

ORDINANCE NO. 2017-03

**AN ORDINANCE OF THE CITY OF CASTLE ROCK ESTABLISHING
CHAPTER 12.20 OF THE CASTLE ROCK MUNICIPAL CODE REGARDING
COMPLETE STREETS**

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network that provides safe and convenient access for all users of the road, including but not limited to: pedestrians of all ages and abilities, bicyclists, transit riders and vehicles, school bus drivers, freight vehicles, emergency service providers; and

WHEREAS, studies have shown that obesity and related diseases can be prevented through increased physical activity such as walking and biking; and

WHEREAS, it is the intent of the City to provide transportation options to maximize the mobility and safety of its aging population; and

WHEREAS, the implementation of Complete Streets will lead to greater street connectivity and provide increased opportunities for recreation such as walking and biking; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations; and

WHEREAS, Complete Streets enhance safe walking and biking options for all Castle Rock’s Elementary, Middle and High school children, and remove hazardous routes to and from school and other youth destinations; and

WHEREAS, the City seeks to cultivate opportunities for social connections and strengthen the social fabric of neighborhoods; and

WHEREAS, the City recognizes the necessity for different vehicle types and acknowledges the need to provide accessible and affordable parking; and

WHEREAS, the City shall incorporate Complete Streets design features and infrastructure into existing public streets to create a comprehensive, integrated, connected transportation network that promotes health and safety of all users; and

NOW, THEREFORE, BE IT ORDAINED by the City of Castle Rock, Washington that:

Section 1. New Section **12.20** of Castle Rock Municipal Code, “**STREETS, SIDEWALKS AND PUBLIC PROPERTY**” is hereby adopted, as follows:

This chapter shall be known and may be cited as the “Castle Rock Complete Streets Ordinance.”

Section 2. New Section **12.20.010** of Castle Rock Municipal Code, “**PURPOSE AND VISION**” is hereby adopted, as follows:

The City of Castle Rock’s vision is a community in which resident and visitors of all ages and abilities are able to travel safely and conveniently on all streets. The City of Castle Rock shall, to the maximum extent practicable, scope, plan, design, operate, construct, and maintain streets and other facilities that promote safe and convenient access and travel for all “users”, including but not limited to: pedestrians of all ages and abilities, bicyclists, transit riders and vehicles, school bus drivers, freight vehicles, emergency service providers; and

The City of Castle Rock prides itself on the quality of life available to residents, and encourages active living, and safety by providing safe, convenient, healthy and comfortable routes for walking, bicycling, and public transportation.

The purpose of this ordinance is to ensure that all users are planned for in the construction of all city transportation improvement projects as outlined in the City’s Comprehensive Plan and the Public Works Development Standards. The City recognizes that Complete Streets will increase the health and safety of residents, as well as economic vitality. The Complete Streets policy will increase connectivity for all types of transportation within the City. Application of this policy will increase access for all users.

Section 3. New Section **12.20.020** of Castle Rock Municipal Code, “**APPLICABILITY**” is hereby adopted, as follows:

This ordinance shall apply to all areas within the city limits of Castle Rock. The City will collaborate with Washington State Department of Transportation (WSDOT) and Cowlitz County to carry out the ordinance. The provisions of this ordinance shall apply, to the maximum extent practicable, to all new construction and improvements of the City’s transportation network.

Section 4. New Section **12.20.030** of Castle Rock Municipal Code, “**DEFINITIONS**” is hereby adopted, as follows:

Unless specifically defined below, words or phrases used in this chapter shall be interpreted, so as to give them the meaning they have in common usage and to give this Chapter it’s most reasonable application.

"City" means the City of Castle Rock

"Complete Street" means a street that is designed to be safe and accessible for all: drivers, bicyclists, transit riders and vehicles, freight vehicles, emergency service providers, and pedestrians of all ages and abilities. The Complete Streets policy focuses not on just changing individual streets, but on empowering the decision-making process so that all users are routinely considered during the scoping, planning, designing, building, and operation of all streets in the transportation network.

"Right of Way" is a general term that means land, property, or interest therein, usually but not always in a strip or corridor, acquired or devoted for transportation and/or utility purposes.

"User" or "Users" means all human or non-human individuals or vehicles that use streets, including: bicyclists, freight vehicles, conventional and self-driving automobiles, public transportation riders and vehicles, and propel of all ages and abilities, including children, youth, families, older adults and individuals with diverse personal mobility needs. Users may also be interpreted as including the various common and essential items and accompaniments, including: shopping bags and boxes, rolling luggage, baby carriages and strollers, service animals and pets.

Section 5. New Section **12.20.040** of Castle Rock Municipal Code, "**EXCEPTIONS**" is hereby adopted, as follows:

A. Exceptions to this policy may be determined by the Public Works Director (or designee) under the circumstances listed below:

1. Street projects may exclude those elements of this policy that would require the accommodation of street uses prohibited by law;
2. Ordinary maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, chip sealing, or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity;

Ordinary maintenance paving projects should include the evaluation of existing facility conditions that support alternate transportation types, as well as modifying existing pavement markings and signage to support such alternative transportation type as appropriate and reasonable.

B. Castle Rock City Council may determine that new street or reconstruction projects and maintenance paving projects which involve widening pavement, may

exclude elements of this policy when the accommodation of a specific use is expected to:

1. Require more space than is physically available; or
2. Drastically increase project costs and equivalent alternatives exist within close proximity; or
3. Have adverse impacts on environmental resources such as streams, wetlands, floodplains, and geologically hazardous areas, or on historic structures or sites above and beyond the impacts of currently existing infrastructure; or
4. Compromise the integrity of a dike or other water retention or drainage facility; or
5. The cost would be disproportionate and burdensome in relation to the current needs or probable future use.

Section 6. New Section **12.20.050** of Castle Rock Municipal Code, **“INFRASTRUCTURE”** is hereby adopted, as follows:

As feasible, the City shall incorporate complete streets infrastructure into existing public streets to create a comprehensive, integrated, connected transportation network that balances access, mobility and health and safety needs of all users. Complete Streets infrastructure includes design features that contribute to a safe, convenient travel experience for all users, including but not limited to:

- Sidewalks
- Paved shoulders
- Shared use paths
- Bicycle lanes
- Shared use lanes
- Automobile lanes
- Street trees and landscaping
- Planting strips
- Curbs and accessible curb ramps
- Bulb outs
- Crosswalks and refuge islands
- Pedestrian and traffic signals (including countdown and accessible signals)
- Directional signals
- Street furniture
- Bicycle accommodations including parking facilities signage and markings

- Public transportation stops and facilities
- Traffic calming devices (such as traffic circles, roundabouts, traffic bumps, intersection treatments, narrow vehicle lanes and raised medians)
- Surface treatments such as paving blocks, textured asphalt and concrete
- Appropriate lighting for speed and type of travel
- Appropriate streetscapes that appeal to and promote pedestrian use
- Parking spaces

Section 7. New Section **12.20.060** of Castle Rock Municipal Code, “**DESIGN CRITERIA**” is hereby adopted, as follows:

The City shall design Complete Streets solutions that will best serve the transportation needs of all users. The priority shall be on the needs and comfort of all users, considering issues such as street design and width, desired operating speed, street lighting, beautification and connectivity.

The City, through its Public Works Department, shall maintain design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation as identified in the most recent version of the following:

- A. Public Works Developer's Standards
- B. Castle Rock School District School Walk Route Maps
- C. Castle Rock Comprehensive Plan and Zoning Map
- D. Other design resources may include, but are not limited to:
 1. Washington State Department of Transportation Design Manual;
 2. American Association of State Highway Transportation Officials (AASHTO)
 3. Institute of Transportation Engineers (ITE)
 4. National Association of City Transportation Officials (NACTO)
 5. Manual On Uniform Traffic Control Devices (MUTCD)

The context and character of the surrounding built and natural environments shall be considered in all design criteria, standards and guidelines.

Section 8. New Section **12.20.070** of Castle Rock Municipal Code, “**IMPLEMENTATION**” is hereby adopted, as follows:

Complete Streets shall be achieved either through single projects or through a series of smaller improvements or maintenance activities over time. The implementation of various Complete Streets elements will utilize current and adequate design criteria. The design of various Complete Streets components to be implemented shall be based on a context sensitive approach, with the analysis of the street's existing conditions and the present and future needs for all users. The system's 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.

The City will seek advice from Castle Rock Active Transportation group when needed. The Active Transportation group should be comprised of appropriate interested parties, transportation experts and elected officials.

Section 9. New Section **12.20.080** of Castle Rock Municipal Code, **“PARTNERSHIP AND COOPERATION”** is hereby adopted, as follows:

The City will cooperate and foster partnerships with other planning and funding agencies including but not limited to: the Federal Highway Administration; WSDOT: Washington State Department of Health; Washington State Transportation Improvement Board; the Regional Transportation Planning Organization; Cowlitz County; Castle Rock School District; residents; businesses; interest groups; and neighborhoods to ensure the needs of all agencies and groups are considered and that the principles and practices of Complete Streets are communicated and considered in their scoping, planning, design, construction, and maintenance activities. The City will specifically cooperate to ensure the transportation network flows between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

Section 10. New Section **12.20.090** of Castle Rock Municipal Code, **“PERFORMANCE MEASURES”** is hereby adopted, as follows:

The City of Castle Rock shall periodically review achievements and other conditions to measure performance and evaluate the Complete Streets ordinance for success and opportunities for improvement. Performance measures shall be determined by the Public Works Director and may include, but is not limited to:

- Number of bicycle facilities created or improved
- Number of pedestrian facilities created or improved
- Number of ADA accommodations created or improved
- Number of exceptions granted
- Percent of residents reporting increased quality of life
- Proportion of users by transportation type
- Miles of improved streets

The Public Works Director and/or designee shall report to the City Council on an annual basis on the transportation projects undertaken within the prior year and planned projects within the next year and the extent to which each of these projects has met or will meet the objectives of this policy.

Section 11. New Section **12.20.100** of Castle Rock Municipal Code, "**SEVERABILITY**" is hereby adopted, as follows:

If any section, subsection, clause, phrase or work in this Chapter is for any reason held invalid or unconstitutional by and court of competent jurisdiction, such section shall be deemed a separate provision and such holding shall not affect the validity of the remaining portion of this Chapter.

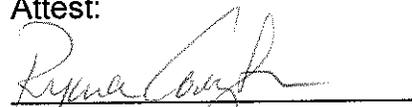
Section 12. Codification. Code adoptions and amendments in Section 1 through 11, above, shall be codified.

Section 13. Effective Date. These regulations are in the public interest and shall take effect immediately upon adoption by the City Council.

PASSED by the City Council of the City of Castle Rock, Washington, and signed by the Mayor on this 27 day of November, 2017.


Mayor Paul Helenberg

Attest:


Ryana Covington, Clerk-Treasurer

Approved as to form:


Frank Randolph, City Attorney

Date of publication: 11/29/2017