

TOWN OF GRAND CHUTE
OUTAGAMIE COUNTY, STATE OF WISCONSIN
RESOLUTION TBR-13-2013

A RESOLUTION OF THE TOWN BOARD OF THE TOWN OF GRAND CHUTE
TO ADOPT A COMPLETE STREETS POLICY.

WHEREAS, Complete Streets are defined as roadways that enable safe, convenient, and comfortable access and travel for pedestrians, bicyclists, motorists, and public transport users of all ages and abilities; and

WHEREAS, Complete Streets help create more direct connections between places, provide transportation options for significant segments of our population, enhance safety for all types of users, and increase the capacity of the overall transportation system; and

WHEREAS, Complete Streets provide residents greater opportunities for everyday exercise, which effectively combats obesity, diabetes, heart disease, and stroke, and improves overall community health; and

WHEREAS, Complete Streets provide residents more affordable transportation options, allow households to control transportation expenses when fuel prices spike, and stimulate economic development; and

WHEREAS, Complete Streets encourage more residents to travel by foot or bicycle for short-distance trips, thereby reducing carbon monoxide, nitrogen oxides, sulfur dioxide emissions from automobiles, which improves overall air quality and the environment; and

WHEREAS, Wis. Stats. 84.01(35) and Administrative Code Trans 75 require the Wisconsin Department of Transportation to ensure that pedestrian and bicycle facilities are included in all new highway construction projects funded in whole or in part from certain state or federal funds; and

WHEREAS, The *Town of Grand Chute Comprehensive Plan*, adopted in December 2009, states that the Town will encourage development and expansion of cost-effective and affordable transportation alternatives; and

WHEREAS, The *Town of Grand Chute Pedestrian and Bicycle Strategy*, adopted in February 2013, provides the vision for future pedestrian and bicycle network, a toolbox of alternatives that can be used to complete this network, and a framework for identifying areas most in need of facilities;

NOW THEREFORE, BE IT RESOLVED, THAT THE TOWN BOARD OF THE TOWN OF GRAND CHUTE ESTABLISHES A COMPLETE STREETS POLICY (THIS POLICY) AS FOLLOWS:

1) In accordance with recommendations in the *Pedestrian and Bicycle Strategy*, the Town will plan for, fund, design, construct, operate, and maintain Complete Streets throughout the community, meaning a transportation system that enables safe, convenient, and comfortable access and travel for pedestrians, bicyclists, public transport users, and auto and truck motorists of all ages and abilities, both within and between modes.

2) This Policy covers all development and redevelopment in the public right-of-way. This includes all public transportation projects, such as, but not limited to new street construction,

reconstruction, retrofits, upgrades, rehabilitation, and resurfacing. This Policy does not apply to projects that only involve routine or ordinary maintenance activities such as mowing, cleaning, sweeping, spot repaint, concrete joint repair, pothole patching, whose primary purpose is to keep existing infrastructure in serviceable condition.

3) The Town recognizes that there are a variety of methods available to “complete” a street. The Town will plan for, fund, design, construct facilities that fit the types, ages, and abilities of existing and/or anticipated users, as well as the context of the street and the surrounding built environment, using recommendations presented in the *Pedestrian and Bicycle Strategy* and other peer-reviewed, professional publications.

4) The Town Board may consider exempting a project from this Policy if:

- a) **The Town Board deems a street inappropriate for pedestrian and bicycle facilities; or**
- b) The project is not specifically identified in the *Pedestrian and Bicycle Strategy*; or
- c) Pedestrians, bicyclists, or transit vehicles are legally prohibited from the street segment; or
- d) The addition of pedestrian and bicycle facilities is greater than or equal to twenty percent (20%) of the estimated total project cost; or
- e) Proper and safe pedestrian, bicycle, or transit accommodations can be provided through existing facilities on adjacent properties; or
- f) A professional engineer (PE) determines that there is insufficient space to properly and safely accommodate new pedestrian, bicycle, or transit facilities within the existing pavement, curb-to-curb, or right-of-way width; or
- g) An official representative from a federal, state, or county agency determines that new pedestrian, bicycle, or transit facilities will have a significant negative impact on legally-protected natural or cultural resources.

5) The Town will implement this Policy through ordinances regarding Subdivision of Land (Chapter 475) and Zoning (Chapter 535) and administratively through its Site Plan Review Committee, Park Commission, Plan Commission, Town Board, and the Capital Improvement Plan. The Town recognizes that while it is primarily responsible for building infrastructure, other public (Outagamie County and the State of Wisconsin), private, and community-based organizations will play a significant role in supporting operation and maintenance of these facilities. They will also have a role in educating users on the proper and safe use of facilities, encouraging people to travel by foot or bicycle, and enforcing rules of the road.

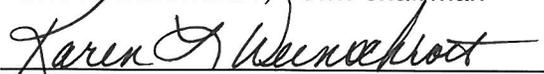
6) The Town will measure progress on its Complete Streets through an annual report that measures:

- a) The percentage of streets that meet or exceed minimum recommended facilities for pedestrians and bicyclists as defined in the *Pedestrian and Bicycle Strategy*; and
- b) The total linear feet of sidewalks, paved trails, and cycle tracks; and
- c) The total linear feet of bicycle lanes, paved shoulders, and wide outside lanes; and
- d) The number of pedestrian and bicyclist improvements to intersections or mid-block crossings.

Passed and approved this 21 day of May, 2013.



David A. Schowalter, Town Chairman



Karen L. Weinschrott, Town Clerk

VOTED FOR: 5

VOTED AGAINST: 0