

RESOLUTIONS OF THE CITY OF HELENA, MONTANA

RESOLUTION NO. 19799

A RESOLUTION STATING THE POLICY AND INTENT TO PROVIDE “COMPLETE STREETS” FOR ALL USERS OF PUBLIC STREETS IN THE CITY OF HELENA, MONTANA, AND PROVIDING AN IMPLEMENTATION STRATEGY

WHEREAS, U.S. Department of Transportation policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects; and

WHEREAS, every transportation agency, including the U. S. Department of Transportation, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems; and

WHEREAS, because of the numerous individual and community benefits that walking and bicycling provide, including health, safety, environmental, transportation, and quality of life, transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes of travel; and

WHEREAS, complete streets are essential for providing safe routes to schools for children; and

WHEREAS, §61-8-501, MCA, states pedestrians are accorded privileges and are subject to restrictions on roads as set forth in the law; and

WHEREAS, §61-8-602, MCA, gives bicycle riders all the rights of and makes them subject to all the duties applicable to drivers of vehicles; and

WHEREAS, City policy, as stated in the Greater Helena Area Transportation Plan, approved by the City Commission on December 19, 2005, is to develop a living plan for the greater Helena

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area to create and maintain corridors for bicyclists and other modes of travel and recreation that are safe and effective for their transportation and enjoyment, and encourage walking, bicycling, and transit use as safe, convenient, and widely available modes of transportation for all people; and

WHEREAS, the proposed Helena Growth Policy recognizes the need to include facilities for safe travel by pedestrians and bicyclists in street improvement projects and developing areas, to minimize vehicle miles traveled in the Helena area, and to implement policies and decisions to ensure that bicyclists and pedestrians can use and cross major roadways and highways leading to surrounding areas; and

WHEREAS, the Helena City Commission accepted the Helena Climate Change Task Force Action Plan 2009 that included a recommendation to Improve Non-Motorized Transportation Policy and Infrastructure, and specifically recommended adoption of a “Complete Streets” transportation design ordinance by January of 2010; and

WHEREAS, a stated goal of the City-County Health Department is to prevent obesity and reduce the risk of chronic disease through promotion of physical activity, nutrition, and a better built environment; and

WHEREAS, the City-County Board of Health adopted a Resolution of Support for Local, Statewide, and Federal Initiatives That Promote Transportation and Land-Use Policies and Practices That Promote Good Health; and

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WHEREAS, other governmental agencies and jurisdictions nationwide have adopted Complete Streets policies, including the U.S. Department of Transportation, numerous state transportation agencies, Seattle, San Francisco, Sacramento, San Diego, Boulder, Chicago, Portland, Lansing, Bozeman, and Missoula; and

WHEREAS, the Helena Citizens' Council has determined that the implementation of Complete Streets concepts is in the best interests of Helena; and

WHEREAS, the Helena City Commission, in its resolution establishing the Non-Motorized Travel Advisory Council, has recognized that traffic congestion, community growth, limited parking facilities, environmental issues, climate change, increasing fuel costs, energy shortages, and concern for personal and public health have combined to make non-motorized transportation an increasingly needed alternative to use of automobiles.

NOW, THEREFOR, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF HELENA, MONTANA:

Section 1. Policy: The City of Helena hereby establishes a policy to require the planning, design, construction, and maintenance of streets to work toward the goal of making streets in Helena complete streets.

Section 2. Definitions: The following definitions apply to the terms used in this resolution:

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a. “Complete Street” is a street that has appropriate street features to accommodate and coordinate all modes of transportation, both motorized and non-motorized, and people of all ages and abilities, with special consideration to optimize safety, interconnectivity, compatibility, and convenience.

b. “Complete Street Features” are sidewalks, bicycle lanes, motor vehicle lanes, shared-use lanes and paths, paved shoulders, street trees and landscaping, vegetative planting strips, curbs and gutters, accessible curb ramps, crosswalks, refuge islands, pedestrian and traffic signals, directional signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalizations, traffic calming devices such as rotary circles and curb bulb-outs, and surface treatments such as paving blocks, textured asphalt, and concrete, narrow vehicle lanes, raised medians, and dedicated transit lanes.

Section 3. The City Manager shall direct appropriate staff to make a recommendation to the Commission of changes to City Code and engineering and design standards that are necessary to implement this policy into the design and construction of new streets as complete streets. This recommendation shall include a proposed timeline for suggested changes. No later than the end of June of 2011, the City Manager shall present a scoping document for the process of making this recommendation, which identifies sections of the Helena City Code and engineering and design standards likely to need changes.

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Section 4. By the end of June 2011, the City Manager shall make a recommendation to the Commission for a process of reviewing, inventorying, and establishing a hierarchy of complete street needs for selected existing streets and proposed streets for which construction plans have been approved, all of which are either identified or are indispensably integral with the goals in the 2005 Greater Helena Area Transportation Plan. This recommendation shall also include a proposal for prioritizing selected streets for the addition of complete streets features. Additionally the recommendation shall make suggestions, consistent with the annual budget process, for triggering points as to when complete street features would be applicable to existing streets.

Section 5. Partnerships with private developers, Lewis and Clark County, Jefferson County, the Montana Department of Transportation, and other governmental agencies and organizations are encouraged so transportation and development projects that extend beyond the City's corporate limits meet the goals of this policy.

Section 6. The City will document progress when implementing complete streets features by reporting:

- a.** descriptive statistics such as miles of on-street bicycle and multi-use routes created, new linear feet of pedestrian accommodations, and number of ADA sidewalk ramps installed or improved;
- b.** qualitative measures and comparison with benchmarks or other appropriate metrics; and

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- c. other information the City Commission may require.

**PASSED AND EFFECTIVE BY THE COMMISSION OF THE CITY OF HELENA,
MONTANA, THIS 20th DAY OF DECEMBER, 2010.**

/S/ James E. Smith
MAYOR

ATTEST:

/S/ Debbie Havens
CLERK OF THE COMMISSION