

CITY OF COLLEGE PLACE, WASHINGTON: ORDINANCE No. 17- 014

AN ORDINANCE ADOPTING MINOR WORD AND PUNCTUATION EDITS TO CHAPTER 12.14 COMPLETE STREETS OF THE COLLEGE PLACE MUNICIPAL CODE

WHEREAS, the City of College Place is a non-charter code city governed by the rules and regulations of RCW 35A; and

WHEREAS, Complete Streets are designed to be streets for everyone; and

WHEREAS, the City of College Place passed a Complete Streets Ordinance on February 28th of 2017 that did not include some Council requested language

THE CITY OF COLLEGE PLACE CITY COUNCIL DO ORDAIN AS FOLLOWS:

Section 1. Ordinance No. 17-014 is adopted which incorporates the edits in Chapter 12.14 Complete Streets to the College Place Municipal Code as identified in Exhibit 2 of this agenda bill packet.

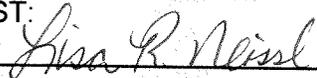
Section 2. Ordinance No. 17-014 shall be effective five days from and after its passage and publication.

PASSED by the City Council and approved by the Mayor this 25th day of April, 2017.



Mayor

ATTEST:

By: 

City Clerk

APPROVED AS TO FORM:

By: 

City Attorney

Chapter 12.14

COMPLETE STREETS POLICY

Sections:

- 12.14.010 Purpose.
- 12.14.020 Exceptions.
- 12.14.030 Complete streets infrastructure.
- 12.14.040 Goals to foster partnership.
- 12.14.050 Best practice criteria.
- 12.14.060 Performance standards.
- 12.14.070 Funding for complete streets.

12.14.010 Purpose.

The purpose of this chapter is to help achieve the goals and objectives of the transportation, land use and parks and recreation elements of the City of College Place comprehensive plan. The City of College Place shall, to the maximum extent practical and economically possible, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight, and users of all ages and abilities to include consideration for alternative transportation modes in all new construction, retrofit or reconstruction projects. Cost-effective opportunities to include complete streets practices shall be identified by the City as part of the standard operations and maintenance of city streets.

12.14.020 Exceptions.

Facilities for pedestrians, bicyclists, transit users, and people of all abilities are not required to be provided when:

- A. A documented absence of current or future need exists;
- B. Non-motorized uses are prohibited by law;
- C. Routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes);
- D. The cost would be disproportionate to the current need or probable future uses;
- E. In instances where a documented exception is granted by the Mayor.
- F. Repairs made pursuant to pavement opening and restoration allowed by approval of the Public Works Director.
- G. Where the Public Works Director issues a documented exception concluding that application of complete streets principles is unnecessary or inappropriate because it would be contrary to public safety or would introduce elements that are either inaccessible by or that would not be utilized by the typically-benefitting user group(s).

12.14.030 Complete streets infrastructure.

The City shall incorporate complete streets infrastructure into existing public and private streets, as feasible, to create a comprehensive, integrated, connected transportation network for College Place that balances access, mobility, health and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities, ensuring a fully connected, integrated network that provides transportation options with consideration for alternative transportation modes to include horseback riding trails and facilities for pedestrian-propelled mechanisms (skateboards, scooters, etc.). "Complete streets infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared use paths; trails, bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes.

12.14.040 Goals to foster partnership.

It is a goal of the City of College Place to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, citizens, businesses, interest groups, neighborhoods, and any funding agency to implement this chapter.

12.14.050 Best practice criteria.

The Mayor or the mayor's designee shall modify, develop and adopt policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction, and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO) while reflecting the context and character of the surrounding built and natural environments and enhance the appearance of such.

12.14.060 Performance standards.

The City of College Place shall adopt performance standards with measurable benchmarks to continuously evaluate this chapter for success and opportunities for improvement. Performance standards may include transportation and mode shift, miles of bicycle facilities or sidewalks, public participation, number of ADA accommodations built, and number of exemptions from this policy approved.

12.14.070 Funding for complete streets.

Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the City's intent that multiple sources of transportation funding be drawn upon to implement complete streets including additional funding through Walla Walla Metropolitan Planning Organization, the Department of Health, and the Transportation Improvement Board for complete streets. The City believes that maximum financial flexibility is important to implement complete streets principles.