

## RESOLUTION NO. \_3650

### A RESOLUTION ESTABLISHING A SAFE & ACCESSIBLE STREET POLICY

**Whereas**, the City of Sidney is committed to developing and maintaining a safe, accessible, efficient, balanced and environmentally sound transportation system, supporting integrated physical activity into daily routines such as biking or walking; and

**WHEREAS**, the City of Sidney is in the process of implementing a sidewalk program, trail system, and other practices designed to improve the ability of Sidney's streets to meet the travel needs of all users; and

**Whereas**, the City of Sidney is concerned about providing facilities that enhance safety, mobility, accessibility and convenience for its growing number of senior citizens and people with disabilities; and

**Whereas**, the City of Sidney is in the process of implementing a Safe Routes to School program in order to create safer and more accessible pathways for children to walk and bike to school; and

**Whereas**, the development of Safe and Accessible Streets is in line with the City's goal of enhancing the health, safety and well-being of all its citizens;

**NOW, THEREFORE**, be it resolved that the City Council of the City of Sidney, Montana, establish a Safe & Accessible Streets Policy as follows:

Purpose: The City of Sidney shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, motorists, emergency responders, freight and users of all ages and abilities in all new construction, retrofit or reconstruction projects. Through ongoing operations and maintenance, the City of Sidney shall identify cost effective opportunities to include Safe and Accessible Streets elements.

Definition: Safe and Accessible Streets are comprised of many different elements; these elements may include, but are not limited to: sidewalks, bike lanes, crosswalks, curb-cuts, wide shoulders, medians, accessible public transit facilities, audible pedestrian signals, sidewalk bulb-outs, trails, appropriate speed limits, stormwater drainage, trees and other landscaping options, appropriate lane widths, lighting, on-street parking and more.

Policy: Applicable design standards and best practices will be followed in conjunction with construction, reconstruction, changes in allocation of pavement space on an existing roadway or other changes in street corridors. The planning, design and implementation processes for all roadway corridors will:

- Involve the local community and stakeholders
- Consider the function of the road
- Integrate innovative and non-traditional design options
- Assess the current and future needs of corridor users
- Include documentation of efforts to accommodate all modes and all users
- Incorporate a review of existing system plans to identify safe & efficient street opportunities.

The City of Sidney will implement safe & accessible streets unless one or more of the following conditions are documented:

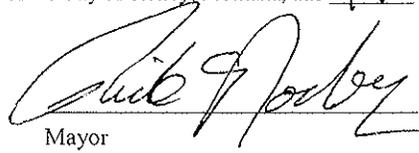
- The cost of establishing safe & accessible street elements is excessive in relation to the total project cost.
- The street jurisdiction (Richland County or the Montana Department of Transportation) refuses suggested plans or there is a lack of community support.
- There are safety risks that cannot be overcome.
- The corridor has severe topographic, environmental, historic or natural resource constraints.

The City of Sidney will work with other transportation agencies to incorporate this philosophy of safe and accessible streets.

It is recognized that flexibility in accommodating different modes of travel on existing streets is essential to balancing the needs of corridor users. Therefore, safe & accessible streets will not look the same in all settings and will not necessarily include exclusive elements for all modes.

PASSED AND ADOPTED by the city council of the City of Sidney, Montana, this 17<sup>th</sup> day of March, 2014.

  
Attest: City Clerk

  
Mayor

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