



CITY OF OTHELLO PLANNING COMMISSION

**Regular Meeting
500 E. Main St.
February 18, 2020
6:00 PM**

1. Call to Order - Roll Call
2. January 21, 2020 Minutes Approval
3. Zoning Update – Council adopted on 2-10-20
4. Complete Streets – Request for Direction

Next Regular Meeting is Monday, March 16, 2020 at 6:00 P.M. at Othello City Hall

**City Hall is accessible for persons with disabilities.
Please let us know if you will need any special accommodations to attend the meeting.**

City of Othello
Planning Commission
January 21, 2020
Jackee Carlson

CALL TO ORDER

Chair Roger Ensz called the meeting to order at 6:01 pm.

ROLL CALL

Commissioners Present: Brian Gentry, Roger Ensz, Chris Dorow, Kevin Gilbert

Absent: Tari Perez

Staff: Community Development Director Anne Henning, Building & Planning Secretary Jackee Carlson

Attendees: OSD Maintenance & Operations Director Greg Fultz; Doug & Vaughn Pegram; Councilmember John Lallas; Fire Chief Gary Lebacken; Bob Carlson

Quorum Established.

ELECTION OF CHAIR & VICE CHAIR

Nominated for Chair – Roger Ensz M/S Chris Dorow/Brian Gentry

Nominated for Vice Chair – Kevin Gilbert M/S Brian Gentry/Chris Dorow

APPROVAL OF PLANNING COMMISSION MEETING MINUTES

Commission Action: The Commissioners voted to accept the minutes from December 16, 2019 M/S Chris Dorow/Kevin Gilbert

ZONING UPDATE – REQUEST FOR DIRECTION

Zoning West of Broadway & South of Park Street – Doug and Vaughn Pegram would like to see the property they own west of Broadway and south of Park Street rezoned from I-1 to R-3 in order to create a residential subdivision.

Ms. Henning stated that in 1998 there was a residential plat proposed but it was never completed. Water mains were installed. At that time all the property was zoned as R-3, and then rezoned into Light Industrial in 2008. The Commission had a brief discussion, as several nearby property owners were present to see how and if the changes would affect them.

Mrs. Pegram stated they were there to see if the City would consider changing the West side of Hwy 24 to Commercial from industrial, since they would propose to do some sort of residential development and change the north half of their property to an R-3. The Commission explained that they would be better off having everything zoned R-3.

Commissioner Dorow stated that if it was changed to Commercial, there would be landscaping requirements that would apply, and that in industrial there aren't so many.

The school district would like to know the pros and cons of having their property be zoned Commercial or Industrial. Ms. Henning stated that the back $\frac{3}{4}$ of the property is currently zoned Industrial and the front $\frac{1}{4}$ is zoned Commercial.

Commissioner Ensz brought up a concern about the propane burn off from the facility nearby and whether it was a concern to have residents on the back side. He stated he spoke to the Fire Chief and he said that the only thing he would be concerned about was if there was a storage tank of 30,000 gallons or more there must be a 50-foot setback.

Fire Chief Lebacken stated that the way things are set up currently they are ok, and any future tanks would have to meet the required setbacks on their own property. He also clarified that there would be no impact on nearby residences regarding the burn off.

Greg Fultz stated that the school district's intentions with the vacant property near the Pegram's property were to leave frontage property for future development, with no intentions of selling it.

The Commission carried a motion to recommend to City Council to change the north half of the Pegram property to R-3 and keep everything else in the area as previously recommended. Motion introduced by Chris Dorow. Motion was seconded by Kevin Gilbert. Vote was 4-0 in favor; motion passed.

Fencing Along Alleys – At the January 6 City Council continued public hearing on the Zoning update the Council briefly discussed whether the proposed language requiring fencing to be at least 10' from the centerline of an alley should be increased to create additional clear space in alleys. With the question being if it was sufficient for the passage of large vehicles, like garbage trucks, due to the garbage cans in allies outside fences. The request was for 12' from the centerline in order to create 24' of space between fences at the expense of 2' of strip of back yard.

Commissioner Ensz presented pictures to the Commission of a 24' alley and a 20' alley. They discussed different options and had questions for the Fire Chief. They asked whether they would use an alley to access a property or the street, specifically referring to an ADU's. Chief Lebacken stated that if the property exceeds 150' they are required to have an alley, and they could use an alley. He also stated that the first engine would go to the street side. Commissioner Ensz also asked him whether a garbage truck has ever been in their way in an alley and he stated no and that normally they are calling Avista or one of the other utility companies for a problem in the alley.

Councilman Lallas stated that any new developments now have underground utility services.

Commissioner Gilbert asked if there was going to be any construction moving forward that would require alleys since most utilities are going underground. Ms. Henning stated that the code does require an alley where commercial buts up against residential.

The Commission carried a motion to keep with the original recommendation of 10' by 10' from centerline for a 20' alley. Motion introduced by Chris Dorow. Motion was seconded by Roger Ensz. Vote was 4-0 in favor; motion passed.

OMC 17.46 MOBILE HOME PARKS – REQUEST FOR DIRECTION

The Planning Commission had previously recommended that OMC 17.46, be deleted since mobile or manufactured home parks are not proposed to be an allowed use in any zone. This recommendation was pulled out since there are two existing mobile home parks, and this OMC provides the only zoning standards for these parks.

Commission Dorow expressed he had concerns with consistency in the mobile home parks, screening and safety. Commissioner Ensz also stated he was concerned with the safety of them as well. He noted that he recently drove by one of them and noticed a sagging roof.

Ms. Henning stated that in what she has reviewed from other jurisdictions, she thinks mobile home parks should addressed through code enforcement and not use the non-conforming use process that is currently in the code. Due to the fact that with that, you are singling out places to go through a process that is different from everybody else, and with code enforcement you address the obvious issues. She also stated that the City would need to work with Labor and Industries to address the things that are specific to the mobile homes, since they are the ones who oversee mobile/manufactured home inspections.

Commissioner Gilbert asked if there was a process to bring these issues up with L & I. Ms. Henning stated that there is a form with a number that has been given to her, that can be filled out by the City, to have L & I address the issues with the units themselves.

Since the City cannot make the parks comply with the standards adopted after the parks were established, and no new parks are allowed per the new zoning, Ms. Henning suggested that the chapter be deleted altogether.

Commissioner Gentry asked what could trigger that the parks be removed all together. Ms. Henning stated that they City could not make them go away, due to state law, just because they were non-conforming.

Ms. Henning spoke to other cities and asked how they dealt with mobile home parks. She stated that for the places that were really bad those cities made it a priority to go through enforcement actions to clean them up.

Commissioner Ensz asked Fire Chief Lebacken if there were major fire issue within the trailer parks. Chief Lebacken stated there were major issues with individual units in both parks. He stated that the property owner in one of them had done a good job at cleaning it up, but the tenants have a different view of things and safety is not their main priority or they don't have the funds to fix the issues.

The Commission recommended that since the City cannot do anything the chapter be deleted and focus on addressing safety concerns with Code Enforcement. Ms. Henning stated that it is fine to not allow new parks, but you can't force the old ones to go away for being non-conforming. You are able to replace the trailer as long as the park still exists. She also stated that many of the jurisdictions that she contacted who had also adopted the International Property Maintenance Code, found it helpful in regulating the parks and old trailers.

The Commission carried a motion to delete the mobile home chapter as previously recommended and make a recommendation to the City Council to consider stricter adherence to safety concerns within the current mobile home parks. Motion introduced by Chris Dorow. Motion was seconded by Brian Gentry. Vote was 4-0 in favor; motion passed.

OMC 17.79 NONCONFORMING USES – REQUEST FOR DIRECTION

Ms. Henning is requesting direction in updating the Nonconforming Use Chapter. She stated that she wanted to discuss the 3 Nonconforming issues.

Use -Where the use was allowed in the past, but through the changes in the zoning, it is no longer allowed.

Structure – where the use is conforming but the structure does not meet current codes, such as setback.

Lots – Where the lot is too small for current standards.

Ms. Henning gave the Commission examples of ordinances she found to be short and simple. Commissioner Ensz asked if this would go back to ADUs or just nonconforming of everything. Ms. Henning stated that even though the old ADUs are addressed in the current Nonconforming Use chapter, they are not true nonconforming uses because they were never permitted. A Nonconforming use is defined as one being legal at one time and no longer is.

The Commission had a brief discussion and would also like to see something short with a phrase of intent that clarifies what a nonconforming use is. They would also like it to include that once the structure has been more than 50% destroyed, it must be built as conforming.

OTHER BUSINESS:

Johnson's Glass – Commissioner Ensz stated that a number of people have reached out to him regarding the pile of glass outside of Johnson's Glass. Ms. Henning stated that it was discussed at a previous staff meeting and the Police Chief and Code Enforcement Officer Miller were going to look into it.

Ms. Henning will report back to the Commission.

ADJOURNMENT

Having no other business, the meeting was adjourned at 7:28pm. Next scheduled meeting is Tuesday, February 18, 2020.

Roger Ensz, Chair

Date: _____

Jackee Carlson, Planning Secretary

Date: _____

TO: Planning Commission

FROM: Anne Henning, Community Development Director

MEETING: February 18, 2020

SUBJECT: Complete Streets

Recently City staff attended a presentation by Transportation Improvement Board (TIB) staff about the Complete Streets Program. This program is a funding source for transportation improvements.

In order to qualify for this funding, the city needs to adopt a “Complete Streets” ordinance that addresses specific points. Staff looked at a number of Washington ordinances, including some that were considered top 10 in the country by the Complete Streets Coalition of Smart Growth America, as well as several ordinances recommended by TIB engineers as good models. The attached draft is provided as a starting point for discussion.

Staff Comments

1. Staff presented the Complete Streets concept to the Water/Sewer/Streets Council Committee February 10. The Committee was in favor of moving forward with drafting an ordinance.
2. What are “Complete Streets”? Specific definitions vary, but here are a few:
 - a. Safe, comfortable, and convenient street for everyone, no matter who they are or how they travel.
 - b. A complete street is a road that is designed to be safe for drivers, bicyclists, transit vehicles & riders, and pedestrians of all ages and abilities.
 - c. Complete streets infrastructure includes design features that contribute to a safe, convenient, and comfortable travel experience for all users.
 - d. The Complete Streets program aims to address the needs of all users when development and redevelopment of traffic corridors are proposed, including people who drive, family and commuter cyclists, pedestrians, people with accessibility needs, and people who use transit.
 - e. A Complete Streets ordinance addresses how the city’s street planning and design will prioritize safe, effective transportation for all modes and mobility levels.
3. Not all “Complete Streets” look the same. Each street needs to consider the context and users of the street. For example, a low-volume residential street doesn’t need bike lanes because it would be safe for families to bike on the street. In a rural context, a 2-lane road with a separated asphalt multi-use path on one side could be a complete street. In a big-city downtown, there might be bike lanes separated by barriers from the vehicle traffic and transit pullouts. It all depends on the purpose and character of the street.

4. The Complete Streets funding program is biennial, with nominations open in July 2020. It is important to get a good ordinance in place and build relationships with the nominating agencies as soon as possible.
5. While the municipal code text of the various ordinances was fairly similar, the “whereas” statements that set the context had a lot more variability. The attached draft includes a variety of choices of whereas statements, so they can be edited and winnowed down and other statements can be added to reflect local concerns. The municipal code text should be reviewed as well.

Attachments

- What are Complete Streets? (Presentation slides)
- Draft Complete Streets ordinance
- TIB 10 elements (Complete Streets: Changing Policy presentation)

Action: The Commission should review the draft ordinance and make a recommendation to the Council.

What are Complete Streets?



Complete Streets are streets for everyone, no matter who they are or how they travel.

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 National Complete Streets Coalition

2

What are Complete Streets?

Safe Comfortable Convenient



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What are Complete Streets?

Safe Comfortable Convenient



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Americans want choices

66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73% currently feel they have no choice but to drive as much as they do.

57% would like to spend less time in the car.

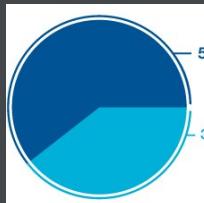
Future of Transportation National Survey (2010)

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5

Getting out of traffic



We need to improve public transportation, including trains and buses, to make it easier to walk and bike to reduce traffic congestion

We need to build more roads and expand existing roads to help reduce traffic congestion

Future of Transportation National Survey (2010)

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6

The tremendous potential

Of all trips:

50%

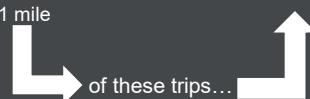
are less than
3 miles

28%

are less than
1 mile

60%

are driven



National Household Travel Survey (2009)

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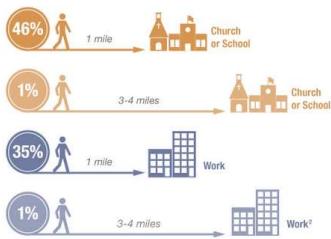
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People will walk

STUDIES SHOW PEOPLE WILL WALK TO DESTINATIONS:



Centers for Disease Control and Prevention 2012, newpublichealth.org

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Who wants Complete Streets?

47% **54%** **56%**

of older Americans say it is unsafe to cross a major street near their home.

of older Americans living in inhospitable neighborhoods say they would walk and bike more often if the built environment improved.

express strong support for adoption of Complete Streets policies.

Planning Complete Streets for the Aging of America, AARP

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Who wants Complete Streets?

Millennials are driving less and looking for other transportation options.

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Incomplete streets are unsafe

More than 40% of pedestrian deaths in 2007 and 2008 occurred where no crosswalk was available.

National Highway Traffic Safety Administration's Fatality Reporting System

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Incomplete streets are unsafe

Especially for:

- People of color
- Low-income communities
- Older adults
- Children

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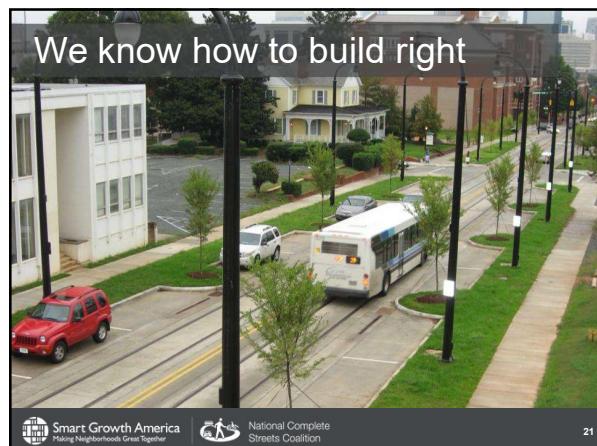
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Complete Streets is not:

- One “special” street project
- A design prescription
- A mandate for immediate retrofit
- A silver bullet; other issues must be addressed:
 - Land use (proximity, mixed-use)
 - Environmental concerns
 - Transportation Demand Management

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Rural roads with shared use trails



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Paved shoulders on bridges



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Low-traffic, low-speed skinny residential streets



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Skinny residential streets with sidewalks



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Main streets

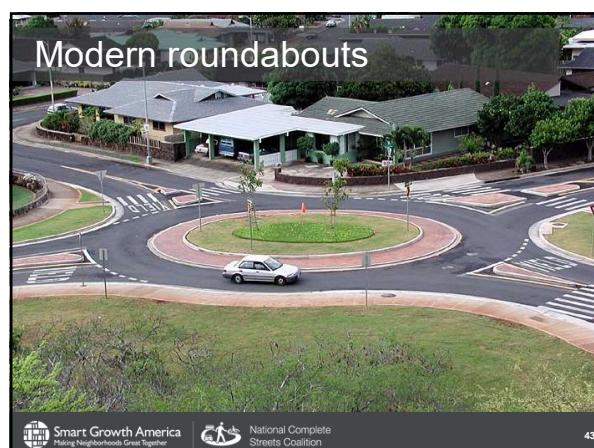


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ORDINANCE NO. _____

**AN ORDINANCE ADOPTING A COMPLETE STREETS POLICY FOR THE CITY OF
OTHELLO AND CREATING OTHELLO MUNICIPAL CODE
CHAPTER 11.XX ENTITLED “COMPLETE STREETS”**

WHEREAS, designing streets that provide safe mobility for all travelers, not just motor vehicles, is at the heart of a new approach to envisioning and building transportation facilities known as “Complete Streets”; and

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicles drivers, transit users, emergency services providers, freight, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, adoption of a Complete Streets policy will provide planners, engineers, Public Works, and decision-makers with clear direction to develop on-the-ground solutions that promote multi-modal transportation; and

WHEREAS, the Federal Highway Administration (FHWA), the Washington State Transportation Improvement Board, and the Washington State Departments of Transportation, Health, Commerce, and Archaeology and History Preservation all support the development of Complete Streets; and

WHEREAS, the Othello Planning Commission has reviewed and recommended adoption of a Complete Streets policy that promotes active living, safety, and good health; and

WHEREAS, the Othello City Council intends to improve the safety of city streets, enhance the quality of life of residents, and encourage active living, by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation; and

WHEREAS, more than 110,000 pedestrians and bicyclists are injured each year on roads in the United States, with children and older adults at greatest risk and disproportionately affected; and

WHEREAS, the occurrence and severity of pedestrian and bicyclist injuries could be decreased by implementing Complete Streets practices;

OR WHEREAS, Complete Streets improve public health and safety by reducing the risk of injuries and fatalities from traffic collisions for users of all modes of transportation; and

WHEREAS, streets that are designed with the safety and convenience of pedestrians and bicyclists in mind increase the number of people walking and biking thereby providing the opportunity for a healthier community; and

WHEREAS, the one-third of Americans who do not drive, disproportionately represented by older adults, low-income people, people with disabilities, and children, would benefit from the equitable distribution of safe, alternative means of travel that will result from Complete Streets practices; and

WHEREAS, research demonstrates that children who walk or bike to school have higher levels of daily physical activity and better cardiovascular fitness than children who do not actively commute to school; and

WHEREAS, studies have shown that Americans prefer to live and work in places where they can walk, bike, and be physically active; and

WHEREAS, communities throughout the country face high levels of obesity and chronic illness, in both children and adults; and

WHEREAS, in 2015 the legislature provided funding for the Complete Streets Award as a new opportunity for local governments that have an adopted complete streets ordinance and show an ethic of planning and building streets that use context sensitive solutions to accommodate all users (pedestrians, cyclists, transit riders, motorists, etc.) to be considered as an eligible agency for nomination to receive Transportation Improvement Board (TIB) Complete Streets funding; and

WHEREAS, under RCW 47.04.320, the State of Washington adopted a Complete Streets Grant Program to encourage local governments to adopt Complete Streets ordinances with the goals of, among other things, promoting healthy communities by encouraging walking, bicycling, and use of public transit and improving safety by designing streets for all users; and

WHEREAS, the City of Othello seeks to design and maintain Complete Streets in the form of public rights-of-way that are planned, designed, constructed, operated, and maintained to safely and adequately provide comfortable and convenient access and mobility along and across the right-of-way by users of all ages, abilities, and modes; and

WHEREAS, the City of Othello acknowledges that increasing walking and bicycling offers the potential for healthier residents, cleaner air, economic development, livable neighborhoods, less reliance on imported sources of energy, and more efficient use of road space and resources;

WHEREAS, the City of Othello envisions a transportation system that encourages healthy, active living; promotes transportation options and independent mobility; increases community safety; and supports greater social interaction and community identity by providing safe and convenient travel along and across streets through a comprehensive, integrated transportation network for pedestrians, bicyclists, public transit riders and drivers, motor vehicle drivers, freight, and people of all ages and abilities, including children, youth, families, older adults, and people with disabilities; and

WHEREAS, much of Othello's existing roadway system was built to facilitate access to destinations by personal automobile, resulting in streets that are sometimes uninviting, impractical, and/or unsafe for other users; and

WHEREAS, the vision of the City of Othello is of a community where all residents and visitors, regardless of age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs, regardless of their preferred mode of travel;

WHEREAS, walking and biking are non-motorized travel modes that enhance health through physical activity and help to reduce air pollution;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF OTHELLO, WASHINGTON DOES ORDAIN AS FOLLOWS:

Section 1. Creating. Othello Municipal Code Chapter _____ entitled "Complete Streets" is created to provide:

Chapter 11.xx COMPLETE STREETS

Sections:

(Section number) (Section Title)

11.xx.010 Purpose and Vision

The City of Othello shall, to the (maximum) extent practical, scope, plan, design, construct, operate, and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists,

transit users, motorists, emergency responders, freight, and users of all ages and abilities in all new construction, retrofit, and reconstruction projects of public streets. Through ongoing operations and maintenance, the City of Othello shall identify cost-effective opportunities to include Complete Streets practices. The Complete Streets policy focuses not just on changing individual streets but on changing the decision-making process so that all users are considered during the planning, designing, building, and operation of all roadways.

11.xx.020 Definitions

“Complete Street” means a road that is designed to be safe and accessible for drivers, bicyclists, transit vehicles and riders, freight, emergency services providers, and pedestrians of all ages and abilities.

“Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as sidewalks, shared use paths, bicycle lanes, vehicle lanes, paved shoulders, street lighting, street trees and landscaping, planting strips, curbs, accessible curb ramps, bulb-outs, crosswalks, refuge islands, pedestrian and traffic signals including countdown and accessible signals, signage, street furniture, bicycle parking facilities, public transportation stops and facilities, traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt and concrete, narrow vehicle lanes, and raised medians.

“Street” means any public right-of-way, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network that is open to the general traveling public.

“Street Project” means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, and includes the planning, design, approval, and implementation processes.

“Users” means individuals or vehicles that use streets, including pedestrians, bicyclists, motor vehicle drivers, freight, public transportation vehicles and riders, and people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities.

11.xx.030 Complete Streets Infrastructure

As feasible, Othello shall incorporate Complete Streets Infrastructure into existing public streets to create a comprehensive, integrated, connected transportation network that balances access, mobility, health, economy, and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight, and users of all ages and abilities, ensuring a fully-connected integrated network that provides transportation options.

11.xx.040 Implementation of Complete Streets Principles

The City of Othello will incorporate Complete Streets principles into the City's Comprehensive Plan, Public Works Design Standards, Park and Recreation Plan, and other plans, manuals, rules, regulations, and programs as appropriate.

11.xx.050 Performance Standards

The City of Othello shall adopt performance standards with measurable benchmarks to continuously evaluate the Complete Streets ordinance for success and opportunities for improvement. Performance standards may include transportation mode shift, miles of sidewalk or bicycle facilities, public participation, number of ADA accommodations built, and number of policy exceptions approved.

OR The city shall maintain a summary of transportation projects undertaken within the prior year and planning projects within the upcoming 6-year period and have the ability to explain the extent to which each of these projects has met the objectives of this policy.

11.xx.080 Goal to Foster Partnerships

It is the goal of the City of Othello to foster partnerships with all entities that deal with transportation, including the Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), Washington State Transportation Improvement Board (TIB), Quad County Regional Transportation Planning Organization (QUADCO), Adams County, Othello School District, citizens, businesses, interest groups, neighborhoods, and any funding agency assisting in the city's implementation of the Complete Streets Ordinance.

11.xx.070 Best Practices Criteria

The Public Works Department shall modify, develop, and adopt policies, design criteria, standards, and guidelines based upon recognized best practices in street design, construction, and operations including the latest editions of American Association of State Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE), and National Association of City Transportation Officials (NACTO) guidelines and standards, while reflecting the context and character of the surrounding built and natural environment and enhancing the appearance of such.

11.xx.050 Freight/Truck Route Consideration

Because freight is important to the economy of the city and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as truck routes. Complete Streets improvements that are consistent with freight mobility but also support other modes and user needs shall be considered for truck routes.

11.xx.060 Exceptions

Facilities for pedestrians, bicyclists, transit riders, and/or people of all ages and abilities are not required to be provided in the following situations:

- A. A documented absence of current or future need exists, (as identified in City plans and future travel demand models);
- B. When elements of this policy would require accommodation of street users prohibited by law;
- C. Routine maintenance and repair of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, or pothole filling;
- D. The cost exceeds more than 20% of the total project cost for new construction; (*some have more vague statements: Cost would be disproportionate to the current need or probably future use*)
- E. The City Council (or Mayor) issues a documented exception.

Funding agencies prefer for exceptions to be very limited. Are any of F-I needed?

- F. The City Engineer issues a documented exception concluding that application of the complete streets principles is inappropriate because it would be contrary to public safety;
- G. Where there are significant environmental impacts to waterways, wetlands, steep slopes, or other critical areas;
- H. Where it would be contrary to the Transportation Element of the Comprehensive Plan;
- I. Where their inclusion in a small, isolated project would create a very short section of improvements with problematic transitions on either end or that are unlikely to be followed by similar improvements at either end, resulting in little progress in implementing the Complete Streets network.

Section 2. Statutory construction and severability.

- A. This ordinance shall be construed so as not to conflict with applicable federal or state laws, rules, or regulations. Nothing in this ordinance authorizes any City agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.
- B. In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, or paragraph of this ordinance or the application thereof to any person or circumstances, it is the intent of the ordinance that the court or agency sever such clause, sentence, or paragraph so that the remainder of this ordinance remains in effect.

Section 3. Effective date. This ordinance shall be in full force and effect five days after its passage and publication of its summary as provided by law.

PASSED by the City Council of Othello, Washington this _____ day of _____, 2020

Complete Streets: Changing Policy

June 2016

Smart Growth America Making Neighborhoods Great Together | National Complete Streets Coalition

1

Goal: Successful Policies

1. Sets a vision.
2. Includes all users and all modes.
3. Applies to all phases of all applicable projects.
4. Specifies and limits exceptions, with management approval required.
5. Emphasizes connectivity.
6. Is understood by all agencies to cover all roads.
7. Uses the best and latest design standards and is flexible.
8. Complements the community's context.
9. Sets performance standards.
10. Includes implementation steps.

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Goal: Successful Policies

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Vision

What do you want from your streets? What will consistently rally support from the general public and elected officials?

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All users & modes

A clearly stated directive to include the needs of all people, regardless of how they travel, into the everyday transportation decision-making process.

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All projects & phases

Integrate Complete Streets into planning, design, construction of all projects:

- New construction
- Reconstruction
- Rehabilitation
- Repair
- Repaving
- Major maintenance
- Operations

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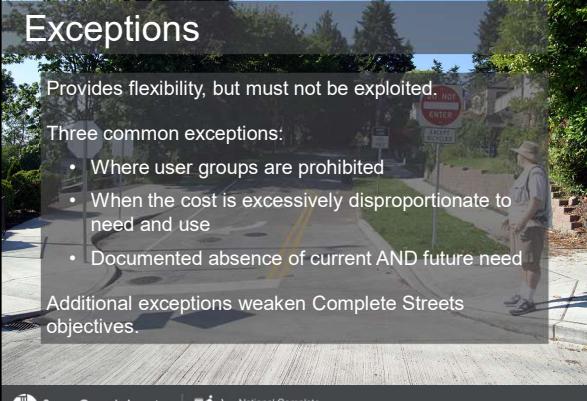
Exceptions

Provides flexibility, but must not be exploited.

Three common exceptions:

- Where user groups are prohibited
- When the cost is excessively disproportionate to need and use
- Documented absence of current AND future need

Additional exceptions weaken Complete Streets objectives.



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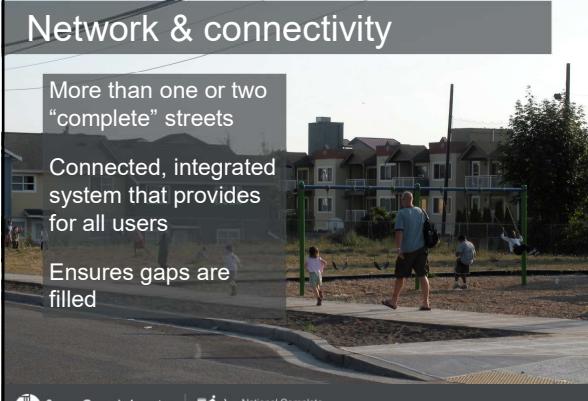
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Network & connectivity

More than one or two “complete” streets

Connected, integrated system that provides for all users

Ensures gaps are filled



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Other agencies

Many agencies have a stake in the funding, planning, and development of our streets.

Create partnerships

Communication between jurisdictions and agencies at all levels



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Design guidance & flexibility

Use the best and latest design standards available

Allow for flexible approaches to design



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Context sensitivity

Design relates well to type of neighborhood and buildings



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Performance measures

Systematic collection and reporting of data

Ensures compliance with policy goals

Enables informed decision-making

Short and long term



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