Comparing Policy Language on Street Connectivity

Current Comprehensive Plan	OPC Recommendation	Staff Recommendation
T3.20 f: Require that streets and trails connect with other streets and trails whenever practical; dead-ends and cul-de-sacs should be avoided. Use "stubbed out" streets and trails to provide linkages with future neighborhoods. In determining where it is practical to connect new streets with existing ones, the City or County, as appropriate, will determine whether the merits outweigh the demerits of the whole package, and whether the connection would be in the best interests of both the community at large and the neighborhood. In discussions with the existing neighborhood, the following will be considered: (1) Neighborhood development plans, (2) Pedestrian safety, (3) Availability or feasibility of sidewalks, (4) Width of roadway, (5) Topography and environmental constraints, (6) Sight distance, (7) Likelihood of diverting significant cross-town arterial traffic onto local neighborhood streets, (8) Whether pedestrian/ bicycle connections, rather than streets, would accomplish the desired goals, and 9) Effectiveness of proposed traffic-calming measures.	PT4.21 Pursue all street connections. When a street connection is proposed, the developer, City, or County will analyze how not making the street connection will impact the street network. This information will be shared with the neighborhood and other stakeholders before any final decision is made. At a minimum, this evaluation will include: • Impacts on directness of travel for pedestrians, bicyclists, transit users, and motorists • Impacts on directness of travel for emergency-, public-, and commercial-service vehicles • An assessment of travel patterns of the larger neighborhood area • An assessment of traffic volumes at the connection and at major intersections in the larger neighborhood area • Identification of major topographical barriers or environmental constraints that make a connection infeasible • Involve the neighborhood and other stakeholders in the identification of potential mitigation measures for the new connection • Bicycle and pedestrian safety • Noise impacts and air pollution • Likelihood of diverting significant cross-town arterial traffic on to local neighborhood streets • Effectiveness of proposed traffic-calming measures	PT4.21 Pursue street connections because a well-connected street system improves the safety and efficiency for all modes of travel. If a street connection is anticipated to result in exceptional environmental, community or safety impacts, the proposed connection will be analyzed with quantitative measures that identify the effects of the connection on the greater street network. These quantitative measures will include, but are not limited to: • Effect on trip lengths for walking, biking and driving • Effect on vehicle volumes at adjacent intersections and nearby major streets • Effect on traffic patterns of surrounding area The conditions of exceptional circumstances, under which a street connection warrants further analysis, will be defined in the Engineering Design and Development Standards, with involvement of the public.