

2016 Mount Vernon Comprehensive Plan Update  
Transportation Element  
City Council Study Session & Hearing | June 29, 2016

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## **Comments on Chapter 5 Transportation Element, Planning Commission Hearing Draft**

Page 1:

### **1.0 Transportation Vision**

We believe our vision should be a statement that emphasizes timeless community transportation goals: health, sustainability, and quality of life for all ages and abilities.

What is our vision of a good system? How do we create it and for whom?

We propose that the draft vision be struck:

~~The City will develop and contribute to a well designed transportation system through reasonable, planned, economically feasible transportation improvements for motorists, pedestrians, bicyclists, transit riders and commercial vehicles that support adopted land use plans, protect and improve business access, and protect and enhance the City's neighborhoods.~~

### **Replace with this vision statement:**

"The City of Mount Vernon envisions a transportation system that encourages healthy, active living, transportation resiliency, fosters community safety and environmental sustainability, and supports greater social interaction and community identity by providing an integrated transportation network for pedestrians, bicyclists, transit riders, drivers, emergency vehicles, freight and agriculture vehicles for people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities."

### **Introduction:**

**We propose the following as a replacement for paragraphs 1-4.**

The purpose of the Transportation Element is to ensure the City's transportation infrastructure provides safe and efficient transportation routes within and through the City that meet the needs of all users. The City recognizes that a system wide multi-modal approach is needed to meet the challenges of projected growth, aging infrastructure, demographic changes, and sufficient funding.

This document inventories the City's existing transportation network, forecasts what improvements will be needed, and how these improvements will be paid for as our community grows and changes over the next 20 years.

Page 2

## 2.0 Overview of Transportation Planning

Suggest deletion of the two bold paragraphs on the left and substitution of paragraph below for paragraph 1 of the text:

**“The purpose of the Transportation Element is to establish goals, objectives and policies that will guide the development of the transportation system in the City of Mount Vernon that supports our vision and provides a backbone for Mount Vernon’s health, economic vitality and quality of life.”**

Second paragraph | suggested rewrite:

The City’s transportation system serves *residents* and *visitors* traveling to their jobs, schools, social and recreational activities. ~~The transportation system is the backbone of Mount Vernon’s economy and a key component to economic competitiveness. The transportation system consists on a system~~ of highways, arterials, local roads, sidewalks, bike routes, *shared use* pathways, ~~trails~~, transit, and rail ~~systems~~.

Third paragraph | suggested rewrite | last sentence:

Existing condition traffic *and user* information combined with *forecasted* needs provides the City with information to determine where *street improvements or system upgrades are needed to ensure that the needs of all modes of transportation are met.*

Fourth paragraph | suggested addition following existing last sentence:

Since the plan is stating what the required sections are:

ESSB 5186 requires the Transportation Element “include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for bicycle and pedestrian facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.” [RCW36.70A.070 (6)(a)(7)]

Page 5:

## 3.0 Transportation Network

Bulleted list fails to mention priorities for complete streets or facilitation of safe active transportation pathways and connection.

Please add:

- Promotes Complete Streets to facilitate safe active transportation inclusion and connections.

Page 16-19

### **Footnotes**

Existing:

2. This includes the section of College Way from Freeway Drive to Waugh Road due to the Kulshan Creek Trail that runs parallel south of College Way serving as the separated bike lane.

3. Shared bike lane pavement width is included in 14' traffic lane.

Comments:

### **REMOVE 2**

Kulshan Trail in no way acts as a separated bike lane, which is a specific type of facility in the roadway with physical separation in the form of a curb or bollards. Please remove this footnote. Kulshan Trail is a parallel shared-use pathway for non-motorized users but does not serve as a 'separated bike lane' to College Way.

### **REMOVE 3**

In the visual of a shared lane on pages 16-18, the bike is shown squeezed in between parked cars and the travel lane. If it is a shared lane then the bike should be positioned in the right third of the travel lane in front of the car. This shows that bikes and cars have to share the same space and not that bikes should get out of the way of cars in a dangerous way as depicted.

Page 19:

### **3.7 Existing Non-Motorized System**

#### **Recommend:**

#### **First paragraph:**

“Non-motorized facilities weave our community together with surrounding areas and provide safe spaces dedicated to people. Whether bicycling on a regional shared-use path or walking to the neighborhood store, non-motorized facilities enliven our neighborhoods and enrich our lives.”

**Remove second paragraph** “Private automobiles will...,”

#### **Replace with:**

“Mount Vernon is dedicated to being a community where its residents feel encouraged to walk, bike, and take transit for transportation. The city’s historic transportation and land use practices have created an environment that promotes individual automobile use. In order to sustain the projected population growth and efficiently move people within and through the

City, Mount Vernon acknowledges that significant investment in alternative and innovative transportation systems like non-motorized and transit systems is essential.”

**Revise paragraph 3:**

Non-motorized transportation systems are important in encouraging physical activity, contributing to overall health and wellbeing of City residents, promotes economic development, reduces congestion and provides safe and convenient transportation choices.

**Move paragraph 4 to page 21:**

Transportation planners collectively...

Page 20:

**Quantifying Non-Motorized Modes**

**Rewrite of paragraph 1-4:**

Since 2008 Washington State Department of Transportation (WSDOT) has participated in the National Bicycle and Pedestrian Count Program by organizing a statewide count.

Mount Vernon has participated in this count for the last two (2) years, 2014 and 2015, with seven (7) data collection locations. Data locations may be changed in the future to capture the most accurate walking and biking data possible.

Under the direction of the Skagit Council of Governments Non-Motorized Advisory Committee, local volunteers are recruited and trained in a specific protocol to ensure standardized data collection over time. The statewide count is generally conducted at the end of September or beginning of October, over three days, Tuesday through Thursday, with each location being counted once in the morning from 7-9 am and once in the evening from 4-6 pm. These time periods were selected by WSDOT to reflect typical work commute times.

It is difficult to draw conclusions from two (2) years of data. The city will continue to participate in the count to develop this metric and to better understand long-term trends of biking and walking in Mount Vernon.

Another source of data is the Student Transportation Tally conducted by Mount Vernon School district at elementary and middle schools. This tally is conducted by classroom teachers, asking students how they traveled to school on two days of a three-day period, Tuesday through Thursday. In addition, WSDOT has begun to conduct statewide telephone surveys for school districts.

Suggest that the locations in paragraph 5 be bulleted for ease of reading.

Page 21

### **Area Wide Transportation Demand management Strategies**

Add:

Transportation planners collectively term strategies to reduce the demand on existing roads and for new road construction Transportation Demand Management (TDM). TDM strategies are generally categorized as either: 1) employer-based strategies; or 2) area-wide strategies.

Under Employer Based Strategies

Combine carpool and vanpool programs into one bulleted item.

Further define and expand “Preferential Parking” by adding for carpools and vanpools

Add a bullet: Secure long-term bicycle parking facilities.

Add a bullet: Locker and shower amenities. (For long distance bicycle or pedestrian commuters who don't want to be sweaty after commuting to or for work.)

Page 22

### **Transit Service**

Skagit Transit's comprehensive plan should be acknowledged here and Mount Vernon should acknowledge the importance of an efficient transit service as part of a successful and sustainable multimodal transportation network.

Recommend a photo of Skagit Transit bus carrying bicycles.

Page 23

### **Park and Ride Facilities**

Are additional park and ride facilities needed?

What is the capacity and use rates of existing park and ride facilities?

Should Mount Vernon consider a statement about promoting ridership?

Last sentence in paragraph 3: Delete SKAT and insert Skagit Transit

### **Passenger Rail System**

First paragraph: Remove “As stated above” and begin the paragraph with Skagit Station is an Amtrak...

## **Pedestrian Facilities**

Please replace the photo of the woman pushing a stroller. We have great pedestrian facilities in Mount Vernon and this image shows a woman walking the wrong way or with traffic in the street.

I recommend changing the word Trail, used in the third bullet and again at the beginning of paragraph 3 and in the second sentence to shared-use pathways.

Example of Second Sentence rewrite:

Share-use pathways in the city are used by pedestrians, bicyclists and other active transportation modes. These pathways, as mapped and described herein, are limited to those pathway facilities that the city maintains or owns easements or right-of-ways for public access.

We wonder about including the “widened sidewalk” classification that Mount Vernon uses. These 10-foot shared use facilities are present at several locations and are confusing to users as they look like a sidewalk but are a shared-use pathway where bicyclists can ride. Examples are Kulshan Trail on Riverside Drive and Cameron Way, or 30<sup>th</sup> Street north of Division Street.

Last sentence in paragraph 3:

Use of trail, as in...miles of public trails, should be changed to shared-use pathways. In this context Mount Vernon should not include recreational trails. It is appropriate to use recreational trails in the Parks Element.

I think this section would benefit from a statement about what the city is doing to address sidewalk gaps. Including ADA facility upgrades, new design standards and special downtown sidewalk requirements.

## **Bicycle Facilities**

In the first paragraph 1) and 3) are redundant. It is mentioned twice that a benefit of bike lanes are that motorists can safely pass cyclists. We recommend replacing the whole paragraph with the following:

### **Recommend replacement of entire first section:**

There are limited bicycle facilities in Mount Vernon and for the most part, bicyclists share the road with motorized traffic or use paved roadway shoulders, where available. Sidewalks and parking lanes are not a substitute for on-street bicycle facilities. The City has designated several roadways as bicycle routes to provide access to public buildings, parks, schools, and other trail and bicycle facilities.

Bicycle facilities in Mount Vernon are grouped into four general classifications:

- Marked Routes;
- Wide Shoulders;
- Striped Lanes; and
- Shared-Use Paths and Trails.

The City defines **Marked Bicycle Routes** as streets that are signed for bicycle travel and will occasionally have separate bicycle lanes or wide, paved shoulders to promote the safe and efficient movement of bicyclists. The City has identified that all arterials shown, as bicycle routes should accommodate use by bicycles, including separate facilities. However, it is recognized that most of the bicycle routes in the city presently require bicyclists to share the roadway with motorized traffic.

In addition to Marked Bicycle Routes, the City also identifies roadways with 14 feet of travel surface, wide parallel parking lanes, and striped shoulders with at least 3 feet to the roadway edge or gutter pan as **Roadways with Wide Shoulders**. These facilities are unmarked with no bicycle designation. The wider width of the roadway allows motorized vehicles more space to safely pass bicycles that are expected to share the roadway.

**Striped Bicycle Lanes** are defined by the City and in WSDOT's Design Manual as being "at grade and adjacent to motor vehicle traffic lane and are designated by a single solid wide stripe between the motor vehicle lane and bike lane." Bike lanes employ signage and additional markings in the bike lane. A width of 3-6 feet is recommended for a conventional bike lane, with a minimum width of 4 feet when adjacent to a curb and 5 feet when no curb is present. An increase in separation either by additional width, buffering, or physical barriers is considered when higher volumes of cyclists are anticipated, high volume and speed of vehicle traffic is anticipated, or when adjacent to parallel on-street parking.

**Shared-Use Paths** in Mount Vernon are 8-10 foot paved off-street paths designed for both transportation and recreation that are shared with other non-motorized users like pedestrians and skaters. Common locations for shared-use paths are along rivers, streams, utility right-of-ways, abandoned railroad right-of-ways, college campuses, within and between parks, as well as within existing roadway corridors. Such paths provide an enjoyable low-stress environment for non-motorized users and should be used as part of a connected network of pedestrian and bicycle paths.

Page 28

### **Figure 3.5 Pedestrian Facilities**

We believe this is a map of **existing** facilities, is there a map of sidewalk gaps? Where is the map of Planned Pedestrian Facilities? An ADA Transition Plan map?

Only show shared-use pedestrian facilities. It is not appropriate to include recreational trails. Little Mountain Park trails and any trails that don't connect destinations should be removed from all maps in this document.

Wide shoulders? Where is this term defined? There is a big difference between a two-foot wide shoulder and a four-foot wide shoulder.

Page 29

### **Figure 3.6a Existing Bicycle Facilities**

Again, only shared-use paths should be included in a transportation plan.

The trail at Skagit Valley College playfields specifically bans bicycle use. Only Kulshan, Trumpeter, Riverwalk and North 30th should be included as shared-use paths for transport.

Freeway Drive, North 4<sup>th</sup> Street and the section on LaVenture near the college are not actual bicycle lanes. They don't have bicycling markings or signage to make them a bike lane and aren't wide enough to qualify. It may be important to note that a bicycle lane is measured from the gutter and is not inclusive of the gutter.

The bicycle lane on 18<sup>th</sup> near Kiwanis Park is missing from the map.

The section of North 30<sup>th</sup> between College way and Martin Road is a signed Bike Route.

Page 30

### **Figure 3.6b Planned Bicycle Routes**

Every arterial is marked in the same color. This map should differentiate between the different types of bicycle facilities previously identified.

Page 40

### **Reduction in Vehicle Miles Traveled**

This includes reduction in vehicle miles traveled Level of Service (LOS) but does not discuss how the City is using this multimodal approach to LOS to find solutions.

Even though it describes and includes a map of non-motorized facilities, it doesn't seem as though the statute referenced in paragraph 3 has been met in this plan. Area wide vehicle trip reduction strategies are not the only way to address these issues. A Bicycle and pedestrian Master Plan should be developed.

**Table 4.7 20-year Transportation Project List**

All projects should clearly define the non-motorized elements that are included in the projects. Utilizing a Complete Streets policy approach projects should consider all users and these improvements should be noted in this project list.

**Figure 4.3 Transportation Improvements to Mitigate Identified Deficiencies, Non-Motorized Improvements**

Many of the projects on Figure 4.1 and 4.2 are non-motorized improvements but they aren't shown on this map. Projects 80-83 are identified on the Project List Trail Construction Projects within the Parks Plan, with descriptions as new trail or new trail construction. Kulshan is clearly a shared-use facility. Some clarification is needed here to determine if these projects belong in a transportation plan or the recreation plan.

**6.0 Goals, Objective & Policies**

**Transportation Goal 1:**

Replace this with recommended vision from page 1 for consistency:

"The City of Mount Vernon envisions a transportation system that encourages healthy, active living, transportation resiliency, fosters community safety and environmental sustainability, and supports greater social interaction and community identity by providing an integrated transportation network for pedestrians, bicyclists, public transportation riders, drivers, emergency vehicles, freight and agriculture vehicles for people of all ages and abilities, including children, youth, families, older adults and individuals with disabilities."

**Objective 1.1**

**Recommended change:**

Create a comprehensive **transportation** system ~~that provides reasonable vehicular circulation throughout the City while to enhance ing the circulation, safety and function of the local transportation system for all users.~~

**Objective 1.4**

**Recommend:**

Design transportation facilities to improve and enhance the natural and built environment.

**Policy 1.4.1**

Street trees are not the only method of landscaping that can improve air quality and aesthetics. Include language about green storm water infrastructure, rain gardens, using native plantings and landscaped buffers between streets and pedestrian pathways or shared use facilities.

## Transportation Goal 3

### Objective 3.1

#### Recommend:

Provide an active transportation system that encourages and serves the needs of all types of non-motorized users. Provide a connected network of attractive, low-stress pedestrian and bicycle facilities throughout the City.

#### Policy 3.1.1

##### Recommend:

Encourage non-motorized connections between destinations and neighborhoods. Use incentives **and** regulations to promote new construction to implement a **Complete Streets Policy and standards to safely** connect residents to schools, parks, community centers, public transit, and neighborhood retail.

**Why does the plan switch from Policy 3.1.1 to Policy T-3.1.2, using a “T” before the remaining policies in this section? Is this a consistency issue?**

#### Policy T-3.1.2

##### Recommend:

Establish a network of bicycle facilities that connect regionally and within the city to increase ride share. Work with interested parties in the planning of such a network through a **Bicycle Master Plan**.

**Why is there a bicycle specific policy but not a pedestrian specific policy? Shouldn't there be a policy saying: Work with interested partners to develop a pedestrian master plan to connect sidewalk gaps and develop shared-use pathway opportunities.**

**Policy T-3.1.3:** This is ambitious and broad. Improve the safety of crossing everywhere?

##### Recommend:

Provide safe crossings for pedestrians and bicyclists where streets intersect, especially with rail and shared use paths to facilitate continuous active transportation travel throughout the City.

**Policy T-3.1.4:** Include language about the importance of “last mile” connections to and from transit.

#### Policy T-3.1.5:

##### Recommend:

Develop a comprehensive and consistent non-motorized signage program that provides directional information and identification of facility options. **Continue to work with and contribute to the Skagit County Walking Guide and the Skagit County Bike Map and other resources that promote bicycling and walking.**

**Policy T-3.1.6:****Recommend:**

Adopt design standards for non-motorized facilities consistent with Complete Streets Policy with ADA consideration.

**Objective 6.1:****Recommend:**

Collaborate with state, regional, and local transportation organizations to provide capacity on regional transportation systems and reduce regional traffic on local streets.

**Transportation Goal 7** PROVIDE SAFE ROUTES FOR WALKING, BICYCLING, AND ACCESS TO PUBLIC TRANSPORTATION BY DEVELOPING AND ADOPTING POLICY TO SUPPORT ACTIVE TRANSPORTATION THROUGH A MOUNT VERNON SPECIFIC COMPLETE STREETS POLICY, A BICYCLE AND PEDESTRIAN MASTER PLAN, AND A BICYCLE PARKING ORDINANCE.

**OBJECTIVE 7.1**

Adopt a Complete Streets Policy for Mount Vernon. This policy should accommodate all users with creation and enhancement of a transportation network to meet the needs of pedestrians, bicyclists, transit riders, motorists, commercial vehicles and emergency vehicles for people of all ages and abilities.

- 7.1.1 Form a Complete Streets Taskforce to write and adopt a Complete Streets Policy.
- 7.1.2 Integrate Complete Streets infrastructure and design features into street design, construction, and maintenance to create safe and inviting environments for all users to walk, bike, and use public transportation.
- 7.1.3 Make Complete Streets practices a routine part of Mount Vernon's everyday operations.

**OBJECTIVE 7.2**

Plan and develop a comprehensive bicycle and pedestrian transportation network

- 7.2.1 Adopt a Bicycle and Pedestrian Master Plan for Mount Vernon. This plan should assess the current transportation system, identify gaps, and create a comprehensive project list to develop a transportation system safe for all users that encourages active transportation.

**OBJECTIVE 7.3**

Promote bicycle and pedestrian safety.

**OBJECTIVE 7.3**

Adopt a Bicycle Parking Ordinance. This ordinance will ensure that all new construction and major remodels incorporate bicycle parking in to their design and make it more accessible and safe to bike and park.

**OVERALL:**

- Include non-motorized and Complete Streets language wherever possible.
- Public process in developing this element was very limited.



# Complete Streets Award Program



### Program Goals

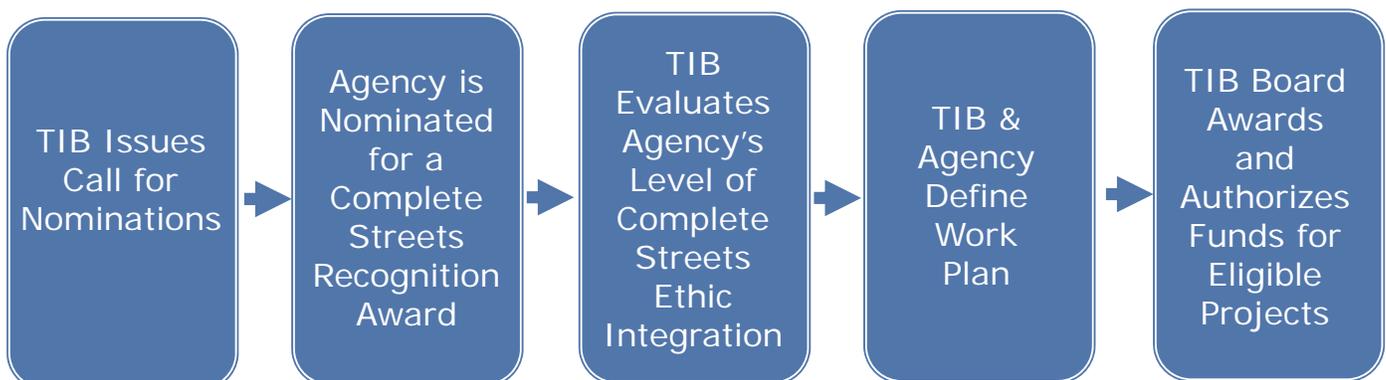
- Incentivize local adoption of a complete streets design ethic.
- Create a powerful incentive beyond the limitations of available funding.
- Allow cities and counties to self-direct how funds are spent in order to most effectively build local projects that reflect the complete streets ethic.
- Minimize processing and acquisition costs.

### Overview

The Washington State Legislature created the Complete Streets Award Program as an incentive to encourage city and county governments to adopt a complete streets policy; these policies mandate that cities and counties plan, design, operate and maintain their streets while considering all transportation users and modes (see RCW 47.04.320 attached). A city or county becomes eligible for a Complete Streets Award when they adopt a system-wide complete streets policy. Currently, 34 cities and one county have adopted complete streets ordinances. Cities and counties may have plans and projects that integrate a complete streets ethic; however local legislative bodies need to clearly adopt a complete streets policy to establish eligibility.

In evaluating which cities and counties to recognize, the Transportation Improvement Board (TIB) will look for cities and counties that have extended their thinking beyond the one-time policy adoption to integrate a complete streets ethic throughout their transportation practices. Cities and counties that show achievement in planning, designing, building and involving the community in design for all users may receive the Complete Streets Award including flexible funding that can be used to build eligible complete streets projects. Awarded cities and counties will propose a work plan for TIB approval. This work plan will include one or more project(s) to support walking, bicycling, access to transit and/or streetscape aesthetics.

### Complete Streets Awards Program Process Map



**Nomination Process**

TIB will invite partner nominating organizations to nominate eligible cities and counties for the award beginning in fall 2016. Nominating organizations will be state agencies and transportation non-profits with a statewide charter. TIB may choose to add other nominating organizations in the future.

TIB will limit the number of nominations based on the number of eligible cities and counties, the amount of program funding, and the size of the nominating organization. TIB plans to invite the following state agencies and statewide non-profits to become nominating organizations:



Redmond 152 Avenue NE Complete Streets Plan

State Agency Partners	Non-profits
Department of Transportation	Feet First
Department of Health	Transportation Choices Coalition
Department of Commerce	WA Bikes/Cascade Bicycle Club
Department of Archeology and Historic Preservation	Community Transportation Association – NW
	Futurewise

**Evaluation Process**

TIB staff will evaluate all nominations and recommend awards and funding levels to the Board. Staff will search for indicators demonstrating the city’s or county’s adoption and integration of a complete streets ethic into their plans and capital programs. TIB staff anticipates complete streets indicators will include the elements described in the panel below; TIB staff will refine these indicators during case study practice sessions planned for summer 2016. TIB staff may seek additional information from the nominating organization and the nominated city or county during evaluation, including the presence of strategic initiatives for modal systems, design of previous projects, future design plans, and the work plan for use of award funds.

**Indicators of a Well-Integrated Complete Streets Ethic**

- Comprehensive plan/complete streets integration
- Strategic plan/complete streets integration
- Specific modal plans for freight, bicycles and pedestrian
- ADA transition plan adoption
- Community engagement regarding design for all users
- Performance data and statistics about users
- Operational preparedness for all users and all modes
  - Maintenance
  - Sweeping
  - Striping
  - Landscape management
- Staff training in complete streets design
- Standards that allow responsiveness to users
- Budget prioritization of complete streets elements
- Evidence of past implementation
  - Clearly apparent integration of complete streets elements
  - History of compliant projects
  - Multimodal level of service standards
  - History of actively implementing modal plans
  - Presence of programs and enforcement of modal access
  - Controlling traffic and speed
  - Pedestrian scale lighting

## Funding

The Legislature provided \$3 million in year one and \$14 million in subsequent biennia for the Complete Streets Awards Program. TIB staff expects the 2016 call for nominations to incorporate two years of available funding, for an anticipated \$10 million total funding amount. TIB staff may recommend an additional year's funding in the fall if enough additional cities and counties establish eligibility. Subsequent calls for award nominations would be in two or three year cycles.

The Board will confer the awards and approve the funding level. The award consists of two funding targets: \$250,000 for cities and counties early in the Complete Streets adoption process and \$500,000 for cities and counties with highly-integrated policies and a track record of complete street project design and development. The Board may also set different funding levels depending on amount of available funds, number of eligible cities and counties, quality of potential projects and recovery of unused funds.

Immediately after board approval of the city's or county's proposed work plan, TIB will disburse funds to the city or county. The city or county will hold the funds in a restricted account to be used only on activities in the approved work plan. TIB staff can approve work plan amendments administratively. Cities must expend funds within three years of payment or the funds will be recovered by TIB.

## Implementation Schedule

May	June	July	August
<ul style="list-style-type: none"><li>• Framework adoption at board meeting</li></ul>	<ul style="list-style-type: none"><li>• Invitations to nominators</li><li>• Training for nominators and cities and counties</li></ul>	<ul style="list-style-type: none"><li>• Practice with case studies</li></ul>	<ul style="list-style-type: none"><li>• Prepare communications<ul style="list-style-type: none"><li>○ Announcements</li><li>○ Nomination form</li><li>○ Press release</li></ul></li></ul>
September	October	December	January
<ul style="list-style-type: none"><li>• Call for nominations</li></ul>	<ul style="list-style-type: none"><li>• Nominations due Oct 21<sup>st</sup></li><li>• Pull info from nominees</li></ul>	<ul style="list-style-type: none"><li>• Evaluation</li><li>• TIB staff jury</li><li>• Negotiate work plans</li></ul>	<ul style="list-style-type: none"><li>• Board award January 27, 2017</li></ul>

## Complete Streets Statute

### RCW 47.04.320

#### Complete streets grant program—Purpose—Goals—Awards—Report.

- (1) The transportation improvement board shall establish a complete streets grant program within the department's highways and local programs division, or its successor. During program development, the board shall include, at a minimum, the department of archaeology and historic preservation, local governments, and other organizations or groups that are interested in the complete streets grant program. The purpose of the grant program is 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, 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.
- (2) For purposes of this section:
  - (a) "Eligible project" means (i) a local government street or road retrofit project that includes the addition of, or significant repair to, facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users; or (ii) a retrofit project on city streets or county roads that are part of a state highway that include the addition of, or significant repair to, facilities that provide access with all users in mind, including pedestrians, bicyclists, and public transportation users.
  - (b) "Local government" means incorporated cities and towns and counties that have adopted a jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles.
  - (c) "Sound engineering principles" means peer-reviewed, context sensitive solutions guides, reports, and publications, consistent with the purposes of this section.
- (3) In carrying out the purposes of this section, the transportation improvement board may award funding, subject to the availability of amounts appropriated for this specific purpose, only to eligible projects that are designed consistent with sound engineering principles.
- (4) The transportation improvement board must report annually to the transportation committees of the legislature on the status of any grant projects funded by the program created under this section.

[2015 3rd sp.s. c 44 § 401; 2011 c 257 § 2.]

#### NOTES:

Effective date—2015 3rd sp.s. c 44: See note following RCW 46.68.395.

Intent—2011 c 257: "Urban main streets should be designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users. Context sensitive design and engineering principles allow for flexible solutions depending on a community's needs, and result in many positive outcomes for cities and towns, including improving the health and safety of a community. It is the intent of the legislature to encourage street designs that safely meet the needs of all users and also protect and preserve a community's environment and character." [ 2011 c 257 § 1.]