

No: 10-75
Date: December 15, 2010

RESOLUTION
OF THE CITY COUNCIL
CITY OF SANDPOINT

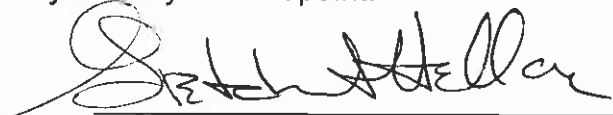
TITLE: SANDPOINT COMPLETE STREETS POLICY

WHEREAS: The National Complete Streets Coalition defines "complete" streets as streets that are designed and operated to enable safe access for all users;

WHEREAS: The Sandpoint Pedestrian Advisory Committee ("PAC") and Sandpoint Bicycle Advisory Committee ("BAC") have drafted a Complete Streets Policy for the City of Sandpoint; and

WHEREAS: The City Council agrees with PAC and BAC that Sandpoint's streets, intersections, bridges and transit stops should be designed, constructed, reconstructed, operated and maintained so that all users, pedestrians, bicyclists, transit riders, motorists, and people with disabilities can travel safely and independently to and from their respective destinations.

NOW, THEREFORE, BE IT RESOLVED THAT: The Sandpoint Complete Streets Policy, a copy of which is attached hereto and made a part hereof by reference, is hereby adopted by the City of Sandpoint.



Gretchen A. Hellar, Mayor

ATTEST:



Maree Peck, City Clerk

City Council Members:

		YES	NO	ABSTAIN	ABSENT
1.	Snedden	Motion	X		
2.	Logan		X		
3.	Reuter	Second	X		
4.	Ogilvie		X		
5.	Davis		X		
6.	Schuck		X		

SANDPOINT COMPLETE STREETS POLICY

Introduction and Vision

A "complete" street addresses the needs of all users. In so doing, it furthers implementation of the transportation section of the Sandpoint Comprehensive Plan. People driving, walking, cycling and riding transit, of all ages and abilities, can be safely accommodated within the overall street network. Making streets attractive to "active users" will promote public health and fitness in Sandpoint's youth and for adults of all ages. Planning for this diverse user group requires many of the following elements:

1. Appropriately-sized travel lanes for cars, trucks and delivery/emergency service vehicles consistent with desired vehicle speeds
2. Sidewalk space for pedestrians
3. Bike signals, lanes, sharrows, signed bike routes or separated pathways
4. Transit facilities and routes
5. On-street parking, where applicable
6. Medians, used for traffic flow, safety and pedestrian refuge
7. Adequate buffer areas for pedestrian safety, utility placement, snow storage and landscaping, including trees
8. Visually appealing landscaping or hardscaping to add shade and pedestrian protection
9. Land uses that generate and warrant such treatment
10. Frequent, safe crossings for people walking and bicycling

The City of Sandpoint recognizes that all streets are different and that not all streets will necessarily incorporate all elements described above. Streets within the City will be designed to meet user needs, provide connectivity, and incorporate elements that match the land use context.

Through contextually-sensitive design, a "complete" street can accomplish greater public benefits, improve safety, increase transportation options, encourage active lifestyles, strengthen the overall benefit of transportation investments, and enhance air quality.

The City of Sandpoint is committed to carrying out the charge of "complete streets". With 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 and redevelopment 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 policies.

Policy Statements

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless significant safety or other challenges making

bicycle and pedestrian facilities dangerous to potential users cannot be overcome. Where a determination is made that providing pedestrian and/or bicycle facilities would be unsafe, alternative considerations will be planned to offset any deficiencies.

2. All facilities for people walking, including sidewalks, shared use paths, street crossings (including over and under crossings), pedestrian signals, signs, transit facilities and all connections, shall be designed, constructed, operated, and maintained so that children, the elderly, and people with disabilities have safe access.
3. The design and development of the transportation infrastructure shall 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 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 adjacent municipalities to provide regional connectivity.* Future bicycle, pedestrian and transit facilities shall connect to pedestrian, bicycle and transit facilities in adjacent municipalities to provide regional connectivity.
 - c. *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 need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections, roundabouts, interchanges and overpasses shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
 - d. *Consider enhancements, such as landscaped medians and buffer areas, pedestrian lighting, seating 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. Safe access for people with disabilities should be carefully considered in areas where landscaping, parking or other enhancements are placed within or near pedestrian ways.
 - e. *Design facilities based on recognized standards for all users.* Published standards, such as those from the City of Sandpoint, the American Association of State Highway and Transportation Officials (AASHTO), the Access Board, and the Manual on Uniform Traffic Control Devices (MUTCD), should be used in the design of pedestrian, bicycle, motor vehicle and transit facilities.

Guiding Principle

Streets, intersections, bridges and transit stops within Sandpoint should be designed, constructed, reconstructed, operated and maintained so that all users, pedestrians, bicyclists, transit riders, motorists, and people with disabilities can travel safely and independently to and from their respective destinations.