EXAMPLE POLICIES FROM OTHER CIITIES

Eugene TSP Policies

1. ["Complete Streets Policy"] Design, construct, maintain, and operate all streets to provide comprehensive and integrated transportation networks that serve people of all ages and abilities, promote commerce, and support the comprehensive land use plan's vision for growth and development in a responsible and efficient manner. A "complete street" allows safe travel for automobiles and emergency responders, bicycles, walking, transit, and freight. In addition to fulfilling a street's basic transportation functions and providing access to properties, streets and sidewalks should be designed to be attractive, safe, accessible, sustainable, and healthy components of the City's environment.
2. Continually optimize the efficiency of the transportation system through transportation system management (TSM) improvements, connectivity improvements, multimodal improvements, parking management and supply, and Transportation Demand Management (TDM) strategies, in combination with the projects identified in this TSP.
3. Prior to moving forward with a capital project including Complete Street Upgrades of Existing Streets and in addition to conducting public engagement activities, staff will also consider a neighborhood's character (the built and natural environment) and other elements of community context when designing the project.

    A. Articulate a process for implementing the complete streets policy, including responsibilities for decision making, public review, opportunities for appeals of decisions, the means of documenting and justifying decisions, and the collection and reporting of data that allows monitoring the effects of street design changes over time.

    B. Update the Eugene *Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways* to implement the "complete streets policy" by:

    - Recognizing these attributes as integral parts of the planning, design, and programming for public streets and rights-of-way:
        - The safety for those traveling in the public right-of-way, including the most vulnerable people of all ages and abilities.
        - The convenience of all users of the transportation system.
        - The importance of making walking and biking the most efficient, convenient, safe, and comfortable method of travel for trips of up to half a mile and up to 2 miles, respectively.

    - Adopted plans that state a preference for a mode of travel in a specific location, such as transit in Frequent Transit Corridors, emergency services on Emergency and Fire Response routes, trucks on designated freight routes, and bicycles on facilities described in Chapter 5.
    - Balancing traffic flow with the street experience, safety, and needs of other users within the streetscape.
- Articulating circumstances that may require that the complete streets policy be achieved incrementally through a sequential series of smaller improvements rather than by incorporating all elements into a single construction project.
- Articulating a process for determining when conditions inherent to a specific project may make application of the complete streets policy difficult or superfluous, such as when all modes of travel are adequately served in an area by separate, complementary networks, or where a mode of travel is prohibited.

BOULDER

Investment Policies

The city shall generally give priority to transportation investments as follows:

- Highest priority - system operations, maintenance and travel safety;
- Next priority – operational efficiency improvements and enhancement of the transit, pedestrian and bicycle system;
- Next lowest priority - quality of life, such as sound walls and traffic mitigation; and
- Lowest priority - auto capacity additions (new lanes and interchanges).

** Within each priority level, all items are given equal weight. Investment in modal enhancements will be integrated between all modes, focused in the designated multimodal corridors, and prioritized by the ranked multimodal corridor segments.*

As the street network is the primary infrastructure for all modes, it will be managed and expanded to balance its use by all the modes. Roadway capacity will not be added at the expense of the non-auto modes.

The city's transportation system includes all the modes and the resources needed for the sustainable operation of the system.

Any consideration of the share of system funding allocated to future growth will be based on this system.

EXAMPLE POLICIES FROM OTHER CIITIES

Metro Portland

Three policies form the foundation of the RTP's vision re: mobility and access:

- Build a well-connected network of complete streets that prioritize safe and convenient pedestrian and bicycle access
- Improve local and collector street connectivity
- Maximize system operations by implementing management strategies prior to building new motor vehicle capacity, where appropriate

Seattle Transportation Policies

T2.7 Prioritize mobility needs in the street right-of-way based on the recommended networks and facilities identified in the respective modal plans. Within the travelway, prioritize space to address safety concerns, network connectivity of modal plans and general purpose travel.