

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Community Group Presentation: Cascade Bicycle Club
DEPARTMENT: City Council
PREPARED BY: Julie Modrzejewski, Assistant City Manager
PRESENTED BY: David Hiller, Advocacy Director

ISSUE STATEMENT:

The Cascade Bicycle Club will provide to the Council and community a presentation on the principles and implementation of "complete streets" policies. Providing the presentation this evening is David Hiller, Advocacy Director.

BACKGROUND:

In 2006 the Council amended their Rules of Procedure to include an agenda item titled, "Community Group Presentation," which is made available by request at the second study session of each month (Section 5.4.B). Attached are presentation guidelines (attachment A).

In order for the presentation to be scheduled on the Council agenda planner, two Councilmembers must sponsor the presentation. Councilmember Rich Gustafson and Councilmember Keith McGlashan are the two sponsoring Councilmembers as per the attached request form (attachment B). The Cascade Bicycle Club is the fifth community group presentation scheduled and presented.

RECOMMENDATION

No action is required.

Approved By: City Manager  City Attorney ____

ATTACHMENT A

Shoreline City Council Community Group Presentations Guidelines

ATTACHMENT B

Cascade Bicycle Club Request Form



SHORELINE CITY COUNCIL COMMUNITY GROUP PRESENTATIONS GUIDELINES

Under the Shoreline City Council's Rules of Procedure, Section 5.4: Study Sessions....

The Council shall make available at its study session of each month, a **Community Group Presentation**. The order of business shall omit Council Reports and include Community Presentations following the Consent Calendar. The intent of the presentations is to provide a means for nonprofit organizations to inform the Council, staff and public about their initiatives or efforts in the community to address a specific problem or need. The presentations are available to individuals who are affiliated with a registered nonprofit organization. In order to schedule the presentation, two Councilmembers under rule 3.2 B must sponsor the request. The presentations shall be limited to 30 minutes with approximately 15 minutes for the presentation and 15 minutes for questions. Guidelines for presentations include:

1. Each organization or agency must complete a request form and submit it to the Shoreline City Council Office. The form shall be available on the web, from the City Clerk's Office and also published in the agenda packet.
2. For planning purposes, the presentation must be scheduled on the agenda planner at least four (4) weeks in advance of the meeting date requested.
3. Information and sources used in the presentation should be available in hard copy or electronically for reference.
4. Up to three (3) members of the organization are invited to participate.
5. The presentation must support the adopted position/policy of the organization.
6. The presentation should be more than a general promotion of the organization. The information presented should be about specific initiatives/programs or planning that the organization is doing which is relevant to Shoreline citizens and government.
7. Presentations shall not include:
 - i. Discussion of ballot measures or candidates.
 - ii. Issues of a partisan or religious nature.
 - iii. Negative statements or information about other organizations, agencies or individuals.
 - iv. Commercial solicitations or endorsements.
8. Organizations which may have alternative, controversial positions or information will be scheduled at the next study session.

Please complete the attached form. For questions regarding scheduling Community Presentations, contact Julie Modrzejewski, Assistant City Manager, at (206) 546-8978



REQUEST TO APPEAR BEFORE THE SHORELINE CITY COUNCIL

Date Request Submitted: 4/12/07
 Council Study Session Date Requested: April 16, 2007
 Name: David Hiller
 Title or Position: Advocacy Director
 Nonprofit Organization: Cascade Bicycle Club Registration #: _____
 Address: PO Box 15165 Seattle, WA 98115
 Email Address: david.hiller@cascadebicycleclub.org
 Phone Number: 206-522-9479 Fax Number: 206-522-2407

Topic: Summary overview of the presentation you wish to make and statement of action you wish Council and/or the community to take if relevant. Attach additional sheets if necessary.

I and fellow Cascade Bicycle Club staffer Patrick McGrath would be pleased to give to the Council a presentation on the principles and implementation of "complete streets" policies. Cascade Bicycle Club was instrumental in the passage of such policies in Seattle and Kirkland.

I have received and read Council rule 5.4-Community Presentations and affirm that my presentation will comply with this rule.

Signature of Requestor: [Signature]

(1) Sponsoring Councilmember: [Signature]

(2) Sponsoring Councilmember: [Signature]

This form must be returned to the Shoreline City Council Office 4 weeks prior to the City Council study session meeting date requested. For confirmation, staff from the Council Office will contact you to discuss arrangements. Please send this form to:

Shoreline City Council
 17544 Midvale Avenue North
 Shoreline, WA 98133-4921
 Fax: (206) 546-2200 or Email: Council@ci.shoreline.wa.us

The City of Shoreline will not discriminate against qualified individuals with disabilities in the City's services, programs or activities. The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at (206) 546-8919 in advance for more information.

ELEMENTS OF COMPLETE STREETS POLICIES

1. The Principle

- 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.
- Creating complete streets means changing the policies and practices of transportation agencies.
- A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.
- Transportation agencies must ensure that all road projects result in a complete street appropriate to local context and needs.

2. Elements of a Good Complete Streets Policy

A good complete streets policy:

- Specifies that 'all users' includes pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.
- Aims to create a comprehensive, integrated, connected network.
- Recognizes the need for flexibility: that all streets are different and user needs will be balanced.
- Is adoptable 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 standards.

- Directs that complete streets solutions fit in with context of the community.
- Establishes performance standards with measurable outcomes.

2.5 Implementation

An effective complete streets policy should prompt transportation agencies to:

- Restructure their procedures to accommodate all users on every project.
- Re-write their design manuals to encompass the safety of all users.
- Re-train planners and engineers in balancing the needs of diverse users.
- Create new data collection procedures to track how well the streets are serving all users.

Sample Policies

Many Thunderhead leaders and agencies have asked for sample complete streets policy language. Such samples are difficult to craft, as every jurisdiction has unique needs. A solid complete streets policy should:

- a. require accommodation as a routine part of all road design,
- b. set a clear procedure for specific exceptions that requires formal, high-level approval, and
- c. direct agencies to use the best available design standards and guidelines.

For more details, see “Elements of a Complete Streets Policy” (above and on the complete streets web site). Links to a variety of existing policies can be found in the appendices of this Guide and on the complete streets website; finding a policy close by can be an effective starting point. Also see the Complete Streets Policy Checklist (Appendix F).

Starting with the US DOT Design Guidance

Since 2000, most of the strong complete streets policies have been modeled after the USDOT Design Guidance: Accommodating Bicycle and Pedestrian Travel (see Appendix E, Example 1) which includes a solid policy statement that can, and has been, adapted for a number of different formats and holds credibility with transportation agencies. Here are some ways it can be improved upon.

- Add a compelling case statement at the top. See Appendix E, Example 2, the introductory text to the MORPC Bicycle and Pedestrian Planning Policy. We suggest using the phrase ‘complete streets’ instead of ‘routine accommodation.’
- Make sure you use stronger “shall be established” or “shall be included” language. Do not allow your agency, as some have done, to borrow the weaker points and very weak “consider” language from TEA-21.
- Look at eliminating a specific percentage for excessive cost, or specify that the percentage covers the entire project, as opposed to a single road segment. The 20 percent, oft-used figure for excessive cost has been disputed in some cases.

- Elevate two important points that are somewhat buried in item 4 of the USDOT Design Guidance:
 - that 'scarcity of need' should be considered in terms of future, rather than current use, and
 - that exceptions should be approved at 'a senior level' and build on this by requiring the agency to justify not accommodating bicyclists and pedestrians through a detailed process.
- Add language to clarify the need to accommodate transit vehicles, transit users, as well as people with disabilities. To date, only a few policies include transit, and none follow the format of the Design Guidance.
- Consider adding language on measurement of progress toward creating complete streets.

Policy Examples

Example 1: United States Department of Transportation Design Guidance (Accommodating Bicycle and Pedestrian Travel)

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three 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.
 - Where scarcity of population or other factors indicate an absence of need. For example, the Portland Pedestrian Guide requires "all construction of new public streets" to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.
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, as in States such as Wisconsin. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.

Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate.
3. Sidewalks, shared use paths, street crossings (including over-and undercrossings), 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. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.
 - Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
 - Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
 - Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE recommended practice Design and Safety of Pedestrian Facilities.