

**A RESOLUTION ESTABLISHING  
A COMPLETE STREET POLICY FOR  
THE CITY OF STEVENS POINT, WISCONSIN**

WHEREAS, Streets are a critical element of public space and play a major role in developing the image and identity of a city, and

WHEREAS, The mobility of persons and freight as well as the safety and convenience of all users should be considered in the planning and design of the transportation system of the City of Stevens Point, and

WHEREAS, Integrating sidewalks, bicycle facilities, safe crossings, traffic calming treatments, and transit facilities in initial designs avoids costly retrofits in the future, and

WHEREAS, The City Council seeks to make Stevens Point a more livable, vibrant, healthy, and economically robust community with system-wide choices of safe, convenient access to roadways and trails for all users with a more balanced human scale streetscape environment, and

WHEREAS, A complete streets program is designed to reduce congestion, increase the transportation network capacity, and increase consumer choice while decreasing consumer transportation costs, improving air quality, improving community health, enhancing community aesthetics, promoting economic growth, increasing community resilience to intense storm events and climate change by providing accessible and efficient connections between home, school, work, recreation, and retail destinations; and

WHEREAS, The City Council recognizes that there are some streets and corridors that would not fully satisfy a complete streets environment, but that sidewalks, crosswalks, bicycle facilities, and transit stops need to be installed wherever feasible, and

WHEREAS, Establishing and implementing a complete streets program will improve the health of the citizens of Stevens Point by encouraging more active lifestyles, and

WHEREAS, Numerous studies and surveys, including each of the most recent years of the National Association of Realtors, Smart Growth Surveys, indicate a strong and growing preference among homebuyers for walkable, mixed-use communities when selecting where to live due to enhanced individual and community economic vitality when all aspects of community living intertwine with effective, safe, accessible and reliable transportation choices, and

WHEREAS, The majority of Americans want to walk places and spend less time driving according to 2015 reports by the Urban Land Institute and the National Association of Realtors, and

WHEREAS, The American Association of Retired Persons (AARP), a member of the national Complete Streets Coalition, strongly endorses Livable Communities policies such as walkable and bikeable communities that realize the benefits of significantly

higher property values, additional business activity, increased tourism, and greater health savings; and

WHEREAS: Travel by foot, bicycle or transit represents money retained in the community as demonstrated by a 2010 case study by the University of Massachusetts that compared the employment impacts of pedestrian and bicycle infrastructure with traditional roadway projects and found that on street bike lanes and pedestrian measures created more direct jobs, more indirect jobs, and more induced jobs per dollar than either road upgrades or road resurfacing, and

WHEREAS, The Federal Highway Administration (FHWA) of the United States Department of Transportation (US DOT) Design Guidance for Accommodating Bicycle and Pedestrian Travel issued in 2000 provides that bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas. Excluded projects are those where bicyclists and pedestrians are prohibited by law from using the roadway, when costs are 20 percent or higher than the larger transportation project, and where the sparsity of population indicate an absence of need, and

WHEREAS, Cities that have infrastructure that encourage all modes of transportation including, pedestrian, bicycle, transit, freight as well as accommodating the needs of persons with disabilities, have more success in attracting economic development.

WHEREAS, The Portage County Countywide Bicycle & Pedestrian Plan's Policy C2.1 states "Adopt a Complete Streets resolution at the County level and encourage local municipalities to adopt their own Complete Streets resolution."

NOW THEREFORE BE IT RESOLVED BY THE CITY OF STEVENS POINT THAT, City street and transportation facilities should be designed so that the safety and convenience of all users of the street system, including pedestrians, bicyclists, those with differing abilities, transit users, automobile drivers, commercial vehicles, freight haulers, and emergency vehicles is accommodated. Streets should facilitate multi-modal use and assure that all users can travel safely in the public right of way to the greatest extent practicable.

APPROVED:   
Mike Wiza, Mayor

ATTEST:   
Paul Piotrowski, City Clerk

Dated: November 12, 2018  
Adopted: December 17, 2018