

CITY OF MCCALL

COMPLETE STREETS POLICY

Introduction

Complete Streets are designed and operated so they are safe, comfortable, and convenient for all users including but not limited to pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Planning for this diverse user group requires consideration of many of the following elements:

1. Appropriately sized travel lanes for cars, trucks, and delivery/emergency service vehicles;
2. Sidewalk or pathways space;
3. Bike lanes or bike routes;
4. Transit facilities and routes;
5. On-street parking;
6. Median use for traffic flow, safety, and pedestrian refuge;
7. Adequate buffer areas for pedestrian safety, utility placement, and possible landscaping;
8. Visually appealing landscaping or hardscaping adding shade and pedestrian protection and;
9. Land uses that generate and warrant such treatments.

Complete streets can offer many benefits to McCall such as:

- ◆ Complete streets make economic sense because they bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations.
- ◆ Complete streets improve safety by reducing crashes.
- ◆ Complete streets encourage more walking and bicycling.
- ◆ Complete streets can increase transportation capacity and reduce congestion
- ◆ Complete streets help children get physical activity and gain independence.
- ◆ Complete streets are good for air quality.
- ◆ Complete streets make fiscal sense.

McCall strives to be a pedestrian friendly environment with an overriding priority to provide pedestrian and cyclist facilities connected with the transportation system as the dominant element of design. McCall has adopted numerous planning documents that included extensive public involvement and support the Complete Streets Policy. These planning documents include the McCall Business Park Final Report (2010), Downtown Parking and Needs Assessment Final Report (2009), McCall Comprehensive Plan (2007), City of McCall Design Guidelines (2006), Parks and Recreation Master Plan (2005), Bike Path Master Plan (2005) , EPA Smart Growth Implementation Assistance – Connecting McCall (2005) and Downtown Master Plan (1997).

The City of McCall recognizes that all streets are different, and not all streets will incorporate every element described above. Future streets within the City will be designed to balance user needs and incorporate elements that match the land use context. Through context sensitive design a “complete” street can accomplish greater public benefits, improve safety, increase transportation options,

strengthen the overall benefit of transportation investments and enhance air quality. The inclusion of all needed facilities in the early planning phases of roadway construction in both residential and commercial development reduces the complexity and expense of attempting to retrofit years later.

The City has adopted this asset management approach and supports the creation of “complete” streets by providing the following policy.

COMPLETE STREETS POLICY

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, lighting, traffic calming devices and more.

Vision

Streets, bridges and transit stops within the City of McCall should be designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists and people with disabilities can travel safely and independently. The Complete Streets Policy will contribute to the character of McCall as a diverse, small town united to maintain a safe, clean, healthy and attractive environment.

The following are the goals for Complete Street Policy to ensure a multimodal community:

- Give priority to pedestrians and incorporate alternative transportation modes especially in commercial areas and areas identified in the McCall Area Pathway Plan.
- Encourage street connectivity and aim to create a comprehensive, integrated, connected network for all transportation modes with focus on adjacent land uses such as nearby schools, commercial areas, other neighborhoods and recreation areas.
- Incorporate multi-modal access to active public spaces preserving a strong sense of community.
- Evaluate drive lanes to identify appropriate width that can maximize multi-modal use.
- Manage supply of parking to match the character of the street.
- Maximize the efficient use of space for utility, drainage infrastructure and snow storage.

The design and development of the transportation infrastructure should improve conditions for all likely users through the following steps:

1. *Plan projects for the long-term.* Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities should anticipate likely future demand for bicycling, walking, and transit facilities and not preclude the provision of future improvements except as outlined in the Exceptions section.
2. *Coordinate with transit agencies to ensure that transit services and facilities are reasonably accommodated within the street network.* Linking multiple forms of transportation provides users with more travel options and creates an overall transportation system that is more

responsive to the needs of the public. Identifying transit corridors and optimizing multi-modal opportunities requires close coordination between the transit agencies, municipalities and the City in all phases of design and development.

3. *Coordinate with adjacent municipalities to provide regional connectivity.* Future pedestrian, bicycle and transit facilities should provide connectivity to pedestrian, bicycle and transit facilities in adjacent municipalities to provide regional connectivity.
4. *Address the need for bicyclists and pedestrians to cross corridors as well as travel along them.* Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections should accommodate bicyclists and all users in a manner that is safe, accessible and convenient.
5. *Consider enhancements such as landscaped medians and buffer areas, pedestrian lighting, and on-street parking in new construction and reconstruction projects.* Landscaping, on street parking, and the other features mentioned will not be appropriate for all streets and corridors. Safety concerns and access for people with disabilities should be carefully considered in areas where landscaping, parking, or other enhancements are placed within or near the pedestrian way.
6. *Design facilities based on recognized standards.* Published standards such as those from the City of McCall, the American Association of State Highway and Transportation Officials and the Manual on Uniform Traffic Control Devices should be used in the design of pedestrian, bicycle and transit facilities.

Exceptions

Bicycle and pedestrian ways should be established in new construction and reconstruction projects unless one or more of the following conditions are met:

1. Significant safety or other challenges exist that make bicycle and pedestrian facilities dangerous to potential users. Where a determination is made that providing pedestrian and/or bicycle facilities would be unsafe, alternative considerations should be analyzed and planned to offset any deficiencies.
2. The cost of establishing and maintaining bikeways or walkways would be excessively disproportionate to the need or probable future use.
3. Where current and projected future population is sparsely forecasted or other factors indicate an absence of need.