

From: [Tom McCormick](#)
To: [Chris Roberts](#); [Shari Winstead](#); [Keith Scully](#); [Doris McConnell](#); [Will Hall](#); [Jesse Salomon](#); [Keith McGlashan](#)
Cc: [Debbie Tarry](#)
Subject: Ordinance 755 (Complete Streets Program) -- amendment
Date: Monday, October 03, 2016 12:02:36 PM
Attachments: [PastedGraphic-2.png](#)

Councilmembers:

Ordinance 755 (Complete Streets Program) is on the Consent Calendar for tonight.

I request that the Ordinance be removed from the Consent Calendar to facilitate consideration of an amendment to 12.50.040(B) to replace the word "or" with the word "and", as depicted on the attached snippet.

As proposed 12.50.040(B) reads in the meeting packet, the Public Works Director could grant an exception to the Complete Streets Policy if the cost would be excessively disproportionate to the current need, even though the cost would not be excessively disproportionate to the probable future use.

Consider this example: On a road without a bike lane, not many bikers use the road. Because not many bikers use the road, one might conclude that there is no current need to accommodate bikers on the road. A conclusion of "no current need" would be wrong, however, if the main reason that the bikers don't use the road is that they are worried about their safety (no bike lane and lots of car traffic). If the road were improved by adding a bike lane, then the bikers' safety concerns would vanish, and they would bike on the road. In this example, the costs to add a bike lane to the road would not be excessively disproportionate to the probable future use.

Please consider removing Ordinance 755 from the Consent Calendar, and offering an amendment to 12.50.040(B) so that a cost exception could not be granted unless the cost was both excessively disproportionate to the current need AND excessively disproportionate to the probable future use.

Thank you.

Tom McCormick

12.50.040 Exceptions. Subject to approval by the Director of Public Works, facilities for pedestrians, bicyclists, transit users, and/or persons of all abilities are not required to be provided:

- A. When establishment would be contrary to public safety;
- B. When the cost would be excessively disproportionate to the current need ^{and} ~~or~~ probable future use;
- C. Where there is no identified need based on adopted City transportation plans and future travel demand models;
- D. When routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, including, but not limited to, striping, sweeping, spot repair, pothole filing, joint or crack filling, and surface treatments for pavement preservation;
- E. When the roadway is a limited access roadway, prohibiting by law either non-motorized or motorized use; and
- F. Where implementing Complete Streets standards in a small project would create a very short section of improvements with problematic transitions on either end or that are unlikely to be followed by similar improvements at either end resulting in little progress on implementing a Complete Streets networks as provided for in the Transportation Master Plan.