

RESOLUTION NO. 09-021

A RESOLUTION OF THE CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO ESTABLISHING A COMPLETE STREETS POLICY.

WHEREAS, the need for citywide policies regarding Complete Streets has been deemed necessary by the City Council; and

WHEREAS, staff has proposed policies regarding these issues, and the same were discussed at the Public Works Committee meeting April 27, 2009; and

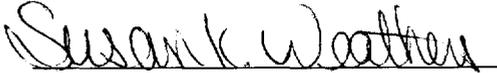
WHEREAS, it is deemed to be in the best interests of the City of Coeur d'Alene and the citizens thereof that such policies be adopted; NOW, THEREFORE,

BE IT RESOLVED, by the Mayor and City Council of the City of Coeur d'Alene that the policy attached hereto as Exhibit "A" be and is hereby adopted.

DATED this 5th day of May, 2009


Sandi Bloem, Mayor

ATTEST:


Susan K. Weathers, City Clerk

Motion by Goodlander, Seconded by Hassell, to adopt the foregoing resolution.

ROLL CALL:

COUNCIL MEMBER KENNEDY Voted Aye

COUNCIL MEMBER HASSELL Voted Aye

COUNCIL MEMBER MCEVERS Voted Aye

COUNCIL MEMBER GOODLANDER Voted Aye

COUNCIL MEMBER BRUNING Voted Aye

COUNCIL MEMBER EDINGER Voted Aye

_____ was absent. Motion carried .

CITY OF COEUR D'ALENE COMPLETE STREETS POLICY

Introduction

A “complete” street addresses the needs of all users. Motorists, pedestrians, bicyclists, and transit riders of all ages and abilities can be safely accommodated within the overall street network. Planning for this diverse user group requires consideration of many of the following elements:

1. Appropriately sized travel lanes for cars, trucks, and delivery/emergency service vehicles;
2. Sidewalk space for pedestrians;
3. Bike lanes or bike routes;
4. Transit facilities and routes;
5. On-street parking;
6. Median use for traffic flow, safety, and pedestrian refuge;
7. Adequate buffer areas for pedestrian safety, utility placement, and possible landscaping;
8. Visually appealing landscaping or hardscaping adding shade and pedestrian protection and;
9. Land uses that generate and warrant such treatments.

The City of Coeur d’Alene recognizes that all streets are different, and not all streets will incorporate every element described above. Future streets within the City will be designed to balance user needs and incorporate elements that match the land use context. Through context sensitive design a “complete” street can accomplish greater public benefits, improve safety, increase transportation options, strengthen the overall benefit of transportation investments and enhance air quality.

The City of Coeur d’Alene is committed to carrying out the charge of “complete” streets. With future funding for roadway construction becoming scarce it is in the best interest of the public and private sectors to plan and construct streets that address the needs of the community as a whole. The inclusion of all needed facilities in the early planning phases of roadway construction in both residential and commercial development reduces the complexity and costs of attempting to retrofit years later. The City encourages and supports the creation of “complete” streets by providing the following policy.

COMPLETE STREETS POLICY

Guiding Principle

Streets, bridges and transit stops within Coeur d'Alene should be designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists and people with disabilities can travel safely and independently.

Policy Statements

1. Bicycle and pedestrian ways should be established in new construction and reconstruction projects in all urbanized areas unless one or more of the following conditions are met:
 - a. Bicyclists and pedestrians are prohibited by law from using the roadway (e.g. interstate highways). In this instance, it may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within a close transportation corridor.
 - b. Significant safety or other challenges exist that make bicycle and pedestrian facilities dangerous to potential users. Where a determination is made that providing pedestrian and/or bicycle facilities would be unsafe, alternative considerations should be analyzed and planned to offset any deficiencies.
 - c. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable future use.
 - d. Where current and projected future population is sparsely forecasted or other factors indicate an absence of need.
2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians. Shoulders should not be chipped sealed as a part of maintenance.
3. All pedestrian facilities including sidewalks, shared use paths, street crossings (including over-and under-crossings), pedestrian signals, signs, transit facilities, and all connections should be designed, constructed, operated and maintained so that children, the elderly and people with disabilities have safe access.

4. The design and development of the transportation infrastructure should improve conditions for all likely users through the following steps:
 - a. *Plan projects for the long-term.* Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities should anticipate likely future demand for bicycling, walking, and transit facilities and not preclude the provision of future improvements except as outlined in Section 1.
 - b. *Coordinate with transit agencies to ensure that transit services and facilities are reasonably accommodated within the street network.* Linking multiple forms of transportation provides users with more travel options and creates an overall transportation system that is more responsive to the needs of the public. Identifying transit corridors and optimizing multi-modal opportunities requires close coordination between transit agencies, municipalities and the City in all phases of design and development. Installation and maintenance of transit facilities would be funded through cooperative cost sharing agreements between the City and the applicable municipality or transit provider.
 - c. *Coordinate with adjacent municipalities to provide regional connectivity.* Future pedestrian, bicycle and transit facilities should provide connectivity to pedestrian, bicycle and transit facilities in adjacent municipalities to provide regional connectivity.
 - d. *Address the need for bicyclists and pedestrians to cross corridors as well as travel along them.* Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, interchanges and overpasses should accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
 - e. *Consider enhancements such as landscaped medians and buffer areas, pedestrian lighting, and on-street parking in new construction and reconstruction projects.* Landscaping, on street parking, and the other features mentioned will not be appropriate for all streets and corridors. These features should be considered when supported by adjacent land uses and funding for installation and maintenance is available through cooperative cost sharing agreements between the City and the applicable municipality. Safety concerns and access for people with disabilities should be carefully considered in areas where landscaping, parking, or other enhancements are placed within or near the pedestrian way.
 - f. *Design facilities based on recognized standards.* Published standards such as those from the City of Coeur d'Alene, the American Association of State Highway and Transportation Officials and the Manual on Uniform Traffic Control Devices should be used in the design of pedestrian, bicycle and transit facilities.