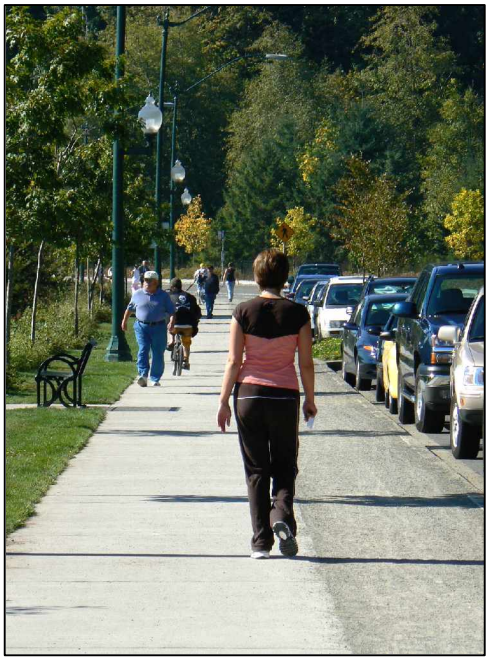
STATE OF WASHINGTON
DEPARTMENT OF COMMUNITY,
TRADE AND ECONOMIC DEVELOPMENT

Example Comprehensive Plan Policies to Support Physically Active Communities



Juli Wilkerson, Director
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Example Comprehensive Plan Policies

to Support Physically Active Communities

The Vision

Washington communities support physically active lifestyles with land use and transportation planning, public transportation, parks and recreation facilities and activities, careful school and worksite siting, bicycle and pedestrian education and encouragement, and traffic law enforcement. Young people can walk or bike to school, or to visit friends. Inexpensive or free opportunities for regular exercise are available to everyone. People of all ages find it easy and safe to incorporate physical activity into their lives by walking, bicycling, or using transit as part of everyday living.

Recognizing the growing need for physical activity among citizens, the Washington State Legislature amended the Growth Management Act (GMA) in 2005 with ESSB 5186. The amendments require that communities:

1. Consider urban planning approaches that promote physical activity in the Land Use Element of a comprehensive plan; and
2. Include a bicycle and pedestrian component in the Transportation Element of a comprehensive plan.

Purpose: This report includes examples of policies that support physically active citizens, which have been adopted by Washington communities. It can be used by elected officials, local government staff, and citizens to identify the types of policies, actions, and strategies that might be beneficial to a local government, and could be adopted into the comprehensive plan.

Background

Planning for multiple modes of transportation has risen to be a top priority of many public health and planning professionals because of its importance to the health of communities and individuals. Consider the following:

- *Sedentary lifestyles have led to an epidemic of obesity in the United States.* Today, nearly one third of American adults are obese and less than half of American adults are at a healthy body weight.[1] Increasing rates of obesity and inactivity over the past two decades represent a dramatic shift in American health and lifestyle. Children, whose levels of obesity have skyrocketed, are now more vulnerable to the associated lifelong health risks of diabetes, high blood pressure, osteoporosis, and heart disease. The Surgeon General has said that today's youth may be the first generation to have a shorter life span than their parents.[2]

- *Daily physical activities such as walking and cycling can decrease the potential for obesity and its associated health risks.* Physical activity does not need to be confined to exercise classes or playing sports to be effective. A walkable and bicycle friendly community allows people to incorporate physical activity into their daily routines. Local trips can be made on foot or by bicycle at much lower cost than driving, often in much the same time. Commuting and other regular trips can be accomplished by walking or bicycling to a nearby transit stop.

- *People are not only looking for a house, they are looking for a community, and a variety of transportation options.* Surveys show that Americans favor smart growth communities with shorter commute times, sidewalks, and places to walk more than sprawling communities. Americans place a high value on limiting their commute times and they are more likely to see improved public transportation and changing patterns of housing development as the solutions to longer commutes than increasing road capacities. Americans want government and business to be investing in existing communities before putting resources into newer communities farther out from cities and older suburbs. Many Americans also express the desire for more places to walk or bike in their communities.[3]

- *Land use and transportation planning is part of the problem and the solution.* By making land use and transportation decisions, and carrying through with funding, communities can be transformed into walkable places. Multimodal street standards, design standards for buildings, street trees, transit service, neighborhood centers, infill development, careful siting of public facilities, and other strategies can work together to transform communities into sustainable, attractive, and desirable places to live, work, and play.

Public health officials and planners have been working to develop tools and information to help plan communities to support physical activity. This report includes example policies that communities can use to plan for and support physical activity. The examples are taken from comprehensive plans, development regulations, and other plans of the local governments of the state. Resources on physically active living also are included in the report.

For further information, contact Anne Fritzel at *annef@cted.wa.gov* or (360) 725-3064.

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1 National Institutes of Health *win.niddk.nih.gov/statistics/index.htm#preval*

2 *www.ehponline.org/docs/2004/112-11/niehsnews.html*

3 2004 National Community Preference Survey *www.smartgrowthamerica.org/documents/NAR-SGASurvey.pdf*

Overview

This report is a compilation of policies that can help communities plan for physical activity. The policies are arranged by comprehensive plan element and under various subheadings. The following is an overview of the contents. More detail is included under each chapter on an element.

Land Use Element

The Growth Management Act (GMA) was amended in 2005 to require communities to specifically consider urban planning approaches to promote physical activity in the Land Use Element of the comprehensive plan [RCW 36.70A.070(1)]. Common strategies for promoting physical activity are to create compact, walkable communities with attention to pedestrian-oriented street, site, and building design. The policy areas in this element are:

- Designate centers, corridors, and nodes.
- Require pedestrian-oriented site and building design.
- Use crime prevention through environmental design principles.
- Consider health impact assessments as a planning tool.

A land use plan could include centers of about a half-mile radius, which is a walkable distance. Transit-oriented corridors are generally higher-density, mixed-use areas along a corridor service for public transit. A neighborhood commercial node might provide daily services at the neighborhood level. The provision of frequent, high-quality public transportation services can provide ways to get around without a private automobile.

A tool to protect public safety, and perception of safety, is to review development proposals considering Crime Prevention Through Environmental Design (CPTED). The three principles of CPTED are natural access control, natural surveillance, and territorial reinforcement. CPTED is used in several Washington State communities. Another tool that may be used to assess development proposals is a health impact assessment, similar to an environmental impact assessment, but using a lens of human health.

The following are example policies that might be included in the Land Use Element of a comprehensive plan.

►Designate Centers, Corridors, and Neighborhood Nodes

Maximize Efficient Use of Historic Downtown Centers

- Encourage development and retention of grocery stores, pharmacies, and other convenience retail businesses and services in the city center to support the area's residential uses.

  Land Use Policy LU-78
  City of Bellingham Comprehensive Plan, 2006

- Continue efforts to encourage the development of a mix of housing choices for all income levels in and adjacent to the city center to increase the vitality of the area during the morning, daytime, and evening hours.

  Land Use Policy LU-79
  City of Bellingham Comprehensive Plan, 2006

- Maximize efficient use of City Center land, minimize gaps in the urban landscape, and improve urban form by: encouraging redevelopment of existing surface parking lots; discouraging creation of new surface lots; consolidate parking in strategically located parking structures; and manage parking as a system.

Land Use Policy LU-97
City of Bellingham Comprehensive Plan, 2006

Zone for Higher Density Around Community Centers

Locate the most dense residential areas close to shops and services and transportation hubs.

Denser residential areas such as apartments and condominiums should continue to be sited close to or within commercial areas and transportation hubs to increase the viability of the multimodal transportation system.

Land Use Policy 4.2 and discussion
City of Kirkland Comprehensive Plan, 2004

Pursue Transit-Oriented Development

- Assess the city's zoning code to include transit-oriented design guidelines and regulations.

The City of Vancouver has established a Transit Overlay District to encourage pedestrian and transit supportive development along designated transit corridors within the district. The zoning code includes development regulations and incentives to initiate corridor-wide pedestrian improvements, higher densities, and more transit friendly urban design that could be associated with high capacity transit or increased transit services.

Chapter 20.550 Transit Overlay District
City of Vancouver Municipal Code, Adopted 2004

- Incorporate features in new development projects which support transit and nonmotorized travel as alternatives to the single-occupant vehicle.

Site design can play an important role in encouraging use of alternative transportation modes. Locations of buildings and bus stops on a site, for example, can mean the difference between having transit users walk long distances through the rain or being dropped off at the door. Something as simple as the provision of covered bicycle racks may encourage a would-be cyclist.

Land Use Policy 3.5 and discussion
City of Kirkland Comprehensive Plan, 2004

- Establish multimodal hubs providing transfer points between transit modes in urban centers and urban villages.

  Transportation Policy T5
  City of Seattle Comprehensive Plan, 2005

- The city shall designate and construct segregated internal pedestrian circulation systems in new or redeveloping commercial-retail districts. Connectivity will be provided to nearby transit stops using sidewalks, landscaping, covered walkways, or other treatments.

  Transportation Policy TR-37, text adapted from the
  City of Orting Comprehensive Plan, 2005

- Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.

  Land Use Policy LU-24
  City of Bellevue Comprehensive Plan, 2006

- Internal pedestrian circulation systems shall be provided within and between existing, new, or redeveloping commercial, multifamily or single-family developments, and other appropriate activity centers, and shall conveniently connect to frontage pedestrian systems and transit facilities.

  Pedestrian and Bicycle Policy PB-18
  City of Bellevue Pedestrian and Bicycle Facilities Plan, 2006

Provide Flexibility by Establishing Zoning Overlay Districts

- Promote the integration of high capacity transit stations into the neighborhoods surrounding them and foster development appropriate to significant increases in pedestrian activity and transit ridership. Use overlay districts or other adjustments to zoning to cultivate transit-oriented communities.

  Land Use Policy LU178
  City of Seattle Comprehensive Plan, 2005

- Permit the establishment of zoning overlay districts, which may modify the regulations of the underlying land use zone categories to address special circumstances and issues of significant public interest in a subarea of the city, subject to the limitations on establishing greater density in single-family areas. Overlays may be established through neighborhood planning.

  Land Use Policy LU179
  City of Seattle Comprehensive Plan, 2005

Zone for Neighborhood Commercial Areas

- Provide for attractively designed small- to medium-scale neighborhood markets that offer convenience goods and services for the daily needs of nearby neighborhoods, and can serve as gathering places. Ensure that these centers are located and developed in a manner that:
  - Promotes compatibility with neighborhood character;
  - Helps reduce vehicle trip lengths and frequency;
  - Encourages convenient access to and within the center, particularly for pedestrians and bicyclists;
  - Connects by existing or planned pedestrian pathways, bikeways, and transit routes to the neighborhood(s) it serves;
  - Serves as a gathering and meeting place within the neighborhood;
  - Maintains a compact size; and
  - Avoids locations within one mile of another commercial zone unless there are significant grade changes that limit pedestrian access.

  Implement this designation through the Neighborhood Commercial (NC) zones. Preferred locations for NC 1 zones are the intersections of two arterials, at least one of which is a collector arterial or higher classification.

  Land Use Policy LU-40
  City of Redmond Comprehensive Plan, 2002

Designate Neighborhood Centers

- Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use plan map that encourage a mix of uses and activities around which growth is focused.

  Businesses in the neighborhood center are provided support by including housing over ground floor retail and office uses. The most dense housing should be focused in and around the neighborhood center. Density is high enough to enable frequent transit service to a neighborhood center and to sustain neighborhood businesses.

  Land Use Policy LU 3.2 and discussion
  City of Spokane Comprehensive Plan, 2001

- Provide a compatible mix of housing and commercial uses in neighborhood centers, district centers, employment centers, and corridors.

  This provides opportunities for people to walk to work and shopping and enables less reliance on automobiles, reduces commuting times and distances, makes mass transit more viable, and provides greater convenience for area residents.

  Land Use Policy LU 4.2 and discussion
  City of Spokane Comprehensive Plan, 2001

Redevelop Strip Malls as Part of an Urban Village

- Future extension of lineal commercial development along arterials in areas already developed should be discouraged. Existing strip commercial areas should be converted to an urban village design wherever possible.

  Community Design Policy CDP-8
  City of Bellingham Comprehensive Plan, 2007

- Areas with linear, sprawling commercial land uses along arterial streets that require driving from one business to another should be redeveloped over time into compact areas or nodes, in which many businesses can be easily accessed by pedestrians and transit.

  Community Design Policy CDP-14
  City of Bellingham Comprehensive Plan, 2007

►Require Pedestrian-Oriented Site Design

Adopt Design Guidelines for Pedestrian-Oriented Business Districts

The city will adopt design guidelines to require that buildings have: an obvious pedestrian entrance, pedestrian-level windows, and weather protection; are oriented to the street: and have architectural details and pedestrian-scale signage on the street.

> Façade articulation enhances the look and quality of buildings, making the streets they line more inviting for pedestrians. The design review board in combination with the authority set forth in Chapter 142 of the zoning code shall use the following design guideline documents to review developed permits.

Design Guidelines Adopted by Reference
City of Kirkland Municipal Code, Section 3.30.040 2004

Require Pedestrian Pathways Throughout New Development

- Design residential, commercial, and industrial development that takes into consideration the connections, both vehicular and pedestrian, to adjoining sites to reduce personal automobile trips.

  Land Use Policy LU 4.4
  City of Spokane Comprehensive Plan, 2001

- Require pedestrian circulation through new mixed-use and commercial projects with sidewalks and internal pathways.

  Districts Policy 3, Community Design Element
  City of Wenatchee Comprehensive Plan, 2007

- Use development standards that encourage and accommodate pedestrian, bicycle, and transit riders. Such standards include…the use of connected street grids, with ally access for garages and service and delivery vehicles, where practical in new urban growth area development.

Land Use and Development Policy 9.5
City of Lacey Transportation Plan, 1998

Create a Street Network Featuring Shorter Blocks

Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths.

Excessively long blocks and long local access residential streets result in fewer alternative routes for pedestrian and vehicle travel and generally result in increased vehicle speeds. A grid pattern featuring more street intersections and shorter blocks provides more alternative routes for pedestrian and vehicle travel and tends to slow traffic. Block lengths of approximately 250 to 350 feet on average are preferable, recognizing that environmental conditions (e.g., topography or rock outcroppings) might constrain these shorter block lengths in some areas.

Land Use Policy LU 4.5
City of Spokane Comprehensive Plan, 2001

Use Pedestrian-Level Lighting for Safety and Style

Lighting scale, placement, and design should facilitate safety while minimizing light impacts on the surrounding neighborhood and night sky.

Neighborhoods Policy 6
City of Wenatchee Comprehensive Plan, 2007

► Use Crime Prevention Through Environmental Design Principles[4]

Include the themes commonly associated with Crime Prevention Through Environmental Design (CPTED) in the normal review process for development proposals.

The CPTED concept packages quality planning and design standards into a development tool that supports public safety.

Social Health Policy SH 6.1 and discussion
City of Spokane Comprehensive Plan, 2001

[4] More information about CPTED design principles and strategies can be found at *www.designcentreforcpted.org*.

Promote Natural Access Control

Use design elements to define space physically or symbolically and control access to property.

Examples of acceptable natural or symbolic elements include visually permeable fences, low walls, prickly shrubbery and canopy trees, signs, pavement, art, and vegetative or fenced screening. These tools can be used effectively to notify an intruder that they have entered someone's space. The idea is to create a safe environment that still has a people friendly feel to it. The goal is to discourage access control methods that feel institutional, ranging from labor intensive organized methods, such as guards, or overt mechanical devices, such as locks and gates. Through application of restraint, it is possible to limit access and declare ownership without sacrificing aesthetics.

Social Health Policy SH 6.2
City of Spokane Comprehensive Plan, 2001

Promote Natural Surveillance

Design activities and spaces so that users of the space are visible rather than concealed.

Activity patterns can be influenced through the design of parking, building orientation, and elements such as windows and landscaping, which encourage visibility and public interaction. It is usually more efficient and cost-effective for people who know their neighbors to assert ownership over their personal and public space than to expect this level of oversight from an outside presence such as a police patrol. Also, people's behavior often corresponds to the quality and character of their environment. For example, people tend to rise to the expectations of a humane environment, whereas an impersonal or anonymous environment suggests that people may not need to be accountable for their actions.

Social Health Policy SH 6.3
City of Spokane Comprehensive Plan, 2001

Promote Territorial Reinforcement

Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.

The type of behavior that tends to prevail within a defined space relates directly to the character of the ownership asserted there. Marking territory conveys the message that the owner is prepared to defend it. For this reason, anonymous spaces that do not seem to belong to anyone are susceptible to vandalism or other anti-social behavior. Examples of elements that can be used to indicate the location of defensible space include sidewalks, pavement, lighting, landscaping, signage, art, low walls, fencing, and changes in elevation. Public spaces are those intended for all to use, semi-private spaces are intended for specific users or uses, and private space is intended for private use by businesses, tenants, and homeowners.

Social Health Policy SH 6.4
City of Spokane Comprehensive Plan, 2001

Consider Health Impact Assessments[5]

Health Impact Assessment (HIA) is a tool for evaluating the health effects of a policy, project, or program. An HIA can help communities analyze how development projects might affect walking, bicycling, and transit use, as well as air and water quality, social cohesion, and safety. Several pilot projects are underway in King County (North Beacon Hill) and Puyallup (South Hill) in partnership with the county health departments.

California Passes Law Allowing Local Health Officers to Assist in Planning: Assembly Bill 437 – Public Health Officers and Improved Planning

Health experts agree that the design of our communities impact our health. AB 437 was signed into law in California in 2007. The law authorizes local health officers to engage in local land use and transportation planning, statutory authority for which they previously did not have. The law is intended to interject public health considerations (e.g., obesity, asthma) into city/county housing, land use, and transportation planning and approvals.

More information at:
www.sacactive.com/ab_437_bill_2007_0216_introduced.pdf

[5] Health impact assessment is a practical approach that determines how a proposal will affect people's health. For more information visit Health Development Agency's Health Impact Assessment Gateway (U.K.) *www.hiagateway.org.uk*

The Transportation Element

The Transportation Element should inventory all transportation facilities, and include goals and policies for a multimodal transportation system. The GMA was amended in 2005 to specifically require the Transportation Element to include a bicycle and pedestrian component. The key policy areas in this element are:

- ▶ Plan for all users.
- ▶ Plan Complete Streets for All Users.
- ▶ Require connectivity.
- ▶ Create a safe pedestrian network.
- ▶ Consider multimodal concurrency.
- ▶ Identify and develop safe routes to school.
- ▶ Use parking management strategies to enhance bicycling and walking.
- ▶ Provide facilities to support bicyclists and pedestrians.
- ▶ Provide encouragement, education, and law enforcement to support bicyclists and pedestrians.

In order to support a physically active population, the Transportation Element should plan for bicycles, pedestrians, public transit, and private automobiles. Some communities have adopted Complete Streets ordinances so that all streets accommodate all users. It is also the design of the streets system that affects how people can get around. Short blocks, connectivity, and a grid system provide multiple choices for bicycles, pedestrians, and automobiles. Traffic calming can be used to slow traffic on local streets.

The GMA requires concurrency so that facilities are in place at the time of development or within six years. Many communities concentrate on concurrent facilities for automobiles, however, many communities are exploring concurrency for multiple modes.

The amount of parking available affects the decision to walk, bicycle, or drive. Examples of innovative parking management strategies are included in this report.

While a connected network of trails, bike lanes, and sidewalks can support an active population, other facilities such as bicycle racks, bicycle lockers, public restrooms, and benches support these people. Encouragement is a vital factor in getting many people to bicycle and walk. Education regarding pedestrian and bicycle safety and enforcement of traffic laws for bicycles, pedestrians, and drivers is essential.

The following policies might be included in a Transportation Element.

►Plan for All Users

Prioritize Pedestrians

- Make transportation decisions based upon prioritizing the needs of people as follows:
  - Design transportation systems that protect and serve the pedestrian first;
  - Next, consider the needs of those who use public transportation and non-motorized transportation modes;
  - Then, consider the needs of automobile users after the two groups above.

Following these priorities increases the transportation choices available to people. It also lessens the negative impacts of automobiles, such as noise and air pollution, traffic through neighborhoods, and the need for additional parking. It helps prepare the city for the future when more people may need alternatives to driving and the negative impacts of automobile increase as the population increases. It makes driving quicker, more convenient, and safer by reducing vehicle congestion and, in some cases, by providing separate facilities for bicycles and transit. These priorities recognize that we are all pedestrians. Finally, this policy recognizes that the city and region are auto-dominated without the variety of transportation choices desired by the community.

Transportation Policy 1.1 and discussion
City of Spokane Comprehensive Plan, 2001

- Designate, in the Transportation Strategic Plan, a bicycle classification network to accommodate bicycle trips through the city and to major destinations. Designate as follows:
  - Urban Trails: a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods.
  - Streets: an on-street bicycle network that connects neighborhoods and urban centers and villages and serves major inter-modal connections.

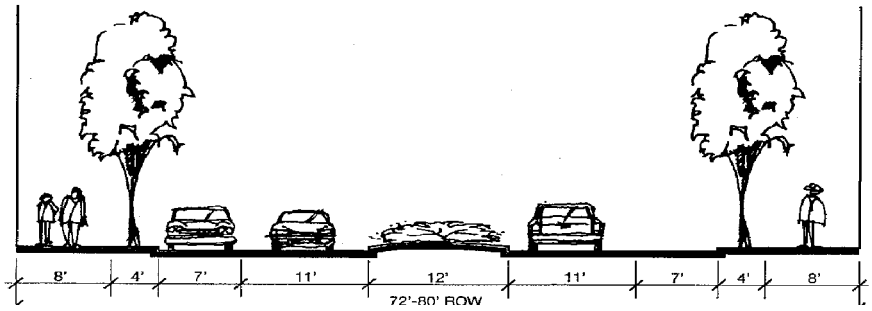
Transportation Policy T11
City of Seattle Comprehensive Plan, 2005

▶ Plan Complete Streets for All Users

Kirkland Complete Streets Ordinance

Bicycle and pedestrian ways shall be accommodated in the planning, development and construction of transportation facilities, including the incorporation of such ways into transportation plans and programs.

Ordinance No. 4061 Complete Streets Ordinance
Contained in Section 19.08.055 of
Kirkland Municipal Code, Adopted 2007



Example of a "Complete" Neighborhood Residential Street, CTED Model Code Provisions, 1998

Seattle Complete Streets Ordinance

Section 1. The Seattle Department of Transportation (SDOT) will plan for, design, and construct all new city transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as provided for below.

Section 2. SDOT will incorporate Complete Streets principles into: the Department's Transportation Strategic Plan; Seattle Transit Plan; Pedestrian and Bicycle Master Plans; Intelligent Transportation System Strategic Plan; and other SDOT plans, manuals, rules, regulations and programs as appropriate.

Ordinance Number: 122386
City of Seattle, April 30, 2007

Designate a Right-of-Way Hierarchy for Streets to Promote Pedestrian Friendly Design

Utilize a hierarchy of streets to guide right-of-way use in a manner that will promote a safe, attractive environment for both motorized and non-motorized users.

Downtown Sub-Area Policy S-DT-39
City of Bellevue, Downtown Sub-Area Plan, 2006

The hierarchy reflects different intensities of pedestrian activity. The accompanying map denotes the designation of each right-of-way. (Ordinance 5582, 2-7-05, Section 17; Ordinance 5100, 10-19-98, Section 7) Each type of street has design guidelines specific to its' intended level of pedestrian use.

The city's Design Guidelines establish a system of designating rights-of-way for the purpose of applying varying design guidelines. The text of this document was adopted by the City Council through Ordinance Number 3309 on November 7, 1983. These guidelines have been incorporated by reference into the Land Use Code as Section 20.25A.115.

Plan for Public Transit Services

- Design city streets to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike, pedestrian and transit mobility, and shall include landscaping and adequate lighting.

  Public Facilities and Services Policy 18
  City of Vancouver Comprehensive Plan, 2004

- Arterial and major collector roadways and intersections should be designed to accommodate buses.

  Transportation Policy TP-1.4.6
  City of Sammamish Comprehensive Plan, 2004

Consider Road Diets[6] to Enhance Safety and Efficiency through Smaller Streets

Encourage the conversion of four-lane streets to three-lane streets with bicycle facilities on minor arterial or collector arterial streets, where appropriate, with consideration of safety and future traffic volumes.

Transportation Policy 6.7.6
City of Yakima Comprehensive Plan, 2006

The cities of Seattle, Kirkland, Gig Harbor, University Place, and Bellevue have adopted similar policies

Plan and Require Accessible Facilities for All Citizens

- Ensure the transportation system meets the requirements outlined in the Americans with Disabilities Act (ADA). In addition, work towards providing a multimodal transportation system that ensures mobility for all residents, particularly those without access to or the ability to drive a vehicle.

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[6] Studies show four-lane roadways significantly discourage mobility and access of transit users (they cannot cross these streets), pedestrians, and bicyclists. Communities interested in providing higher levels of service and broadening transportation choices find street conversions essential to success.
From *Road Diets* by Dan Burden and Peter Lagerwey, *www.walkable.org/download/rdiets.pdf*

Street standards must comply with Americans with Disabilities Act guidelines in design and construction of pedestrian facilities such as curb ramps at street crossings, audible crossing signals, etc.

Transportation Policy TR-9
City of Auburn Comprehensive Plan, 2005

- Trail and non-motorized planning shall take into account the needs of seniors, particularly in areas near retirement communities. Trail and pedestrian crossings of roadways shall take into account the specific design needs of seniors and those with disabilities.

Transportation Policy TP-6.1.2
City of Sammamish Comprehensive Plan, 2005

- Provide for Children. Trail and non-motorized planning shall take into account the specific needs of children, particularly in areas near parks and schools. Trail and pedestrian crossings of roadways shall be designed to accommodate, where possible, the specific needs of children.

Transportation Policy TP-6.1.3
City of Sammamish Comprehensive Plan, 2005

- Support development of facilities for specialized nonmotorized travel modes where appropriate. The city should accommodate, where feasible, wheelchairs, skates, skateboards, scooters, and similar types of conveyances on existing facilities or explore the feasibility of incorporating them into new facilities. Existing equestrian trail opportunities should be preserved where possible, and conditions enhanced for those who ride horses.

Transportation Policy TP-6.1.5
City of Sammamish Comprehensive Plan, 2005

►Require Connectivity

Ensure Connectivity for the Entire Bicycle and Pedestrian Network

- Link pedestrian and bicycle paths to open space corridors, to park and recreation facilities, and to systems of adjacent jurisdictions.

Transportation Policy 7
City of Kennewick Comprehensive Plan, 2006

. Ensure that new subdivisions are designed to have more than one point of access at full build-out of the subdivision and adjacent area.

Transportation Policy 1.11
City of Pullman Comprehensive Plan, 1999

- Where possible, limit use of cul-de-sacs in new subdivisions; promote the construction of paths at the end of cul-de-sacs in accordance with the Pedestrian/Bicycle Circulation Plan.

  Transportation Policy 1.12
  City of Pullman Comprehensive Plan, 1999

- Distribute traffic with a well-connected pattern of streets and alleys; discouraging cul-de-sacs that don't include pedestrian and/or bicycle connections.

  Regional Connectivity Policy 4, Transportation Element
  City of Wenatchee Comprehensive Plan, 2007

- Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.

  Transportation Policy TR-56
  City of Bellevue Comprehensive Plan, 2003

Provide Pedestrian and Bicycle Linkages Across Barriers

- Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.

  Due to geographic or man-made features such as steep hillsides or freeways, special linkages may be needed to provide safe and convenient pedestrian and bicycle access.

  Transportation Policy 2.10 and discussion
  City of Spokane Comprehensive Plan, 2001

- Establish standards for the design and construction of arterial and local streets in Redmond. Achieve the following as part of the development process:
  - Require that all arterial and local streets be built to comply with the city's design standards and plans for streets, bicycles, and pedestrian facilities;
  - Require that all property be conveniently accessible from streets, walkways, and trails, subject to environmental limitations;
  - Maintain continuity of the street pattern by avoiding dead-end and half-streets not having turnaround provisions;
  - Avoid the creation of excessively large blocks and long local access residential streets;
  - Complete missing links and improve street connections;
  - Wherever possible, separate pedestrians from traffic lanes by the use of street trees and landscaped strips, and avoid the construction of sidewalks next to street curbs;
  - Manage access to arterials; and
  - Identify specific street improvements that benefit transit operations, with transit providers to prioritize street improvements.

  Transportation Policy 21
  City of Redmond Comprehensive Plan, 2002

►Create a Safe Pedestrian Network

Employ Traffic Calming Techniques to Improve Safety and Neighborhood Quality

- Consider and mitigate, where possible, the impacts of neighborhood traffic calming devices on existing and proposed pedestrian and bicycle facilities.

  Pedestrian and Bicycle Policy PB-11
  Pedestrian and Bicycle Transportation Facility Plan
  City of Bellevue, 2006

- Use traffic calming measures in neighborhoods to discourage speeding, reduce non-neighborhood traffic, and improve neighborhood safety.

  Traffic calming measures create safer and quieter streets. They help reduce traffic speed and discourage the inappropriate use of neighborhood streets by non-neighborhood residents as shortcuts to bypass arterials. They make neighborhoods healthier and more appealing places to live. Examples of traffic calming measures include narrowed streets, curved streets, roundabouts (traffic circles), pedestrian islands, textured crosswalks, and large street trees with overhanging canopies, and speed bumps and dips.

  Transportation Policy TR 5.4 and discussion
  City of Spokane Comprehensive Plan, 2001

- Implement the city's traffic calming program to improve neighborhood safety and quality.

  The community has a traffic calming program to use devices such as traffic circles, speed humps, and chicanes in a given area, with community input, as a way to slow and manage traffic. Streets in urban and suburban areas shall be designed to limit motor vehicle speeds to levels compatible with bicycling and walking (35 mph or less on major streets and 20 mph or less on neighborhood or residential streets).

  Transportation Policy 74
  City of Auburn Comprehensive Plan, 2005

  The City of Bellevue Transportation Department brings the Neighborhood Traffic Calming Program to a neighborhood when a resident completes an online Citizen Action Request form. Suggestions from area residents and data from speed studies and accident histories help staff to determine which possible educational, safety, and enforcement solutions to pursue. If residents still have concerns, the location will be reviewed for the possible installation of physical devices, such as medians, speed humps, or traffic circles.
  www.ci.bellevue.wa.us/traffic_calming_phase_1.htm

  The City of Seattle's *Making Streets That Work Workbook* illustrates important characteristics of individual streets, how streets fit into the larger transportation system, and how they support diverse activities throughout Seattle. It also presents tools that can be used on individual streets and emphasizes the importance of integrating these tools into larger neighborhood planning efforts.
  www.seattle.gov/transportation/makingstreetsthatwork.htm

- Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.

  It is essential that pedestrians be able to walk safely and easily within the city. Besides being safe, the pedestrian environment should feel safe.

  Transportation Policy 2.7 and discussion
  City of Spokane Comprehensive Plan, 2001

- Bicycle, pedestrian, and transit safety and access shall be incorporated within site plans. Sidewalks shall be installed on both sides of area streets. Bicycle and pedestrian links shall be installed in accordance with the bikeway plan for the subarea.

  Pedestrian Policy N-SE-39, Neighborhood Element
  City of Redmond Comprehensive Plan, 2002

- Construct sidewalks on both sides of arterials or streets that serve transit, or are built in conjunction with new development. An alternative may be appropriate if terrain, lack of right-of-way, or local conditions makes it prohibitive or undesirable. The type of pedestrian facilities on all other streets should be considered on a case by case basis.

  Pedestrian and Bicycle Policy PB-15
  City of Bellevue Pedestrian and Bicycle Transportation Facility Plan, 2006

Manage Access to Arterials to Increase Bicycle and Pedestrian Safety

- Access management, such as restricting left turns and excessive use of driveways, should be coordinated with design standards and land use in order to enhance public safety and preserve traffic carrying capacity.

  Transportation Policy T-16
  City of Renton Comprehensive Plan, 2004

- Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway. Encourage the preparation of comprehensive access plans, and consolidation of access points in commercial and residential areas through shared driveways and local access streets.

  Transportation Policy T-30.1.1
  City of Kenmore Comprehensive Plan, 2003

- Develop access management standards to minimize the number of curb cuts on arterials to improve pedestrian and vehicle safety.

  Transportation Policy TP22
  City of Federal Way Comprehensive Plan, 2003

- Place a high priority on consolidating existing ingress/egress points onto all arterials in Kenmore. This effort should be coordinated with local business and property owners in conjunction with improvements to the arterial system and redevelopment of adjacent land parcels. Coordinate these efforts with WSDOT on SR-522.

Transportation Policy T-30.1.3
City of Kenmore Comprehensive Plan, 2003

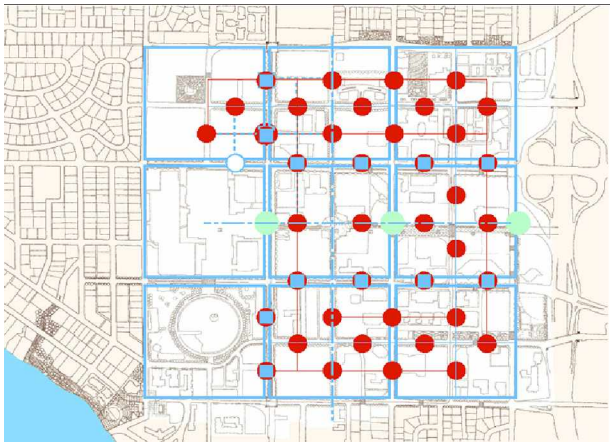
Design Safe Pedestrian Crossings at High-Traffic Intersections

Busy intersections shall include well-marked or textured crosswalks, central pedestrian refuges, curb extensions to shorten the crossing distance and improve visibility, pedestrian and bicyclist signal articulators, signs, or other devices to improve crossings, or a combination of these designs. A special fund will be designated for pedestrian intersection improvements.

Transportation Policy 6.6
City of Yakima Comprehensive Plan, 2006

Create Mid-Block Pedestrian Crossings

Reinforce the importance of the pedestrian in Downtown Bellevue with the use of a series of signalized mid-block crossings. Consideration should be given to the design of adjacent superblocks, consideration of traffic flow, and the quality of the pedestrian environment when implementing mid-block crossings.



The scale of Downtown's 600-foot long superblocks provides a challenge in creating a fine-grained pedestrian environment. In select locations, there may be opportunities to improve pedestrian mobility across arterial streets with signalized mid-block pedestrian crossings. The graphic below shows the concept for a series of these connections and the impact they could have as a system.

Downtown Sub-Area Policy S-DT-47 and discussion
City of Bellevue Downtown Sub-Area Plan, 2006

►Consider Multimodal Concurrency

Establish level of service standards that encourage development of a multimodal transportation system. Develop an approach for measuring level of service based on the standards described below. By the year 2022, strive to achieve a mode split of 65 percent single-occupant vehicle (SOV) and 35 percent transit/other mode.

> The mode splits described in this policy are the level of service standard for transit. The standard is expressed in terms of a desired percentage of peak-hour home to work trips by single-occupant vehicles and transit/other mode.

Transportation Policy 5.2 and discussion
City of Kirkland Comprehensive Plan, 2006

►Identify and Develop Safe Routes to School

Ensure Safe Crossings Especially Near Schools

At intersections near schools, the city shall install raised crosswalks to help reduce vehicle speeds and improve pedestrian visibility. Curb extensions will be added to shorten the pedestrians' crossing distance, eliminate parking on and near the crosswalk, and improve sight distance for pedestrians.

> The City of Bellevue promotes crosswalk safety enhancement through neighborhood-focused programs. These programs implement school-zone projects that include engineering solutions as well as pedestrian awareness programs. The city has successfully improved safety at many school intersections.

City of Bellevue

Coordinate With Schools to Enhance Safe Routes to School

Enhance the coordination and working relationship with public and private schools to continue developing and implementing safe walking routes, access to school bus stops, and pedestrian connections to and through school properties.

Recommended implementation strategies:

- Continue coordination with the School District to identify, improve, and publish safe walking routes. Update route maps annually and develop a distribution system to youth.
- Work with public and private schools on school bus route access needs and give high priority to implementing these improvements. Develop alternative routes or stops if capital construction funding is not available.
- Develop joint access and management agreements with the schools on connections to and through schools.
- Regularly seek the input of students to identify and prioritize non-motorized improvements.

Pedestrian Policy 10, Action Plan Element
City of Yakima Comprehensive Plan, 2006

►Use Parking Management Strategies to Enhance Bicycling and Walking
(Land Use Element or Transportation Element)

Reduce Parking Requirements and Available Parking

- Permit shared and off-site parking facilities in order to encourage the efficient use of parking and to provide the flexibility to develop parking on a separate site. Ensure that such parking is compatible with the existing or desired character of the area and ensure that such parking is available for the duration of the use requiring the parking.

  Land Use Policy LU53
  City of Seattle Comprehensive Plan, 2005

- Develop programs that address on and off street parking in the Downtown Historic District. Recognize that perceived parking problems downtown is one sign of success in its development.
  - Review parking requirements and reduce or eliminate them in the Downtown Historic District as appropriate, while still ensuring sufficient parking exists for housing and Central Commercial zone customers.
  - Develop a parking fee to assess to projects that provide more parking than that required by the code.

  Land Use Goal 3, Policy D
  City of Ellensburg Comprehensive Plan, 2006

- Support structured parking facilities in the Central Business District and other mixed use areas.

  Parking Policy 4, Transportation Element
  City of Wenatchee Comprehensive Plan, 2007

Encourage Shared Parking

Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

> Many businesses have different hours of the day during which they are most busy. Whereas a movie theater is occupied during the evening hours, an office building flourishes during the day. In this type of situation, there is an opportunity for shared parking. Shared parking lots consume less land and are a more efficient use of land compared to the construction of separate parking areas for each individual business.

Land Use Policy LU 3.13
City of Spokane Comprehensive Plan, 2001

Set Maximum Parking Standards

Reduce the suburban character of development, preserve opportunities for infill development, and provide for efficient use of land by setting maximum parking standards.

This policy is intended to aid the creation of a major commercial/retail district within the city.

Land Use Policy LU-311, District One Policies
City of Renton Comprehensive Plan, 2004

Prohibit Street Level Parking Between Buildings

In order to maintain an attractive street level environment, to facilitate pedestrian and vehicular traffic circulation, to minimize adverse impacts of parking on adjacent areas and structures, to sustain on-street parking, and, where appropriate, to maintain or create a continuity of street fronts, generally prohibit street level parking between buildings and the street, restrict the number and size of curb cuts, and require alley access to parking when a surfaced alley is accessible to the rear of a building, and not prevented by topography.

Land Use Policy LU52
City of Seattle Comprehensive Plan, 2005

Parking Lot Design Should Consider Pedestrians, Bicycles, and Drivers

Design parking facilities to enhance mobility for all transportation users (including those not driving) and to mitigate impacts on surrounding areas.

Clearly marked pedestrian pathways through parking lots create a safer environment for pedestrians than having to walk behind parked automobiles. The availability of design features, such as bicycle racks, bicycle shelters, bus shelters, benches, and places to secure dogs influence the ability of non-drivers to access the places served by parking lots. The siting of parking lots, whether they are in front of buildings or to the rear or underground, affects both mobility and impacts on surrounding areas. Parking lots should be user friendly to pedestrians, bicyclists, and transit users, as well as drivers.

Transportation Policy 2.5 and discussion
City of Spokane Comprehensive Plan, 2001

►Provide Facilities To Support Bicyclists And Pedestrians

Require Bicycle Parking

- Provide facilities that support bicycling to make it more feasible for transportation and recreation.

  Physical features are needed to enable the use of bicycles, just as physical features, such as parking, enable the use of automobiles. Such features for bicycles include short- and long-term bicycle parking and locker rooms or other facilities for changing clothes and showering.

  They should be provided at a variety of locations where bicycles can be used for transportation or recreation, such as workplaces, schools, parks, transit facilities, and park-and-ride lots.

  Transportation Policy TR 2.17and discussion
  City of Spokane Comprehensive Plan, 2001

- Bicycle parking is required for new land use applications for commercial, industrial, recreational, and institutional uses. Larger apartment complexes could benefit by providing on-site bike storage facilities.

  The City of Richland requires bicycle parking for new land use applications. See Zoning Code Section 23.74.117.

- The city shall require secure (racks and lighting) bicycle parking at commercial and institutional facilities along with automobile parking.

  Transportation Policy 44
  City of Orting Comprehensive Plan, 2005

- Coordinate the design and construction of pedestrian and bicycle facilities with other agencies where City of Bellevue corridors continue into neighboring jurisdictions.

  Transportation Policy TR-85
  City of Bellevue Comprehensive Plan, 2003

Provide Bicycle Racks

The city shall provide bicycle racks on sidewalks for downtown businesses that do not have a parking lot or other place to park a bicycle. Customers, employees, or owners of a business can request a rack by calling the city.

The City of Olympia has a Racks on Demand program
http://www.ci.olympia.wa.us/cityservices/transportation/biking

Include Trees in the Streetscape for Shade and Pedestrian Comfort

- To make Olympia a beautiful place to live in or visit by lining our High Density Corridors and our entry and exit corridors with trees.

  Goal Tree 2. Urban Forestry Element
  City of Olympia Comprehensive Plan

  The goals and policies of this element may be implemented with an Urban Forestry Management Plan, A Landmark Tree Protection Ordinance, A Tree Protection and Replacement Plan, a New Street Tree Master Plan, a dedicated Tree Fund, and professional staffing.
  www.ci.olympia.wa.us/cityservices/zoning/advanceplanning/CompPlan.htm
  www.ci.olympia.wa.us/cityservices/urbanforest/neighborwoods/

  Through the NeighborWoods Program, free trees and tree-care training are provided to residents in exchange for planting and caring for street trees. Since 1998, nearly 3,000 trees have been planted and more than 400 volunteers have been trained.
  www.olympiawa.gov/employment/volunteer/neighborwoods/

- Plant trees along all streets.

  Installing street trees along all residential and arterial streets is the easiest and most cost effective way to secure the environmental benefits of urban forestry. Street trees planted in buffer strips between the curb and sidewalk should be included in every street project or private development.

  Natural Environment Policy 12.1 and discussion
  City of Spokane Comprehensive Plan, 2001

- Develop Green Streets and Neighborhood Protection Streets. The purpose of Green Streets is to encourage pedestrians, biking, and transit use and to provide for an attractive streetscape. The design and improvement of such streets is described in the following policy. Green Streets shall be characterized by the following features:
  - Buildings arranged on the site to minimize walking distances between other buildings in the complex and the street. Buildings on or near Green Streets should be located within 1,000 feet of a transit stop.
  - Transit stops every 1,200 to 1,500 feet along the street.
  - Parking lots located to the side or rear of buildings that front on Green Streets for their entrances.
  - Persons waiting for public transit are sheltered from the weather. Buildings should include lobbies from which occupants can see transit vehicles approaching the stop. Transit shelters shall be provided at transit stops on Green Streets.
  - Ten-foot-wide sidewalks next to transit stops and six-foot-wide sidewalks in other areas. Where stores are located along streets, sidewalks should be eight-feet wide.
  - Pedestrian facilities, such as benches and streetlights, at transit stops.
  - Street trees and adequately sized planting strips between the street and sidewalk. At transit stops, sidewalks should extend to the street.

- Street treatments that enhance pedestrian crossings at intersections and transit stops.
- Shops and services sized to fit the area should be located at major transit stops.

Neighborhood Policy OV-58
City of Redmond Comprehensive Plan, 2002

Evaluate the System

Develop, apply, and report on walking and bicycling transportation performance measures in the Transportation Strategic Plan to evaluate the functioning of the nonmotorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies and potential improvements; and to support development of new and innovative facilities and programs.

Transportation Policy T35
City of Seattle Comprehensive Plan, 2005

Ensure Safe, Clean Bicycle and Pedestrian Ways

Maintain nonmotorized routes in the city in good repair and remove potential hazards promptly.

Transportation Policy 2.3
City of Ellensburg Comprehensive Plan

►Provide Encouragement, Education, and Law Enforcement

- Conduct clinics to teach safe cycling to school age children.

Transportation Policy 8.15
City of Maple Valley Comprehensive Plan, 2005

- Support laws and enforce laws that are designed to provide safety to pedestrians, bicyclists and people with mobility disabilities.

Transportation Policy 8.16
City of Maple Valley Comprehensive Plan, 2005

- Strategically place signs and provide maps to guide users through the pedestrian and bicycle systems.

Policy PB-4
City of Bellevue Pedestrian and Bicycle Transportation Plan, 1999

- Develop a map of bicycle routes and trail system and make it available on the city Web page at the Chamber of Commerce and other information outlets.

Transportation Policy 8.17
City of Maple Valley Comprehensive Plan, 2005

- Develop and implement a system of signs that builds upon the city's streetscape and furniture theme to mark trails and non-motorized routes.

Transportation Policy 8.18
City of Maple Valley Comprehensive Plan, 2005

Parks and Recreation Element

The GMA requires that a comprehensive plan include an inventory of existing parks, trails, recreational facilities, and open space [RCW 36.70A.070(8)]. The act states plans shall identify future needs, and include a plan for acquiring/developing these facilities. This should also include an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

Research has shown that people get more physical activity if they can walk and bike to a local park. The policy recommendation is for more, smaller local parks in neighborhoods. Many survey returns show that walking and bicycling are the most popular forms of physical activity. This points to development of a network of trails as an important part of park planning. Also, joint-use agreements between school districts and local parks departments can provide efficient year-round use of public facilities. There are many policy options for requiring park and open space land as development occurs.

The following are example policies for supporting physical activity in a parks, recreation, and open space element.

- Consider more, smaller parks to encourage physical activity.[7]
- Require park, recreation, and open space as development is permitted.
- Establish pedestrian and bicycle networks.
- Jointly use facilities.

►Consider More, Smaller Parks to Encourage Physical Activity[8]

- Develop a neighborhood park system which is located within ½- mile of most Wenatchee residences.

Parks and Open Space System Policy 1
City of Wenatchee Comprehensive Plan, 2007

[7] Research in Atlanta showed that young people, particularly girls, get an average of 17 minutes more activity per day if a park is located within 1 mile of their home.

[8] For more information on Healthy Communities Programs, visit the Washington State Department of Health at: w*ww.doh.wa.gov/cfh/NutritionPA/our_communities/healthy_communities_projects/default.htm*

►Require Park, Recreation, or Open Space as Development Is Permitted

- Require new subdivisions to provide land for neighborhood or pocket parks, or at the city's discretion, in lieu of such land, provide impact fee payments to the city.

  Parks and Recreation Policy, Goal 3: Policy (c)
  City of Anacortes Comprehensive Plan, 2007

- Require redevelopment areas and new development to provide town squares, plazas, and "pocket parks," and encourage these spaces to be used as the focus of commercial and civic buildings.

  The inclusion of public spaces in areas of development gives pedestrians a place to rest and interact while providing a location for community and economic focus. It improves the appearance of, and gives identity to the particular area. The amount of public open space should be relative in size to the development.

  Urban Design Policy DP 3.11 and discussion
  City of Spokane Comprehensive Plan, 2001

- Every effort shall be made to include greenbelts in all new development or redevelopment; these greenbelts shall include pedestrian connections and wildlife corridors wherever practicable and reasonable.

  Parks and Recreation Policy, Goal 3: Policy (g)
  City of Anacortes Comprehensive Plan, 2007

Preserve Open Space

Maintain the comprehensive inventory of all open space within the planning areas. Maintain city standards of requiring consolidation of open space within and among residential development, and to provide for park land dedication or fee payments as an alternative.

Comprehensive Outdoor Recreation Plan General Action Policy "Open Space"
City of Lacey Capital Facilities Plan, 2007

►Establish Pedestrian and Bicycle Networks

Develop a High Quality System of Trails

- Whenever possible, establish greenways to link open space areas located in close proximity to one another.

  Parks and Recreation Policy 4.3
  City of Pullman Comprehensive Plan, 1999

- Provide a system of trails linking public and private open spaces, parks, recreational uses and transportation facilities within and between jurisdictions. Encourage use of green spaces and riparian corridors as pedestrian and non-auto-oriented linkages within the urban area, in balance with habitat protection.

  Public Facilities and Services Policy 31
  City of Vancouver Comprehensive Plan, 2004

- Link pedestrian and bicycle paths to open space corridors, park and recreation facilities, and to systems of adjacent jurisdictions.

  Transportation Policy 7
  City of Kennewick Comprehensive Plan, 2006

- Develop a high-quality system of multipurpose trails and corridors that access significant environmental features, public facilities, neighborhoods, and businesses districts and promote physical activity and a health conscious community. Coordinate trail acquisition and development with the City of Lacey Capital Facilities Plan, Transportation Plan, and the cities of Olympia, Lacey, and Tumwater Urban Trails Plan.

  Parks and Recreation Planning Goal 6
  City of Lacey Capital Facilities Plan, 2004

Coordinate Transportation and Parks, Recreation, and Open Space Planning

- The adopted Long-Range Parks, Recreation, Open Space, and Trails Plan should be coordinated with and be an integral component of the city's on-going transportation planning activities.

  Transportation Policy T-42.5
  City of Renton Nonmotorized Transportation Plan, 2004

►Jointly Use Facilities

Co-Locate and Jointly Use Park, Recreation, and School Facilities to Facilitate Transit Use and Bicycle and Pedestrian Access

- The city shall cooperate with the School District for joint use of areas and facilities. The city and School District shall jointly develop and operate school playground/park facilities in order to economically meet needs for neighborhood parks and improved school facilities.[9]

  City of Pasco
  Comprehensive Park and Recreation Plan, 2005

- The city will encourage efficient use and location of municipal and public facilities such as transportation centers, utility facilities, schools, parks, and other public uses.

  Policy 1 - The city will locate municipal facilities in proximity to the people they serve and will ensure the grouping of facilities in Neighborhood Activity Centers whenever possible.
  Policy 2 - The city will ensure that public facilities are of a scale compatible with surrounding areas.
  Policy 3 - The city, through its land use plan and development regulations, will ensure that public facilities are specifically located to be compatible with existing and planned surrounding land uses.
  Policy 4 - Wherever possible, the city will locate park and school facilities together.

  Land Use Goal LU-5
  City of Richland Comprehensive Plan, 2006

- Joint ventures make publicly accessible possibly in combination with other public, nonprofit, or private agencies a greater variety of recreational facilities than would be accomplished by Sultan alone or otherwise. Discuss with the Sultan School District the possibility of entering into joint ventures for the development of combined school, playground, and athletic facilities. Consider sharing the monies Sultan could realize from environmental and growth management impact assessments with the Sultan School District for the joint development and maintenance of active play fields and playgrounds – provided the facilities are made available for use by students and community residents alike.

  Park and Recreational Facilities Policy 13
  City of Sultan Comprehensive Plan, 2004

[9] The city's GMA Update describes the program's success. The school district assists in providing indoor facilities to support the city's winter recreation programs as well as playground areas for outdoor athletic leagues. Four jointly developed and operated school playground/park facilities have been completed and others are pending.

- The city and the school district should jointly develop multiple-use facilities (e.g., playgrounds, sports fields) whenever practical.

Land Use Policy LU-97
City of Renton Comprehensive Plan, 2004

- Community use of school sites and facilities for nonschool activities should be encouraged.

Land Use Policy LU-98
City of Renton Comprehensive Plan, 2004

Locate Public and Quasi-Public Facilities within Walking Distance of Transit Stop

Facilities should be located within walking distance of an existing or planned transit stop.

This policy also applies to quasi-public uses such as cultural and religious facilities.

Land Use Policy LU-72, Public Facilities
City of Renton Comprehensive Plan, 2004

Capital Facilities Element

Publicly-owned facilities are planned and funded in the Capital Facilities Plan Element. The goals and policies of this element should guide funding decisions. The following policies and strategies could be considered as ways to enhance opportunities for physical activity.

- Site public facilities for more efficient transportation.
- Preserve and encourage small, neighborhood-oriented schools.
- Pursue innovative funding strategies.

►Site Public Facilities for More Efficient Transportation

Locate Schools in Walkable Neighborhood Centers

- Encourage school districts serving Bellingham, the Bellingham Urban Growth Area, and the Urban Fringe Subarea to plan, purchase sites, construct, and preserve small neighborhood-oriented schools rather than large regional schools at the edges of the urban area.

  Capital Facilities Policy 35
  City of Bellingham Comprehensive Plan, 2006

- Locate elementary and middle schools centrally in their service area on sites that allow children to walk safely to school.

  Land Use Policy LU 6.5
  City of Spokane Comprehensive Plan, 2001

Design Facilities for Multiple Uses

Restructure the process of designing public facilities to ensure multiple use of sites whenever feasible.

Comprehensive Outdoor Recreation Plan General Action Policy
"Multiple Use Designs"
City of Lacey Capital Facilities Plan, 2007

Share Use of School Facilities

Maintain and expand agreements for joint facility use with North Thurston School District.

Comprehensive Outdoor Recreation Plan General Action Policy
"Schools"
City of Lacey Capital Facilities Plan, 2007

Preserve Unused Public School Buildings for Future Use as Schools

- Facilities that are planned for closure should be considered for potential public use before being sold for private development.

  Land Use Policy LU-99
  City of Renton Comprehensive Plan, 2004

- In order to encourage future school use of public school buildings that are no longer used as schools allow nonresidential uses not otherwise permitted in the area to locate in school buildings as long as specific criteria for each such re-use are met.

  Land Use Policy LU23
  City of Seattle Comprehensive Plan, 2005

►Pursue Innovative Funding Strategies

Retrofit Existing Streets as Opportunities Arise

Include nonmotorized transportation facilities such as bicycle lanes, pedestrian paths, etc. when general transportation improvements are made, including arterial road construction, reconstruction, and transit system improvements.

Implementing Actions:
- Incorporate nonmotorized transportation elements into future transportation improvements.

Transportation Policy 1.1
City of Yakima Comprehensive Plan, 2006

Require Impact Fees

- Adopt and collect impact fees in accordance with the GMA as part of the financing for public facilities. Such financing shall provide for a balance between impact fees and other sources of publicly funds and shall not rely solely on impact fees. Public facilities for which impact fees may be collected include: public streets and roads, publicly owned parks, opens space, and recreation facilities, and school facilities.

  Capital Facilities Policy CF-3.5
  City of Sultan Capital Facilities Plan, 2004

- Require impact fees to ensure that school facilities will be provided concurrently with future development within the city.

  Capital Facilities Policy CF-11.1
  City of Sultan Capital Facilities Plan, 2004

- Encourage the continued collection of impact fee program by the Bellingham School District (and other districts in the Urban Growth Areas) to collect funds from new development to help offset the costs of new or upgraded facilities as necessary to serve the new development.

  Capital Facilities Policy 33
  City of Bellingham Comprehensive Plan, 2006

- Encourage all school districts within Bellingham, the Bellingham UGA, and the Urban Fringe Subarea to pass school impact fee ordinances and allow the city and county to collect school impact fees on their behalf, as per RCW 82.020.050-.090.

  Capital Facilities Policy 34
  City of Bellingham Comprehensive Plan, 2006

- Impact mitigation may occur using fees, land dedication, or facilities based on the following criteria:
  a. Developer-constructed public trails, public on-site park and recreational facilities, and/or developer constructed public off-site facilities (in a nearby park) may be considered for mitigation if the facility is built to City parks construction and maintenance standards.
  b. Dedication of land for parks or open space purposes, including wetlands, shorelines areas, or sensitive areas only will be considered if such dedication satisfies a specific recreational need of the City.
  c. The developer can elect to pay a fee based upon a formula.
  d. The developer can propose a combination of alternatives that is satisfactory to the City, and satisfies a portion of the needs as identified in the Long Range Park, Recreation, Open Space, and Trails Plan.
  e. Contributions of land could be combined through multiple developments to meet the minimum standards for facilities as established by the Long Range Park, Recreation, Open Space, and Trails Plan.

  Parks, Recreation and Open Space Element Policy P-49
  Renton Comprehensive Plan 2004

Create a Parks and Sidewalks Fund from Utility Taxes

In 2004, the citizens of Olympia voted to increase the utility tax by 3 percent, which generates about $2.9 million per year for the acquisition of park land and construction of sidewalks. In order to acquire the parcels of parkland quickly, the council sold general obligation bonds in 2006 for $9.5 million. The proceeds will be used to acquire land in the first 10 years. The bonds will be defeased with annual utility tax revenues. This project reflects the annual debt service needed for the bonds.

Staff is currently developing a plan similar to the park plan for utility taxes. The city would issue debt and then use the bond proceeds for construction. There would be a strong impact in a short period of time. The annual tax proceeds would pay debt service on the bonds.

City of Olympia Capital Facilities Plan
www.ci.olympia.wa.us/newsfaqs/parksandpathwaysnews/

Dedicate Funds to Parks

The city Parks Department will inventory all bike paths yearly. The Parks Department will fix defects as required. The amount expended by the city shall never in any one fiscal year by less than 0.42 percent of the total amounts of funds received from the state motor vehicle fund (RCW 47.30.050). The City of Walla Walla Parks Department receives approximately $2,000 dollars per year in gas tax funds for building and maintenance of bike trails.

Regional Bicycle and Pedestrian Plan, Policy A, Supplement to the Transportation Improvement Plan and Pedestrian Elements update City of Walla Walla, 2005

Apply for State and Federal Grants and Loans

A number of grant programs exist that communities can apply to so that funding can be increased for programs to physically enhanced communities.

The Community Development Block Grant Program (CBDG) helps communities improve the lives of those in need. Sidewalks are eligible for the program if they will serve lower-income populations. The program is over-seen by the U.S. Department of Housing and Urban Development (HUD) through its Office of Community Planning and Development.

Community Development Block Grant Program
U.S. HUD Department
www.hud.gov/offices/cpd/communitydevelopment /programs

CTED's Growth Management services grants help local governments pay for work completed under the GMA. All counties and cities subject to RCW 36.70A.040 are eligible. Grants may be expended for any purpose directly related to the preparation and adoption of comprehensive plans and development regulations; conducting of surveys, data gathering and management activities, retention of planning consultants, and other related purposes.

Growth Management Services, CTED
www.cted.wa.gov/growth -- See grants.

The Recreation and Conservation Funding Board, formerly called the Interagency Committee for Outdoor Recreation, has funding available. Since 1964, this agency has improved the state's quality of life through its investment of public funds in parks, trails, beaches, boating facilities, wildlife habitat, and natural areas.

Recreation and Conservation Funding Board
www.iac.wa.gov/iac/grants.asp

The National Parks Services' Rivers and Trails Program provides technical assistance to community groups and local, state, and federal government agencies so they can conserve rivers, preserve open space, and develop trails and greenways. Applications are due by August 1st for assistance beginning the following fiscal year (October 1st through September 30th).

Rivers and Trails Program
www.nps.gov/ncrc/programs/rtca/index.htm

Consider other single purposes funding tools:

Hotel/Motel Tax
Emergency Medical Services Tax
Transportation Improvement Board
Local Option Vehicle License Fee
Street Utility Charge
Motor Vehicle Fuel Tax – City Streets
Local Option Fuel Tax
Commercial Parking Tax
Transportation Benefit District
Local Non-Levy Financing
Parks and Recreation Service Area
State Environmental Protection Act Mitigations

Referenced Comprehensive Plans

City of Redmond
www.codepublishing.com/WA/Redmond/CompPlan/

City of Kennewick
www.ci.kennewick.wa.us/Community_Planning/comprehensive_plan.asp

City of Vancouver
www.cityofvancouver.us/compplan.asp?menuid=10463&submenuid=10485

City of Kirkland
kirklandcode.ecitygov.net/CK_comp_Search.html

City of Seattle
www.seattle.gov/DPD/Planning/Seattle_s_Comprehensive_Plan/Overview/

City of Lacey
Not available online

City of Spokane
www.spokaneplanning.org/Documents/BEGIN.PDF

City of Richland
www.ci.richland.wa.us/RICHLAND/planning/index.cfm?PageNum=11

City of Sammamish
www.ci.sammamish.wa.us/ComprehensivePlan.aspx

City of Pullman
www.ci.pullman.wa.us/DrawOnePage.aspx?PageID=239

City of Wenatchee
www.cityofwenatchee.com/Planning%20and%20Building/comprehensive%20plan.htm

City of Ellensburg
http://www.cityofellensburg.org/community/compplan2006.pdf

City of Auburn
www.auburn.govoffice.com/index.asp?Type=B_BASIC&SEC={7A01F5F4-1393-4572-8A98-D2AD0AAFB7BE}

City of Richland
www.ci.richland.wa.us/RICHLAND/planning/index.cfm?PageNum=11

City of Kenmore
www.cityofkenmore.com/dept/cd/CompPlan/compplan.html

City of Bellevue
www.ci.bellevue.wa.us/comprehensive_plan.htm

City of Olympia
www.ci.olympia.wa.us/citygovernment/codes/ocp/

City of Orting
Not available online

City of Pasco
Vol I: *www.ci.pasco.wa.us/econdev/CompPlanVol1.pdf*
Vol II: *www.ci.pasco.wa.us/econdev/CompPlanVol2.pdf*

City of Maple Valley
www.ci.maple-valley.wa.us/cd/Comprehensive_Plan.asp

City of Renton
rentonwa.gov/business/default.aspx?id=2684

City of Anacortes
www.cityofanacortes.org/planning/docs/file.asp?ID=66

City of Yakima
www.ci.yakima.wa.us/services/planning/06update.asp

City of Sultan
Not available online

Selected Resources

Healthy Communities

Washington Municipal Research & Services Center Web pages on Health and Planning
www.mrsc.org/Subjects/HumanServices/healthyProg.aspx and
www.mrsc.org/Subjects/HumanServices/healthyLandUse.aspx

Active Living Research and Leadership

Active Living Research
The chief aim of Active Living Research is to increase knowledge about active living by supporting research to identify environmental factors and policies with potential to substantially increase levels of physical activity among Americans of all ages, incomes, and ethnic backgrounds.
www.activelivingresearch.org/about

Active Living Leadership
A national initiative that supports government leaders as they create policies that reduce childhood obesity by promoting active living, healthy eating, and access to healthy foods.
www.leadershipforactiveliving.org/index.html

The Community Guide from the Centers for Disease Control
The Community Guide's physical activity Web site offers several reports on the effectiveness of interventions designed to increase levels of physical activity.
www.thecommunityguide.org/pa/Physical-Activity.pdf

Health Impact Assessment: A 10-Minute Guide
International Health Impact Assessment Consortium (IMPACT), February 2000
This leaflet is designed for newcomers to HIA to define what it is, what it aims to do, the key concepts and principles on which it is based, and how it can be applied.
www.ihia.org.uk/hiaguide.html

Washington Coalition for Promoting Physical Activity
Resources on active living are available from the Washington Coalition for Promoting Physical Activity.
www.beactive.org/palinks.html.

Municipal Research and Services Center of Washington
The Municipal Research and Services Center of Washington offers many excellent references on healthy living and local government policies.
www.mrsc.org/Subjects/HumanServices/healthyProg.aspx

Safe Routes to School and School Planning

The National Center for Safe Routes to School
This center strives to equip Safe Routes to School programs with the knowledge and technical information to implement safe and successful strategies.
www.saferoutesinfo.org

The National Clearinghouse for Educational Facilities

This Web site provides comprehensive information on planning, designing, funding, building, improving, and maintaining safe, healthy, high-performance schools and includes a section devoted to sharing school facilities.
www.edfacilities.org/rl/community_use.cfm

New Schools Better Neighborhoods

This organization advocates for a vision of schools and other public facilities as community centers. Their web site provides case studies and resources.
www.nsbn.org

Traffic Calming

Traffic Calming Index, Federal Highway Administration

A Web site dedicated to all the known and/or electronically publicized transportation programs and studies that pertain to traffic calming. *http://www.fhwa.dot.gov/environment/tcalm/index.htm*

Federal Highway Administration

The Effects of Traffic Calming Measures on Pedestrian and Motorist Behavior. This paper summarizes past research on speed humps, bulb outs, and roadway narrowing. Findings from a new evaluation of bulb-outs, raised crosswalks and intersections, refuge islands, and speed humps in eight communities are also reported.
www.walkinginfo.org/task_orders/to_11/Calmtrmt.pdf

Guidance for Designing for Bicycles and Pedestrians

WSDOT Bicycle and pedestrian planning information and resources

www.wsdot.wa.gov/Walk/default.htm and *www.wsdot.wa.gov/bike/default.htm*

Washington Municipal Research and Services Center

www.mrsc.org/Subjects/Planning/PlanPedBike.aspx#About

National Center for Bicycling and Walking

www.bikewalk.org/

The National Pedestrian and Bicycle Information Center

www.walkinginfo.org and *www.bicyclinginfo.org/de/index.htm*

Multimodal Concurrency

Puget Sound Regional Council's study on concurrency

www.psrc.org/projects/growth/concur/concurrency.htm.

Washington State Transportation Center at the University of Washington's study
The Possibility of Transportation Concurrency – Proposal and Evaluation of Measurement Alternatives

http://depts.washington.edu/trac/concurrency/index.html.