

VILLAGE OF WESTON, 5500 Schofield Ave, Weston WI 54476

RESOLUTION OF BOARD OF TRUSTEES

Resolution approving a Complete Streets Policy for the Village and directing staff to develop implementation strategies to increase the usability of all streets for all modes of travel for citizens of all ages and abilities in the Village.

Committee Action: Property & Infrastructure Committee 6/1/15

Fiscal Impact: Unknown as it will be applied case-by-case.

File Number:

Date Introduced: 6/1/2015

RESOLUTION NO. VW-15-14

A RESOLUTION OF THE BOARD OF TRUSTEES PROVIDING FOR A COMPLETE STREETS POLICY AND DIRECTING STAFF TO DEVELOP IMPLEMENTATION STRATEGIES TO INCREASE THE USABILITY OF ALL STREETS FOR ALL MODES OF TRAVEL FOR CITIZENS OF ALL AGES AND ABILITIES IN THE VILLAGE OF WESTON.

WHEREAS, The Village of Weston wishes to ensure that all users of our transportation system are able to travel safely and conveniently on all streets and roadways within the public right-of-way in Weston; and

WHEREAS, a Complete Street is defined as one which provides a safe, convenient, and context-sensitive facility for all modes of travel, for users of all ages and all abilities; and

WHEREAS, the Village of Weston views all transportation improvements as opportunities to connect neighborhoods, calm traffic and improve safety, provide greater access and mobility for users of the public way, and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system; and

WHEREAS, complete streets have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, complete streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, complete streets are essential in providing safe routes to school for children; and

WHEREAS, complete streets policies have been adopted legislatively by at least five states, and by at least 36 localities – of which 13 are by local law (resolutions or ordinances); and

WHEREAS, the Village of Weston currently has a limited complete streets policy applying particularly to streets developed in new subdivisions; and

WHEREAS, the Village of Weston has a Sidewalk Map and other programs focused on improving the ability of Weston's streets to meet the travel needs of all users; and

WHEREAS, the concept and principles of complete streets are entirely compatible with the direction and plans embodied in the 2006 Wausau Urban Area Transportation Plan; and

WHEREAS, the concept and principles of complete streets are entirely compatible with the direction and plans embodied in the Transportation Chapter of the Village's draft Comprehensive Plan; and

WHEREAS, it is the desire of the Village of Weston to formalize a commitment to the principles of complete streets for all of our streets;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE VILLAGE OF WESTON, WISCONSIN, that the Village of Weston commits to a Complete Streets Policy which has the following elements:

1. Any roadway in the Village of Weston which is to be newly constructed or completely reconstructed must be designed and constructed to:
 - A. Provide for the safety and convenience of all users of all ages and of all abilities: pedestrians, bicyclists, transit users, and motorists; and
 - B. Address the needs of all users both along roadway corridors and crossing the corridors.
2. Any project in which an existing roadway surface is to be restored or rehabilitated, and any remediation of deficient or non-existent sidewalks, shall be reviewed for the potential of making the roadway a complete street. Consideration shall particularly include proportionality: is the scope of work needed to make a complete street reasonable in relation to the scope of the proposed roadway maintenance or improvement?
3. Sidewalks will be required to be installed in all new subdivisions.
4. Sidewalks will be required to be installed for all new construction and substantial remodels (50% improvement to existing building value) of a structure regardless of if sidewalk is present on either side of the development.
5. Any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the Board of Trustees, with documentation of the reason for the exception.
6. An annual report will be made to the Board of Trustees by the Village Administration showing progress made in implementing this policy.

AND BE IT FURTHER RESOLVED BY THE BOARD OF TRUSTEES OF THE SAID VILLAGE OF WESTON, WISCONSIN, that this Complete Streets Policy will apply to the scoping, design, and construction of projects within our corporate boundary.

AND BE IT FURTHER RESOLVED BY THE BOARD OF TRUSTEES OF THE SAID VILLAGE OF WESTON, WISCONSIN, that the Public Works Department will review current design standards, including the design standards embodied in the most recent version of the subdivision regulations (currently Chapter 74) which apply to new roadway construction, to assure that they reflect the best available design standards and guidelines, and effectively implement the Complete Streets Policy above stated.

AND BE IT FURTHER RESOLVED BY THE BOARD OF TRUSTEES OF THE SAID VILLAGE OF WESTON, WISCONSIN, that these design standards also serve as guidance for all existing roadway rehabilitation, reconstruction, or resurfacing, to the extent that the work required is reasonably proportional to the scale of the proposed rehabilitation, reconstruction, or resurfacing.

AND BE IT FURTHER RESOLVED BY THE BOARD OF TRUSTEES OF THE SAID VILLAGE OF WESTON, WISCONSIN, that application of design standards will be flexible to permit context-sensitive design, fitting the roadway design within the context of the neighborhood, recognizing that all streets are different and user needs will be balanced.

AND BE IT FURTHER RESOLVED BY THE BOARD OF TRUSTEES OF THE SAID VILLAGE OF WESTON, WISCONSIN, that exceptions may be made when:

- The project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere.
- There is documentation that there is an absence of use by all except motorized users now and would be in the future even if the street were a complete street.
- The scope of the relevant project is limited to maintenance activities intended to keep the roadway in serviceable condition.
- There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic with a project's scope.
- There is no documented current or anticipated need for accommodations of non-motorized roadway user or the road is not a current or planned transit route.
- The cost for a particular Complete Street design recommendation would be excessively disproportionate to the need of that particular improvement, with due consideration given to future users, latent demand, and the social and economic value of providing a safer and more convenient transportation system for all users.
- There are documented environmental constraints or an unsafe transportation issue

AND BE IT FURTHER RESOLVED BY THE BOARD OF TRUSTEES OF THE SAID VILLAGE OF WESTON, WISCONSIN, that staff in the Public Works Department be directed to develop ordinances, resolutions, programs, and recommendations for funding to implement the Complete Streets Policy, for consideration by the Village of Weston; and that these shall identify the complete streets needs and recommend a plan to meet those needs, including for sidewalks, throughout the village.

AND BE IT FURTHER RESOLVED BY THE BOARD OF TRUSTEES OF THE SAID VILLAGE OF WESTON, WISCONSIN, that the Board of Trustee commits to including Complete Streets Policy and principles in all future Village plans.

PASSED BY THE BOARD OF TRUSTEES OF THE VILLAGE OF WESTON, at a regular meeting thereof, this 1st day of the month of June, 2015.

VILLAGE OF WESTON, a Municipal Corporation of the State of Wisconsin.

By: Barbara J. Ermeling
Barbara Ermeling, Village President

ATTEST:

By: Sherry Weinkauff
SHERRY WEINKAUF, Village Clerk

**VILLAGE OF WESTON
REQUEST FOR CONSIDERATION**

AGENDA ITEM DSCRPTN: RESOLUTION NO. VW-15-14, A RESOLUTION OF THE BOARD OF TRUSTEES PROVIDING FOR A COMPLETE STREETS POLICY

FOR CONSIDERATION AT: PROPERTY & INFRASTRUCTURE COMMITTEE, MONDAY, JUNE 1, 2015
BOARD OF TRUSTEES, MONDAY, JUNE 1, 2015

LEGISLATION TYPE: ACKNOWLEDGE | MOTION | ORDINANCE | POLICY | **RESOLUTION**

RECOMMENDATION TO: Adopt Resolution VW-15-14 a Resolution of the Board of Trustees Providing for a Complete Streets Policy and Directing Staff to Develop Implementation Strategies to Increase the Usability of All Street for All Modes of Travel for Citizens of All Ages and Abilities in the Village of Weston.

REPORT PREPARED BY: KEITH DONNER, P.E., DIRECTOR OF PUBLIC WORKS AND UTILITIES
MICHAEL WODALSKI, P.E., DEPUTY DIRECTOR OF PUBLIC WORKS
JENNIFER HIGGINS, PLANNING AND DEVELOPMENT DIRECTOR

BACKGROUND: The Director has noted in previous planning discussions regarding the Village of Weston's growth history that the community has evolved around a "suburban" model – one that is highly dependent on travel by automobile. This has resulted in expansion of a street system without consideration for pedestrians or bicyclists. Weston is not unique in this area, or in the nation for that matter. The 2006 Urban Area Transportation Plan notes that development prior to World War II generally including sidewalks, but with sidewalks less likely to be constructed after the War. It is further noted that in the Wausau Urban Area the Village of Rothschild is (or was) the only community which required sidewalks in new developments though Wausau was noted to review the requirement on a case-by-case basis (see attached page 4-66 from the Transportation Plan). Much attention is being paid to accommodating other modes of transportation which are also reliant upon travel/mobility within public rights-of-way. In addition to accommodating multiple modes of travel, public rights of way can also provide for aesthetic enhancements within a municipality; e.g. the streetscape on Schofield and Weston Avenues, or more simply with street trees. Yet another concept of "Complete Streets" is preserving and enhancing connectivity through reduced use of cul-de-sacs. This is another area where the Village could improve its street system. The concept of "Complete Streets" has gained traction throughout the country as a recognition of the need for multi-modal transportation options, aesthetics, connectivity, and other considerations. As the Village moves forward with its Comprehensive Plan update the Director and Deputy Director of Public Works as well as the Planning and Development Director recommend embracing the principles of Complete Streets. A brochure explaining the concept of Complete Streets from the American Planning Association is attached. Also be aware that the Village will soon be asked for approvals of plans to complete infrastructure in the Ridgeview Subdivision and in the former proposed Carisbrooke Subdivision. Copies of aerial photos of the area are included to illustrate how the Complete Streets policy will affect these two projects relative to previous proposals.

FISCAL IMPACTS:

Budget Line Item: Unknown at this time – Case-by-case potentially

Budget Line Item: _____

Budgeted Expenditure: Also unknown at this time – case-by-case potentially as well

Budgeted Revenue: N/A

STATUTORY REFERENCES:

Wisconsin Statue: _____

Administrative Code: _____

Municipal Code: _____

Judicial Ruling: _____

FURTHER REVIEW:

PEDESTRIANS

Walking is often overlooked and undervalued as a transportation mode. Yet, in the Wausau MPA, 2.3 percent of commuters reported regularly walking to work. Walk commuting percentages are even higher within the City of Wausau's older neighborhoods near downtown. These percentages do not include other pedestrian activity, such as walking trips to school, to shopping, or for recreation, many of these pedestrians are children and seniors, requiring special consideration regarding pedestrian needs. Pedestrians also include persons using wheelchairs, who also require access to pedestrian facilities.

Everyone is a pedestrian at some point in his or her trip, whether it is walking to the parking lot, a bus stop, or to work from home. The most common pedestrian facilities people think of are sidewalks. Other facilities include pedestrian ramps, pedestrian islands (i.e. road medians), crosswalks and pedestrian signals. Where sidewalks are not available, roads and/or road shoulders provide the public right-of-way for pedestrians. However, what constitutes a "pedestrian-friendly" or "walkable" neighborhood or business district is much more than merely having the aforementioned facilities in place.

A walkable or pedestrian-friendly community is one that provides a comfortable and safe environment for pedestrians. Having sidewalks certainly is one part of the equation; however, other amenities such as street trees, pedestrian-scale lighting, street furniture and boulevard space separating vehicle traffic lanes from sidewalks are also important.

Another important element of walkable communities is having something to walk to. Destinations, such as commercial areas, parks, churches, and schools, need to be within walking distance and accessible if walking is going to be a serious transportation alternative. The scale and interest of buildings can add or detract from the pedestrian experience. Studies have also found that pedestrians like company and seeing other pedestrians increases one's comfort level and sense of safety and security.

Requirements for pedestrian facilities within the Wausau MPA vary by municipality. Municipalities within the urbanized area generally do not require sidewalks in residential areas. The Village of Rothschild is the exception, requiring sidewalks within new residential developments. The City of Wausau addresses the issue of sidewalks with developers on a case by case basis. However, interest in creating walkable neighborhoods and downtown areas has been increasing.

Neighborhoods constructed prior to World War II generally included sidewalks. Post war era neighborhoods tended to be built without sidewalks. Retrofitting areas with sidewalks is often controversial given cost and funding issues (i.e. who should pay).



COMPLETE STREETS:

POLICY BASICS

The streets of our cities & towns are an important part of our communities. They allow children to get to school & parents to get to work. They bring together neighbors & draw visitors to neighborhood stores. These streets ought to be designed for everyone – whether young or old, on foot or on bicycle, in a car or in a bus – but too often they are designed only for speeding cars or creeping traffic jams.

Now, in communities across the country, a movement is growing to **complete the streets**. States, cities, & towns are asking their planners & engineers to build roads that are **safer, more accessible, & easier for everyone**. In the process, they are creating better communities for people to live, play, work, & shop.

What are Complete Streets?

Complete Streets are designed & operated to enable safe access for all users: pedestrians, bicyclists, motorists, & public transportation users of all ages & abilities. Complete Streets make it easy to cross the street, walk to shops, & bicycle to work. They allow buses to run on time & make it safe for people to walk to & from train stations.

What are Complete Streets policies?

By adopting a Complete Streets policy, communities direct their transportation planners & engineers to routinely design & operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better & safer for drivers, transit users, pedestrians, & bicyclists – making your town a better place to live.



Why do we need Complete Streets policies?

Many of our streets are incomplete.

Incomplete streets – those designed with only cars in mind – limit transportation choices by making walking, bicycling, & taking public transportation **inconvenient, unattractive, & too often, dangerous**. These roadways often lack sidewalks, crosswalks, & space for people to safely ride bicycles. Roads often make no room for public transportation vehicles & riders & few accommodations for people with disabilities.

Americans want mobility.

Recent opinion polls found that **66% of Americans want more transportation options** & the freedom to choose how to get where they need to go. Yet **73% feel they have no choice but to drive** as much as they do. This is no surprise, as about one-quarter of walking trips take place on roads without sidewalks or shoulder, & bike lanes are available for only about 5% of bicycle trips. Changing policy so that our transportation system routinely includes the needs of people on foot, public transportation, & bicycles means that people of all ages & abilities will have more options when traveling to work, to school, to the grocery store, & to visit family.

Complete Streets foster strong communities.

Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – **feel safe & welcome** on the roadways. Complete streets provide benefits to the community in many ways, by improving public health, lowering transportation costs for families, encouraging local business, increasing capacity, & improving mobility for all.

Few states build complete transportation corridors.

In 2000, the US Department of Transportation advised states receiving federal funds that “bicycling & walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.” Unfortunately, fewer than half the states follow this federal guidance. Many highway projects add automobile capacity & increase vehicle speeds, but **do nothing** to mitigate the negative impact this can have on walking, biking, & taking public transportation.

National Complete Streets Coalition

1707 L St NW, Suite 250 • Washington, DC 20036
202.955.5543 • info@completestreets.org

www.completestreets.org



A comprehensive Complete Streets policy:

- Includes a vision for how & why the community wants to complete its streets.
- Specifies 'all users' to include pedestrians, bicyclists, & transit passengers of all ages & abilities, as well as trucks, buses, & automobiles.
- Applies to both new and retrofit projects, including design, planning, maintenance, & operations, for the entire right of way.
- Makes specific exceptions & sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity & aims to create a comprehensive, integrated, connected network for all modes.
- Is understood by all agencies to cover all roads.
- Directs the use of the latest & best design guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.



Implementing Complete Streets

Complete Streets policies end the project-by-project struggle for better facilities by requiring all road construction & improvement projects to begin with evaluating how the street serves all who use it – people of all ages & abilities, whether on foot or on bicycles, riding public transportation, or driving trucks & automobiles.

An effective Complete Streets policy should prompt transportation agencies to:

- Restructure procedures to accommodate all users on every project;
- Develop new design policies & guides;
- Offer training & education opportunities to planners, engineers, project managers, elected officials, & the general public; &
- Institute better ways to measure performance & collect data on how well the streets are serving all users.

National Complete Streets Coalition Steering Committee:

AARP • Active Living by Design • Alliance for Biking & Walking • America Bikes • America Walks • American Council of the Blind • American Planning Association • American Public Transportation Association • American Society of Landscape Architects • Association of Pedestrian and Bicycle Professionals • City of Boulder • Institute of Transportation Engineers • League of American Bicyclists • National Association of Area Agencies on Aging • National Association of City Transportation Officials • National Association of REALTORS • National Center for Bicycling and Walking • Ryan Snyder Associates • Safe Route to School National Partnership • Smart Growth America • SvR Design Company • Transportation for America



How do I write a Complete Streets policy?

Developing a Complete Streets policy means working with your neighbors, elected officials, transportation planners & engineers, transit agencies, and representatives from older adult, public health, disability, environment, & youth organizations. Bringing everyone to the table will build a robust community vision for Complete Streets & foster a broader understanding of why & how transportation decisions are made.

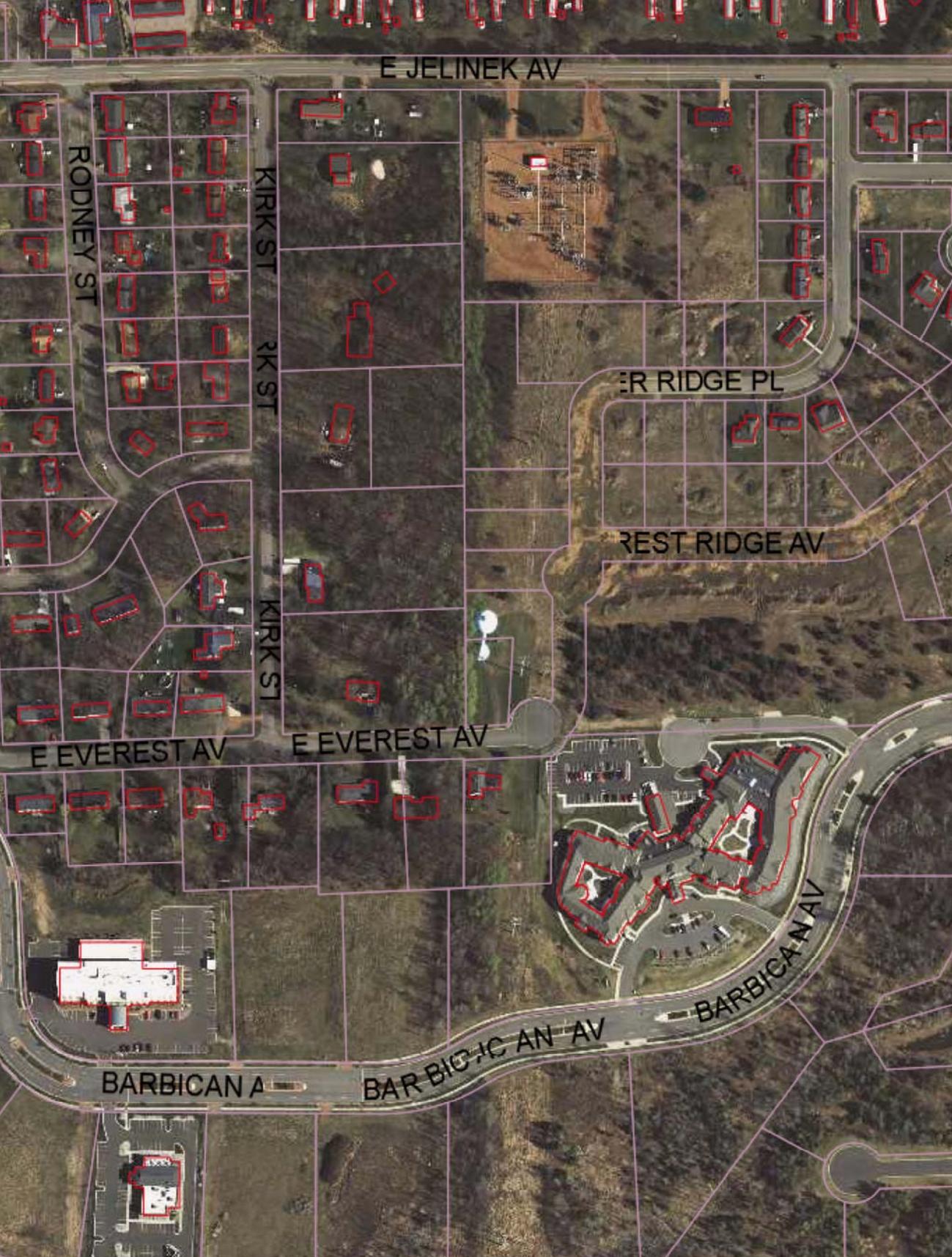
In developing language for each of the 10 elements of a comprehensive policy (listed at left), be sure to refer to the National Complete Streets Coalition's website for more information on each element (www.completestreets.org/policyelements). Check out examples of existing strong policy language in the annual policy analysis report at www.completestreets.org/policyanalysis

The National Complete Streets Coalition offers interactive full-day workshops led by national experts to help communities develop a Complete Streets policy that builds on local expertise & implement that policy by identifying ways to change the transportation decision-making process: www.completestreets.org/workshops

Need transportation planning & engineering professionals who are ready to help design & construct complete streets? Our Complete Streets Partner firms can offer the expertise & dedication you need: www.completestreets.org/help

What about the costs of Complete Streets?

Complete Streets are sound financial investments in our communities that provide long-term benefits from investments. An existing transportation budget can incorporate Complete Streets projects with little to no additional funding, accomplished through re-prioritizing projects & allocating funds to projects that improve overall mobility. Many of the ways to create more complete roadways are low cost, fast to implement, and high impact. Building sidewalks striping bike lanes have been shown to create more jobs than traditional car-focused transportation projects.

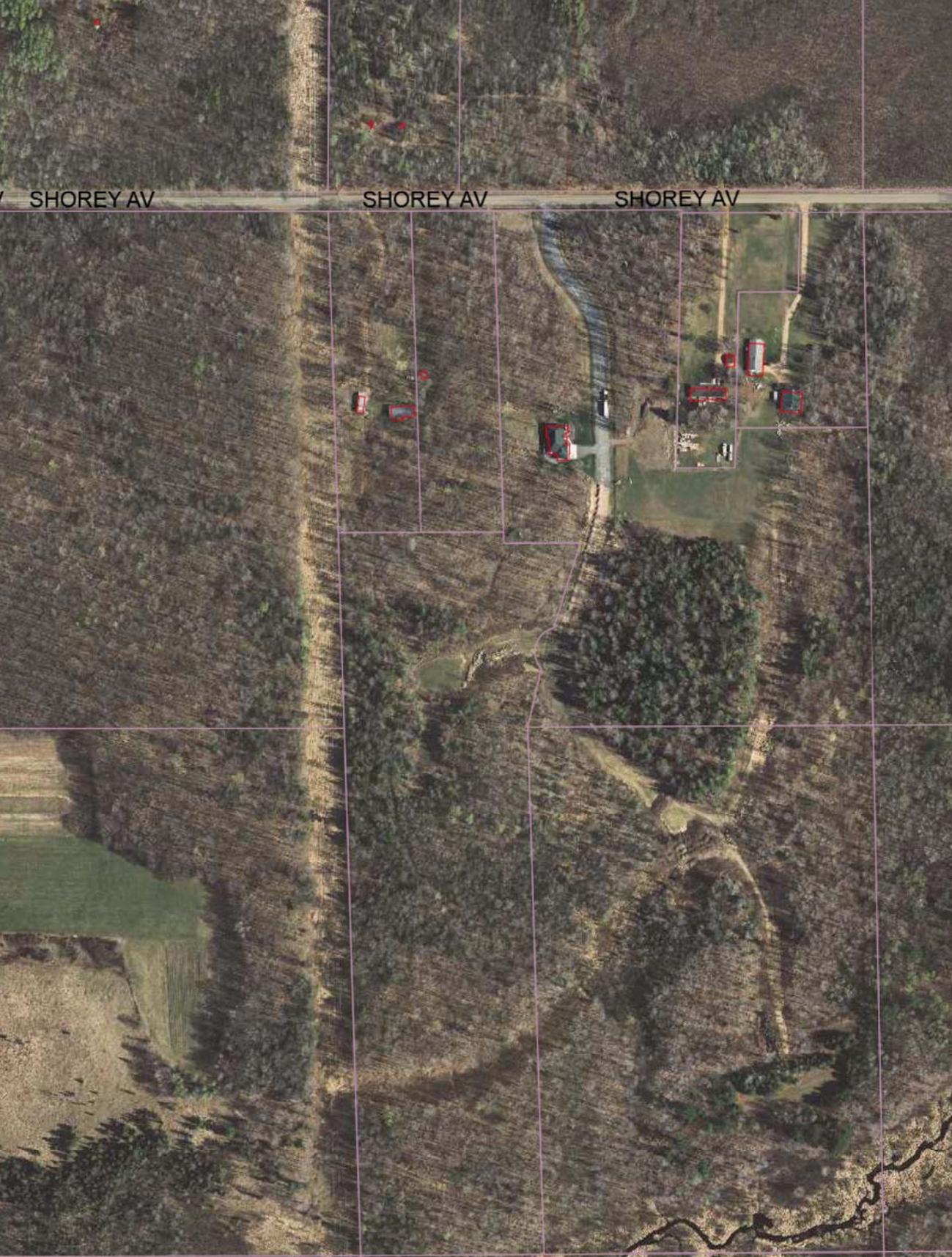


Weston



View of Connection Potential between Tower Ridge/Crest Ridge and East Everest Avenue -
Ridgeview Subdivision

DISCLAIMER: The information presented should not be relied upon for making financial, survey, legal or other commitments. If you have questions or comments regarding the data displayed on this map, please contact Weston.



Weston



View of Area of Former Carisbrooke Subdivision where Cul-de-sac street is now and proposed.

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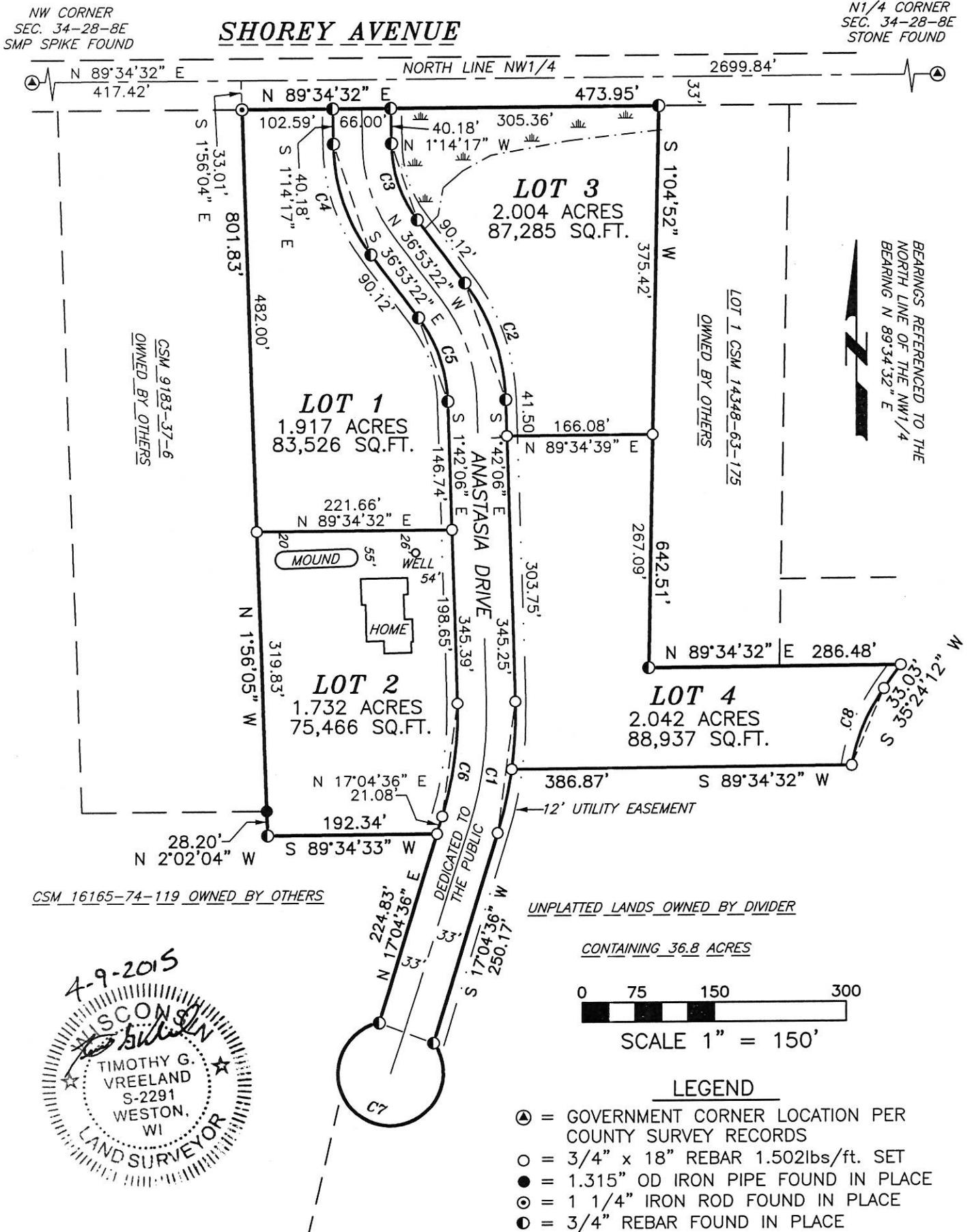
CERTIFIED SURVEY MAP

MARATHON COUNTY NO. _____ VOL. _____ PAGE _____

PART OF THE NW1/4 NW1/4, SECTION 34, TOWNSHIP 28 NORTH,
RANGE 8 EAST, VILLAGE OF WESTON, MARATHON COUNTY, WISCONSIN.

VREELAND ASSOCIATES, INC. 6103 DAWN STREET WESTON, WI. 54476 PH (715) 241-0947 OR TOLL FREE (866) 693-3979 FAX (715) 241-9826 vreeland@dwave.net	PREPARED FOR: <h2 style="margin: 0;">CHRIS REEDY</h2>
FILE #: R-247 REEDY 4 LOTS	DRAFTED AND DRAWN BY: TIMOTHY G. VREELAND

SHEET 1 OF 3 SHEETS



4-9-2015

WISCONSIN
TIMOTHY G. VREELAND
S-2291
WESTON, WI
LAND SURVEYOR