

Excerpts from Local Plans

- Champaign (Illinois), City of. 2008. *Transportation Master Plan*. Chapter 8. Roadway Vision.
- Hendersonville (Tennessee), City of. 2009. *Land Use and Transportation Plan*. Chapter 6. Complete Streets.
- Sacramento (California), City of. 2009. *2030 Comprehensive Plan*. Part 2. Citywide Goals and Policies. Mobility. M4. Roadways. Goal M4.2. Complete Streets.
- Scottsdale (Arizona), City of. 2008. *Transportation Master Plan*. Policy Element. 2.0. Complete Streets.
- West Palm Beach (Florida), City of. 2008. *Comprehensive Plan*. Chapter 3. Transportation Element.



CHAPTER 4: ROADWAY VISION

INTRO

The roadway network forms the backbone of the entire multi-modal transportation system in Champaign. In addition to automobiles, roads accommodate transit, bicycles, and pedestrians and commercial vehicles carrying freight on these roads. Streets and highways are an important part of the local and national economy, and they provide mobility for most ground transportation users.

Historically, the automobile and roadway construction have dominated transportation investments in the City. Roadway improvements will continue to be an issue, but a balanced system of modes is desired. For the foreseeable future, the automobile will likely continue to be the primary mode of transportation. The roadway network must continue to be maintained and improved to keep pace with growth.

Champaign Moving Forward's Roadway Vision is based on the hierarchical designation of streets and highways in the City's existing development code. Proposed land use policies and transportation relationships were integrated to identify this Roadway Vision. In this manner, a balance between future land uses and congestion levels was used.



ISSUES

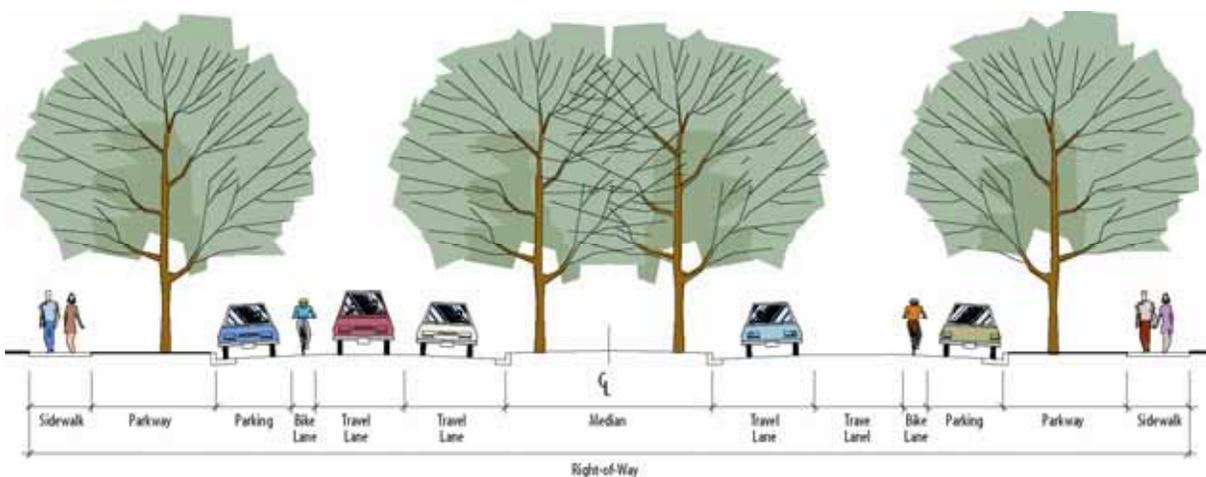
Several issues were identified as part of the roadway system analysis. They include:

- Identifying and addressing major traffic concerns;
- Funding of current deficiencies and need created by future development;
- Utilizing roadway corridors to support additional multi-modal use; and
- Establishing a balance between roadway capacity and land access for arterial streets.

CHAPTER 4: ROADWAY VISION

COMPLETE STREETS

In 2000, the Federal Highway Administration (FHWA) provided the following guidance: “Bicycling and walking facilities will be incorporated into all new transportation projects unless exceptional circumstances exist.” Since then, cities and counties throughout the country have started working toward providing “complete streets” in their communities. A complete street is one that works for all travel modes, including motorists, transit, bicyclists, and pedestrians. A complete street policy ensures that the entire right-of-way is routinely designed and operated to enable safe access for all users. In keeping with the “complete streets” philosophy, the following outlines some general guidelines or “best practices” for creating “complete streets” and accommodating bicyclists and pedestrians within roadway corridors.



Federal Guidelines

In 2003, FHWA published *Design Guidance Accommodating Bicycle and Pedestrian Travel: A Recommended Approach* (Guidance), a policy statement to guide jurisdiction in integrating bicycling and walking into their transportation systems. The Guidance establishes the following four policies:

1. Bicycle and pedestrian facilities shall be established in new construction and reconstruction projects in all urbanized areas unless one or more conditions are met:
 - Bicyclists and pedestrians are prohibited by law from using the roadway;
 - The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use; and
 - Where a sparse population or other factors indicate that there is no need.
2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day.

CHAPTER 4: ROADWAY VISION

3. Sidewalks, shared use paths, street crossing, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated, and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
 - Planning projects for the long-term;
 - Addressing the need for bicyclists and pedestrians to cross corridors, as well as travel along them;
 - Getting exceptions approved at a senior level; and
 - Designing facilities to the best currently available standards and guidelines.

It should be noted that exemptions to the complete streets requirement calls for exceptional reasons and facilities with Federal funding require FHWA approval of the exemption. A State or local agency could be put on probation for receiving additional Federal funds, if the FHWA finds inappropriate use of exemptions to exclude accommodation of all modes.



Complete Street Design

While the definition of a complete street is universally applicable, the design of complete streets is variable. Each street has unique characteristics that make it distinctive from another. Therefore, a complete street in a rural area will look quite different from a complete street in a highly urban area. However, both streets are designed to balance safety and convenience for everyone using the road.

Elements that may be found on a complete street include: sidewalks, bike lanes, crosswalks, wide shoulder, medians, bus pullouts, special bus lanes, raised crosswalks, audible pedestrian signals, sidewalk bulb-outs, and more. The following outlines the characteristics of “typical” complete streets in an urban and suburban setting.

Multi-Modal Corridors - Complete Streets

Although all streets should be complete streets, there are some streets that should be held to a higher standard and prioritized for improvements. The Multi-Modal Corridors identified in Figure 12: Land Use Concept Plan creates the framework for a multi-modal system and should be targeted for “Complete Street” improvements.

CHAPTER 4: ROADWAY VISION

- SUBURBAN.** Suburban roadways provide unique design challenges to develop complete streets. Suburban streets typically evolved from unimproved rural roads. These changing rural to suburban roadways typically lack sidewalks and bicycle facilities. As development occurs along rural roadways, they need to be improved to suburban street standards that include sidewalks and bicycle lanes and/or paths. Ideally, these suburban roadways should ultimately achieve the City's street standards, the recognition that there already exists a \$42.5 million in unfunded roadway improvement backlog, options such as separated sidewalks and paths or shoulders to accommodate the bicyclist should be incorporated in all new roadway improvements.



- URBAN.** Urban streets are utilized to access mixed-use and commercial areas. These streets typically carry a higher volume of traffic and have more pedestrians and bicyclists present. Transit is an active component of these areas and intermodal connections are prioritized.

City of Champaign Street Standards

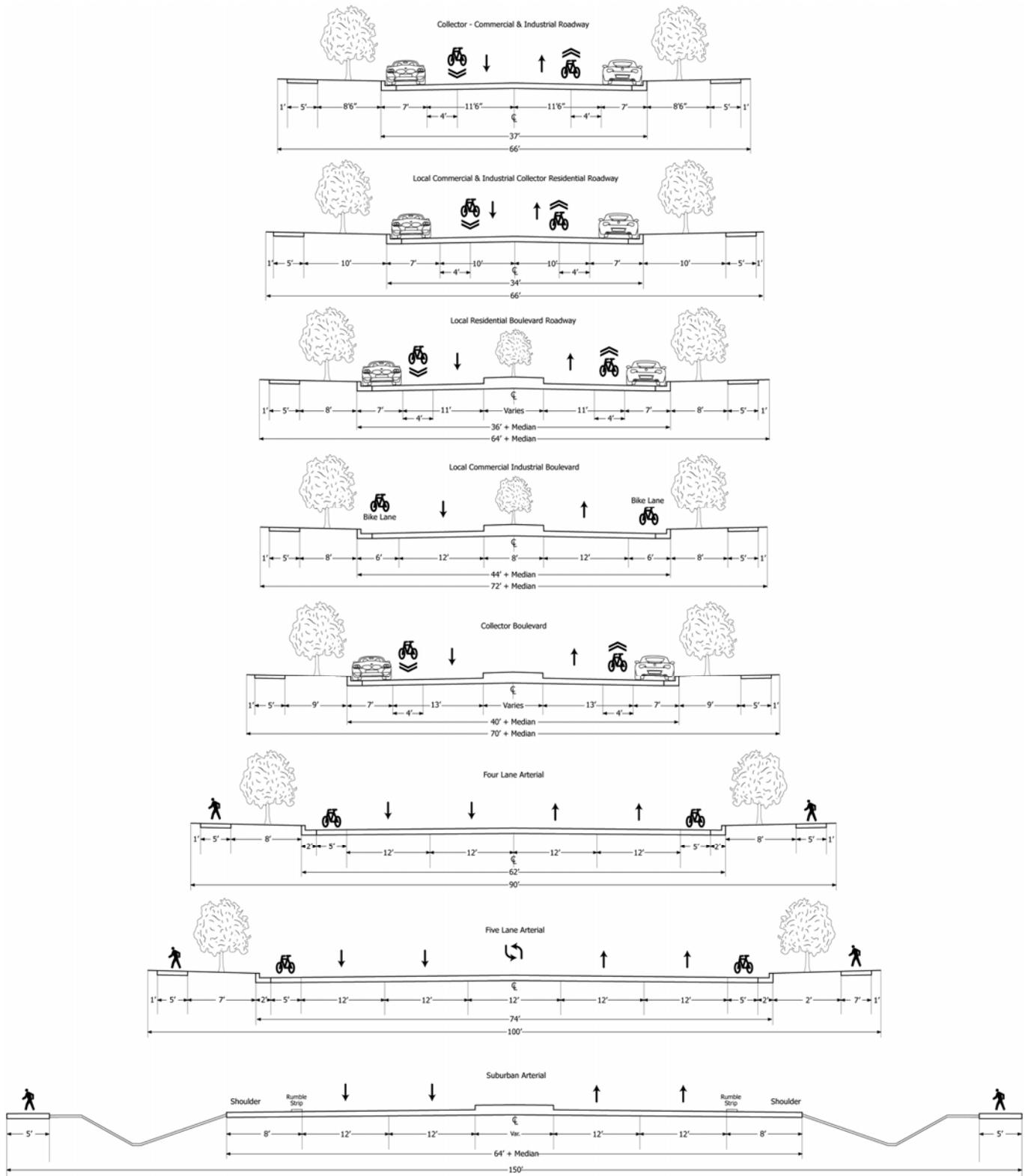
The City of Champaign Street Standards for new development technically provide for a complete street requirements. Often, these standards have been waived and are constructed with "complete street" features such as sidewalks on both sides of the street, bike lanes or tails, or transit stops.

The proposed street standards for new development are presented in Figure 13. These proposed standards are different from the current City's code. Three changes are proposed. First, the current street standard requires 4-foot wide sidewalks for collectors through arterials. It is recommended that the sidewalk standard become five feet as five feet will allow two persons walking together to pass a single person in the opposite direction.

The second recommended change is that instead of an eight foot off street bicycle and pedestrian path for four and five lane arterials, that the proposed standard includes a 5-foot sidewalk and 5-foot bike lane. The total right-of way width remains the same as the current standard. The primary reason for the change is bicycle safety at intersections. With a separated bicycle lane, it has been found through national research that there becomes a conflict when a vehicle makes a right turn and is unaware of a traveling bicycle which is about to cross the street. The bicycle lane has proven safer, even though they are traveling adjacent to the roadway, because they are visible to vehicles desiring to turn left or right at intersecting intersections or driveways.

CHAPTER 4: ROADWAY VISION

FIGURE 13: PROPOSED STREET STANDARDS FOR NEW DEVELOPMENT



CHAPTER 4: ROADWAY VISION

The third change is the addition of a new street classification, the suburban arterial. This classification can be used instead of the four or five lane arterial, primarily targeted in the new growth areas of the city. Instead of bike lane, curb, gutter, parkway and sidewalk, the suburban arterial includes a wide shoulder for the breakdown of vehicles and bicycles. This shoulder is separated by an edge line and a rumble strip. Drainage is accommodated by a borrow ditch. On the far side of the borrow ditch, a five foot sidewalk is provided.

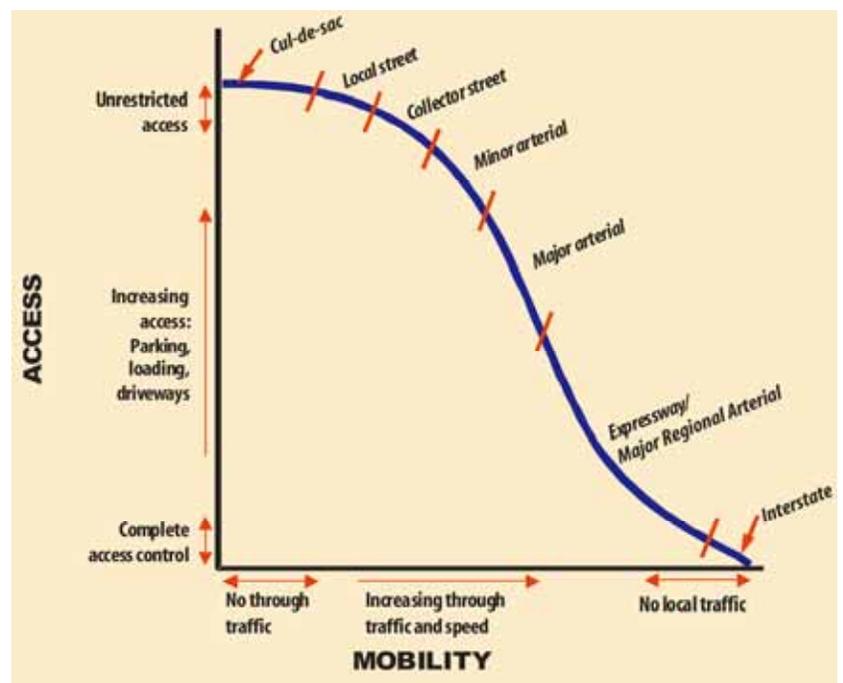
The key to these street standards is to build them as specified, and not waive the improvements. The implementation of a complete streets program that transitions rural roads to suburban and urban multi-modal roadways may require some flexibility with the current street standards. As an example, a rural roadway with new suburban and urban development should include the multi-modal aspects of complete streets, including adequate roadway widths for travel lanes, separated sidewalks or pathways, and some safe bicycle facility such as a bike lane, parallel pathways, or shoulder. Transit opportunities including transit pads and stops and pedestrian linkages should be provided at the time of new development.

As the transitioning area intensifies curb, gutter, landscaped parkway between travel lanes and sidewalks, and street lights should be added to ultimately provide for the complete streets standards specified in the City's current development code.

The implementation of a successful Complete Streets plan requires a systems approach and attention to details. The systems approach is that one can travel from point to point without loss of continuity. This requires coordination between jurisdictions such as the City and the Illinois Department of Transportation, which assures that a bicycle path or side walk is not terminated at key connections such as over or underpasses. Attention to detail for all modes of travel on a complete street should be incorporated as part of a checklist in any public roadway infrastructure design and approval.

ROADWAY VISION PLAN

In the development of Champaign Moving Forward, a careful balance was sought identifying locations of nodes which could support higher density mixed-use retail, commercial, office, and residential development and the connections between neighborhoods and nodes. As a result, the Roadway Vision carefully considered various land use scenarios and the resulting impacts on the transportation system as a result of those scenarios. The 2030 Roadway



CHAPTER 4: ROADWAY VISION

Vision is based on the citizen preferred land use scenario of connected neighborhoods and nodes and the multi-modal complete streets that provide the connections.

Roadway Classification

The roadway network is based on a range of different types of facilities with varying characteristics that, when combined, make up the roadway system. These facilities range from highways which serve high-speed, longer-distance trips, to local streets that are designed for lower speeds and shorter trip lengths.

Two important variables which define roadway function are mobility and access. Highways have full access control that allows vehicles to enter and exit only at interchange ramps since mobility is the primary function of a highway. Local streets, on the other hand, have numerous driveways and connections because their primary function is to provide local access to businesses and residences.

In the following discussions of each of the road classifications, the average daily traffic (ADT) for each classification is a general description only. The planned classifications for individual streets are provided on the functional classification map.

Interstates and Highways



The highways in the Champaign area are on the Interstate Highway System. Highways provide for the high-speed movement of large volumes of traffic with a minimum of interference. This is accomplished through the use of access control, divided roadways, and grade-separated interchanges. Highways have the inherent characteristic of lower accident rates because of many built-in safety features such as comfortable alignment, easy grades, speed change lanes, adequate sight distance, and other geometric features that

afford a continuous movement of traffic.

Major Arterials

After interstates, arterials are the highest classification of streets. They provide the highest level of mobility at the highest speeds for the longest distances. Access is highly controlled with a limited number of intersections, medians with infrequent openings, and no direct parcel access, depending on use and geographic setting. Existing and future land uses adjacent to principal arterials shall be served by other network roadways, service roads and inter-parcel connections. Principal arterials are designed with traffic volume ranges between 15,000 and 35,000 vehicles ADT.

CHAPTER 4: ROADWAY VISION

Minor Arterials



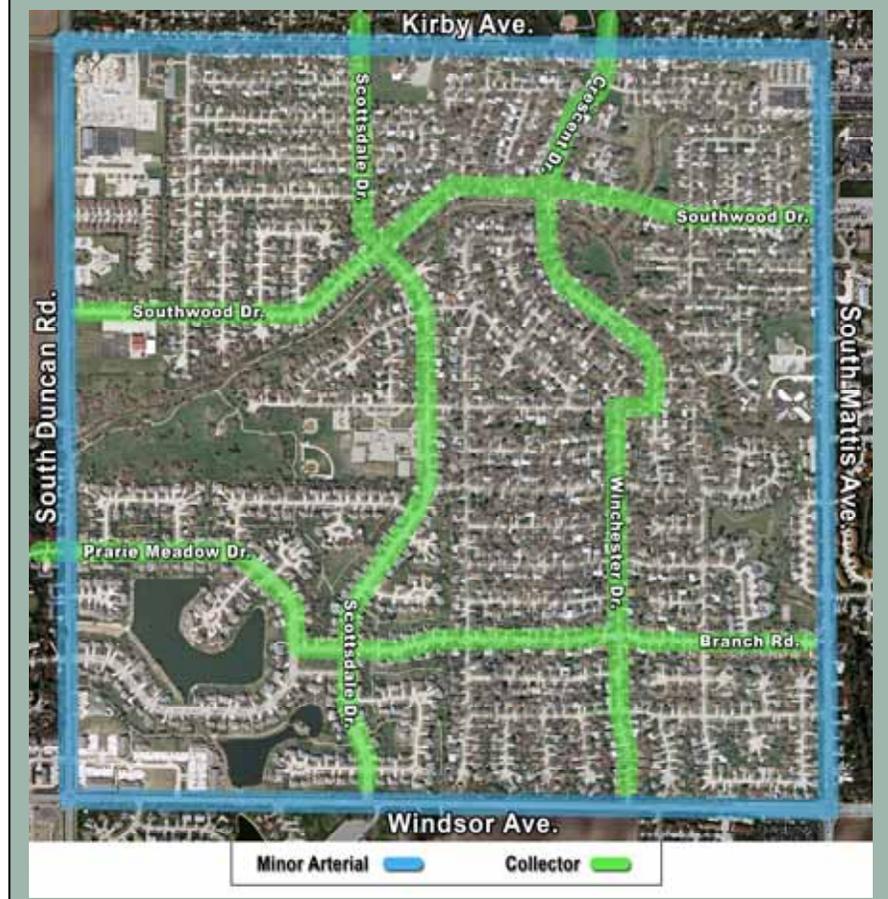
Minor arterials are streets that currently serve higher-speed and higher-volume traffic over medium distances, or are anticipated to serve this kind of traffic within a twenty-five year period. Access is restricted through prescribed distances between intersections and limited direct parcel access. Minor arterials serve major traffic generators and link collector streets with the principal arterials. These streets have a design traffic volume of between 3,500 and 15,000 vehicles ADT. Corridor preservation for future minor arterials

including rights-of-way, easements, setbacks, and access limitations shall be pursued through the land development process.

Collectors

The collector street system serves intermediate and short-distance travel. Collectors provide a lower level of mobility than arterials at lower speeds. These streets connect local roads to arterials and have more direct access dependent on use and geographic setting. Traffic volumes on such facilities are lower than those found on arterial facilities. The design volume for these streets ranges from 1,000 to 3,500 ADT. The City's arterial street system typically occurs on a one-mile grid. Collectors should occur at the one-quarter mile to serve local development.

Example of Collector Streets



CHAPTER 4: ROADWAY VISION

Local Streets

This is the lowest classification of streets. Local streets provide a high level of access to abutting land but limited mobility. Local streets function primarily to serve local traffic circulation and land access. These streets customarily accommodate shorter trips, has lower traffic volumes, and lower speeds than do collectors and arterials. Streets where design year traffic volume will be between 0 and 1,000 vehicles per day are considered “low volume” local streets. Narrow local streets (lanes) may be used where the volume will be less than 250 ADT.

Transportation Model

The transportation model is a tool to evaluate existing traffic conditions and to help estimate future needs. The model is a modified version of the model developed as part of the Champaign-Urbana Urban Area Transportation Study (CUUATS). It uses existing and forecast data based on the Champaign preferred land use scenario to estimate trips, travel patterns, and travel demand. Model results can be used to identify roadway capacity deficiencies.

The travel model requires data about the population, households, and employment of the region. This socioeconomic data is used to model travel demand and deficiencies. Travel characteristics are modeled for each household and employee based on household size and employment type. The model process uses estimates of household and employment data and the existing roadway network as input assumptions.

The model can produce reasonable results for several roadway network scenarios. The intent is to produce estimates of traffic demand for each roadway segment in the network. These traffic volumes are converted to levels of congestion. In this manner, roadway deficiencies can be identified and potential alternative solutions evaluated.

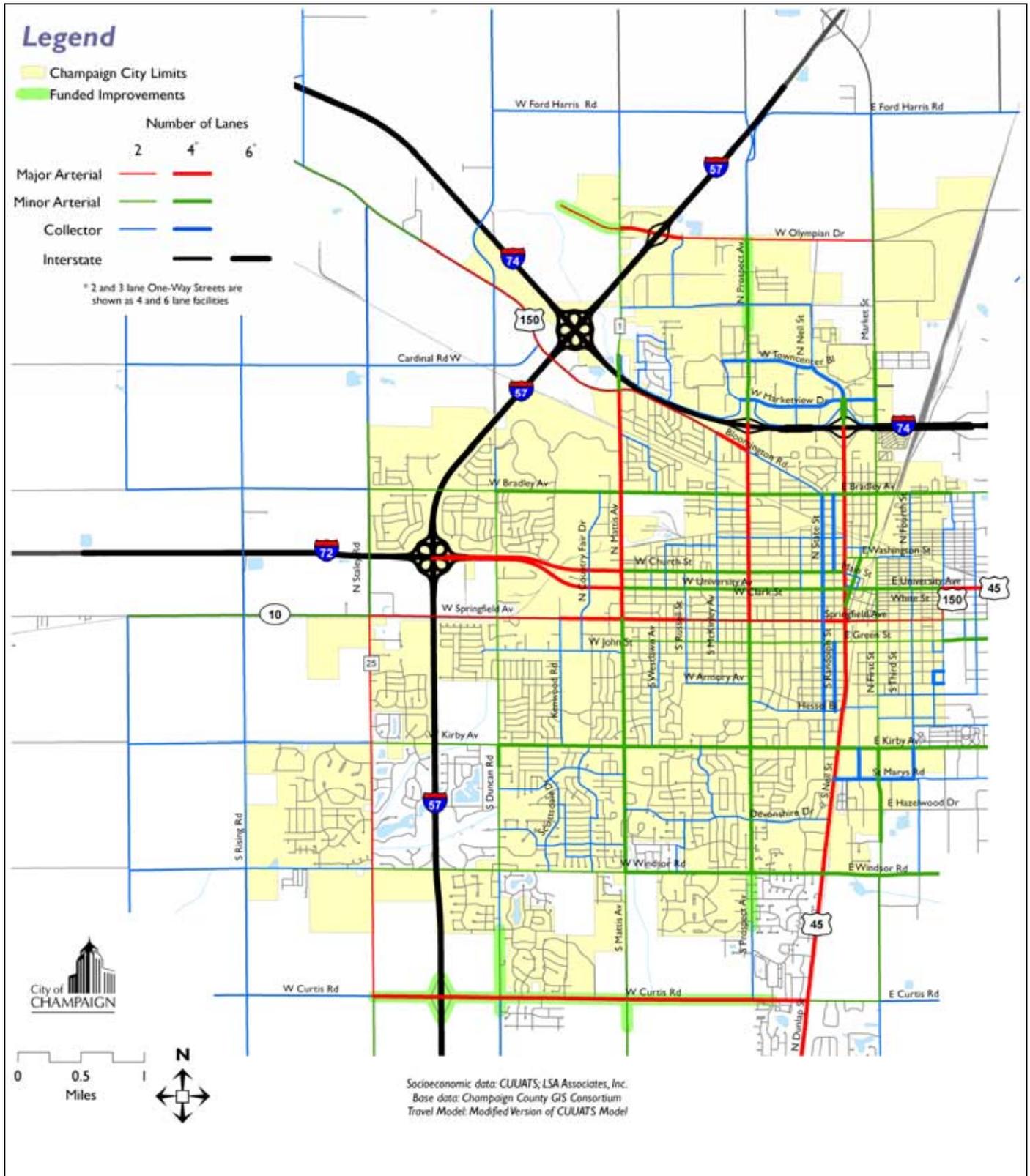
2030 Roadway Vision Plan

With projected 2030 population and employment growth, roadway deficiencies will continue. The process to develop a 2030 Roadway Vision to accommodate projected 2030 growth included the following steps:

1. **EXISTING + COMMITTED ROADWAY NETWORK:** The existing plus committed roadway network includes both the roadway network that exists today plus those improvements which have committed funding. This roadway network is presented in Figure 14. Committed improvements are highlighted to easily see what has been added.
2. **2030 DEFICIENCIES:** Utilizing the CUUATS regional travel model and the estimated dwelling units, retail employment, and non-retail employment resulting from the Connected Neighborhood and Nodes land use vision plan for 2030, a traffic model was performed to identify where traffic volumes will exceed the existing + committed roadway network capacities. This map also identifies those roadway deficiencies where urban development traffic is occurring on rural roadways. This deficiency map is presented in Figure 15.

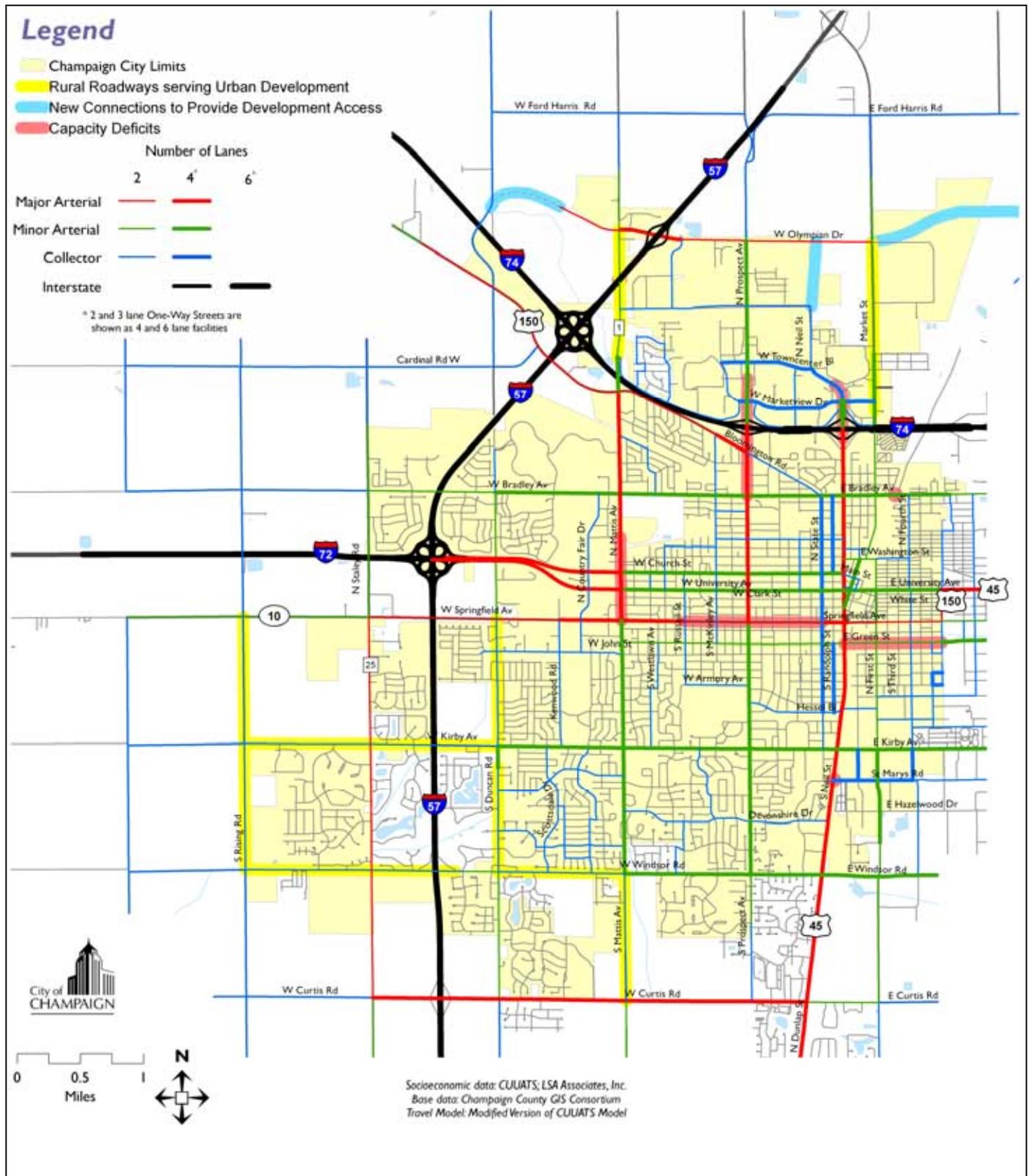
CHAPTER 4: ROADWAY VISION

FIGURE 14: EXISTING + COMMITTED ROADWAY NETWORK



CHAPTER 4: ROADWAY VISION

FIGURE 15: 2030 DEFICIENCIES



CHAPTER 4: ROADWAY VISION

3. **2030 ROADWAY VISION PLAN:** Based on the 2030 deficiencies analysis, improvements including widening of existing roadways to accommodate future traffic, upgrade of rural roads to accommodate urban development and travel, and new connections to provide access to new developing areas were identified and included in the plan. It should also be noted that this plan does not identify future collectors. As developments occur, it will be necessary to identify a system of collectors, which traverse from arterial to arterial, at the one-quarter mile increment. This collector roadway system is critical to the long term performance of the arterial street system. Similar to the grid system in the older portion of the City, the collector roadways provide internal opportunities for local traffic to travel in all direction to get to an arterial for longer trips, instead of having to first get onto an arterial and adding to the arterial traffic to circulate to a desired direction.

Figure 16, represents the 2030 Roadway Vision and improvements within Champaign. The map identifies both the functional classification of roadways and the number of proposed lanes. Roadways recommended for change beyond the existing plus committed network are highlighted.

It should be noted that new collector roads are schematically shown on the map. As development proposals are submitted, refinement of these collector roadways will need to be determined through the development review process including engineering design to determine precise alignments.

It should also be noted that there have and continue to be areas of congestion or constraint that do not have specific recommendations but will require further study. These include areas such as St. Mary's railroad under crossing, Prospect at I-74, Bradley overpass and the two lane portion of Springfield.

2030 and Corridor Preservation Plan Roadway Improvement Recommendation Process

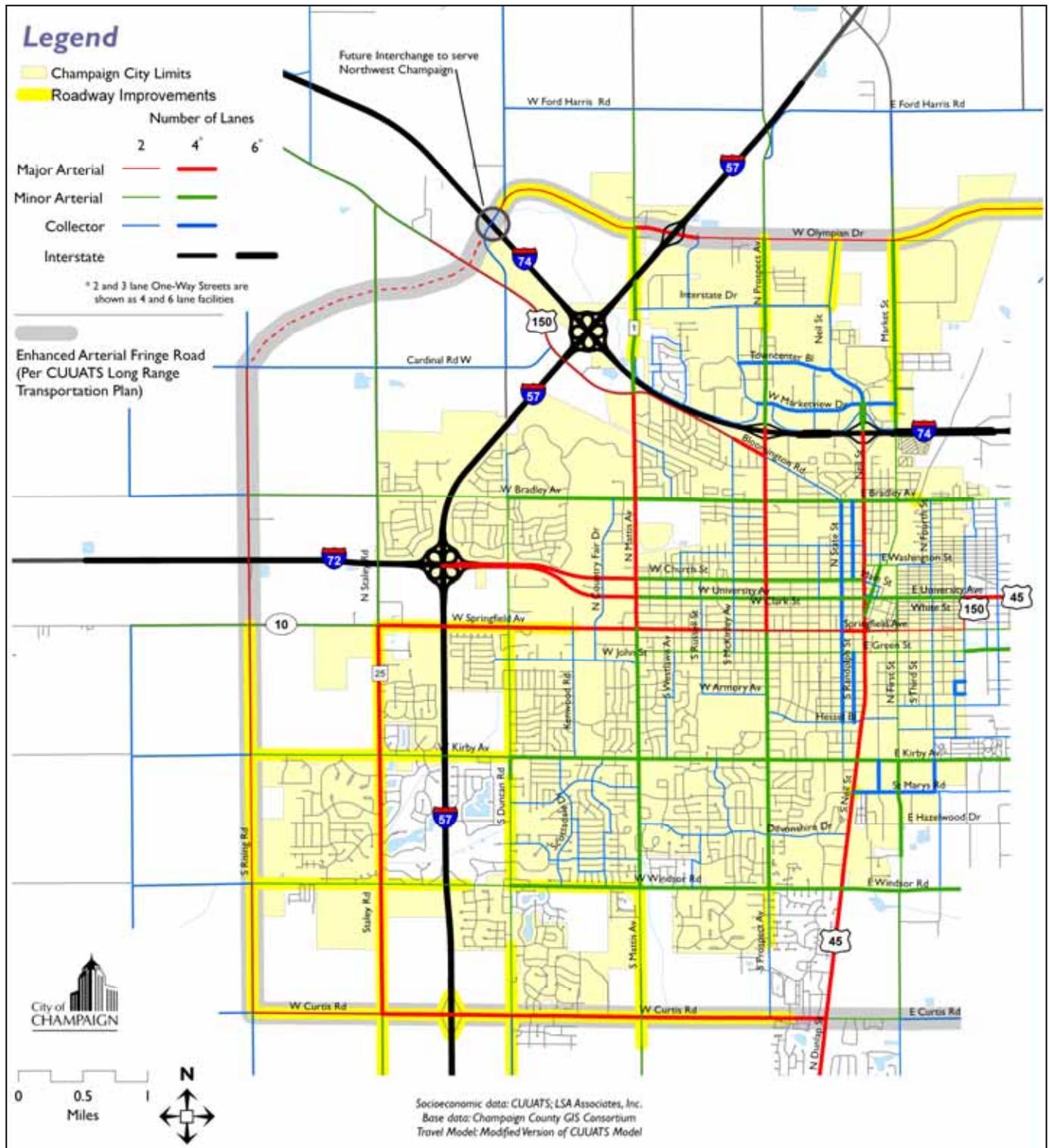
In general, the process for determining the roadway sizing recommendations for the 2030 Roadway Plan and the Corridor Preservation Plan was based on the travel model deficiencies analysis. If a road or corridor was determined to be deficient based on the forecast traffic volumes compared to the roadway classification, then an increase in the roadway designation was made, which was then rerun in the traffic model to determine if that recommendation corrected for the deficiency.

It should be noted, however, that not all deficiencies resulted in proposed roadway changes. As part of the public involvement process, there was strong desire on behalf of the public to preserve the quality of older neighborhoods and not propose roadway widenings which may improve traffic flow, but impact the neighborhood.

Therefore, portions of streets such as Springfield, Green, and Mattis which were identified as having forecast traffic volumes exceed the capacity of the roadway, there are no roadway widening recommendations proposed. As traffic increases overtime, there will be some additional congestion, while some of the traffic forecasted to utilize these facilities might divert to other routes. These corridors identified as potentially having capacity deficiencies could also be a priority for investment in alternative modes to address the travel demand.

CHAPTER 4: ROADWAY VISION

FIGURE 16: 2030 ROADWAY PLAN



CHAPTER 4: ROADWAY VISION

Corridor Preservation Plan

Historically, long-range transportation plans have been developed for the 20 to 30-year timeframe. Given the length of time it takes to identify, design, fund, and construct some of the larger improvements, and the uncertainty of the rate and location of growth, the 20 to 30-year timeframe has proven to be too short for comprehensive transportation planning. A concept being included in long-range transportation plans throughout the United States is looking at an extended time horizon longer than 20 to 30 years, and creating a Corridor Preservation Plan. The objective of the Corridor Preservation Plan is to preserve the necessary right-of-way for future roadway improvements, maintain the desired character of the corridor, and fulfill the intended functional classification of each roadway.

These corridors should be preserved and restricted from development and encroachments so that future improvements can be made in an efficient manner. This is done through the active process of:

- Identifying major corridors for future roadway improvements;
- Adopting access management requirements for the existing corridors that identify appropriate access point spacing;
- Identifying and securing access management standards for areas beyond the extent of existing urban development; and
- Requiring building and development setbacks that preserve the relationship between the right-of-way and development so that future roadway improvements can be accommodated on the priority corridors.

Complete Street on State Roads

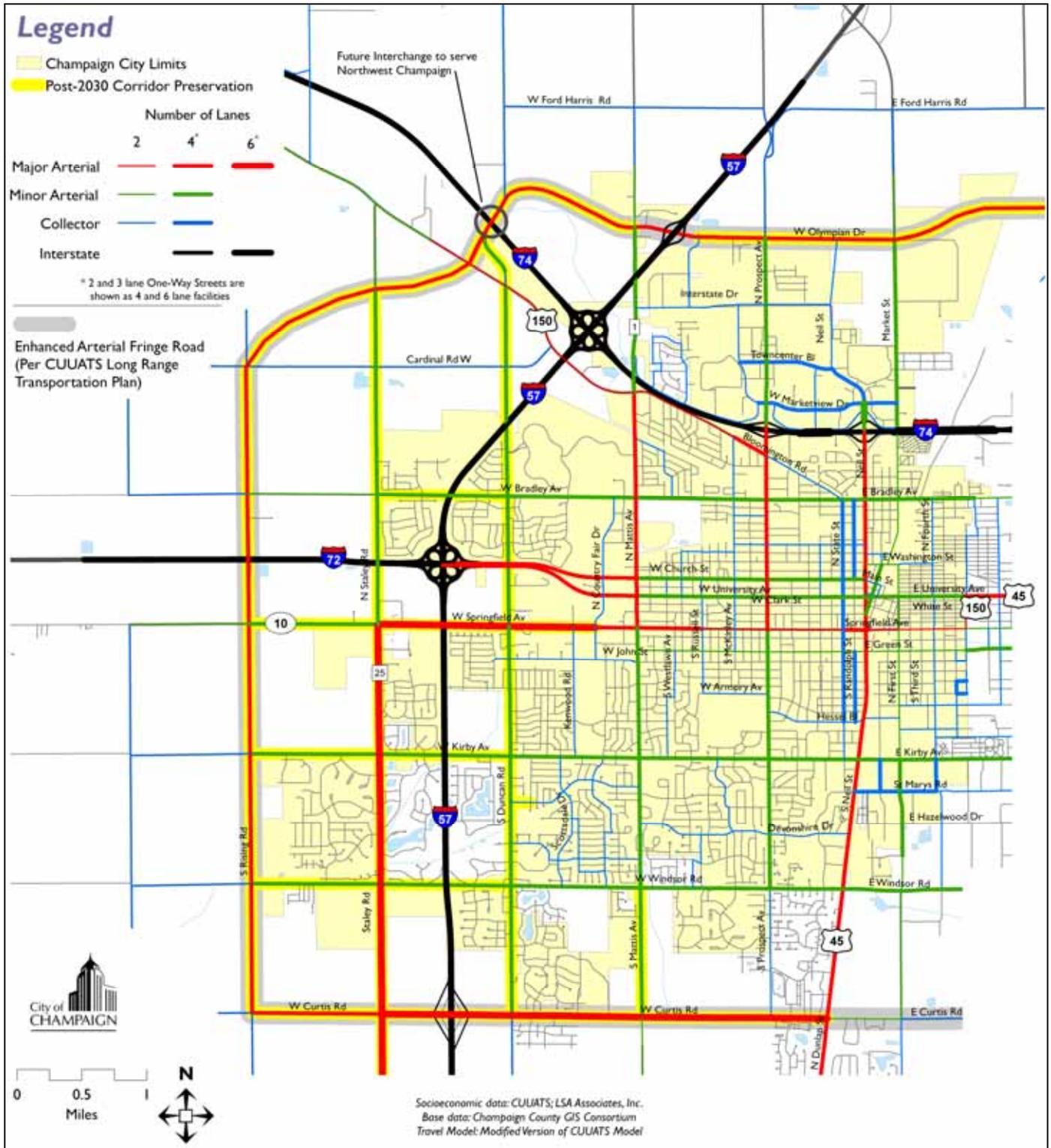
Federal requirements for complete streets are required on all roads including IDOT state roads. Close cooperation with IDOT will be critical to assure that improvements on state highways, particularly at bridge and overpass locations, such as I-57 and Mattis are included in the 2030 Vision Plan. The overpasses and roads are needed to accommodate complete streets multi-modal travel. Current I-57 is a barrier to any crossing except by the automobile.



The Post-2030 Roadway Plan map, shown in Figure 17, presents the recommendation for preserving right-of-way and defines access to accommodate the long-term transportation needs of Champaign. Given the difficulty in identifying what might actually occur in the Post-2030 timeframe the 2030 land use plan assumptions were extended an additional ± 20 years beyond the 2030 Plan timeframe. Not all arterial and collector roads are shown on the map and many of the outlying collector roads are shown in approximate locations.

CHAPTER 4: ROADWAY VISION

FIGURE 17: CORRIDOR PRESERVATION PLAN



CHAPTER 4: ROADWAY VISION

As development proposals are submitted, additional roadways will be determined through the development review process. Furthermore, the future corridor locations are approximate and engineering design will determine precise alignments. This map is intended to indicate where right-of-way should be preserved and where improvement setbacks will be required to provide flexibility in responding to actual development and growth as it occurs. The map does not imply that all of these facilities will be improved to the level indicated. If anticipated developments do not happen, then a given roadway recommendation may not be needed. Conversely, if development is greater than anticipated, then additional facilities may be needed.

Connected Neighborhoods and Nodes: Roadway Improvements

The following provides a list of roadway considerations that should be incorporated into all multi-modal corridors. Although these considerations should be included in all arterial improvements, they are critically important for the multi-modal corridors.

Capacity Improvements

As development occurs, the multi-modal corridors should be widened with curb gutter and sidewalk per the 2030 Roadway Vision Plan and current City of Champaign Street Standards.

Intelligent Transportation System (ITS) Infrastructure

Specific ITS applications that should be considered for the multi-modal transportation corridors include signal upgrades, signal interconnects, and preemption/priority control for transit and emergency vehicles.

Transportation System Management (TSM)

Transportation System Management strategies include access management, intersection improvements, peak period curb-lane parking restrictions, and operational improvements. TSM also includes traffic signal coordination, interstate ramp meters, and incident management (crashes, construction, special events).

Access Management Plan Strategies

Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system. Although developing a detailed access management plan is beyond the scope of this planning study, it is recommended that a corridor access management plan be developed for each of the multi-modal transportation corridors. The access management plan should be comprehensive so that a consistent approach is applied throughout the corridor. Elements of the access management plan should include:

CHAPTER 4: ROADWAY VISION

- Driveway consolidation and establishment of minimum driveway spacing;
- Locating driveways away from intersections;
- Inter parcel access requirements;
- Construction of secondary roadway network and parallel access roads to provide access off of the multi-modal transportation corridor; and
- Integrating access management into other planning activities (such as land use plans, zoning and planning regulations, codes and standards).

Road Maintenance

When providing maintenance and reconstructing existing roadways and bridges, it should be done in a manner that promotes complete streets, safety, increases efficiency, and minimizes lifetime costs. This is especially true for the existing arterial street bridges over Interstates 74 and 57.

Physical Improvements as Part of Corridor Projects

As the Multi-Modal Corridors are improved or constructed, the following guidelines are recommended for consideration:

- Construct improvements to current design standards;
- Improve arterial intersections to serve future volumes (turn lanes);
- Provide acceleration/deceleration lanes in appropriate locations;
- Provide appropriate curb/gutter/sidewalk section on multi-modal corridors;
- Provide appropriate space and/or treatments for on-street bicyclists or separate trail;
- Provide applicable crosswalks markings and devices at locations with pedestrian activity;
- Install traffic signals as warranted; and
- Control arterial access per multi-modal corridor roadway function.

CHAPTER 4: ROADWAY VISION

Roadway Policies and Five Year Action Plan

During the course of development of Champaign Moving Forward, several policies were prepared in response to the issues, concerns, and suggestions raised by the public with regard to the roadway system. These policies serve to guide the City's implementation of the roadway component of the TMP. Through these policies and actions, the City will:

Policies

- RP-1. Coordinate regional travel issues and plans with, IDOT, CUUATS, Urbana, Champaign County, Savoy, and the University of Illinois.
- RP-2. Reduce impacts to the arterial street system by requiring new development to provide internal circulation and connections between developments using collectors.
- RP-3. Adhere to Complete Streets roadway standards and requirements and not waive development requirements.

Five Year Action Plan

- RA-1. Identify a program where development pays its fair share of roadway improvements based on a nexus between new traffic and impacts.
- RA-2. Modify current street standards to Complete Streets which integrates automobile, transit, bicycle, and pedestrian multi-modal facilities.
- RA-3. Update codes and standards to require multi-modal transportation assessments for all new proposed developments which address connections, access, and mobility for auto, transit, bicycle, and pedestrian modes.
- RA-4. Update parking demand rates, within nodes with both minimum and maximum standards, including requirements for shared parking analysis.



HENDERSONVILLE LAND USE & TRANSPORTATION PLAN

Complete Streets

Chapter 6



Chapter 6 - Complete Streets

“Complete streets” is a term used nationally to describe the transformation of vehicle-dominated thoroughfares in urban and suburban areas into community-oriented streets that safely and conveniently accommodate all modes of travel, not just motorists. This section describes the process and components of a complete street, setting the stage for the plan’s transportation and land use recommendations. The inclusion of complete streets in the Hendersonville Land Use & Transportation Plan is a response to a public interest. Local citizens, business owners, and officials recognize the importance of a shift from an automobile-dominated roadway to a balanced, multi-modal transportation system that respects all users of the roadway and the rights of adjacent land owners. Focus groups and public workshops during the public design charrette were well-attended and provided an opportunity for a majority of the participants to voice their concerns about the City’s current transportation system.



Implementing Complete Streets

Transforming major arterials into complete streets is complicated, requiring a diverse range of skill sets and broad support from the community. Fortunately, other metropolitan areas have demonstrated success stories that have been translated into guiding documents. The most detailed guidance comes from a joint effort of the Institute of Transportation Engineers and Congress for the New Urbanism. With funding from the U.S. Department of Transportation and the U.S. Environmental Protection Agency, best practices have been published as “Context-Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.”



Successful complete street transformations require community support and leadership, as well as coordination between various disciplines. In particular, support must include economic revitalization, business retention and expansion, property owner involvement, urban planning, urban design, landscape architecture, roadway design, utility coordination, traffic engineering, transportation planning, transit planners, architects, graphic artists, and developers.

Guiding Principles

The following principles embody the most important aspects of a successful complete streets program:

- Achieve community objectives.
- Blend street design with the character of the area served.
- Capitalize on a public investment by working diligently with property owners, developers,

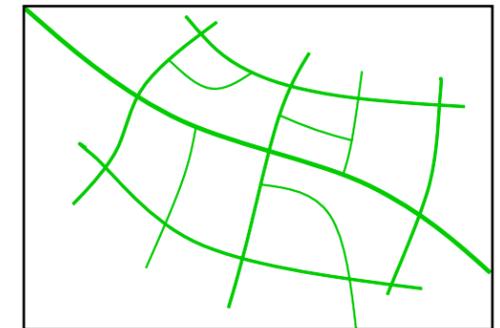
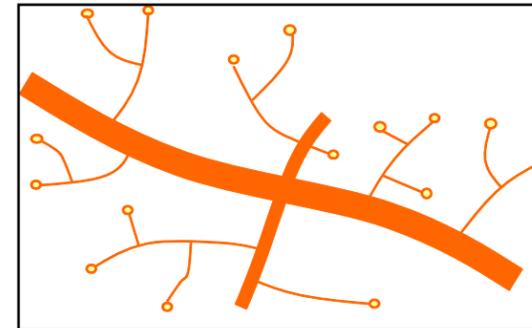
economic development experts, and others to spur private investment in the area. A minimum return-on-investment of \$3 private for every \$1 of public investment should be expected. Often in more densely populated areas, the ratio is 10:1 or more.

- Design in balance so that traffic demands do not overshadow the need to walk, bicycle, and ride transit safely, efficiently, and comfortably. The design should encourage people to walk.
- Empower citizens to create their own sense of ownership in the success of the street and its myriad characters.

Caveats

Street transformations, however, require a tremendous effort by many stakeholders. Several factors contribute to the successful implementation of a complete street transformation, including:

- An interconnected network of major and minor streets with some redundancy in traffic capacity on parallel major streets. Concern over a “loss” of traffic capacity can be tempered with “surplus” capacity elsewhere.



Limited connectivity resulting in heavy reliance on arterial system (left) versus well-connected system of streets (right).

- A demonstrated and well-defined problem that can be addressed with a complete street transformation. The community should agree that the problem demands a solution and feel empowered to be advocates for change. It will never be possible to get everyone to agree with every detail of the new design, but near universal agreement on the problem definition is critical.
- A non-profit group to create an agenda for change. A non-profit group can help facilitate change and participate in design meetings to make sure that designers continue to pursue solutions and decisions that will ultimately achieve the community objective.

Chapter 6 - Complete Streets

Policy Support

Beyond the support provided with the Hendersonville Land Use & Transportation Plan, the other important policy documents that should reflect complete street policies or enabling language include:

- City or County Comprehensive Plans
- City or County Comprehensive Transportation Plans
- Area Plans (for the applicable area served by the complete street)
- Park Master Plans (if adjacent to the corridor)
- Economic Revitalization/ Development Strategies

Street Realms

As described below, complete streets can be viewed in terms of four basic zones or realms: the context realm, pedestrian realm, travelway realm, and intersection realm. Together these street designs ensure the needs of all users are accommodated.

Context Realm

The context realm of a complete street is defined by the buildings that frame the major roadway. Identifying distinct qualities of the context realm requires focusing on four areas: building form and massing, architectural elements, transit integration, and site design.

Building Form and Massing

To enhance an already high-quality street design and help create a complete street, buildings should be located close enough to the street that they are able to frame the public space enjoyed by pedestrians. In more urban areas, these buildings should be located directly behind the sidewalk. Buildings with stairs, stoops, or awnings may even encroach into the pedestrian realm to provide visual interest and access to the public space. Suburban environments that must incorporate setbacks for adjacent buildings should limit this distance to 20 feet or less and avoid off-street parking between buildings and the pedestrian realm.



Larger setbacks in these suburban areas will diminish the sense of enclosure afforded to the pedestrian and move access to the buildings farther away from the street. In both environments, building heights should measure at least 25% of the corridor width.

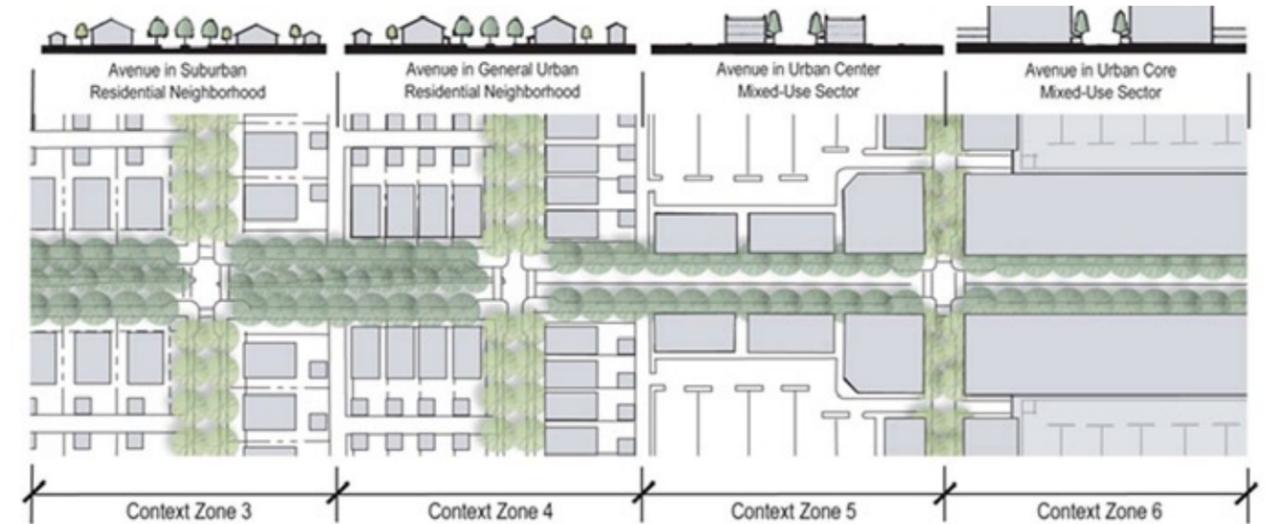
For example, a 100-foot wide roadway right-of-way should be framed by buildings that are at least 25 feet high (a typical two-story building) on both sides with facades that are at most 20 feet from the edge of right-of-way.

Architectural Elements

Careful placement and design of buildings adjacent to the major roadway offer opportunities for meaningful interaction between those traveling along the corridor and those using the corridor for other purposes. These opportunities are greatly enhanced when restaurants, small shops and boutiques, residential units, and offices are located adjacent to the street. Building scale and design details incorporated into individual buildings foster a comfortable, engaging environment focused on the pedestrian. Common building design treatments generally favored in a pedestrian environment include awnings, porches, balconies, stairs, stoops, windows, appropriate lighting, promenades, and opaque windows.

Transit Integration

Areas that are targeted for high-quality transit service must be supported through land use and zoning policies that support transit-oriented development and reflect the benefits of increased access to alternative modes of travel. Policy examples include appropriate densities and intensities for supporting transit use, parking ratios that reflect reduced reliance on the automobile, and setback and design guidelines that result in pedestrian-supportive urban design. In addition, potential transit service identified for transportation corridors within the community should take into consideration the land use, density/intensity, and urban design characteristics of the surrounding environment before selecting proposed technologies or finalizing service plans.



Chapter 6 - Complete Streets

Site Design

The complete street truly is integrated into the surrounding environment when the interface between the site and the street is complementary to the pedestrian environment created along the entire corridor. Access to the site should be controlled through a comprehensive access management program to minimize excessive driveways that create undesirable conflicts for traveling pedestrians. Building orientation, further defined by landscape and architectural elements incorporated into the site should reinforce the public space protected between the buildings. Public paths through sites should be provided to shorten blocks longer than 600 feet.

Pedestrian Realm

The pedestrian realm of a complete street extends between the outside edge of sidewalk and the face-of-curb located along the street. Safety and mobility for pedestrians within this realm is predicated upon the presence of continuous sidewalks along both sides of the street built to a sufficient width for accommodating the street's needs as defined by the environment. For example, suburban settings will require different widths than downtown settings. The quality of the pedestrian realm also is greatly enhanced by the presence of high-quality buffers between pedestrians and moving traffic, safe and convenient opportunities to cross the street, and consideration for shade and lighting needs.



The pedestrian realm may consist of up to four distinct functional zones: frontage zone, throughway zone, furnishing zone, and edge zone. The frontage zone is located near the back of the sidewalk and varies in width to accommodate potential window shoppers, stairs, stoops, planters, marquees, outdoor displays, awnings, or café tables. The throughway zone provides clear space for pedestrians to move between destinations and varies between 5 and 16 feet wide, based on the anticipated demand for unimpeded walking area. The furnishing zone provides a key buffering between pedestrians and moving traffic. It generally measures at least 4 to 6 feet wide to accommodate street trees, planting strips, street furniture, utility poles, sign poles, signal and electrical cabinets, phone booths, fire hydrants, bicycle racks, or retail kiosks targeted for the pedestrian realm. The edge zone is incorporated into the pedestrian realm concurrent with the presence of on-street parking to allow sufficient room for opening car doors.



Incorporation of one or more of these function zones in the pedestrian realm of a street generally is based upon the context of the surrounding built environment. For example, a more urban, downtown environment will include all four zones in the pedestrian realm and could measure up to 24 feet wide. An equally important link to the pedestrian network that is located in a more suburban setting may omit one or more of the function zones listed above, resulting in an overall minimum width of 11 feet. Recommended design elements for promoting a healthy pedestrian realm generally focus on one of four areas of

concentration: pedestrian mobility, quality buffers, vertical elements, and public open space. Together, these best practices can be implemented in both urban and suburban environments, to varying degrees, for promoting healthy pedestrian environments.

Pedestrian Mobility

The presence of a comprehensive, continuous pedestrian network serves as the foundation for fostering a walkable community that supports active transportation and mode choice. Sidewalks generally provide clear zones of 6 to 8 feet wide to accommodate pedestrian travel. In more urban environments, amenities in the frontage zone and furniture zone will greatly increase the overall width of the corridor when compared with more suburban settings. Mid-block pedestrian crosswalks should be incorporated into the urban fabric as needed to make sure that convenient crossing opportunities are provided approximately every 300 feet for maximizing efficiency and safety within the pedestrian system. As a general rule, mid-block crossings should be considered on two-lane streets when the block length is greater than 500 feet and the posted speed limit for the travel lanes does not exceed 40 miles per hour.

Quality Buffers

Providing separation between pedestrians and moving traffic greatly enhances the character of the pedestrian realm. The amount of separation incorporated into the pedestrian realm may vary between corridors based on the context of the surrounding built environment or on streets with different travel speed and/or traffic volume characteristics. In downtown areas, parallel or angled on-street parking provides sufficient distance (8 to 18 feet) for separating pedestrian and vehicle traffic. Likewise, landscape planting areas (typically 6 feet wide) incorporated into either urban or suburban environments provide adequate lateral separation for pedestrians. In urban areas, street trees may be placed in tree wells within an overall hardscaping surface instead of using suburban-style grass areas.



Vertical Elements

Vertical elements traditionally incorporated into the pedestrian realm include street trees, pedestrian-scale street lighting, and utilities. Street trees provide necessary shade to pedestrians and soften the character of the surrounding built environment. They should be spaced between 15 and 30 feet apart, be adapted to the local environment, and fit the scale and character of the surrounding area. Pedestrian-scale street lighting incorporated into the pedestrian realm should use metal halide fixtures mounted between 12 and 20 feet high. Utilities should not interfere with pedestrian circulation or block entrances to buildings, curb cuts, or interfere with sight distance triangles. In some cases, burying utilities underground avoids conflicts and clutter caused by utility poles and overhead wires. Relocation of overhead utilities to tall poles on just one side of the roadway, however, can be a cost-effective aesthetic alternative to burial of utilities in a duct bank under the road.

Chapter 6 - Complete Streets

Public Open Space

The pedestrian realm serves a dual purpose within the built environment, acting as both a transportation corridor and a public open space accessible to the entire community. As a result, specific design elements incorporated into the pedestrian environment should reinforce this area as a public space. Properly planned, these design elements could provide opportunities for visitors to enjoy the unique character of the corridor in both formal and informal seating areas. Public art and/or specialized surfaces and materials introduced into the pedestrian realm are appreciated by slower moving pedestrians. In more urban areas, street furniture and/or outdoor cafes provide opportunities that foster community ownership in the pedestrian realm, such as “people watching.” Furthermore, building encroachments in downtown areas, such as stairs and stoops, provide for interesting points of access to the pedestrian realm. Lastly, awnings and canopy trees provide shade which is helpful in the temperate climate of the region.

Travelway Realm

The travelway realm of a street is defined by the edge of pavement or curb line (in more urban areas) that traditionally accommodates the travel or parking lanes needed to provide mobility for bicycles, transit, and automobiles sharing the transportation corridor. This area also separates the pedestrian and context realms and may provide carefully-designed crossing opportunities between intersections. Recommended design elements incorporated into the travelway realm serve to achieve greater balance between travel modes sharing the corridor and favor design solutions that promote human scale for the street and minimize pedestrian crossing distance. Recommendations for the travelway realm in a complete street focus on two areas of consideration: modes of travel and medians.



not exceed 8 feet in width (including the gutter pan) and may be protected by bulb-outs evenly spaced throughout the corridor.

Bus stops located along the corridor should be well-designed to include shelters, as well as benches that comfort patrons while waiting for transit service. On-street bicycle lanes (typically 4 to 6 feet wide) should be considered when vehicle speeds range from 30 to 40 miles per hour. Wide outside lanes may be preferred on streets with higher speeds. To avoid situations where citizens with only basic bicycle skills may be attracted to a corridor, designated bicycle routes on parallel corridors may be the best option when speeds on the major street exceed 40 mph. According to state law, bicyclists are considered vehicles and are permitted on all corridors except freeways and access-controlled highways.



Median Treatments

Medians often are incorporated into the travelway realm to provide dedicated left-turn lanes, landscaping, and pedestrian refuge at crossings. They generally vary between 7 and 18 feet wide, depending on their intended application and the limitations of the surrounding built environment. Medians also reinforce other access management solutions provided within the travelway to reduce the number of conflict points and maintain the human scale intended for the complete street.

In addition to center medians, other access management solutions incorporated into the travelway realm should limit the number of individual driveways along the corridor and avoid the use of right-turn deceleration lanes. Together, these improvements will reduce the overall pedestrian crossing distance for the travelway and maximize the safety for pedestrians traveling inside the pedestrian realm.

Multi-modal Corridors

Balance between travel modes within the same transportation corridor fosters an environment of choice for mobility that could lead to reduced congestion on major roadways and a healthier citizenry. On a complete street, safe and convenient access to the transportation network for bicycles, transit, and automobiles is afforded within the travelway realm. Travel lanes for automobiles and transit vehicles should measure between 10 and 11 feet wide, depending on the target speed, to manage travel speeds and reinforce the intended character of the street. Parking lanes incorporated into the travelway realm should

Chapter 6 - Complete Streets

Intersection Realm

Evaluating potential changes for the intersection realm of a street requires careful consideration for the concerns of multiple travel modes that could meet at major intersections within the transportation system. Recommendations for improving the multi-modal environment in and around these major intersections focus on two areas of the facility: operations and geometric design.

Geometric Design

Geometric design of an intersection should reinforce the operational characteristics of a traffic signal or roundabout. With traffic signals, this includes the introduction of curb extensions, or bulb-outs, to shorten pedestrian crossing distance and protect on-street parking near the intersection. Curb return radii designed for signalized intersections should be 15 to 30 feet to control turning speed around corners. At roundabouts, special consideration should be given to entry and exit speeds, pedestrian refuge in the splitter islands, and assigning predictability to the intersection for pedestrians, bicycles, and vehicles. Both intersection treatments may consider special pavement markings to distinguish pedestrian areas or bicycle lanes, although these surfaces need to be stable, firm, and slip resistant. Additional consideration should be given to maintaining adequate sight triangles in the intersection, addressing the treatment of bicycle lanes through the intersection, and compliance with federal requirements per the American with Disabilities Act for crosswalk and curb ramp design.

Operations

In terms of operations, traffic signals or roundabouts are the two most appropriate applications for traffic control devices that also could maintain the pedestrian scale of the street reinforced in the context, pedestrian, and travelway realms. The merits of a traffic signal rather than a roundabout for intersection control should be determined on a case-by-case basis after taking into consideration key issues such as desired traffic speed, availability of right-of-way, anticipated traffic patterns, and the context of the built environment surrounding the intersection.

Street Design Priority Matrix

As a part of this planning process a mechanism that links transportation with development character was sought. A planning tool was desired to serve as a local representation of the complete streets-context sensitive solutions philosophy. However, the tool needed to be customized for the study area. The result was a Street Design Priority Matrix (see Table 4-5). The matrix communicates the elements of each type of street and includes:

Travel Realm

- Number and width of travel lanes
- Intersection vehicular capacity
- Design for large vehicles
- Medians
- Bicycle lanes

- Multi-modal intersection design

Pedestrian Realm

- Wide sidewalks with amenities
- Standard sidewalks with verge
- Multi-use paths
- On-Street parking
- Urban design features



Additional considerations include the need for connectivity and access management. The resulting priority matrix communicates the priorities for each street element as it relates to the character areas of the community (i.e., Old Town, Mixed-Use Neighborhood, Employment Center, Regional Activity Center, Suburban Center, Suburban Living, Rural Living, and Waterfront Living) and should indicate those high priority items that should NOT be compromised during the design process. In essence, the matrix reinforces the relationship between transportation and land use by adding design and context to each corridor within a character area.

Table 4-5- Benefits of Corridor Access Management

	Old Town	Neighborhood Mixed Use Center	Employment Center	Regional Activity Center	Suburban Center	Suburban Neighborhood	Rural Living	Waterfront Living
TRAVEL REALM								
Number and width of travel lanes								
Intersection vehicular capacity								
Design for large vehicles								
Medians								
Bicycle lanes								
Multimodal intersection design								
PEDESTRIAN REALM								
Wide sidewalks with amenities								
Standard sidewalks with verge								
Multi-use paths								
On-Street parking								
Urban design features								
OTHER ELEMENTS								
Interconnected street system								
Access Management								
Curb and Gutter								
Ditch Swale Section								
RELATIVE STREET SPACING (FT)	600-800	600-1500	1200-1500	800-1500	1200-1500	1500-3000	2,500-5000+	Varies

High Priority

Medium Priority

Low Priority

N/A

GOAL M 4.2

Complete Streets. Provide complete streets that balance the diverse needs of users of the public right-of-way.

Policies

M 4.2.1 Adequate Rights-of-Way. The City shall ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility. *(MPSP)*

Well-marked pedestrian crossings provide pedestrian safety at intersections and mid-block locations that helps encourage walking.

Photograph courtesy of Michael Zwahlen



See M 2, Walkable Communities and LU 4, Neighborhoods, LU 5, Centers, LU 6, Corridors, and LU 7, Employment for additional policies on pedestrian facilities.

M 4.2.2 Pedestrian and Bicycle-Friendly Streets. The City shall ensure that new streets in areas with high levels of pedestrian activity (e.g., employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as detached sidewalks, frequent and safe pedestrian crossings, large medians to reduce perceived pedestrian crossing distances, Class II bike lanes, frontage roads with on-street parking, and/or grade-separated crossings. *(MPSP)*

See ER 3, Urban Forest for additional policies on the city's street tree canopy.

M 4.2.3 Adequate Street Tree Canopy. The City shall ensure that all new roadway projects and major reconstruction projects provide for the development of an adequate street tree canopy. *(MPSP)*

- M 4.2.4 Pedestrian and Bicycle Facilities on Bridges.** The City shall identify existing and new bridges that can be built, widened, or restriped to add pedestrian and/or bicycle facilities. *(MPSP)*
- M 4.2.5 Multi-Modal Corridors.** The City shall designate multi-modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors to receive increased investment for transit, bikeway, and pedestrianway improvements. *(MPSP)*
- M 4.2.6 Identify Gaps in Complete Streets.** The City shall identify streets that can be “more complete” either through a reduction in the number or width of travel lanes or conversions, with consideration for emergency vehicle operation. The City shall consider new bikeways, enhanced sidewalks, on-street parking, and exclusive transit lanes on these streets. *(PSR)*



Safe pedestrian crossings, on-street parking, street trees, and landscaped medians on Del Paso Boulevard.

automotive modes, such as public transit, cycling, walking, trip reduction strategies, and telecommunications. It also recognizes the inter relationships among transportation, land use, and neighborhoods. To maintain mobility, land use and transportation policies must emphasize work, live, and play relationships and more efficient and accessible/walkable transportation options must be provided. To reduce traffic congestion and impact on the natural and built environment, appropriate land use decisions must be sought which help reduce the length and number of automobile trips (typically expressed as vehicle miles traveled or VMT). In addition, mobility alternatives to the automobile that can be efficient, accessible, and comfortable, can challenge the reliance on the automobile, and can further help reduce congestion and improve safety on our streets.

There also is a strong recognition that different areas within the City may have unique mobility needs requiring solutions that, while part of a larger system, are designed for specific areas of the City. The policies of the Community Mobility Element are designed to recognize these unique needs and find solutions for them. Those policies are further refined and defined through the policies and goals of the *Transportation Master Plan*, especially through developing context-sensitive design and transportation solutions to local issues.

The Policy Element of the *Transportation Master Plan* addresses general, citywide policies that are not specific to a particular transportation mode, or confined to a specific area within the City. While some of these policies will be reiterated in the modal elements or area circulation studies, this document is intended to provide a global view of policies that will affect transportation and transportation facilities throughout the community.

In addition to the *Transportation Master Plan*, other policies and programs are underway. Information from the neighborhood traffic management program and local area infrastructure plans will be included and referenced in the *Transportation Master Plan* Policy Element. The *Downtown Plan* update is currently being coordinated by the Planning and Development Services Department and will include updates to the Downtown land use and circulation sections. This effort is anticipated to be complete in 2008.

2.0 COMPLETE STREETS

POLICY OBJECTIVES: To design, operate, and maintain Scottsdale's streets to promote safe and convenient access and travel for all users: pedestrians, bicyclists, transit riders, and equestrians, as well as cars, trucks, and buses.

Improve community quality of life in Scottsdale neighborhoods by implementing strategies that reduce the negative impacts created by automobile traffic on neighborhood streets, as well as increase the pedestrian and bicycle options for the neighborhood.

A complete street is one that is designed and operated to enable safe and comfortable access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities are able to safely move along and across a complete street. Various streets in the community are currently without sidewalks or paths or have inadequate sidewalks; are too narrow to safely share with bikes; may be intimidating to cross as a pedestrian; or are uninviting for transit users. Incomplete streets are often less safe for multiple users than complete streets.

While the City's current design guidelines are very consistent with the complete streets concept, instituting a complete streets policy ensures that the entire ROW is designed and operated to

enable safe access for all users. Ingredients that may be found on a complete street include: sidewalks and/or paths, bike lanes, frequent crosswalks, wide shoulders, medians, bus pullouts, special bus lanes, raised crosswalks, audible pedestrian signals, sidewalk bulb-outs, and more.

Complete streets policies recognize that there is a need for flexibility as all streets are different and user needs will be balanced. All road projects should result in a complete street appropriate to local context and needs. The following policies will apply to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire ROW.

2.1 Policies and Strategies

2.1.1 Multi-modal Approach

- ▶ Promote a multi-modal approach for all City of Scottsdale new and retrofit roadway projects through formal adoption of a complete streets policy. A multi-modal approach includes all users (pedestrians, bicyclists, transit vehicles and users, equestrians, and motorists of all types) of all ages and abilities. This approach aims to create a comprehensive, integrated, connected network. Understand that a universal “rule” on all streets cannot be applied. For example, pedestrian and bicycle access on highways or freeways is not generally encouraged.
- ▶ Provide facilities and amenities that are recognized as contributing to complete streets, including: roadway and pedestrian-level street lighting; pedestrian and bicycle safety improvements; access improvements in accordance with ADA; transit facilities accommodation, including but not limited to, pedestrian access improvement to transit stops; street trees and landscaping; and street furnishings that are sensitive to the local context.

2.1.2 Systematic Implementation

- ▶ Implement policies and procedures with the construction, reconstruction, or other changes of transportation facilities on arterial streets to support the creation of complete streets including capital improvements and major maintenance.
- ▶ Revise the DS&PM where necessary to address equitable mobility. Ensure that the City balances the needs of diverse users in public and private project review.
- ▶ Collect data to track the performance of complete streets.

2.1.3 Context-sensitive Design

The Federal Highway Administration (FHWA) defines context-sensitive design as an approach to developing and redesigning transportation facilities that fit into the physical and human environment while preserving the aesthetic, historic, community, and natural environmental values.

- ▶ Design, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit, vehicles, and equestrians, in a manner consistent with and supportive of the *General Plan* and *Transportation Master Plan* goals, and adapted to the localized context within the different areas of the City as described in:
 - ▶ The area plans for the North Area, Central/Downtown, and the Scottsdale Airpark contained within those sections of the *Transportation Master Plan*; and
 - ▶ Relevant provisions of adopted character area plans for neighborhoods or other localized plans or standards.

2.1.4 Roadway Restriping

This restriping guideline is intended to accommodate bicycle lanes on existing roadways, through optimized use of existing rights-of-way, pavement and facilities. Detail of this guideline can be found in the Bicycle Element.

- ▶ Adopt roadway restriping guidelines as part of the Bicycle Element of the *Transportation Master Plan* which consider existing and forecasted motor vehicle traffic, existing pavement and lane widths, American Association of State Highway and Transportation Officials (AASHTO)'s *A Policy on Geometric Design of Highways and Streets*, AASHTO's *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, and AASHTO's *Guide for the Development of Bicycle Facilities*.

3.0 TRANSPORTATION MODE CHOICE

POLICY OBJECTIVE: Provide and support increased transportation mode choices by improving access to, and the function of, the pedestrian, bicycle, vehicle, and transit network in Scottsdale, thus carrying out the mode choice goals in the Community Mobility Element of the General Plan and in the Vision, Values, and Goals section of this Transportation Master Plan.

3.1 Policies and Strategies

3.1.1 Mode Split and Vehicle Miles Traveled Targets

Creating targets for transportation mode splits and/or annual VMT are methods used throughout the nation to promote and support transportation options. In some urban areas, the mode split is as much as 45 percent to 55 percent non-single occupant vehicle (non-SOV). For Scottsdale, a mode split for its most active areas (e.g., Downtown, Scottsdale Road/Loop 101) could approach 25 percent by 2030. Strategies for achieving this mode split include: improving bicycle, pedestrian, fixed-route transit and local circulator transit facilities and services; and working within the *General Plan* Land Use Element to promote live, work, play, and pedestrian-oriented development types. In time the combination of land uses and non-SOV facilities should positively increase the percentage of trips using transit, walking, and biking as the mode of choice.

- ▶ Adopt a non-SOV mode split target of 25 percent by 2030 in the City's most developed and active centers, such as Downtown. (Current citywide mode split during peak hours is approximately 20 percent, including carpooling.)
- ▶ Adopt a target of a 10 percent reduction in annual VMT per capita by 2015 and a 20 percent reduction in VMT per capita by 2030.
- ▶ Support these targets by evaluating land use decisions for the ability to incorporate and promote non-SOV facilities and mixed uses in development, per the *General Plan* and/or *Downtown Plan*.
- ▶ Develop a transit network that improves transit accessibility from neighborhoods to fixed route transit.
- ▶ Improve transit stops with seating, shade, bicycle storage, lighting, and more detailed route information.
- ▶ Implement the *Downtown Pedestrian Mobility Study* recommendations.
- ▶ Complete the pedestrian and bicycle priority projects listed in the Bicycle and Pedestrian Elements of the *Transportation Master Plan*.

TRANSPORTATION ELEMENT

Transportation Vision:

The Transportation Vision outlines the direction of transportation planning for the City of West Palm Beach. It identifies the major priorities that the City needs to address from a transportation standpoint in order to ensure the development of a transportation system that increases the quality of life for its residents and visitors while providing for a variety of transportation choices that help reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions.

The City of West Palm Beach's Transportation Vision can be broken down in to the following principles:

1. **Provide a wider choice of transportation options.** The City shall strive to provide a variety of transportation options that include pedestrian and bicycling infrastructure as well as public transit facilities. By providing these alternatives, the City is creating a more environmentally sound and more equitable transportation system.
2. **Promote the increased use of bicycle and pedestrian facilities as a viable alternate means of transportation to the automobile.** Due to their health and environmental benefits, the City shall seek to improve the bicycling and pedestrian environment by providing, or requiring, bicycle and pedestrian infrastructure and amenities throughout the City and by seeking to provide wider sidewalks.
3. **Promote transit options throughout the City.** The City shall continue to coordinate with the different public transit providers on enhancing public transit service throughout the City, including exploring the use of the Intracoastal Waterway as a public transportation corridor. In addition, the City shall continue to look at ways to expand the existing Downtown trolley service.
4. **Develop Complete Streets:** The City shall promote the development of "Complete Streets" that are designed, built, and maintained in a manner that accommodates not only automobiles, but transit vehicles and non-motorized modes of travel such as pedestrians and bicyclists. "Complete Streets" shall seek to be aesthetically pleasing and provide for a comfortable environment for its different users.
5. **Use of Transportation Demand Management (TDM) and Transportation System Management (TSM) measures to reduce congestion.** The City shall continue the implementation of TDM programs to reduce the use of the automobile and driver behavior. Also the City shall continue to implement TSM strategies that increase the efficiency of the existing transportation infrastructure.
6. **Develop a transportation network that emphasizes safety and aesthetics.** The City shall seek to create a transportation network that it is both safe and attractive. As a result, roads and intersections with high accident rates shall be evaluated periodically and measures should be implemented to make them safer for cars, cyclists, and pedestrians. In addition, the City shall continually pursue funding to beautify streets.

- 7. **Evaluate the environmental impacts of transportation projects.** The City shall consider the environmental effects of proposed transportation projects and initiatives when determining the future funding of the projects.
- 8. **Plan for increased densities around designated nodes and corridors and more mixed land use.** In order to reduce automobile-dependence and encourage modal shifts to walking, cycling, and transit, the City shall seek to develop more compact, mixed-use, pedestrian-oriented communities offering a range of housing types around designated nodes and corridors.

GOALS, OBJECTIVES AND POLICIES

1.0 PUBLIC TRANSIT

GOAL 1.1: THE CITY OF WEST PALM BEACH SHALL ASSIST PALM TRAN IN PROVIDING ITS RESIDENTS, WORKERS, AND VISITORS WITH AN EFFICIENT AND ENVIRONMENTALLY SUSTAINABLE PUBLIC TRANSPORTATION SYSTEM WHICH HELPS TO REDUCE VEHICLE MILES TRAVELED AND GREENHOUSE GAS EMISSIONS.

Objective 1.1.1: The City shall coordinate with PalmTran in the planning, development and implementation of a more direct bus passenger routing system to serve more people and to cover a greater service area in the western areas of the City (i.e., areas west of I-95).

Policy 1.1.1(a): The City shall require future developments in the western areas to plan for public transit facilities and amenities such as covered shelters, bus bays, and transit park-and-ride lots based upon the number of access points, type of access (i.e., gated or non-gated), and the overall size of the development. This shall be done in accordance with the Palm Tran plans for the area.

Policy 1.1.1(b): The City shall coordinate with Palm Tran and other transit providers on the provision and/or enhancement of transit services that connect the City’s western communities with the Downtown.

Policy 1.1.1(c): The City shall coordinate with all appropriate agencies on the adoption and implementation of the Central Palm Beach County Transportation Corridor Study which seeks to provide Bus Rapid Transit (BRT) connections between the central western areas of Palm Beach County and Downtown West Palm Beach.

Objective 1.1.2: Through its participation in the different boards and advisory committees of the Palm Beach County Metropolitan Planning Organization (MPO), the City shall develop a coordinated and integrated approach to transportation service provision in conjunction with the MPO and the Florida Department of Transportation. This shall include

influencing the MPO's Transportation Improvement Program (TIP) and the Long Range Transportation Plan.

Policy 1.1.2(a): The City shall seek to determine the modal split for West Palm Beach and set specific targets aimed at increasing its modal split. At such time that the City plans street modifications, PalmTran shall be invited to meet with the City to coordinate the location of transit-related facilities and other design requirements. The City shall continue to coordinate planning efforts with PalmTran, Tri-Rail, the MPO, Palm Beach County, and the FDOT to achieve a higher modal split.

Objective 1.1.3: The City of West Palm Beach shall support the efforts of the Downtown Development Authority (DDA), the Community Redevelopment Agency (CRA) and the private sector in the successful operation of the Downtown trolley.

Policy 1.1.3(a): The City shall assist and coordinate with PalmTran in increasing public transit service in the Downtown. The City shall implement assistance programs, as approved by the City Commission, which may include, but are not limited to, public relations/marketing and service provision and may be in the form of a financial or in-kind contribution.

Policy 1.1.3(b): The City, as part of its Transportation Management Initiative (TMI), shall continue to work with employers on the development of incentives for the use of public transit and modes of transportation other than the single-occupancy vehicle.

Policy 1.1.3(c): The City shall seek to expand its trolley routes in order to provide improved public transit connections within the Downtown and between its neighborhoods, employment areas, parks, major institutional uses and the Downtown. In order to make this possible, the City shall continually seek funding opportunities for the operations of the trolleys.

Objective 1.1.4: The City shall designate existing and future public transit rights-of-way by requiring the minimum street right-of-way standards included in Appendix A and other related policies.

Policy 1.1.4(a): The City shall continue to enforce minimum right-of-way requirements for new streets that are suitable to the City, Palm Beach County, and Florida Department of Transportation.

Policy 1.1.4(b): The City hereby adopts the right-of-way setback requirements, in Appendix A, to designate existing and future rights-of-way in West Palm Beach.

Objective 1.1.5: The City shall continue to work with PalmTran, Tri-Rail, other transit providers, as well as with public and private entities in increasing the transit modal split for all trips in the City of West Palm Beach.

Policy 1.1.5(a): By January 2011 the City shall evaluate the provision of, and implement when appropriate and feasible, incentives for developments that provide significant

public transit facilities. The evaluation shall considerer where, when, and under what conditions incentives should be implemented.

Policy 1.1.5(b): The City shall continue to coordinate with PalmTran regarding increases in the number of routes, frequency of service, accuracy of scheduling, and timed transfers at selected major land uses such as malls and office centers.

Policy 1.1.5(c): The City shall support the seamless integration of multimodal transit services, including those provided by PalmTran, at the Downtown Intermodal Transit Facility, and the simple transfer between its users and the users of Tri-Rail, Amtrak, and Greyhound at the adjacent Seaboard Train Station. The City shall implement design guidelines in its Downtown Zoning Regulations and utilize grant funding to enhance pedestrian access to the Intermodal Facility consistent with the guidelines of Downtown Master Plan Policy 4.2.4 and other provisions of the Downtown Master Plan Element. The City shall seek to expand its trolley services in order to provide connections between the Downtown Intermodal Transit Facility, the Seaboard Train Station and other areas of the City.

Policy 1.1.5(d): The City shall implement assistance programs, which may include, but are not limited to, public relations/marketing and service provision and may be in the form of a financial or in-kind contribution to provide express and feeder services to Tri-Rail, and selected major employment centers in the City.

Policy 1.1.5(e): The City shall assist PalmTran and Tri-Rail with advertising their services, routes, and schedules through the City's public communication methods (i.e. Channel 18, website, mailout brochures). In addition, the City shall continue to distribute Palm Tran's route system schedules at City facilities.

Policy 1.1.5(f): The City shall continue to coordinate with the appropriate agencies on the adoption and implementation of the South Florida East Coast Corridor Study, which seeks to provide public transit options within the existing FEC railroad corridor.

GOAL 1.2: THE CITY SHALL PRESERVE AND ENHANCE TRANSIT-FRIENDLY LAND USE PATTERNS IN AREAS WITH GREATER TRANSIT AVAILABILITY.

Objective 1.2.1: By 2010, the City shall determine the percentage of residential and non-residential areas in the City that are within 1/4 of a mile of a transit route, and it areas served by public transit by at least 10 percent between 2010 and 2018.

Policy 1.2.1(a): The City shall encourage PalmTran to coordinate all new transit routes or route changes with established development plans and land use plans in order to serve existing and future major land uses.

Policy 1.2.1(b): The City shall permit increased land use densities, where appropriate, based upon the Future Land Use Element and along major streets in growth areas served by public transit.

Policy 1.2.1(c): The City shall promote the designation of land uses and densities which are supportive of mass transit in areas around public transportation corridors. *[[9J-5.019(4)(c)12 F.A.C.]*

Policy 1.2.1(d): The City shall coordinate with Palm Tran, and other transit providers on improving the design and functionality of transit stations/stops. Particular attention shall be devoted to how stations relate to the surrounding area and how they promote a safe and comfortable pedestrian environment and a sense of place. *[9J-5.019(4)(c)5 F.A.C.] [9J-5.019(4)(c)9 F.A.C.]*

Policy 1.2.1(e): The City shall work with Palm Tran and other transit providers on the coordination of transit routes and the location of major residential and non-residential developments.

Policy 1.2.1(f): The City shall work with Palm Tran, Tri-Rail and other transit agencies to provide transit service that is fast, frequent, reliable, and is accessible to most of the city's residences and businesses.

GOAL 1.3: THE CITY OF WEST PALM BEACH SHALL ENCOURAGE AND PROMOTE THE UTILIZATION OF TRI RAIL BY CITY OF WEST PALM BEACH RESIDENTS, WORKERS, AND VISITORS IN ORDER TO REDUCE THE LEVEL OF MOTOR VEHICLE USE, POLLUTION, AND GREENHOUSE GAS EMISSIONS.

Objective 1.3.1: The City shall encourage increased Tri- Rail ridership by its residents, workers, and visitors.

Policy 1.3.1(a): The City shall assist Tri-Rail with advertising and promotional activities of Tri-Rail's services and schedules.

Policy 1.3.1(b): The City shall work with members of the private sector to encourage employees to use the Tri-Rail system.

Policy 1.3.1(c): The City work to improve connections between Tri Rail and other modes of transportation.

2.0 PRIVATE VEHICLE CIRCULATION, TRANSPORTATION MANAGEMENT, AND BICYCLE AND PEDESTRIAN FACILITIES

GOAL 2.1: THE CITY OF WEST PALM BEACH SHALL REGULARLY EVALUATE THE OPERATIONAL CONDITIONS OF ITS ROADS WHILE MAKING SURE THAT THE NEEDS OF THE USERS OF DIFFERENT MODES OF TRANSPORTATION ARE CONSIDERED.

Objective 2.1.1: The City shall monitor and evaluate the operational conditions of its roads in order to provide a transportation system which moves people, goods, and services in a safe, efficient, convenient, and economical manner with minimal impact to the environment.

Policy 2.1.1(a): The City hereby adopts LOS “E” for motor vehicle users as its policy level of service “standard” on City Thoroughfare streets, except in the designated Downtown Transportation Concurrency Exception Area (TCEA).

Policy 2.1.1(b): The City shall review all proposed street modifications to ensure that the proposals are consistent with and support the City’s Transportation Vision of providing for Complete Streets that take into consideration the needs of all modes of transportation.

Policy 2.1.1(c): Development orders for projects located within the City of West Palm Beach impacting County thoroughfare roads shall be consistent with the provisions of the Palm Beach County Traffic Performance Standards to ensure that motor vehicle capacity is provided to accommodate development-related effects on the County’s adopted level of service for motor vehicles. The Palm Beach County Traffic Division is responsible for determinations as to whether proposed developments within the City of West Palm Beach that affect County thoroughfare roads meet the County’s Traffic Performance Standards (TPS).

Policy 2.1.1(d): The City shall work with FDOT, Palm Beach County, the MPO, and agency providers of public transit to reduce motor vehicular use and their negative effects.

Policy 2.1.1(e): The City shall annually identify those City streets operating below the adopted level of service in order to determine what measures could be implemented to mitigate potential congestion on those streets.

Policy 2.1.1(f): The level of service standard for roadways on the Strategic Intermodal System (SIS), including SIS Connectors, roadways on the Florida Intrastate Highway System (FIHS), and roadway facilities per Chapter 163, Florida Statutes, as established and adopted by the Florida Department of Transportation, and funded in accordance with Section 339.2819 Florida Statutes, the Transportation Regional Incentive Program (TRIP), shall be as set forth in Rule 14-94, Florida Administrative Code, as amended. [9J-5.0055(2)(a) F.A.C.] [9J-5.0055(2)(c) F.A.C.] [9J-5.019(4)(b)1 F.A.C.] [14-94 F.A.C.]

Policy 2.1.1(g): The City shall allow for “proportionate fair share” contributions from developers toward transportation concurrency requirements consistent with the provisions of Chapter 163.3180(16), Florida Statutes, and Section 94-580 (4) of the City’s Zoning and Land Development Regulations.

Policy 2.1.1(h): The City hereby designates a Constrained Roadway at a Lower Level of Service (CRALLS) at:

Palm Beach Lakes Boulevard from Village Boulevard to Interstate 95-
*Daily LOS: 54,990 vehicles per day (VPD); Peak Hour: 2,969 vehicles per hour (VPH);
 Test 2 Volume: 62,100VPD;*
 Palm Beach Lakes Boulevard from Interstate 95 to Executive Center Drive -

Daily LOS: 58,040VPD; Peak Hour: 2,816 VPH;
 Australian Avenue from Palm Beach Lakes Boulevard to 25th Street -
Daily LOS: 34,839 VPD; Peak Hour: 1,768 VPH;
 Palm Beach Lakes Boulevard from Interstate 95 to Congress Avenue -
Test 2 Volume: 61,040 VPD;
 Intersection of Palm Beach Lakes Boulevard and Village Boulevard -
Critical Sum: 1,820 VPH;
 Intersection of Palm Beach Lakes Boulevard and Interstate 95 Ramps -
Critical Sum: 1,593 VPH;
 Intersection of Palm Beach Lakes Boulevard and Congress Avenue -
Critical Sum: 1,513 VPH;
 Intersection of Palm Beach Lakes Boulevard and Australian Avenue -
Critical Sum: 1,431 VPH.

Policy 2.1.1(i): The City shall continue to implement the Coastal Residential Exception Area (CREA) for traffic concurrency in areas of the City east of I-95, as identified in Palm Beach County's Transportation Element, in order to further State, regional, and local goals, policies, and objectives relating to: (1) urban infill, providing a 24 hour livable city and deterring urban sprawl; (2) development of residential land uses in eastern part of the City of West Palm Beach; and (3) community redevelopment. This exception area shall continue to allow residential development in incorporated areas to receive a development order notwithstanding the Level of Service Standards of this Element.

Policy 2.1.1(j): The City shall continue to implement land use strategies that improve its jobs/housing balance in order to reduce traffic flows, decrease Vehicle Miles Traveled (VMT), and reduce the need for future CRALLS designations. Some of these land use strategies may include residential to non-residential ratios such as the one currently required as part of the Downtown TCEA, and promotion of mixed use developments in those areas identified for such in the City's Comprehensive Plan and Zoning Code.

GOAL 2.2: THE CITY SHALL ADOPT AND ENFORCE MINIMUM RIGHT-OF-WAY REQUIREMENTS FOR THOROUGHFARE ROADS.

Objective 2.2.1: The City shall continue to prevent building encroachments onto rights-of-way through the identification, reservation, and/or acquisition of rights-of-way as identified in Appendix A: List Of Required Thoroughfare Right-of-Way Setbacks and Required Street Widths (Number Of Lanes).

Policy 2.2.1(a): The City hereby adopts the right-of-way setback requirements to designate existing and future rights-of-way, under its jurisdiction, from building encroachments as Appendix A: List Of Required Thoroughfare Right-of-Way Setbacks and Required Street Widths (Number Of Lanes).

Policy 2.2.1(b): The City shall continue to enforce mandatory dedications as a condition of plat approval for acquiring necessary rights-of-way.

GOAL 2.3: THE CITY SHALL SEEK TO MANAGE TRAFFIC CONGESTION THROUGH INITIATIVES SUCH AS TRANSPORTATION SYSTEM MANAGEMENT (TSM), AND TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES, AS WELL AS THROUGH OTHER STRATEGIES THAT REDUCE RELIANCE ON AUTOMOBILES, AND REDUCE VEHICLE MILES TRAVELED.

Objective 2.3.1: The City shall utilize Transportation System Management (TSM) and Transportation Demand Management (TDM) programs to manage its transportation system.

Policy 2.3.1(a): The City of West Palm Beach shall continue to implement TSM strategies that include optimization of traffic signal systems, turning lanes, ridesharing and other innovative transportation system management activities. The City shall also coordinate with the County and the FDOT on implementation of TSM strategies within the City's boundaries. *[9J-5.019(4)(c)7 F.A.C.]*

Policy 2.3.1(b): The City shall continue the implementation of TDM programs that seek to reduce the use of the automobile through the application of strategies related to traffic control, public parking and public transit that will help address traffic congestion and help employers, employees, visitors, customers, and residents travel around the City of West Palm Beach.

Policy 2.3.1(c): The City's TDM programs shall seek to reduce traffic, enhance the economic vitality, provide transportation options for commuters, and make the City of West Palm Beach more accessible and environmentally sound. The City's TDM programs shall include, but not limited to the following: Carpool /Vanpool Ridesharing, Public Transit Options, Emergency Ride Home Program, Park-N-Ride Facilities, Parking Management Analysis, and Bicycling.

Policy 2.3.1(d): The City shall promote programs which reduce per capita Vehicle Miles Traveled (VMT) and discourage single occupant vehicle trips, recognizing that these programs assist in reducing greenhouse gas emissions, and improving air quality. The reduction in VMTs can be accomplished through supporting public transit, bicycling, ridesharing, alternative work hour programs, parking management and other transportation control measures. *[9J-5.019(4)(c)6 F.A.C.]*

Objective 2.3.2: The City shall utilize land use and parking strategies that reduce reliance on automobiles.

Policy 2.3.2(a): The City shall reduce the need for widening major and minor thoroughfares by encouraging the placement of a well inter-connected system of streets. Where an interconnected system becomes possible, care should be given to a community's quality of life, the amount of through-traffic, the impacts on safety, and overall security. *[9J-5.019(4)(c)7 F.A.C.] [9J-5.019(4)(c)13 F.A.C.]*

Policy 2.3.2(b): The City shall discourage the use of dead-end streets, loop streets, and oversized blocks in favor of through-streets and shorter blocks; provide cut-throughs for pedestrian access to transit; and promote landscaping of rights-of-way. *[9J-5.019(4)(c)5 F.A.C.] [9J-5.019(4)(c)12 F.A.C.]*

Policy 2.3.2(c): The City shall encourage new developments to include: 1) an interconnected system of streets in their development plans which consider appropriate adjacent parcels with potential for future compatible developments; 2) stub streets that connect to adjacent undeveloped parcels with a potential for future developments; and 3) stub streets that tie into existing adjacent stub streets. *[9J-5.019(4)(c)5 F.A.C.]*

Policy 2.3.2(d): The City shall seek to increase the number of park-and-ride facilities as means to encourage greater use of mass transit and to increase opportunities for ridesharing. For larger developments along major transportation corridors, the City shall seek to have a percentage of parking spaces dedicated for park-and-ride users.

Policy 2.3.2(e): The City shall employ parking strategies that seek to reduce automobile usage. This may include, but are not limited to, strategic reductions in parking supply, encourage short-term parking over long-term parking, promote park-and-ride and bike-and-ride areas with transit facilities, and encourage shared parking.

Objective 2.3.3: The City's transportation system shall emphasize safety and aesthetics through implementation of the following policies.

Policy 2.3.3(a): The City shall continuously strive to reduce or eliminate hazardous street conditions by:

- a. ensuring that streets take into account the needs of all users through the development of complete streets.
- b. continuously tracking the collision rates for roads within the City and evaluating potential road modifications to make the roads safer.
- c. prohibiting the direct connection of driveways and local streets onto high-speed highways or ramps;
- d. identifying and implementing, when feasible, roadway design improvements that will reduce accident rates and increase the safety of all users.

Policy 2.3.3(b): The City shall pursue the provision of pedestrian crossing facilities at all signalized intersections.

Policy 2.3.3(c): The City shall continue its coordination with FDOT, MPO, Palm Beach County and other appropriate agencies to seek adequate funding for streetscape beautification of streets within the boundaries of the City.

Policy 2.3.3(d): The City shall pursue additional funding from public and private sources for streetscape and landscape projects that improve the aesthetics of its streets and increase the safety of all of its users.

Objective 2.3.4: The City’s motor vehicle circulation planning shall be coordinated with the future land uses shown on the Future Land Use Map of this Plan, and the Five-Year Transportation Plans of the FDOT and the MPO of Palm Beach County.

Policy 2.3.4(a): The City’s Planning and Zoning Department shall review subsequent versions of the City’s Five-Year Capital “Improvement” Programs and the Five-Year Transportation “Improvement” Plans of the FDOT and the MPO of Palm Beach County, in order to update or modify this Element, as necessary.

Policy 2.3.4(c): The City shall continue to work with FDOT and the County to modify State and County streets to ensure pedestrian access and safety, including adequate streetscape elements to increase pedestrian comfort, are incorporated on streets throughout the City.

OBJECTIVE 2.3.5: A Transportation Concurrency Exception Area (TCEA) is hereby established for the purpose of Downtown revitalization. This area, called “the Downtown” for the purposes of the TCEA, is bounded to the north by Palm Beach Lakes Boulevard; to the east by the Intracoastal Waterway; to the south by Okeechobee Boulevard, including Howard Park and the proposed CityPlace DRI; and to the west by CSX Railroad between Palm Beach Lakes Boulevard and Banyan Boulevard, and by Australian Avenue between Banyan Boulevard and Okeechobee Boulevard. Within the Downtown, there shall be no motor vehicle concurrency requirements. The City will actively pursue the goals, objectives, and decision making principles of the Transportation Vision, to provide a transportation system that achieves the economic, social, and environmental goals of the City. Transportation and mobility needs within the Downtown shall be met through the implementation of the following policies:

Policy 2.3.5(a): The City shall monitor vehicular traffic operations within the Downtown and shall prepare an annual report to determine the necessary measures to effectively manage vehicular traffic operations and evaluate the effectiveness of the Traffic Management System (TMS) measures outlined in other policies in this Objective. The City shall distribute the report to the Florida Department of Community Affairs, Palm Beach County, and other interested agencies; no later than March of every year. Based on the results of the traffic monitoring report, the City will pursue strategies including, but not limited to, the following:

- (a) change motor vehicle signalization devices;
- (b) promote public transit services;
- (c) encourage transportation mode options;
- (d) implement an employer-based Transportation Demand Management (TDM) activities;
- (e) develop a centrally-managed system of strategically located parking facilities; and

- (f) facilitate capital projects and street modifications in keeping with the Transportation Vision.

Policy 2.3.5(b): Potential increases to motor vehicle capacity are limited to the intersections and roadways listed below. The County and City recognize that modifications to increase motor vehicle capacity can vary from changing signal timings to adding lanes. City and County promotion of transportation modes and behavior that reduce the use of motor vehicles, particularly single occupancy automobiles, shall occur prior to making any motor vehicle capacity increases. Further, no capacity increases at a particular intersection or roadway segment can be made until Level of Service E is exceeded, unless the change is specifically agreed to by both City and County, and if enough time has passed to allow non-automobile initiatives to have an effect.

Roadways

- (a) Palm Beach Lakes Boulevard from Dixie Highway to Australian Avenue
- (b) Australian Avenue from Palm Beach Lakes Boulevard to Old Okeechobee Road
- (c) Okeechobee Boulevard from Tamarind Avenue to I-95

Intersections

- (a) Palm Beach Lakes Boulevard and Dixie Highway
- (b) Quadrille Boulevard and Dixie Highway
- (c) Banyan Boulevard and Australian Avenue
- (d) Okeechobee Boulevard and Tamarind Avenue
- (e) Okeechobee Boulevard and Dixie Highway
- (f) Okeechobee Boulevard and Olive Avenue
- (g) Belvedere Road and Dixie Highway
- (h) Okeechobee Boulevard and Quadrille Boulevard

This policy does not imply that motor vehicle capacity reductions are prohibited nor discouraged at these locations.

Policy 2.3.5(c): The City and County shall coordinate with PalmTran, the Downtown Shuttle, Tri-Rail, and the MPO, through the Traffic Management System (TMS), to increase the number of buses, shuttles, and trains on their respective routes to reduce headways in the peak and off-peak hours. The CityPlace developers have agreed to contribute \$100,000 annually to the Downtown Shuttle. The City will encourage all other development in the Downtown to provide subsidies to non-automobile transportation.

Policy 2.3.5(d): The City shall continue to work with the Florida Department of Transportation and South Florida Commuter Services on implementing the City’s Transportation Management Initiative (TMI), which includes coordinating with Downtown employers on the development of employer-based TDM programs and incentives for the use of public transit, and others initiatives such as ride sharing, van pooling, and offering flexible work hours.

Policy 2.3.5(e): The City and County shall continue to coordinate and implement intermodal transportation linkages in the Downtown. These may include a shuttle between governmental, institutional, residential, office, and shopping areas, as well as parking facilities. In addition, the City will continue to support the County’s efforts to develop an intermodal facility in the Downtown for PalmTran, Tri-Rail, and the Downtown Shuttle.

Policy 2.3.5(f): The City shall continue to participate in, monitor, and support the planning efforts involved in the development of the I-95 Master Plan by the Florida Department of Transportation (FDOT) and other roadway facilities within the Florida Intrastate Highway System (FIHS).

Policy 2.3.5(g): The City’s “Buildable Areas Monitoring Table” is a projection of how the Downtown Master Plan will be developed. At least every five years, the City shall evaluate the Table to determine whether an amendment to the Downtown Master Plan and/or the “Buildable Areas Monitoring Table” is required to reflect actual development trends. This amendment shall be consistent with the goals, objectives, and policies of the Downtown Master Plan and Comprehensive Plan.

TABLE 20
BUILDABLE AREAS MONITORING TABLE
Revised January 2003

Nonresidential (Square Feet)	1995 Existing	8,126,945
	Development Gap	6,947,025
	Total 2010 Projection	15,073,970
Residential (Units)	1995 Existing	2,689
	Development Gap	4,566
	Total 2010 Projection	7,255
Hotel (Rooms)	1995 Existing	349
	Development Gap	2,100
	Total 2010 Projection	2,449

Notes:

1. Residential information is provided for planning purposes only. Residential development is currently exempt from the Palm Beach County Traffic Performance Standards through the Coastal Residential Exception provisions.
2. The figures of the “Buildable Areas Monitoring Table” do not alter the requirements of the residential to non-residential ratio requirement of the Transportation Concurrency Exception Area.

Policy 2.3.5(h): The DMP and TCEA are predicated on a set of assumptions needed to provide and implement the transportation goals, increase the number of residential dwelling units, and increase the intensity of nonresidential land uses. This balance of land uses is essential in achieving shorter trip lengths and reduced dependence on

automobiles, as envisioned by the DMP and TCEA. This balance shall be maintained by the following actions:

- (a) The City shall implement the DMP to increase the number of residential units in and near the Downtown;
- (b) The City shall increase the density and mix of land uses in Downtown; and
- (c) The City shall increase the ratio of residential to nonresidential land uses.

The ratio is the total number of built residential dwelling units divided by the total amount of built nonresidential development (1,000 square feet) in the Downtown (for purposes of this calculation, built units or nonresidential floor space are those having been issued a certificate of occupancy). The 1995 ratio (based on 1995 data), as calculated by the Buildable Areas Monitoring Table, is 0.33, and the DMP projects development within the boundaries of the TCEA to reach a built ratio of 0.46 by year 2010.

Five years from the effective date of the City's TCEA [May 15, 1997], the City shall achieve a built ratio of no less than the 1995 ratio of 0.33 (the baseline ratio). If the built ratio is lower than 0.33 at that time, no building permits shall be issued for new development (not including renovation) in Downtown which represent a ratio lower than the next baseline, until such time that a recalculation of built units and floor space yields at least a built ratio of 0.33.

Every two years ("reporting period") following the fifth year from the effective date of the City's TCEA [May 15, 1997], the City shall increase its baseline ratio by 0.03 until the baseline ratio reaches 0.46. Thereafter, 0.46 will be the baseline ratio, as indicated in the table below. If the baseline ratio is not met by the end of each reporting period, then no building permits shall be issued for new development in the Downtown which represent a ratio lower than the next baseline ratio, until such time that a recalculation of built units and floor space yields at least the baseline ratio. This annual report shall be based on total built units as of one month prior to the end of the reporting period.

**TABLE 21
DOWNTOWN BASELINE RATIOS**

Years After Effective Date	Baseline Ratio
5	0.33
7	0.36
9	0.39
11	0.42
13	0.45
14+	0.46

Policy 2.3.5(i): The City shall continue with the installation of additional bicycle facilities in the Downtown so as to accommodate and encourage the use of bicycles as an

alternative mode of transportation. The additional facilities include, but are not limited to, bike paths, bike lanes, bike routes, bike racks, bike lockers, and other bicycle parking and travel facilities.

Policy 2.3.5(j): Consistent with the provisions of Downtown Master Plan Element Objective 4.3, the City shall develop strategies by 2009 to manage the downtown parking supply and demand following the recommendations of the 2005 parking study prepared by Desman Associates.

Policy 2.3.5(k): The City shall continue to identify the missing or damaged segments in the sidewalk network throughout the Downtown and within one-quarter mile of its boundaries and shall continue to eliminate or repair the missing or damaged segments.

Policy 2.3.5(m): In the event the City seeks to reduce the number of lanes on Okeechobee Boulevard from Tamarind Avenue to Dixie Highway, the City acknowledges that a CRALLS designation is required.

Policy 2.3.5(n): The City shall continue to coordinate with Palm Beach County and FDOT on the possibility of restoring Dixie and Olive to two-way operations in the Downtown area.

Objective 2.3.6: The City shall utilize the principles of traffic calming to increase pedestrian comfort and safety, lower motor vehicle speeds, and improve the quality of life for residents, visitors and businesses in areas determined appropriate by the City. Pedestrian safety and comfort shall be achieved by shortening pedestrian crossing distances, increasing sidewalk widths, and lowering motor vehicle speeds to reduce the potential for injury to pedestrians.

Policy 2.3.6(a): The City shall implement traffic calming measures and design principles where appropriate, to physically alter driver behavior to decrease speeds and unsafe situations, reduce the negative effects of motor vehicle use, and improve conditions for non-motorized users.

Policy 2.3.6(b): The City shall work with the County, State, and agencies who have jurisdiction over streets in West Palm Beach to implement traffic calming measures and design principles where appropriate.

GOAL 2.4: THE CITY OF WEST PALM BEACH SHALL DEVELOP AN INTEGRATED NETWORK OF NON-MOTORIZED TRANSPORTATION CORRIDORS.

Objective 2.4.1: The City shall identify corridors and utilize existing rights-of-way that connect the parks, linear parks, canals and waterways to develop an integrated network of greenways, trails, and pathways to increase the non-motorized transportation network.

Policy 2.4.1(a): By 2011, the City shall coordinate and actively work with Palm Beach County and other agencies to provide clearance through all canal culverts for kayaking, canoeing, and a bicycle/pedestrian path within the respective rights-of-way for greenway linkages.

Policy 2.4.1(b): At such a time that Parker Avenue is modified or reconstructed, the City shall construct a bridge, providing clearance for kayaking, canoeing and a bicycle/pedestrian path to connect the canal to the turning basin and Howard Park.

Objective 2.4.2: The City shall analyze and prepare a strategy for adding land, corridors, rights-of-way, or easements to create more linkages between the City’s greenways to increase the non-motorized transportation network.

Policy 2.4.2(a): By 2011 the City shall prepare a master plan that incorporates bicycle/pedestrian paths along canal, rail, and I-95 rights-of-way (including the I-95 area at the M Canal) as part of an interconnected network of greenways, parks, and open spaces, connecting various parts of the City for use by non-motorized transportation.

Policy 2.4.2(b): The City shall pursue grants and other funding available for land acquisition for trails, greenways, and parks.

Objective 2.4.3: The City shall work with Palm Beach County Planning, Environmental Protection, and Greenways and Trails to connect the City’s network with the Palm Beach County and regional network of greenways and trails.

Policy 2.4.3(a): The City shall meet on an ad hoc basis with the County’s various departments to coordinate, plan, and implement the connection between the City’s and the County’s greenways and trails.

Objective 2.4.4: The City shall promote the increased use of bicycle and pedestrian facilities as a viable alternate means of transportation to the automobile.

Policy 2.4.4(a): The City shall adopt a pedestrian and bicycle master plan by 2011 and complete the major system by 2020. The Master Plan shall include types, locations and details of existing and proposed bicycle and pedestrian facilities.

Policy 2.4.4(b): The City shall provide or require bicycle and pedestrian ways for connecting residential areas to recreational areas, schools, shopping areas, and employment areas.

Policy 2.4.4(c): The City shall accommodate and encourage the use of bicycles as an alternative mode of transportation by requiring that all major developments include bicycle facilities such as bike racks, bike lockers, and other bicycle parking and travel facilities.

Policy 2.4.4(d): The City shall encourage children to walk or cycle to school by providing bicycle and pedestrian ways that connect residential areas with schools and create “safe routes to school”.

Objective 2.4.5: The City shall promote the development of “Complete Streets” that are designed, built, and maintained in a manner that accommodates not only automobiles, but

transit vehicles and non-motorized modes of travel such as pedestrians and bicyclists. “Complete Streets” shall seek to be aesthetically pleasing and provide for a safe and comfortable environment for its different users.

Policy 2.4.5(a): The City shall continue to support and improve infrastructure, including beautification and amenities where appropriate for comfort and safety for bicyclists, pedestrians, and transit users as part of its planning and construction activities.

Policy 2.4.5(b): The City shall continue to identify and address any missing links in its pedestrian network in order to ensure that all City streets have sidewalks. Special emphasis shall be placed on streets located in the Downtown and in single-family neighborhoods.

Policy 2.4.5(c): The City shall seek to provide choices for people to walk, bike, and take more transit trips resulting in healthier lifestyles, a more physically active population, and a cleaner environment.

3.0. PORTS, AVIATION AND RELATED FACILITIES

GOAL 3.1: ACCESS TO THE AIRPORT AND THE PORT SHALL BE PROVIDED.

Objective 3.1.1: The City shall coordinate its street network with the Port and the Airport to ensure that sufficient ground access to these facilities is provided.

Policy 3.1.1(a): The City shall support increased access to the Airport. However, this does not imply that the City supports increased mobility between the Airport and I-95.

Policy 3.1.1(b): As the Port’s and the Airport’s cargo handling increases, the City shall discourage truck traffic through adjacent residential neighborhoods.

Policy 3.1.1(c): The City shall encourage and support multimodal connections between, city areas, the Airport, the Downtown, and the Port. Passenger connections between these facilities may be achieved by utilizing Tri-Rail, PalmTran, or other transit facilities.

Policy 3.1.1(d): The City shall maintain control of the Stub Canal right-of-way.

GOAL 3.2: MODIFICATIONS TO AND OPERATION OF THE PORT AND THE AIRPORT SHALL BE CARRIED OUT IN A MANNER WHICH MINIMIZES THE NEGATIVE EFFECTS ON THE ENVIRONMENT AND WHICH MINIMIZES THE CONFLICTS BETWEEN THE PORT AND THE AIRPORT FACILITIES AND THE AREAS WITHIN THE CITY AFFECTED BY THESE FACILITIES.

Objective 3.2.1: Operation and expansion of the Port and the Airport shall be coordinated with the City of West Palm Beach Comprehensive Plan, particularly with the Future Land Use, Coastal Management and Conservation Elements.

Policy 3.2.1(a): The City shall encourage the Port to expand its oil-water separator system to include the entire main terminal area, so that all runoff is treated before draining into the Lake Worth Lagoon or its recycled.

Policy 3.2.1(b): The City shall request that Palm Beach County supply the City with air quality data on an annual basis to ensure that jet fuel pollution from the Airport does not exceed federal air quality standards.

Policy 3.2.1(c): The City shall oppose any Airport plans that may increase existing aircraft noise levels greater than those originally recommended in the Development of Regional Impact Assessment Report for PBI, Palm Beach County, Florida, dated December 18, 1981 and approved by Resolution No. R-82-199 of the Board of County Commissioners of Palm Beach County, Florida, authorizing Development Order for PBI.

Policy 3.2.1(d): The City shall cooperate with the Department of Airports in their noise mitigation plan.

Policy 3.2.1(e): If the Port expands onto property adjacent to West Palm Beach's City Limits, the City shall ensure that its uses are compatible with or sufficiently screened from surrounding properties.

GOAL 3.3: THE CITY SHALL STIMULATE ECONOMIC DEVELOPMENT IN WEST PALM BEACH BY ENCOURAGING AND SUPPORTING PORT PLANS TO MEET EXISTING AND FUTURE DEMAND.

Objective 3.3.1: The City shall support Port and Airport activities which increase economic opportunities in West Palm Beach; provided the opportunities do not negatively impact the quality of life of its residents.

Policy 3.3.1(a): The City shall encourage retail and service establishments along Broadway (U.S. 1) which cater to the Port and Foreign Trade Zones as long as the adjacent residential areas are not negatively affected.

Policy 3.3.1(b): The City shall support the expansion of cruise line facilities at the Port as well as other port activities that increase economic opportunities, provided there are no negative impacts on the City's infrastructure or on the quality of life of its residents.

GOAL 3.4: THE CITY SHALL ABIDE BY FEDERAL AVIATION ADMINISTRATION (FAA) REGULATIONS TO ENSURE PUBLIC SAFETY AROUND THE AIRPORT.

Objective 3.4.1: No obstructions to aircraft operations shall be erected in the Airport's clear zones nor be allowed to penetrate the Airport's approach surfaces, transition surfaces, horizontal surfaces or conical surfaces.

Policy 3.4.1(a): The City shall continue to enforce the Flight Path Protection Ordinance consistent with Chapter 333, Florida Statutes, and with the County's Comprehensive Airport Zoning and Land Use Compatibility Ordinance.

Policy 3.4.1(b): The City shall ensure that applications for all structures (temporary or permanent, i.e. construction cranes) which exceed FAA guidelines and which might negatively affect PBIA or the proposed north county general aviation airport will be processed in accordance with Federal Aviation Regulations Part 77.

Petitions were filed by the Village of Royal Palm Beach and Palm Beach County against DCA's Notice of Intent to Find in Compliance some amendments made to Appendix A as part of Round 08-2. As a result, the changes to Appendix A below with ~~strikethrough for deletions~~ and underline for additions are not in effect yet as they are the subject of an administrative hearing (DCA Docket No. 08-2ER- NOI-5038-(A)-(1)) (DOAH Cases 09-1605 & 09-1606)

**APPENDIX A
LIST OF REQUIRED THOROUGHFARE RIGHT-OF-WAY SETBACKS AND
REQUIRED STREET WIDTHS (NUMBER OF LANES)**

Street Name	Roadway Setback (From Centerline)	Number of Lanes - (Thoroughfare Plan)
Australian Avenue ¹	53 feet - entire length	6 lanes
Belvedere Road	53 feet - I-95 to West City Limits	6 lanes - west of I-95
	40 feet- Olive Avenue to I-95	4 lanes - I-95 to Dixie Hwy 2 lanes - Dixie Hwy to OliveAve
Broadway	40 feet - entire length	4 lanes
Centrepark Place	25 feet - entire length	2 lanes
Clematis Street	40 feet - Sapodilla Ave. to Tamarind Ave.	
	33 feet - Sapodilla Ave.	
Congress Avenue	53 feet - Palm Beach Lakes Blvd to North City Limits	4 lanes
	40 feet - Palm Beach Lakes Blvd to South City Limits	4 lanes
Datura Street	30 feet - South Dixie Hwy. to Tamarind Ave.	
	33 feet - South Dixie Hwy. to Narcissus Ave.	
Dixie Hwy	40 feet - entire length to Okeechobee (3 lanes) and Quadrille Blvd to 1st St. (5 lanes)	4 lanes - south of Okeechobee 2 lanes - Okeechobee to Banyan 3 lanes - Banyan to Quadrille
	Quadrille Boulevard	100 feet - Loftin St. extension to Okeechobee Blvd
Evernia Street	40 feet - South Olive Ave. to Tamarind Ave	
Evernia Street	33 feet - Olive Ave to Flagler Dr.	2 lanes
Fern Street	40 feet - South Olive Ave. to Tamarind Ave	2 lanes
	30 feet - Olive Ave. to Flagler Dr.	
Flagler Drive	40 feet - 36th St. south to City Limits	2 lanes
Florida Avenue	30 feet - Okeechobee Blvd to Clematis St.	2 lanes
Forest Hill	40 feet - Flagler Dr. to West City Limits	4 lanes - w. of Dixie Hwy
		2 lanes - e. of Dixie Hwy
Georgia Avenue	30 feet - Clematis St to Okeechobee Blvd	2 lanes - Okeechobee. Blvd to Forest Hill
	25 feet - Okeechobee to South City Limits	2 lanes - Clematis to Okeechobee
Haverhill Rd	60 feet	4 lanes Road
Jessamine Street	30 feet - Dixie Hwy. to Lake Ave	2 lanes

Street Name	Roadway Setback (From Centerline)	Number of Lanes - (Thoroughfare Plan)
Jog Road ²	120 feet - 240 feet (entire - right-of-way width)	
Lakeview Avenue	30 feet - Dixie Hwy. to Flagler Dr.	2lanes - one way
Loftin Street	50 feet - Flagler Dr. to the F.E.C. Railroad	5 lanes - west to Quadrille Blvd
Military Trail	60 feet	4 lanes
Okeechobee Blvd	40 feet - Flagler Dr. to Dixie Hwy	2 lanes (one way)
	40 feet - Dixie Hwy to Lake Avenue	3 lanes (one way)
	60 feet - Lake Ave. to PBL Blvd	6 lanes
	70 feet - PBL Blvd. to West City Limits	8 lanes
Olive Avenue	30 feet - PBL Blvd. to Southern Blvd	2 lanes - PBL Blvd to Okeechobee
	35 feet - Southern Blvd to South City Limits	2 lanes - Okeechobee to Southern
		2 lanes - Southern to S. City Limits
Palm Beach Lakes Blvd	100 feet - Okeechobee Blvd to Carver Ave.	6 lanes
	60 feet - Carver Ave to Dixie Hwy	4 lanes
	40 feet - Dixie Hwy. to Flagler Dr.	2 lanes
Palmetto St.	30 feet - entire length	
Parker Avenue	40 feet - Kanuga to 300 feet north of Park Place	4 lanes
	40 feet- Sunset to Allendale	4 lanes
	40 feet - Hillcrest to Southern Blvd	4 lanes
	40 feet - Southern Blvd. to Summit Blvd.	3 lanes
	40 feet - Glen Ridge to Valley Forge	4 lanes
Parker Avenue	40 feet -Franklin to Maddox	4 lanes
	30 feet - Remainder of Parker Ave	
Roebuck Road ²	120 ft. - 240 ft from State Road 7 to Jog Road	(entire right-of-way width)
Rosemary	30 feet - Clematis St. to 11 th St.	4 lanes Avenue
	30 feet - 25 th St. to north terminus	
Southern Blvd	53 feet - Parker Ave to West City Limits	4 lanes
	40 feet - Flagler Dr. to Parker Ave	4 lanes Parker to Dixie Hwy 2 lanes Dixie Hwy to Flagler Dr
State Road 7 ²	160 feet (entire right-of-way width) north of Okeechobee Blvd	
Tamarind	40 feet - Okeechobee Blvd to 25 th St.	2 lanes - Gardenia to 25 th Street
		2 lanes - Okeechobee Blvd to Gardenia Street
Tanglewood Court	15 feet - Dixie Hwy. to Flagler Dr.	
Trinity Place	20 feet - Dixie Hwy. to Flagler Dr.	
Worthington Road	25 feet - entire length	
Banyan Blvd	40 feet - Australian Ave to Quadrille Blvd	5 lanes

Street Name	Roadway Setback (From Centerline)	Number of Lanes - (Thoroughfare Plan)
	27 feet - Quadrille Blvd to Flagler Dr	3 lanes
15 th Street	40 feet - Dixie Hwy. to the CSX Railroad	
23rd Street	40 feet - Flagler Dr. to Dixie Hwy	
	30 feet - Dixie Hwy. to Seaboard Airline Railroad	
45 th Street	60 feet - I-95 to Haverhill Road	
54 th Street	40 feet - entire length	

Notes:

1. The City does not support the widening of Australian Avenue, north of Banyan Boulevard, beyond its existing 4 lane section due to the impacts that it would have on the quality of life of the residents along this road.

2. The future development of Roebuck Road, State Road 7, and Jog Road will be is subject to all necessary environmental permitting processes. Roebuck Road, State Road 7, and Jog Road are included in this table solely for the purpose of consistency with the Palm Beach County Comprehensive Plan Maps TE 1.1 and 14.1 and the Palm Beach MPO Long Range Transportation Plan. This inclusion does not reflect the City’s position on the future development of these roads. This inclusion does not restrict the City’s right to amend this table if environmental permits for such roads are not issued.

The City is presently challenging the future development of Roebuck Road on environmental grounds. There is a 1994 interlocal agreement (and the 1999 amendment to the Agreement) between the County and the City regarding the alignment for a future Roebuck Road, and a related 2007 Stipulated Settlement Agreement between the City and the County which provides that the “City shall have the right and full opportunity to participate in the permitting aspects of the Roebuck Road Project, including environmental permitting, and to object to the issuance of any and all permits necessary for the construction of the roadway improvements” and “in the event the County is unable to obtain all necessary permits, including environmental permits required to complete this Project, the deeds being held in escrow shall be null and void and returned to the City within fourteen (14) days of being informed in writing that the County was unable to obtain the required permits.”

Local Complete Streets Resolutions

- Greenville (South Carolina), City of. 2008. *Resolution 2008-49.*
- Knoxville (Tennessee), City of. 2009. *Resolution R-287-09.*
- Missoula (Montana), City of. 2009. *Resolution Number 7473.*
- Roanoke (Virginia), City of. 2008. *City of Roanoke Complete Streets Policy: Resolution No. 38042-031708.*
- Saint Paul (Minnesota), City of. 2009. *Resolution 09-213.*
- Pierce (Washington), County of. 2008. *Resolution No. R2008-89s.*

A RESOLUTION

TO ENDORSE AND SUPPORT A COMPLETE STREETS POLICY TO PROVIDE SAFE AND CONVENIENT ACCESS FOR ALL USERS OF STREETS.

WHEREAS, on April 24th, 2006, Resolution 2006-32, Greenville City Council adopted the "Action Plan" to make the City of Greenville a "Bicycle Friendly Community"; and

WHEREAS, increasing walking and bicycling offers the potential for cleaner air, greater health of the population, reduced traffic congestion, more livable communities, less reliance on fossil fuels and their foreign supply sources and more efficient use of road space and resources; and

WHEREAS, the City of Greenville's Downtown Master Plan and Comprehensive Plan call for the planning and development of accessible transportation networks and multi-modal land-use with transportation choices; and

WHEREAS, the City of Greenville's Design and Specifications Manual requires that the inclusion of landscaping, bicycle and pedestrian oriented facilities be included with new and reconstructed roadways; and

WHEREAS, in 2006 crashes involving bicyclists and pedestrians represented eighteen (18%) percent of the traffic fatalities in Greenville County and in 2006 crashes involving bicyclists and pedestrians represented fourteen (14%) percent of the traffic fatalities in South Carolina; and

WHEREAS, the City of Greenville is strongly committed to improving travel conditions and travel choices for people of all ages & abilities; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) calls for the mainstreaming of bicycle and pedestrian projects into the planning, design and operation of our nation's transportation system; and

WHEREAS, bicycle and pedestrian projects and programs are eligible for funding from almost all of the major Federal-aid funding programs; and

WHEREAS, the City of Greenville affirms that bicycling and walking accommodations should be an integral part of planning, design, construction and operating activities, and will be included in the everyday operations of our transportation system; and

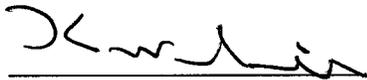
WHEREAS, the City of Greenville endorses the Complete Streets Policy by encouraging the design, operation and maintenance of the transportation network to promote safe and convenient access for all users in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, the City of Greenville endorses policies and procedures with the construction, reconstruction or other changes of transportation facilities on streets to support the creation of Complete Streets including capital improvements, re-channelization projects and major maintenance, recognizing that all streets are different and in each case user needs must be balanced.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF GREENVILLE, SOUTH CAROLINA that the City endorses and supports the Complete Streets Policy as follows:

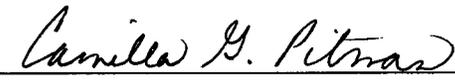
1. City staff shall enforce existing policies, provide guiding principles and create operating practices as deemed appropriate and if feasible so that transportation systems are planned, designed, constructed and operated to make bicycling and pedestrian movements an integral part of the City's transportation planning and programming while promoting safe operations for all users.
2. City staff shall plan for, design, construct and operate all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as deemed appropriate and if feasible.
3. City staff shall incorporate Complete Streets principles into transportation strategic planning, transportation plans, manuals, rules, regulations and programs as deemed appropriate and if feasible.

RESOLVED THIS 24 DAY OF NOVEMBER, 2008.



MAYOR

Attest:



CITY CLERK

llm

RESOLUTION

RESOLUTION NO. R-287-09

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A RESOLUTION OF THE COUNCIL OF THE CITY OF KNOXVILLE ENDORSING THE CREATION, ADOPTION AND ADHERENCE TO A "COMPLETE STREETS" POLICY TO PROMOTE SAFE, CONVENIENT, THOUGHTFULLY DESIGNED STREETS WITHIN THE CITY OF KNOXVILLE.

RESOLUTION NO: R-287-09
REQUESTED BY: Councilmember Hultquist
PREPARED BY: Council
APPROVED AS TO FORM AND CORRECTNESS: _____
Director of Law
FINANCIAL IMPACT STATEMENT: _____
Director of Finance
APPROVED ON 1ST READING: 08-11-2009
APPROVED ON 2ND READING: _____
APPROVED AS AN EMERGENCY MEASURE: _____
MINUTE BOOK 73 PAGE _____

WHEREAS, "Complete Streets" are streets that are safe and convenient for all users, including pedestrians, bicyclists, public transportation riders and motor vehicle drivers of all ages and abilities; and,

WHEREAS, increasing walking, bicycling and use of public transportation results in cleaner air, greater health of the population, reduced traffic congestion, more livable communities, less reliance on fossil fuels and more efficient use of road space and resources; and,

WHEREAS, the City of Knoxville is committed to improving conditions for walking and bicycling; and,

WHEREAS, the City of Knoxville also is committed to improving traveling conditions and transportation choices for people of all ages and abilities; and,

WHEREAS, a significant proportion of City of Knoxville residents do not have the

1 option to drive because of age, physical disability or the costs of private vehicle ownership and
2 therefore need to access alternative transportation modes in order to be independent; and,

3 WHEREAS, the City of Knoxville is dedicated to the safety of its citizens, residents
4 and visitors and the Federal Highway Administration has confirmed that designing streets with
5 pedestrians in mind significantly reduces pedestrian risk; and,

6
7 WHEREAS, the City of Knoxville is committed to smart growth and economic
8 development, realizing that the full integration of all transportation modes in the design of streets and
9 highways will increase the capacity and efficiency of the road network, reduce traffic congestion by
10 improving mobility options, limit greenhouse gas emissions, and improve the general quality of life;
11 and,

12
13 WHEREAS, consistent with Tennessee Department of Transportation Policy Directive
14 No. 530-01, it is the policy of the Tennessee Department of Transportation to routinely integrate
15 bicycling and walking options into the transportation system; and,

16
17 WHEREAS, City Council wishes to encourage and promote the adoption of and
18 adherence to a “complete streets policy” for the design, construction and maintenance of
19 transportation arteries throughout the City of Knoxville.

20
21 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF
22 KNOXVILLE:

23 SECTION 1: The Council of the City of Knoxville hereby endorses and support the
24 creation, adoption and adherence to a “complete streets policy” providing that all street projects
25 undertaken within the City of Knoxville, including design, planning, reconstruction, rehabilitation,
26 maintenance and operations, shall be designed in a balanced, responsible and equitable way to
27 accommodate and encourage travel by bicyclists, public transportation vehicles and their passengers,
28

1 and pedestrians of all ages and abilities.

2 SECTION 2: City Council encourages the administration and staff of the City of
3 Knoxville to review Tennessee Department of Transportation Policy Directive No. 530-01, a copy
4 of which is attached hereto as Exhibit A, and, where feasible, to adopt and enforce that policy for
5 transportation arteries within the City of Knoxville.
6

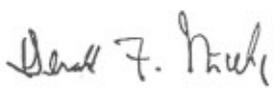
7 SECTION 3: City Council further encourages the administration and staff of the City
8 to undertake future transportation policy development in accordance with nationally accepted
9 standards for complete streets practice, as outlined by the National Complete Streets Coalition.

10 SECTION 4: This Resolution shall take effect from and after its passage, the public
11 welfare requiring it.

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14 Presiding Officer of the Council

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16 City Recorder
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TDOT DEPARTMENTAL POLICY State of Tennessee Department of Transportation	Policy Number : 530-01
	Effective Date: September 1, 2004
Approved By: 	Supersedes:
SUBJECT: Bicycle and Pedestrian Policy	

RESPONSIBLE OFFICE: Planning Division, Bicycle and Pedestrian Coordinator

AUTHORITY: TCA 4-3-2303

If any portion of this policy conflicts with applicable state or federal laws or regulations, that portion shall be considered void. The remainder of this policy shall not be affected thereby and shall remain in full force and effect.

PURPOSE: It is the intent of the Department of Transportation to promote and facilitate the increased use of non-motorized modes of transportation, including developing facilities for the use of pedestrians and bicyclists and promoting public education, and safety programs for using such facilities.

APPLICATION: Department of Transportation employees involved in the planning, design and construction of projects, as well as, consultants and contractors participating in the same.

DEFINITIONS: None

POLICY:

The policy of the Department of Transportation is to routinely integrate bicycling and walking options into the transportation system as a means to improve mobility and safety of non-motorized traffic. This policy pertains to both bicycle and pedestrian facilities.

Bicycle:

TDOT is committed to the development of the transportation infrastructure, improving conditions for bicycling through the following actions:

- Provisions for bicycles will be integrated into new construction and reconstruction of roadway projects through design features appropriate for the context and function of the transportation facility.

- The design and construction of new facilities should anticipate likely future demand for bicycling facilities and not preclude the provision of future improvements.
- Addressing the need for bicyclists to cross corridors as well as travel along them, the design of intersections and interchanges should accommodate bicyclists in a manner that is accessible and convenient.
- The design of facilities for bicyclists will follow design guidelines and standards as developed by the department.
- The measurement of usable shoulder width does not include the width of a gutter pan.
- Where shoulders with rumble strips are installed, a minimum clear path of 4 feet of smooth shoulder is to be provided.
- In cases where a minimum shoulder width of 4 feet cannot be obtained, such as in restrictive urban areas, an increased curb lane width will better accommodate bicycles and motor vehicles within the shared roadway. The recommended width for shared use in a wide curb lane is 14 feet.

Pedestrian:

TDOT is committed to the development of the transportation infrastructure, improving conditions for walking through the following actions:

- In urbanized areas, sidewalks or other types of pedestrian travel ways should be established in new construction or reconstruction projects, unless one or more of the conditions for exception are met as described in this policy.
- The design and construction of new facilities should anticipate likely future demand for walking facilities and not preclude the provision of future improvements.
- Addressing the need for pedestrians to cross corridors as well as travel along them, the design of intersections and interchanges should accommodate pedestrians in a manner that is accessible and convenient.
- The design of facilities for pedestrians will follow design guidelines and standards as developed by the department.
- Provisions for pedestrians will be integrated into new construction and reconstruction projects through design features appropriate for the context and function of the transportation facility.
- Pedestrian facilities must be designed to accommodate persons with disabilities in accordance with the access standards required by the Americans with Disabilities Act (ADA). Sidewalks, shared use paths, street crossings (including over- and under-crossings) and other infrastructure must be constructed so that all pedestrians, including people with disabilities, can travel independently.

Exceptions:

There are conditions where it is generally inappropriate to provide bicycle and pedestrian

have been identified in a plan advanced to the stage of having engineering drawings nor any state bridge maintenance funded projects.

4. Other factors where there is a demonstrated absence of need or prudence.

Exceptions for not accommodating bicyclists and pedestrians in accordance with this policy will be documented describing the basis for the exception. For exceptions on Federal-aid highway projects, concurrence from the Federal Highway Administration must be obtained.

5. Facilities for bicyclists and pedestrians which conflict with local municipality plans to accommodate bicycles and pedestrians or as requested by the Commissioner of the Department of Transportation.

RESOLUTION NUMBER 7473

A RESOLUTION OF THE CITY COUNCIL PROVIDING FOR A COMPLETE STREETS POLICY AND DIRECTING STAFF TO DEVELOP IMPLEMENTATION STRATEGIES TO INCREASE THE USABILITY OF ALL STREETS FOR ALL MODES OF TRAVEL FOR CITIZENS OF ALL AGES AND ABILITIES IN MISSOULA.

WHEREAS, The City of Missoula wishes to ensure that all users of our transportation system are able to travel safely and conveniently on all streets and roadways within the public right-of-way in Missoula; and

WHEREAS, a complete street is defined as one which provides a safe, convenient, and context-sensitive facility for all modes of travel, for users of all ages and all abilities; and

WHEREAS, complete streets better serve the needs of those who use transit by providing access to transit systems; and

WHEREAS, complete streets have public health benefits, such as encouraging physical activity and improving air quality, by providing the opportunity for more people to bike and walk safely; and

WHEREAS, complete streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, complete streets are essential in providing safe routes to school for children; and

WHEREAS, complete streets policies have been adopted legislatively by at least five states, and by at least 36 localities – of which 13 are by local law (resolutions or ordinances); and

WHEREAS, the City of Missoula currently has a limited complete streets policy applying particularly to streets developed in new subdivisions; and

WHEREAS, the City of Missoula Public Works Department has a Master Sidewalk Plan and other programs to improve the ability of Missoula's streets to meet the travel needs of all users; and

WHEREAS, the concept and principles of complete streets are entirely compatible with the direction and plans embodied in the 2008 Missoula Urban Area Transportation Plan update; and

WHEREAS, it is the desire of the City of Missoula to formalize a commitment to the principles of complete streets for all of our streets;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MISSOULA, MONTANA, that the City of Missoula commits to a Complete Streets Policy which has the following elements:

1. Any roadway in the city of Missoula which is to be newly constructed or completely reconstructed must be designed and constructed to
 - A. provide for the safety and convenience of all users of all ages and of all abilities: pedestrians, bicyclists, transit users, and motorists; and
 - B. address the needs of all users both along roadway corridors and crossing the corridors.

2. Any project in which an existing roadway surface is to be restored or rehabilitated, and any remediation of deficient or non-existent sidewalks, shall be reviewed for the potential of making the roadway a complete street. Consideration shall particularly include proportionality: is the scope of work needed to make a complete street reasonable in relation to the scope of the proposed roadway maintenance or improvement?

3. Any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the City Council, with documentation of the reason for the exception.
4. An annual report will be made to the City Council by the City Administration showing progress made in implementing this policy.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF MISSOULA, MONTANA, that this Complete Streets Policy will apply to the scoping, design, and construction of projects.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF MISSOULA, MONTANA, that the Public Works Department will review current design standards, including the design standards embodied in the most recent version of the subdivision regulations (currently Article 3-2 and 3-3) which apply to new roadway construction, to assure that they reflect the best available design standards and guidelines, and effectively implement the Complete Streets Policy above stated.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF MISSOULA, MONTANA, that these design standards also serve as guidance for all existing roadway rehabilitation, reconstruction, or resurfacing, to the extent that the work required is reasonably proportional to the scale of the proposed rehabilitation, reconstruction, or resurfacing.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF MISSOULA, MONTANA, that application of design standards will be flexible to permit context-sensitive design, fitting the roadway design within the context of the neighborhood, recognizing that all streets are different and user needs will be balanced.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF MISSOULA, MONTANA, that exceptions may be made when

- The project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere.
- There is documentation that there is an absence of use by all except motorized users now and would be in the future even if the street were a complete street.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF MISSOULA, MONTANA, that staff in the Public Works Department be directed to develop ordinances, resolutions, programs, and recommendations for funding to implement the Complete Streets Policy, for consideration by the City Council; and that these shall identify the complete streets needs and recommend a plan to meet those needs, including for sidewalks, throughout the city.

AND BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE SAID CITY OF MISSOULA, MONTANA, that the City Council commits to including Complete Streets Policy and principles in all future City plans.

PASSED AND ADOPTED this 24th day of August, 2009.

ATTEST:

APPROVED:

/s/ Martha L. Rehbein

 Martha L. Rehbein,
 City Clerk

/s/ John Engen

 John Engen,
 Mayor

(SEAL)



City of Roanoke Complete Streets Policy

Complete Streets are streets that safely accommodate street users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists. Through this policy, the City of Roanoke intends to ensure that all transportation agencies within the City shall routinely plan, fund, design, construct, operate, and maintain their streets according to the Complete Street principles of the City's "Street Design Guidelines" with the goal of creating an attractive connected multimodal network that balances the needs of all users, except where there are demonstrated exceptional circumstances.

By adopting this policy the City of Roanoke:

- Affirms that *Improving Streetscapes* to create great streets, a strategic initiative of the City's Comprehensive Plan Vision 2001–2020, will improve both Roanoke's image and its function by providing a safe and attractive environment for street users of all ages and abilities such as pedestrians, bicyclists, transit riders, and motorists;
- Recognizes that the development of pedestrian and bicycle infrastructure supports Vision 2001–2020's strategic initiative *Investing in Critical Amenities* because it enhances recreational opportunities and well-designed cityscapes, thus promoting active lifestyles;
- Appreciates the positive role that good pedestrian and bicycle facilities play in attracting population growth and sustainable economic development;
- Values the long-term cost savings of developing pedestrian and bicycle infrastructure as they relate to improved public health, improved environmental stewardship, reduced fuel consumption, and the reduced demand for motor vehicle infrastructure.
- Recognizes that Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time, and that all sources of transportation-related funding be drawn upon to implement Complete Streets.
- Intends to maximize the number of transportation options available within the public right-of-way.



City of Roanoke Complete Streets Policy

Additionally, Roanoke City Council declares it is the City of Roanoke's policy to:

1. Use the Street Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Roanoke while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.
2. Incorporate the Street Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.
3. Keep street pavement widths to the minimum necessary.
4. Provide pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial and collector streets and on local streets in the Downtown, Village Center, Traditional Neighborhood, Suburban Neighborhood, Local Commercial, Regional Commercial, and Industrial character districts.
5. Provide bicycle accommodation along all arterial and collector streets. Bicycle accommodation on local streets should be provided within the travel lanes shared with motor vehicles and no additional markings, signage, or pavement should be provided unless a designated bicycle route requires the use of a local street.
6. Where physical conditions warrant, plant trees whenever a street is newly constructed, reconstructed, or relocated.
7. The Director of Public Works, Director of Parks and Recreation and the Director of Planning, Building and Development will present a written explanation to the City Manager for approval when policies 3-6 above are not reasonable or feasible per the following exceptional circumstances:
 - a. Public safety would be compromised
 - b. Severe topographic constraints exist
 - c. Environmental or social impacts outweigh the need for these accommodations
 - d. The purpose and scope of the project does not facilitate provision of such accommodation
 - e. The total cost of constructing and/or maintaining the accommodation, including potential right-of-way acquisition, would be excessively disproportionate to the need for the facility
 - f. A public consensus determines the accommodation is unwanted



City of Roanoke Complete Streets Policy

In support of this Complete Streets Policy, the City of Roanoke will:

- Update all necessary and appropriate codes, standards and ordinances to ensure that design components for all new or modified streets follow the intent of the Street Design Guidelines.
- Update the process of evaluating requests for new curb and/or pedestrian accommodations.
- Identify all current and potential future sources of funding for street improvements
- Continue inter-departmental project coordination among city departments with an interest in the activities that occur within the public right-of-way in order to better use fiscal resources.
- Train pertinent staff in the engineering, parks and recreation, planning, and transportation departments on the content of the Street Design Guidelines
- Use the following process when planning improvements within the public right-of-way
 - a. Identify the street type according to Roanoke's street hierarchy
 - b. Identify the current and future character district(s) that pertain to the project
 - c. Identify the most appropriate street typical section according to the street type and character district
 - d. Identify any general elements that may apply to the work
- Measure the success of this complete streets policy using the following performance measures:
 - a. Total miles of on-street bicycle routes defined by streets with clearly marked or signed bicycle accommodation
 - b. Linear feet of new pedestrian accommodation
 - c. Number of new curb ramps installed along city streets
 - d. Number of new street trees planted along city streets
- Update the Street Design Guidelines as needed

CIT
3/3/08

IN THE COUNCIL OF THE CITY OF ROANOKE, VIRGINIA,
The 17th day of March, 2008.

No. 38042-031708.

A RESOLUTION approving a Complete Streets Policy for the City of Roanoke.

WHEREAS, the City's Comprehensive Plan, Vision 2001-2020, identifies "Improving Streetscapes" as a Strategic Initiative and recommends the creation of a street design manual to guide the design of new streets and improvements to existing streets;

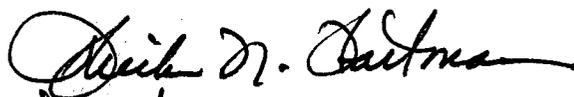
WHEREAS, to implement this recommendation, an interdepartmental project team from the Planning, Building and Development Department, the Engineering Division and Transportation Division of the Public Works Department, and the Department of Parks and Recreation collaborated to create a set of Street Design Guidelines;

WHEREAS, the Street Design Guidelines provide practical approaches to applying the general design principles contained in the comprehensive plan to create "Complete Streets;" and

WHEREAS, the Planning Commission adopted the Street Design Guidelines on July 19, 2007, as an internal tool for developing Complete Streets.

THEREFORE, BE IT RESOLVED that City Council hereby adopts the Complete Streets Policy as set forth in the attachment to the City Manager's letter dated March 17, 2008, to Council.

ATTEST:


Debra M. Eastman
Deputy City Clerk.

**RESOLUTION
CITY OF SAINT PAUL, MINNESOTA**

#24

Presented by _____

1 WHEREAS, the City of Saint Paul strives to be the most livable city in America, and
2
3 WHEREAS, livability includes the safe movement of people and goods along all public rights-of-way; and
4
5 WHEREAS, Complete Streets is a national movement to design and construct streets for all users, of all
6 ages and abilities, including motorists, freight-haulers, transit users, bicyclists, and pedestrians; and
7
8 WHEREAS there were 454 vehicle/pedestrian and vehicle/bicycle crashes in St. Paul from June 2006
9 through June 2008, and that among the pedestrians and cyclists involved in these crashes, seniors and
10 children are over-represented; and
11
12 WHEREAS, the City of Saint Paul recognizes the health benefits of Complete Streets, which increase the
13 attractiveness and convenience of bicycling and walking, and consequently increase the accessibility of
14 exercise, health, and well-being for Saint Paul residents; and
15
16 WHEREAS, Complete Streets are a tool for improving the attractiveness and convenience of transportation
17 modes – such as walking, bicycling, and transit – that reduce St. Paul’s dependence on dwindling supplies
18 of increasingly costly fossil fuels, and thereby also lessen our role in climate change; and
19
20 WHEREAS, the City of Saint Paul recognizes the public safety benefits of Complete Streets, where more
21 people walking and bicycling on our streets means more “eyes on the streets”; and
22
23 WHEREAS, the City of Saint Paul recognizes that one of the competitive advantages of cities, is that land
24 uses are in close proximity to one another and people can and do walk and bicycle for transportation, and
25 that Saint Paul places a high value on creating safe environments for people to get from place to place; and
26
27 WHEREAS, the newly adopted Transportation Chapter of Saint Paul’s Comprehensive Plan highlights the
28 need to, ““complete the streets’ by accommodating and balancing the needs of all users of the
29 transportation system, including pedestrians, cyclists, transit, freight, and motor vehicle drivers, to the
30 extent appropriate to the function and context of the street. The public right of way must account for the
31 safety and convenience of the most vulnerable populations, including children, seniors, persons with
32 disabilities, and those who cannot or do not drive a motor vehicle;” and
33
34 WHEREAS, the Saint Paul Department of Public Works already pursues Complete Streets and supports
35 this new policy; and
36
37 WHEREAS, the Minnesota Legislature has ordered a study of the benefits, feasibility, and costs of
38 adopting a complete streets policy to be submitted by December 5, 2009 (see SF3223 and HF3800); and

39 WHEREAS, the Capital city of the State of Minnesota can be a leader for the state, setting a precedent for
 40 making streets safe and friendly for users of all kinds; and

41
 42 NOW, THEREFORE, BE IT RESOLVED that the Saint Paul City Council adopts a Complete Streets
 43 policy to be implemented by the Department of Public Works, and adhered to in the process of
 44 constructing new streets or reconstructing existing streets in Saint Paul; and

45
 46 BE IT ALSO RESOLVED that the Council intends for Complete Streets in Saint Paul to be achieved over
 47 time, project by project, and drawing on all possible funding sources in order for financial flexibility to
 48 assist in implementing Complete Streets; and

49
 50 BE IT FINALLY RESOLVED that the City Council requests that the ~~Planning Commission~~ Department of Public Works,
 51 in consultation with the Department of Planning and Economic Development, complete a study to create
 52 guidelines and definitions of "Complete Streets" for different street types in Saint Paul – including residential,
 53 parkway, commercial corridor, arterial, etc., for review by the Planning Commission – to be brought back to
 54 Council for consideration no later than January 1, 2010.

	Yeas	Nays	Absent
Bostrom			
Carter			
Harris			
Helgen			
Lantry			
Stark			
Thune			

Requested by Department of: _____
 By: _____
 Approved by the Office of Financial Services
 By: _____
 Approved by City Attorney
 By: _____
 Approved by Mayor for Submission to Council
 By: _____

Adopted by Council: Date _____
 Adoption Certified by Council Secretary
 By: _____
 Approved by Mayor: Date _____
 By: _____

Sponsored by: Councilmember Calvin Goings
Requested by: Council

File No. 467

RESOLUTION NO. R2008-89s

A Resolution of the Pierce County Council Expressing Support for the Complete Streets Concept and Requesting that a Complete Streets Policy be Included as a Component of the Transportation Plan Update.

Whereas, the "Complete Streets" concept promotes streets that are safe and convenient for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages and abilities; and

Whereas, streets constitute a large portion of the public space and should be corridors for all modes of transportation, including pedestrians, bicyclists, and transit; and

Whereas, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit, are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles and trucks; and

Whereas, Pierce County currently has a number of land use and transportation policies, plans, programs and regulatory requirements that focus on various components of the transportation system including congestion management, multimodal coordination, non-motorized improvements, access control, street trees, street lighting, traffic calming, and transit services; and

Whereas, trends in energy and transportation costs, air quality, climate change and public health necessitate a more comprehensive approach to mobility within communities that offers a greater variety of mobility choices and which is not strictly automobile based; and

Whereas, many of the existing roadways where Pierce County residents walk and bicycle are incomplete and lack sidewalks or crosswalks, have lanes too narrow to share with bicyclists, and make no accommodation for transit riders or for people with disabilities; and

Whereas, recent trends indicate that Pierce County will experience increased traffic congestion and travel times as the population increases and the number of commuters to employment centers within the County increases; and



1 **Whereas**, there are practical limits to the expansion of roadways in response to
2 traffic congestion; and

3
4 **Whereas**, promoting pedestrian, bicycle and transit travel as an alternative to the
5 automobile reduces negative environmental impacts, promotes healthy living and is less
6 costly to the commuter; and

7
8 **Whereas**, the development of a more complete transportation network or
9 "Complete Streets" can improve pedestrian safety, increase the capacity of the
10 transportation network, reduce the effects of climate change, and promote
11 improvements in public health; and

12
13 **Whereas**, the Federal Highway Administration has confirmed that designing the
14 street with pedestrians in mind significantly reduces pedestrian risk. About one-third of
15 Americans do not drive, including low-income Americans who cannot afford cars and an
16 increasing number of older adults. Whether they walk or bicycle directly to their
17 destinations, or to public transportation, these individuals require safe access to get to
18 work, school, shops and medical visits, and to take part in social, civic and volunteer
19 activities. In 2006, nearly one quarter of pedestrian fatalities were children (8 percent)
20 and older adults (15 percent); and

21
22 **Whereas**, studies have found that providing more travel options, including public
23 transportation, bicycling and walking facilities, is an important element in reducing
24 congestion. Many studies show that when roads are better designed for bicycling,
25 walking, and taking transit, more people do so; and

26
27 **Whereas**, the construction of "Complete Streets" can be an essential component
28 in reducing automobile trips as evidenced by the 2001 National Household
29 Transportation Survey which revealed that 50 percent of all trips in metropolitan areas
30 are three miles or less and 28 percent are one mile or less – distances easily traversed
31 by foot or bicycle. Yet, 65 percent of trips under one mile are now made by automobile,
32 in part because of incomplete streets that make it dangerous or unpleasant to walk,
33 bicycle, or take transit; and

34
35 **Whereas**, a 2007 Washington State Department of Transportation survey found
36 that a lack of pedestrian and bicycle infrastructure, such as sidewalks and bicycle lanes,
37 is a primary reason why Washington residents do not walk or bicycle more frequently;
38 and

39
40 **Whereas**, the United States Congress, National Association of Local Boards of
41 Health, and the Washington Climate Advisory Team specifically recommend Complete
42 Streets policies as a strategy to increase pedestrian and bicycle travel modes and to
43 reduce the negative impacts associated with climate change; and

44



1 **Whereas**, other jurisdictions and agencies nationwide have adopted Complete
2 *Streets* legislation, including the United States Department of Transportation, numerous
3 state transportation agencies, and cities such as San Francisco, Sacramento, San
4 Diego, Boulder, Chicago, Seattle, Kirkland, Redmond, and Portland; and

5
6 **Whereas**, the "Complete Streets" concept is supported by the Institute of Traffic
7 Engineers, American Planning Association, and many other transportation, planning,
8 and public health professionals; **Now Therefore**,

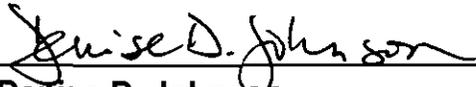
9
10 **BE IT RESOLVED by the Council of Pierce County:**

11
12 Section 1. The Pierce County Council requests that the Transportation Plan
13 Update include an assessment of the plan's support of the "Complete Streets" concept,
14 identification of relevant policies within the plan that support the creation of "Complete
15 Streets", and an identification of barriers to, and opportunities for, the development of
16 "Complete Streets" throughout Pierce County. The Council further requests that a
17 specific "Complete Streets" policy be included within the Transportation Plan Update.

18
19
20 **ADOPTED** this 26th day of August, 2008.

21
22 **ATTEST:**

PIERCE COUNTY COUNCIL
Pierce County, Washington

23
24
25 
26 _____
27 **Denise D. Johnson**
28 Clerk of the Council



Terry Lee
Council Chair

Local Complete Streets Ordinances

- Ferguson (Missouri), City of. 2008. *Ordinance No. 2008-3375.*
- Issaquah (Washington), City of. 2008. *Ordinance No. 2514.*
- Lansing (Michigan), City of. 2009. *Ordinance #1145.*
- Louisville-Jefferson (Kentucky), City and County of. 2008. *Ordinance No. 15, Series 2008.*
- San Francisco (California), City and County of. 2005. *Ordinance No. 209-5.*
- Seattle (Washington), City of. 2007. *Ordinance 122386.*

BILL NO. 6862

ORDINANCE NO. 2008-3375

AN ORDINANCE AMENDING ARTICLE I OF CHAPTER 40 OF THE MUNICIPAL CODE BY THE ENACTMENT OF A NEW SECTION 40-8 RELATING TO THE CITY'S "COMPLETE STREETS" POLICY

Whereas, the City desires to encourage walking, bicycling and transit use as safe, convenient and widely available modes of transportation for all people; and

Whereas, the Council desires to adopt a "Complete Streets" policy which is to be used as guiding principle, where practicable and economically feasible, in the design, operation and maintenance of Ferguson's streets to promote safe and convenient access and travel for all users --- pedestrians, bicyclists, transit riders, and people of all abilities; and

Whereas, the City will strive to consult with Business Districts and Neighborhood Associations in consideration of functional facilities and accommodations in furtherance of the City's Complete Streets Policy; and

Whereas, transportation improvements, facilities and amenities that may contribute to Complete Streets 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; and

Whereas, the City will consider such transportation improvements, facilities and amenities where such are practicable and economically feasible during the construction, reconstruction or other changes of transportation facilities on streets and redevelopment projects.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FERGUSON AS FOLLOWS:

SECTION 1. Article I of Chapter 40 of the Municipal Code is hereby amended by the enactment of a new Section 40-8 which shall read as follows:

CHAPTER 40 STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

ARTICLE I IN GENERAL

SECTION 40-8 COMPLETE STREETS POLICY

A. **Purpose.** The purpose of this Policy is to set forth guiding principles and practices to be considered in public transportation projects, where practicable, economically feasible, and otherwise in accordance with applicable law, so as to encourage walking, bicycling and transit use while promoting safe operations for all users.

B. **Application and Scope.** While this Policy does not require certain designs or construction standards and does not require specific improvements, this Policy does require the City Manager to consider complete street elements in the design, construction and

maintenance of public transportation projects, improvements and facilities in addition to other considerations including, but not limited to cost of improvements, budget for the project, space and area requirements and limitations and legal requirements and limitations.

C. **Guiding Principles and Practices**

1. *“Complete Street” Defined.* 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.

2. The City will strive, where practicable and economically feasible, to incorporate one or more “Complete Street” elements into public transportation projects in order to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities, while promoting safe operation for all users, in comprehensive and connected networks in a manner consistent with, and supportive of, the surrounding community.

3. The City will strive to incorporate Complete Streets principles into all public strategic plans, upon subsequent updates. The principles, where practicable, shall be incorporated into other public works plans, manuals, rules, regulations and programs as appropriate and directed by the City Manager.

4. It shall be a goal of the City to foster partnerships with the State of Missouri, St. Louis County, neighboring communities, Ferguson Business Districts and Neighborhood Associations in consideration of functional facilities and accommodations in furtherance of the City’s Complete Streets Policy and the continuation of such facilities and accommodations beyond the City’s borders.

5. The City recognizes that Complete Streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. The City will attempt to draw upon all possible funding sources to plan and implement this policy and shall investigate grants that may be available to make Complete Streets elements more economically feasible.

D. **Study / Analysis to be Undertaken as Part of Public Transportation Project.**

During the planning phase of any public improvement project, a designee of the City Manager (which may be the Director of Public Works, the City’s design engineer, or other person or firm deemed appropriate by the City Manager) shall conduct a study and analysis relating to the addition and incorporation of one or more complete streets elements into the public transportation project.

The study and analysis shall include cost estimates, whether the elements could be incorporated in a safe manner, the degree that such improvements or facilities may be utilized, the benefit of such improvements or facilities to other public transportation improvements, whether additional property is required, physical or area requirements or limitations and any other factors deemed relevant.

Such study and analysis shall be submitted to the City Manager for consideration in the design and planning of the public transportation project. The City Manager shall consider the incorporation of one or more Complete Streets elements in each public transportation project to the extent that such is economically and physically feasible.

SECTION 2. This Ordinance shall be in full force and effect from and after the date of its passage by the City Council.

ORDINANCE NO. 2514

AN ORDINANCE OF THE CITY OF ISSAQUAH, WASHINGTON, AMENDING TITLE 12 OF THE ISSAQUAH MUNICIPAL CODE RELATING TO BICYCLE AND PEDESTRIAN FACILITIES ALONG TRANSPORTATION FACILITIES BY ADDING CHAPTER 12.10, COMPLETE STREETS.

WHEREAS, The City Council desires to have pedestrian and non-motorized facilities along transportation facilities; AND

WHEREAS, The City Council desires to have the Public Works Engineering Director consult with the Planning Director in decision-making regarding requests for exemptions if the determination is to be based on feasibility, cost effectiveness, and adverse impacts.

WHEREAS, The City Council desires to set criteria consistent with Comprehensive Plan policy, Traffic Concurrency policy, and with the “Issaquah Standards and Specifications for Streets and Related Work” for determining when pedestrian and non-motorized facilities are included along transportation facilities;

NOW THEREFORE; THE COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Title 12 of the Issaquah Municipal Code is hereby amended by the addition of Chapter 12.10 Complete Streets, to read as follows:

“Chapter 12.10
COMPLETE STREETS

Sections:

12.10.010 Purpose.

12.10.020 Exemptions.

12.10.010 Purpose.

Bicycle and pedestrians facilities should be included in the planning, engineering, design and construction of transportation facilities, including transportation plans and programs.

12.10.020 Exemptions.

Notwithstanding that provisions of IMC 12.10.010 , bicycle and pedestrian facility exemptions from the requirements of this chapter may be granted by the Public Works Engineering Director; provided that:

1. Their construction is not practically feasible or cost effective because of
 - a. significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
 - b. significant adverse impacts on neighboring land uses, including impacts from right-of-way acquisition; or
2. Their establishment would be contrary to public safety; or
3. There is no identified need in accordance with the Transportation Element of the City’s Comprehensive Plan; or
4. The decision is consistent with the “Issaquah Standards and Specifications for Streets and Related Work” or future adopted street standards.”

Section 3. Severability. If any section, sentence, clause or phrase of this ordinance or any documents incorporated by reference thereto, shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance or the documents adopted by reference pursuant to this Ordinance.

Section 4. This ordinance, or a summary thereof consisting of the title, shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

PASSED by the City Council the 4th day of February, 2008.

APPROVED by the Mayor the 4th day of February, 2008.

AVA FRISINGER, MAYOR

ATTEST/AUTHENTICATED:

CHRISTINE EGGERS, CITY CLERK

APPROVED AS TO FORM:

BY: _____
OFFICE OF THE CITY ATTORNEY

PUBLISHED: February 13, 2008
EFFECTIVE DATE: February 18, 2008
ORDINANCE NO: 2514/AB 5712

ORDINANCE #1145

AN ORDINANCE OF THE CITY OF LANSING, MICHIGAN, TO ADD SECTION 1020.13 OF THE LANSING CODIFIED ORDINANCES TO ENCOURAGE THE IMPLEMENTATION OF A NON-MOTORIZED NETWORK PLAN TO PROVIDE WALKABLE-BIKEABLE COMPLETE STREETS THAT ACCOMMODATE PEDESTRIANS, PUBLIC TRANSPORTATION PASSENGERS, BICYCLISTS AND USERS OF ALL ABILITIES.

WHEREAS, the Complete Streets guiding principle is to promote a safe network of access for pedestrians, bicyclists, motorists, and transit riders of all ages and abilities; and

WHEREAS, the promotion of capital improvements that are planned, designed, and constructed to encourage walking, bicycling, and transit use increases the general safety and welfare for all of Lansing's citizens; and

WHEREAS, as a matter of policy, City Officers should integrate and implement the Complete Streets guiding principle;

NOW, THEREFORE, THE CITY OF LANSING ORDAINS:

Section 1. That Chapter 1020, Section 13, of the Codified Ordinances of the City of Lansing, Michigan, be and is hereby added to read as follows:

1020.13. WALKABLE-BIKEABLE COMPLETE STREETS.

- (a) "COMPLETE STREETS" IS DEFINED AS A DESIGN PRINCIPLE TO PROMOTE A SAFE NETWORK OF ACCESS FOR PEDESTRIANS, BICYCLISTS, MOTORISTS, AND TRANSIT RIDERS OF ALL AGES AND ABILITIES.
- (b) IT IS THE POLICY OF THE CITY TO ENCOURAGE COMPLETE STREETS, AND IN FURTHERANCE OF THAT POLICY:
 - (1) THERE SHALL BE A NON-MOTORIZED NETWORK PLAN APPROVED BY THE PUBLIC SERVICE DEPARTMENT, IN CONSULTATION WITH THE TRANSPORTATION DIVISION.
 - (2) THE NON-MOTORIZED NETWORK PLAN SHALL INCLUDE, AT A MINIMUM, ACCOMMODATIONS FOR ACCESSIBILITY, SIDEWALKS, CURB RAMPS AND CUTS, TRAILS AND PATHWAYS, SIGNAGE, AND BIKE LANES, AND SHALL INCORPORATE PRINCIPLES OF COMPLETE STREETS AND MAXIMIZE WALKABLE AND BIKEABLE STREETS WITHIN THE CITY.
 - (3) TO THE EXTENT FINANCIALLY FEASIBLE, FUTURE CONSTRUCTION OR RE-CONSTRUCTION OF CITY RIGHTS-OF-WAY OR ANY PARTS THEREOF SHALL BE IN CONFORMITY WITH THE NON-MOTORIZED NETWORK PLAN.
 - (4) IT SHALL BE A GOAL OF THE CITY TO FUND ADEQUATELY THE IMPLEMENTATION OF THE NON-MOTORIZED NETWORK PLAN, WHICH SHALL INCLUDE TARGETING AT LEAST FIVE PERCENT OF STATE ACT 51 FUNDS RECEIVED BY THE CITY ANNUALLY IN FURTHERANCE OF THE PLAN'S IMPLEMENTATION.
 - (5) THE NON-MOTORIZED NETWORK PLAN SHALL BE UPDATED, AT A MINIMUM, EVERY 5 YEARS FROM THE DATE OF ITS INITIAL ADOPTION BY THE PUBLIC SERVICE DEPARTMENT.

Section 2. All ordinances, resolutions or rules, parts of ordinances, resolutions or rules inconsistent with the provisions hereof are hereby repealed.

Section 3. Should any section, clause or phrase of this ordinance be declared to be invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof other than the part so declared to be invalid.

Section 4. This ordinance shall take effect on the 30th day after enactment, unless given immediate effect by City Council.

ORDINANCE NO. 15, SERIES 2008

**AN ORDINANCE ADOPTING THE COMPLETE STREETS POLICY AND
ADOPTING THE POLICY AS AN AMENDMENT TO CORNERSTONE 2020,
THE COMPREHENSIVE PLAN (CASE NOS. 9704 AND 9705). (As Amended)**

SPONSORED BY: COUNCILMAN TOM OWEN

WHEREAS, the Louisville Metro Planning Commission held a public hearing on October 18, 2007 on the Complete Streets Policy and proposed an amendment to the Cornerstone 2020 Comprehensive Plan to incorporate the Plan in Case Nos. 9704 and 9705;

WHEREAS, the Planning Commission found that the Complete Streets Policy conforms to the adopted Guidelines and Policies of the Cornerstone 2020 Comprehensive Plan;

WHEREAS, the Legislative Council of the Louisville/Jefferson County Metro Government (the "Council") has considered the evidence presented at the public hearing held by the Louisville Metro Planning Commission and the recommendations of the Commission and its staff as set out in the minutes and records of the Planning Commission in Case Nos. 9704 and 9705;

WHEREAS, the Council the Council concurs in and adopts the findings of the Planning Commission pertaining to the Complete Streets Policy and approves and accepts the recommendations of the Planning Commission as set forth in the Commission's minutes and records;

WHEREAS, the Council further finds that the Complete Streets Policy was developed with the significant participation of citizens of Louisville Metro, and was based on extensive research, analysis, and projections in conformance with KRS 100.191, including an analysis of existing land use patterns, public and private

business activities, and the nature, extent, adequacy, and needs of Louisville Metro for its transportation, and community facilities;

WHEREAS, the Council further finds that the Complete Streets Policy was prepared and adopted in accordance with Chapter 161 of the Louisville Metro Code of Ordinances,

NOW THEREFORE BE IT ORDAINED BY THE LEGISLATIVE COUNCIL OF THE LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT AS FOLLOWS:

Section I: That the Complete Streets Policy attached hereto as amended and incorporated herein by reference, is hereby adopted.

Section II: That the Complete Streets Policy is hereby adopted as an amendment to Cornerstone 2020, the comprehensive plan.

Section III: This Ordinance shall take effect upon passage and approval.

Kathleen J. Herron
Kathleen J. Herron
Metro Council Clerk

Jim King
Jim King
President of the Council

Jerry Abramson
Jerry Abramson
Mayor

Approved: 2-18-08
Date

APPROVED AS TO FORM AND LEGALITY:

Irv Maze
Jefferson County Attorney

By: *William P. O'Brien*

LOUISVILLE METRO COUNCIL
READ AND PASSED
February 14, 2008

Complete Streets Policy

Louisville Metro's transportation system shall accommodate and balance a broad range of factors within all transportation and development projects, both new and retrofit, including design, planning, maintenance, and operations, for the entire right of way. The goal of this policy is to develop a multi-modal network that manages the demand for travel and improves the efficiency of the community's transportation system as envisioned in Cornerstone 2020. This policy ensures that the following objectives are achieved in future transportation projects:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects unless one or more of ~~three~~ four conditions are met:
 - bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
 - the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
 - where the street has severe topographic or natural resource constraints.
 - bike lanes will not be required on Local Streets where the speed limit is 25 mph or less.
2. In rural areas, shoulders should be included in all new construction and reconstruction roadway projects unless the addition of shoulders is constrained by existing topographic and/or natural features. Shoulders have safety and operational advantages for all road users in addition to the potential future use as facilities for bicyclists and pedestrians as rural roads develop.
3. Sidewalks, shared-use paths, street crossings (including over- and under-crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated, and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall be designed to be sensitive to its context and character of the built or natural environment.

FILE NO. 050591

ORDINANCE NO.

209-05

1 [Inclusion of transit, pedestrian, and bicycle improvements as part of street improvement
2 projects.]

3 **Ordinance amending the Public Works Code to add Section 2.4.13 to require the**
4 **integration of transit, pedestrian, and bicycle improvements as part of the planning,**
5 **construction, reconstruction, or repaving of public right-of-ways.**

6 Note: Additions are single-underline italics Times New Roman;
7 deletions are ~~strikethrough italics Times New Roman~~.
8 Board amendment additions are double underlined.
9 Board amendment deletions are ~~strikethrough normal~~.

9 Be it ordained by the People of the City and County of San Francisco:

10 Section 1. The San Francisco Public Works Code is hereby amended by adding
11 Section 2.4.13, to read as follows:

12 SEC. 2.4.13. TRANSIT, PEDESTRIAN, AND BICYCLE IMPROVEMENTS AS PART OF PLANNING,
13 CONSTRUCTION, RECONSTRUCTION, AND REPAVING PROJECTS.

14 (a) Whenever the Department or other Municipal Excavator undertakes a project involving the
15 planning, construction, reconstruction, or repaving of a public right-of-way, such project shall
16 include, to the maximum extent practicable and feasible, the following transit, pedestrian, and bicycle
17 improvements:

- 18 (1) Street and pedestrian-scale sidewalk lighting;
- 19 (2) Pedestrian and bicycle safety improvements measures, as established in any official City
20 adopted bicycle or pedestrian safety plan or other City adopted planning documents;
- 21 (3) Appropriate access in accordance with the Americans with Disabilities Act;
- 22 (4) Public transit facilities accommodation, including, but not limited to designation of the
23 right-of-way as a transit preferential street designation or bus rapid transit corridor;
- 24 (5) Traffic calming devices;
- 25 (6) Landscaping; and

1 (7) Streetscape amenities; and

2 (8) Other street and sidewalk improvements consistent with the City's "transit first"
3 policy.

4 (b) The Director, in consultation with the General Manager/Executive Director of the
5 Municipal Transportation Agency, Department of Public Health, and other affected City departments,
6 including the Planning Department and Department on the Environment, shall develop orders,
7 regulations, or amendments to the Department's Standard Plans and Specifications that address the
8 improvements set forth in Subsection (a).

9 (c) To the maximum extent practicable and feasible, the Director shall condition all excavation
10 and street improvement permits on the inclusion of the improvements set forth in Subsection (a). If
11 such conditions would exceed the Director's regulatory authority, the Director shall coordinate with
12 other City departments to provide, to the maximum extent practicable and feasible, said improvements
13 on behalf of the City. As part of the decision on any permit or authorization pursuant to the Public
14 Works Code, the Director shall take into account the permit activity's positive and negative impacts on
15 the integration, enhancement, or preservation of the improvements set forth in Subsection (a).

16
17 APPROVED AS TO FORM:
18 DENNIS J. HERRERA, City Attorney

19 By: See Fill for signature
20 John D. Malamut
21 Deputy City Attorney

8/9
KG



City and County of San Francisco
Tails
Ordinance

San Francisco, CA
City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 050591

Date Passed:

Ordinance amending the Public Works Code to add Section 2.4.13 to require the integration of transit, pedestrian, and bicycle improvements as part of the planning, construction, reconstruction, or repaving of public right-of-ways.

August 9, 2005 Board of Supervisors — AMENDED

Ayes: 10 - Alioto-Pier, Daly, Dufty, Elsbernd, Ma, Maxwell, McGoldrick,
Mirkarimi, Peskin, Sandoval
Excused: 1 - Ammiano

August 9, 2005 Board of Supervisors — PASSED ON FIRST READING AS AMENDED

Ayes: 7 - Daly, Dufty, Ma, Maxwell, McGoldrick, Mirkarimi, Sandoval
Noes: 3 - Alioto-Pier, Elsbernd, Peskin
Excused: 1 - Ammiano

August 16, 2005 Board of Supervisors — FINALLY PASSED

Ayes: 8 - Ammiano, Daly, Dufty, Ma, Maxwell, McGoldrick, Mirkarimi, Sandoval
Noes: 3 - Alioto-Pier, Elsbernd, Peskin

File No. 050591

I hereby certify that the foregoing Ordinance
was FINALLY PASSED on August 16, 2005
by the Board of Supervisors of the City and
County of San Francisco.

AUG 18 2005

Date Approved



Gloria L. Young

Clerk of the Board



Mayor Gavin Newsom

Council Bill Number: 115861
Ordinance Number: 122386

AN ORDINANCE relating to Seattle's Complete Streets policy, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

Date introduced/referred: April 9, 2007

Date passed: April 30, 2007

Status: Passed

Vote: 9-0

Date of Mayor's signature: May 7, 2007

[\(about the signature date\)](#)

Committee: Transportation

Sponsor: DRAGO, STEINBRUECK

Index Terms: TRANSPORTATION, TRANSPORTATION-PLANNING, PEDESTRIANS, PUBLIC-TRANSIT, BICYCLING, BIKEWAYS, BICYCLES, LAND-TRANSPORTATION

References/Related Documents: Related: Res 30915

Text

AN ORDINANCE relating to Seattle's Complete Streets policy, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

WHEREAS, the City Council, with the Mayor concurring, adopted Resolution 30915 that defines the Complete Streets policy; and

WHEREAS, City policy as stated in the Transportation Strategic Plan and the Seattle Comprehensive Plan is to encourage walking, bicycling and transit use as safe, convenient and widely available modes of transportation for all people; and

WHEREAS, Seattle's Complete Streets guiding principle is to design, operate and maintain Seattle's streets to promote safe and convenient access and travel for all users --- pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation, numerous state transportation agencies, San Francisco, Sacramento, San Diego, Boulder, Chicago and Portland; and

WHEREAS, the Seattle Department of Transportation (SDOT) will implement Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, transportation improvements will include an array of facilities and amenities that are recognized as contributing to Complete Streets, including: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements for freight; 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; and

WHEREAS, SDOT will implement policies and procedures with the construction, reconstruction or other changes of transportation facilities on arterial streets to support the creation of Complete Streets including capital improvements, re-channelization projects and major maintenance, recognizing that all streets are different and in each case user needs must be balanced; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. SDOT will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as provided for below.

Section 2. SDOT will incorporate Complete Streets principles into: the Department's Transportation Strategic Plan; Seattle Transit Plan; Pedestrian and Bicycle Master Plans; Intelligent Transportation System Strategic Plan; and other SDOT plans, manuals, rules, regulations and programs as appropriate.

Section 3. Because freight is important to the basic 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 Major Truck Streets. Complete Street improvements that are consistent with freight mobility but also support other modes may be considered on these streets.

Section 4. Except in unusual or extraordinary circumstances, Complete Streets principles will not apply:

- to repairs made pursuant to the Pavement Opening and Restoration Rule (SDOT Director's Rule 2004-02);
- to ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes);
- where the Director of Transportation issues a documented exception concluding that application of Complete Street principles is unnecessary or inappropriate because it would be contrary to public safety; or
- where other available means or factors indicate an absence of need, including future need.

Section 5. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the Mayor's and Council's intent that all sources of transportation funding be drawn upon to implement Complete Streets. The City believes that maximum financial flexibility is important to implement Complete Streets principles.

Section 6. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the ____ day of _____, 2007, and signed by me in open session in authentication of its passage this ____ day of _____, 2007.

President _____ of the City Council

Approved by me this ____ day of _____, 2007.

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2007.

City Clerk

April 24, 2007
V #3t