

Please view this document as tool for writing your resolution. We encourage you to include the statements that complement your agency or jurisdiction and remove those that are inapplicable. Additionally, you may construct your own support statements.

A Resolution of _____ Expressing Support of Complete Streets

Whereas, Complete Streets promotes streets that are safe and convenient for all users, including pedestrians, bicyclists, public transportation riders, and motor vehicle drivers of all ages and abilities; and

Whereas, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and public transportation, are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles and trucks; and

Whereas, promoting pedestrian, bicycle and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living and is less costly to the commuter; and

Whereas, the full integration of all modes in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limiting greenhouse gas emissions, and improving the general quality of life; and

Whereas, studies have found that providing more travel options, including public transportation, bicycling and walking facilities, is an important element in reducing congestion. Many studies show that when roads are better designed for bicycling, walking, and taking transit, more people do so; and

Whereas, the Federal Highway Administration has confirmed that designing the street with pedestrians in mind significantly reduces pedestrian risk. The development of a more complete transportation network will eliminate hazards and improve safety for pedestrians and cyclists, who now make up more than 12 percent of all traffic fatalities; and

Whereas, the design and construction of new facilities should anticipate future demand for bicycling, walking, and other alternative transportation facilities and not preclude the provision of future improvements; and

Whereas, other jurisdictions and agencies nationwide have adopted Complete Streets legislation, including the United States Department of Transportation, numerous state transportation agencies, and cities such as Sacramento, San Diego, Salt Lake City, Boulder, Chicago, Seattle, Iowa City, Louisville, and Portland; and

Whereas, complete streets are supported by the Institute of Traffic Engineers, American Planning Association, and many other transportation, planning, and public health professionals; and

Whereas, implementation of complete streets policies can create immediate jobs through labor-intensive and small-scale projects, many of which can be accomplished in a limited timeframe; and

Whereas, complete streets projects can do more to aid economic recovery than provide individual jobs: they can help create complete transportation networks that provide Americans with transportation choices that are easier on their wallets; and

Whereas, complete streets, as incorporated into our current, fiscally responsible budget, are a wise investment in our community and represent more efficient and equitable spending of public dollars; Now Therefore,

BE IT RESOLVED BY _____ THAT:

All street projects, including design, planning, reconstruction, rehabilitation, maintenance, or operations, in _____ shall be designed in a balanced, responsible, and equitable way to accommodate and encourage travel by bicyclists, public transportation vehicles and their passengers, and pedestrians of all ages and abilities.

This policy shall allow for exemptions from complete streets only if:

1. Bicycle and pedestrian facilities are not required where they are prohibited by law, such as within interstate highway corridors.
2. The cost for a particular project in complying with complete streets principles would be excessively disproportionate to the need or probable use of that particular complete street.
3. The sparsity of population and employment densities or level of transit service around a particular roadway indicates an absence of future need.
4. All project-specific exemptions are approved by a senior manager of _____ [state, regional, county, or city agency responsible for planning and implementing the project].

Policy development will be undertaken by _____ [agency] in accordance with nationally accepted standards for complete streets practice, as outlined by the National Complete Streets Coalition.

ADOPTED this _____ day of _____, 2009.