

PROPOSED MOBILITY & ACCESSIBILITY POLICY LANGUAGE *DRAFT 3/14/2019*

- The City will prioritize safety and connectivity improvements for all modes of transportation over improvements that focus solely on reducing vehicle traffic congestion;
- The City will design, construct, maintain, and operate all streets to provide a comprehensive and integrated transportation network that serves people of all ages and abilities, promotes commerce, and supports the Comprehensive Plan's vision for growth and development in a responsible and efficient manner.
- The City will facilitate efficient access for employees, and customers to and from employment, commercial, and industrial lands, including freight access to designated freight routes, highways, and industrial lands.
- The City recognizes that peak hour vehicle traffic congestion may be acceptable in balance with community benefits, such as affordable housing, safety, and in walkable commercial areas such as downtown.
- New streets will be designed as "complete streets. 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, complete streets will be designed to be attractive, safe, accessible, and sustainable components of a healthy City environment.
- The City will improve connectivity and address deficiencies in the street network with the understanding that connectivity needs may differ based on an area's existing and planned land uses and street network (e.g., large lot industrial areas may have different needs than residential areas).
- The City will manage the roadway network to preserve travel time reliability on key routes for transit, regional freight movement, and key emergency services routes.
- The City and Emergency Responders will identify critical response routes and ensure that they remain passable through appropriate design.
- The City recognizes that vehicle traffic congestion is to be expected in the downtown, developed neighborhoods, and commercial areas.
- The City will consider future needs for the transportation system, including right-of-way needs and complete street elements, during development review.
- The City will limit the location and number of driveways and vehicular access points on higher order streets (arterials and collectors) to maintain public safety and future traffic carrying capacity, while preserving appropriate access to existing and future development.

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- For reasons of capacity, traffic flow, and safety, roundabouts are the City's preferred intersection treatment, considering land acquisition needs, topography, and engineering factors. The City will plan for, design and construct or reconstruct streets to achieve consistency between motorists' speeds and target speed limits.
- The City's preferred standard for collectors is a two to three-lane configuration, including medians where appropriate.
- The City's preferred standard for arterials is a two to three-lane configuration, including medians where appropriate. (Designated Freight Routes are exempt from this policy.)
- Widening to increase capacity on arterials will be considered only when corridor travel time reliability reaches an unacceptable level and/or expected crash rates are exceeded. Widening will only be implemented after the City has:
 - a) Evaluated the potential to add capacity through increasing system connectivity with parallel routes that minimize neighborhood cut-through;
 - b) Evaluated alternate measures to widening such as intersection improvements and alternative mobility standards; and
 - c) Planned or provided appropriate transit, bicycle and pedestrian facilities, including safe crossings.