

City of Falcon Heights Complete Streets Policy

The City of Falcon Heights is committed to developing and maintaining a safe, efficient, balanced and environmentally sound transportation system and supports integrating physical activity into daily routines through actions such as biking, walking, or taking transit.

Falcon Heights will enhance safety, mobility, accessibility and convenience for all corridor users including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities by planning, designing, operating, and maintaining a network of complete streets. This policy applies to all corridors under the City of Falcon Heights jurisdiction. The city will work with other transportation agencies to incorporate a complete streets philosophy and encourages the State of Minnesota, neighboring cities, Ramsey County and regional organizations to adopt similar policies.

Given the limited number of new streets constructed in Falcon Heights, flexibility in accommodating different modes of travel on existing streets is essential to balancing the needs of all corridor users. The city will implement complete streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, complete streets will not look the same in all settings, and will not necessarily include exclusive elements for all modes.

As part of any transportation project, incorporation of complete street elements will be considered. These elements include, but are not limited to:

- Sidewalks and trails
- Speed limits
- Stormwater drainage
- Trees and other landscaping options
- Lane widths
- Lighting
- Public transit and bicycle facilities
- On-street parking

Applicable design standards and best practices will be followed in conjunction with construction, reconstruction, changes in allocation of pavement space on an existing roadway, or other changes in street corridor. The planning, design, and implementation processes for all transitway and roadway corridors will:

- Involve the local community and stakeholders
- Consider the function of the road
- Integrate innovative and non-traditional design options

- Consider transitway corridor alignment and station areas
- Assess the current and future needs of corridor users
- Include documentation of efforts to accommodate all modes and all users
- Incorporate a review of existing system plans to identify complete streets opportunities.

The City of Falcon Heights will implement complete streets unless one or more of the following conditions are documented:

- The cost of establishing complete street elements is excessive in relation to total project cost.
- The street jurisdiction (Ramsey County or the State of Minnesota for non-city streets) refuses suggested plans.
- There is a documented lack of community support as determined by the city council
- There are safety risks that cannot be overcome.
- The corridor has severe topographic, environmental, historic, or natural resource constraints.

For the purposes of this policy, “Complete Streets” are defined as:

“A complete street is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. Complete streets are designed and operated to enable safe continuous travel networks for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move from destination to destination along and across a network of complete streets. Transportation improvements, facilities and amenities that may contribute to complete streets and that are considered as elements of a "complete street" include: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements, including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities.”

*Approved by the Falcon Heights City Council on October 12, 2011