

CITY OF SPOKANE  
EXECUTIVE ORDER

EO 2011-0003  
MAYOR  
LGL 2011-0037

TITLE: **COMPLETE STREETS**  
EFFECTIVE DATE: December 20, 2011  
REVISION DATE: N/A

WHEREAS, the City of Spokane's Comprehensive Plan provides policy guidance and support for the installation of pedestrian and bike infrastructure throughout the document; and

WHEREAS, the City of Spokane's Comprehensive Plan provides policy guidance and support for mass transit, multi-modal facilities, and integrated transportation infrastructure throughout the document; and

WHEREAS, the City Council has adopted Ordinance No. C34821 which mandates that all publically funded arterial street projects be reviewed for the inclusion of complete streets facilities

NOW, THEREFORE, I, MARY B. VERNER, Mayor, do hereby order and direct that:

A. Complete Streets Principles.

Complete streets principles shall be incorporated into City policies, procedures, and practices for all publically funded arterial street projects. The City of Spokane will emphasize complete streets principles and prioritization in the Comprehensive Plan and other city plans, manuals, rules, regulations, Street Design Standards, and various programs as appropriate. Complete Streets elements shall be included on all publically funded arterial street projects as required in City Ordinance No. C34821 when initially scoped or conceived of, and prior to inclusion on the City's Six Year Street Program.

B. Applicability

Upon completion and adoption of the "Guidelines for Complete Streets Implementation" outlined in section C.1 below, and for the City to efficiently and effectively use limited right of way, project funding, and staff resources to maximize mobility improvements and multi-modal access to the City's entire mobility network, complete streets infrastructure shall be included on all arterial street projects as follows.

1. As defined in the Complete Streets Ordinance No. C34821, any applicable publicly funded street project involving arterial street segments identified on the Bike Master Plan, or on any regional transit / transportation plan as requiring facilities or, being identified on the Pedestrian Plan as being in a zone of "Highest Pedestrian Potential", shall add facilities on all applicable arterial segments as specified or required to support those plans. For example, installing sidewalk sections along a transit route to support

pedestrian activity generated by transit stops. This does not mean the City will be installing transit shelters, transit lanes, or other transit infrastructure.

2. Any project including arterial street segments a half mile from and/or within Centers and Corridors zoning.

C. Exceptions or Deviations

Retrofitting existing arterials in a developed community with complete streets facilities invariably results in situations where there is insufficient right of way, difficult terrain, or additional challenges for planned facilities. Exceptions or deviations shall be considered in the following order:

1. Exceptions or Deviations to City Standard Plans or Specifications

In order to implement Complete Streets Principles, it will be necessary to adapt to a variety of existing conditions. In many cases, existing public right of way will not be sufficient to accommodate dedicated space for all desirable features at sizes specified in the City Standard Plans and Specifications. With this understanding, City staff shall collaboratively develop, adopt, and follow internal "Guidelines for Complete Streets Implementation."

These guidelines will outline a decision making process to be followed and potential options to implementing multi-modal features including allowable deviations to City Standard Plans and Specifications governing standard street section elements such as lane widths, lane placement, parking widths, bike lane widths and placement, buffer strip widths, sidewalk widths, and sidewalk placement.

The guidelines will be adopted by memorandum of agreement signed by directors of Planning Services, Parks and Recreation, Engineering Services, and Street Departments.

2. Exceptions or Deviations to Complete Streets Implementation

Exceptions or deviations to complete streets requirements may be requested if the following is determined:

*After exhausting all options found in the "Guidelines for Complete Streets Implementation", it is estimated that the cost of complete streets improvements will still exceed twenty percent (20%) of the total cost of the project;*

*OR*

*after exhausting all options found in the "Guidelines for Complete Streets Implementation", it is estimated that cost of complete streets improvements are excessively disproportionate to community need for, or probable use of, the complete streets facilities.*

Approval and appeal of complete streets exceptions or deviations are governed by enabling Ordinance No. 34821.

D. Complete Streets Performance Measures.

The City of Spokane shall create Complete Streets performance measures with the intent of evaluating over time the efficiency and effectiveness of Spokane's complete streets efforts.

1. Multi-modal Level of Service

Creation and adoption of a multi-modal Level of Service (LOS) standard that includes bicycle LOS and pedestrian LOS in addition to vehicular LOS

2. Implementation of Transportation goals of the Comprehensive Plan

Number of public transportation projects completed annually that include elements that address all modes of mobility.

3. Effectiveness of Complete Streets Efforts

Percent of missing complete streets infrastructure installed annually.

4. Efficiency of Complete Streets Efforts

Dollars per foot or unit cost for installed complete streets elements

E. Additional Public Process.

In order to make all efforts to notify and involve interested parties, supplemental efforts shall be made to obtain public input into the City's mobility policy making decisions, such as:

1. Six Year Street Program Overview

City staff shall develop a detailed overview explaining the goals, policies, and principles of the Chapter 4 of the Comp Plan and will have those documents available on the Planning Services, Street, Neighborhood Services and Code Enforcement Departments' websites; and provide request forms allowing users to be added to a distribution list for updates.

2. Public Involvement

The City shall reference the City of Spokane's "Capital Programs Public Participation Resource Guide" to facilitate public involvement in implementation of Complete Streets during the update of Comprehensive Plan Chapter 4.

3. Comprehensive Plan Updates

Complete Streets principles and priorities shall be incorporated into the 2012 update of Chapter 4 of the Comprehensive Plan.

Mary B. Vanner  
Mayor

12/20/2011  
Date