

## ORDINANCE NO.1276

### CITY OF GRANGER, WASHINGTON

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GRANGER, WASHINGTON, ADDING CHAPTER 12.02, COMPLETE STREETS POLICY, TO GRANGER MUNICIPAL CODE TITLE 12, STREETS, SIDEWALKS AND PUBLIC PLACES, CREATING THE COMPLETE STREETS POLICY. THIS POLICY WILL BE USED WHEN CREATING FUTURE TRANSPORTATION PROJECTS AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS, BICYCLISTS AND TRANSIT USERS REGARDLESS OF AGE OR ABILITY.

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 and freight, and people of all ages and abilities, including children , youth, families, older adults, and individuals with disabilities; and

WHEREAS, more than 110,000 pedestrians and bicyclists are injured each year on roads in the United States with children and older adults at greatest risk and disproportionately affected; and

WHEREAS, the occurrence and severity of pedestrian and bicyclist injuries could readily be decreased by implementing Complete Streets practices; 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, alternate means of travel that will result from Complete Street practices; and

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

WHEREAS, the community stated desires for safe streets to improve walkability and bikability while connecting the neighborhoods of Granger with key destinations; and

WHEREAS, the Comprehensive Plan for the City of Granger, currently being updated in 2017, seeks to develop a transportation system that provides for alternate modes of transportation such as pedestrian and bicycle; and

WHEREAS, the Granger 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 Granger, Washington does hereby ordain as follows:

### **Section 1**

Title 12, Streets, Sidewalks and Public places, of the City of Granger Municipal Code is hereby amended to include a new section 12.02 in Chapter 12, Complete Streets Policy, which reads as follows:

#### **12.02 – Complete Streets Policy.**

##### **12.02.010 Purpose.**

The City of Granger shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, future transit users, motorists, emergency responders, freight and users of all ages and abilities in all new construction, retrofit or reconstruction projects. Complete Streets will increase physical activity among people of all ages and abilities which in turn could reduce chronic disease, obesity and air pollution. Through ongoing operations and maintenance, priorities, community engagement and evaluation, the City of Granger shall identify cost-effective opportunities to include Complete Streets practices.

##### **12.02.020 Definitions.**

“Complete Street” means a road that is designed to be accessible for drivers, bicyclists, transit vehicles and riders, freight, emergency service providers, and pedestrians of all ages and abilities. The complete street policy focuses not just on changing individual roads, but on changing the decision-making process so that all users are considered during the planning, designing, building, and operation of all roadways.

“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; 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; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; and raised medians.

“Street” means any public right-of-way, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network, that is open for use by the general traveling public.

“Street project” means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, and includes the planning, design, approval, and implementation processes.

“Users” means individuals that use streets, including pedestrians, bicyclists, motor vehicle drivers, and public transportation riders and drivers.

#### **12.02.030 Exceptions.**

Facilities for pedestrians, bicyclists, transit users and/or 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, sweeping and spot repair;
- D. The cost would be disproportionate to the current need or probable future uses;
- E. The Mayor or Council issues a documented exception concluding that application of complete streets principles is unnecessary or inappropriate.

#### **12.02.040 Complete Streets Infrastructure.**

As feasible, Granger shall incorporate “Complete Streets Infrastructure” into existing public streets to create a comprehensive, integrated, connected transportation network for Granger 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.

#### **12.02.050 Goals to Foster Partnerships.**

It is a goal of the City of Granger to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Transportation Improvement Board, Granger School District, citizens, businesses, interest groups, neighborhoods, and any funding agency to implement the Complete Streets ordinance.

**12.02.060 Best Practice Criteria.**

The City of Granger City Council or 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), Manual on Uniform Traffic Control Devices (MUTCD), 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.

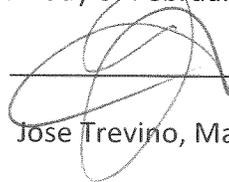
**12.02.070 Implementation of complete streets principles.**

The City of Granger will incorporate complete streets principles into the City's comprehensive plan, public works standards, and other plans, manuals, rules, regulations, and programs as feasible and appropriate.

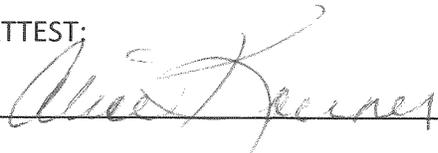
**Section 2.**

This Ordinance shall take effect five (5) days from the date of publication.

**THIS ORDINANCE PASSED AND ADOPTED** by the City Council of the City of Granger, Washington, at a regular open public meeting on this 28<sup>th</sup> day of February 2017.

  
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Jose Trevino, Mayor

ATTEST:

  
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Alice Koerner, City Clerk

APPROVED AS TO FORM:

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Seann Mumford, City Attorney