

## **RESOLUTION NO. 11- \_\_\_\_\_**

### **A RESOLUTION OF THE CITY OF BILLINGS TO ADOPT A COMPLETE STREETS POLICY**

WHEREAS, in enacting this resolution, it is the intent of the City Council to encourage healthy, active living; reduce traffic congestion; and improve the safety and quality of life of Billings residents by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation; and

WHEREAS, the promotion of transportation improvements that are planned, designed and constructed to encourage walking, bicycling, and transit use increase the general safety, health and overall welfare of the citizens of and visitors to the City of Billings; and

WHEREAS, the Billings Urban Area Long-Range Transportation Plan 2009 Update states, as one of its Guiding Principles, “the City will develop a complete streets policy which will design and operate to enable safe access for all users including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities to safely move along and across a complete street”; and

WHEREAS, the 2010 Community Investment Plan: City of Billings City Council and Staff Strategic Priorities identifies one of its goals to be the “development of a comprehensive, multi-modal transportation system” and includes “complete streets” as a priority; and

WHEREAS, 72.9% of residents are overweight or obese according to the 2010 Yellowstone County Community Health Assessment; and

WHEREAS, only 47.2% of residents meet nationally recognized physical activity recommendations according to the 2010 Yellowstone County Community Health Assessment; and

WHEREAS, Section 61-8-602 of the Montana Code Annotated (MCA) makes bicycle riders rightful road users, and Section 61-8-501, MCA, recognizes pedestrians as rightful road users; and

WHEREAS, the health, safety and welfare of the citizens of and visitors to the City of Billings will be enhanced by the adoption of a policy that promotes a complete transportation system that meets the needs and expectations of all transportation users; and

WHEREAS, the City Council of the City of Billings desires to establish a clear policy ensuring the needs of adjacent land users and all transportation users, including but not limited to pedestrians, bicyclists, transit users, people with disabilities, the elderly, emergency responders, motorists, and freight providers are considered.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL that the City of Billings adopt the following Complete Streets Policy.

## **COMPLETE STREETS POLICY**

A complete street is comprised of many different elements that are tailored to fit the needs of Users. A complete street can vary considerably in context from rural to urban applications and the needs of Users.

**1. DEFINITIONS.** The following words and phrases, whenever used in this Policy shall have the meanings defined in this section unless the context clearly requires otherwise:

- (a) “Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared-use paths; bicycle lanes; shared roadways; bicycle boulevards; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; traffic signals, including pedestrian countdown signals, accessible pedestrian signals and pedestrian hybrid beacons; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices such as roundabouts/rotary circles, speed humps, and surface treatments such as paving blocks, textured or colored asphalt, and concrete; narrow vehicle lanes; raised medians; dedicated transit lanes; and those features identified in the Billings Area Bikeway and Trail Master Plan, and the Manual on Uniform Traffic Control Devices.
- (b) “Street” means any road, public or private, open to the use of the public for vehicular travel, as well as bridges, tunnels, underpasses, overpasses and any other similar portions of the roadway network.
- (c) “Street Project” means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any Street, and includes the planning, design, approval, and implementation processes. “Street Project” does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.

- (d) “Multi-modal Transportation Network” means all facilities, vehicles and devices designed to facilitate the mobility of people.
- (e) “Users” are individuals who use the Multi-modal Transportation Network. Categories of Users include pedestrians; bicyclists; motor vehicle drivers; public transportation riders and people of all ages and abilities.

## **2. IMPLEMENTATION**

- (a) The City of Billings shall consider every Street Project an opportunity to incorporate the principles of Complete Streets.
- (b) The City of Billings shall work in coordination with other organizations, agencies, and jurisdictions to achieve a safe, convenient and connected Complete Streets Infrastructure within the Multi-modal Transportation Network.
- (c) This policy shall guide the City in the development of plans, design standards, procedures, rules, regulations, guidelines, programs, templates, and design manuals. As practicable, these documents and tools will be updated to reflect this Complete Streets Policy.
- (d) The City will provide periodic training on how to integrate, accommodate, and balance the needs of each category of User. Training will be available to City staff, private industry, other jurisdictions, and community members.

## **3. DATA COLLECTION AND PROGRESS REPORTING**

- (a) The City will periodically collect, review and report performance data and benchmark measurements to demonstrate the effectiveness of the policy. This information could include: number of projects completed, number of projects incorporating complete streets infrastructure, actual infrastructure added, number of transit and non-motorized users, community attitudes and perceptions, and safety and health indicators.
- (b) Existing advisory boards and committees such as the Technical Advisory Committee, the Traffic Control Board, the Bicycle and Pedestrian Advisory Committee, the Aviation and Transit Board, Public Works Board, Yellowstone County Board of Health and the Yellowstone County Board of Planning are

encouraged to provide ongoing feedback and act as conduit for public participation on the implementation of Complete Streets practices.

**4. EXCEPTIONS.** Exceptions to implementation of this policy may be considered.

- (a) In considering all exceptions, alternatives shall be explored such as the use of the revised travel lane configurations, paved shoulders, signage, traffic calming, education or enforcement to accommodate pedestrians, cyclists, transit and persons with disabilities.
- (b) In considering all exceptions, future project phasing and improvements should address how complete streets principles will be accommodated.
- (c) Exceptions shall consider the multi-modal transportation network in the immediate vicinity.
- (d) When exceptions occur, alternatives and accommodations shall be documented.

PASSED by the City Council and APPROVED this \_\_\_\_ day of \_\_\_\_\_, 2011.

THE CITY OF BILLINGS:

BY: \_\_\_\_\_

Thomas W. Hanel, MAYOR

ATTEST:

BY: \_\_\_\_\_

CITY CLERK