

Modal Balance

POLICY LT-5.9 APPROPRIATE ACCOMMODATIONS FOR MOTOR VEHICLES, BICYCLES, AND PEDESTRIANS SHALL BE DETERMINED FOR CITY STREETS TO INCREASE THE USE OF BICYCLES FOR TRANSPORTATION AND TO ENHANCE THE SAFETY AND EFFICIENCY OF THE OVERALL STREET NETWORK FOR BICYCLISTS, PEDESTRIANS, AND MOTOR VEHICLES.

POLICY LT-5.10 ALL MODES OF TRANSPORTATION SHALL HAVE SAFE ACCESS TO CITY STREETS.

POLICY LT-5.11 THE CITY SHOULD CONSIDER ENHANCING STANDARDS FOR PEDESTRIAN FACILITIES.

Transport Vs. Non-Transport Uses

POLICY LT-5.12 CITY STREETS ARE PUBLIC SPACE DEDICATED TO THE MOVEMENT OF VEHICLES, BICYCLES AND PEDESTRIANS. PROVIDING SAFE ACCOMMODATION FOR ALL TRANSPORTATION MODES TAKES PRIORITY OVER NON-TRANSPORT USES. FACILITIES THAT MEET MINIMUM APPROPRIATE SAFETY STANDARDS FOR TRANSPORT USES SHALL BE CONSIDERED BEFORE NON-TRANSPORT USES ARE CONSIDERED.

POLICY LT-5.13 PARKING IS THE STORAGE OF TRANSPORTATION VEHICLES AND SHALL NOT BE CONSIDERED A TRANSPORT USE.

POLICY LT-5.14 HISTORICAL PRECEDENCE FOR STREET SPACE DEDICATED FOR PARKING SHALL BE A LESSER CONSIDERATION THAN PROVIDING STREET SPACE FOR TRANSPORTATION USES WHEN DETERMINING THE APPROPRIATE FUTURE USE OF STREET SPACE.

POLICY LT-5.15 PARKING REQUIREMENTS FOR PRIVATE DEVELOPMENT SHALL APPLY TO OFF-STREET PARKING ONLY.

- **LT-5.15a** Incentives to offset impacts of roadway changes to non-transportation users shall be considered when retrofitting roadways.

Use Of Engineering/Planning Criteria

POLICY LT-5.16 WHEN DECISIONS ON THE CONFIGURATION OF ROADWAY SPACE ARE MADE, STAFF SHALL PRESENT OPTIONS, INCLUDING AT A MINIMUM AN OPTION THAT MEETS MINIMUM SAFETY-RELATED DESIGN STANDARDS FOR MOTOR VEHICLES, BICYCLES AND PEDESTRIANS.

POLICY LT-5.17 BIKE RETROFIT PROJECTS SHALL BE EVALUATED BASED ON THE MERITS OF EACH PROJECT IN THE CONTEXT OF ENGINEERING AND PLANNING CRITERIA.

- **LT-5.17a** The City shall maintain engineering and planning criteria with respect to roadway geometry, collisions, travel speed, motor vehicle traffic volume, and parking supply and demand (on and off street) to guide decisions on the provision of bike lanes.

POLICY LT-5.18 THE CITY COUNCIL SHALL MAKE THE FINAL DECISIONS ON ROADWAY SPACE RECONFIGURATION WHEN ROADWAY RECONFIGURATION WILL RESULT IN CHANGES TO EXISTING ACCOMMODATIONS.

POLICY LT-5.19 PUBLIC INPUT ON ROADWAY SPACE RECONFIGURATION SHALL BE ENCOURAGED AND PRESENTED INDEPENDENTLY OF TECHNICAL ENGINEERING AND PLANNING ANALYSES.

Design Standards/Safety

POLICY LT-5.20 IF STREET CONFIGURATIONS DO NOT MEET MINIMUM DESIGN AND SAFETY STANDARDS FOR ALL USERS, THAN STANDARDIZATION FOR ALL USERS SHALL BE PRIORITY.

POLICY LT-5.21 SAFETY CONSIDERATIONS OF ALL MODES SHALL TAKE PRIORITY OVER CAPACITY CONSIDERATIONS OF ANY ONE MODE.

- **LT-5.21a** For each roadway space retrofit project, a bike and pedestrian safety study shall be included in the staff report to evaluate the route in question.