

Attachment A: Complete Streets SLI Best Practices Questions

Core Question: Does Seattle's Complete Streets policy satisfy the best practices established by *Smart Growth America* and *National Complete Streets Coalition* ?

| National Complete Streets Coalition Rubric Elements | Updated Best Practices | Questions |
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| 1. Vision and intent | <i>Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.</i> | 1) Is the policy clear in intent, stating firmly the jurisdiction's commitment to a Complete Streets approach using "shall" or "must language"? (In the body of the ordinance and not the "whereas statements") 2) Does the policy mention the need to create a completed network? 3) Does the policy mention equity? Does the policy mention four modes, two of which are walking and biking? |
| 2. Diverse users | <i>Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.</i> | 1) Does the policy language require Seattle to "prioritize" vulnerable users or neighborhoods with histories of systematic dis/underinvestment? 2) Does the policy establish an accountable, and measurable definition of priority groups or places? |
| 3. Commitment in all projects and phases | <i>Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.</i> | 1) Does the policy require all new construction and reconstruction/retrofit projects to account for the needs of all modes of transportation and all users of the road network? 2) Does the policy require all maintenance projects and ongoing operations, such as resurfacing, repaving, restriping, rehabilitation, or other types of changes to the transportation system to account for the needs of all users of the road network? 3) Does the policy specify the need to provide accommodations for all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right of way and/or sidewalk? |
| 4. Clear, accountable exceptions | <i>Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.</i> | 1) Does the policy include exceptions listed by the National Complete Streets Coalition, and no others? 2) Does the policy state who is responsible for approving exceptions? 3) Does the policy require public notice prior to granting an exception in some form? |
| 5. Jurisdiction | <i>Requires interagency coordination between government departments and partner agencies on Complete Streets</i> | 1) Does the policy require private development projects to comply? 2) Does the policy specify a requirement for interagency coordination between various agencies such as public health, housing, planning, engineering, transportation, public works, City Council, and the Mayor's Office? |
| 6. Design | <i>Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation. (Best state-of-the-practice design (AASHTO, APA, NACTO, US Access Board)</i> | 1) Does the policy direct the adoption of specific, best state-of-practices design guidance and/or require the development of/revision of internal design policies and guides? 2) Does the policy set a specific time frame for implementation? |
| 7. Land use and context sensitivity | <i>Considers the surrounding community's current and expected land use and transportation needs.</i> | 1) Does the policy require revised land use policies, plans, zoning ordinances, or equivalent documents to specify how they will support and be supported by the community's Complete Streets vision? 2) Does the policy require the consideration of the community context as a factor in decision-making? 3) Does the policy specify the need to mitigate unintended consequences such as involuntary displacement? |
| 8. Performance measures | <i>Establishes performance standards that are specific, equitable, and available to the public.</i> | 1) Does the policy establish specific performance measurements under multiple categories such as access, economy, and environment, safety, and health? 2) Does the policy establish specific performance measures for the implementation process such as tracking how well the public engagement process reaches underrepresented populations or updates to policies and documents? 2 (b) Does the policy embed equity in performance measures by measuring disparities by income/race/vehicle access/language/etc. as relevant to Seattle? 3) Does the policy specify a timeframe and agency responsibility/authority for recurring collection of performance measures, and their publicization? |
| 9. Projects selection criteria | <i>Provides specific criteria to encourage funding prioritization for Complete Streets implementation.</i> | 1) Does the policy establish specific criteria to encourage funding prioritization for Complete Streets? 2) Does the policy specifically address how equity will be embedded in project selection criteria? |
| 10. Implementation steps | <i>Includes specific next steps for implementation of the policy.</i> | 1) Does the policy require that the related procedures, plans, regulations, and other processes be revised within a specified time frame? 2) Does the policy assign responsibility for implementation to a new or existing committee that includes both internal and external stakeholders that are representative of underinvested and vulnerable communities defined in the performance measurement? 3) Does the policy create a community engagement plan with specific strategies for who when, and how they will approach public engagement in the project selection, design, and implementation process. 3(b) Does the policy specifically address how the jurisdiction will overcome barriers to engagement for underrepresented communities like apartment residence and language? |