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RESOLUTION IN SUPPORT OF COMPLETE STREETS

Whereas complete streets are designed and operated to enable safe access for all users, including those individuals with disabilities, and

Whereas, pedestrians, bicyclists, motorists and transit riders must be able to safely move along and across a complete street, and

Whereas creating complete streets involves changing the policies and practices of transportation agencies, and

Whereas a complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users, and

Whereas, the Governor's State Trails Council believes that all streets and roadways should serve all of these groups,

Be it hereby RESOLVED that the Governor's State Trails Council does endorse the following steps to achieve Complete Streets throughout the state of Wisconsin:

1. Strengthen and broaden Department of Transportation guidance, policies and requirements. Require all federally and state-funded projects that involve new construction or reconstruction to incorporate bicycle and pedestrian facilities along and across the facility. Exceptions for total lack of use, costs that are excessively disproportionate to use, or severely restricted right-of-ways would be put in place.
2. Develop guidance for the incorporation of bicycle and pedestrian accommodations on locally-owned and maintained streets. Establish thresholds that would trigger certain standards to apply (volume of traffic, urban vs. rural, functional classification of streets and highways). For example, a local urban roadway would feature different standards than a rural town road.
3. Pass a state law to require the above to be codified into state law. As an option, that state law could also include complete streets as *requirements* for locally owned and maintained streets as outlined as *guidance* above.

Be it further RESOLVED that the Governor's State Trails Council urges interested individuals, non-profit groups, government agencies and industry representatives to work together to further clarify details such as specific exceptions allowed to complete streets mandates; strategies for working with the Department of Transportation and Legislature; and outreach to local communities.

**Passed this eleventh day of July 2008 by the
Governor's Wisconsin State Trails Council.
Moved by Mike McFadzen, seconded by Jim Joque. Tom Huber abstained.**

