozeman Community Plan and the Greater Bozeman Area Transportation Plan have established as a goal and future policy a commitment to providing alternatives to the individual passenger vehicle to ensure that a variety of travel options exist which allow safe, logical, and balanced transportation choices; and

WHEREAS, the Bozeman Community Plan and the Greater Bozeman Area Transportation Plan recommend the adoption of a Complete Streets policy; and

WHEREAS, a Complete Street is one that is designed and operated to safely accommodate all users, including but not limited to: motorists, pedestrians, bicyclists, transit riders, and people of all ages and abilities; and

WHEREAS, a Complete Streets philosophy causes transportation agencies to design and operate the entire right of way, both along and across the corridor, to encompass users of all types and to promote safe access and travel for the users; and

WHEREAS, increasing active transportation (e.g., walking, bicycling and using public transportation) offers the potential for improved public health, economic development, a cleaner

environment, reduced transportation costs, enhanced community connections, social equity, and more livable communities; and

WHEREAS, Complete Streets create safe routes for children to walk and bicycle to school; and

WHEREAS, a Complete Street is comprised of many different elements; these elements may include, but are not limited to: sidewalks, bike lanes, crosswalks, wide shoulders, medians, bus pullouts, special bus lanes, raised crosswalks, audible pedestrian signals, sidewalk bulb-outs, and more; and

WHEREAS, Complete Streets elements that are used can vary from project to project, but the end result is still to achieve a connected network that is safe and effective for all modes of travel; and

WHEREAS, a Complete Streets policy contributes to a comprehensive, integrated, and connected network for all transportation modes; and

WHEREAS, a Complete Streets concept also recognizes the need for flexibility: that all streets are different and user needs should be balanced; and

WHEREAS, any exceptions to Complete Streets implementation must be clearly and specifically stated within the policy and require high-level approvals so that there is no confusion what type of design is required; and

WHEREAS, the roadway design must fit in with the context of the community while using the latest and best standards; and

WHEREAS, all streets are unique and require different levels of attention, so an effective policy must be flexible enough to accommodate all types of roads and be adopted by every agency;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF BOZEMAN, MONTANA, that the City of Bozeman adopts the following Complete Streets Policy; and

AND BE IT FURTHER RESOLVED, that effective implementation of this Complete Streets Policy will require the City of Bozeman to review their procedures and, if necessary, restructure them, to consider the needs of pedestrians, motorized and non-motorized vehicle users on every project; and

AND BE IT FURTHER RESOLVED, that applicable changes to design manuals or public works standards may need to be made to fully encompass the safety and needs of all users by employing the latest in design standards and innovation; and

AND BE IT FURTHER RESOLVED, that periodic education and training of planners and engineers is also recommended to ensure the latest techniques in balancing the needs of roadway users are being applied; and

AND BE IT FURTHER RESOLVED, that the City of Bozeman will work with other jurisdictions and transportation agencies within its planning area to incorporate a Complete Streets philosophy and encourage the Montana Department of Transportation, Gallatin County and other municipalities to adopt similar policies; and

AND BE IT FURTHER RESOLVED, that existing data sources and projects should be used to track how well the streets are serving all users.

Section 1

Complete Street Policy

The City of Bozeman will plan for, design, construct, operate, and maintain appropriate facilities for pedestrians, bicyclists, transit vehicles and riders, children, the elderly, and people with disabilities in all new construction and retrofit or reconstruction projects subject to the exceptions contained herein.

The City of Bozeman understands that major street improvements are not a requirement through maintenance activities and should not be expected. However, maintenance activities do present some opportunities that can improve the environment for other roadway users. For example, while the construction of a sidewalk may not be appropriate as part of maintenance activities, facilities such as improved crosswalks, or bike lanes, or a shoulder stripe could be included in a routine re-stripe of a roadway if adequate space exists and the facility is designated to have such facilities in the Bozeman Area Transportation Plan. (See Section 6.6 of the Greater Bozeman Area Transportation Plan 2007 Update for additional examples of improvements that could be associated with various roadway maintenance activities).

The City of Bozeman has and will continue to incorporate Complete Streets principles into: The Greater Bozeman Area Transportation Plan, the Bozeman Community Plan, the Parks Recreation Open Space Trails (PROST) Plan, the Bozeman Unified Development Ordinance (UDO), and other plans, manuals, rules, regulations and programs as appropriate.

Complete Streets principles will be applied on new City projects, privately funded development, and incrementally through a series of smaller improvements and activities over time. All sources of transportation funding, public and private, should be drawn upon to implement Complete Streets within the City of Bozeman. The City of Bozeman believes that maximum financial flexibility is important to implement Complete Streets principles.

Complete Streets principles will be applied in street construction, retrofit, and reconstruction projects except in unusual or extraordinary circumstances contained herein:

1. Bicyclists and pedestrians are prohibited by law from using the facility. In this case, alternative facilities and accommodations shall be provided within the same transportation corridor.
2. Where the existing right-of-way does not allow for the accommodation of all users. In this case alternatives shall be explored such as the use of revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists, transit, and persons with disabilities.
3. The cost of establishing bikeways or walkways or other accommodations would be disproportionate to the need, particularly if alternative facilities are available within a reasonable walking and/or bicycling distance. Cost shall be considered disproportionate if the cost of additional complete street facilities is 20% or more of the cost of the work without the additional complete street facilities.
4. Where there is no need, including future need.
5. Where application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety and increase risk of injury or death.

6. The construction is not practically feasible or cost effective because of significant or adverse environmental impacts; or impact on neighboring land uses, including impact from right of way acquisition.

7. Ordinary maintenance activities designed to keep street and other transportation assets in serviceable condition or when interim measures are implemented on temporary detour or haul routes.

8. Ordinary public works or utility maintenance activities, including, but not limited to: water, sewer and storm sewer main repairs; installation of new or removal of existing water or sewer service lines; installation or repair of fire hydrants; installation or repair of private utility fixtures.

Exclusive of Exception 7 and 8, any project that does not meet the Complete Streets principles based on the above exceptions should have said determination confirmed and filed with the City Commission for review.

Section 2

Severability.

If any provision of this policy or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect the other provisions of this policy which may be given effect without the invalid provision or application and, to this end, the provisions of this policy are declared to be severable.

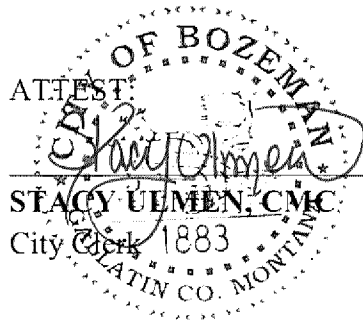
Section 3

Effective Date.


This complete street policy shall be in full force and effect upon passage.

DATED this 22nd day of February, 2010.


JEFFREY K. KRAUSS
Mayor



APPROVED AS TO FORM:



GREG SULLIVAN
Bozeman City Attorney