

Complete Streets Update



Presentation to Clark County Planning Commission Hearing October 3, 2019

Public Services Center, 6th Floor Training Room, 6:30 PM
1300 Franklin Street, Vancouver, WA

Community Planning



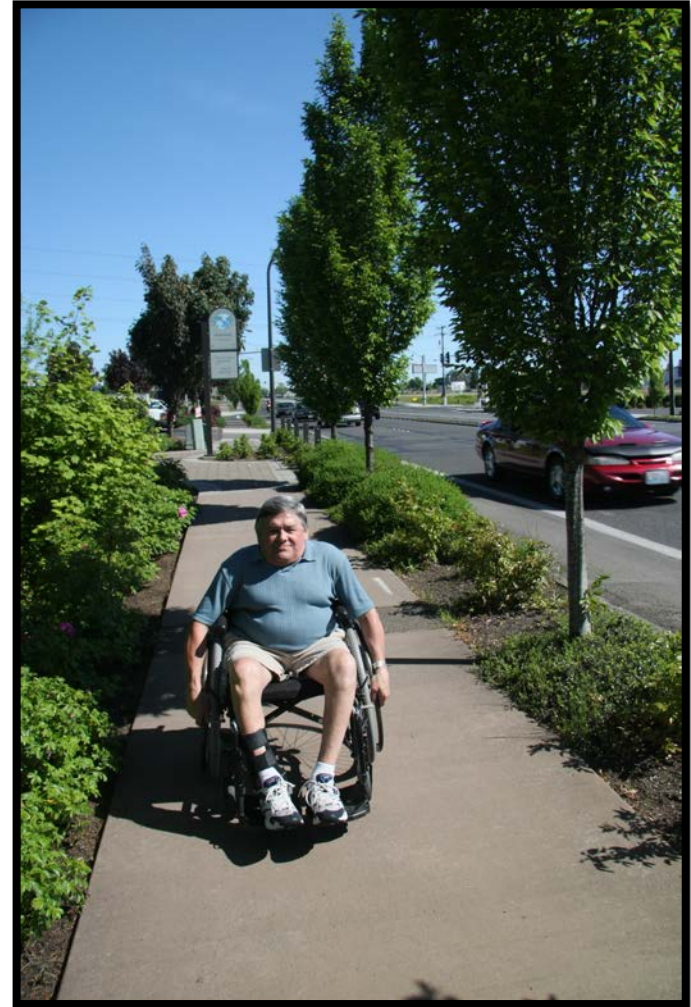
Agenda

- Background
- What are complete streets?
- Pictures of past and present projects
- Complete streets guidelines
- What complete streets are not
- Complete streets guidelines process
- Step 1 - 2019 Adopted Comprehensive Plan Text
- Title 40 amendments
- Next steps / public process



Background

- July 22, 2011 legislature established complete streets grant program
- July 1, 2015 legislature designated Washington State Transportation Improvement Board (TIB) as complete streets granting agency
- Award ranges from \$100,000 to \$1,000,000
- Flexible money to accommodate complete street projects



What are Complete Streets?

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



... and we are already doing it!



Pictures of past and present projects



Complete Streets Guidelines

Summary document for TIB:

- Funding document
- Background
- Definitions
- Elements
- Design
- Performance measures
- Implementation



What Complete Streets are not:

- New to Clark County
- A bike lane or sidewalk on every road
- One “special” street project
- A design prescription
- A mandate for immediate retrofit
- A silver bullet; other initiatives must be addressed
- Not an unlimited funding stream



Complete Streets Guidelines Process

- Step 1 – Comprehensive plan text and policies approved [Ord. No. 2019-02-02]
- Step 2 – Title 40 amendments to 40.350 to be consistent with complete streets
- Step 3 – Adopting ordinance as required by Transportation Improvement Board (TIB) – November 5, 2019 hearing



Step 1 - 2019 Adopted Comprehensive Plan Text

- Transportation element includes explanation of complete streets and adopted policies:

5.2.12 Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

5.2.13 Design and construct complete streets wherever feasible and practicable.



Chapter 5

Transportation
Element



Title 40 amendments

40.350.010 – Complete Streets Program Purpose

Encourage local governments to provide street and road designs that incorporate safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:

- a. Promoting healthy communities by encouraging walking, bicycling, and using public transportation;
- b. Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;
- c. Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
- d. Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

[RCW 47.04.320]



Title 40 amendments

40.350.010 – Definitions

Complete streets	“Complete streets” means a transportation system that supports multiple uses, is more conducive to public life and efficient movement of people along streets designed primarily to move automobiles and trucks designed to allow active and ample space for pedestrians, bicycles and transit and safe and convenient travel along streets/roadways for all users.
Users	“Users” means including, but not limited to, persons of all ages and abilities including children, youth, families, older adults, individuals with disabilities, pedestrians, bicyclists, commercial vehicles, delivery/service personnel, motor vehicles drivers, transit users and drivers, emergency service providers, freight and adjacent land users.



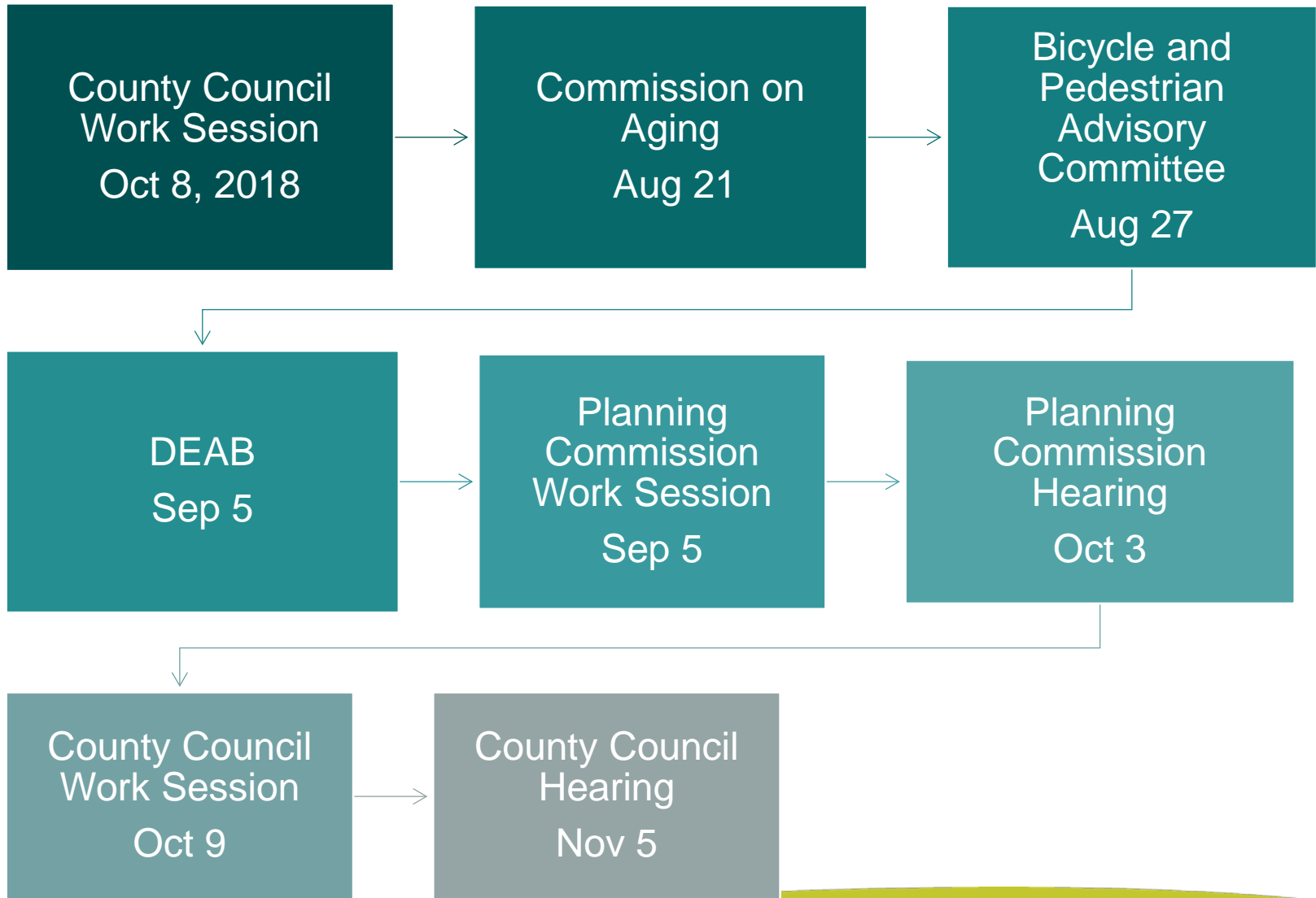
Title 40 amendments

40.350.010 – Design

- Planned, scoped and designed consistent with comprehensive plan policies, Standard Design Manual and Title 40
- Exceptions at the discretion of the County Engineer:
 - Their inclusion would be contrary to public safety; or
 - Their construction is not practically feasible because of significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
 - Their construction is not practically feasible because of significant adverse impacts on neighboring land uses, including impacts from right-of-way acquisition; or
 - There is no identified need for the improvement.



Next steps / public process



Thank you!

Comments and questions

Clark County Community Planning

www.clark.wa.gov/community-planning

564-397-2280

