

RESOLUTION NUMBER 2014-28

A Resolution establishing a "Complete Streets" program for Dawson County.

WHEREAS, Dawson County would like to improve our streets and sidewalks to make walking and bicycling more convenient; provide increased access to jobs, retail, and schools; reduce vehicular traffic flow and thereby reduce maintenance costs; and improve choice through healthier and less expensive transportation options, and;

WHEREAS, establishing a "Complete Streets" program would help those tasked with design and implementation of improving transportation needs in our community, and;

WHEREAS, a "Complete Streets" program ensures that all aspects of transportation needs will be reviewed before final street designs are approved, and;

WHEREAS, a well designed network of "Complete Streets" will provide improved safety for our residents who choose a non-motorized mode of transportation.

NOW THEREFORE BE IT RESOLVED THAT: a "Complete Streets" program is hereby adopted by Dawson County on this 21 day of October, 2014 by a vote of 3 ayes and 0 nays.

DAWSON COUNTY COMMISSIONERS

Adam J. Gartner  
Adam J. Gartner, Chairman

Douglas A. Buxbaum  
Douglas A. Buxbaum

James A. Skillestad  
James A. Skillestad

ATTEST:

Shirley A. Kreiman  
Clerk and Recorder

APPROVED AS TO FORM:

Olina Rugev  
County Attorney

## **Complete Streets Program Outline**

### **Vision/Intent**

This Complete Streets Program shall direct Dawson County to develop a safe, reliable, efficient, integrated, and connected multimodal transportation system that promotes access, mobility, and health for all users.

### **All Users and Modes**

Dawson County shall ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, transit riders, people of all ages and abilities, motorists, emergency responders, freight providers, and adjacent land users.

### **Projects and Phases**

Dawson County shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: Planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements, re-channelization projects, and major maintenance must also be included.

### **Exceptions**

Any exception to this program, including for private projects, must be approved by the Dawson County Public Works and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Exceptions may be considered for approval when:

1. An affected roadway prohibits, by law, use by specified users (such as state highways) in which case a greater effort shall be made to accommodate those specified users elsewhere, including roadways that cross or otherwise intersect with the affected roadway;
2. The costs of providing accommodation are excessively disproportionate to the need or probable use;
3. The existing and planned population, employment densities, traffic volumes, or level of transit service around a particular roadway is so low as to demonstrate and absence of current and future need;
4. Transit accommodations are not required where there is no existing or planned service;
5. Routine maintenance of the transportation network does not change the roadway operations, such as mowing, sweeping, and spot repair;
6. There is a reasonable and equivalent project along the same corridor that is already programmed to provide facilities exempted from the project at hand.

### **Connectivity/Network**

Dawson County shall support movement along and across arterial, collector, and local streets with dense, interconnected and integrated network in accordance with the Walking/Biking Master Plan of Dawson County. Walking, biking, and transit will provide transportation options so that users may reach many potential destinations.

### **Jurisdiction**

All city-owned transportation facilities in the public right of way including, but not limited to, streets, bridges, and all other connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

Privately constructed streets and parking lots shall adhere to this policy, and are subject to the same exceptions as previously outlined.

### **Design**

Dawson County shall follow accepted or adopted design standards and use the best and latest design standards available, including but not limited to, existing design guidance from the American Association of State Highway Officials, the Montana State Department of Transportation, Montana State construction codes, the Institute of Transportation Engineers, the National Association of City Transportation Officials, the Americans with Disabilities Act, and the Public Right-of-Way Accessibility Guidelines.

In recognition of various contexts, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

### **Context Sensitivity**

Dawson County shall implement Complete Streets solutions in a manner that is sensitive to the local context and character, aligns transportation, and land use goals, and recognizes that the needs of users may vary by case, community, or corridor.

### **Performance Measures**

Dawson County shall measure the success of this Complete Streets program using, but not limited to, the following performance measures:

- Total miles of bike lanes/trails built or striped
- Linear feet of new pedestrian accommodation
- Number of ADA accommodations built
- Number of transit accessibility accommodations built
- Number of new curb ramps installed along city streets
- Number of new street trees planted
- Compliments and complaints

- Bicycle, Pedestrian, and Multimodal levels of service (LOS)
- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Rate of children walking or biking to school
- Number of approved exemptions from this policy

Within six months of program adoption, the Dawson County shall create individual numeric benchmarks for each of the performance measures as a means of tracking and measuring the annual performance of the program. Yearly reports shall be posted online for each of the above measures.

#### Implementation

1. Restructure or revise related procedures, plans, regulations, and other processes to accommodate all users on every project.
2. Develop new design policies and guides or revise existing to reflect the current state of best practices in transportation design. Communities may also elect to adopt national or state-level recognized design guidance.