



Addressing Equity Through Complete Streets

BROOKLYN HOLTON, CITY OF WENATCHEE

RILEY SHEWAK, CHELAN DOUGLAS TRANSPORTATION COUNCIL



CDTC Regional Complete Streets

The CDTC adopted Resolution 1-2015 formalizing their recognition that *“...[Complete Streets] will increase the capacity of the transportation network, support community and economic growth, increase transportation options for citizens, improve public health by enabling active forms of personal mobility, enhance community livability and maximize the efficient use of public roadway infrastructure.”*

Resolution 1-2015 resulted in a commitment to:

- ❖ Adopt guiding principles to assist members in the development and maintenance of their system;
- ❖ Encourage members to adopt local Complete Streets policies;
- ❖ Encourage WSDOT to partner with members to implement Complete Streets within UGAs; and
- ❖ Provide staff assistance to members in the development of policies and infrastructure improvements

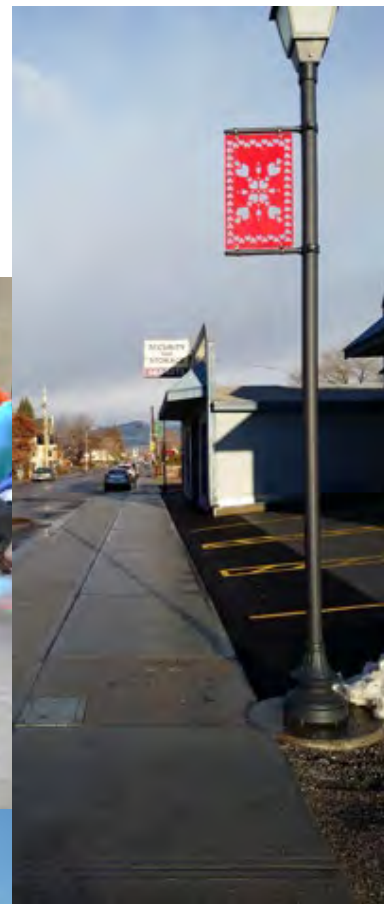
Wenatchee Complete Streets Policy

- ❖ Ordinance 2016-24: Developed policy over 9 months with community partnership and outreach.
- ❖ Partnerships ranged from the local health district to a statewide walking organization.
- ❖ Wenatchee has supported regional policy development via workshops and conferences.
- ❖ Received a 100/100 score from SmartGrowth America (SGA)
- ❖ Over \$2,000,000 has been brought into the community since adoption.
- ❖ Grants and technical assistance have provided for CS planning and projects



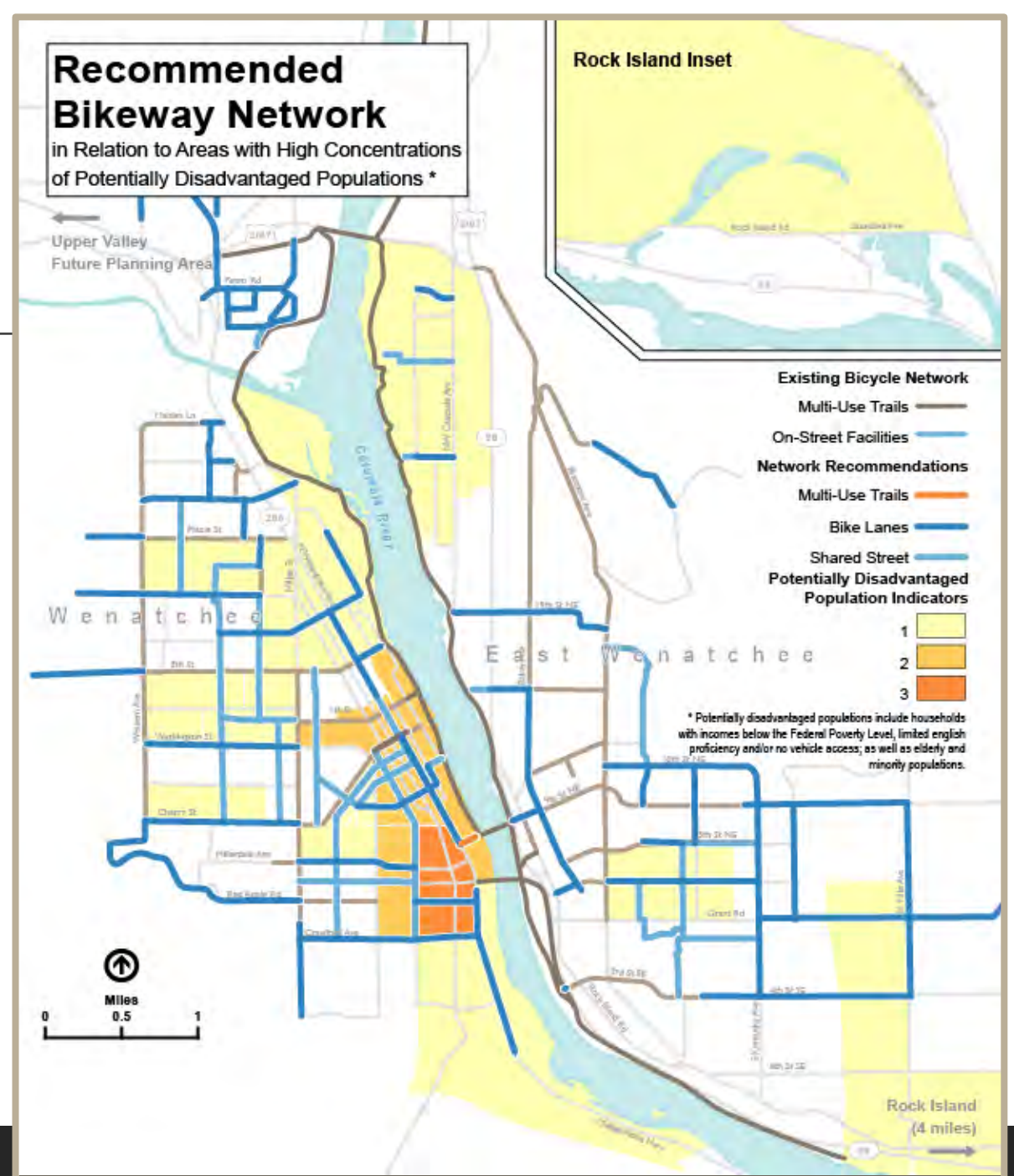
Wenatchee Complete Streets Planning and Projects

- ❖ Chelan Avenue Project
- ❖ TIB Complete Streets Grant: 2016 and 2019 recipients
- ❖ Life is a Cycle, 2017
- ❖ Healthy Places for Healthy People (HP2) Technical Assistance, 2018
- ❖ Safe Routes to Parks Grant, 2019
- ❖ HP2 Follow Up City, 2020
- ❖ Complete Streets Leadership Academy (CSLA), 2021
- ❖ Pedestrian Master Plan, 2021

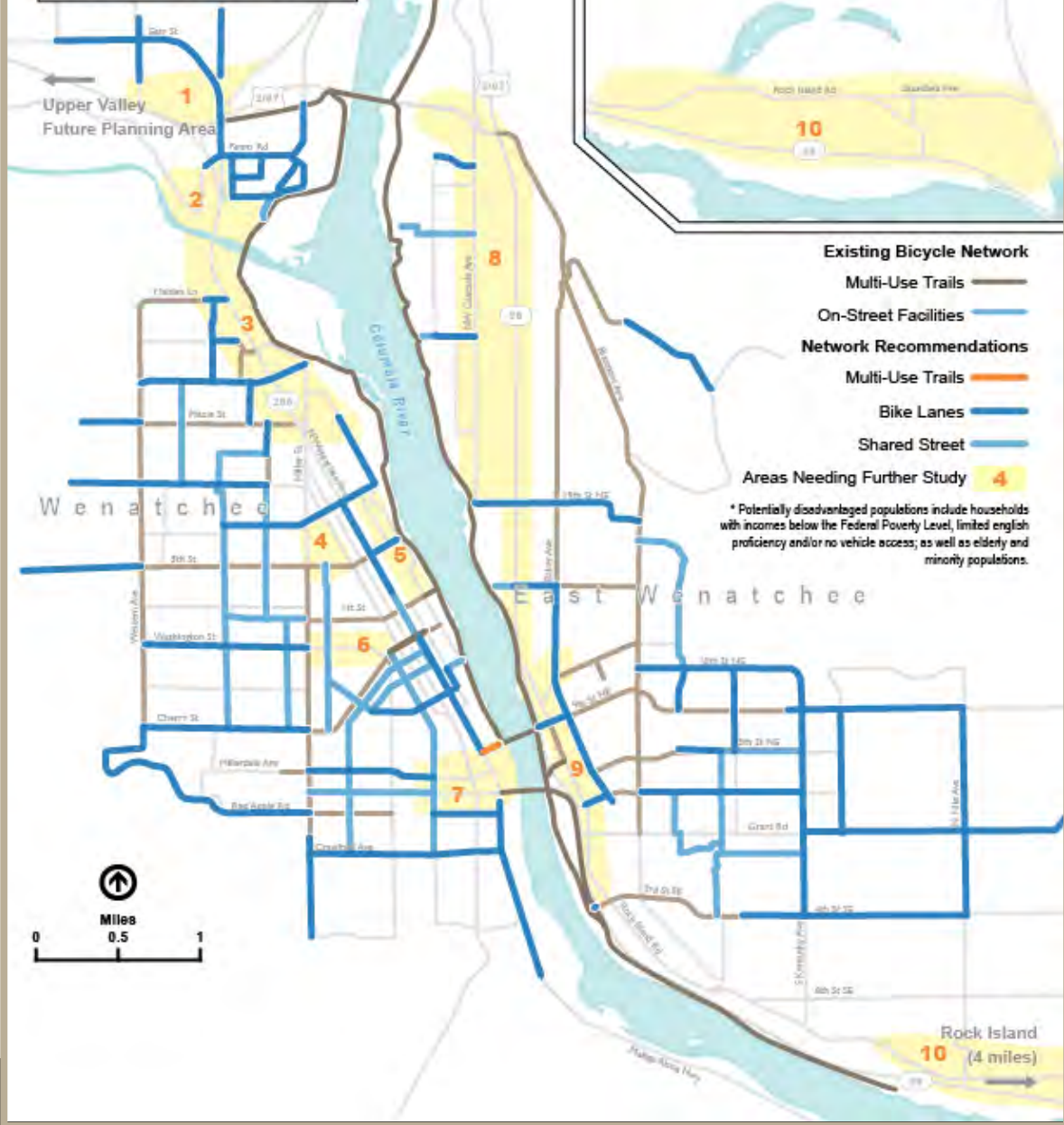


CDTC – Full Circle

- ❖ Addressing equity through the Complete Streets Policy at the regional scale.



Areas Needing Further Study



* Potentially disadvantaged populations include households with incomes below the Federal Poverty Level, limited english proficiency and/or no vehicle access; as well as elderly and minority populations.

Existing Bikeway Network

in Relation to Areas with High Concentrations of Potentially Disadvantaged Populations *



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THANK YOU!

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