

West Allis Complete Streets Policy

Resolution approving a Complete Streets Policy for the City of West Allis. This resolution approves a Complete Streets Policy to incorporate Complete Streets principles of street design for all modes of transportation into public way improvements and project phases.

Whereas, The City of West Allis seeks to establish a Complete Streets Policy that will help guide each phase of the development process for projects within the public realm so as to create safer, more accessible, attractive, and overall more inviting facilities for all users; and

Whereas, The City is committed to fostering a livable city through the creation of Complete Streets that improve access to neighborhoods, prioritize the safety and health of residents and visitors, support economic growth, improve access to education and jobs, enhance urban design, encourage physical activity, and reduce negative environmental impacts throughout the city; and

Whereas, Complete Streets are defined as facilities that are safe, comfortable and convenient for users of all travel modes, including walking, use of mobility aids, bicycling, riding public transportation, and driving motor vehicles; and

Whereas, The City recognizes that Complete Streets must be sensitive to surrounding context including buildings, land use, transportation and community needs; and

Whereas, The City recognizes that a safe, reliable, and comprehensive transportation network is a right of all residents of, and visitors to, West Allis, regardless of ability, age, gender, race, ethnicity, or income; and

Whereas, The City recognizes that a comprehensive, well-connected, and reliable transportation network is essential to give residents the ability to travel to school, travel to work, engage in social activities, and contribute to the commercial and economic vitality of the city; and

Whereas, The ability to safely travel within the public way is paramount; and

Whereas, The City recognizes that speeding and reckless driving contribute to crashes that can cause severe injury or even death; and

Whereas, The City also recognizes that through Complete Streets elements the design of streets can improve poor motorist behaviors such as excessive travel speeds; and

Whereas, The City recognizes disparities, including, but not limited to, access to diverse transportation options, crash rates, health outcomes, education, income, employment, and others; and

Whereas, The City also recognizes that a comprehensive, equitable approach to transportation design can play a role in addressing these disparities; and

Whereas, West Allis's streets have the opportunity to reflect the City's and individual neighborhoods' unique characteristics and needs; and

Whereas, A Complete Streets Policy will align with the City of West Allis Strategic Plan goals: 1. Image, brand, destination 2. Quality of Life 3. Citizen Engagement 4. Economic Vitality and Sustainability %.
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Whereas, Through the comprehensive planning process, residents, business owners, and other stakeholders have articulated a vision for the streets and transportation priorities within their individual neighborhoods; and

Whereas, A Complete Streets policy will further supplement the City's Comprehensive Plan, encouraging infill, mixed-use, and transit-oriented development that better support travel needs resulting from increased density in neighborhoods and along corridors; and

Whereas, The City recognizes that when implementing the Complete Streets Policy, special care must be taken when evaluating the impacts of proposed projects on low-income communities and ensuring that this policy is implemented in a manner that fosters equity across city neighborhoods; and

Whereas, The City recognizes that a balanced, needs-based approach to parking is vital to the economic health of neighborhoods and the city; and

Whereas, The City seeks to align land use and transportation goals, policies and code provisions to create Complete Street solutions that are clear, concise and consistent across all platforms; and

Whereas, The City recognizes how design review has evolved, and that it must update its design guide to accomplish a standard that meets the needs of the public's most vulnerable users; and

Whereas, This information should be readily available from the City's website in addition to being supported by individual units within the Department of Engineering, the Department of Public Works and the Planning & Zoning program; and

Whereas, The City also recognizes the importance of departmental collaboration between the departments of Public Works, Engineering, Planning & Zoning, Health, Communications, and Administration to establish a unified purpose in creating Complete Streets throughout the city of West Allis; and

Whereas, The City also recognizes the importance of partnerships with the Wisconsin Department of Transportation, the Wisconsin Department of Natural Resources, Milwaukee County Department of Transportation, Milwaukee County Transit System, Milwaukee County Parks, Southeastern Wisconsin Regional Planning Commission, WAWM Public Schools, the downtown business improvement district, neighborhood associations, private developers, public and private utilities, and other agencies to promote Complete Streets on infrastructure within but not owned and maintained by the City of West Allis; now, therefore, be it

Resolved, By the Common Council of the City of West Allis, The City approves the following Complete Streets Policy:

1. The City shall endeavor to design, operate, and maintain the public way to address accessibility and maximize the comfort, safety, and needs of all users, of all ages and abilities, whether traveling on foot, by using mobility aids/devices, by transit, by bicycle, or by motor vehicle, including freight/delivery. This Complete Streets Policy shall apply to all public and private entities doing work in the public way and on City-owned transportation facilities, including, but not limited to, streets, sidewalks, alleys, bridges, and trails. The City will require the owners and operators of other highways, private streets, sidewalks, alleys, trails, and parking lots to also adhere to the Policy through funding requirements and development review processes.
2. The City shall endeavor to incorporate this Complete Streets Policy into all appropriate projects to incrementally achieve a complete, interconnected transportation network that serves all users and encourages walking, biking, and transit trips. An interconnected network will not only provide high-quality individual facilities, but also provide facilities that enable efficient and convenient transitions from one mode of transportation to another and from one type of infrastructure to another.
3. The City shall endeavor to incorporate Complete Streets principles into all public way improvements and project phases, including planning, programming, design, right-of-way acquisition, permitting, subdivision and land development, new construction, construction management, reconstruction, operation, capital improvements, and routine maintenance and rehabilitation.
4. The City shall endeavor to provide accommodations for all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right of way and/or sidewalk.
5. The City shall endeavor to incorporate storm water management or maintenance within the public right-of-way as part of Complete Streets. The City also recognizes that in addition to managing storm water, street trees, landscaping, and other green infrastructure contribute to a comfortable and healthy pedestrian environment through improved air quality, valuable shade, and beautification.
6. When considering the various elements of street design, the City shall endeavor to give priority as follows:
 - a) Above all, safety is imperative, with pedestrian safety having the highest priority followed by the next most vulnerable types of users.
 - b) Street design elements that encourage and support walking, biking, and transit trips in a manner that considers the context of the surrounding community as well as the broader urban design needs of the city.
 - c) The City recognizes that not all modes can receive the same degree of accommodations on every street, but the goal is for users of all ages and abilities to safely, comfortably and conveniently travel across and through the network.
7. The City shall endeavor to engage with community stakeholders and representatives when designing public way improvements. This public engagement shall endeavor to be conducted with online surveys, public involvement meetings, and collaboration with the Mayor, the Common Council, the Complete Streets Committee (see #11 below) and other community stakeholders and organizations.

8. The City shall endeavor to incorporate the Complete Streets principles established herein into all future or amended land use, transportation, area, and comprehensive plans, and all future or amended policies, resolutions, or ordinances impacting the public right-of-way.
9. The City shall endeavor to continually look to the latest industry standards and guidelines to develop Complete Streets. The City of West Allis recognizes that design criteria shall not be considered prescriptive or taken as mandate; rather, Complete Streets guidance is intended to assist in the application of engineering and planning principles. The City shall endeavor to strive to meet or exceed national best-practice guidelines on all transportation projects. The latest national, state, and local design guidance, standards, and recommendations available shall endeavor to be considered in the implementation of Complete Streets.
10. The City shall endeavor to, by ordinance, establish a Complete Streets Committee consisting of the following representatives (or their designees):
 - Mayor and/or Common Council member
 - Public Works Department
 - Engineering Department
 - Planning & Zoning program
 - Finance Department
 - Health Department
 - Neighborhood Association representative
 - Common Council member
11. The Complete Streets Committee shall endeavor to oversee implementation of the Complete Streets Policy by prioritizing, assigning, monitoring, and establishing timelines for the following actions (list not intended to be exhaustive):
 - Formalize timing of committee meetings to include a preliminary design meeting and a half way design meeting for all major projects. Meetings will likely take place twice per year.
 - Review, and update as needed, current design standards to ensure they reflect the best available design standards and guidelines.
 - Initiate in 2021 as part of the City of West Allis's Complete Streets Handbook.
 - Continue to pursue funding to update design guidance.
 - Adopt all NACTO design guidance by July 1, 2021.
 - The City shall endeavor to fund and encourage staff professional development and training to be fully conversant about Complete Streets issues including motorized and non-motorized transportation conferences, classes, seminars, and workshops. Staff working on such projects shall endeavor to attend at least 2 hours of continuing education and/or documented research on best practices per year.
 - Annually review, and revise, procedures, plans, regulations, and other processes. Recommend policy and process changes that support Complete Streets projects as needed.
 - Initiate in 2021 as part of the City of West Allis's Complete Streets Handbook.

- Project evaluation of the Capital Improvement Program shall endeavor to include Complete Streets as a priority. Scoring criteria shall be adjusted when necessary to attain an equitable distribution of Complete Streets projects and resultant benefits.
 - Initiate in 2021 as part of the City of West Allis’s Complete Streets Handbook.
 - Identify ways to effectively provide public education and enforcement with respect for proper road-use behavior by all users and all modes on an ongoing basis.
 - The Planning & Zoning program shall endeavor to conduct an annual Complete Streets Report, or incorporate Complete Streets metrics into routine annual reports, and submit to the Mayor, the Common Council, other boards and commissions as appropriate, and be readily viewable online and in paper version at City Hall. Such evaluations shall endeavor to include statistics and relevant data including, but not limited to the following:
 - Miles of bike lanes added
 - Crosswalk and intersection improvements
 - Pedestrian, bicyclist, and bus ridership counts
 - Number of ADA compliant new curb ramps installed along city streets
 - Number of bicycle parking spaces created and number updated that comply with Zoning Code, bike parking location, and design criteria
 - Number of crashes (location and type)
 - Square footage of non-permeable pavement removed
 - Net number of street trees added
 - Report on project effectiveness of engaging neighborhood residents, consideration of their suggestions, and documentation of improvements that resulted from their input
12. The Complete Streets Committee shall endeavor to work cooperatively to address community concerns and together assist in achieving community visions and goals in a manner that respects the local context. When conceptualizing, prioritizing, and designing projects, the City shall endeavor to consult plans and policies created with public input, including but not limited to, the City of West Allis Comprehensive Plan, Area Plans, and West Allis Bike Plan. The City shall endeavor to mitigate unintended consequences such as involuntary displacement.
13. The Planning & Zoning program shall endeavor to create a community engagement plan with specific strategies for when and how public engagement will occur and with whom. Effective strategies for engaging with underrepresented groups include holding public meetings at accessible times and places, collecting input at community gathering spaces (such as schools, parks, and the library) and hosting and attending community meetings and events coincident with peoples’ daily routines. The Complete Streets Committee shall endeavor to seek input from neighborhood associations, business improvement districts, and underrepresented groups on transportation projects; and also with the Wisconsin Department of Transportation, Milwaukee County Department of Transportation, Milwaukee County Transit System, Southeastern Wisconsin Regional Planning Commission, as well as other agencies to ensure that the Complete

Streets principles established herein are incorporated into all projects within the public right-of-way; and, be it

Further Resolved That the Complete Streets Policy shall apply to all projects except when the City Engineer, in consultation with the Complete Streets Committee, demonstrates that one of the following conditions is met:

1. Certain users are prohibited from the facility.
2. The cost to include accommodations is excessive or disproportionate to the need or probable use.
3. The project is considered an emergency repair or routine maintenance and will not change the geometry or operations of the street.