



November 2018

APPENDICES

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ORDINANCE NO. 2018-009

AN ORDINANCE OF THE CITY OF ARLINGTON, WASHINGTON, ADOPTING A COMPLETE STREETS POLICY TO ENSURE THAT ALL TRANSPORTATION PROJECTS INCLUDE SAFE AND APPROPRIATE FACILITIES FOR PEDESTRIANS, BICYCLISTS, AND TRANSIT USERS, ACCOMMODATING PERSONS OF ALL AGES AND ABILITIES, CONSISTENT WITH RCW 47.04.320.

WHEREAS, the City of Arlington envisions a transportation system that encourages healthy, active living; promotes transportation options and independent mobility; increases community safety and access to healthy food; reduces environmental impact; mitigates climate change; and supports greater social interaction and community identity by providing safe and convenient travel along and across streets through a comprehensive, integrated transportation network for pedestrians, bicyclists, public transportation riders and drivers, motor-vehicle drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, much of Arlington's existing roadway system was built to facilitate access to destinations by personal automobile, resulting in streets that are uninviting and impractical for other users; and

WHEREAS, the goal of the Transportation Element in the 2015 Arlington Comprehensive Plan is to provide a balanced multi-modal transportation system with various accessible transportation choices, including transit, bicycles, and walking, in addition to automobiles, that will support existing and future residential and employment growth; and

WHEREAS, the Arlington Comprehensive Plan provides that non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing safety and user diversity; and

WHEREAS, Complete Streets improve public health and safety by reducing the risk of injuries and fatalities from traffic collisions for users of all modes of transportation; and

WHEREAS, streets that are designed with the safety and convenience of pedestrians and bicyclists in mind increases the number of people walking and bicycling thereby providing the opportunity for a healthier community; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation and policies, including the U.S. Department of Transportation and numerous state transportation agencies; and

WHEREAS, under RCW 47.04.320, the State of Washington adopted a Complete Streets Grant Program to encourage local governments to adopt Complete Streets ordinances with the goals of, among other things, promoting healthy communities by encouraging walking, bicycling, and use of public transit and improving safety by designing streets for all users; and

WHEREAS, funding from the Washington State Complete Streets Grant Program is only available to jurisdictions that have adopted a Complete Streets Ordinance; and

WHEREAS, City staff has developed the *City of Arlington Complete Streets Policy* ("Complete Streets Policy") for the purposes of implementing a Complete Streets program; and

WHEREAS, the Complete Streets Policy is complimentary to the Arlington Comprehensive Plan, the Transportation Improvement Plan, and the City's Mixed Use Overlay Development Code; and

WHEREAS, the development of the Complete Streets Policy included review of existing regional, State, and nationwide Complete Streets plans, planning documents; and

WHEREAS, City staff has undertaken research, analysis, community engagement, conducted meetings and presentations with City Council, and regional partners concerning the Complete Streets Policy; and

WHEREAS, the research, analysis, and community engagement highlighted a need for safe travel routes for all users of the right-of-way regardless of preferred mode of travel throughout the City, as well as the need for a convenient, interconnected transportation network that improves accessibility to adjacent land uses;

WHEREAS, the community and Council have expressed strong support for a Complete Streets plan that will help manage the City's street network, guide all transportation investments, and leverage local funding for Complete Streets projects with regional, federal, and other grant funding programs to become a leader in implementing Complete Streets in Washington State; and

WHEREAS, the research, analysis, and community engagement identified eight principles to guide implementation of the Complete Streets Policy: (1) Serve All Users and Modes; (2) Provide Interconnected Networks; (3) Implement Flexible Design; (4) Incorporate Environmental Design; (5) Use Best Practices; (6) Coordinate Internally and among Jurisdictions; (7) Include All Projects and Phases; (8) Measure Performance; and

WHEREAS, in furtherance of achieving the eight principles above and the Goals, Objectives and Actions of the 2016-21 Strategic Plan, staff has prepared and submitted to Council the Complete Streets Policy for adoption; and

WHEREAS, the Complete Streets Policy links transportation planning and land use accessibility decision-making to broader goals and values, including safety, economic vitality, neighborhood livability, and multi-modal connectivity; and

WHEREAS, the Complete Streets Policy was developed using a range of methods to build awareness of the project and solicit feedback from the community and stakeholders; and

WHEREAS, the Complete Streets Policy provides comprehensive guidance for future citywide transportation projects and in developing the annual six year Transportation Improvement Program; and

WHEREAS, for the foregoing reasons, Council wishes to adopt the Complete Streets Policy; and

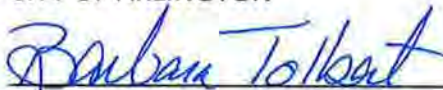
WHEREAS, the City Council recognizes that in support of implementing an effective Complete Streets Policy it will be beneficial to provide guidance to City Commissions and Departments as to project planning, design standards, implementation and monitoring;

NOW, THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF ARLINGTON, WASHINGTON AS FOLLOWS:

- 1) The Complete Streets Policy, attached as Exhibit 1, is hereby approved and adopted.
- 2) The City of Arlington will plan for, design and construct City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operations for all users, as provided in the Complete Streets Policy.
- 3) The Director of Community and Economic Development and the Director of Public Works, or their designees, shall have joint responsibility for the administration and implementation of the Complete Streets Policy. City staff is hereby directed to implement the Complete Streets Policy through incorporation of the provisions of the Policy into the city's development regulations following appropriate requirements of law so that all projects, public or private, permitted within the City of Arlington shall utilize the Complete Streets Checklist and adhere to the Complete Streets Policy and design standards contained therein.

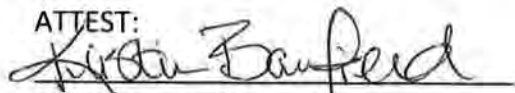
APPROVED by the Mayor and City Council of the City of Arlington this 19th day of November, 2018.

CITY OF ARLINGTON



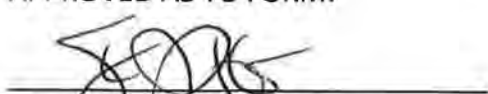
Barbara Tolbert, Mayor

ATTEST:



Kristin Banfield, City Clerk

APPROVED AS TO FORM:


Steven J. Peiffle, City Attorney

CERTIFICATION OF ORDINANCE

I, Kristin Banfield, being the duly appointed and acting Clerk of the City of Arlington, Washington, a municipal corporation, do hereby certify that the following Ordinance No. 2018-009 was approved at the November 19, 2018 City Council meeting.

ORDINANCE NO. 2018-009

"AN ORDINANCE OF THE CITY OF ARLINGTON, WASHINGTON, ADOPTING A COMPLETE STREETS POLICY TO ENSURE THAT ALL TRANSPORTATION PROJECTS INCLUDE SAFE AND APPROPRIATE FACILITIES FOR PEDESTRIANS, BICYCLISTS, AND TRANSIT USERS, ACCOMMODATING PERSONS OF ALL AGES AND ABILITIES, CONSISTENT WITH RCW 47.04.320."

A true and correct copy of the original ordinance is attached.

Dated this 26th day of November, 2018.




Kristin Banfield
City Clerk for the City of Arlington



COMPLETE STREETS CHECKLIST

Community & Economic Development
City of Arlington • 18204 59th Avenue NE • Arlington, WA 98223 • Phone (360) 403-3551

Project Name: _____ Email: _____

Project Manager/Owner: _____ Phone No.: _____

Description of Scope:

Roadway Classification:

☐ Principal ☐ Minor ☐ Collector ☐ Non-Arterial ☐ Boulevard ☐ Alley

Cross Connection Type:

☐ Downtown	☐ Urban Center Connector	☐ Neighborhood Yield
☐ Downtown Neighborhood	☐ Industrial Access	☐ Mixed Use Overlay
☐ Urban Village Main	☐ Neighborhood Corridor	☐ Smokey Point Corridor
☐ Urban Village Neighborhood	☐ Neighborhood Curbless	

1. CHANNELIZATION

Average Daily Trips: Contact Public Works 360-403-3512	Should re-channelization be considered in the project scope?
Speed Limit:	
Current image or typical existing cross-section of street in project area (showing lane configuration):	

2. PAVEMENT CONDITIONS

Does the existing road maintain the minimum Overall Condition Index (OCI) as set forth in the Transportation Benefit District? Contact Public Works for current OCI and Standards 360-403-3512.	☐ Yes	☐ No
Has the installation of traffic circles been considered?	☐ Yes	☐ No
Is this project on the city's Transportation Improvement Plan?	☐ Yes	☐ No
Should pavement repair be considered through this project? If yes, please explain.	☐ Yes	☐ No

3. PEDESTRIAN INFRASTRUCTURE

Is this area identified in the City of Arlington Pedestrian Improvement Plan? If so, have the recommendations been met? Explain how or why not.	☐ Yes	☐ No
People walking or using a mobility device: Is the project fully served by sidewalks, accessible curb ramps, and safe crosswalks? If not, are new/repaired sidewalks, curb ramps, and crosswalks included in the project?	☐ Yes	☐ No

Explain how or why not.		
Are existing sidewalk in good condition?	☐ Yes	☐ No
Has an initial assessment of trees and sidewalk conditions been conducted with and engineer and arborist/landscape architect?	☐ Yes	☐ No
Are there missing sidewalk in the project area? If yes, explain how this will be corrected?	☐ Yes	☐ No
Crossing Width (number of lanes) _____ Controlled Stop Spacing _____		
Does the project propose mid-block crossings to reduce distance between crossings?	☐ Yes	☐ No
Is there pedestrian refuge or flashing beacons in the project area? Explain pedestrian existing crossing convenience, visibility and safety; does the project target improvements to accessibility?	☐ Yes	☐ No
Have the addition of curb bulb outs been considered to slow traffic and reduce crossing width?	☐ Yes	☐ No
Describe how the building(s) have been oriented to address the adjacent roadway with visible connected sidewalks that encourage and enhance pedestrian circulation.		
Describe pedestrian facilities added such as benches, trash receptacles, visual interest, shade and plantings.		

4. BICYCLE INFRASTRUCTURE

Is this area identified in the City of Arlington Bicycle Improvement Plan? If so, have the recommendations been met? Explain how or why not.	☐ Yes	☐ No
Is the project site fully served by bicycle facilities? If not, are new bicycle facilities included in the project? Explain how or why not.	☐ Yes	☐ No
Does this project meet the needs of a variety of bicycle users? (Family vs. Commuter) How?	☐ Yes	☐ No
Describe how the building(s) serve and invite bicycle traffic, e.g. covered bike racks, visual interest, smooth transitions, bicycle focused travel ways.		

5. TRANSIT INFRASTRUCTURE

Transit Classification:	☐ Major Transit Route	☐ Minor Transit Route
Is the project identified on the City of Arlington Transit Expansion Plan?	☐ Yes	☐ No
Are there bus stops on the project area?	☐ Yes	☐ No
Are all bus stops in the project area within close proximity to a controlled crossing?	☐ Yes	☐ No
Average distance between bus stops in/adjacent to project area?	☐ Yes	☐ No
If bus stops are less than 0.2 miles (1056 ft.) apart, can stops be consolidated? Explain:		

Does the stop provide cover and seating? How or why not.	☐ Yes ☐ No
Does the project add visual interest, shading, lighting, plantings, or traffic buffers? Explain how the project improves transit users' comfort and convenience.	☐ Yes ☐ No
Is the transit stop ADA accessible? If not, how does the project propose to provide accessibility? How or why not.	☐ Yes ☐ No

6. FREIGHT INFRASTRUCTURE

Is the project on an identified City of Arlington Freight Route?	☐ Yes	☐ No
Does the project area meet the curb radius and clearance standards?	☐ Yes	☐ No
Are there spot improvements needed for the project area? (pavement depth)	☐ Yes	☐ No

7. STREET TREES AND LANDSCAPING

Describe any existing street trees and landscaping assets within the project limits that warrant project investment to sustain (e.g. preservation of street trees):		
Is there an opportunity to plant trees or expand landscape?	☐ Yes	☐ No

Will there be long-term street tree and landscaping maintenance required for this project? How will the maintenance of plants be addressed?	☐ Yes	☐ No
Are street median planting proposed in the project area?	☐ Yes	☐ No
Does the project include any environmental elements? E.g.: street trees, reduced pavement, bio-infiltration, vegetated bump outs, native/drought tolerant vegetation, or other environmental improvements to be implemented with the project? Explain how or why not.	☐ Yes	☐ No

8. URBAN DESIGN AND PLANNING

If an adopted subarea or action plan applies to this project, has its recommendations relevant to improved streets/ROW been met? Explain how or why not.	☐ Yes	☐ No
Has connectivity been improved for all modes of travel? Explain specifically for each mode of travel.	☐ Yes	☐ No
Is there an opportunity to implement artistic elements (e.g. sidewalk inlays, creative street furniture, or bollards or planters, creative bicycle racks etc.) in the project area? Explain how.	☐ Yes	☐ No

Describe Public Art or Art Opportunities:

Public Art Committee may be a resource 360-435-3778 or arlingtonartscouncil.net

☐ Yes

☐ No

CITY USE ONLY

Approval Determination

- ☐ This project meets or exceeds the City of Arlington Complete Streets Standards.
- ☐ This project will meet the City of Arlington Complete Street Standards with the following changes.
- ☐ This project does not meet the City of Arlington Complete Street Standards. Please revisit the following sections and resubmit.

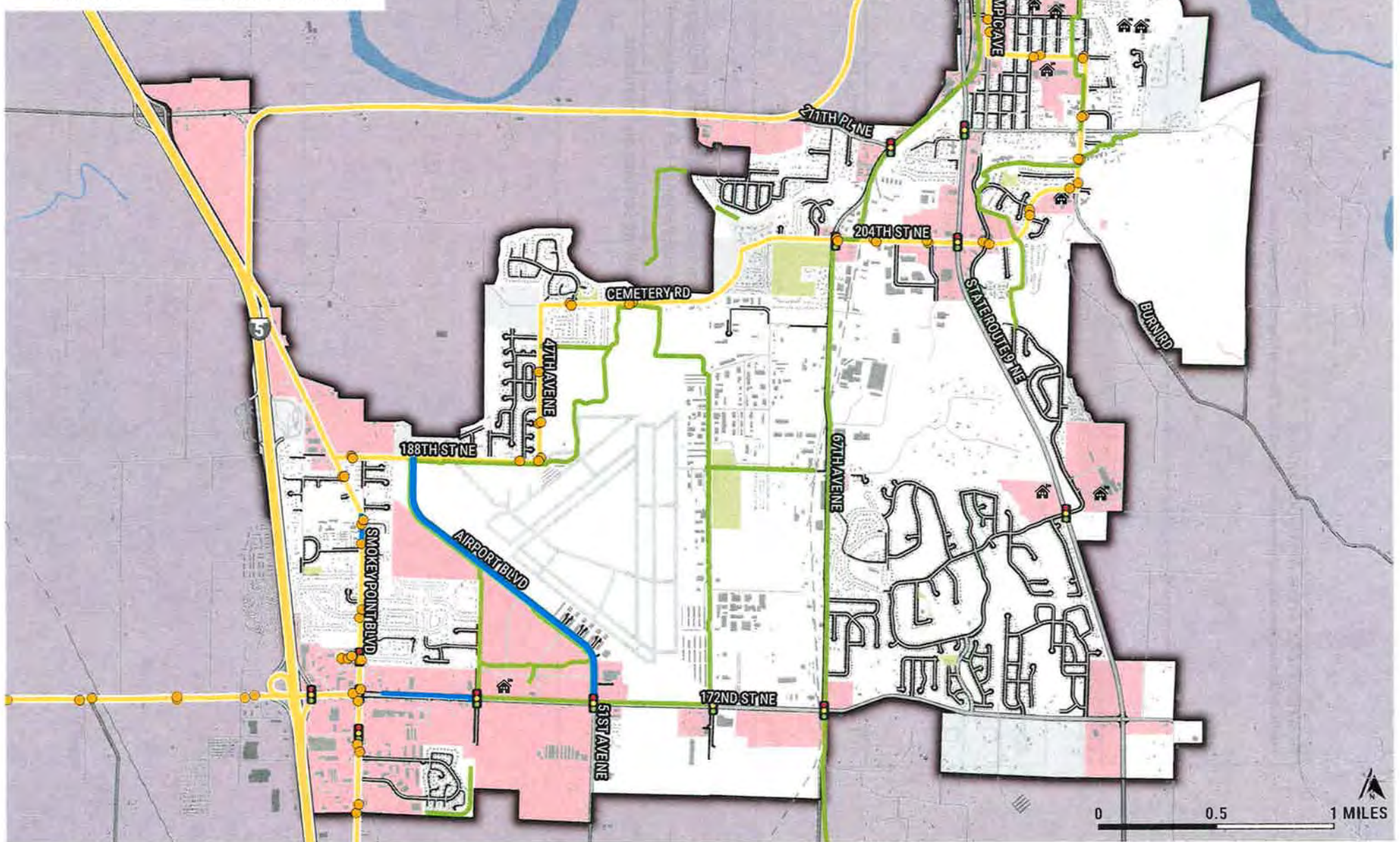
Variance Determination

- ☐ This project does not meet the City of Arlington Complete Street Standards. Project proponent has applied for a variance through the variance process and variance has been approved.
- ☐ The variance has been denied, please revisit the following sections and resubmit.

City of Arlington Complete Streets Plan

Existing Conditions

- Bike Lane
- Shared Use Path
- Sidewalks
- Bus Stop
- Bus Route
- Traffic Signal
- School
- Commercial/Business
- City of Arlington
- Urban Growth Area





ARLINGTON COMPLETE STREETS





ARLINGTON COMPLETE STREETS



Trails Shared with Bikes



Roads Rated Comfortable



Roads Rated Moderately Comfortable



Roads Rated Uncomfortable



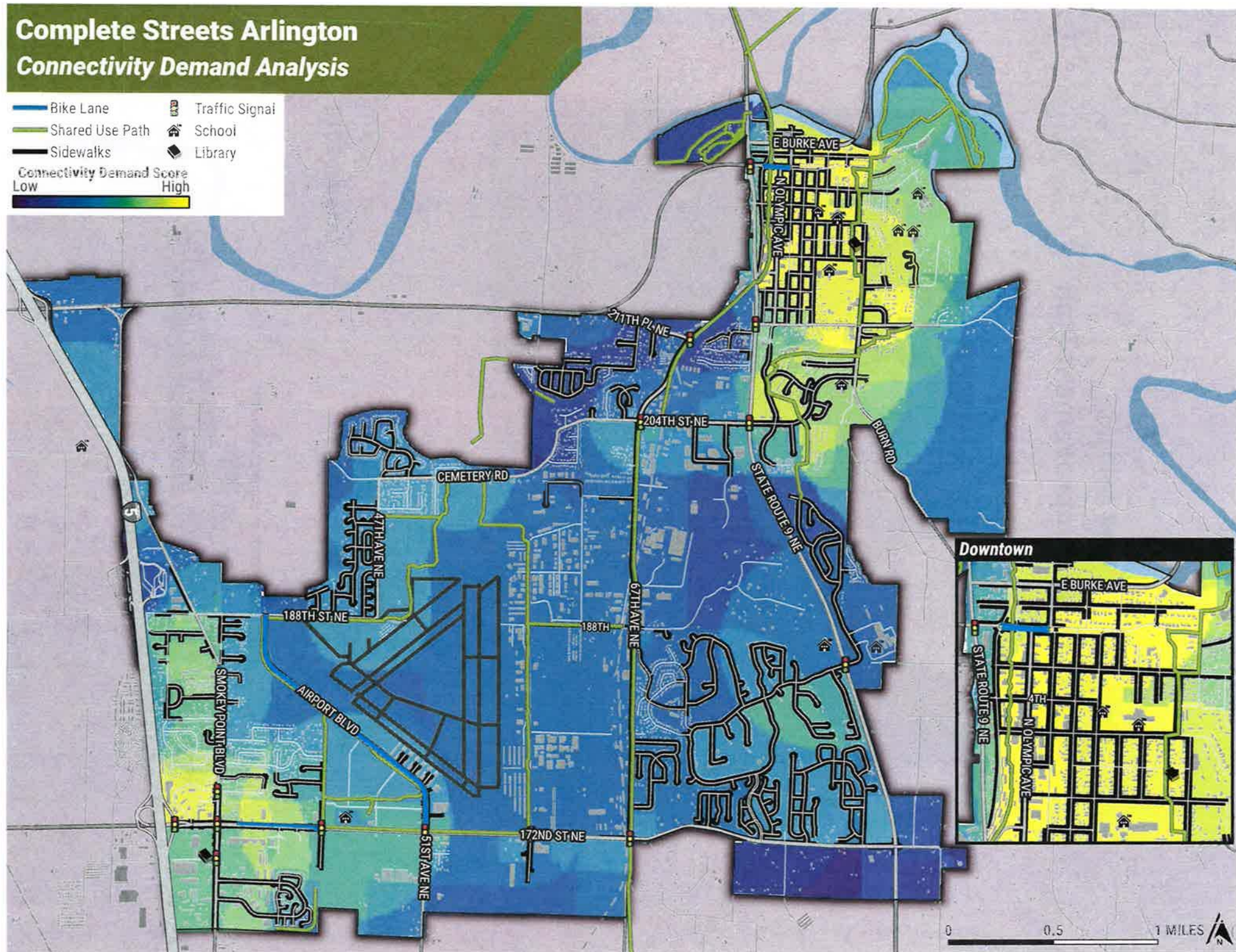
- Road Rating**
- Comfortable
 - Moderate
 - Uncomfortable
 - Shared Bike Paths
 - City Limits
 - City Parks
 - Buildings



7/11/2018

Complete Streets Arlington

Connectivity Demand Analysis





City of Arlington Bicycle Improvement Plan



October 2018

Prepared in conjunction with:



The City of Arlington Bicycle Improvement Plan (BIP) includes goals that set citywide direction in key areas related to cycle system and connectivity. The City of Arlington as part of their Complete Streets Plan has taken a deeper look at the existing bicycle system and needed improvements for connectivity, safety, and maintenance. The BIP is intended as a working document to help shape development and improvements within the City. It is anticipated to be continuously updated as development occurs and in response to user input. It is included as a part of the Complete Streets Plan, and is anticipated to be included into the Comprehensive Plan in the future.

Existing System Overview

The existing bicycle system is a combination of bike lanes and mixed use trails. Several existing trails are within or pass through city limits, including the Centennial Trail. There are existing bike lanes on part of 172nd St NE and Airport Blvd. Bike racks are available at several downtown businesses, multifamily residences and parks.

Safety

Safety was a primary concern identified during public outreach. Encouraging the citizens to utilize bicycle facilities begins with improving safety and a feeling of comfort while cycling. Discussions with maintenance crews, public works, and citizens highlighted common safety concerns to be considered;

- Debris on bike lanes
- Lack of appropriate lighting on bicycle ways
- Lack of bike lanes/trails/shoulders
- Lack of separation for cyclists from traffic
- Angled railroad crossings
- Inattentive drivers
- Lack of continuity

This plan strives to improve in all the areas listed above.

Maintenance

The City's Maintenance Department is responsible for keeping roadways clean and free of debris. They have recently been awarded a grant for an additional street sweeper, which should improve frequency and quality of road maintenance.



Lighting

The City of Arlington has implemented lighting standards for all new roadway sections to improve bicycle safety. As new roads and trails are built, and existing roads updated, the lighting standards will be included.

Driver Education and Awareness

The City proposes another measure to improve safety by targeting drivers with information regarding bicycle awareness. The plan proposes working with the City of Arlington Police Department to inform and warn drivers about distracted or unsafe driving behaviors. Additional outreach is planned by working with the Communications Department to share safety information through social media and in the City newsletters and other forms of communication.

Connectivity

The City of Arlington is partially defined by the airport situated at the center of the city. The airport, also serves as a partial barrier to connectivity between the Smokey Point Neighborhoods and businesses and the neighborhoods that surround the historic downtown business district. Another priority to connectivity for the City is providing safe direct routes to the Transit Center in Smokey Point. By ensuring this is accessible, the city is able to widen connectivity to the greater Seattle area. In order to create connectivity throughout the City and to the Transit Center, several routes have been identified as vital for bicycle improvements. Proposed improvements to SR531 (172nd Street NE) in conjunction with a combination of trail improvements and bike lanes along Cemetery Road and 188th St NE, will go a long way towards connectivity. Other areas identified as critical to city wide connectivity include Smokey Point Blvd., 204th St NE, and Highway 9.

Bicycle Improvement Plan (BIP)

The City has compiled a draft list of projects based on research and community input to improve bicycle safety, connectivity and accessibility within the City. As additional locations and projects are brought forward, they will be evaluated and added to the plan. Refer to the table below and the attached Map for project descriptions and locations.

BIP Table

	Road Name	From	To	Proposed Bicycle Facility
1	204th/207th	Hwy 9	Burn Rd	Stripe Protected Bike Lanes on existing pavement width
2	204th	67th Ave	Hwy 9	Protected Bike Lanes
3	Cemetery Road	City Limits	47th Ave	Protected Bike Lanes
4	47th Ave	Cemetery Rd	188th St	Protected Bike Lanes
5	188th St	47th Ave	Smokey Point Blvd	Protected Bike Lanes
6	188th St	66th Ave	67th Ave	Connect existing Multi Use Trail to Intersection
7	Smokey Point Blvd	188th St	SR 530	Multi Use Trail
8	Smokey Point Blvd	SR 531	188th St	Protected Bike Lanes
9	173rd	Smokey Pt Blvd	43rd	Multi Use Trail
10	SR 531	Smokey Pt Blvd	51st Ave	Stripe Protected Bike Lanes on existing pavement width
11	SR 531	51st Ave	67th Ave	Protected Bike Lanes
12	SR 531	67th Ave	Hwy 9	Protected Bike Lanes
13	51st Ave	SR 531	City Limits	Protected Bike Lanes
14	43rd Ave	169th St	SR 531	Protected Bike Lanes
15	169th St	Smokey Pt Blvd	51st Ave	Multi Use Trail
16	Smokey Point Blvd	SR 531	169th St	Protected Bike Lanes
17	63rd Ave	180th St	SR 531	Multi Use Trail
18	63rd Ave	180th St	197th St	Multi Use Trail
19	192nd St	59th Ave	63rd Ave	Multi Use Trail
20	Woodlands Way	67th Ave	Cedarbough Loop	Stripe Protected Bike Lanes on existing pavement width
21	Cedarbough Loop	West Country Club Drive	Woodlands Way	Stripe Protected Bike Lanes on existing pavement width
22	Eaglefield Dr	Cedarbough Loop	E Country Club Dr	Stripe Protected Bike Lanes on existing pavement width
23	Eaglefield Dr	E Country Club Dr	SR 9	Stripe Protected Bike Lanes on existing pavement width

24	E Country Club Dr	Eaglefield Dr	Gleneagle Blvd	Stripe Protected Bike Lanes on existing pavement width
25	W Country Club Dr	Gleneagle Blvd	Cedarbough Loop	Stripe Protected Bike Lanes on existing pavement width
26	Gleneagle Blvd	SR 531	W Country Club Dr	Stripe Protected Bike Lanes on existing pavement width
27	Hwy 9	SR 531	Highland Dr	Multi Use Trail
28	Crown Ridge Blvd	Hwy 9	Hwy 9 (Gate)	Stripe Protected Bike Lanes on existing pavement width
29	89th Ave	SR 531	Arlington High School	Multi Use Trail
30	SR 531	Hwy 9	89th Ave	Protected Bike Lanes
31	197th St	63rd Ave	67th Ave	Multi Use Trail
32	Cemetery Road	City Limits	67th Ave	Protected Bike Lanes
33	Cemetery Trail	Cemetery Rd	197th St	Multi Use Trail
34	Cemetery Trail	Cemetery Rd	Cemetery Property	Multi Use Trail
35	Removed			
36	Stillaguamish Ave	207th St	E Highland Dr	Protected Bike Lanes
37	Tveit Rd	Stillaguamish Ave	City Limits	Multi Use Trail
38	Stillaguamish Ave	Highland Dr	E 1st	Stripe Protected Bike Lanes on existing pavement width
39	Highland Dr	Hwy 9	Stillaguamish Ave	Protected Bike Lanes
40	Removed			
41	Removed			
42	SR 530	Island Crossing	City Limits	Protected Bike Lanes
43	E Burke Ave	Hwy 9	City Limits	Stripe Protected Bike Lanes on existing pavement width
44	Broadway St	E Division St	E Burke Ave	Protected Bike Lanes
45	E Division St	SR 530	French St	Stripe Protected Bike Lanes on existing pavement width
46	French Ave	E Division St	Highland Dr	Stripe Protected Bike Lanes on existing pavement width
47	E 5th St	French St	Post Middle School	Stripe Protected Bike Lanes on existing pavement width
48	E 5th St	French St	West Ave	Stripe Protected Bike Lanes on existing pavement width
49	E 1st St	French St	Stillaguamish Ave	Stripe Protected Bike Lanes on existing pavement width
50	E 1st St	N Olympic Ave	French St	Stripe Protected Bike Lanes on existing pavement width

51	E Gilman Ave	West Ave	N Alcazar Ave	Multi Use Trail
52	N Alcazar Ave	E Gilman Ave	E 5th St	Stripe Protected Bike Lanes on existing pavement width
53	Arlington Valley Road	67th Ave	204th St	Multi Use Trail
54	Olympic Ave	204th St	1st Ave	Stripe Protected Bike Lanes on existing pavement width
55	Olympic Ave	1st Ave	E Division St	Share Lanes
56	West Ave	67th Ave	E Division St	Share Lanes
57	Dike Rd	Wetland Trail	59th Ave	Multi Use Trail
58	59th Ave	Dike Rd	208th St	Multi Use Trail
59	169th St	67th Ave	51st Ave	Multi Use Trail
60	63rd Ave	169th St	SR 531	Multi Use Trail

Bike Improvement Plan

Legend

- ## Schools

Proposed Changes to Roads

 Protected bike lane

--- Stripe lane on existing pavement

Share lanes

 Multi-use trail

— Existing Bike Lanes

----- Existing Trails (That are bike friendly)

Streets

City Parks

City Limits

Bike project numbers labelled with callouts

Arrows show connections to County trails



1 in = 2,250 feet

10/8/2018

BikePlan 11x17 18

kdh



Many such CDS acts are disguised "false" verbal warranties of any kind, either express or implied, and are not limited to statements of accuracy for a particular purpose or use. Map data are compiled from a variety of sources, which may include surveys, and each user who takes the information to be at their own risk. Users agree to indemnify, defend, and hold harmless the City of Arlington for any and all liability of any nature resulting out of or arising from the false or inaccurate representation of the data in the map and data presentation on this website.



City of Arlington Pedestrian Improvement Plan



October 2018

Prepared in conjunction with:



The City of Arlington Pedestrian Improvement Plan (PIP) includes goals that set citywide direction in key areas related to walking. The City of Arlington as part of their Complete Streets Plan has taken a deeper look at the existing pedestrian system and needed improvements for connectivity, safety, and maintenance. This plan is intended as a working document to help shape development and improvements within the City. It is anticipated to be continuously updated as conditions dictate. It is included as a part of the Complete Streets Plan, and is anticipated to be included into the Comprehensive Plan in the future.

Existing System Overview

The existing pedestrian system is a combination of sidewalks and mixed use trails. There is a total of 85 miles of sidewalks in Arlington, which constitutes approximately 80% of the existing road system. Several existing trails are within or pass through city limits, including the Centennial Trail. Many individual neighborhoods and community centers are walkable, however they often lack connectivity to city centers, or continuity throughout.

Safety

Safety was a primary concern identified during public outreach. Encouraging the citizens to utilize pedestrian facilities begins with improving safety and a feeling of comfort while walking. In order to provide safety improvements several walking workshops were conducted in order to identify concern areas within the existing system. Discussions with maintenance crews, public works, and citizens highlighted common safety concerns to be considered;

- Tripping hazards usually due to tree roots causing sidewalks to heave
- Lack of appropriate lighting on pedestrian ways
- Missing or non-conforming ADA ramps
- Obstructions on the sidewalk (cars, bushes, poles)
- Unmaintained surfaces
- Missing sidewalk sections
- Unsafe crossings
- Not enough crossings, distance between crossings too great
- Traffic speed
- Inattentive drivers
- Narrow sidewalks
- Lack of buffer between traffic and sidewalk
- Need for crossing markers

This plan strives to improve in all the areas listed above.

Maintenance

City of Arlington Municipal Code 12.20.020, maintenance of the sidewalk is the responsibility of the abutting property owner. Complaints of this type are followed up by the City's Code Compliance Officer who works in conjunction with the property owner to get maintenance completed. Larger issues, such as tripping hazards have been more difficult for property owners to resolve. The City's maintenance department has recently created a program to assist, but grinding tripping hazards, partnering with homeowners in sidewalk replacements, and tree removals. The need for this program is greater than current resources and staffing can manage. Increasing this program budget in future budget years and employing new technologies to repair existing sidewalks will help improve existing sidewalk safety.

City maintenance such as roadway crossing markings and signs will be identified and put on the schedule for maintenance. The pavement preservation project has been responsible for replacing several non-conforming ADA ramps and improving street markings.

Lighting

The City of Arlington has implemented lighting standards for all new roadway sections to improve pedestrian safety. As new roads and trails are built, and existing roads are updated, the lighting standards will be included.

Spot Improvements



In order to address many of the safety concerns, spot improvements have been identified for midblock crossings, rectangular rapid flash beacon (RRFB) or similar safety devices, intersection improvements, ADA ramp replacements, and sidewalk gap projects. Other measures to consider include traffic calming devices to control speeds, stop sign controlled intersection, and center medians. Studies have shown to effectively improve safety by reducing speeds and providing pedestrian refuge areas.

Driver Education and Awareness

The City proposes another measure to improve safety by targeting drivers with more information and better pedestrian awareness. The plan proposes working with the City of Arlington Police Department to inform and warn drivers about distracted or unsafe driving behaviors. Additional outreach is planned by working with the Communications Department to share safety information through social media and in the City newsletters and other communications.

Connectivity

The City of Arlington is partially defined by the airport situated at the center of the City. The airport community, also serves as a partial barrier to connectivity between the Smokey Point Neighborhoods and businesses and neighborhoods that surround the historic downtown business district. Another priority to connectivity for the City is providing safe direct routes to the Transit Center is Smokey Point. By ensuring this is accessible, the city is able to widen connectivity to the greater Seattle area. In order to create connectivity throughout the City, several routes have been identified as vital for pedestrian improvements. Proposed improvements on SR531 (172nd Street NE) in conjunction with a combination of trail improvements and sidewalks along Cemetery Road and 188th St. NE would go a long way towards connectivity. Other areas identified as critical to city wide connectivity include Smokey Point Blvd., 204th St NE, and Highway 9.

Pedestrian Improvement Plan (PIP)

The City has compiled a draft list of projects based on research and community input to improve pedestrian safety, connectivity and accessibility within the city. As additional locations and projects are brought forward, they will be evaluated and added to the plan. Refer to the table below and the attached Map for project descriptions and locations.

PIP Table

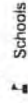
Identifier	Road Name	From	To	Proposed Facility
1	SR 531	Smokey Pt Blvd	Smokey Pt Dr	Midblock Crossing with HAWK
2	SR 531	40th Ave	40th Ave	New Intersection Crossing
3	SR 531	Smokey Pt Blvd	40th Ave	Midblock Crossing with HAWK
4	39th Ave	169th St	168th St	New Sidewalks
5	Smokey Point Blvd	173rd St	173rd St	New Intersection Crossing
6	188th St	66th Ave	67th Ave	Connect existing Multi Use Trail to Intersection
7	Smokey Point Blvd	188th St	SR 530	Multi Use Trail
8	Smokey Point Blvd	SR 531	188th	New Sidewalks
9	173rd	Smokey Pt Blvd	43rd	Multi Use Trail
10	180th St	31st Dr	Smokey Pt Dr	New Sidewalks

11	31st Ave	183rd Pl	184th Pl	New Sidewalks
12	31st Ave	184th Pl	186th Pl	New Sidewalks
13	Smokey Point Blvd	176th Pl	176th Pl	Midblock Crossing with HAWK
14	51st Ave	SR 531	Marysville	New Sidewalks
15	169th St	Smokey Pt Blvd	51st Ave	Multi Use Trail
16	Smokey Point Blvd	188th St	188th St	New Intersection Crossing
17	63rd Ave	180th St	SR 531	Multi Use Trail
18	63rd Ave	180th St	197th St	Multi Use Trail
19	192nd St	59th Ave	63rd Ave	Multi Use Trail
20	Smokey Point Blvd	35th Ave	35th Ave	New Intersection Crossing
21	188th St	31st Ave	Airport Blvd	New Sidewalks (Connect Existing Segments)
22	47th Ave NE	188th St	Cemetery Rd	New Sidewalks
23	Cemetery Road	47th Ave NE	Cemetery Trail	New Sidewalks
24	176th Pl NE	Smokey Pt Blvd	43rd Ave NE	New Sidewalks
25	43rd Ave NE	173rd St	Airport Blvd	New Sidewalks (Connect Existing Segments)
26	Airport Blvd	43rd Ave	43rd Ave NE	Crossing with RRFB
27	Hwy 9	SR 531	Highland	Multi Use Trail
28	SR 531	67th Ave	SR 9	Sidewalks
29	89th Ave	SR 531	Arlington High School	Multi Use Trail
30	SR 531	67th Ave	67th Ave	New Intersection Crossing
31	197th St	63rd Ave	67th Ave	Multi Use Trail
32	67th Ave	197th St	197th St	New Intersection Crossing
33	Cemetery Trail	Cemetery Rd	197th St	Multi Use Trail
34	Cemetery Trail	Cemetery Rd	Cemetery Property	Multi Use Trail
35	67th Ave	169th St	169th St	Crossing with HAWK or New Intersection (3-way Stop)
36	67th Ave	188th St	188th St	New Intersection Crossing
37	Tveit Rd	Stillaguamish Ave	City Limits	Multi Use Trail
38	Cemetery Road	67th Ave	City Limits	Sidewalks
39	SR 531	59th Ave	59th Ave	New Intersection Crossing
40	SR 531	Airport Blvd	Airport Blvd	New Intersection Crossing
41	SR 531	43rd Ave	43rd Ave NE	New Intersection Crossing

42	SR 531	63rd Ave	63rd Ave	New Intersection Crossing
43	59th Ave	SR 531	188th St	Sidewalks
44	204th St	74th Ave	74th Ave	New Intersection Crossing
45	204th St	77th Ave	Olympic Pl	New Intersection Crossing
46	204th St	71st Ave	71st Ave	New Intersection Crossing
47	Portage Creek Trail	Hwy 9	Centennial Trail	Multi Use Trail
48	Hwy 9	Portage Creek Trail	Portage Creek Trail	Crossing with HAWK
49	Portage Creek Trail	Hwy 9	Olympic Pl	Multi Use Trail
50	207th St	Kent Prairie	Kent Prairie	Crossing with RRFB
51	E Gilman Ave	West Ave	N Alcazar Ave	Multi Use Trail
52	81st Dr NE	Existing	Highland	Sidewalks
53	Arlington Valley Road	67th Ave	204th St	Multi Use Trail
54	Eaglefield Dr	Pioneer	Champions Dr	Crossing with RRFB
55	5th St	Alcazar	Alcazar	Crossing with RRFB
56	3rd St	Stillaguamish Ave	Stillaguamish Ave	Crossing with RRFB
57	Dike Rd	Wetland Trail	59th Ave	Multi Use Trail
58	59th Ave	Dike Rd	208th St	Multi Use Trail
59	169th St	67th Ave	51st Ave	Multi Use Trail
60	63rd Ave	169th St	SR 531	Multi Use Trail
61	Olympic Ave	2nd St	2nd St	New Intersection Crossing
62	59th Ave	Boys and Girls Club	Boys and Girls Club	Crossing with RRFB
63	Highland Drive	Hwy 9	Stillaguamish Ave	Sidewalks
64	Burke Ave	Centennial Trail	Centennial Trail	Crossing with HAWK
65	Burke Ave	High St	High St	Crossing with HAWK

City of Arlington Pedestrian Improvement Plan

Legend

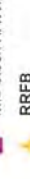


Schools

Proposed Changes



Intersection Improvements



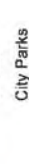
Mid-block HAWK



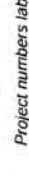
RRFB



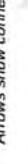
Multi-use trail



New Sidewalks



Existing Sidewalks



Existing Trails



Streets



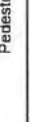
City Parks



City Limits



Project numbers labelled with callouts



Arrows show connections to County trails

Draft



Scale:

1 in = 2,250 feet

Date:

10/10/2018

File:

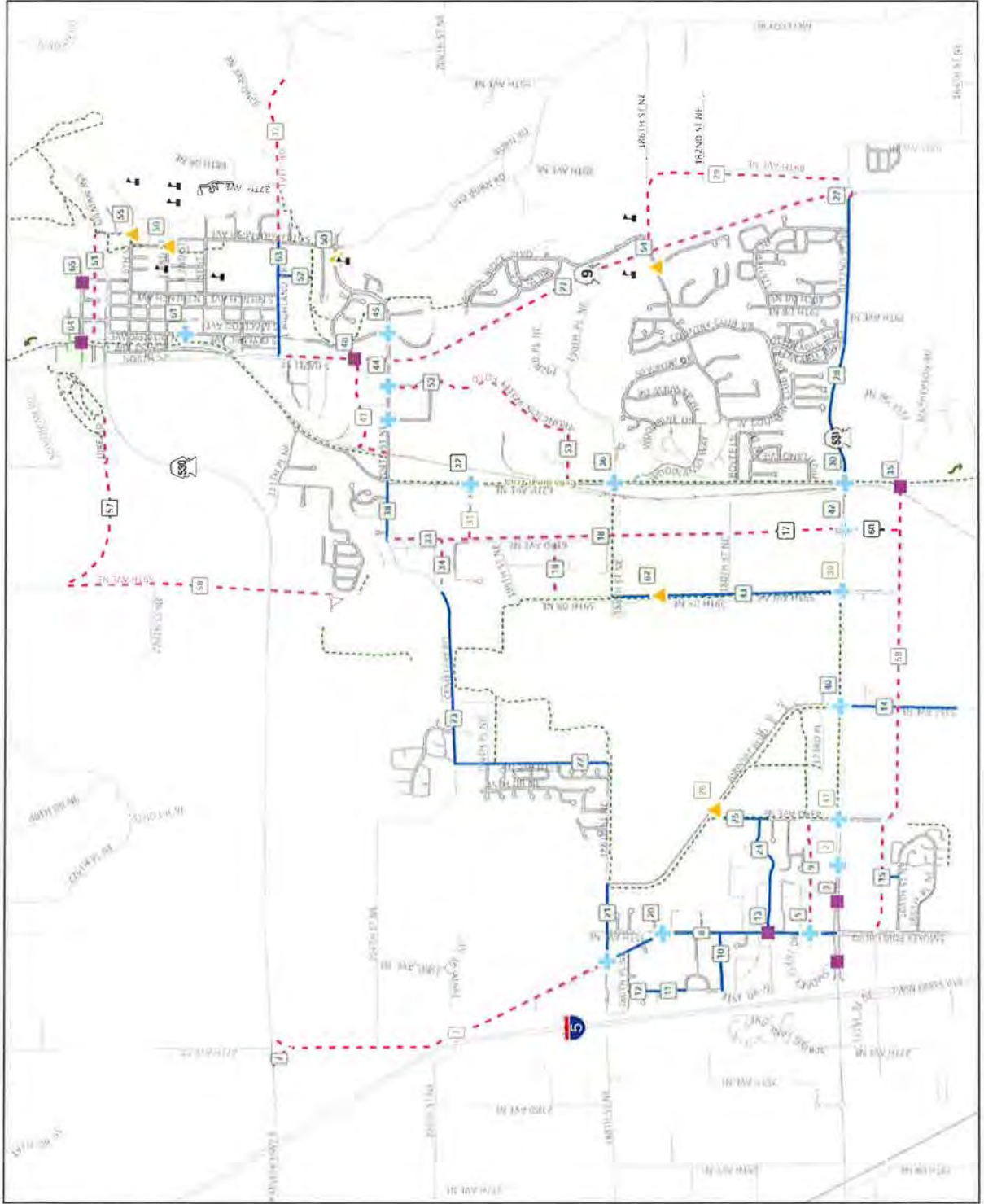
PedestrianPlan_11x17_18

Cartographer:

kth



Notes and GIS data are published AS-IS without any warranty of accuracy or completeness. The City of Arlington is not responsible for any errors or omissions in this plan. The City of Arlington is not responsible for any damages or losses resulting from the use of this plan. The City of Arlington is not responsible for any damages or losses resulting from the use of this plan.





City of Arlington Transit Expansion Plan



October 2018

Prepared in conjunction with:



The City of Arlington Transit Expansion Plan (TEP) includes goals to improve transit coverage within the City. The City of Arlington as part of their Complete Streets Plan has taken a deeper look at the existing transit system and needed improvements for connectivity and coverage. This plan will be used in conjunction with Community Transit in order to work towards common goals. It is included as a part of the Complete Streets Plan, and is anticipated to be included into the Comprehensive Plan in the future.

Existing System Overview

Existing transit service is centered on the Smokey Point Transit Center, a hub for transportation south to the greater Seattle area. Existing bus routes serve the downtown neighborhoods and businesses with connections to Darrington and Stanwood. Commuter service to Boeing is provided from the downtown park and ride twice in the morning and twice in the evening. Service to the Everett Transit Center is currently available about every fifteen minutes.

First Mile/Last Mile

In an effort to bridge the gap between existing service and the riders' final destination, the city has created a Pedestrian Improvement Plan and Bike Improvement Plan to provide safe and convenient pathways to neighborhoods, businesses, and employment areas.

Limited Service

After reviewing the existing system a large area of the City, shown on the map below, does not currently have bus service. This area includes a large area of single family residences, Arlington High School, Weston High School, the Arlington Food Bank, the Boys and Girls Club, including the sports field complex, and several City parks. This area of the city will also be the center of significant growth in the coming years, including multifamily residential developments and industrial business growth. An additional limiting factor to transit ridership is the lack of parking at the Smokey Point Transit Center. Increasing service will reduce the need for parking and increase potential ridership.

Connectivity

The City of Arlington is partially defined by the airport situated at the center of the City. The airport community, also serves as a partial barrier to connectivity between the Smokey Point Neighborhoods and businesses and neighborhoods that surround the historic downtown business district. Another priority to connectivity for the City is providing safe direct routes to the Transit Center is Smokey Point. By ensuring this is accessible, the city is able to widen connectivity to the greater Seattle area. In order to create connectivity throughout the City, several routes have been identified as vital for transit improvements. Proposed improvements on SR531 (172nd Street NE) in conjunction with a combination of trail improvements and sidewalks along Cemetery Road and 188th St. NE would go a long way towards connectivity. Other areas identified as critical to city wide connectivity include Smokey Point Blvd., 204th St NE, and Highway 9.



Transit Expansion Plan (TEP)

The City has created a draft transit expansion plan to increase service to areas currently underserved, and increase ridership. The City of Arlington will work with Community Transit to identify needed routes and stops, and evaluate ridership needs. Refer to the attached TEP.

City of Arlington

Transit Improvement Plan

Legend

- Schools
- Community Transit Bus Stop
- 201 202 to Everett Station (Every 15 min)
- 240 to Stanwood (Hourly)
- 220 Arlington Local Route (Hourly)
- 230 to Darrington (1 AM/PM)
- 227 to Boeing (2X AM/PM)
- 209 to Everett (30 min)
- Existing Sidewalks
- Existing Trails
- Streets
- City Parks
- City Limits



Arrows show connections to County trails

Community Transit GIS data provided via FTP October 2018

Scale:

1 in = 2,481 feet

Date:

10/22/2018

File:

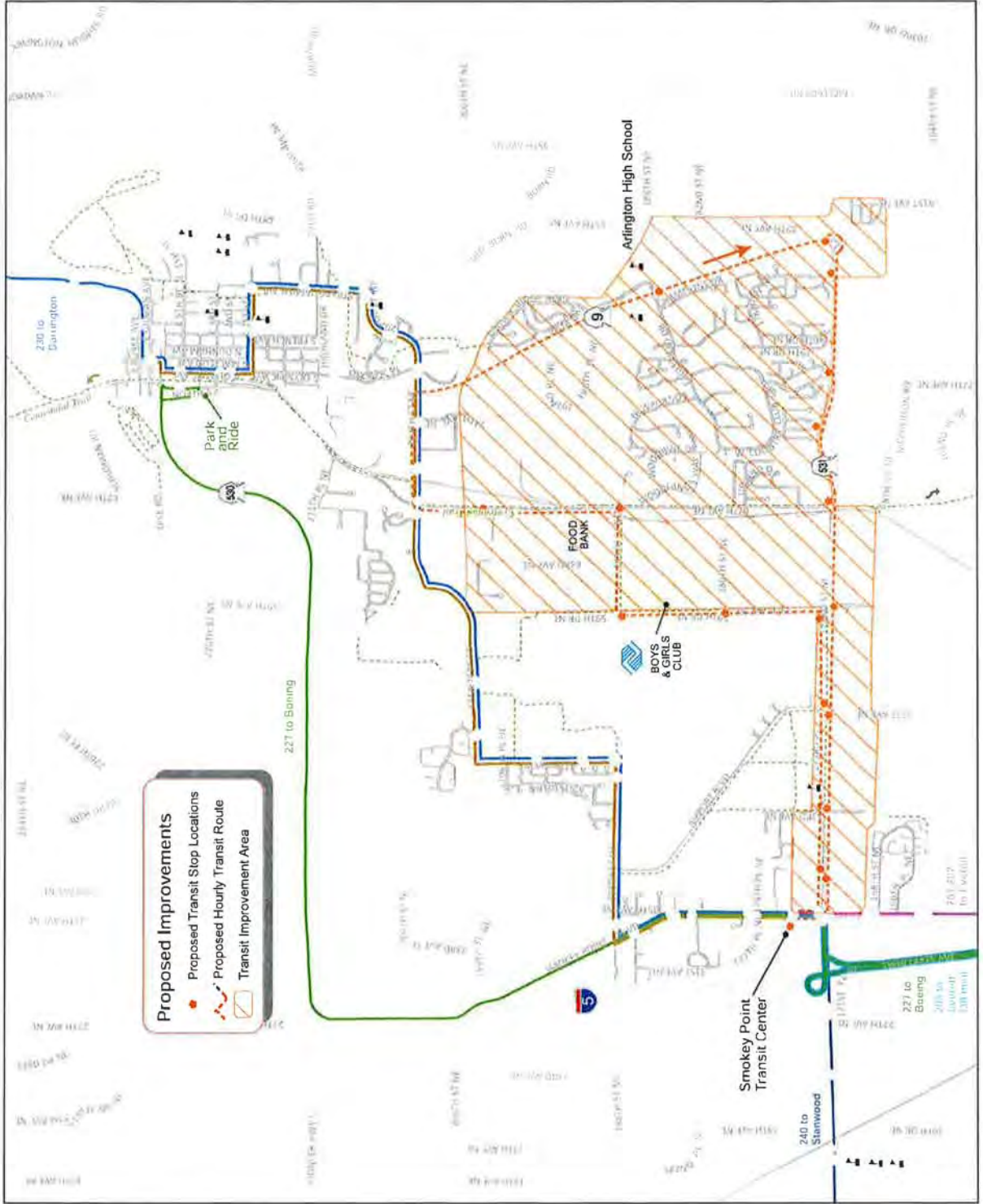
TransitPlan_11x17_18

Cartographer:

kdh/krc



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City of Arlington Median Design Guide



November 2018

Prepared in conjunction with:



Introduction

The City of Arlington Median Design Guide is intended for staff, homeowners, and developers for work in the street right of way in order to increase consistency and understanding of acceptable standards in street landscaping. To create a cohesive attractive look to the City of Arlington for the benefit of our residents and those visiting our community.

In the development of this Guide Community and Economic Development worked with the other City departments to create a design guide that incorporated design, style, aesthetics, the environment, maintenance considerations, and safety.

This document provides guidance in the following areas:

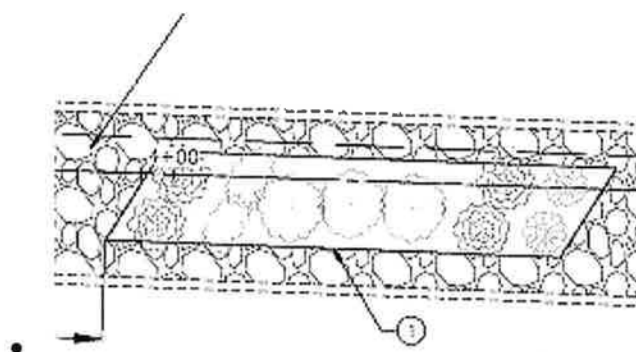
- Design Layout
- Design Criteria
- Standard Colors
- Stamped or Textured Concrete
- Public Art
- Safety and Maintenance Considerations

This document is a collaboration with Community and Economic Development, Maintenance and Operations, Public Works, and City Council. The development of this standards manual will help to increase consistency and understanding of acceptable standards in median design. This process also facilitated greater communication and buy-in from the representative departments. Use of this design guide will inform developers, decision makers, designers, and citizens and help to create a consistent look for Arlington.

Design Layout

The standard layout for medians is described below. Each median should include curb adjacent to an 18" wide decorative concrete border to provide a buffer between traffic and the planting areas. Vegetated landscaping areas will utilize, as much as practical the following standard design shape;

- Parallelogram with interior acute angle of 60 degrees
- Acute angle is measured from direction of adjacent traffic flow
- Length of 25 feet
- Spacing of 15 feet



Design Criteria

The landscaping should be planned as an integral component of the project. Landscaping should be designed in keeping with the character of the street/neighborhood and its environment, providing for aesthetics, storm water drainage, noise abatement, and erosion control. The landscaping needs to be arranged to permit a sufficiently wide, clear and safe pedestrian walkway, considering individuals with disabilities, bicyclists, and pedestrians. The areas should also be developed to serve traveling motorists with considerations to ensure sight distances and clearance to obstructions. Projects should demonstrate that future maintenance activities have been considered in the design.

- Landscape designs must coordinate with placement of all site utility elements.
- Plant material to be a mixture of drought tolerant deciduous and evergreen trees, shrubs, and ground cover
- Large maturing trees may not be planted in conflict with overhead distribution or transmission lines
- Adjust planting locations to maintain a planting distance of 15 feet from all underground utilities
- Sidewalks to be setback from curb a minimum of 5 feet for tree and shrub installations
- Planting distances for trees are dependent upon species
- Street median islands 4 feet or less in width to be decorative hardscape
- No plant material within 10 feet of the end of street median islands
- No multi-trunk or low-breaking trunk trees to be planted in area less than 10 feet in width and/or at the end of the street median island
- No shrubs with a mature height of 3 feet to be installed on street median islands or within 10 feet of curb on ROW.
- Trees shall be per Arlington approved tree list, or approved equal
- Use of grass is discouraged
- Design and materials shall be per Arlington design standards
- Standard colors, decorative concrete, shall be utilized
- Root barrier shall be placed to a depth of 18" around all trees
- Installation of public art is encouraged

Standard Colors

The median design should incorporate the use of stamped colored concrete per the design layout. In order to provide for city wide consistency, while allowing artistic design, the City has outlined five colors to be utilized in colored concrete. The designer may utilize, one or several of the colors in their design. Note that the Safety Yellow is intended as an accent color and shall not be used as a main color or in a way that could cause driver confusion or a hazard.



The palette above was chosen from Solomon Colors, Inc. Designers may propose any brand of integral pigment available that reflects the colors above. To view these colors online visit www.solomoncolors.com.

Stamped or Textured Concrete

The median design should incorporate the use of stamped or textured colored concrete per the design layout. Below are two examples of stamped concrete designs that would be acceptable. Designers are encouraged to propose their own stamped designs for approval. As shown in the design layout, 18 inches of stamped concrete adjacent to the curb on a median is standard for maintenance access and safety. Textured concrete may also be proposed. Designs that reflect the natural style of the northwest are encouraged.

Savannah Stone



European Fan



Public Art

Installation of public art shall be encouraged. The Public Art Committee shall approve all public art installations. Location shall be approved by the City of Arlington.



Safety and Maintenance Consideration

Street Landscape is planned, designed and installed to provide a community with a safe and aesthetic transportation corridor. While the benefits of a maturing landscape are well-known and appreciated, future maintenance provisions and costs are often not considered with the same importance. The City of Arlington Maintenance and Operations Department is often the responsible party for the maintenance of these landscaped areas which include center medians and right of way plantings. Maintenance of these areas is an evolving process that should be planned as an integral component of the landscaping project.



City of Arlington Street Lighting Guide



November 2018

Prepared in conjunction with:



Introduction

All public streets, sidewalks, and other common areas or facilities shall be sufficiently illuminated to ensure the security of property and the safety of persons using such streets, sidewalks, and other common areas or facilities.

The City currently uses four types of street lights:

1. Standard street lights maintained by Snohomish County PUD
2. Street lights maintained by the City of Arlington
3. Pedestrian lights maintained by the City of Arlington
4. Street lights maintained by WSDOT

All roads, driveways, sidewalk, parking lots, entrances, exits and other common areas and facilities in commercial/industrial and multifamily developments shall be sufficiently illuminated to ensure the security of property and the safety of persons using such areas and facilities.

Street lighting systems shall conform to AMC 20.60.400 and the Engineering Standards, Chapter 2-8, and PUD Standards. All street lighting shall consist of LED fixtures unless approved by the City Engineer. Street light locations must be shown in site/civil plans and be energized with underground conduit to the maximum extent feasible. The City may require the Developer to add, reduce, or relocate street lights at Developer's expense.

Maintenance of the completed lighting system in City Right of Way is provided by PUD and paid for by the City. Maintenance of private lighting systems shall be the responsibility of the property owner.

Illumination shall be required on all new roadways. Widening of roadways will require maintaining the existing illumination or designing to current standards, if existing illumination cannot be maintained due to the ultimate roadway width. New roadway lighting shall meet the minimum illumination requirements as prescribed in Table 2-5, as measured in foot-candles (fc). The City Engineer may require a Photometric analysis be completed to demonstrate required illumination levels are met.

Table 2-5 Minimum Roadway Illumination

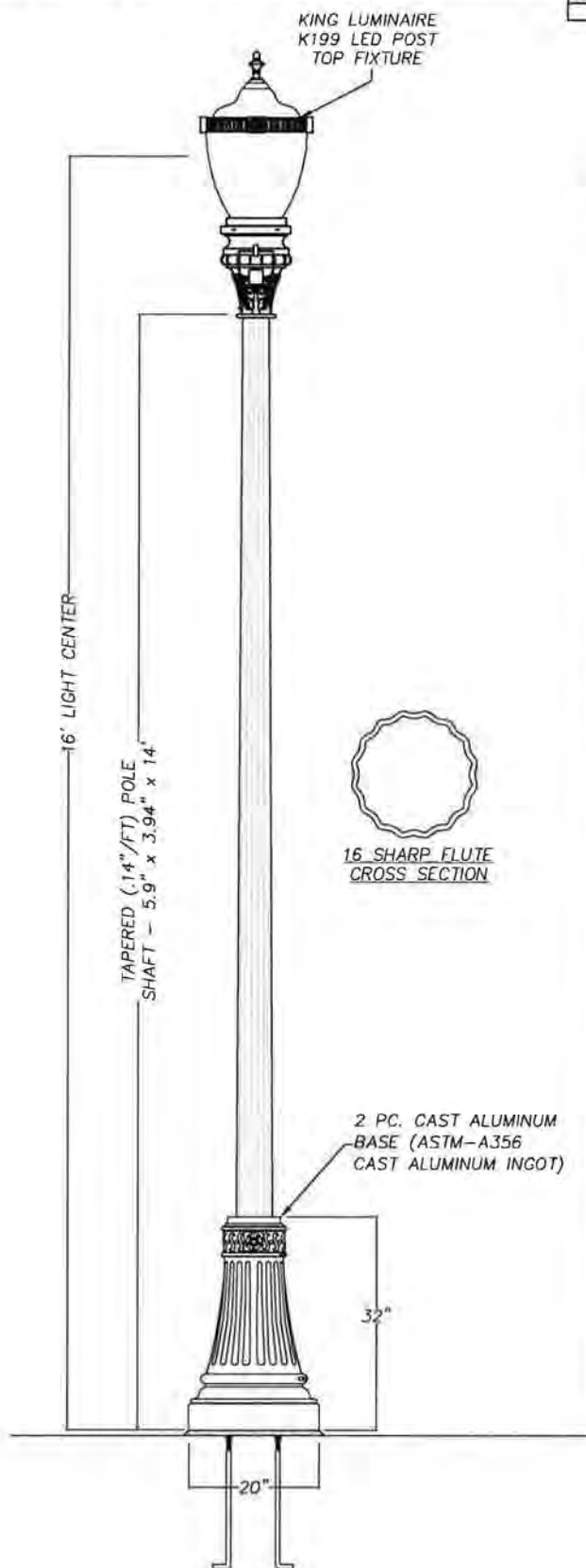
Roadway Classification	Area Classification		
	Commercial	Industrial	Residential
Arterial	2.0 fc	2.0 fc	1.0 fc
Collector	1.2 fc	0.9 fc	0.6 fc
Residential/Local	0.9 fc	0.6 fc	0.6 fc

The following roadway lighting luminaire fixtures and poles, or approved equals as determined by the City Engineer, are required on City corridors:

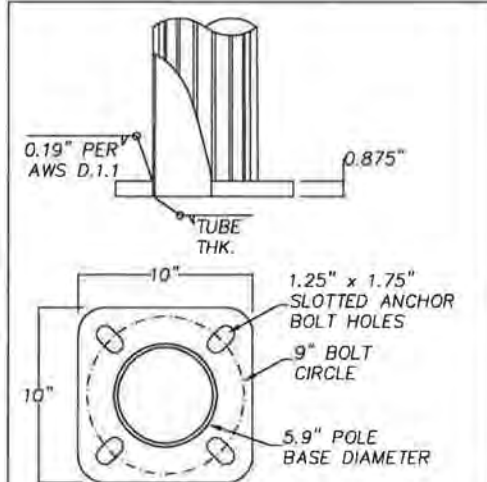
1. LeoTek GreenCobra LED Street Light
 - a. Color Temperature: 3000K
 - b. Approved Dark Sky Friendly Fixture
2. 1254 Industries Huntington Series tapered decorative pole

The following pedestrian or trail lighting luminaire fixtures, and poles or approved equals as determined by the City Engineer, are required on designated City trails:

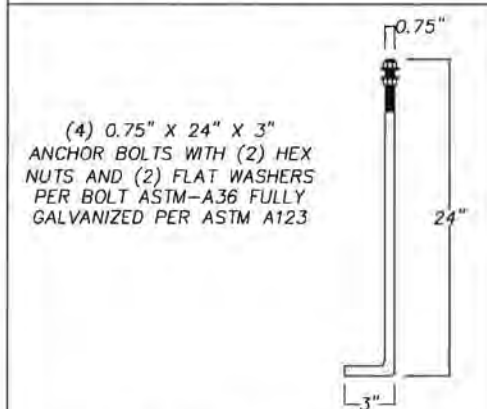
1. K199 California - LED Acorn
 - a. Color Temperature: 3000K
 - b. BUG Rating: B2U3G2
2. 1254 Industries Huntington Series tapered decorative pole



CAT. #: 12-BCHUN2032/590A140/K199-LED



DETAIL 2 - BASE PLATE



DETAIL 3 - ANCHOR BOLT

* ALL COMPONENTS POWDER COATED TO MATCH EXISTING

FINISHING SPECIFICATIONS



K199 CALIFORNIA - LED ACORN



THE K199 CALIFORNIA LED ACORN WAS DESIGNED BY THE KING LED TECHNOLOGY TEAM IN NORTH AMERICA. IT IS A HIGH-POWER LED LUMINAIRE THAT IS AVAILABLE IN A VARIETY OF COLORS AND FINISHES. IT IS A MODULAR DESIGN THAT IS EASY TO INSTALL AND MAINTAIN. IT IS A SELF-CONTAINED UNIT THAT IS EASY TO REMOVE FROM THE GLOBE ASSEMBLY.

PROJECT: _____

PREPARED BY: _____

DATE: _____

PRODUCT SPECIFICATIONS

LED ENGINE

Light engine shall be an array of 36, 42, 54 or 63 solid state Cree X-Series high power LEDs (light emitting diodes) mounted to a multi-sided, vertical heat sink of highly conductive aluminum. The LED emitters are mounted to removable circuit boards such that they are in full thermal contact with the vertical heat sink. The vertical heat sink is open at the bottom and vented at the top to provide appropriate dynamic airflow cooling for the LED array. The emitters are arranged in various patterns on each face of the vertical heat sink to provide the required light distribution.

OPTICS

The LED arrays include optical baffles constructed of optical grade ABS plastic with a vacuum metallized reflective surface or clear acrylic precision refractors over each diode. Both optical options are designed to efficiently control light distribution in IESNA Type IV & V for the B3 and Type III & V for the R1.

LUMINAIRE CONSTRUCTION

All K199 California cast components shall consist of a heavy grade A319 cast aluminum. The main body, or capital, acts as an enclosure for the driver assembly and is of adequate thickness to give sufficient structural rigidity. The capital shall have an opening at the base tenon body to allow the luminaire to be mounted to a tenon of 3-1/2" maximum diameter. The luminaire shall be locked in place by means of heavy duty, stainless steel set-screws.

GLOBE ASSEMBLY

The protective globe shall be molded of either: rippled polycarbonate Miles Makrolon GP/OP Thermoplastic Polymer, or equivalent, or rippled acrylic Acrylite Plus Acrylic Polymer, or equivalent, having a minimum thickness of 0.125".

The globe assembly is a self-contained unit consisting of the globe, rugged cast locking ring, and the LED light engine and optical control. The LED light engine is of a modular design, and is able to be

quickly removed from the globe assembly. The globe assembly is secured to the main housing by means of a spring-tensioned, twist-locking Rotolock™ unit to allow tool-less removal of the globe, while maintaining a secure seal between the globe assembly and the main body of the luminaire, making the K199 California suitable for an outdoor environment.

High performance protection against water or dust particle ingress is available by means of a non-porous, closed-cell silicon rubber o-ring gasket which is highly efficient in sealing against particle ingress over a wide temperature range (-40°F to 310°F).

DRIVER

The LED universal dimmable driver will be class 2 and capable of 120 - 277V or 347 - 480V input voltage, greater than 0.9 power factor, less than 20% total harmonic distortion and features an ambient temperature range of -35°C up to 65°C. Each LED system comes with a standard surge protection designed to withstand up to 20kV/10kA of transient line surge as per IEEE C62.41.2 C High. An in-line ferrite choke is utilized to provide protection against EFT's. The driver assembly will be mounted on a heavy duty fabricated galvanized steel bracket to allow complete tool-less maintenance.

PHOTOMETRICS

Fixtures are tested to IESNA LM79 specifications. These reports are available upon request.

CHROMATICITY

High output LEDs come standard at 3000 & 4000K (+/- 300K) with a minimum nominal 70 CRI. Additional CCT emitters are available upon request.

LUMEN MAINTENANCE

Reported (TM21) and Calculated (L70) reports are available upon request with a minimum calculated value of 100,000 hrs.

WIRING

All internal wiring and connections shall be completed so that

it will be necessary only to attach the incoming supply connectors to Mate-N-Lok connectors or to a terminal block. Mate-N-Lok shall be certified for 600V operation. Internal wire connectors shall be crimp connector only and rated at 1000V and 150°C. All wiring to be CSA certified and/or UL listed, type SFF-2, SEWF-2, or SEW-2 No. 14 gauge, 150°C, 600V, and color coded for the required voltage.

THERMALS

Fixtures tested by a DOE sanctioned test facility to determine the maximum in-situ solder-point or junction-point temperatures of the LED emitters. This report is available upon request.

FINISH

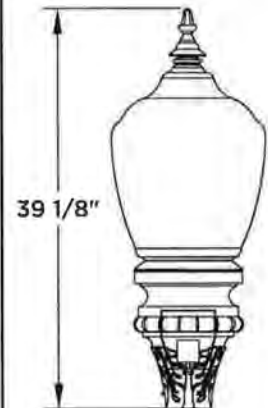
Housing is finished with a 13 step KingCoat™ SuperDurable polyester TGIC powder coat. Standard colors include strobe white, brown metal, marina blue, gate gray, Chicago bronze, standard gold, standard black, federal green and rain forest. Please see our website for a complete list of colors. RAL and custom color matches are available.

MISCELLANEOUS

All exterior hardware and fasteners, wholly or partly exposed, shall be stainless steel alloy. All internal fasteners are stainless steel or zinc coated steel. All remaining internal hardware is stainless steel, aluminum alloy, or zinc coated steel.

WARRANTY

The K199 California LED luminaire comes with a 7 year limited warranty.



CERTIFICATION:

CSA US Listed
Suitable for wet locations
ISO 9001
IP66
ARRA Compliant
LM79 / LM80 Compliant

DRIVER INFO:

>0.9 Power Factor
<20% Total Harmonic Distortion
120 - 277V & 347 - 480V
-35°C Min. Case Temperature
65°C Max. Case Temperature
Surge Protection: ANSI C136.2
extreme level 20kV/10kA

EPA:

1.55 sq. ft.

FIXTURE WEIGHT:

36 lb.



POWER & LUMENS

K199 CALIFORNIA - LED ACORN



Test Voltage: 120V
Nominal Color Temperature: 3000K & 4000K
1036 Engine Series: 36 Emitters (40 ~ 75W)
1054 Engine Series: 54 Emitters (100W)
LED Engine + Driver Rated Life = 100,000 hrs²

To learn more about the B3 Optic, please see the B3 Optic Information Sheet

Photometric Test Report Number	Decorative Option	Color Temperature	IES Distribution	Nominal Watts	Engine Series	Delivered Lumens ¹	Efficacy (lm/W) ¹	mA @ Emitter	Driver Output Current	BUG Rating	HID Equivalent ⁴
100NB3AR404030	Open	3000	Type IV	40	1036	2376	58.5	333	2000	1-3-2	50-70
100NB3AR404040	Open	4000	Type IV	40	1036	3116	76.2	333	2000	1-3-2	50-70
100NB3AR504030	Open	3000	Type V	40	1036	2324	57.2	333	2000	2-3-2	50-70
100NB3AR504040	Open	4000	Type V	40	1036	2897	70	333	2000	2-3-2	50-70
100SB3AR404030	SST	3000	Type IV	40	1036	2176	54.1	333	2000	1-3-2	50-70
100SB3AR404040	SST	4000	Type IV	40	1036	2890	71.4	333	2000	1-3-2	50-70
100SB3AR504030	SST	3000	Type V	40	1036	2328	56.9	333	2000	2-3-2	50-70
100SB3AR504040	SST	4000	Type V	40	1036	2816	70.2	333	2000	2-3-2	50-70
100WB3AR504030	SST/Struts	3000	Type V	40	1036	2218	54.8	333	2000	2-3-2	50-70
In Testing	SST/Struts	4000	Type V	40	1036	N/A	N/A	333	2000	N/A	50-70
In Testing	SST/Struts	3000	Type IV	40	1036	N/A	N/A	333	2000	N/A	50-70
100WB3AR404040	SST/Struts	4000	Type IV	40	1036	2637	65.3	333	2000	1-3-2	50-70
100NB3AR406030	Open	3000	Type IV	60	1036	3318	54.2	500	3000	1-3-3	70-100
100NB3AR406040	Open	4000	Type IV	60	1036	4378	71.2	500	3000	1-3-3	70-100
100NB3AR506030	Open	3000	Type V	60	1036	3286	53.4	500	3000	2-3-2	70-100
100NB3AR506040	Open	4000	Type V	60	1036	4078	65.1	500	3000	2-3-2	70-100
100SB3AR406030	SST	3000	Type IV	60	1036	3064	50.2	500	3000	1-3-3	70-100
100SB3AR406040	SST	4000	Type IV	60	1036	4093	66.6	500	3000	1-3-3	70-100
100SB3AR506030	SST	3000	Type V	60	1036	3278	53.3	500	3000	2-2-2	70-100
100SB3AR506040	SST	4000	Type V	60	1036	4022	65.5	500	3000	2-3-2	70-100
100WB3AR506030	SST/Struts	3000	Type V	60	1036	3121	51.2	500	3000	2-3-2	70-100
In Testing	SST/Struts	4000	Type V	60	1036	N/A	N/A	500	3000	N/A	70-100
In Testing	SST/Struts	3000	Type IV	60	1036	N/A	N/A	500	3000	N/A	70-100
100WB3AR604040	SST/Struts	4000	Type IV	60	1036	3738	61.1	500	3000	1-3-3	70-100
100NB3AR407530	Open	3000	Type IV	75	1036	3833	50.9	667	4000	1-3-3	100-150
100NB3AR407540	Open	4000	Type IV	75	1036	5105	67.3	667	4000	1-3-3	100-150
100NB3AR507530	Open	3000	Type V	75	1036	3837	50.5	667	4000	2-3-2	100-150
100NB3AR507540	Open	4000	Type V	75	1036	4740	61.9	667	4000	3-3-2	100-150
In Testing	SST	3000	Type IV	75	1036	N/A	N/A	667	4000	N/A	100-150
100SB3AR407540	SST	4000	Type IV	75	1036	4796	63.3	667	4000	1-3-3	100-150
100SB3AR507530	SST	3000	Type V	75	1036	3802	50.1	667	4000	2-3-2	100-150
100SB3AR507540	SST	4000	Type V	75	1036	4746	62.6	667	4000	3-3-3	100-150
100WB3AR507530	SST/Struts	3000	Type V	75	1036	3624	48.3	667	4000	2-3-2	100-150
In Testing	SST/Struts	4000	Type V	75	1036	N/A	N/A	667	4000	N/A	100-150
In Testing	SST/Struts	3000	Type IV	75	1036	N/A	N/A	667	4000	N/A	100-150
100WB3AR407540	SST/Struts	4000	Type IV	75	1036	4391	58	667	4000	1-3-3	100-150
100NB3AR410030	Open	3000	Type IV	100	1054	5003	48.8	533	4800	1-3-3	150-200
100NB3AR410040H	Open	4000	Type IV	100	1054	8729	97	533	4800	1-3-4	150-200
In Testing	Open	3000	Type V	100	1054	N/A	N/A	533	4800	N/A	150-200
100NB3AR510040	Open	4000	Type V	100	1054	5936	57.5	533	4800	3-3-3	150-200
100SB3AR410030	SST	3000	Type IV	100	1054	4646	45.3	533	4800	1-3-3	150-200
100SB3AR410040	SST	4000	Type IV	100	1054	5904	57.1	533	4800	1-3-3	150-200
In Testing	SST	3000	Type V	100	1054	N/A	N/A	533	4800	N/A	150-200
100SB3AR510040	SST	4000	Type V	100	1054	6482	57.4	533	4800	3-3-3	150-200
100WB3AR410030	SST/Struts	3000	Type IV	100	1054	4224	41	533	4800	1-3-3	150-200
100WB3AR410040	SST/Struts	4000	Type IV	100	1054	5378	51.7	533	4800	1-3-3	150-200
In Testing	SST/Struts	3000	Type V	100	1054	N/A	N/A	533	4800	N/A	150-200
100WB3AR510040	SST/Struts	4000	Type V	100	1054	5344	53.2	533	4800	3-3-3	150-200

B3 = 3rd Generation Baffled Array

SST = Solid Spun Top SST/struts = Solid Spun Top + Rings and Struts Open = No Decorative Option

Color temperature is nominal, please see test report for specific chromaticity information

¹Contact factory for TM21 information/Driver specification

²Due to the continuous advancements in LED technology, luminaire delivered lumen and efficacy is subject to change without notice at the discretion of King Luminaire

⁴Equivalence should always be confirmed by performing a photometric layout, due to the variability of performance requirements and application criteria

POWER & LUMENS

K199 CALIFORNIA - LED ACORN



Test Voltage: 120V
Nominal Color Temperature: 3000K & 4000K
1042 Engine Series: 42 Emitters (40 ~ 75W)
1063 Engine Series: 63 Emitters (100 ~120W)
LED Engine + Driver Rated Life = 100,000 hrs²

To learn more about the R1 Optic, please see the R1 Optic Information Sheet

Photometric Test Report Number	Decorative Option	Color Temperature	IES Distribution	Nominal Watts	Engine Series	Delivered Lumens ¹	Efficacy (LM/W) ²	mA @ Emitter	Driver Output Current	BUG Rating	HID Equivalent ³
100NRIAR304030	Open	3000	Type III	40	1042	3003	76.4	278	1670	1-3-2	50-70
100NRIAR304040	Open	4000	Type III	40	1042	3676	91.2	278	1670	1-4-2	50-70
In Testing	Open	3000	Type V	40	1042	N/A	N/A	278	1670	N/A	50-70
100NRIAR504040	Open	4000	Type V	40	1042	3428	87	278	1670	2-6-2	50-70
100SRIAR304030	SST	3000	Type III	40	1042	2845	67.6	278	1670	1-3-2	50-70
100SRIAR304040	SST	4000	Type III	40	1042	3208	81.2	278	1670	1-3-2	50-70
In Testing	SST	3000	Type V	40	1042	N/A	N/A	278	1670	N/A	50-70
100SRIAR504040	SST	4000	Type V	40	1042	3110	78.3	278	1670	2-3-2	50-70
100WRIAR304030	SST/Struts	3000	Type III	40	1042	2270	57.8	278	1670	1-3-2	50-70
100WRIAR504040	SST/Struts	4000	Type V	40	1042	2630	66.4	278	1670	2-3-2	50-70
100NRIAR306030	Open	3000	Type III	60	1042	3934	72.6	417	2500	1-4-2	70-100
100NRIAR306040	Open	4000	Type III	60	1042	5526	85	417	2500	1-4-3	70-100
In Testing	Open	3000	Type V	60	1042	N/A	N/A	417	2500	N/A	70-100
100NRIAR506040	Open	4000	Type V	60	1042	5208	81.1	417	2500	2-4-2	70-100
100SRIAR306030	SST	3000	Type III	60	1042	3991	62.7	417	2500	1-3-2	70-100
100SRIAR306040	SST	4000	Type III	60	1042	4905	75.6	417	2500	1-2-3	70-100
In Testing	SST	3000	Type V	60	1042	N/A	N/A	417	2500	N/A	70-100
100SRIAR506040	SST	4000	Type V	60	1042	4683	72.8	417	2500	2-3-2	70-100
100WRIAR306030	SST/Struts	3000	Type III	60	1042	3401	53.2	417	2500	1-3-2	70-100
100WRIAR506040	SST/Struts	4000	Type V	60	1042	3978	61.7	417	2500	2-3-2	70-100
100NRIAR307530	Open	3000	Type III	75	1042	5258	66.5	566	3400	1-4-3	100-150
100NRIAR307540H	Open	4000	Type III	75	1042	7596	100	566	3400	2-5-4	100-150
In Testing	Open	3000	Type V	75	1042	N/A	N/A	566	3400	N/A	100-150
100NRIAR507540	Open	4000	Type V	75	1042	6127	77.2	566	3400	3-4-3	100-150
100SRIAR307530	SST	3000	Type III	75	1042	4672	59.3	566	3400	1-3-3	100-150
In Testing	SST	4000	Type III	75	1042	N/A	N/A	566	3400	N/A	100-150
In Testing	SST	4000	Type V	75	1042	N/A	N/A	566	3400	N/A	100-150
100SRIAR507540	SST	4000	Type V	75	1042	5503	69.3	566	3400	3-3-3	100-150
100WRIAR307530	SST/Struts	3000	Type III	75	1042	3981	50.4	566	3400	1-3-3	100-150
100WRIAR507540	SST/Struts	4000	Type V	75	1042	4661	58.6	566	3400	3-3-2	100-150
100NRIAR310030	Open	3000	Type III	100	1063	6887	68.5	444	4000	2-5-3	150-175
100NRIAR310040H	Open	4000	Type III	100	1063	9454	98	444	4000	2-5-4	150-175
In Testing	Open	3000	Type V	100	1063	N/A	N/A	444	4000	N/A	150-175
100NRIAR510040	Open	4000	Type V	100	1063	7861	76.8	444	4000	3-5-3	150-175
100SRIAR310030	SST	3000	Type III	100	1063	6096	60.5	444	4000	2-3-3	150-175
100SRIAR310040	SST	4000	Type III	100	1063	7064	68.8	444	4000	2-3-3	150-175
In Testing	SST	3000	Type V	100	1063	N/A	N/A	444	4000	N/A	150-175
In Testing	SST	4000	Type V	100	1063	N/A	N/A	444	4000	N/A	150-175
In Testing	SST	4000	Type V	100	1063	N/A	N/A	444	4000	N/A	150-175
In Testing	SST/Struts	3000	Type III	100	1063	N/A	N/A	444	4000	N/A	150-175
100WRIAR510040	SST/Struts	4000	Type V	100	1063	6116	60	444	4000	3-3-3	150-175
In Testing	Open	3000	Type III	120	1063	N/A	N/A	555	5000	N/A	150-200
100NRIAR312040H	Open	4000	Type III	120	1063	11101	97	555	5000	3-5-4	150-200
In Testing	Open	3000	Type V	120	1063	N/A	N/A	555	5000	N/A	150-200
In Testing	Open	4000	Type V	120	1063	N/A	N/A	555	5000	N/A	150-200
In Testing	SST	3000	Type III	120	1063	N/A	N/A	555	5000	N/A	150-200
In Testing	SST	4000	Type III	120	1063	N/A	N/A	555	5000	N/A	150-200
In Testing	SST	3000	Type V	120	1063	N/A	N/A	555	5000	N/A	150-200
In Testing	SST	4000	Type V	120	1063	N/A	N/A	555	5000	N/A	150-200
In Testing	SST/Struts	4000	Type III	120	1063	N/A	N/A	555	5000	N/A	150-200
In Testing	SST/Struts	4000	Type V	120	1063	N/A	N/A	555	5000	N/A	150-200

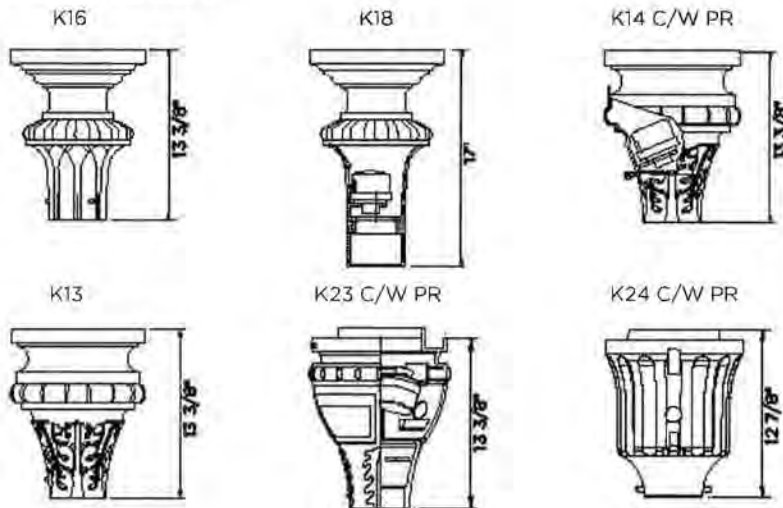
R1 = 1st Generation Refractive Array

SST = Solid Spun Top SST/Struts = Solid Spun Top + Rings and Struts Open = No Decorative Option

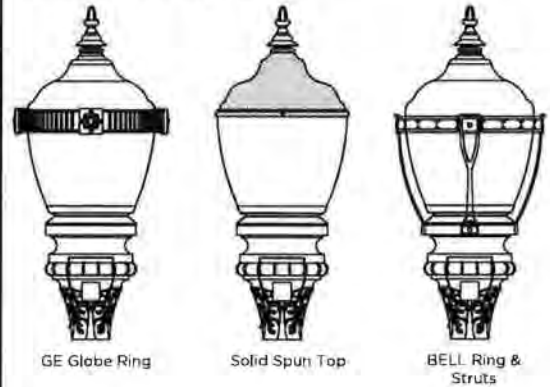
FIXTURE OPTIONS

K199 CALIFORNIA - LED ACORN

Capital Options



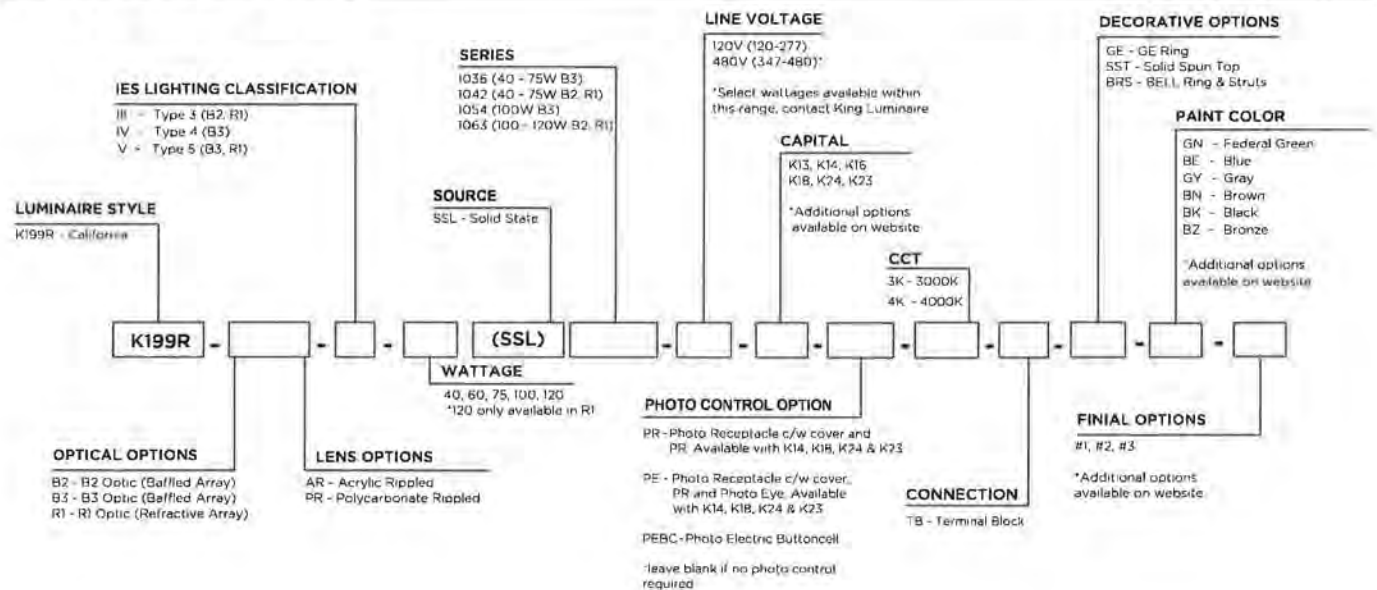
Decorative Options:



Finial Options:



HOW TO ORDER



A Member of The StressCrete Group of Companies
www.stresscretegroup.com

KING LUMINAIRE 1153 State Route 46N Jefferson, OH 44047 Phone: 1.800.268.7809 www.kingluminaire.com

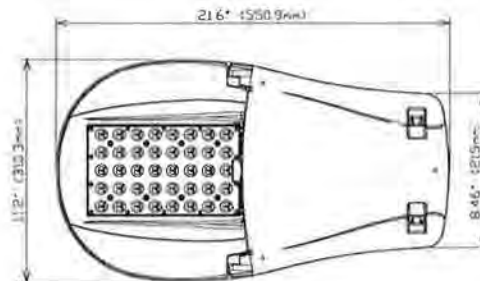
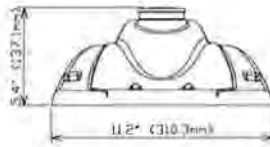
GreenCobra™ Midsize LED Street Light

GCM H-Series Specification Data Sheet

Project
Type
Catalog No.

Luminaire Data

Weight 10 lbs [4.6 kg]
EPA 0.44 ft²



Ordering Information

Sample Catalog No. GCM2 30H MV NW 2R GY 700 PCR7 WL

Product	LED Code	Voltage	Color Temperature	Distribution	Finish ¹	30H Drive Current Code ²	Options
GCM2	30H	MV 120-277V	WW 3000K	2S Type 2 Short	GY Gray	530	FDC ³ Fixed Drive Current
		HV 347-480V	NW 4000K	2R Type 2 Medium	DB Dark	610	FFA ⁴ Full field Adjustability
			CW 5000K	3R Type 3 Medium	Bronze	700	LPCR Less Photocontrol
				4 Type 4	BK Black	850	Receptacle
				5 Type 5		1A	ANSI 7-wire Photo-control Receptacle
GCM2	40H						PCR7 ⁵ Control Ready 7-wire PC Receptacle
							PCR7-CR ⁶ Utility Wattage Label
							WL 4-Bolt Mounting Bracket
							4B Rubber Wildlife Guard
							850 RWG Straight Wire Terminal Block
							SWTB Bubble Level
							BBL

Notes:

- Gray, Black, and Dark Bronze standard. Consult factory for other finishes.
- Specified drive current code is the factory set maximum drive current. Field adjustable current selector enables standard dimming to lower wattage drive currents only. Consult factory if wattage limits require a special drive current.
- Non-field adjustable, fixed drive current. Specify required drive current. Not available with PCR7-CR option.
- The FFA option enables full field adjustability from the specified drive current code to all drive currents available. This option is not DLC qualified.
- Field adjustable current selector included to enable standard dimming to lower wattage drive currents only. Field changeable connectors included to enable connection to PCR7 (wireless node dimming is disabled by default).
- Control-ready wired at factory for wireless node dimming. Supplied at maximum drive current. If a lower drive current is required, consult factory.
- Flush mounted house side shield. Shield cuts light off at 1/2 mounting height behind luminaire.
- Flush mounted cul-de-sac shield. Shield cuts light off at 1/2 mounting height behind luminaire and 1-1/2 mounting height on either side of luminaire.
- Specify Color (GY, DB, BK)
- Specify MV (120-277V) or HV (347V-480V)

Accessories*

HSSGCM ⁷	House Side Shield, Snap-On*
CSSGCM ⁸	Cul-De-Sac Side Shield, Snap-On*
SPB ⁹	Square Pole Horizontal Arm Bracket
RPB ⁹	Round Pole Horizontal Arm Bracket
PTB ⁹	Pole Top Tenon Horizontal Arm Bracket
PTB2 ⁹	Pole Top Tenon Horizontal Arm Bracket (2@180°)
WB ⁹	Wall Horizontal Arm Bracket
BSK	Bird Deterrent Spider Kit
PC ¹⁰	Twist Lock Photocontrol
LLPC ¹⁰	Long-Life Twist Lock Photocontrol
SC	Twist Lock Shorting Cap

*Accessories are ordered separately and not to be included in the catalog number. For factory installed HSS, CSS consult factory.

Luminaire Specifications

Housing

Die cast aluminum housing with universal two-bolt slip fitter mounts to 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter mast arm. One-piece aluminum housing provides passive heat-sinking of the LEDs and has upper surfaces that shed precipitation. Four-bolt mounting bracket is available. Mounting provisions meet 3G vibration per ANSI C136.31-2010 Normal Application, Bridge & Overpass. Mounting has leveling adjustment from $\pm 5^\circ$ in 2.5° steps. Electrical components are accessed without tools via a high-strength, non-conductive polycarbonate door with quick-release latches. Polycarbonate material meets UL 746C for outdoor usage. Available rubber wildlife guard (RWG option) conforms to mast arm with no gaps.

Light Emitting Diodes

High-flux/High-power white LEDs produce a minimum of 90% of initial intensity over 75,000 hours of life based on IES TM-21 (L90 $\geq$ 75k hours). LEDs are tested in accordance with IES LM-80 testing procedures. LEDs have correlated color temperature of 3000K (WW), 4000K (NW), or 5000K (CW) and 70 CRI minimum. LEDs are 100% mercury and lead free.

Field Adjustability

LED drive current can be changed in the field to adjust light output for local conditions (not available with PCR7-CR option). The specified drive current code will be the factory set maximum drive current and field adjustments can only be made to available lower wattage drive currents. Select the FFA option if full field adjustability to all available drive currents (1A max) is desired. The FFA option is not DLC qualified.

Quality Control

Every luminaire is performance tested before and after a 2-hour burn-in period. Assembled in the USA.

Optical Systems

Micro-lens optical systems produce IESNA Type 2, Type 3, Type 4, or Type 5 distributions and are fully sealed to maintain an IP66 rating. Luminaire produces 0% total lumens above 90° (BUG Rating, U=0). Optional house side shield cuts light off at 1/2 mounting height behind luminaire. Cul-de-sac shield provides back and side light control for end of cul-de-sac applications. Both shields are field installable without tools.

Electrical

Rated life of electrical components is 100,000 hours. Uses isolated power supply that is 1-10V dimmable. Power supply is wired with quick-disconnect terminals. Power supply features a minimum power factor of .90 and <20% Total Harmonic Distortion (THD). EMC meets or exceeds FCC CFR Part 15. Terminal block accommodates 6 to 14 gauge wire. Surge protection complies with IEEE/ANSI C62.41 Category C High, 20kV/10kA and ANSI C136.2-2015, 20kV/10kA.

Controls

3-Wire photocontrol receptacle is standard. ANSI C136.41 7-wire (PCR7) photocontrol receptacle is available. All photocontrol receptacles have tool-less rotatable bases. Wireless control module is provided by others.

Finish

Housing receives a durable, fade-resistant polyester powder coat finish with 3.0 mil nominal thickness. Finish tested to withstand 5000 hours in salt spray exposure per ASTM B117. Finish meets scribe creepage rating 8 per ASTM D1654. Finish tested 500 hours in UV exposure per ASTM G154 and meets ASTM D523 gloss retention.

Listings/Ratings/Labels

luminaires are UL listed for use in wet locations in the United States and Canada. DesignLights Consortium™ qualified product. Consult DLC QPL for Standard and Premium Classification Listings. International Dark Sky Association listed. Luminaire is qualified to operate at ambient temperatures of -40°C to 40°C.

Photometry

luminaires photometrics are tested by certified independent testing laboratories in accordance with IES LM-79 testing procedures.

Warranty

10-year limited warranty is standard on luminaire and components.

Vandal Resistance

Housing and optics rated to IK10

Standards

Luminaire complies with:
ANSI: C136.2, C136.3, C136.10, C136.13, C136.15, C136.22, C136.31, C136.35, C136.37, C136.41, C62.41, C78.377, C82.77
Other: FCC 47 CFR, IEC 60598, ROHS II, UL 1449, UL 1598

GreenCobra™ Midsize LED Street Light

GCM H-Series Specification Data Sheet

Performance Data: 3000K (WW)

All data nominal. IES files for all CCTs available at leotek.com.

Product	LED Code	Drive Current Code	System Wattage (W)	Delivered Lumens (Lm) ¹	Efficacy (Lm/W)
GCM2	30H	530	48	5770	120
		610	58	6700	116
		700	68	7620	112
		850	82	8800	107
		1A	101	10480	104
	40H	575	73	8780	120
		700	88	10230	116
		850	107	11960	112
		950	121	13040	108
		1A	135	14080	104

Notes:

¹ Nominal lumens. Normal tolerance $\pm 10\%$ due to factors including distribution type, LED bin variance, and ambient temperatures.

Performance Data: 4000K (NW) and 5000K (CW)

All data nominal. IES files for all CCTs available at leotek.com.

Product	LED Code	Drive Current Code	System Wattage (W)	Delivered Lumens (Lm) ¹	Efficacy (Lm/W)
GCM2	30H	530	48	6330	132
		610	58	7440	128
		700	68	8550	126
		850	82	9830	120
		1A	101	11720	116
	40H	575	73	9590	131
		700	88	11260	128
		850	107	13270	124
		950	121	14390	119
		1A	135	15430	114

Notes:

¹ Nominal lumens. Normal tolerance $\pm 10\%$ due to factors including distribution type, LED bin variance, and ambient temperatures.

GreenCobra™ Midsize LED Street Light

GCM H-Series Specification Data Sheet

BUG Ratings

3000K (WW)

Product	LED Code	Drive Current Code	Type 2S	Type 2R	Type 3R	Type 4	Type 5
			BUG Rating	BUG Rating	BUG Rating	BUG Rating	BUG Rating
GCM2	30H	530	B2 U0 G1	B1 U0 G1	B2 U0 G2	B2 U0 G1	B3 U0 G1
		610	B2 U0 G1	B1 U0 G1	B2 U0 G2	B2 U0 G2	B3 U0 G1
		700	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G1
		850	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		1A	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
	40H	575	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		700	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		850	B2 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B3 U0 G2
		950	B3 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2
		1A	B2 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2

4000K (NW)

Product	LED Code	Drive Current Code	Type 2S	Type 2R	Type 3R	Type 4	Type 5
			BUG Rating	BUG Rating	BUG Rating	BUG Rating	BUG Rating
GCM2	30H	530	B2 U0 G1	B1 U0 G1	B2 U0 G2	B2 U0 G1	B3 U0 G1
		610	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G1
		700	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		850	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		1A	B3 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2	B3 U0 G2
	40H	575	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		700	B2 U0 G2	B2 U0 G2	B3 U0 G3	B2 U0 G2	B3 U0 G2
		850	B3 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2
		950	B3 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2
		1A	B3 U0 G2	B3 U0 G3	B3 U0 G3	B3 U0 G3	B4 U0 G2

5000K (CW)

Product	LED Code	Drive Current Code	Type 2S	Type 2R	Type 3R	Type 4	Type 5
			BUG Rating	BUG Rating	BUG Rating	BUG Rating	BUG Rating
GCM2	30H	530	B2 U0 G1	B1 U0 G1	B2 U0 G2	B2 U0 G1	B3 U0 G1
		610	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G1
		700	B2 U0 G1	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		850	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		1A	B2 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B3 U0 G2
	40H	575	B2 U0 G2	B2 U0 G2	B2 U0 G2	B2 U0 G2	B3 U0 G2
		700	B2 U0 G2	B2 U0 G2	B3 U0 G3	B2 U0 G2	B3 U0 G2
		850	B3 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2
		950	B3 U0 G2	B2 U0 G2	B3 U0 G3	B3 U0 G2	B4 U0 G2
		1A	B3 U0 G2	B3 U0 G3	B3 U0 G3	B3 U0 G3	B4 U0 G2

5A. CHALLENGES AND OPPORTUNITIES FROM ARLINGTON'S POLICIES AND PLANS

Table 1: Challenges and Opportunities from Arlington's Policies and Plans

Planning Opportunities	Planning Challenges
The Comprehensive Plan 2017 Update, the Mixed Use Overlay Development Code, and the 2035 Transportation Plan 2017 Update recommend a Complete Streets Program	The City's Comprehensive Plan 2017 Update and the 2035 Transportation Plan 2017 Update do not connect their prioritized project lists to funding sources or department work plans
The Comprehensive Plan 2017 Update identifies regional support for complete streets planning efforts through the Vision 2040 plan	
The Comprehensive Plan 2017 Update and the 2035 Transportation Plan 2017 Update establish clear goals for the Complete Streets Program	
The 2035 Transportation Plan 2017 Update identifies possible joint planning efforts for the Complete Streets Plan with the recommendation of a new sidewalk plan and prioritization of sidewalk construction by location and land use	
The 2035 Transportation Plan 2017 Update lists 2035 Non-motorized improvement projects for sidewalks, crosswalks, trails, and bicycle lane facilities	
The Mixed Use Overlay Development Code recognizes the importance of multimodal transportation in Arlington	
The Mixed Use Overlay Development Code requires that all public and private vehicular rights-of-way must be complete streets, and be consistent with the City's complete streets policy	
The Mixed Use Overlay Development Code identifies the responsible City department and appeal review body for its approval processes	
The 2035 Transportation Plan 2017 Update identifies the development of the Complete Streets Plan as a policy approach for meeting the 2035 Plan's System Development goal	
The 2017 Arlington and Darrington Revised Community Revitalization Plan identifies regional stakeholders for possible investments in the regional trail system	The 2017 Arlington and Darrington Revised Community Revitalization Plan and the 2015 North Stillaguamish Valley Economic Redevelopment Plan focus on regional trail system economic development opportunities, instead of local, municipality-controlled systems
2015 North Stillaguamish Valley Economic Redevelopment Plan positions investments in the regional transportation systems as levers for growing the local and regional economic vitality and recreational infrastructure, and for improving	Far-reaching investments in the North Stillaguamish Valley's transportation systems will require funding, planning and public engagement coordination from multiple municipalities, and regional, state, and federal agencies

Planning Opportunities
public health conditions and access to community resources
The 2015 North Stillaguamish Valley Economic Redevelopment Plan identifies key actors and general funding needs for implementing some of the recommended transportation-related priorities
The 2018-2023 Six Year Transportation Improvement Plan – Project List includes projects that support multimodal transportation options
The 2018-2023 Six Year Transportation Improvement Plan – Project List identified specific funding sources and levels of funding requirements for projects
Transportation Benefit District’s impact on improved pavement surface benefits transit users
The Transportation Benefit District’s 2016 Work Plan includes the development of a “Crosswalk Comprehensive Plan and Implementation”
The interlocal agreement between the Transportation Benefit District Board and the City, enables the Board to make all transportation improvements in the District consistent with existing state, regional and local transportation plans
The City has already begun investing in a trail system with regional and local connections: 12.2 miles within the UGA, and 57.6 miles in the area (Parks and Recreation Master Plan 2016-2021)
The City has a recently completed inventory of all City and County trails in the UGA and the region, with local site facilities and amenities serving the trails (restrooms, drinking fountain, benches) included
The Parks and Recreation Master Plan 2016-2021 provides the City with a clear list of trail improvement prioritizes and projects
The Median Design Guidelines will standardize the placement of street trees along sidewalks

Planning Challenges
The 2015 North Stillaguamish Valley Economic Redevelopment Plan did not identify the key actors for implementing some of the keystone recommended transportation projects, such as repairing and improving the Whitehorse Trail
The 2018-2023 Six Year Transportation Improvement Plan did not highlight or prioritize projects that would assist the City is attaining its Complete Streets policy goals and visions
Funding from the Transportation Benefit District cannot be used for important mobility and accessibility improvements such as crosswalks and sidewalks
The City’s park and recreation systems are administered by multiple departments, and the parks’ maintenance and operations are managed by a separate third department

5B. COMPLETE STREET BEST PRACTICES AND PEER CITIES

Table 2. Best Practices and Peer Cities

Agency	State	NCSC Score (max of 100)	Document Name	Type	Year	Pop. (2016)
Darrington	WA	80.8	Ordinance NO.717	Ordinance	2016	1,385
Fircrest	WA	43.2	Ordinance NO.1575; and Design Standards and Guidelines for Streetscape Elements	Ordinance	2016	6,780
				Design Guidelines		
SeaTac	WA	N/A	Safe & Complete Streets Plan	Plan	2012	28,873
Bellingham	WA	36.0	Ordinance NO. 2016- 09-032	Ordinance	2016	87,574
Everett	WA	61.6	Ordinance NO.3510-16	Ordinance	2016	109,043
Vancouver	WA	96.8	Ordinance No. M-4203	Policy	2017	174,826
				Ordinance		
Tacoma	WA	49.2	Resolution No. 37916	Policy	2009	211,277
		N/A	Complete Street Guidelines	Design Guidelines		
		N/A	Ordinance No. 28446	Ordinance	2017	
Seattle	WA	56.8	Bridging the Gap	Tax Ordinance	2006	704,352
		52.8	Ordinance No. 122386	Policy	2007	
Richmond	IN	N/A	2015 Bicycle and Pedestrian Master Plan	Plan	2015	35,664
Saint Paul	MN	N/A	Street Design Manual	Design Guidelines	2016	302,398
Pittsfield	MA	88.8	Complete Streets Policy	Order	2017	42,846

Agency	State	NCSC Score (max of 100)	Document Name	Type	Year	Pop. (2016)
Omaha	NE	88.8	Complete Streets Policy	Policy	2015	446,970
		N/A	Complete Streets Design Guidelines	Design Guidelines	Expected 2018	
New Jersey DOT	NJ	80.8	Policy No. 703; and Complete Streets Design Guide	Policy	2009	8,944,000
				Design Guidelines	2017	

WASHINGTON STATE COMMUNITIES

DARRINGTON, WA

The Town of Darrington (2016 population: 1,385) adopted its Complete Streets Policy in 2016 (NCSC score of 80.8). Darrington is regional neighbor to Arlington, and while significantly smaller, the Town has a municipal airport located in the downtown area.

Structure

- The Policy includes some elements of the NCSC's criteria, with sections for vision and purpose, jurisdiction,¹ and implementation.
- The Policy was deemed eligible by the State of Washington's Transportation Improvement Board for the Complete Streets Award in 2017
- The purpose of the Policy is:

[To] encourage the development of a complete street network throughout the community [that] will help to create a more balanced transportation system.²

Implementation Elements

- Integrate Complete Streets principles into street project planning documents, zoning and subdivisions codes, law, procedures, rules, regulation, guidelines, programs, and templates
- Maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure
- Reevaluate the Capital Improvement Projects' prioritization approach
- Provide Complete Streets principles and best practices training for pertinent town staff and decision-makers
- Implement a public access program to promote the multi-modal transportation system's use

¹ The jurisdiction section considers the breadth of the policy's applicability.

² Darrington Complete Streets Policy, Ordinance No. 717. Pg. 1. 08-10-2016.

- Seek out sources of funding and grants to implement the policy

Post-adoption Policy Implementation and Funding

- Inclusion of County and regional trail, bicycling, and mountain biking resources and maps on the City's tourism-focused website³
- Inclusion of trail-focused events on the City's tourism-focused website, including National Trail Day^{4,5}

Links

Darrington 2016 Complete Streets Policy:

www.tib.wa.gov/grants/completestreets/Ordinances/DARRINGTON.pdf

FIRCREST, WA

The City of Fircrest (2016 population: 6,780) adopted its Complete Streets Policy (NCSC score of 43.2) and Design Standards and Guidelines for Streetscape Elements in 2016.

Structure

- The Policy includes elements of the NCSC's criteria, with mentions of the vision and purpose, jurisdiction, exceptions, network, context sensitivity and implementation
- The Policy was deemed eligible by the State of Washington's Transportation Improvement Board for the Complete Streets Award in 2017
- The Policy's adoption was coordinated with the adoption of the Design Standards and Guidelines for Streetscape Elements in the City's code
- The purpose of the Policy is:

[To] develop, maintain, and operate a multimodal transportation system that provides for the safe, efficient and reliable movement of people, goods and services.⁶

Implementation Elements

- Develop and implement Complete Street design standards
- Classify streets and arterials to reflect their desired use, function, and relationship to adjacent land uses
- "Ensure alternative transportation choices are available to underserved areas and provide mobility options for people with special needs including persons with disabilities, the elderly, young and low-income populations."⁷
- Make all street sidewalk and curb ramp areas accessible to all pedestrians
- "Require sidewalk facilities on all new and substantially redeveloped public streets..."⁸
- Identify bicycle, pedestrian, and trail network gaps

³ Destination Darrington. www.destinationdarrington.com/index.php/maps-resources. Accessed 02-21-2018.

⁴ National Trail Day, scheduled for 06-02-2018. www.ffpu.org/get-involved/national-trail-day. Accessed 02-21-2018.

⁵ Destination Darrington. www.destinationdarrington.com/index.php/event. Accessed 02-21-2018.

⁶ Fircrest Complete Streets Policy, Ordinance No. 1575. 06-01-2016.

⁷ Ibid. Pg. 3.

⁸ Ibid. Pg. 4

Post-adoption Policy Implementation and Funding

- Development and adoption of the Design Standards and Guidelines for Streetscape Elements
- Inclusion of a requirement to construct sidewalks along public and private streets in the City Code
- Funding for sidewalk projects in the City's capital program, and supported by TIB grant funding⁹

Links

- Fircrest 2016 Complete Streets Policy: <https://goo.gl/FR2eZi>
- Fircrest 2016 Design Standards and Guidelines for Streetscape Elements: <https://goo.gl/UGBAsB>

SEATAC, WA

The City of SeaTac (2016 population: 28,873) adopted its Safe & Complete Streets Plan in 2012. Like the City of Arlington, the City of SeaTac's economy is centered around an airport and its land use decisions are impacted by the SeaTac Airport's operations. While the city's Plan has not been scored by the NCSC, several elements of the Plan and its implementation steps can be considered when developing Arlington's Plan.

Structure

The Plan is centered around performing a gap analysis for both the pedestrian and bicycle networks, and as such is not organized by NCSC's criteria for policies.

The Plan's development was supported by the City's 2011 Comprehensive Plan

The purpose of the Plan is:

...To ensure that residents, businesses, employees and out-of-town guests have enjoyable and safe experiences utilizing the City's transportation facilities, especially while walking and bicycling in SeaTac's neighborhoods.¹⁰

Implementation Elements

- Integration with the Transportation Plan Update and the 2014 Major Comprehensive Plan update
- Implementation of the Non-Motorized Alternative Facilities Matrix, shown in **Error! Reference source not found.**, for project design processes
- Deploy project evaluation worksheets for pedestrian and bicycle projects

Post-adoption Policy Implementation and Funding

- Policy findings and recommendations from the Plan were integrated into the City's 2015 Transportation Master Plan
- Improvement project recommendations from the Plan were used to define multimodal improvement projects in the City's 2015 Transportation Master Plan

⁹ Fircrest Capital Projects webpage: www.cityoffircrest.net/government/public-works-department/capital-projects/. Accessed: 02-21-2018.

¹⁰ SeaTac Safe and Complete Streets Plan. Pg. 5. 01-24-2012.

Links

- SeaTac 2012 Safe & Complete Streets Plan: www.ci.seatac.wa.us/home/showdocument?id=11382
- SeaTac 2015 Transportation Master Plan: www.ci.seatac.wa.us/home/showdocument?id=11375

NON-MOTORIZED ALTERNATIVE FACILITIES

Functional Classification	Principal Arterials	Minor and Collector Arterials	Local Access Roads (Non-Arterial)	New Private Roads (Non-Arterial)
Land Use Zoning Type				
Single-family	UL-[all sizes], MHP			
	 Sidewalks  Bike Lanes  Cycletracks  Shared-Use Paths	 Sidewalks  Bike Lanes  Cycletracks  Sharrows	 Trails  Paved Shoulder Zone  Sidewalks  Shared Streets  Neighborhood Greenways	 Sidewalks  Shared Streets  Neighborhood Greenways
Multi-family	UM-[all sizes], UH-[all sizes], Townhouse			
	 Sidewalks  Bike Lanes  Cycletracks  Shared-Use Paths	 Sidewalks  Bike Lanes  Cycletracks  Sharrows	 Sidewalks  Shared Streets	 Sidewalks  Shared Streets
Commercial	NB, Q/C/MU, O/C, CB, CB-C, A/C			
	 Sidewalks  Cycletracks  Shared-Use Paths	 Sidewalks  Bike Lanes  Sharrows	 Sidewalks  Shared Streets	 Sidewalks  Shared Streets
Industrial	BP, AVB, AVO, I			
	 Sidewalks  Cycletracks  Shared-Use Paths	 Sidewalks  Bike Lanes  Sharrows	 Sidewalks	 Sidewalks

LEGEND  Sidewalks  Bike Lanes  Cycletracks  Shared-Use Paths  Sharrows  Bike/Ped Facilities

Figure 1. City of SeaTac, "Non-Motorized Alternative Facilities," 2012

BELLINGHAM, WA

The City of Bellingham (2016 population: 87,574) adopted its Complete Streets Policy in 2016 (NCSC score of 36.0). Bellingham International Airport is located approximately 3.5 miles from downtown Bellingham.

Structure

- The Policy includes elements of the NCSC's criteria, including vision and purpose, all users and modes, all projects, exceptions, and network
- The Policy was deemed eligible by the State of Washington's Transportation Improvement Board for the Complete Streets Award, and the City was selected for the 2017 round of award funding¹¹
- The Policy's adoption was supported by the 2006 and 2016 Transportation Chapters of the Bellingham Comprehensive Plan¹²
- The purpose of the Policy is:

To plan, design, operate, and maintain Bellingham's pedestrian, bicycle, transit, freight, and automobile networks to promote safe, convenient, reliable, and equitable access and travel for all transportation modes, user groups, and physical abilities.¹³

Implementation Elements

Routinely incorporate Complete Streets design principles into all new and reconstruction City transportation improvement projects

Post-adoption Policy Implementation and Funding

Produced an annual report on the City's progress in completing its multimodal network, and the City's mode shift goals

Secured \$500,000 in funding for construction of a sidewalk project through the TIB Complete Streets grant program¹⁴

Links

- Bellingham 2016 Complete Streets Policy: goo.gl/e9rtjuy
- Bellingham 2015 Transportation Report on Annual Mobility: www.cob.org/Documents/pw/transportation/2015-tram.pdf
- Bellingham Transportation Planning Website: www.cob.org/services/planning/transportation/Pages/long-range-planning.aspx

EVERETT, WA

The City of Everett (2016 population: 109,043) adopted its Complete Streets Policy in 2016 (NCSC score of 61.6). Everett was awarded a Complete Streets funding grant from the State of Washington's Transportation Improvement Board for \$250,000.¹⁵

¹¹ Bellingham is not eligible for the current round of award funding due to their active award status

¹² Bellingham Complete Streets Policy, Ordinance No. 2016-09-032. Pg. 1. 09-12-2016.

¹³ Ibid Pg. 1-2.

¹⁴ Transportation Improvement Board Dashboard, City of Bellingham-Complete Streets Award: [www.tib.wa.gov/TIBDashboard/modules/ProjectInventory/ProjectDetail.cfm?npid=C-W-156\(001\)-1](http://www.tib.wa.gov/TIBDashboard/modules/ProjectInventory/ProjectDetail.cfm?npid=C-W-156(001)-1). Accessed 02-21-2018.

¹⁵ Transportation Improvement Board Dashboard, City of Everett-Complete Streets Award: [http://www.tib.wa.gov/TIBDashboard/modules/ProjectInventory/ProjectDetail.cfm?npid=C-P-138\(001\)-1](http://www.tib.wa.gov/TIBDashboard/modules/ProjectInventory/ProjectDetail.cfm?npid=C-P-138(001)-1), Accessed 02-21-2018.

Structure

- The Policy includes some elements of the NCSC's criteria, with sections for vision and purpose, jurisdiction,¹⁶ use of best national design practices, exceptions, and implementation guidance
- The Policy was deemed eligible by the State of Washington's Transportation Improvement Board for the Complete Streets Award, and the City was selected for the 2017 round of award funding¹⁷
- The Complete Streets Ordinance superseded the City's Complete Streets Resolution, adopted in 2008¹⁸
- The purpose of the Policy is:

To the maximum extent practical plan, scope, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight, and users of all ages and abilities in its new construction, retrofit or reconstruction projects.¹⁹

Implementation Elements

Incorporate Complete Streets principles into the City's Comprehensive Plan Transportation Element

Include performance standards with the City's Comprehensive Plan Transportation Element; including, "mode split, mode share targets, and facilities built"²⁰

Post-adoption Policy Implementation and Funding

Complete Streets principles were incorporated into the Transportation Element of the 2017 Updated Comprehensive Plan²¹

Performance standard goals and the formation of a bi-annual mobility report card with implementation metrics were included in the Transportation Element of the 2017 Updated Comprehensive Plan²²

Secured \$250,000 in funding for construction of a sidewalk project through the TIB Complete Streets grant program²³

Links

- Everett 2016 Complete Streets Policy: goo.gl/5Dqmqq
- Everett 2017 Complete Streets Grant Agreement: everettwa.gov/documentcenter/view/9458

¹⁶ The jurisdiction section considers the breadth of the policy's applicability.

¹⁷ Everett is not eligible for the current round of award funding due to their active award status

¹⁸ Everett Complete Streets Policy, Ordinance No. 3510-16. Pg. 2. 08-10-2016.

¹⁹ Ibid.

²⁰ Ibid. Pg. 3.

²¹ Everett 2017 Updated Comprehensive Plan Transportation Element: <https://everettwa.gov/DocumentCenter/View/4860>. Accessed 02-21-2018.

²² Ibid.

²³ Transportation Improvement Board Dashboard, City of Everett-Complete Streets Award: [http://www.tib.wa.gov/TIBDashboard/modules/ProjectInventory/ProjectDetail.cfm?npid=C-P-138\(001\)-I](http://www.tib.wa.gov/TIBDashboard/modules/ProjectInventory/ProjectDetail.cfm?npid=C-P-138(001)-I), Accessed 02-21-2018.

VANCOUVER, WA

The City of Vancouver (2016 population: 174,826) adopted its Complete Streets Policy (see figure below) as an Ordinance in 2017 (NCSC score to be released in 2018). Pearson Field, one of the oldest continuously operating airports in the U.S. is located just over 1 mile away from downtown Vancouver.

Structure

The Policy is closely organized according to NCSC criteria, with sections for vision/purpose, context, use of best national design practices, jurisdiction, context sensitivity, exceptions, next steps, and implementation guidance

The Policy's adopted was identified as an action item in the 2016-2021 Strategic Plan²⁴

The purpose of the Policy is:

To provide a safe, accessible street system that benefits all users, ages, and abilities, regardless of how they choose to travel, through the development of this [Policy]²⁵

Implementation Elements

Implement performance metrics, with baselines established within one year of the Policy's adoption, and reported on an annual basis with the results available online

Develop a Complete Streets checklist and a project review process that incorporates both the Community and Economic Development Department, and the Public Works Department

Update the City's design policies, guides and manuals to align with the Complete Street Policy

Hold an annual City Council Complete Streets work session

Regularly update the City's Complete Streets webpage, and coordinate with the City's Bike and Pedestrian Stakeholder Group

Develop and implement a Complete Streets Program, as an element of the City's Comprehensive Plan Implementation

Provide staff training on the Policy and Complete Streets principles within 18 months of the Policy's adoption and provide annual continuing education opportunities for staff and the City's local and regional partner agencies.

Post-adoption Policy Implementation and Funding

Development and regular program updates on the City's Complete Streets webpage

Links

Vancouver 2017 Complete Streets Policy: completestreetsomaha.org/wp-content/uploads/2015/06/Omaha-Complete-Streets-Policy-Document.pdf

Vancouver 2017 Complete Streets Ordinance, No. 703: goo.gl/7qF65b

Vancouver Complete Streets Webpage: www.cityofvancouver.us/ced/page/complete-streets

What's Next Vancouver! Building Our City's Future: 2016-2021 Strategic Plan: goo.gl/P5qTLR

²⁴ What's Next Vancouver! Building Our City's Future: 2016-2021 Strategic Plan.

²⁵ Vancouver Complete Streets Policy. Pg. 1. 05-18-2017.

Complete Streets and Neighborhood Context



One Size Doesn't Fit All

Vancouver neighborhoods offer something for everyone, and that's what makes the city great. Each neighborhood is different, therefore the application of Complete Streets will be unique to the neighborhood.



Built from the Outside In

Complete Streets work best with an outside-in approach. Starting with the neighborhood land use context and network, then narrowing focus towards the street.



Building Access

Pedestrian Realm

Between the Curbs



Focus on Safety, Accessibility, & Aesthetics

It's the three-legged stool of Complete Streets, you can't have one without the others.

Starting at the building, is there a direct and comfortable route to the sidewalk?

Is the pedestrian environment comfortable and accessible, with a buffer for safety?

Are the street and intersections designed to accommodate all modes safely, while maintaining aesthetics?

Figure 2. City of Vancouver, "Complete Streets and Neighborhood Context," 2017

TACOMA, WA

The City of Tacoma (2016 population: 211,277) adopted its first Complete Streets Policy (NCSC score of 49.2) through a resolution in 2009, and its updated policy through an ordinance in 2017 (updated NCSC score to be released in 2018). Tacoma also adopted two separate Complete Streets Guidelines in 2009 for mixed-use centers and residential streets.

Structure

The Policy includes elements of the NCSC's criteria, including vision and purpose, all users and modes, all projects, exceptions, context sensitivity, use of best national design practices, and network.

The Policy was deemed eligible by the State of Washington's Transportation Improvement Board for the Complete Streets Award, and the City was selected for the 2017 round of award funding²⁶

The Policy's adoption was supported by the 2015 Transportation Master Plan, and the 2015 Tacoma 2025 Plan

The purpose of the Policy is:

To provide guiding principles and practices so that transportation improvements are planned, designed, and constructed to encourage walking, bicycling, and transit use while promoting safe operations for all users of the City's transportation network.²⁷

Implementation Elements

Incorporate the Policy into the Comprehensive Plan

Integrate the Policy into the Rights-of-Way Manual, and other guiding documents

Participate in the U.S Department of Transportation's Mayor's Challenge for Safer People, Safer Streets program

Attain the highest level of certification from the Walk Friendly Community and the Bicycle Friendly Community programs

Expand Safe Routes to School programs

Identify and fill pedestrian and bicycle network gaps

The Transportation Master Plan calls for tracking performance standards to evaluate the Complete Streets program

Post-adoption Policy Implementation and Funding

Reviewing an application to add the Complete Street Policy, as part of the Transportation Master Plan, as an amendment to the City's

Comprehensive Plan²⁸

Recognized as a Bronze-level Bicycle Friendly Community by the League of American Bicyclists²⁹

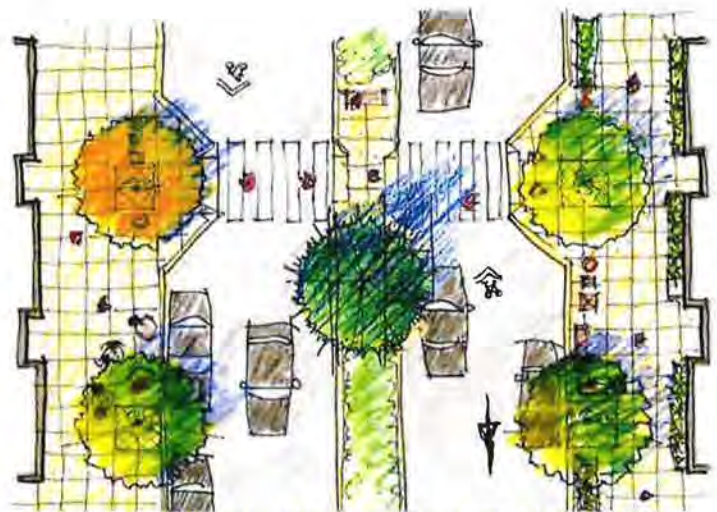
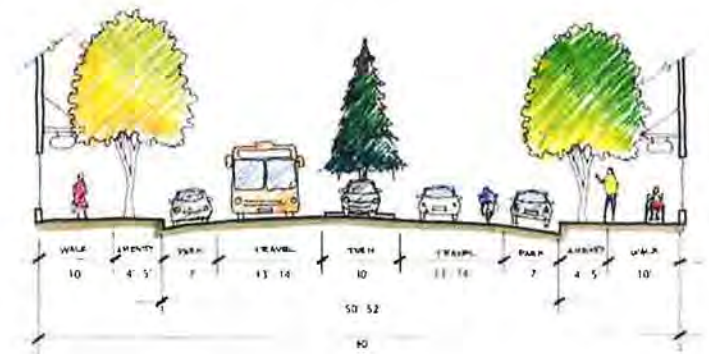


Figure 3. City Tacoma. "Mainstreet Typology: 3 lanes," 2009

²⁶ Tacoma is not eligible for the current round of award funding due to their active award status

²⁷ Tacoma Municipal Code, Chapter 10.29.020: Purpose-Objectives. Pg. 1. 08-08-2017.

²⁸ City of Tacoma, 2017-2018 Amendment: www.cityoftacoma.org/cms/one.aspx?portalId=169&pageId=105237. Accessed 02-22-2018.

²⁹ League of American Bicyclists, Tacoma WA Report Card Fall 2017:

bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2017_ReportCard_Tacoma_WA.pdf. Accessed 02-22-2018.

Expanded the City's Safe Routes to School Program: two local schools were awarded a combined \$769,000 for route improvements³⁰

Secured \$250,000 in funding for construction of a sidewalk project through the TIB Complete Streets grant program³¹

Links

Tacoma 2017 Updated Complete Streets Policy:

www.tib.wa.gov/grants/completestreets/Ordinances/TACOMA.pdf

Tacoma 2009 Mixed-Use Centers Complete Streets Design Guidelines:

cms.cityoftacoma.org/Planning/CompleteStreets/MUC_CS_Final.pdf

Tacoma 2009 Residential Streets Complete Streets Design Guidelines:

cms.cityoftacoma.org/Planning/CompleteStreets/Res_CS_Final.pdf

Tacoma Complete Streets Webpage:

www.cityoftacoma.org/government/city_departments/planning_and_development_services/planning_services/complete_street_design_guidelines_project/

SEATTLE, WA

The City of Seattle (2016 population: 704,352) adopted its first Complete Streets Policy in 2007 (NCSC score of 52.6). Seattle passed a Complete Streets levy ordinance, Bridging the Gap, in 2006 (NCSC score of 56.8).

Structure

The Policy, adopted prior to the establishment of NCSC's criteria, includes sections related to: all users and modes, all projects, exceptions, and context sensitivity

The Policy was deemed eligible by the State of Washington's Transportation Improvement Board for the Complete Streets Award

The Policy's development was supported by the City's passing of the Bridging the Gap property tax levy ordinance in 2006 which provided a dedicated funding source for roadway and transit service improvements

The purpose of the Policy is:

To design, operate and maintain Seattle's streets to promote safe and convenient access and travel for all users – pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle driver....³²

³⁰ City of Tacoma, Safe Routes to School: www.cityoftacoma.org/cms/one.aspx?portalId=169&pageId=112613. Accessed 02-22-2018.

³¹ Transportation Improvement Board Dashboard, City of Tacoma-Complete Streets Award: [www.tib.wa.gov/TIBDashboard/modules/ProjectInventory/ProjectDetail.cfm?npid=C-P-128\(001\)-1](http://www.tib.wa.gov/TIBDashboard/modules/ProjectInventory/ProjectDetail.cfm?npid=C-P-128(001)-1). Accessed 02-22-2018.

³² Everett Complete Streets Policy, Ordinance No. 122386. 04-24-2007.

Implementation Elements

Incorporate Complete Streets principles into the City's Transportation Strategic Plan, the Seattle Transit Plan, the Pedestrian and Bicycle Master Plans, the Intelligent Transportation System Strategic Plan and other planning documents, manuals, regulations and guides

Post-adoption Policy Implementation and Funding

Complete Streets principles were incorporated into multiple planning documents and guides, including the 2015 Move Seattle Plan,³³ and the 2016 Amended Transit Master Plan³⁴

Implemented a Complete Streets Checklist for projects at their initiation, as shown in Figure 6³⁵

The City passed a second, follow-up complete streets levy ordinance, Move Seattle, in 2015 that provides \$930 Million for safe routes, congestion relief, and maintenance and repair work³⁶

Links

Seattle Complete Street Policy: <http://www.tib.wa.gov/grants/completestreets/Ordinances/SEATTLE.pdf>

Seattle Complete Streets Checklist:

www.seattle.gov/Documents/Departments/SDOT/PlanningProgram/2017_StandardChecklistCompSts.pdf

Seattle Bridging the Gap webpage: www.seattle.gov/transportation/about-sdot/funding/bridging-the-gap

Seattle Move Seattle Ordinance³⁷:

[www.seattle.gov/Documents/Departments/SDOT/About/DocumentLibrary/Levy/CB118402-](http://www.seattle.gov/Documents/Departments/SDOT/About/DocumentLibrary/Levy/CB118402-TransportationLevyORDv4-Tracked.pdf)

[TransportationLevyORDv4-Tracked.pdf](http://www.seattle.gov/Documents/Departments/SDOT/About/DocumentLibrary/Levy/CB118402-TransportationLevyORDv4-Tracked.pdf)

Seattle Move Seattle webpage: www.seattle.gov/transportation/about-sdot/funding/levy-to-move-seattle

³³ City of Seattle, 2015 Move Seattle 10-Year Strategic Vision for Transportation Plan: www.seattle.gov/Documents/Departments/SDOT/About/DocumentLibrary/MoveSeattle-FinalDraft-2-25-Online.pdf. Accessed 02-22-2018.

³⁴ City of Seattle, 2016 Amended Transit Master Plan: www.seattle.gov/Documents/Departments/SDOT/TransitProgram/TMPSupplmtALL2-16FINAL.pdf. Accessed 02-22-2018

³⁵ City of Seattle, Complete Streets Checklist: www.seattle.gov/Documents/Departments/SDOT/PlanningProgram/2017_StandardChecklistCompSts.pdf. Accessed 02-22-2018.

³⁶ City of Seattle, Levy to Move Seattle: performance.seattle.gov/stat/goals/kppq-md9g. Accessed 02-22-2018.

³⁷ This version includes the final changes that were made by the Full Council.



Complete Streets Checklist

Green Stormwater Infrastructure (GSI)

Consult with Urban Design and SPU to complete this section.

- a. Is it likely that the project will trigger [2016 Stormwater Code](#)? ☐ Yes ☐ No
- If yes, describe GSI elements or techniques included in this project, including any permeable options, below:
- b. Is this project in an area identified as suitable for infiltrating GSI approaches (per SPU GIS data), including permeable pavement options? ☐ Yes ☐ No ☐ N/A
- c. Is there an opportunity to provide a minimum of 500 sf of GSI within the ROW? ☐ Yes ☐ No ☐ N/A
- d. Is there an opportunity to remove impervious surface as part of this project in accordance with the [2013 Executive Order](#) which urges all City departments to incorporate natural drainage features into capital projects? ☐ Yes ☐ No ☐ N/A
- e. Is this project on a street identified as potentially eligible for SPU partnership opportunities (per SPU GIS data)? ☐ Yes ☐ No ☐ N/A
- f. Are there existing GSI facilities within or near the project area that must be protected from compaction and sedimentation? ☐ Yes ☐ No ☐ N/A

Describe any GSI recommendations in the project drainage report:

Figure 4. City of Seattle, "Complete Streets Checklist - Green Stormwater Infrastructure," 2016

NATION-WIDE EXAMPLES

RICHMOND, IN

The City of Richmond (2016 population: 35,664) adopted its Complete Streets Plan as part of its 2011 Transportation Plan, and then updated its Plan through its 2016 Bicycle and Pedestrian Master Plan. While the city's plans have not been scored by the NCSC, several policy elements and implementation steps from the plans can be considered when developing Arlington's Plan. Like Arlington, the majority of commuters in Richmond drive to work: 85.2% in Arlington and 82.6% in Richmond. Richmond's walking commute mode share is slightly higher at 3.9%, compared to 1.4% in Arlington.³⁸ Richmond is located approximately 1 hour away from two major job centers, Indianapolis, IN and Dayton, OH. The City also operates a municipal airport.

Structure

The City's 2006 Comprehensive Plan includes a Complete Streets design approach, as well as many of the NCSC criteria elements, including: vision and purpose, all users and modes, network, jurisdiction, design, and implementation. As shown in Figure 8, the Plan includes operation and maintenance costs for recommended infrastructure improvements.

The purpose of the Plan is:

...[To] set forth a roadmap for construction of a complete system of facilities to connect people to neighborhoods, schools, shopping centers and parks. This network will provide people with the opportunity to reach these destinations by foot or by bicycle rather than utilizing their motor vehicles.³⁹

Implementation Elements

Revise the prioritized list of projects from the project list outlined in the Plan, as funding opportunities become available
 Implement intersection improvements along arterial streets to improve crossing safety for pedestrians and bicyclists
 Improve bridges for pedestrian and bicycling access, as the bridges are improved or replaced
 Install high capacity bicycle parking at key community destinations, including "parks, schools, public buildings, retail areas, libraries and community centers"⁴⁰

Paved Shared-use Path

Annual: Depending on the intensity of use and development, the number of associated amenities and the standard of care the typical cost to maintain a paved shared-use path ranges from \$4,000 to \$15,000 per mile. Volunteers may absorb all or part of this cost.

Long-Range: Asphalt pathways usually have a 10-12 year life. An overlay is usually required at this time with a complete resurfacing after 20-25 years. Concrete paths have a life cycle of twice as long.

Figure 5: City of Richmond, "Bicycle and Pedestrian Master Plan Implementation," 2015

³⁸ United States Census Bureau. American Community Survey Five-Year Estimates. 2015.

³⁹ City of Richmond, 2015 Bicycle and Pedestrian Master Plan: www.richmondindiana.gov/Assets/Bike.Ped_Intro.pdf. Accessed 03-05-2018.

⁴⁰ Ibid.

Develop a Facility Assessment and Repair Sheet for City staff to use in determining the appropriate maintenance and repair work ahead of its delivery. This Assessment includes walking and riding along the facility, and considering the repair needs of the restrooms, informational kiosks and wayfinding elements.

Post-adoption Policy Implementation and Funding

Richmond's 2015 Bicycle and Pedestrian Master Plan recommendations are based on the City's Complete Streets policy and design guidance

Richmond secured approximately \$950,000 through the State of Indiana Community Crossings 50/50 Grant Program in 2016 to improve 10 intersections⁴¹

Links

Richmond 2015 Bicycle and Pedestrian Master Plan:

www.richmondindiana.gov/Our_Government/Departments/Infrastructure_and_Development/Planning_and_Zoning/Bicycle_Pedestrian_Master_Plan.htm

PITTSFIELD, MA

The City of Pittsfield (2016 population: 42,846) adopted its Complete Streets Policy in 2017 (NCSC score to be released in 2018). As in Arlington, most commuters in Pittsfield drive to work: 85.2 in Arlington and 78.1% in Pittsfield. Pittsfield's walking commute mode share is slightly higher at 4.1% compared to 1.4% in Arlington.⁴² Pittsfield is located within the Berkshire Mountains in Western Massachusetts, approximately 1 hour away from two major job centers Albany, NY and Springfield, MA. The City operates a municipal airport.

Structure

The Policy is based on the Commonwealth of Massachusetts' Complete Streets Funding Program requirements⁴³

The Policy closely follows the NCSC policy structure and includes all 10 elements: vision and purpose, all users and modes, all projects and phases, exceptions, network, jurisdiction, design, context sensitivity, performance measures and implementation steps.

The purpose of the Policy is:

...To accommodate all users by creating a transportation network that meets the needs of individuals utilizing a variety of transportation modes

Implementation Elements

Establish a Complete Streets Committee to oversee the Policy's implementation, to develop specific performance measures to monitor the implementation process, and to work with City Staff on revising and

⁴¹ City of Richmond, City Projects:

www.richmondindiana.gov/Our_Government/Departments/Engineering/Projects/City_Projects.htm. Accessed 03-05-2018.

⁴² United States Census Bureau. American Community Survey Five-Year Estimates. 2015.

⁴³ Massachusetts Department of Transportation, Complete Streets Funding Program Portal: masscompletestreets.com/#. Accessed 03-05-2018.

- updating planning documents (such as master plans, regulations, subdivision codes, etc.) to incorporate Complete Streets policy practices
- Maintain an inventory of pedestrian and bicycle facility infrastructure
- Evaluate and align the Capital Improvement Program's projects with the Policy
- Deliver Complete Streets technical and engagement-focused Complete Streets training for key City staff and community decision-makers
- Secure appropriate funding sources for the Policy's implementation

Post-adoption Policy Implementation and Funding

Pittsfield was deemed eligible for the Massachusetts Department of Transportation's Complete Funding Program and received \$50,000 in technical assistance for developing a prioritization plan

Links

Pittsfield Complete Streets Policy Order No. 87, 2017 Complete Streets Policy:
masscompletestreets.com/PublicDownload.ashx?aWQ9NTczJnRpZXJJZD0x

SAINT PAUL, MN

The City of Saint Paul (2016 population: 302,298) adopted its Street Design Manual in 2016. While the city's Design Manual has not been scored by the NCSC, the Design Manual's policy elements, and implementation steps can be considered when developing Arlington's Plan. As in Arlington, most commuters in Saint Paul drive to work; however, this percentage is significantly lower than in Arlington: 85.2% in Arlington and 68.9% in Saint Paul. Additionally, Saint Paul's walking commute mode share is slightly higher at 4.2% compared to 1.4% in Arlington.⁴⁴ Like Arlington, the Downtown Saint Paul Airport is located just over 2 miles away from the heart of Downtown Saint Paul.

Structure

The Design Manual includes some NCSC elements such as, a vision and purpose, all users and modes, and implementation section, while not strictly organized around NCSC principles.

The Design Manual was developed as part of the implementation plan from the City's 2009 Complete Streets Resolution,⁴⁵ and the 2010 Comprehensive Plan Update

The Design Manual speaks to the importance of connecting the Complete Streets Policy to the planning and design process, and includes discussions on maintenance considerations

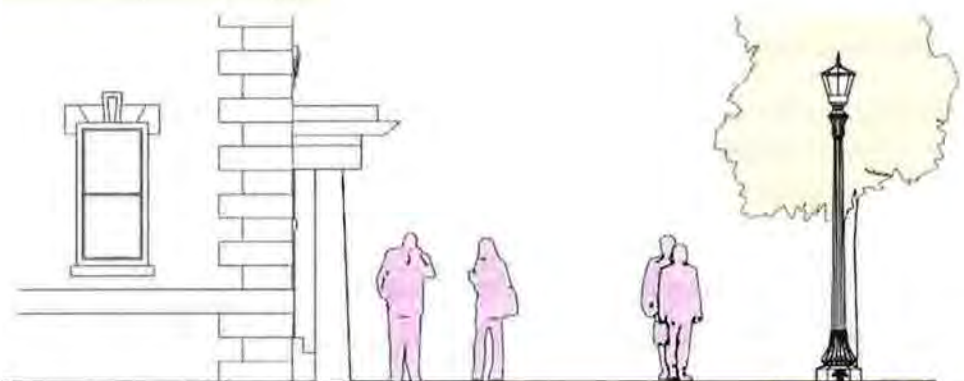
The Design Manual uses a plan views, cross sections, photos, and schematics to express design guidance, as shown in Figure 9

The purpose of the Design Manual is:

⁴⁴ United States Census Bureau. American Community Survey Five-Year Estimates. 2015.

⁴⁵ Saint Paul Complete Streets Resolution No. 09-213, 2009 Complete Streets Policy:
www.dot.state.mn.us/planning/completestreets/docs/policy/stpaul-cs-resolution.pdf

...To be a tool to implement complete streets policies and guide the design of all future street projects so that each will be a well-coordinated process and contribute as part of a balanced transportation network for the greatest over-all benefit to the public.⁴⁶



The diagram illustrates a street cross-section with a building on the left, three pedestrians in the center, a tree and a street lamp on the right. Below the diagram is a table titled 'STREET TYPE' with columns for 'Frontage Zone', 'Pedestrian Zone', and 'Boulevard & Furnishings Zone'. The 'Frontage Zone' and 'Boulevard & Furnishings Zone' columns have sub-columns for 'Pref.' and 'Min. des.'. The 'Pedestrian Zone' column has sub-columns for 'Preferred' and 'Minimum Desirable'. A vertical label 'Curb & Gutter (varies)' is on the right side of the table.

STREET TYPE	Frontage Zone		Pedestrian Zone		Boulevard & Furnishings Zone		Curb & Gutter (varies)
	Pref.	Min. des.	Preferred	Minimum Desirable	Pref.	Min. des.	
Downtown Streets	2'	0'	12'	8'	6'	5'	
Mixed-Use Corridor Streets	2'	0'	8'	6'	6'	5'	
Residential Corridor Streets	2'	0'	5'	5'	6'	5'	
Neighborhood Streets	2'	0'	6'	6'	6'	5'	
Industrial Streets	2'	0'	5'	5'	6'	5'	
Parkways	Varies		6'	5'	10'	8'	

Table Notes: St. Paul is a built environment. These dimensions reflect ideals which may or may not be achieved.

Figure 6: City of Saint Paul, "Sidewalk Zone Definitions & Widths," 2016.

Implementation Elements

Implement performance measures

Conduct a case study, and develop a Complete Streets guideline for different street typologies in the City

Update the Design Manual every five years: in alignment with the Public Works Departments' American

Public Works Association reaccreditation process

Regular Design Manual-update trainings and national design standards trainings for engineers and planners

⁴⁶ Saint Paul Street Design Guide. Pg. 3. 1-14-2016.

- Adoption of Design Manual elements within the Saint Paul Code
- Integration of the Design Manual's design specifications into the City's existing policies and specifications
- Development of a Complete Streets Checklist
- Pursue additional funding opportunities, and combine capital street improvement projects to leverage funding for Complete Streets Projects

Post-adoption Policy Implementation and Funding

- The Complete Streets Checklist was developed in coordination with the Design Manual
- Adopted a Complete Streets Action Plan to identify near- and long-term actions to reach the implementation goals identified in the Design Manual⁴⁷

Links

- Saint Paul Complete Streets Resolution No. 09-213, 2009 Complete Streets Policy:
www.dot.state.mn.us/planning/completestreets/docs/Policy/stpaul-cs-resolution.pdf
- Saint Paul Complete Streets Action Plan: goo.gl/smpMxo
- Saint Paul Streets Design Guide: goo.gl/tS7x53

OMAHA, NE

The City of Omaha (2016 population: 446,970) adopted its Complete Streets Policy in 2015 (NCSC score of 88.8) and is currently finalizing the development and adoption of its Complete Streets Guidelines. The percentage of commuters who drive alone in Omaha, 82%, is very similar to Arlington's mode share of 82.6%. Additionally, the percentage of commuters who walk in Omaha, 2.4% is somewhat similar to Arlington's walking mode share of 1.4%.⁴⁸

Structure

- The Policy is generally organized according to NCSC criteria, with sections for vision and purpose, context sensitivity, jurisdiction, exceptions, and implementation

- The Policy was adopted as part of the Transportation Element of Omaha's 2015 Master Plan

- The purpose of the Policy is:

To create great places and enhance our quality of life, the City... will provide safe, accessible streets for all users. Complete Streets will enhance Omaha's quality of life over the long-term with a well-balanced and connected transportation system that provides for economically sound and connected development patterns, public health and safety, livability, equity, affordability, economic activity, and excellence in urban design and community character.

Implementation Elements

- Integrate Complete Streets into existing planning documents, manuals; and, review existing design standards and regulations for consistency.

⁴⁷ Saint Paul Complete Streets Action Plan. 3-11-2016: <https://goo.gl/smpMxo>.

⁴⁸ United States Census Bureau. American Community Survey Five-Year Estimates. 2015.

Provide staff training on non-motorized topics and on the Complete Streets Policy on an annual basis.

Work with partners to provide information on the Complete Streets Policy and its implementation process to “residents; community groups and leaders; transportation, planning, design and engineering professionals; and the private development community.”⁴⁹

Develop a public engagement plan

Amend the City code for consistency with the Complete Streets Policy

Develop Green Streets Guidelines that “address roadway-related stormwater infrastructure and management for both water quality and runoff volume; [and] the linking of trails and greenbelts with roadway networks”⁵⁰

Establish performance metrics

Post-adoption Policy Implementation and Funding

The City has convened a Working Group with representative from internal and external stakeholders to oversee the implementation of the Policy and development of the Design Guidelines

The Complete Street Guidelines are currently under development and expected to be adopted in 2018⁵¹

The City has engaged with private funders on implementing the Policy, including: CHI Health, Nebraska Trucking Association, and the Douglas County Health Department

Links

Omaha 2015 Complete Streets Policy: completestreetsomaha.org/wp-content/uploads/2015/06/Omaha-Complete-Streets-Policy-Document.pdf

Omaha Complete Streets Website: completestreetsomaha.org/

⁴⁹ Omaha Complete Streets Policy. Pg. 6. 06-02-2015.

⁵⁰ Omaha Complete Streets Policy. Pg. 11. 06-02-2015.

⁵¹ Omaha Complete Streets website: <http://completestreetsomaha.org/> . Accessed on 02-20-2018.

NEW JERSEY DEPARTMENT OF TRANSPORTATION

The state of New Jersey (2016 population: 8,944,000) first adopted a Complete Street Policy in 2009 (NCSC score of 80.8) and later adopted a Complete Streets Guide in 2017 to support the Policy's implementation.

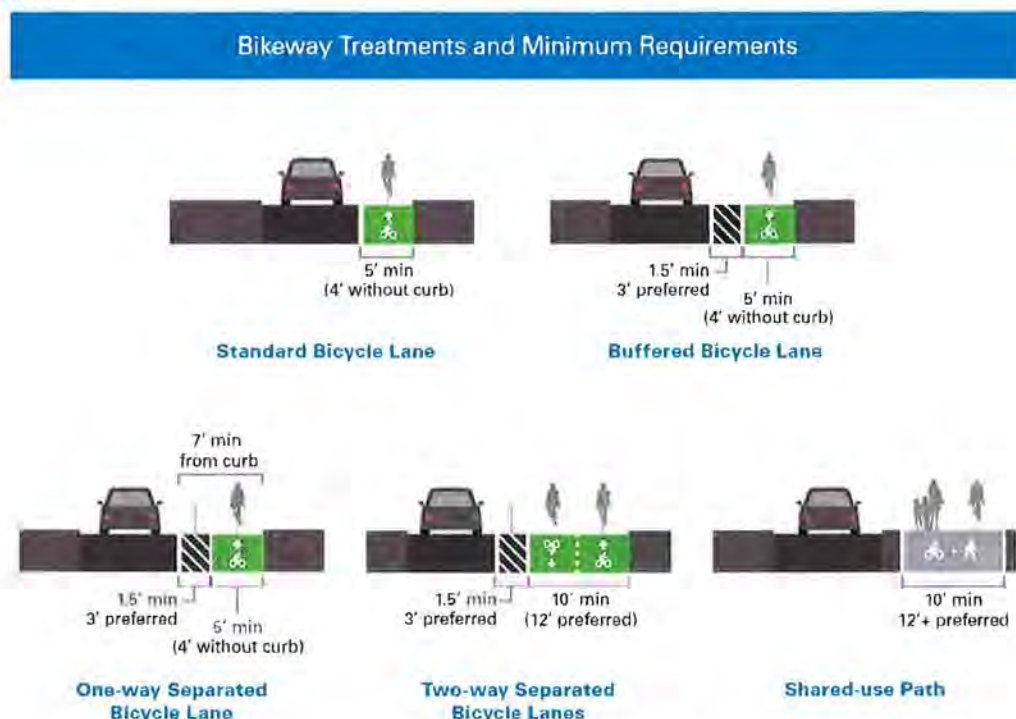


Figure 7. New Jersey Department of Transportation, "Bikeway Treatments and Minimum Requirements," 2017

Structure

The Policy includes many NCSC elements, such as a vision and purpose, context sensitivity, exceptions, and implementation, while not organized on the NCSC structure

The Guide speaks to the adoption and implementation of a Complete Streets Policy, and the importance of connecting the Policy to the planning and design process

The Guide uses a mix of renderings, cross sections, photos and infographics to express design guidance, as shown in Figure 109?

One of the outlined implementation steps included in the Policy is to:

Establish a checklist of pedestrian, bicycle and transit accommodations such as accessible sidewalk curb ramps, crosswalks, countdown pedestrian signals, signs, median refuges, curb extensions, pedestrian scale lighting, bike lanes, shoulders and bus shelters with the presumption that they shall be included in each project unless supporting documentation again inclusion is provided and found to be justifiable.⁵²

Implementation Elements

Implement performance measures

Deploy a pedestrian, bicycle, and transit accommodations project checklist

⁵² New Jersey Department of Transportation, Policy No. 703, Complete Streets Policy. Section IV, Article 4. 12-03-2009.

Establish a resurfacing project evaluation procedure

Enact a Local Aid Program incentive for municipalities and counties to develop and implement Complete Streets policies

Conduct bicycle, pedestrian, and transit policies and design integration trainings for engineers and planners

Post-adoption Policy Implementation and Funding

Developed a Pedestrian, bicycle, and transit accommodations project checklist, which is required for all NJDOT projects that go through the Capital Delivery Process⁵³

Enacted a Local Aid Program incentive for municipalities and counties to develop and implement Complete Streets policies⁵⁴

Host workshop trainings across the state in 2012

Develop a training curriculum, video, and a Guidebook focusing on model policies, ordinances, design, liability, and maintenance practices for municipalities and counties⁵⁵

Links

New Jersey Department of Transportation Policy No. 703, 2009 Complete Streets Policy:

www.state.nj.us/transportation/eng/completestreets/pdf/completestreetsPolicy.pdf

New Jersey Department of Transportation 2017 Complete Streets Design Guide: njbikeped.org/wp-content/uploads/2017/05/Complete-Streets-Design-Guide.pdf

⁵³ NJDOT Complete Streets Implementation webpage: www.state.nj.us/transportation/eng/completestreets/implementation.shtm. Accessed on 02-19-2018.

⁵⁴ Ibid.

⁵⁵ NJDOT Complete Streets Training webpage: www.state.nj.us/transportation/eng/completestreets/training.shtm. Accessed on 02-19-2018.

COUNCIL AND STAFF WORK SESSION

ARLINGTON COMPLETE STREETS PROJECT

3.26.2018



Figure 1: "Another Place, Another Time" from Chris Van Allsburg's *Harris Burdick Mysteries*

To: City of Arlington - Nova Heaton, Development Services Manager, and Launa Peterson, Permit Technician

From: Toole Design Group - Kristen Lohse, ASLA, and Katie Knapp de Orvañanos

Subject: Arlington Complete Streets Council and Staff Work Session Memo

Date: 05/16/2018

Summary

The Arlington Complete Streets Project Team hosted a Work Session on April 26, 2018. Mayor Tolbert, Council Member Nelson, and Council Member Schuette attended the meeting in addition to City Staff and representatives from WSDOT, Community Transit, and other local and regional stakeholders. Immediately following the Work Session, the Project Team held a Workshop that was attended by members of the public.

Background

The City of Arlington (City) adopted a Complete Streets Policy in November 2017. Following the Policy's adoption, the City set out to produce a Complete Streets Program through a partnership with residents, local agencies, user groups, and Toole Design Group (TDG). The Complete Streets Program will serve as a guide to develop Arlington into an active, healthy community that serves all modes of transportation equally.

Discussion

The Work Session opened with participants sharing what topics they were interested in discussion or learning more about during the meeting. The participants' interests included encompassing topics such as public health and community cohesion, as well as direct implementation-focused factors including the Program's cost and impact on transportation modal choices.

During a review of the Project's progress, schedule, and lessons learned, the Work Session participants highlighted the need of generating an ongoing dialogue with the community as to raise awareness to the project, and to provide multiple opportunities for the community to ask questions ahead of the Program's planned delivery to Council in November 2018. In addition to the Community Work Shop immediately following the Work Session, the City is hosting a series of six Walkshops in May.



Figure 2: Project Timeline

When asked to describe their "favorite complete streets," participants described street's geometries, amenities, and landscaping key features. Some of the key themes that emerged from this discussion included:

- Transit Connections
- Places to Eat and Shop
- Bistro Tables to Sit and Visit
- Embraced Historic Character
- A Flavorful, Wonderful Feeling: a "Little Oasis"

- Works during the Day and the Night
- The Commons and Public Space
- Street Canopy and Street Trees
- Bus Pull Out Space
- Bike Facility Options
- Central Median
- Bike Parking
- Wide Sidewalks
- Quick Adoption and Rapid Implementation
- Local Context

The participants identified the local context and purpose of the street as key elements for determining the need and appropriateness of particular complete streets elements. For example, while the participants agreed that multi-modal and multi-age design considerations should be applied for all streets, certain roadway elements such as refuge/planted medians, travel lane buffers, and midblock crossings would be better positioned on commercial streets; while wide sidewalks, bike parking, and separated bike facilities would be better on downtown streets.

The participants discussed the important roles that organization change, patience, network development, and new funding and development opportunities will play in the Complete Streets Policy's implementation. As part of the participants' discussion on organization change, the group identified their Complete Streets Leader and Champions, existing internal communication tools, and opportunities to leverage the Internal Core Team's structure and multi-departmental participation.

In considering the Complete Streets Plan's elements, the participants recommended that the City's Comprehensive Plan Goals and Transportation 2035 Plan be integrated into the Plan. The participants also highlighted the importance of including transit planning elements in the Plan. Participants from the City and Community Transit agreed to continue joint transit service planning and stop design conversation following the Work Session, and to integrate their findings into the Plan. Finally, the participants reviewed Complete Streets Project Checklist best practices and peer examples. During their discussion, participants stressed that Arlington's checklist should be comprehensive, but not burdensome; should reference back to other community plans; be dynamic; set and clarify expectations with developers; and, create common alignment among City departments.

The Work Session's conversation ended up with discussion on "How to Write and Show Your Story" through metrics, reports, and conversations around special projects. While the Complete Street Policy stresses a focus on connectivity-based metrics, the participants recommended that metrics around the general themes of Health, Quality of Life, and Safety speak to the community's values and existing plans' goals.

Next Steps

Following the Work Session, the City and Community Transit will continue their conversation on bus route service planning, bus stop location, and curbside management. Findings and recommendations from these conversations will be integrated into the Complete Street Plan.

The City will continue its WalkShop series through the month of May, and the Project Team will plan for additional community engagement opportunities through the Plan's development over the summer. The City will update the Project website on a regular basis with WalkShop information, graphics from the evening's WorkShop, and project documents.

The Project Team will provide an update to the City Council in July, and will return to the Council in November with the proposed Plan and Ordinance.

Appendix

Appendix A – Public Engagement Plan's Project Phases and Events Calendar

Appendix A: Public Engagement Plan's Project Phases and Events Calendar

COA: City of Arlington

TDG: Toole Design Group

PROJECT PHASE, Task Item	DATE	PROPOSED CONTENT and/or ENGAGEMENT GOALS and STRATEGIES	ROLES and RESPONSIBILITIES
PHASE I: Develop the Plan Outline			
Core Team Meeting #1	January	Project kickoff	
Kickoff Meeting	1/17/18	Project setup, information sharing	COA: Mtg logistics TDG: Agenda, summary
Core Team Meeting #2	2/13/18	Review Community Engagement Plan Discuss org chart/roles, website content	COA: Mtg and logistics TDG: Identify issues, questions for discussion
Core Team Meeting #3	3/13/18	Review initial plan outline, maps, challenges and opps memo Discuss materials for Council work session	COA: Mtg and logistics TDG: Identify issues, questions for discussion
Council Workshop	3/26/18	Review initial plan outline, maps, challenges and opps memo, org chart/roles, website content	COA: Develop content TDG: Review and support
PHASE II: Develop Priorities, Feasibility and Financing			
Core Team Meeting #4	4/10/18	Follow up on Council work session Discuss any issues rel. to initial research	COA: Mtg and logistics TDG: Identify issues, questions for discussion
Complete Streets Workshop	Week of 4/23	Goals: Education on CS information, identify community issues, participation-based activities on values, vision, etc. that will help shape and tailor plan to local vision	COA: Mtg logistics, including notification TDG: Agenda, presentation, summary
Core Team Meeting #5	5/8/18	Follow up on workshop Discuss any issues rel. to initial research	COA: Mtg and logistics TDG: Identify issues, questions for discussion
PHASE III: Assemble Complete Streets Plan			
Core Team Meeting #6	6/12/18	Review/discuss compilation of initial research	COA: Mtg and logistics TDG: Identify issues, questions for discussion
Core Team Meeting #7	7/10/18	Brainstorm on prioritization Discuss any issues rel. to costs and financing	COA: Mtg and logistics TDG: Identify issues, questions for discussion
City Council Briefing #2	7/2 or 7/16/18	Review/discuss plan outline, maps, Challenges and opportunities, issues around compilation of initial research	COA: Develop content TDG: Review and support

Core Team Meeting #8	8/14/18	Review/discuss results of costs and financing options	COA: Mtg and I logistics TDG: Identify issues, questions for discussion
Core Team Meeting #9	9/11/18	Review/discuss results of prioritization list	COA: Mtg and I logistics TDG: Identity issues, questions for discussion
Core Team Meeting #10	10/9/18	Work session on CS ordinance and program	COA: Mtg and logistics TDG: Identify issues, questions for discussion
Core Team Meeting #11	11/13/18	Present/discuss final CS plan	COA: Mtg and logistics TDG: Identify issues, questions for discussion
City Council Briefing #3	11/5 or 11/19/18	Present/discuss final CS plan	

DRAFT



COMMUNITY WORKSHOP SUMMARY

The City of Arlington hosted a Community Workshop to discuss the implementation of a Complete Streets Program, and what Complete Streets should look like in Arlington.

MEETING LOGISTICS

Thursday April 26, 2018, 5:30–7pm
Putnam Hall, the Airport Office Building



MEETING FORMAT AND CONTENT

Participants were invited to review display boards and provide feedback in variety of formats. In addition to dot-matrix voting and poster boards with sticky notes, there was a “Street Mix” station where people could imagine their own Complete Street.

The project boards provided interactive opportunities for participants learn about the plan and to:

- Explore Complete Streets concepts in more depth and see the benefits of real-world examples
- Learn how Complete Streets can help Arlington grow “smart” and maintain its character
- Provide input that will shape the Complete Streets Plan, in terms of walking, biking, taking the bus, and driving.

Participants were also asked to provide input on the plan’s Values and Vision, which covers eight topics that align with the City’s Comprehensive Plan.

Participant contact information was collected at the welcome table, and participants were encouraged to fill out a feedback survey. The following pages share highlights of the community’s input.





COMMUNITY WORKSHOP FEEDBACK

WHAT'S IMPORTANT WHEN I AM:

WALKING / ROLLING » Safe Sidewalks » Lighting / Visibility » Other People Walking / Rolling
» No Sidewalk Cracks » Pleasant Space » Places to Go: shops, cafés, businesses » Connectivity
» Ability to Explore Other Neighborhoods » Visible Crosswalks » Exercise » Separation from Traffic
» Convenient Crossings

BIKING » Safety » A Fun Environment » ADA Compliant Accessibility » Well Designed Intersections
» Feeling Safe & Separated from Fast-Moving Cars » Interesting Places Along the Way to Stop / Picnic / Shops » Slow Speeds » Asphalt Bike Lanes

TAKING TRANSIT » Safe & Pleasant Bus Stops » A Fun Environment » Frequent Time & Routes
» Stops that are Easy to Get to » Roundabouts that can Accommodate 40 ft School Buses » First & Last Mile Connectivity » Easy Access » Shelter from Weather » Lighting » Safe Access & Crossings

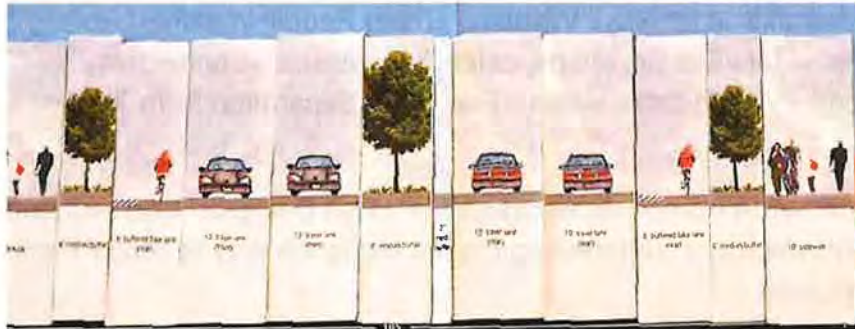
DRIVING » Safety » Visibility » Slow Speeds » Traffic Moves Smoothly (i.e. roundabouts)
» Wayfinding Signs with Large Text » North Bound Right-Turn Arrow at 67th to Protect Trail Users





COMMUNITY WORKSHOP FEEDBACK

STREET MIX ACTIVITY: COMMUNITY RECOMMENDATION



SR 531 (172nd St NE)

- » Wide Sidewalks (10 ft)
- » Planted Median
- » Buffered Bike Lanes (8 ft)
- » Four Travel Lanes (10 ft)
- » Planted Median

IMPORTANT OUTCOMES FOR ARLINGTON:

1. Non-Motorized System Development and Safety

- » Walking, bicycling, transit use and vehicle transportation is well-balanced and supported by City programs, and includes a complete non-motorized network

2. A. Land Use Coordination; B. Roadway System Safety and Maintenance; C. Aesthetics

3. A. System Development B. Surface Water and Transportation



5E. REFERENCES

Existing Guidelines, Manuals and Standards

City of Arlington

[Arlington Submittal Matrix](#)

[Arlington Permits](#): building, conditional use, civil, and land use, special use, and traffic mitigation offer applications and forms

[Arlington Community & Economic Development's Design Review Submittal Requirements](#)

[Arlington Mixed Use Development Regulations](#)

Washington Department of Transportation (WSDOT)

[WSDOT Standard Plans GSP](#)

[WSDOT Local Agency Guidelines \(LAG\) Manual, Chapter 42 City and County Design Standards for All Routes](#)

Federal Highway Administration (FHWA)

[FHWA Designing Sidewalks and Trails for Access, Part 1, and Part 2](#)

[FHWA Small Town and Rural Multimodal Networks guide](#)

[FHWA Lighting Handbook](#)

Manual on Uniform Traffic Control Devices (MUTCD)

[MUTCD for Streets and Highways](#)

United States Access Board

[Proposed Guidelines for Accessible Rights-of-Ways \(PROWAG\)](#)

Transportation Research Board

[Highway Capacity Manual](#)

American Association of State Highway and Transportation Officials

[AASHTO Guide for the Development of Bicycle Facilities](#)

[AASHTO Guide for the Planning, Design, and operation of Pedestrian Facilities](#)

[AASHTO Policy on Geometric Design of Highways and Streets](#)

National Association of City Transportation Professionals

[NACTO Urban Street Design Guide](#)

