

To: **Mayor and City Council**
Through: **Ryan Schroeder, City Manager**
From: **Dave Schletty, Assistant Parks and Recreation Director**
Date: **March 8, 2021**

Resolution Approving Complete Streets Policy

BACKGROUND INFORMATION:

On May 22, 2017 the City Council passed a resolution to join the MN GreenStep Cities program. The City passed Step 1 of the program in the fall of 2017, and Step 2 in 2019. The Environmental Committee has been working with staff to update the City's sustainability inventory and work towards completing Step 3 of the program. It has been determined that the final item needed to reach Step 3 is to develop a Complete Streets policy. Complete streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods. Using other Cities as a model, staff has developed the attached policy language, which has been reviewed and endorsed by the Engineering department.

This policy is a framework to guide our future road redevelopment projects. We informally look at most of these items already, but this policy will formalize that process. Given that the City is over 95% developed, and the limited number of new streets constructed in West Saint Paul, flexibility in accommodating different modes of travel on existing streets is essential to balance 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 settings, and will not necessarily include exclusive elements for all modes. Bicycle and pedestrian facilities, for example, will adhere to the West Saint Paul Pedestrian and Bicycle Master Plan, as well as the ADA Transition Plan. Additional facilities for these modes of transportation would be encouraged but not required.

FISCAL IMPACT:

Staff anticipates a slight increase to the each road project budget, as additional staff time will be needed to consider all additional elements of the policy. There is language in the policy that may exclude some elements for cost, access, or overall feasibility.

STAFF RECOMMENDATION:

Approve the attached resolution, approving the new complete streets policy

Attachments: Complete Streets Policy; Resolution