

RESOLUTION NO. 16-10550

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, 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NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL that Resolution 11-19097 of the City of Billings is hereby repealed and the following Complete Streets Policy is adopted.

Statement of Intent:

The City of Billings through the adoption of the Complete Streets Policy intends to promote and encourage the development of a multi modal transportation systems that will provide access to all users were practicable.

### **COMPLETE STREETS POLICY**

**Complete Streets** is a transportation and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages, abilities regardless of their mode of transportation.

**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:

“Complete Streets Infrastructure” According to the National Complete Streets Coalition, appropriate elements that make up a complete street would include sidewalks, bicycle lanes, shared – use paths, designated transit lanes, safe and accessible transit stops, safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions. Additionally, they could include any features identified in the Billings Area Bikeway and Trail Master Plan, and the Manual on Uniform Traffic Control Devices.

- (a) “Street” per Montana Code Annotated 76-1-103 includes streets, avenues, boulevards, road, lanes, alleys, and all public ways.
- (b) “Street Project” means the construction or reconstruction of any Street, and includes the planning, design, approval, and implementation processes.
- (c) “Multi-modal Transportation Network” means all facilities, vehicles and devices designed to facilitate the mobility of people.
- (d) “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 will 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 will be used as a guide to the City of Billings in the development of transportation plans, transit plans, and design standards. As practicable, these documents and tools will be updated to reflect this Complete Streets Policy.
- (d) Implementation of the Complete Streets Policy will consider the adjacent neighborhood, completion of the multi-modal network, priority corridors, and the financial costs of implementation and maintenance of the Complete Streets elements.
- (e) 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.
- (f) The Complete Streets Checklist will be used in the routine consideration of bicyclists and pedestrians in the planning, design, and construction or reconstruction of all transportation projects.
- (g) Public Works Engineering (PW) will present to the Mayor and City Council at Work Sessions all Collector and Arterial Street reconstruction and construction projects at approximately 30% design. PW will present the preliminary design representing the intent of the Complete Streets Policy to the Mayor, City Council, and public. The presentation will include Complete Streets Checklist results, recommended design section, alternative improvements if any, construction cost estimates for each alternative, maintenance responsibility, and estimated maintenance costs.

## **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.

PASSED by the City Council and APPROVED this 23rd day of May 2016.



THE CITY OF BILLINGS:

BY: Thomas W. Hanel  
Thomas W. Hanel, Mayor

ATTEST:

BY: Denise R. Bohlman  
Denise R. Bohlman, City Clerk

## **Complete Streets Checklist**

### **1. Existing Conditions**

- What accommodations for bicycles, pedestrians, and transit are included on the existing facility and on facilities that it intersects or crosses:
- If there are no pedestrian or bicycle facilities, how far from the proposed project are the closest parallel walkways and bicycle facilities:
- Are there existing challenges the proposed project could address for bicycle, transit, and pedestrian travel:
- What trip generators (current or future) are in the vicinity of the proposed project that potentially attract pedestrians, bicyclists, students, employees, or others:
- Did the project design consider collisions involving pedestrians and bicyclists along the proposed roadway? If so, what are the potential options?
- Do any adopted plans call for the installation of bicycle or pedestrian facilities on, crossing, or adjacent to the proposed facility? If yes, list the applicable plans.

### **2. Project Scope**

- What accommodations, if any, are included for bicycle, pedestrians, and transit in the proposed project design?
- If the proposed project does not incorporate bicycle and pedestrian facilities, list reasons.
- Cost of the bicycle and pedestrian improvements and their proportion of the total project cost?
- What agency will be responsible for the maintenance of the bicycle and pedestrian facilities and how will they be budgeted?