

The Kitsap Complete Streets Leadership Forum

Welcome to this well-timed opportunity to think and talk together about Complete Streets in Kitsap County. Well-timed because the Kitsap Regional Coordinating Council is undertaking the first phase of a Countywide Multi-Modal Transportation Plan, with strong connections between land use and transportation, motorized and non-motorized modes, to serve all citizens of Kitsap County. Well-timed because recent State and Federal legislative initiatives address the importance of active transportation; we can anticipate that criteria for grant funding will reflect it. So, understanding Complete Streets today will truly help us prepare for our tomorrow. Again, welcome!



Mary McClure
Kitsap Regional Coordinating Council

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Event Funding & Planning



Event Funding: Provided by **Centers for Disease Control "Communities Putting Prevention to Work" (CPPW)** grant, made possible in Washington through the **State Department of Health's "Healthy Communities Project"** and the **Washington Coalition for Promotion of Physical Activity (WCPPA)**, which selected Kitsap County as one of three workshop sites statewide. Additional support provided by the **Kitsap County Health District**.

Event Planning: **Kitsap Regional Coordinating Council** and Barb Smithson & Don Willott, on behalf of the **WCPPA**.

Kitsap Complete Streets Leadership Forum

Thursday, June 9, 2011
 1:00 to 6:00 p.m.
 Poulsbo City Hall

EVENT AGENDA

1:00 Registration & Innovation Gallery Walk-around

Walk-Around: Displays *including...*

- Kitsap Transportation / Trails System Maps
- Innovative Design/Project Solutions

1:30 Welcome & Introductions

- | | | |
|---------------------------------------|--------------------------------|---|
| • Welcome | • <i>Mayor Becky Erickson</i> | <i>City of Poulsbo</i> |
| • Context for Today's Event | • <i>Mary McClure</i> | <i>Kitsap Regional Coordinating Council</i> |
| • Legislation | • <i>Rep. Christine Rolfes</i> | <i>23rd Leg. District</i> |
| • Overview: What's a Complete Street? | • <i>Tim Payne</i> | <i>Nelson Nygard</i> |
| • Comments from WSDOT | • <i>Aaron Butters</i> | <i>WSDOT: Manager, Engineering Services</i> |

10 minute break to grab refreshments & view the Innovation Gallery!

2:30 Presentation Series

Moderator: Mary McClure

Introduction: The Benefits of Complete Streets

- | | | |
|---|---------------------------|---|
| Health Consequences of Transportation Choices | • <i>Jane Moore</i> | <i>WCPPA</i> |
| | • <i>Scott Daniels</i> | <i>Kit Co Health District</i> |
| | • <i>Tim Lane</i> | <i>WA State Dept Health</i> |
| Facilities: Cost, Safety & Design | • <i>Tom Von Schrader</i> | <i>SvR Design</i> |
| | • <i>Chris Hammer</i> | <i>City of Bainbridge Island</i> |
| | • <i>Larry Matel</i> | <i>City of Bremerton</i> |
| Vulnerable Users | • <i>Vicky Clarke</i> | <i>Kitsap Regional Coordinating Council</i> |
| | • <i>Lind Simonsen</i> | <i>Pierce Transit</i> |
| Mode/User Groups: Transit, Bikes, Pedestrians | • <i>Lisa Quinn</i> | <i>Feet First</i> |
| | • <i>Ralph Wessels</i> | <i>Bicycle Alliance of WA</i> |

10 minute break to grab refreshments & view the Innovation Gallery!

4:40 Focused Q&A / Discussion: All speakers

5:30 Closing Remarks

- *Comm. Robert Gelder* *Kitsap County*
- *Mary McClure* *KRCC*

6:00 Adjourn

Event Sponsors



What are Complete Streets?

Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a Complete Street.

Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from transit hubs.

Complete Streets aren't sidewalks and cycle-lanes on both sides of every single street in your community.

They are part of a transportation system that considers all users, modes and abilities ~ A network that allows people to safely connect between the places they need to go.

What Does a “Complete Street” Look Like?

There is no single design prescription for Complete Streets; each one is unique and responds to its community context. A Complete Street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes and roundabouts.

A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

Why Do We Need Complete Streets Policies?

Incomplete streets – those designed with only cars in mind – limit transportation choices by making walking, bicycling, and taking public transportation inconvenient, unattractive, and, often, dangerous. Changing policy so that our transportation system routinely includes the needs of people on foot, public transportation, and bicycles means that walking, riding bikes, and riding public transit will be safer and easier. People of all ages and abilities will have more options when traveling to work, to school, to the grocery store, visiting friends and family, and running errands.

Making these travel choices more convenient, attractive, and safe means people do not need to rely solely on automobiles. They can opt for active transportation, such as walking and cycling. Getting more productivity out of the existing road and public transportation systems is vital to reducing congestion. Expanding opportunities for active transportation is a key community health strategy.

By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely consider safe access for all users in the design and operation of all roads. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making the community a better place to live.

See page 13 for ideas for creating Complete Streets Policy and pages 16-19 for sample ordinances.

What About Safety?

Research has shown that the presence of more pedestrians and cyclists on the street has an inverse association with risk of motor vehicle collision and the frequency of active-mode injuries per capita. This suggests that motorists become increasingly aware and drive more cautiously when there are higher levels of pedestrian and bicycle activity, a phenomenon referred to as ‘safety in numbers.’

Kitsap's Multi-Modal Transportation Plan: What, Why, How?

From Kitsap's Countywide Planning Policies: (2007)

Element H. Transportation

For the purpose of this Policy, the following transportation facilities are of countywide significance:

- a. state and federal highways;
- b. major arterials;
- c. public transit facilities & services;
- d. non-motorized facilities connecting designated centers;
- e. marine transportation facilities (ferries, shipping);
- f. airports and heliports (passenger and/or freight);
- g. rail facilities (passenger and/or freight)

The following facilities and system components should be included in the multi-modal network:

- a. roads, including major highways, arterials & collectors;
- b. public transit, including bus, rail, & park & ride lots;
- c. non-motorized facilities;
- d. vehicle and public or private passenger only ferries;
- e. airports;
- f. parking facilities that support the multi-modal network;
- g. facilities related to transportation demand management;
- h. intelligent transportation systems (ITS).

- 8. Identification of needed transportation related facilities and services within Kitsap County:
 - b. A countywide transportation plan developed by the Kitsap Regional Coordinating Council shall be prepared pursuant to the Growth Management Act to identify countywide transportation facility and service needs. A technical committee including transit and local, regional, and state transportation providers shall be used in this process.

Of particular note re: Complete Streets & Non-Motorized Facilities: *

2b. The County and the Cities shall develop standards *for Complete Streets* that address ~~appropriate~~ bicycle and pedestrian facilities for development of new streets and reconstruction of existing streets ~~in Designated Centers and Rural Communities.~~ *as appropriate, consistent with State law.*

~~e. c.~~ In Designated Centers, the jurisdictions should complete missing vehicular and non-motorized links between key arterials to accommodate pedestrian and bicycle facilities, without compromising safety standards.

d. The County and the Cities ~~shall should~~ develop ~~coordinated~~ bicycle and pedestrian ~~systems~~ plans, which should be ~~coordinated consistent~~ across jurisdictional boundaries with particular consideration to providing safe routes for children to walk and to bike to school.

5. Transportation linkages between designated local and regional Centers:

b. The transportation system linking Designated Centers within the county shall be transit-oriented and pedestrian and bicycle friendly.

* View the [Element H. Transportation](#) within the [Kitsap Countywide Planning Policies](#), including proposed revisions forwarded to Kitsap County for action, on our website: www.KitsapRegionalCouncil.org

Kitsap Countywide Multi-Modal Transportation Plan Phase 1 (2011)

- Collect all available transportation system data:

Plans	WSDOT	Kitsap Transit	Cities
Traffic/usage counts	WSF	Kitsap County	Naval Base Kitsap
Comprehensive Plans	Puget Sound Regional Council		Port(s)
	Peninsula Reg'l Trans. Planning Org.		Tribes

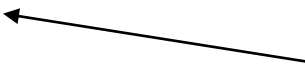
- Demographic Analysis: Through horizon year (2035 or 2040)
 Write Scope of Work (*with Planning Directors*)
 Identify consultant (*with Planning Directors*)
 Select / Contract Consultant
 Identify cost/data sharing partners *e.g.* Health District

- Integrate with Population Distribution Program (2011 – 2013)

Identify Parameters & Possibilities during 2011 *e.g.*

- LOS requirements / definitions
- Within UGA's and Centers / Between Centers; Corridor Strategies
- Land Use Strategies *e.g.* density, provision of utilities
- Local Funding Strategies *e.g.* impact fees, parking fees, business taxes
- Parking Strategies
- Park & Ride Strategies
- Compatible/Consistent Road Standards
- System Performance Standards

Anticipate organizing KRCC Working Groups (including Transportation & Land Use talent) on each topic to identify menu of strategies



Decision-making: Through KRCC Transportation Committees:
 Transportation Policy Committee (TransPOL)
 Technical Advisory Committee (TransTAC)
 Citizen outreach in 2012 & beyond

Funding 2011: KRCC: (Existing) Staffing of Transportation Committees (TransTAC/TransPOL) and
 KRCC Planning Directors Forum
 Kitsap Transit: \$75,000
 County/Cities/Tribes: Staff time

Funding 2012: Consider federal allocation (2011 interim or 2012)

Compelling Reasons for a Multi-Modal Transportation System

1. Public Health

Safe opportunities for cycling and walking

= **Active transportation integrates physical activity into our daily lives ~ which is proven to effectively reduce or prevent obesity and overweight.**

2. Safety

Facilities that consider the needs of all modes

= **A reduction in the frequency and fatality of accidents.**

3. Economy

Integrating all modes (auto, freight, air, transit, bike, pedestrian) into new transportation facilities

= **Strategic and economical use of government funds.**

4. Environment

Fewer emissions

= **Healthier citizens and a cleaner environment.**

5. Mobility

Less congestion

= **Efficient movement of goods and people.**

6. Equity

Realistic alternatives to automobile trips

= **Independence for vulnerable users, such as children and seniors, and increased access to services for low income and other marginalized populations.**

7. Community

Walkable & livable communities

= **Stronger community connections (socially & economically).**

Health Consequences of Transportation Choices

Trails, bikeways, and walkways are a compelling concept, combining environmentally friendly transportation, the possibility of reduced traffic congestion, recreation and tourism benefits, neighborliness, the pleasure of being outdoors, and just having fun. **Today, though, public policy recognizes a more profound imperative for non-motorized transportation ~ increasing physical activity in a nation where one third of adults are clinically obese and another third clinically overweight.**¹

The result of this public health trend shows in the chronic health afflictions that obesity presents, including the diabetes epidemic afflicting 8% of American adults and twice as many more that are pre-diabetic. American children are increasingly, and heartbreakingly, at risk as well, with the prevalence of childhood obesity having tripled over the last twenty years. Not surprisingly, children who are overweight or obese are more likely to be obese as adults.²

The single greatest preventive behavior is widely understood to be lifelong physical activity ~ at a minimum, regular walking. The ideal translation for people of all ages is **Active Transportation** (vs. vehicular transport). And, people whose physical activity is part of their daily lives (*i.e.* going somewhere vs. exercising) are generally more likely to maintain the behavior over time. Thus, providing bicycle and pedestrian transportation facilities that connect people with where they want to go ~ within their communities and between communities/centers ~ is a timely public health strategy. According to Kitsap County Health District Director Scott Lindquist, MD: “Having more bike and walking paths ... is proven to reduce two of the biggest health threats that exist today ~ obesity and hypertension (high blood pressure).”³

The benefits of physical activity are profound and far-reaching. Active transportation not only improves individual quality and length of life, but can have positive economic benefits through healthcare savings and even improved work performance.

Results of worldwide studies are impressive:

- On average, each additional hour per day spent commuting by car is associated with a 6% increase in the odds of becoming obese. Conversely, each additional kilometer (0.62 miles) walked per day shows a 4.8% reduction in the odds of becoming obese.⁴
- \$5.6 billion in heart disease costs could be saved annually if 10% of U.S. adults would walk regularly.⁵
- Maintaining physical activity over the course of a person’s lifespan can reduce the relative risk of depression by 22%.⁶

It’s not just about obesity & diabetes...

Increased physical activity is proven to positively impact a number of diseases and health issues:⁷

- **Cardiovascular Disease:** Reduces risk of coronary heart disease, stroke, hypertension, high triglycerides & high blood pressure.
- **Cancer:** Reduces risk of some cancers, including colon, breast & lung; reduces risk of obesity ~ a risk factor of many cancers.
- **Musculoskeletal Conditions:** Physical activity increases bone density which could prevent/reduce the effects of osteoporosis, osteoarthritis & lower back pain.
- **Mental Health:** Preventative & therapeutic effects on depression, anxiety, stress, phobias, panic disorders & schizophrenia.
- **Respiratory Health:** Active transportation has a role in maintaining respiratory system (lung) health.

¹ Center for Disease Prevention & Control: June 2008.

² National Survey of Children’s Health: Health Resources and Services Administration and the Centers for Disease Control and Prevention’s (CDC) National Center for Health Statistics, 2003.

³ Looking for Linkage: Non-Motorized Facilities in Kitsap County: Kitsap Regional Coordinating Council, 2010.


⁴ American Journal of Preventive Medicine 27, no. 2: 87–96: Frank, L., Andresen, M. & Schmid, T, 2004.

⁵ Archives of Family Medicine: Jones T.F. & Eaton C.B, 1994.

⁶ Medicine & Science in Sport & Exercise 33, no. 6, S587–S597: Dunn, A., Trivedi, M., and O’Neal, H., 2001.

⁷ Valuing the health benefits of active transport modes, NZ Transport Agency research report: Genter J. A., Donovan S., Petrenas, B., and Badland, H., 2008.

Policy Overview: State & Federal

Washington State Legislature			
<i>Bill #</i>	<i>Status</i>	<i>Overview</i>	<i>More info</i>
1071	✓ Bill passed. Effective 7/22/2011	<ul style="list-style-type: none"> Requires the WA Department of Transportation to establish a Complete Streets grant program within the Department's Highways and Local Programs division to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users. Creates the Complete Streets grant program account. Local jurisdictions must have an adopted a Complete Streets ordinance to access funding (when available). 	<p>See page 10 for Bill</p> <p>See page 16 to 19 for sample ordinances</p>
1700	✘ Bill will likely be re-introduced during 2012 Legislative Session.	<ul style="list-style-type: none"> Requires certain standards be met in the construction or modification of bicycle facilities and pedestrian rights of way. Requires DOT, when constructing, reconstructing, retrofitting, maintaining, altering, or repairing any portion of a transportation network, to: <ul style="list-style-type: none"> Consult with local jurisdictions in the scoping, design, and planning phases; and Consider the needs of all users by applying certain design solutions from the institute of transportation engineers. Expands potential <i>uses</i> of any state/local funds available for street or road construction, maintenance, or improvement for building, improving, and maintaining bicycle/pedestrian paths, lanes, roadways, and routes, and for improvements to make existing streets and roads more suitable and safe for bicycle/pedestrian traffic: PROVIDED, that any such facilities are suitable for bicycle/pedestrian transportation purposes and not solely for recreation purposes. 	<p>Click to view Bill History</p>
Federal Legislation: Safe and Complete Streets Act of 2011			
<i>Bill #</i>	<i>Status</i>	<i>Overview</i>	<i>More info</i>
HR1780	? Introduced to House of Representatives, May 5, 2011	<ul style="list-style-type: none"> Would require each state's department of transportation and metropolitan planning organization to put in place a Complete Streets policy that ensures all Federally-funded transportation projects accommodate the safety and convenience of all users. Calls on the Architectural and Transportation Barriers Compliance Board to publish new accessibility standards for pedestrian facilities. 	<div style="text-align: center;"></div> <p>Click to view Bill History</p> <p>See page 9 for press article</p>

Federal 'Complete Streets' Legislation Introduced

May 6, 2011 Philip Langdon, New Urban Network (www.newurbannetwork.com) Read [full article](#)

Rep. Doris Matsui, a Sacramento Democrat, and Steven LaTourette, a Republican from the northeast corner of Ohio, have introduced the Safe and Complete Streets Act of 2011 — a bill that would put federal muscle behind the growing campaign for accommodating the needs pedestrians, bicyclists, and transit users as well as motorists.

The legislation "would require each state's department of transportation and metropolitan planning organization to put in place a Complete Streets policy that ensures all Federally-funded transportation projects accommodate the safety and convenience of all users," the Sacramento Press reported.

"I have seen firsthand the interest in Complete Streets on the local level, and a Federal Complete Streets standard will ensure a consistent approach for all of our transportation investments," said Rep. Matsui.

"Complete Streets polices are designed to ensure streets, intersections, and trails are designed to make them easier to use and maximize their safety," Mike McKeever, executive director of Sacramento Area Council of Governments, was quoted as saying. "This legislation will encourage Americans to live more active and healthy lifestyles, while also providing more travel options, and cutting down on traffic congestion.

"LaTourette's support for complete streets came as a result of advocates flooding his office with complaints after he ridiculed bicycling as a mode of transportation and a jobs engine in a committee hearing last year," Tanya Snyder wrote on DC.StreetsBlog. "Perhaps if he'd never made those disparaging remarks he would never have discovered the groundswell of support for active transportation and wouldn't be the complete streets champion he is today.

The new bill also calls on the Architectural and Transportation Barriers Compliance Board to publish new accessibility standards for pedestrian facilities, StreetsBlog noted. "A similar bill was introduced in 2009 with stronger penalties, modeled on seat belt provisions, for non-compliance. Advocates got some pushback on that and let them go this time around."

Barbara McCann, executive director of the National Complete Streets Coalition, acknowledged that the bill is not expected to be passed as a free-standing piece of legislation. But, she said, "It gives us an opportunity to talk about what we want to see in the final [transportation] authorization bill."

Since federal transportation authorization "has been stuck because of larger issues, the intent here is to build support and work with the committees to get the language included in the draft authorization bills," McCann explained.

A Complete Streets provision was included in Democratic Rep. James Oberstar's transportation authorization bill in the last Congress, but the bill didn't pass, and Oberstar lost his bid for reelection. Rep. John Mica, the current Republican chairman of the House Transportation and Infrastructure Committee, has been writing a whole new bill, McCann said, adding, "A Complete Streets provision appears in all of the recently leaked unofficial versions of the [Obama] Administration's bill."

Twenty-three states and more than 200 regional and local jurisdictions have adopted Complete Streets policies, New Urban Network recently reported in an article summarizing progress on those policies, based on information released by the Coalition. The Coalition's report, Complete Streets Policy Analysis 2010: A Story of Growing Strength, is posted on the Coalition website.

ENGROSSED SUBSTITUTE HOUSE BILL 1071

AS AMENDED BY THE SENATE

Passed Legislature - 2011 Regular Session

State of Washington 62nd Legislature 2011 Regular Session

By House Transportation (originally sponsored by Representatives Moeller, Fitzgibbon, and Frockt)

READ FIRST TIME 02/03/11.

1 AN ACT Relating to creating a complete streets grant program;
2 adding new sections to chapter 47.04 RCW; and creating a new section.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 NEW SECTION. **Sec. 1.** Urban main streets should be designed to
5 provide safe access to all users, including bicyclists, pedestrians,
6 motorists, and public transportation users. Context sensitive design
7 and engineering principles allow for flexible solutions depending on a
8 community's needs, and result in many positive outcomes for cities and
9 towns, including improving the health and safety of a community. It is
10 the intent of the legislature to encourage street designs that safely
11 meet the needs of all users and also protect and preserve a community's
12 environment and character.

13 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.04 RCW
14 to read as follows:

15 (1) The department shall establish a complete streets grant program
16 within the department's highways and local programs division, or its
17 successor. During program development, the department shall include,
18 at a minimum, the department of archaeology and historic preservation,

1 local governments, and other organizations or groups that are
2 interested in the complete streets grant program. The purpose of the
3 grant program is to encourage local governments to adopt urban arterial
4 retrofit street ordinances designed to provide safe access to all
5 users, including bicyclists, pedestrians, motorists, and public
6 transportation users, with the goals of:

7 (a) Promoting healthy communities by encouraging walking,
8 bicycling, and using public transportation;

9 (b) Improving safety by designing major arterials to include
10 features such as wider sidewalks, dedicated bicycle facilities,
11 medians, and pedestrian streetscape features, including trees where
12 appropriate.

13 (c) Protecting the environment and reducing congestion by providing
14 safe alternatives to single-occupancy driving; and

15 (d) Preserving community character by involving local citizens and
16 stakeholders to participate in planning and design decisions.

17 (2) For purposes of this section:

18 (a) "Eligible project" means (i) a local government street retrofit
19 project that includes the addition of, or significant repair to,
20 facilities that provide street access with all users in mind, including
21 pedestrians, bicyclists, and public transportation users; or (ii) a
22 retrofit project on city streets that are part of a state highway that
23 include the addition of, or significant repair to, facilities that
24 provide street access with all users in mind, including pedestrians,
25 bicyclists, and public transportation users.

26 (b) "Local government" means incorporated cities and towns that
27 have adopted a jurisdiction-wide complete streets ordinance that plans
28 for the needs of all users and is consistent with sound engineering
29 principles.

30 (c) "Sound engineering principles" means peer-reviewed, context
31 sensitive solutions guides, reports, and publications, consistent with
32 the purposes of this section.

33 (3) In carrying out the purposes of this section, the department
34 may award funding, subject to the availability of amounts appropriated
35 for this specific purpose, only to eligible projects that are designed
36 consistent with sound engineering principles.

37 (4) The department must report annually to the transportation

1 committees of the legislature on the status of any grant projects
2 funded by the program created under this section.

3 NEW SECTION. **Sec. 3.** A new section is added to chapter 47.04 RCW
4 to read as follows:

5 (1) The complete streets grant program account is created in the
6 state treasury. Moneys in the account may be spent only after
7 appropriation. Only the department may authorize expenditures from the
8 account. The department may use complete streets grant program funds
9 for city streets, and city streets that are part of a state highway.
10 Expenditures from the account may be used solely for the grants
11 provided under section 2 of this act.

12 (2) The department may solicit and receive gifts, grants, or
13 endowments from private and other sources that are made, in trust or
14 otherwise, for the use and benefit of the purposes of the complete
15 streets grant program as provided in section 2 of this act.

16 NEW SECTION. **Sec. 4.** A new section is added to chapter 47.04 RCW
17 to read as follows:

18 When constructing, reconstructing, or making major improvements to
19 streets described in RCW 47.24.010, the department must, for street
20 projects initially planned or scoped after July 1, 2011:

21 (1) Consult with local jurisdictions in the design and planning
22 phases. Consultation with local jurisdictions must include public
23 outreach and meetings with interested stakeholders in the predesign
24 phase for the purpose of clarifying community goals and priorities
25 through community design exercises prior to developing any designs or
26 visualizations; and

27 (2) Consider the needs of all users by applying context sensitive
28 design solutions consistent with peer-reviewed, context sensitive
29 solutions guides, reports, and publications, consistent with the
30 purposes of this section.

--- END ---



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ELEMENTS OF AN IDEAL COMPLETE STREETS POLICY

Regardless of a policy's form, the National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets policy, as discussed below. For examples of strong policy language, see our current Policy Analysis report: <http://www.completestreets.org/policyanalysis>

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is understood by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy

Sets a vision

A strong vision can inspire a community to follow through on its Complete Streets policy. Just as no two policies are alike, visions are not one-size-fits-all either. In the small town of Decatur, GA, the Community Transportation Plan defines their vision as promoting health through physical activity and active transportation. In the City of Chicago, the Department of Transportation focuses on creating streets safe for travel by even the most vulnerable - children, older adults, and those with disabilities.

Specifies all users

A true Complete Streets policy must apply to everyone traveling along the road. A sidewalk without curb ramps is useless to someone using a wheelchair. A street with an awkwardly placed public transportation stop without safe crossings is dangerous for riders. A fast-moving road with no safe space for cyclists will discourage those who depend on bicycles for transportation. A road with heavy freight traffic must be planned with those vehicles in mind. Older adults and children face particular challenges as they are more likely to be seriously injured or killed along a roadway.

Automobiles are an important part of a complete street as well, as any change made to better accommodate other modes will have an effect on personal vehicles too. In some cases, like the installation of curb bulb-outs, these changes can improve traffic flow and the driving experience.

Creates a network

Complete Streets policies should result in the creation of a complete transportation network for all modes of travel. A network approach helps to balance the needs of all users. Instead of trying to make each street perfect for every traveler, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone. This can mean creating bicycle boulevards to speed along bicycle travel on certain low-traffic routes; dedicating more travel lanes to bus travel only; or pedestrianizing segments of routes that are already overflowing with people on foot. It is important to provide basic safe access for all users regardless of design strategy and networks should not require some users to take long detours.

All agencies and all roads

Creating street networks that are safe and accessible for all users is difficult because many agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Typical Complete Streets policies cover only one jurisdiction's roadways, which can cause network problems: a bike lane on one side of a bridge disappears on the other because the road is no longer controlled by the agency that built the lane. Policies should address how to work with other agencies and jurisdictions. Another common issue to resolve how to include elements of your Complete Streets policy in subdivision regulations, which govern how private developers build new streets.

All projects

For many years, multi-modal streets have been treated as 'special projects' requiring extra planning, funding, and effort. The Complete Streets approach is different. Its intent is to view all transportation improvements as opportunities to create safer, more accessible streets for all users, including pedestrians, cyclists, and public transportation passengers. Under this approach, even small projects can be an opportunity to make meaningful improvements. In repaving projects, for example, an edge stripe can be shifted to create more room for cyclists. In routine work on traffic lights, the timing can be changed to better accommodate pedestrians walking at a slower speed. A strong Complete Streets policy will integrate Complete Streets planning into all types of projects, including new construction, reconstruction, rehabilitation, repair, and maintenance.

Exceptions

Making a policy work in the real world requires developing a process to handle exceptions to providing for all modes in each project. The Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel named three exceptions that have become commonly used in Complete Streets policies: 1) accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways; 2) cost of accommodation is excessively disproportionate to the need or probable use; 3) a documented absence of current or future need. Many communities have included their own exceptions, such as severe topological constraints. In addition to defining exceptions, there must be a clear process for granting them, where a senior-level department head must approve them. Any exceptions should be kept on record and publicly-available.

Design criteria

Communities adopting a Complete Streets policy should review their design policies to ensure their ability to accommodate all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances. Some communities will opt to re-write their design manual. Others will refer to existing design guides, such as those issued by AASHTO, state design standards, and the Americans with Disabilities Act Accessibility Guidelines.

Context-sensitive

An effective Complete Streets policy must be sensitive to the community context. Being clear about this in the initial policy statement can allay fears that the policy will require inappropriately wide roads in quiet neighborhoods or miles of little-used sidewalks in rural areas. A strong statement about context can help align transportation and land use planning goals, creating livable, strong neighborhoods.

Performance measures

The traditional performance measure for transportation planning has been vehicular Level of Service (LOS) – a measure of automobile congestion. Complete Streets planning requires taking a broader look at how the system is serving all users. Communities with Complete Streets policies can measure success through a number of ways: the miles of on-street bicycle routes created; new linear feet of pedestrian accommodation; changes in the number of people using public transportation, bicycling, or walking (mode shift); number of new street trees; and/or the creation or adoption of a new multi-modal Level of Service standard that better measures the quality of travel experience. The fifth edition of Highway Capacity Manual will include this new way of measuring LOS. Cities like San Francisco and Charlotte have already begun to develop their own.

Implementation

Taking a Complete Streets policy from paper into practice is not easy, but providing some momentum with specific implementation steps can help. Some policies establish a task force or commission to work toward policy implementation. There are four key steps for successful implementation: 1) Restructure procedures to accommodate all users on every project; 2) Develop new design policies and guides; 3) Offer workshops and other training opportunities to planners and engineers; and 4) Institute better ways to measure performance and collect data on how well the streets are serving all users.

ORDINANCE NO. 1676-10

AN ORDINANCE AMENDING THE SEDRO-WOOLLEY MUNICIPAL CODE REGARDING COMPLETE STREETS WHICH INCLUDE BICYCLE AND PEDESTRIAN FACILITIES

Whereas, community wellness has become an issue of national significance and is of importance to the people of Sedro-Woolley, and

Whereas, a variety of users compete to share limited roadway space including motor vehicles, bicycles and pedestrians, and

Whereas, the City Council desires to design and maintain streets to allow for all of those uses when practical; and

Whereas, the City Council finds that the addition of bicycle and pedestrian facilities provides communing, traveling and recreational opportunities to contribute to a healthier community, now therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

Section 1. A new section of the Sedro-Woolley Municipal Code is created as follows:

15.40. ____ Bicycle and pedestrian ways along transportation facilities.

(1) Bicycle and pedestrian ways shall be accommodated in the planning, development and construction of transportation facilities, including the incorporation of such ways into transportation plans and programs.

(2) Notwithstanding that provision of subsection (1) of this section, bicycle and pedestrian ways are not required to be established:

(a) Where their establishment would be contrary to public safety;

(b) When the cost would be excessively disproportionate to the need or probable use;

(c) Where there is no identified need;

(d) Where the establishment would violate comprehensive plan policies; or

(e) In instances where a documented exception is granted by the public works director.

Section 2. This ordinance shall be effective five (5) days after passage and publication as provided by law.

Section 3. The provisions of this ordinance are declared to be severable, and if any section, sentence, clause or phrase of this ordinance shall for any reason be held invalid or unconstitutional or if the application of this ordinance to any person or circumstances shall be held invalid or unconstitutional, such decisions shall not affect the validity of the remaining sections, sentences, clause or phrases of this ordinance.

PASSED by majority vote of the members of the Sedro-Woolley City Council this 9th day of June, 2010, and signed in authentication of its passage this 10th day of June, 2010.



Mike Anderson, Mayor

Attest:



Christine Salseina, Deputy Clerk

Approved as to form:



Eron Berg, City Attorney

Published: June 14, 2010

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

Matching projects to
the most appropriate
funding source is key

Who Funds Non-Motorized?

A List of Funding Sources Originally Prepared
for the 2010 KRCC Looking for Linkage Report

Note: Federal & WSDOT Funds may not be used for facilities on private land. They require construction to ADA standards.

Federal Funding Sources			
Funding Source	Funding source overview and limitations of use:	Fundable Non-Motorized Project Type(s):	Fundable Project phase(s):
Surface Transportation Program (STP)	Very flexible funding source for a wide variety of surface transportation projects. Bicycle and pedestrian improvements may be located on local as well as the Federal-aid Highway System. Bicycle-related non-construction projects are eligible for funds (e.g., maps, coordinator positions, encouragement programs)	<input type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance
Highway Safety Improvement Program	Supports projects to achieve significant reductions in traffic fatalities and serious injuries. Funds can be used on all public roads, bikeways , and walkways	<input type="checkbox"/> Unpaved trails <input type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance
Transportation Enhancement Grants	Supports transportation-related activities designed to strengthen the cultural, aesthetic, and environmental aspects of the intermodal transportation system. Implementation of non-traditional projects; including historic highway facility restoration, bicycle and pedestrian facilities and education, landscaping and scenic beautification, environmental mitigation.	<input type="checkbox"/> Unpaved trails <input type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance
Congestion Mitigation/Air Quality Improvement Program	Supports projects/programs in air quality non-attainment and maintenance areas for ozone, carbon monoxide, and particulate matter, which reduce transportation-related emissions. Construction of bicycle and pedestrian facilities that reduce automobile reliance. Recreational facilities generally are <u>not</u> funded.	Kitsap County is within an 'attainment area' and therefore does not currently qualify for CMAQ funding	
Recreational Trails Program (Distributed directly to States)	Develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Maintenance and restoration of existing trails; purchase and lease of trail construction and maintenance equipment; construction of new trails (paved and unpaved) and trailheads; acquisition or easements of property for trails; state administrative costs related to this program (max 7% of a state's funds); operation of educational programs to promote safety and environmental protection related to trails (max 5% of a state's funds). <u>Not</u> for provision of shoulders or sidewalks along the roads	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Maintenance

Funding Source	Funding source overview and limitations of use:	Fundable Non-Motorized Project Type(s):	Fundable Project phase(s):
Safe Routes to School Program <i>(Distributed through WSDOT)</i>	Provides children a safe, healthy alternative to riding the bus or being driven to school. Engineering improvements , education projects, and enforcement efforts within 2 miles of primary and middle schools (K-8)	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance
New Freedom Initiative <i>SAFETEA-LU</i>	Provides transportation services and facility improvements exceeding those required by the ADA.	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input type="checkbox"/> Planning <input type="checkbox"/> ROW acquisition <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Maintenance
Land and Water Conservation Fund <i>Washington State Recreation & Conservation Office (RCO).</i>	Provides funding to assist in preserving, developing, and assuring accessibility to outdoor recreation resources, including trails right-of-way acquisition and construction projects.	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance
Community Development Block Grants	Streetscape revitalization , which may largely consist of pedestrian improvements . <i>Uses include (but are not limited to):</i> acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities & improvements (streets, sidewalks , community and senior citizen centers and recreational facilities); planning & administrative expenses; public services for youths, seniors, or the disabled; initiatives such as neighborhood watch programs.”	<input type="checkbox"/> Unpaved trails <input type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Maintenance
Rivers, Trails and Conservation Assistance Program <i>National Parks Service</i>	Establish and restore greenways, rivers, trails, watersheds, and open space. Technical assistance (via direct staff involvement) for planning efforts only.	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input type="checkbox"/> ROW acquisition <input type="checkbox"/> Construction <input type="checkbox"/> Maintenance
Transportation, Community and System Preservation Program	Provide communities with resources to integrate their transportation systems with community preservation and environmental activities transit-oriented development, traffic calming, and other projects that improve transportation system efficiency, reduce transportation’s environmental impacts , and provide efficient access to jobs, services, and trade centers. 20% local match required.	<input type="checkbox"/> Unpaved trails <input type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Maintenance
American Recovery and Reinvestment Act (ARRA)	This one time funding source (2009) could be used for construction of road projects on Federally Classified Roads only. Projects had to be shovel-ready within 90 days from release of funds.	<input type="checkbox"/> Unpaved trails <input type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input type="checkbox"/> Planning <input type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance

State Funding Sources			
Funding Source	Funding source overview and limitations of use:	Fundable Non-Motorized Project Type(s):	Fundable Project phase(s):
Statewide Transportation Improvement Program (STIP)	Projects identified through a planning process as the highest priority for the available funding to the state's transportation program 4-year, fiscally constrained and prioritized program of transportation projects, compiled from local and regional plans, & Washington Transportation Plan.	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Maintenance
Urban Sidewalk Program <i>Washington Transportation Improvement Board</i>	\$1m - \$2m distributed annually to 3 designated regions based on lane miles & population. Projects located on federally classified route that serve a transportation-related purpose , and meet ADA requirements. Projects evaluated on; safety, proximity to pedestrian trip generators; degree of local support minimum 20% match required	<input type="checkbox"/> Unpaved trails <input type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Maintenance
Washington Wildlife and Recreation Program <i>Recreation and Conservation Board</i>	Goal is "to acquire as soon as possible the most significant lands for wildlife conservation and outdoor recreation purposes before they are converted to other uses, and to develop existing public recreational land and facilities to meet the needs of present and future generations." Park-related projects including trails. Applicants must submit a plan, including project goals and objectives; an existing conditions inventory, and an overview of public involvement efforts.	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input type="checkbox"/> Planning <input type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance
Traffic Safety Grants <i>WA Traffic Safety Commission</i>	Support programs, projects, services & strategies to reduce number of deaths & serious injuries that result from traffic crashes. Funds may be used for pedestrian & bicycle improvements , including "School Zone" flashing lights, and school zone police equipment costing more than \$10,000	<input type="checkbox"/> Unpaved trails <input type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance
Hazard Elimination Safety Grants – Intersection and Corridor Safety Program <i>WSDOT</i>	Purpose is to eliminate or reduce fatal or injury accidents at designated high accident intersections and within designated high accident corridors Activities for resolving intersection-specific safety problems , and roadway elements that constitute a danger to motorists, pedestrians, and/or bicyclists.	<input type="checkbox"/> Unpaved trails <input type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance

Regional Funding Sources			
STP Regional Funds <i>Metropolitan Planning Org's: PSRC</i>	Federal funding for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities.	<input type="checkbox"/> Unpaved trails <input type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance

Local Funding Sources			
Funding Source	Funding source overview and limitations of use:	Fundable Non-Motorized Project Type(s):	Fundable Project phase(s):
Local Bond Measures (or levies)	Initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time based on the debt load of the local government or the project under focus right-of-way acquisition, engineering, design, and construction of pedestrian & bicycle facilities	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance
System Development Charges/Developer Impact Fees	Tied to trip generation rates and traffic impacts produced by a proposed project, a developer may reduce the number of trips (and hence impacts and cost) by paying for on- or off-site pedestrian improvements encouraging residents to walk, bicycle , or use transit rather than drive. In-lieu parking fees may be used to help construct new or improved pedestrian facilities	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input type="checkbox"/> Bicycle facilities	<input type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance
Local Improvement Districts (LID)	Collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. Through this process, the costs of local improvements are generally spread out among a group of property owners within a specified area. These districts may include provisions for pedestrian and bicycle improvements , such as wider sidewalks, landscaping, and ADA compliance.	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Maintenance
Real Estate Excise Tax or REET	Locally enacted tax on property sales up to .5% that can be used to pay for projects in the Capital Facilities Plan or 1% excise tax that can be used for land conservation purposes . Has been used for land acquisitions and conservation easements including trail corridors	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Maintenance
Motor Vehicle Excise Tax (MVET)	This is a locally enacted tax that could possibly fund improvements.	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Maintenance
Lodging Tax (hotel/motel tax)	In addition to a "basic tax" of 2%., most jurisdictions can levy an "additional tax" of up to 2% as long as the total tax on lodging does not exceed 12%. The maximum total local option hotel/motel tax rate is 4%, of which 2% is credited against the state sales tax. The hotel/motel tax revenues must be used solely for tourist promotion and acquisition and/or maintenance of tourism-related facilities.	<input checked="" type="checkbox"/> Unpaved trails <input checked="" type="checkbox"/> Off road <input checked="" type="checkbox"/> On road <input checked="" type="checkbox"/> Pedestrian walkways <input checked="" type="checkbox"/> Bicycle facilities	<input checked="" type="checkbox"/> Planning <input checked="" type="checkbox"/> ROW acquisition <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Maintenance

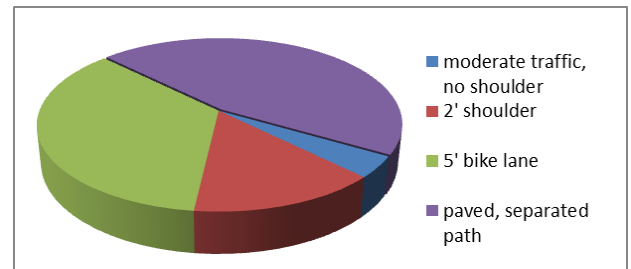
North Kitsap Trails Association: 2010 String of Pearls Trails Survey Results

The String of Pearls concept is a regional system of land and water trails that would connect the communities of North Kitsap. The results of this survey will be used by the North Kitsap Trails Association (NKTA) in the development of this concept.

Kitsap's Current System:

- 2 in 3 respondents feel there are safe places in their community to walk or run.
- 1 in 4 respondents feel there are safe places to bike on the roads.
- Proximity to traffic is a major concern for bicycling (see chart, right).
- Current level of safety for walking/running and for bicycling varies by individual community.

What facilities are necessary for you to feel safe while cycling?



Why Create a Trail Network?

- Walking is the most important consideration in creating a trail system.
- Bicycling is the second most important consideration for respondents of all ages.
- For younger people running was identified as a top consideration.
- Almost all respondents agreed that a trail system is important to the quality of life in North Kitsap and that they would use a trail system if one were built in their community.

Why Use a Trail Network?

- 2 in 3 youth respondents agreed they would use trails to get to school
- Almost 2 in 3 respondents agreed they would use trails to access stores, restaurants or other businesses.
- About 9 in 10 respondents agreed they would use a trail system to exercise more.

View the Complete Survey:

Click [here](#) or visit: http://www.northkitsaptrails.org/images/NKTA_survey_100713.pdf

Who Responded to the Survey?

- 724 respondents completed the survey online from March 9 to May 12, 2010.
- 61% of respondents were female and 39% were male.
- 58% of respondents were aged 40-59, 26% were younger than 40 & 17% older than 59.

Are Complete Streets Green Streets?

Larry Matel, May 25, 2011.

I am not sure if I really know. And I bet you will find as many definitions as people practicing the development of complete streets and/or green streets. **The movement is evolving and really not rigidly tied to the old, frumpy “engineering standard”**...And that is good thing!

A street is complete if... it provides for many transportation alternatives to the automobile, including bus transportation, bikes, and peds (and wheelchairs, too). But what about skateboards, mopeds, scooters, or Segways? Time will tell as transportation engineers and planners respond to new paradigms.

A street can be green if... it includes provisions for low impact development best management practices for stormwater management, uses warm mix asphalt, and/or uses recycled products in its construction, as well as other things. There is no magic formula, just a recognition and desire to make a concerted effort to improve on our old, energy consuming practices of the past. However, a movement is underway to “standardize” the process like buildings are LEED certified silver, gold, or platinum.

Is a complete street a green street? Some may think so, but not really. A complete street is not necessarily green, nor is a green street necessarily complete. But maybe a green street should be required to be complete, or vice versa. Eventually the two may be one in the same, but let's not worry about that now. Low hanging fruit is good!

Are they both are more expensive to construct? It depends upon your frame of reference. They may be more expensive from strictly an up front construction cost standpoint, but street construction costs rarely, if ever, include any considerations of life cycle costs. Consideration of the here and now time frames rarely allow for the selection of the true least cost material selections.

What about external costs? *It is cheaper to...* put stormwater in a pipe and send it untreated to the Sinclair Inlet and let someone else clean up the mess decades into the future. *Is it really and is that the right thing to do?* *And is it cheaper to...* provide more traffic lanes for cars and let the bikers and peds fend for themselves. But accident rates speak for themselves! A human life has often been valued at a million dollars in the old days of cost benefit analyses related to traffic safety improvements.

Are complete streets and/or green streets sustainable? We're getting there!

Resource Links

Click on the [blue underlines](#) to access web resources. *Got a printed booklet?* Visit www.KitsapRegionalCouncil.org and navigate to the transportation page to find a PDF of this document, from which you can access the links.

Web Resources

[American Planning Association Complete Streets Resource List](#): A wide ranging set of links, including an introduction to the Complete Streets concept, engineering guidelines, design considerations, bike/pedestrian considerations, aging populations, children, accessibility, public transit, health references, examples and implementation.

[CDC Active Environments](#): The links on this site provide public health, community design and related sites that complement [CDC's Active Community Environments \(ACES\) initiative](#).

[Green Cities: Good Health](#): University of Washington research, with accessible information and "fast facts," examining how outdoor environments affect physical activity and quality of life. Topics include [safe streets](#), [local economics](#) and [active living](#).

[Multi-Modal Level-of-Service \(LOS\) Indicators](#): Often agencies measure levels of service only for motorized transportation. This tool suggests new methods of evaluating service for all modes with greater equity. (*Victoria Transport Policy Institute*, Online TDM encyclopedia, *Victoria Transport Policy Institute*, *Victoria, B.C.*, updated November 2010).

[National Complete Streets Coalition](#): The Coalition advocates for policy change and provides resources for individuals and agencies looking to advocate for or implement Complete Streets policies and designs.

[Obesity Trends in the U.S. 1985 – 2009](#): Over just a few decades there has been an alarming increase in obesity in the United States, due in part to decreased physical activity. This map displays obesity trends by state as recorded by the Centers for Disease Control's Behavioral Risk Factor Surveillance System.

[Walkable Communities](#): A non-profit organization helping north America develop walkable communities, by providing a variety of web resources.

Reports

[Active Transportation for America](#): This [Rails to Trails Conservancy](#) report creates a detailed case for federal investment in bicycling and walking (including health and cost savings) and includes implementation strategies and national case studies. In addition to the full report, one and two page summaries are available on the [Rails to Trails Conservancy](#) website.

["American Needs Complete Streets"](#) *ITE Journal April 2011*. This [Institute of Transportation Engineers](#) report argues that factors such as an aging population, rising fuel costs, congestion, health, environmental concerns, and changing consumer preferences are all increasing demand for walking, cycling, and public transit. The article was co-authored by Dan Burden, an internationally recognized authority on bicycle and pedestrian facilities and programs, livability, sustainability and Smart Growth.

[Looking for Linkage: Non-motorized Facilities in Kitsap County](#): Commissioned by the [Kitsap Regional Coordinating Council's \(KRCC\) Transportation Policy Committee](#), this 2010 report maps Kitsap's non-motorized facilities (planned and built, from community up to Statewide trails) and includes extensive information on the requirements and realities of building trails and policy recommendations to [KRCC's Transportation Policy Committee](#).

[The Transportation Prescription](#): This report from the [Convergence Partnership](#) (a national organization whose three key focuses include the [built environment](#)) considers what healthy, equitable federal transportation policy looks like, outlines the current federal transportation system and its challenges and makes policy recommendations to create a 21st-Century Transportation Policy that improves health and equity.

[Transportation for America - Dangerous by Design 2011](#): Comprehensive statistics, a downloadable [national report](#) which explores the numbers, the causes and the solutions for solving the epidemic of preventable deaths, and an interactive map which includes a google ‘street view,’ where you can see every pedestrian fatality over the last decade by location, and get a first hand look at the type of road on which each fatality occurred.

Policies, Plans & Programs

[Puget Sound Regional Council \(PSRC\)](#): Is responsible for creating the long range land use and transportation strategy for accommodating an additional 1.7 million people and 1.2 million new jobs expected to the Puget Sound region by 2040.

[VISION 2040](#): Is an integrated, long-range vision for maintaining a healthy region by promoting the well-being of people and communities, economic vitality, and a healthy environment. It contains an environmental framework, a numeric regional growth strategy, and six policy sections guided by overarching goals as well as implementation actions and measures to monitor progress.

[Transportation 2040](#): Is an action plan for transportation in the central Puget Sound region for the next 30 years, that identifies investments to support our expected growth and improve the service transportation provides to people and businesses, lays out a financing plan, and proposes a strategy for reducing transportation’s contribution to climate change.

Safe Routes to School: The decline in walking and bicycling has had an adverse effect on children’s physical activity. Parents consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school. [USDOT \(through the FHWA\)](#) and [WSDOT](#) administer funding programs, and the [National Safe Routes to Schools Partnership](#) advocates for best practices and resources.

Transportation projects that create safe walking or cycling routes to schools in Kitsap are a [funding priority](#) (see [Project Selection Processes](#)) of the [Kitsap Regional Coordinating Council’s \(KRCC\) Transportation Policy Committee](#) for the non-motorized set-aside of [Surface Transportation Program \(STP\)](#) funds, which come to Kitsap via [PSRC](#) for distribution at the [KRCC](#) forum.

[Washington Transportation Plan 2030](#): The [Washington Transportation Commission](#) recently updated a 20-year vision for the development of the statewide transportation system, from state highways and ferries to sidewalks and bike paths, county roads, city streets, public transit, air and rail.

[WSDOT State Facilities & Pedestrian Walkways Plan](#): This [Washington State Department of Transportation \(WSDOT\)](#) Plan (2008-2027) outlines strategies to improve bicycle and walkway connections. Documents support all modes of transportation to give people transportation choices. “Our communities need safe places to bike and walk,” says WSDOT Secretary Paula Hammond.

Local & Regional Trails

Kitsap County:

North: The [North Kitsap Trails Association](#) is planning for and building a system of land and water trails connecting neighborhoods, communities, and the region. The planned *Sound to Olympics (Greenway) Trail* will connect regional trails via Winslow and Kingston to the *Olympic Discovery Trail* (see below).

Central: The [Clear Creek Task Force](#) is a volunteer community organization developing the *Clear Creek Trail* as part of a greenway corridor.

Clallam / Jefferson County: [Olympic Discovery Trail](#)

King County: [Mountains to Sound Greenway](#)

Pierce County: [ForeverGreen Council](#) is building a countywide trail system.

Mason County: Pages 19-39 of the [Mason County Trails Plan](#) lists existing and potential regional trails.

For maps and descriptions of all current and planned trails in / through Kitsap (from community up to Statewide trails), see the 2010 report; [Looking for Linkage: Non-motorized Facilities in Kitsap County](#), which was commissioned by the [Kitsap Regional Coordinating Council’s Transportation Policy Committee](#).