

Intent

SDOT will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrian, bicyclists, transit riders, freight, and persons of all abilities, while promoting safe operation for all users.

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

This checklist was developed to ensure SDOT projects meet these goals and help to sort through potentially conflicting modal priorities. Please reference the following materials to help guide you through this checklist:

- Complete Streets - (DRAFT) Street Type Design Guidelines
- Chapter 4.2 of the Right-of-Way Improvements Manual

Project: _____

Average Daily Traffic: _____

If available,

Pedestrian Counts: _____

Bicycle Counts: _____

Truck Volumes: _____

Classifications

What is the Traffic Classification? (see map)

Principal Arterial Minor Arterial Collector Arterial Non-Arterial

What is the Transit Classification? (see map)

Transit Way Principal Major Minor Local

Is this project located on a route with one of the following classifications?

Major Truck Street Urban Village Transit Network Urban Trail & Bikeway Boulevard
 SFD Non-arterial Route

Street Types

What is the Street Type(s)? (see map)

- Regional Connector Commercial Connector Local Connector Main Street
 Mixed Use Street Industrial Access Street Green Street Neighborhood Green Street

Review the priority elements matrix (page 11)

Describe any priority elements included in this project:

Describe any priority elements NOT included in this project:

Sidewalks and Crosswalks

Sidewalk maintenance

Are existing sidewalks within the project area in good condition? Yes No

If "no", will they be repaired as part of this project? Yes No

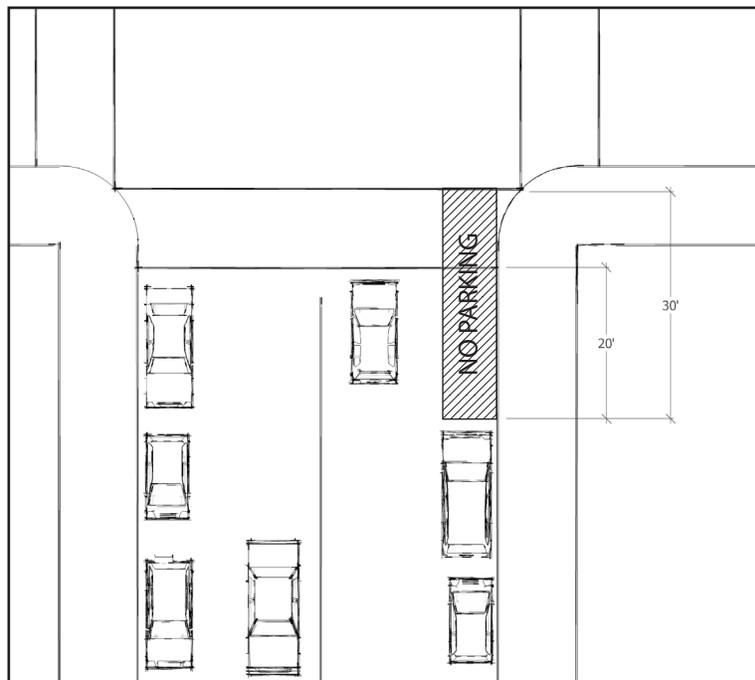
If "no", is there a plan to repair in the near future?

Parking restrictions at crosswalks and intersections (see graphic)

Note: curb side parking shall be restricted 20' from the back of any crosswalk (marked or implied), and 30' from the back of any intersection.

Does the project area include curb side parking? Yes No

If "yes", describe how will the restriction be addressed (signs, physical barriers, etc.):



Approved Plans

Was an SDOT sub-area plan completed within the project area? Yes No

If "yes", are there specific recommendations that fall within the project area?

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

Seattle Transit Plan/ Transit Master Plan (draft)

Are there Seattle Transit Plan/Transit Master Plan (draft) recommendations for bus stop configuration or facilities met within the project area? Yes No

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

Bus Stops

Are there bus stops within the project area? Yes No

Describe average distances between bus stops in/or adjacent to the project area:

If bus stops are less than 0.20 mile (1,056 ft.), can stops be consolidated? Yes No

Describe which stops could be consolidated:

Bicycle Master Plan

Are there Bicycle Master Plan recommendations within the project area? Yes No

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

Pedestrian Master Plan (draft)

Are there Pedestrian Master Plan (draft) recommendations within the project area? Yes No

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

Pedestrian-Scaled Lighting Opportunities

Is the project within a High Priority Area as defined by the Pedestrian master Plan? Yes No

If yes, please refer project to Terry Plumb (CPRS)

Freight Mobility Action Plan

Note: Freight is important to the basic economy of the city and has unique right-of-way needs to support that role. Complete Street improvements that are consistent with freight mobility and support other modes should be considered.

Are there Freight Mobility Action Plan recommendations that apply to the project? Yes No

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

Streetscape Concept Plans (amended in Right-of-Way Improvements Manual, chapter 6)

Is there a Streetscape Concept Plan with recommendations for the project area? Yes No

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

Intellegent Transportation Systems (ITS) Strategic Plan

Are there ITS Strategic Plan recommendations within the project area? Yes No

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

Green Stormwater Infrastructure (GSI)

Does the project fall under the 2009 updated stormwater code? Yes No

If "no", explain why not:

If "yes", describe any GSI elements or techniques included in this project:

Describe any GSI recommendations NOT included in this project and reason for deferral:

Bands of Green

Are there recommendations in the Bands of Green Report that apply to the project? Yes No

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

SDOT Art Plan

Is there an opportunity to utilize 1% for the Arts funding of implement Art Plan Toolbox elements (e.g. signal box art, special inlays or materials) with this project? Yes No

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

SDOT Urban Forestry Management Plan

Are there opportunities to add canopy coverage and/or better protect the health of existing trees with this project? Yes No

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

Other Plans

Have other significant plan(s) been completed within the project area (e.g. Neighborhood or Station Area Plans, DPD City Design projects)? Yes No

Describe any recommendations included in this project:

Describe any recommendations NOT included in this project and reason for deferral:

Project Manager Summary

Describe any Complete Streets elements that will need to be addressed outside of this project and the division or program responsible for implementation:

How does the project accommodate bicycles, pedestrians, transit, freight, and traffic during construction?

Describe impacts to the funding schedule and/or other commitments as a result of incorporating Complete Streets elements:

Exceptions

In the following unusual or extraordinary circumstances, Complete Streets principles will not apply:

Does the project wholly consist of simple repairs made pursuant to the Pavement Opening and Restoration Rule (SDOT Director's Rule 2004-02)?

Does the project wholly consist of standard maintenance activities designed to keep assets in serviceable condition (e.g. mowing, sweeping, spot repair, and surface treatments such as chip seal)?

Is there a plan to implement Complete Streets principles incrementally through a series of smaller improvements or maintenance activities over time?

Does the Project Team recommend an exception to Complete Streets for this project?

Author of the exception:

Note: the Complete Streets Ordinance requires the SDOT Director to issue a documented exception concluding that the application of Complete Streets principles is unnecessary or inappropriate because it would be contrary to public safety; or where other available means or factors indicate an absence of need, including future need.

Comments:

Project Engineer: _____
please print *date*

signature

Project Manager: _____
please print *date*

signature

Complete Streets Coordinator: _____
please print *date*

signature

CC Board/Division Director: _____
please print *date*

signature

Attachment 1:

Ordinance Number: 122386

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

Date introduced/referred: April 9, 2007

Date passed: April 30, 2007

Status: Passed

Vote: 9-0

Date of Mayor's signature*: May 7, 2007

Committee: Transportation

Sponsor: DRAGO, STEINBRUECK

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

References/Related Documents: Related: Res 30915

Text

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

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

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

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

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

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

WHEREAS, transportation improvements will include an array of facilities and amenities that are recognized as contributing to Complete Streets, including: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements for freight; access improvements, including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities; and

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

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

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

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

Section 3. Because freight is important to the basic economy of the City and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as Major Truck Streets. Complete Street improvements that are consistent with freight mobility but also support other modes may be considered on these streets.

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

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

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

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

Section 1.04.020.

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

of _____, 2007.

President _____ of the City Council

Approved by me this ____ day of _____, 2007.

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2007.

City Clerk

April 24, 2007

Priority Elements Matrix	Street Types								
		Regional Connector	Main Street	Green Street	Commercial Connector	Mixed Use Street	Neighborhood Green Street	Local Connector	Industrial Access
<p><i>Preferred</i> ■</p> <p><i>Consider</i> ■</p> <p><i>Preferred in Center City</i> ■</p>									
Primary Design Features									
Sidewalks buffered from moving traffic by additional sidewalk width or planting strip		■							
Street trees and landscaping			■	■	■	■	■	■	
Low landscaping or high branching trees in planting strip		■							■
Weather protection integrated with buildings for street level uses and at transit zones		■	■			■			
Pedestrian scaled lighting		■	■	■		■	■		
Emphasis on coordinated street furniture		■	■	■		■			
Short-term, on-street parking			■			■			
Curb bulbs where there is on-street parking			■	■		■	■		
Emphasis on small curb radii and curb bulbs where on-street parking exists				■			■		
Load zones to support delivery activities			■						■
Striped bicycle lanes or sharrows, and signage on designated bicycle routes		■	■		■	■		■	
Bicycle access accommodated if parallel route is not feasible		■							
Bicycle route appropriate to share with motor vehicles				■			■		
Emphasis on bicycle parking in business districts		■	■	■		■			
Truck route signage									■
Traffic calming				■			■	■	
Bus shelters at transit stops					■			■	
Minimize curb cuts and driveways to create continuous sidewalk			■	■			■		
Natural Drainage encouraged				■	■		■	■	