

### **Changes made from V12 to V13 (Nov 3, 2020)**

Table 1 – revised footnotes and added clarification about when a deviation is required.

Table 7 – changed control vehicle from WB-50 to WB-62 since the smaller tractor-trailer is no longer supported in Autocad, and because the WB-62 is much more common.

### **Changes made from V11 (Sep 3<sup>rd</sup>) to V12 (October 7, 2020)**

Table 1 – sidewalk widths revised from 6' to 5' for residential and industrial, to match code. Sidewalk width in C&C zones, downtown, etc. all set to 7' with 5' buffer for consistency. Edits made to stormwater facility width – variable for CC, Downtown, Form Based Code areas, then 10' for arterials. Minor edits to footnotes.

Section 3.5-2 Stormwater: Deleted discussion of flow-through planters since this is not a standard used by our wastewater group. Modified the discussion of permeable asphalt to focus on it being in the testing phase, not an approved standard.

Section 3.5-2 Stormwater: Added language in the bioretention section about planning for future bus stops to ensure adequate treatment area remains.

### **Changes to SMC sections from Sept 30<sup>th</sup> to Oct 7, 2020**

SMC 17H.010.030 Street Layout Design – Added “transit” to list of roadway users.

SMC 17H.010.050 Right of Way – added “transit needs” as a reason for variations in right-of-way

### **Changes made from V10 (June 30<sup>th</sup>) to V11 (September 3, 2020)**

Table 1 – changed bicycle buffer from 1.5-6' and added further information to the footnotes.

Table 4 – added 20 mph as the lower end of speed limits for the CC, Downtown, Form Based Code to accommodate areas like the Perry District, Garland District, park zones.

Figure 4 – updated this image to show a version with the bike lane next to the curb and buffered by the parking lane.

Table 8 – reduced the turning speed to 10-15 mph for residential, industrial, cb and gc. Added footnote that the turning speed applies to right turns.

Section 3.1 Definitions: added a definition for Street Realm.

Section 3.2-2 Street Realms and Zones: added “traffic signs and signals” to the list of items found in the Buffer Zone.

Section 3.3 Right of Way: changed discussion on road diets from a 19,000 ADT threshold three ranges of ADT depending on road conditions, following the FHWA recommendations.

Section 3.4-1 Sidewalks: revised language in 3<sup>rd</sup> paragraph talking about when shared-use pathways may be substituted for sidewalk.

Section 3.4-3 Curbs and Gutters: added sentence “Bumpout design must consider whether a bike lane is planned in the future”.

Section 3.4-4 Curb Ramps: removed “adjacent sidewalks” as a reason for using single vs. dual curb ramps.

Section 3.4-4 Curb Ramps: changed ADAAG to PROWAG in the first paragraph.

Section 3.4-4 Curb Ramps: removed reference to orienting the tactile warning surface and replaced with “ramps should be aligned such that the running slope (and edge curb if used) are parallel to the crosswalk markings and direction of pedestrian travel. Grade breaks at the top and bottom of the ramp should be perpendicular to the direction of travel”.

Section 3.4-4 Curb Ramps: revised some sentences to better explain vision loss and alignment cues using comment from Raychel Callary.

Section 3.4-4 Curb Ramps: added two new images showing preferred curb ramp running slope alignment.

Section 3.4-5 Street and Pedestrian Lighting: added a few sentences in the Central Business District section about the Expo 74 lights.

Section 3.4-7 Transit Stops: removed reference to use of pull-out stops when there is only a single lane of travel.

Section 3.4-7 Transit Stops: added two images and discussion showing methods to handle bike lanes around transit stops.

Section 3.7-1 Bicycle Facilities: added language about using green paint to aid in wayfinding or in places where vehicles are encroaching on the bike lane.

Section 3.7-8 Horizontal Clear Zones: added utility standpipe vents to list of items that must be breakaway since Avista is looking to add these.

Section 3.7-8 Horizontal Clear Zones: added discussion on what is considered a “fixed-object”, language about the goals of the Comprehensive Plan and urban amenities, modified the list of exemptions.

Section 3.8 Median Realm: added sentence about including a vertical marker for snowplow delineation and also about snowplow method for locations with a median hydrant.

Section 3.9 Traffic Calming: added sentence use of traffic reduction measures and considering where traffic will re-route to.

Section 3.11 Intersections: a few changes to language about signalized intersections in this introduction.

Section 3.11-2 Curb Radius: removed photo of bus at corner with curb extension since it didn't add much to the document.

Section 3.11-5 Roundabouts: added a paragraph on compact urban roundabouts.

Section 3.11-5 Roundabouts: added language about design to “provide needed information for pedestrian alignment and crossing”.

Section 3.12-1 Street Signs: changed header to “Traffic Control Signs”.

Section 3.13 Traffic Signals: changed header to “Traffic Signals and Intelligent Transportation Systems”.

Section 3.13-1 Traffic Signal Design: Added sentence “If LPI is used without Accessible Pedestrian Signals the walk interval may need to be increased to aid sight impaired pedestrians who listen for the parallel traffic movement to know when to walk”.

Section 3.13-1 Traffic Signal Design: Removed sentence stating that “final design shall be approved by the City Engineer” since this is not current practice.

Section 3.13-1 Traffic Signal Design: Revised language to say “Prioritize APS installations near concentrations of ....”.

Section 3.13-2 Intelligent Transportation Systems: added a short section discussing the ITS devices currently in use.

### **Changes to SMC sections from June 30<sup>th</sup> to September 3rd, 2020)**

SMC 17A.010 Delegation of Administration – re-organized using a table and the updated titles.

SMC 17A.020 “C” Definitions – added language to Clear View Triangle to clarify the three types and to address speeds of 40mph and higher.

SMC 17H.010.050 Right-of-Way – revised table 17H.010-2 Local Access Right-of-way and Street Widths to include 32’ with parking on both sides as the residential standard.

SMC 17H.010.070 Street Width - Residential Uses – revised the local street width standard to 32’ with parking on both sides. The residential high density standard was revised to 36’ with parking on both sides.

### **Changes made from V9 (June 25<sup>th</sup>) to V10 (June 30<sup>th</sup>, 2020)**

Figure 2 – revisions to simplify the different realms and better match the text. Added lighting to pedestrian realm. Also added transit stops to the ped realm and median.

Section 3.1 Definitions: Added NACTO, edits to Alley, added Place-making, edits to Streetscape, added Shared-use Pathway.

Section 3.1 Definitions and throughout document: Revised “Maintenance Rehabilitation” to “Preservation” and “Capital Rehabilitation” to “Reconstruction.”

Section 3.1 Definitions updated the definition of “Curb Ramps”.

Section 3.1 Definitions updated the definition of “Clear Zone”.

Section 3.2-2 Realms and Zones: added a sentence to the discussion of Sidewalk Zone.

Section 3.3-3 Placemaking Elements: added a new section to better define place-making elements.

Sections 3.4-3.8 *Reorganized these sections (resulting in numbering changes)* to better align with the Pedestrian Realm, Flexible Area, Vehicle Realm and Median Realm described on Figure 2 and Table 1.

Section 3.4-1 Sidewalks: added a reference to the sidewalk café code

Section 3.4-3 Curbs and Gutters: changed “removable candles” to “flexible candles”

Section 3.4-4 Curb Ramps: added language “the low-point for stormwater collection should not be in front of the ramp”.

Section 3.4-4 Curb Ramps: reworded language about curb ramps with pedestrian curbs flanking the ramp. “which should point the user in the proper direction for crossing”.

Section 3.4-4 Curb Ramps: reworded language about curb ramps with pedestrian curbs flanking the ramp. “which should point the user in the proper direction for crossing”.

Section 3.4-4 Curb Ramps: reworded language to say that two ramps is required for all new construction and reconstruction projects. For redevelopment or preservation work the priority is for two ramps per corner, but single ramps are allowed in some circumstances.

Section 3.4-6 Roadside Planting: added “for intersections and driveway approaches” to sentence on clear view triangles

Section 3.4-6 Roadside Planting – New Street Trees: added “Clustering of trees may be allowed under specific circumstances” to address DRB comments.

Section 3.4-6 Roadside Planting: added to part b) of New Street Trees “visibility of regulatory and warning signs”

Section 3.4-7 Transit Stops: added a paragraph talking about pull-out vs. in-lane bus stops.

Section 3.4-7 Transit Stops: updated language per STA request for Boarding and Alighting Areas and a few other sentences.

Section 3.5-1 On-Street Parking: revised the discussion of Yield Streets to emphasize that it is an operational term not a separate street type.

Section 3.5-3 Stormwater Treatment renamed to Stormwater Management

Section 3.5-4 Shared-Use Pathways: added short section to address bicycle facilities within the Flexible Area.

Section 3.6-3 Alleys: Added language about coordination alley entrance design with alley activation projects when applicable.

Section 3.7-1 Bike Facilities: Added subheadings and reorganized the text to make it read better.

Section 3.7-6 Design Speed: Changed section title from “Speed and Safety” to “Design Speed”.

Section 3.8 Medians: added paragraph about use of medians for bus stop on select routes

Section 3.8 Medians: added information from fire about staging area issues (snow storage, hydrant placement, illegal parking, aerial access).

Section 3.9 Neighborhood Traffic Calming: added reference to NACTO Urban Street Design Guide

Section 3.11-2 Bus Bulbs at Intersections: Put this paragraph into its own section

Section 3.13-1 Traffic Signal Design: revisions to the language in the bullets list per Street Dept comments.

### **Changes to SMC sections from June 25<sup>th</sup> to (June 30<sup>th</sup>, 2020)**

SMC 17A.010 Delegation of Administration – modified to keep “the development codes” language

SMC 17A.020 “A” Definitions – added a definition for All Weather Surfacing

SMC 17A.020 “C” Definitions – updated definition of Clear Zone and Curb Ramp to match the Design Standards definitions.

SMC 17A.020 “M” Definitions – added a little more to the Minor Arterial definition

SMC 17A.020 “S” Definitions – added a definition for Shared Use Pathway

SMC 17H.010 Table 2 – increased one-sided parking width from 27’ to 28’ for consistency with fire code. Consolidated residential, commercial and industrial street width into “Local” at 36’ for two-sided parking.

SMC 17H.010.200 Curb Ramps – Added language that two curb ramps are required on each corner unless utilities, topography, ROW or other existing conditions make two ramps infeasible.

SMC 17H.070 Street Width – Low Density Residential Zones – revised street width from 27’ to 28’ for consistency with fire code. Allows use in low density (four to ten units per acre).

SMC 17H.010.140 Emergency Vehicle Access and Staging Areas – added language about snow storage and hydrant placement at emergency staging areas.

SMC 17H.010.160 Traffic Calming – deletes reference to the outdated “Traffic Calming Policy for Residential Streets” and instead refers to Chapter 3 of the Design Standards.

SMC 17H.120 On-Street Parking – revises on-street parking to eight feet width. Revises language allowing 28’ parking in areas with four to ten units per acre. Allows street width to vary between 28’ and 36’ within a subdivision.

### **Changes made from V8 (June 11<sup>th</sup>) to V9 (June 25<sup>th</sup>, 2020)**

Section 3.0 Preface: added reference to definitions for New Development and Rehabilitation Work

Section 3.2-2 Street Realms: at the end of the section added language allowing wider sidewalks, buffer zones, swales and medians without a deviation.

Section 3.4-1 Sidewalks: added language stating that shared-use pathways may be substituted for sidewalks.

Section 3.4-2 Pedestrian Buffer Strips: added language about adjacent sidewalks under the discussion of dual ramps

Section 3.4-5 Roadside Planting: changed minimum tree separation from 5 feet to 15 feet by underground duct or pipe

Section 3.4-5 Roadside Planting: under items a) and b) added language about visibility of warning and regulatory signs.

Section 3.4-5 Roadside Planting: under item g) revised language about irrigation and adjacent land owners

Section 3.5 Bike Facilities: added the FHWA Bikeway figure with references in the text. Also references to AASHTO guide and FHWA Bikeway Selection Guide. Added language about the minimum width of two-way bike facilities.

Section 3.6-2 Street Connectivity: revised language about using total block perimeter instead of 660' feet in some cases

Section 3.6-2 Street Connectivity: Added language about considering adjacent undeveloped parcels when laying out public streets in a plat.

Section 3.7-3 Vertical Curves: Added language referring to AASHTO 2011 green book for reference on stopping sight distance and vertical curve design.

Section 3.7-12 Medians: added language and figure showing neighborhood entry medians

Section 3.7-12 Medians: added language about designs similar to Summit Blvd along with a figure.

Section 3.11-1 Street Signs: added paragraph about providing minimum sight distances to regulatory and warning signs.

Section 3.11-2 Pavement Markings: added paragraph talking about preferred materials for pavement marking

Section 3.11-3 Crosswalks: Added reference to MUTCD under the RRFB and PHB discussion. Also added exhibit for clarification on use of SMC 17H.010.210.

Section 3.12-1 Traffic Signal Design: added language about interconnect

*\*\*Will be updated in early July when I receive the revised table\*\** Table 1: revisions to footnote "f" and adding the 1'-3' bike buffer to collectors.

Table 2 Vertical Curve Design Parameters: removed all K values from the table since they are from the 1984 AASHTO book and no longer current. The table and text now reference the 2011 stopping sight distance requirements.

