



WHAT IS A COMPLETE STREET?

A Complete Street is designed for everyone and every transportation mode. They are safe streets for all, often including some of the elements below.



Active Sidewalks

Travel for all users, with level, unobstructed walkways.



Vegetated Buffer

Grass and street trees to separate the street from the sidewalk.



Bike Lanes

Dedicated space for bicycles for safety.



Active Roadway

Manage travel speed, enhance safety, and provide predictability.



Safe Crosswalks

Clearly marked to direct pedestrians to cross streets safely and ensure motorists know where to expect them.



Public Transit

Bus stops and shelters for transit-friendly roadways.



Green Spaces

Parks and public green spaces to create gathering places, encouraging community interaction and rest.

WHY DESIGN COMPLETE STREETS?



Safety

Ensures the streets are designed and maintained with safety for all as a top priority.

Well-designed bicycle-specific infrastructure can reduce injury and crash risk by about 50%.

More than 40% of pedestrian fatalities occur where there is no available crosswalk.



Health

Promotes an active lifestyle by facilitating other modes of transportation than the vehicle.

About 40% of all trips are less than 2 miles; these trips could be replaced by a 30 minute walk.

The prevalence of obesity among American youth has tripled since 1980.



Equity

Prioritizes transportation improvements in communities with vulnerable populations. Factors include poverty, racial minorities, limited English proficiency, disabled, elderly, and carless populations.



Economy

Improves property values and reduces household dependence on multiple vehicles.



Quality of Life

Walkable neighborhoods were reported as highly desirable by Snohomish residents in a recent survey.



Environment

Reduces motor vehicle emissions and mitigates climate change.

Motor vehicle emissions represent 23% of all greenhouse gas emissions in Snohomish.

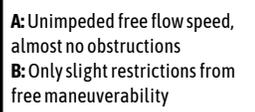
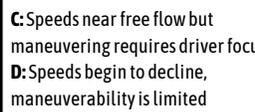
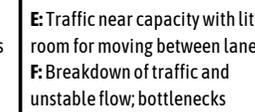
CONCURRENCY: LEVEL-OF-SERVICE

The Growth Management Act (GMA) requires transportation concurrency but does not dictate how to do it. **Concurrency** means that growth and infrastructure capacity are equal to each other so that when a new development is approved, the infrastructure to serve it is either in place or planned to be constructed within 6 years. Concurrency is measured through Level-of-Service (LOS) standards, which are adopted by the City in the Comprehensive Plan. LOS standards must allow for planned growth and must align with the Comprehensive Plan's Land Use Element. There is no universal LOS method, but a **Multi-Modal LOS** is being considered to ensure we are planning our city for people, not just cars.

LOS Standards

LOS is an analysis of how roadway users perceive the quality of the service. It is typically communicated through the letter grade system, which is easy to understand but is not the same as the grades you get in school. An 'A' grade doesn't mean excellence, and an 'F' grade doesn't mean failure.

In urban streets, unimpeded flow makes speeding more likely, which creates safety problems. But a street or intersection operating at an F causes long delays and congestion. It is up to the city to decide which standard is best for their community. In Snohomish, the current adopted LOS is **level E**.

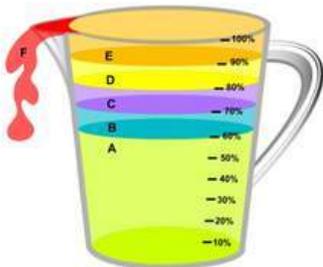
A	B	C	D	E	F
					
A: Unimpeded free flow speed, almost no obstructions B: Only slight restrictions from free maneuverability	C: Speeds near free flow but maneuvering requires driver focus D: Speeds begin to decline, maneuverability is limited	E: Traffic near capacity with little room for moving between lanes F: Breakdown of traffic and unstable flow; bottlenecks			

HOW IS LOS MEASURED?



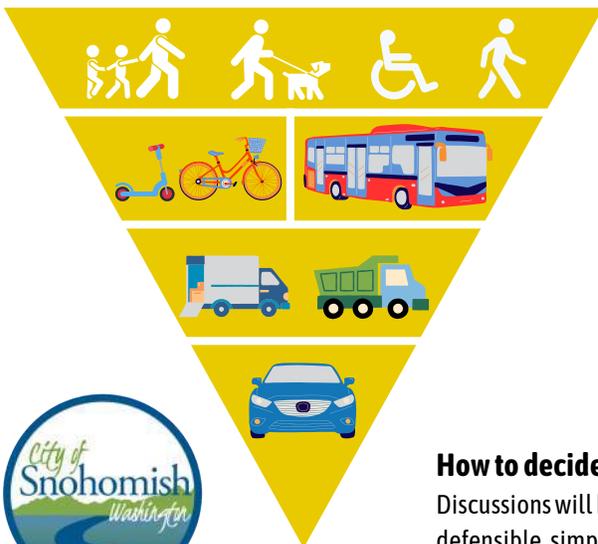
Intersection Level-of-Service

This is the traditional way to measure traffic impacts, the only one currently required by the GMA, and how it's done in Snohomish now. This is a measurement of driver inconvenience, measuring delay in seconds per vehicle at intersections. The drawback is that it does not consider roadway segments, or other modes of transportation such as bicycles and pedestrians.



Road Segment Level-of-Service

This is a measurement of vehicle throughput, measuring travel speed and road capacity. This is done by comparing the volume on roadways to the calculated capacity of the roadway. The drawback is that it does not consider other modes of transportation such as bicycles and pedestrians.



Multi-Modal Level-of-Service

This is a measurement of the conditions for each transportation mode based on the level of accommodation and the built environment. Because there are multiple modes, there are multiple measurements and metrics in addition to vehicle measures, such as:

- Arterial travel time for transit: measures the average speeds for transit along a set of corridors
- System completeness: measures the percent completion of planned growth within a specific time frame (sidewalks, bike lanes, etc)
- Person trips available: measures the total person trips for each development and subtracts them from a bank of 'total person trips available'

How to decide?

Discussions will be focused on balancing all the different needs and priorities. The strategy must be legally defensible, simple to administer, support the City plan, support multi-modal travel, and result in improvement projects that are feasible and possible to fund.