



TOWN COUNCIL STUDY SESSION AGENDA
August 27, 2018
5:30 PM

I. Town Council Items

II. Study Session Items

1. Complete Streets Presentation - Munekata/Guest - 30 minutes
2. Residential Parker Permit Discussion - Kivela - 20 minutes



MEMORANDUM

TO: Mayor and Town Council

FROM: Mary Munekata, Associate Planner
Carolyn Parkinson, Planner I
Bryce Matthews, Planning Manager
John Fussa, Community Development Director

DATE: August 27, 2018

SUBJECT: Parker Draft Complete Streets Policy

ISSUE:

In the Town of Parker, streets are an important part of the local transportation system and comprise 15% of total land area. Streets also serve other functions such as access, community character, economic development, public spaces for gathering and support for public safety. The 2014 Transportation Master recommends that the Town prepare and adopt a Complete Street policy because of the importance of streets and the substantial land area that they occupy in Town.

A Complete Streets policy recognizes that streets are central to local mobility and often serve multiple functions. Such a policy supports the idea that everyone, regardless of age, ability, income, or background, should have safe, comfortable and convenient access to community destinations and public places – whether driving, walking, bicycling or taking public transportation.

The adoption of a Complete Streets policy will implement a key recommendation of the Transportation Master Plan and establish a policy framework for how the Town approaches streets, the transportation system and adjacent land use in the future. The policy promotes a multi-modal approach to streets while recognizing that vehicular travel is and will continue to be the dominant mode of travel. As with most policies, it is flexible enough to support a range of mobility options tailored to local needs and locations.

FISCAL/BUDGET IMPACT:

None

BACKGROUND:

The Complete Streets approach has been utilized in communities since the early 2000's and is in increasingly widespread use throughout the U.S including in Colorado. For communities

wishing to utilize the Complete Streets approach, it is a best practice to adopt a Complete Streets policy that informs future transportation planning and design.

Currently, there are greater than 1,400 adopted Complete Streets policies across the U.S. at the state, regional and local levels. In Colorado, this includes Boulder, Colorado Springs, Durango, Denver, Golden, Greeley, Grand Junction and Thornton. In addition to Parker, the Cities of Arvada, Aurora and Westminster are working collaboratively on a Complete Streets policy funded by the National Complete Streets Coalition and Smart Growth America.

The Community Development Department, in the first quarter of 2018, initiated the development of the Parker Complete Streets Policy project with transportation planning consultant Michael Baker International. The project included a multi-disciplinary approach and robust interdepartmental collaboration with the Engineering/Public Works, Parks & Recreation and Police Departments.

Many of the Town's streets already include Complete Streets elements such as sidewalks or bikes lanes. However, the adoption of a policy is an important step in formalizing Parker's intent to plan, design and maintain streets with a focus upon comfort and safety for all users of every age and ability within a connected transportation network.

The development of the Complete Streets policy implements the *Parker Transportation Master Plan* (2014), supports goals from the *Parker 2035 Master Plan* and *Mainstreet Master Plan* (2015) for creating a multi-modal, connected transportation network, and advances the Town's Strategic Plan goals. The consultant will present information on Complete Streets and Parker's Draft Policy including:

- What are Complete Streets?
- Why Complete Streets?
- Benefits
- Policy development process
- Project goals
- Policy components

RECOMMENDATION:

To provide Town Council with information about Complete Streets and request support to adopt the Complete Streets policy at a future meeting this fall.

REQUESTED DIRECTION:

Staff seeks the Town Council's input and direction to proceed with adding the Complete Streets Policy to a future Town Council agenda for adoption.

ATTACHMENT:

1. Parker Complete Streets Policy DRAFT
2. Complete Streets Policy Presentation

DRAFT



TOWN OF PARKER COMPLETE STREETS POLICY

MAY 2018



SOUTH PINE DRIVE
PARKER, CO



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VISION AND COMMITMENT TO COMPLETE STREETS

VISION

The Town of Parker shall plan, design, construct and maintain interconnected transportation facilities that are safe, comfortable, and accessible for users of all ages and abilities – including pedestrians, bicyclists, transit patrons, trucks and automobiles. Parker will continue to develop a balanced, responsive and equitable multimodal network that will support increased capacity and efficiency for all users. We will strive to reduce traffic congestion through mobility options and improve economic opportunity through street design, connectivity and access to our thriving community.

COMMITMENT TO COMPLETE STREETS

CONTEXT SENSITIVITY

The Town shall implement Complete Streets solutions with consideration of the surrounding land use, context, and character. The Town will thus align land use and transportation goals, policies, and code provisions that allow for flexible and appropriate solutions.

Design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost effective manner.

DIVERSE USERS

The Town recognizes that children, seniors, and persons with disabilities may require special accommodations and will strive to ensure no inequity within complete street solutions. All streets and roadways within the Town shall provide basic, safe access and crossings for all allowed categories of users.

DEVELOPMENT PROJECTS

All development projects will be required to identify how they comply with this policy and demonstrate how public input has been incorporated into development plans.

ALL PROJECTS & PHASES

The Town shall require that all new construction, reconstruction/ retrofit projects, maintenance projects, and on-going operations completed by the Town account for the needs of all users on the roadway network.

The Town shall ensure that the travel of all users will be accommodated in a safe and efficient manner during construction of roadway improvements.

For exceptions, see the Exceptions section of this document.

COMMUNICATION

The Town will coordinate with internal and external agencies to ensure that complete street concepts, such as accommodation of all modes and connectivity, are being applied to existing and future roadways.

BEST PRACTICES

During future plan, policy and procedure updates, the Town shall adopt best practices and design guidance consistent with MUTCD, AASHTO, NACTO, ADA, and other relevant guidelines.

EXCEPTIONS

Any exceptions to this Policy, including for eligible private projects, must be reviewed and approved by The Engineering/Public Works Director and Planning Director and be documented with supporting data that indicates the basis for the decision. Such documentation shall be made publicly available.



THE FOLLOWING SHALL BE CONSIDERED FOR EXCEPTIONS TO THE POLICY:

1. **Compliance** with complete streets standards/ recommendations is not necessary on corridors where specific users are prohibited, such as highways.
2. **Accommodation** is not required if the existing and projected population, employment densities, traffic volumes, or level of transit service around a particular roadway is so low as to demonstrate an absence of current and future need.
3. **Accommodation** is not required in the event of emergency repairs such as a water main leak that requires immediate, rapid response; however, temporary accommodations for all modes should still be made. Depending on the severity of repairs, opportunities to improve multimodal access should still be considered where possible.
4. **Transit accommodations** are not required where there is no existing or planned service.
5. **The cost** of providing accommodations is excessive compared to reasonable access to alternative facilities within one quarter mile of the surrounding network of complete streets to the site.
6. **Routine maintenance** projects will consider tools such as re-stripping pavement marking and signage that supports alternative modes.
7. **Street reconstruction** projects and maintenance paving projects which involve widening pavement may exclude elements of this Policy when the accommodation of specific uses is expected to:
 1. Require more space than is physically available, or;
 2. Be located where both current and future demand is proven absent, or;
 3. Have adverse impacts on environmental resources or historic structures above and beyond what currently exists.
8. **There is a reasonable and equivalent project** along the same corridor that is already programmed to provide facilities.

IMPLEMENTATION STRATEGIES

The implementation of this Policy begins with coordination among partners including the community, Planning, Engineering/Public Works, Police, Fire, Parks and Recreation, Schools, and Elected Officials. The following are potential starting points for consideration.

1. **Incorporate** the Complete Streets Policy into the Town's Master Plan and other planning and engineering documents as applicable and as they are updated.
2. **Integrate Complete Streets** practices into daily operations.
3. **Approach every transportation project and program** as an opportunity to improve streets and the transportation network for all users.
4. **Distribute the adopted policy** to appropriate local, state, federal, and other key agencies.
5. **Prioritize elements of these plans** that can be accomplished with little or no additional expense (such as providing bike lanes where existing pavement is adequate).
6. **Projects that enhance** the transportation system and/or improve system connectivity should be encouraged and given priority.
7. **Cooperation and collaboration** among all Town departments, outside agencies, and, to the greatest extent practicable, private developers, will guide the implementation of the Complete Streets Policy to achieve the right balance of multi-modal users.
8. **Continue to maintain sidewalks** and trails and prioritize new projects to eliminate gaps in the sidewalk and bikeway network.
9. **Planning and Engineering/Public Works departments will partner** to provide technical review on all Complete Streets projects. Engineering/Public Works will distribute applicable project documentation to applicable departments for review and comment.
10. **Provide staff training** on the content of this Policy and Complete Streets best practices.
11. **Seek funding opportunities** for implementation of Complete Streets strategies and projects. Some potential opportunities for funding include BUILD grants from USDOT or others from RTD or DRCOG.

EVALUATION METRICS

This policy will be evaluated on a regular basis based on a variety of evaluation metrics, and reviewed by the Planning and Engineering/Public Works Directors to analyze the performance of the policy. The performance results will be outlined in a periodic report and made available to the public.

Type	Metric	Unit	Goal
ACCESS	ADA compliant sidewalks on both sides of roadway	%	Increase
	ADA compliant curb ramps	Number of	Increase
	Audible Traffic Signals	Number of	Increase
	Bike Lane Connectivity	Miles	Increase
	Transit Use	Ridership	Increase
	Bus stops that provide weather protection	%	Increase
SAFETY *	Crashes for all modes	Number of	Decrease
	Fatalities (all modes)	Number of	Decrease
	Serious injuries (all modes)	Number of	Decrease
HEALTH	WalkScore for downtown	Score	Increase
	WalkScore for Parker overall	Score	Increase
	Connectivity of trails for walking/biking	Miles	Increase
ECONOMY	Retail/commercial occupancy downtown	%	Increase
	Jobs accessible within ½ mile walkshed of transit stops	Number	Increase
IMPLEMENTATION	Grant funding allocated to complete streets projects	Dollar amount	Increase
	Town documents updated to incorporate complete streets principles	Number of	Increase

*** The ability to meet these metrics is influenced not only by roadway design but by increasing traffic volume and ADT.**

Town of Parker Complete Streets Policy



COMMUNITY DEVELOPMENT
DEPARTMENT



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Presentation Outline

- ✓ What are Complete Streets
- ✓ Why Complete Streets
- ✓ Benefits
- ✓ Process
- ✓ Goals
- ✓ Policy Components
 - Vision & Commitment
 - Exceptions
 - Implementation Strategies
 - Evaluation Metrics



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What Are Complete Streets?

“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.”



National Complete Streets Coalition
A program of Smart Growth America

What Are Complete Streets?

- Safe for all users
 - ✓ All Ages
 - ✓ All Abilities
 - ✓ All Modes
- Different streets may require different treatments
- Designed to balance mobility, safety & convenience for everyone



Why Parker Complete Streets?

- Streets are public spaces - 15% of Town land use/area
 - Responds to 2017 Citizen Survey results
 - Supports the Parker Strategic Plan Goals
 - Implements the Parker Transportation Master Plan 2014:
 - ✓ *Policy 2* - Provide a multi-modal transportation system
 - ✓ *Policy 6* - Plan, design and implement transportation infrastructure that affords safe travel for all users
- **Goal 1.28** – The transportation system should reflect Complete Streets principles



Why Parker Complete Streets?

- Roadway Design Criteria Manual already includes many Complete Streets elements
- Mainstreet Master Plan supports;

“Taking a cue from the Town’s 2014 Transportation Master Plan (TMP), the Mainstreet Master Plan emphasizes a multimodal network with a focus on options.”

- ✓ **Goal P9** – Improve roadways throughout the Mainstreet corridor by enhancing bicycle and pedestrian safety, mobility and comfortability to create a multimodal environment as recommended in the Parker Transportation Master Plan



Benefits

- Health
- Mobility
- Safety
- Economy
- Cost
- Congestion



- People who live in walkable neighborhoods increased physical activity by 35-45 minutes/week



- Pedestrian/bike activity increased in more than 90% of projects



- Automobile collisions decreased in 70% of projects



- In 7 of 11 projects, employment increased within one year



- 97% of Complete Streets projects cost less per mile than the average high-cost arterial



- Complete Streets improvements reduced total collision costs while also reducing congestion caused by accidents

Smart Growth America: Safer Streets, Stronger Economies

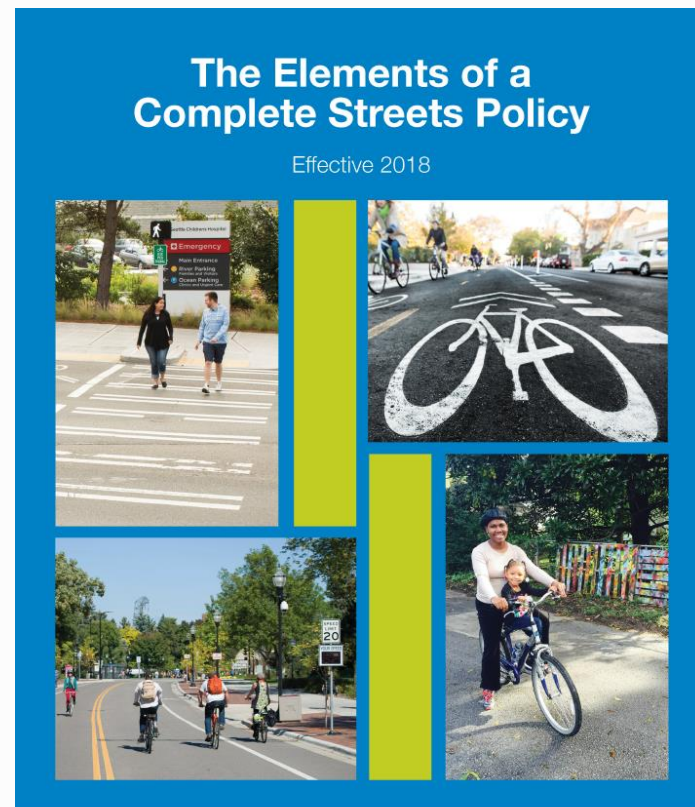
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Process & Approach

- Interdepartmental Collaboration
- Assistance from Transportation Consultant (Michael Baker International)
- Review CO Complete Streets Policies
- Smart Growth America's *Elements of a Complete Streets Policy*
 - Use of best practices.
 - Main focus is on implementation.
- Customized to Parker
 - Vision, goals & recommendations are based on a review of prior studies and public input.



Project Goals



PLANNING & DESIGN

- Incorporate complete streets best practices with current roadway planning & design principles to balance the needs of all users in the transportation network



PERFORMANCE

- Create a multi-modal system that is safe, efficient and effective, utilizing measurable performance standards



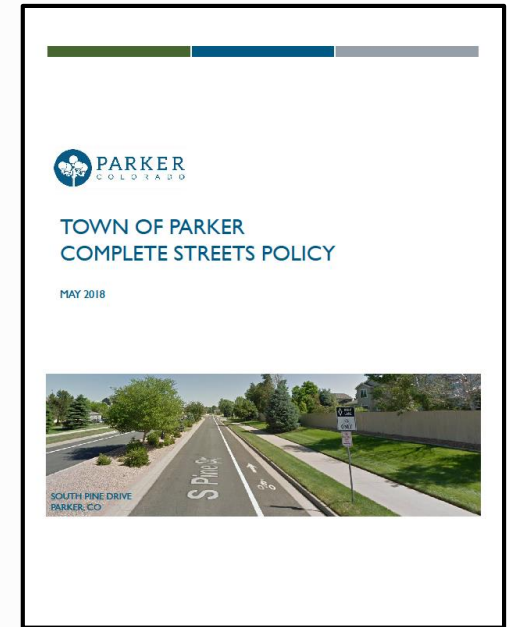
IMPLEMENTATION

- Apply the 5 C's
 - Communication
 - Collaboration
 - Culture
 - Creativity
 - Commitment



Policy Components

- Policy Document – to be adopted
 - Vision and Commitment
 - Exceptions
 - Implementation Strategies
 - Evaluation Metrics
- Supporting Documents
 - Goals & Objectives
 - Overview of Complete Streets, Benefit & Purpose
 - Resources, Colorado Context, Case Studies
 - Relationship to Previous Town Studies/Plans



Policy Vision

“The Town of Parker shall plan, design, construct and maintain interconnected transportation facilities that are safe, comfortable, and accessible for users of all ages and abilities – including pedestrians, bicyclists, transit patrons, trucks and automobiles. Parker will continue to develop a balanced, responsive and equitable multimodal network that will support increased capacity and efficiency for all users. We will strive to reduce traffic congestion through mobility options and improve economic opportunity through street design, connectivity and access to our thriving community.”

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Commitment to Complete Streets



Context Sensitivity

- Flexible Design Solutions



Diverse Users

- Equitable Solutions



Development Projects

- Policy Compliance & Public Input



All Projects & Phases

- Consider Needs of All Users



Communication

- Internal & External Coordination



Best Practices

- Consistent Planning & Design Guidelines



Policy Exceptions

- Must be reviewed and approved by the Engineering/Public Works Director and Community Development Director
- Documented with supporting information that indicates the basis for the decision
- Documentation made publicly available



Policy Implementation Strategies

The implementation of this Policy begins with coordination among partners including the community, staff, schools, and elected officials. Potential starting points for consideration:

- Incorporate into planning & engineering documents and into daily operations
- All transportation projects are opportunities
- Prioritize low cost elements
- Encourage projects that improve system connectivity
- Cooperation and collaboration
- Prioritize projects to eliminate gaps
- Planning & Engineering: Partner to provide technical review
- Provide staff training
- Seek funding opportunities



Policy Evaluation Metrics

- Community Development and Engineering/Public Works Directors will review performance
- Performance results will be outlined and made available to the public

Type	Metric	Unit	Goal
ACCESS	ADA compliant sidewalks on both sides of roadway	%	Increase
SAFETY	Crashes for all modes	Number of	Decrease
HEALTH	Connectivity of trails for walking/biking	Miles	Increase
ECONOMY	Retail/commercial occupancy downtown	%	Increase
IMPLEMENTATION	Grant funding allocated to complete streets projects	Dollar Amount	Increase



Next Steps

- Planning Commission
- Town Council Hearing/Adoption
- Identify a demonstration or pilot project for short-term implementation





MEMORANDUM

TO: Honorable Mayor and Councilmembers
FROM: Michelle Kivela, Town Administrator
DATE: August 27, 2018
SUBJECT: Residential Parking Permit Discussion

ISSUE:

Staff has been working with residents on Seasons Court in Idyllwilde to address a significant amount of Legend High School students parking along their street. With no other viable solutions and the success of other municipalities' permit parking programs, staff is recommending residential permit parking within a determined perimeter around Legend High School.

FISCAL/BUDGET IMPACT:

Minimal budget impact.

BACKGROUND:

Staff will provide additional information at the Study Session.

RECOMMENDATION:

Staff recommends establishing a residential parking permit program under the current Municipal Code Section 7.02.100.

REQUESTED DIRECTION:

Council support to move forward with a residential parking permit program.

ATTACHMENT:

1. 7.02.100 of the Parker Municipal Code

7.02.100 - Residential on-street parking permits and fees.

- (a) The Chief of Police may determine that the parking of motor vehicles in residential areas for the purpose of accessing destinations in nearby commercial, industrial, institutional areas or large events held on Town-owned property could:
 - (1) Cause hazardous traffic conditions in the residential area;
 - (2) Produce auto emissions, noise, trash and refuse;
 - (3) Unreasonably burden residents of the area in gaining access to their residences; or
 - (4) Damage the character of those areas as residential districts and diminish the value of the property in those areas.
- (b) Upon such determination, the Police Department may post signs pursuant to this Chapter to limit the duration of parking; and upon application, the Chief of Police or his or her designee shall issue permits to residents of such areas who own or operate a motor vehicle allowing the vehicle to be parked in the block on which the owner of the vehicle resides as if there were no time limitation restrictions on such parking. The permit shall be affixed to the lower left-hand corner of the rear window of the vehicle, or in a location on the vehicle approved by the Chief of Police or his or her designee. This provision shall not apply to metered parking spaces.
- (c) An annual fee of one dollar (\$1.00) shall be charged for each permit issued for a vehicle when proof of residence in the appropriate block is based on a current state motor vehicle registration for the vehicle. An annual fee of two dollars (\$2.00) shall be charged for each permit issued for a vehicle when proof of residence in the appropriate block must be determined by other means.

(Ord. 5.23.8 §1, 2016; Ord. 5.23 §1(11), 1989)