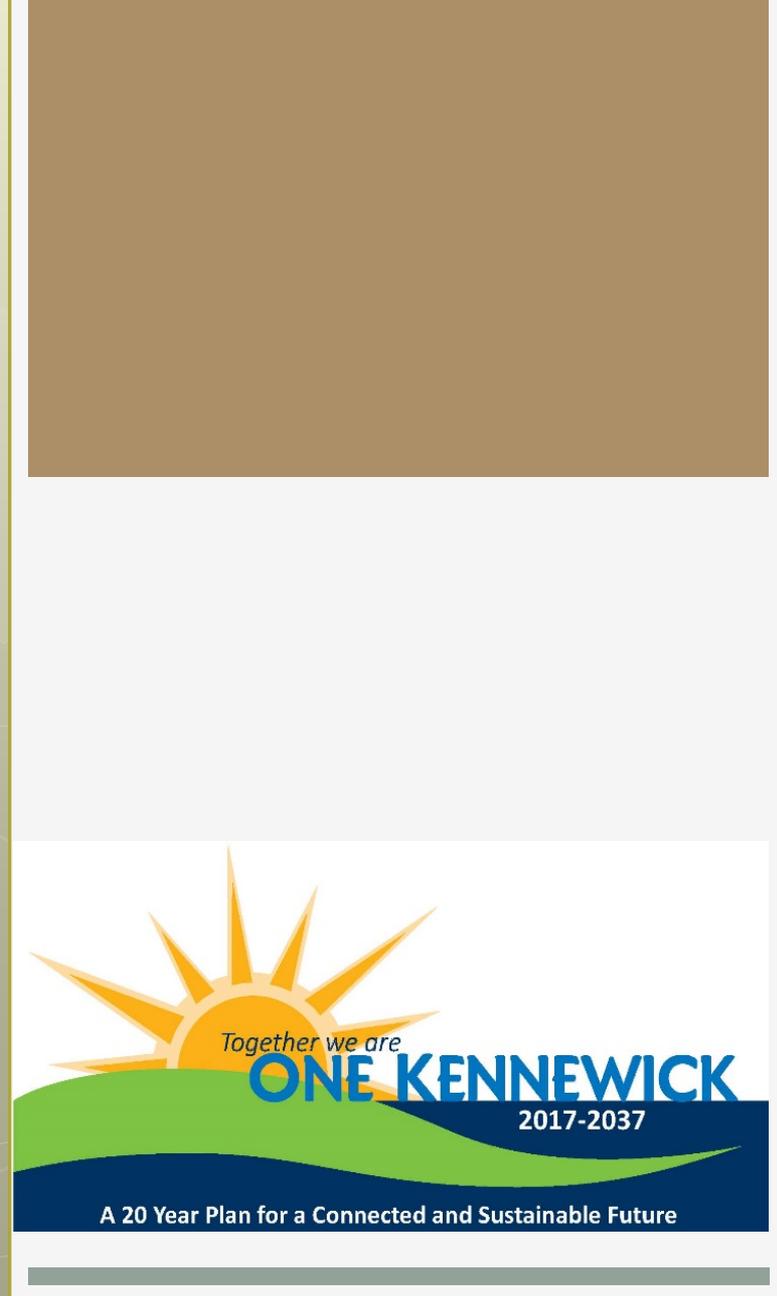


City of Kennewick Planning Commission

Community Planning
Department

December 5, 2016



Transportation Element Review

- **Public Input Identified Priorities:**
 - Regionally connected, multimodal transportation network
 - Bicycle and pedestrian access to open/recreational space
 - Transit connectivity and access
 - Lowering some existing speed limits

Current Goals

○ Goals:

- Develop a transportation system to serve the planned land use of the urban growth area and is coordinated with other jurisdictions and providers.
- Develop air, water, rail, pedestrian and bicycle systems to coordinate with the roadway system.
- Coordinate transportation system improvements and level of service standards with other jurisdictions and providers.
- Create and maintain a roadway system that promotes function, safety and aesthetics with minimum adverse environmental impacts.

Current Policies

○ Policies:

- Obtain adequate streets in conjunction with subdivisions and development to promote street connectivity between neighborhoods.
- Design multi-modal transportation systems based on regional priorities.
- Maintain a minimum of a 10-year projection of the future traffic volumes and arterial street capacity.
- Link pedestrian and bicycle paths to open space corridors, park and recreation facilities and to systems of adjacent jurisdictions.
- Encourage Homeowners Associations, citizen, and civic groups to develop and maintain neighborhood and citywide pedestrian and bicycle facilities.
- Encourage sidewalks, streets, and streetscapes to be pedestrian-friendly.
- Support the Benton County-Wide Planning Policies applicable to transportation

Current Policies - continued

○ Policies:

- Maintain LOS standards & design that are regionally coordinated
- Encourage traffic reduction plans such as “park and ride” facilities, use of public transit, ride-sharing and staggered work hours for employees
- Use best management practices for transportation systems
- Deny land use proposals that would reduce the LOS of the adjacent streets and cannot meet concurrency or establish a strategy to follow in the absence of concurrency

Current Policies - continued

○ Policies:

- Integrate standards for handicap accessibility into pedestrian and bicycle facilities
- Increase aesthetics of the street environment through landscaping and streetscaping design
- Encourage safe aviation facilities that benefit local commerce
- Encourage railroad infrastructure to support current & future economic activities

Proposed Goals & Policies

- **Goal 1: Develop an integrated and balanced transportation system consistent with regional transportation objectives that supports the land use vision in the Comprehensive Plan and accommodates future travel demand.** (new goal)
 - **Policy 1:** Support Countywide Planning Policies applicable to transportation. (existing Policy 1)
 - **Policy 2:** Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, Benton County, the Benton Franklin Council of Governments, Ben Franklin Transit, the cities of Richland, Pasco, and West Richland, as well as various bicycle and pedestrian advocacy groups. (new policy)
 - **Policy 3:** Update the Transportation System Plan on a 10-year basis, developing 20-year projections of traffic volumes and arterial street capacities to provide information on the location, timing, and capacity needs of future growth. (new policy)
 - **Policy 4:** Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity. (new policy)

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- **Goal 2: Provide a multimodal transportation system that encourages, supports, and enhances the safe, efficient, and reliable movement of people, vehicles, and goods. (new goal)**
 - **Policy 1:** Use best management practices for transportation systems. (existing Policy 3)
 - **Policy 2:** Develop and implement non-motorized transportation systems, such as bicycle and pedestrian facilities and connections, which are consistent with the Regional Active Transportation Plan, as well as coordinate with adjacent jurisdictions and the City Parks Department to ensure the interconnectedness of local trail systems. (new policy)
 - **Policy 3:** Link pedestrian and bicycle ~~paths~~ networks to open space corridors, park and recreation facilities, schools, other public facilities, and to systems of adjacent jurisdictions—the transit system. Take advantage of natural features and available public right-of-way where possible.(Policy 7 modified)
 - **Policy 4:** ~~Encourage~~ Design sidewalks, streets and streetscapes to be context sensitive pedestrian-friendly, and meet the requirements of the Americans with Disabilities Act (ADA). Incorporate mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young and low income populations. (Policy 17 modified)

Goal 2 – Policies Con't

- **Policy 5:** Encourage railroad and freight infrastructure to support current & future economic activities. (existing Policy 12)
- **Policy 6:** Coordinate with Ben Franklin Transit to improve access to transit by helping to properly locate and provide key facilities like benches and shelters, key pedestrian crossing enhancements, and park and ride facilities. (new policy)

- **Goal 3: Coordinate transportation system improvements and level of service standards (LOS) with other jurisdictions and providers.** (Goal 3)
 - **Policy 1:** Monitor and adjust LOS standards and concurrency management programs that promote the optimal movement of people across a multimodal transportation network in coordination with local and regional agencies.(new policy)
 - **Policy 2:** Periodically review long range transportation funding options and consider changes to LOS standards, project selection or phasing, or to the land use element if sufficient funding is not available.(new policy)
 - **Policy 3:** Encourage ~~traffic reduction plans~~ transportation demand management (TDM) strategies such as ~~“park and ride” facilities, use of public transit~~ improving transit level of service, ride-sharing and staggered work hours for employees and improvements to the bicycle network. (modified Policy 10)
 - **Policy 4:** Deny land use proposals that would reduce the LOS of the adjacent streets and cannot meet concurrency or establish a strategy to mitigate the transportation impacts of the proposal. (Policy 5)

○ **Goal 4:** Create and maintain a roadway transportation system that promotes functionality and safety while supporting measures and aesthetics with minimum adverse to reduce environmental impacts through context sensitive design and the support of active transportation modes. (Goal 4 modified)

- **Policy 1:** Implement a Complete Streets Policy that emphasizes a transportation system that promotes and embraces healthy living and provides safe and balanced accommodations for all travelers including pedestrians, bicyclists, wheelchair users, public transportation users, motorists, freight haulers and emergency responders. (new policy)
- **Policy 2:** Design major intersections and corridors with landscaping and streetscaping elements , gateway signage and plaza treatments, and other features to distinguish them as major intersections and corridors. (new policy)
- **Policy 3:** Consider environmental impacts of transportation facilities and operations, pursuing projects and programs, consistent with noise reduction, air quality and water quality objectives. (new policy)

Next Steps (Fall/Winter)

- **Final Workshop (Land Use) on 12/19/16**
- **1/9/17 - Community Meeting on Draft**
- **Conduct series of Public Hearings**
- **Develop Recommendation for Council consideration**

Questions?

