ORDINANCE NO. 1930

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DAYTON, WASHINGTON, ADDING CHAPTER 8-12, COMPLETE STREETS POLICY, TO THE TITLE 8 OF THE DAYTON MUNICIPAL CODE, STREETS AND PUBLIC WAYS.

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, transit users, emergency service providers, school buses, and freight, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, the one-third of Americans that do not drive, disproportionately represented by older adults, low-income people, people with disabilities, and children would greatly benefit from the equitable distribution of safe, alternative means of travel that will result from Complete Streets practices; and

WHEREAS, the City of Dayton wants to create convenient, enjoyable transportation options and connections to promote tourism and create economic development opportunities while creating a more sustainable community; and

WHEREAS, Goal 1: Park and Recreation Planning, Policy 1.11 of the 2014 Cooperative Park Master Plan ("Park Plan"), adopted February 9, 2015, supports requiring that development projects along designated trail routes to incorporate the trail or a trailhead connection as part of the project; and

WHEREAS, Goal 1: Park and Recreation Planning, Policy 1.13 of the Park Plan also states that "Public services and facilities should be developed and timed to meet projected needs and demands of the public in a manner that ensures highest quality and fiscal responsibility"; and

WHEREAS, Goal 3: Trails, Policy 3.4 of the Park Plan encourages linking residential neighborhoods and downtown to trails and trailhead facilities through bike and pedestrian routes; and

WHEREAS, the Dayton Comprehensive Plan ("Comp Plan"), adopted July 28, 2008, amended February 9, 2015, Transportation Element, Community Objective A.1, Establish design standards for street facilities, Policy Discussion states, "Standards should also be developed which enhance the safety of pedestrians and motorists

regarding sidewalk design and maintenance, lighting requirements, signs and access to properties. Priority should be given towards bringing sidewalk access in compliance with the ADA regulations"; and

WHEREAS, the Economic Development Element of the Comp Plan, Community Objective G.3 establishes that the City continue to improve its street infrastructure system; and

WHEREAS, furthermore, the Economic Development Element of the Comp Plan, Community Objective G.8 encourages the City to seek to improve safety, access, and ADA accessibility for pedestrians on Hwy. 12 with a viaduct on East Main Street; and

WHEREAS, additionally, the Economic Development Element of the Comp Plan, Community Objective G.9. supports the City in seeking to improve safety, access, and ADA accessibility for pedestrians on Hwy. 12 Bridge across Touchet River; and

WHEREAS, the Dayton City Council intends to improve the safety of city streets, enhance the quality of life of residents, encourage active living, and reduce traffic congestion and fossil fuel use by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DAYTON, WASHINGTON DO ORDAIN AS FOLLOWS:

SECTION 1. Title 8, Streets and Public Ways, of the Dayton Municipal Code is hereby amended to include a new Chapter 8-12, Complete Streets Policy, which shall read as follows:

Chapter 8-12

COMPLETE STREETS POLICY

Sections:

8-12. 010 Purpose.
8-12. 020 Complete streets definition.
8-12. 030 Implementation of complete streets principles.
8-12.040 Extraordinary circumstances.
8-12.050 Funding for complete streets.

8-12.010 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 Dayton comprehensive plan. This chapter provides for the implementation of complete streets guiding principles.

8-12.020 Complete streets definition.

A "complete street" is a road that is designed to be safe for drivers; bicyclists; school buses; transit vehicles and users; and pedestrians of all ages and abilities. The complete streets concept focuses not just on individual roads but on changing the decision-making process so that all users are routinely considered during the planning, designing, building and operating of all roadways to the maximum extent practical.

8-12.030 Implementation of complete streets principles.

The city of Dayton will incorporate complete streets principles into the city's comprehensive plan, public works standards, parks and recreation master plan, traffic circulation plan and other plans, manuals, rules, regulations and programs as appropriate.

8-12.040 Extraordinary circumstances.

Except in unusual or extraordinary circumstances, complete streets principles may not apply to the following:

A. Repairs made pursuant to pavement opening and restoration allowed by approval of the Public Works Director or designee.
B. Ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes).
C. Uses that are prohibited by law.
D. The current need or probable future uses would be disproportionate to the cost of implementing the complete street principles as determined by a professional consult and the City Council.
E. Repairs to pre-existing nonconforming streets or sidewalks/walkways that do not comply with the Complete Streets design standards as determined by a professional consult and City Council.
F. In instances where a documented exception is granted by the Mayor or designee.

8-12.050 Funding for complete streets.

A. The city believes that maximum financial flexibility is important to implement complete streets principles.
B. Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
C. It is a goal of the city of Dayton to foster partnerships with all transportation funding agencies including, but not limited to the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Transportation Improvement Board (TIB), Columbia County, Dayton School District, citizens, businesses, interest groups, neighborhoods, port district and any other funding agency to implement the complete streets ordinance.

SECTION 2. SEVERABILITY. If any section, subsection, paragraph, sentence, clause or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the other remaining parts which shall remain in full force and effect.

SECTION 3. EFFECTIVE DATE. A summary thereof of this Ordinance consisting of its title shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR OF THE CITY OF DAYTON, WASHINGTON, AT A REGULAR MEETING THIS 13TH DAY OF JUNE, 2018.

City of Dayton

By: Craig George, Mayor

Attested By:

By: Trina Cole, City Clerk-Treasurer

Approved as to form:
Menke Jackson Beyer, LLP

By: Quinn Plant, City Attorney

ORDINANCE SUMMARY BY TITLE ONLY FOR PUBLICATION PURPOSES
ORDINANCE NO. 1933

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DAYTON, WASHINGTON, ADDING CHAPTER 8-12, COMPLETE STREETS POLICY, TO THE TITLE 8 OF THE DAYTON MUNICIPAL CODE, STREETS AND PUBLIC WAYS.

The full text of Ordinance 1933 adopted the 13th day of June, 2018 is available for examination at the City Clerk's Office, 111 S. 1st St., Dayton, WA during normal business hours, Monday – Thursday, 8:00 a.m. to 4:00 p.m. Full text of the Ordinance shall be mailed upon request.

By: /s/ Craig George, Mayor
Attest: /s/ Trina Cole, City Clerk-Treasurer
Approved as to form: /s/ Quinn Plant, City Attorney

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