ORDINANCE NO. 4744

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ELLENSBURG, WASHINGTON, RELATING TO TITLE 4 - PUBLIC WORKS CONSTRUCTION AND ADDING A NEW CHAPTER TO THE ELLENSBURG CITY CODE ENTITLED "4.05 - COMPLETE STREETS PROGRAM."

WHEREAS, RCW 47.04.320 requires that the Transportation Improvement Board establish a complete streets grant program within the department's highways and local programs divisions, or its successor"; and

WHEREAS, state law also provides that the purpose of the grant program is to encourage local governments to adopt urban arterial retrofit street ordinances; and

WHEREAS, the Washington State Transportation Improvement Board adopted a 'Complete Streets Award Program' on May 20, 2016 which requires agencies to formalize a complete streets policy, to become eligible for their awards program.

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

Section 1. A new chapter entitled "4.05 Complete Streets Program" is hereby added to the Ellensburg City Code to read as follows:

Chapter 4.05

COMPLETE STREETS PROGRAM

4.05.010 Purpose and vision

4.05.020 Definitions

4.05.030 Policy

4.05.040 Exceptions

4.05.050 Design Criteria

4.05.060 Complete Streets Infrastructure

4.05.070 Intergovernmental Cooperation

4.05.080 Implementation

4.05.090 Performance Measures

4.05.010 Purpose and vision.

The purpose for the Complete Streets Program is to ensure that planning for construction of all city transportation improvement projects accounts for all users as outlined in the city's Comprehensive Plan, the Land Development Code (Title 15 of the Ellensburg City Code (ECC)), the Non-Motorized Transportation Plan and the Public Works Development Standards (Title 4 of the ECC). The city shall, to the maximum extent practical, 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 in all new construction, retrofit or reconstruction projects. In enacting this ordinance, the city encourages healthy, active living, reduction of traffic congestion and fossil fuel use, and improvement in the safety and quality of life of our residents by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation in conjunction with our motorists.

4.05.020 Definitions.

"Complete Street" means a road that is designed to be safe for drivers, bicyclists, transit vehicles and riders, and pedestrians of all ages and abilities.

"Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, and includes the planning, design, approval, and implementation processes. Street Projects shall incorporate the city's Comprehensive Plan, Non-Motorized Transportation Plan, Public Works Development Standards (Title 4 of the ECC), Land Development Code (Title 15 of the ECC), Transit Plan, and Truck Route throughout all phases of a "Street Project".

"Users" means individuals or vehicles that use streets, including pedestrians, bicyclists, freight, automobiles, public transportation vehicles and riders, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

4.05.030 Policy.

The city believes a Complete Streets program will increase connectivity for all modes of travel within the City. The implementation of various Complete Streets elements will utilize the latest and best design criteria and 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/future needs for all users.

A. The city will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.

B. Transportation facilities that support the concept of Complete Streets include, but are not limited to pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Title IV of the Americans with Disabilities Act; transit accommodations, bicycle accommodations including appropriate signage and markings, and as appropriate streetscapes that appeal to and promote pedestrian use.

C. 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.

4.05.040 Exceptions.

A. Exceptions to this policy may be determined by the public works director 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, or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity; or
3. Ordinary maintenance paving projects should include evaluating the condition of existing facilities supporting alternate transportation modes as well as modifying existing pavement markings and signage that supports such alternative modes as appropriate.

B. The city council may determine that street 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. Be located where both current and future demand is proven absent; or
3. Drastically increase project costs and equivalent alternatives exist within close proximity; or
4. Have adverse impacts on environmental resources such as streams, wetlands, floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure; or
5. The cost would be disproportionate to the current need or probable future use.

4.05.050 Design criteria.

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 Development Standards (as adopted by reference in Chapter 4.04 ECC);

B. Public Works Construction Code (Title 4 of ECC);

C. Land Development Code (Title 15 of ECC);

D. The city's Non-Motorized Transportation Improvement Plan;

E. The city's Truck Route Map;

F. The city's Transit Map;

G. The city's Comprehensive Plan;

H. Ellensburg School District School Walk Route Maps; and

I. Other design resources include, but are not limited to:

1. Washington State Department of Transportation Design Manual;
2. American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets; and
3. The Manual on Uniform Traffic Control Devices (MUTCD)

4.05.060 Complete streets infrastructure.

A. 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, ensuring a fully connected, integrated network that provides transportation options.

B. "Complete streets infrastructure," as used in this subsection means design features that contribute to a safe, convenient, or comfortable travel experience for all users, including but not limited to features such as: sidewalks, shared use paths; bicycle lanes, bicycle boulevards; shared use lanes, automobile lanes; street trees and landscaping; planting strips, curbs; accessible curb ramps; bulb outs (sidewalk nodes); crosswalks, refuge islands; pedestrian and traffic signals; rapid rectangular flashing beacons; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; and traffic calming devices

4.05.070 Intergovernmental cooperation.

The city will cooperate with other agencies, including the Washington State Department of Transportation, Kittitas County, Central Washington University, and the Ellensburg School District to ensure the needs of all agencies are considered and that the principles and practices of complete streets are communicated and considered in their 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.

4.05.080 Implementation.

All street projects shall include Complete Streets elements as called for in the applicable standards outlined in section 4.05.050 - Design Criteria. Complete Streets shall be achieved either through single projects or through a series of smaller improvements or maintenance activities over time.

4.05.090 Performance measures.

The public works director and/or designees shall report to the city council on an annual basis on the transportation projects undertaken within the prior year and planned projects within the

coming six year period and the extent to which each of these projects has met the objectives of this policy.

Section 2. Severability. If any portion of this ordinance is declared invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect the validity of the remaining portion(s) of this ordinance.

Section 3. Corrections. Upon the approval of the City Attorney, the City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4. Effective Date. This ordinance shall take effect and be in force five (5) days after its passage, approval and publication.

The foregoing ordinance was passed and adopted at a regular meeting of the City Council on the 6th day of September, 2016.

MAYOR

ATTEST:

CITY CLERK

Approved as to form:

CITY ATTORNEY

Publish: 9-9-16

I, Coreen M. Reno, City Clerk of said City, do hereby certify that Ordinance No. 4744 is a true and correct copy of said Ordinance of like number as the same was passed by said

Council, and that Ordinance No. 4744 was published as required by law.

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COREEN M. RENO