September 22, 2016

ORDINANCE NUMBER 1069

AN ORDINANCE OF THE CITY COUNCIL OF NORTH BONNEVILLE, WASHINGTON ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the City of North Bonneville believes in the Complete Streets approach to transportation planning, which maintains a whole and diverse systems approach to transportation; and

WHEREAS, the City of North Bonneville's Transportation Improvement Program (TIP), adopted on August 13, 2016 calls for the adoption of a Complete Streets Policy; and

WHEREAS, the City of North Bonneville already applies many of the Complete Streets principals, as exemplified in its pathway system, and in its well-maintained public transit shelters; and

WHEREAS, the adoption of this policy helps make the City of North Bonneville eligible for certain state transportation grants; and

WHEREAS, a public hearing on this ordinance was held on September 27, 2016; and

WHEREAS, the City Council desires to adopt this Complete Streets policy;

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

Section 1 <u>Adopting the Complete Streets policy</u>
The attached Complete Streets policy is hereby adopted.

Section 2 <u>Severability</u>
The provisions of this ordinance are declared separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of the ordinance, or the validity of its application to other persons or circumstances.

Section 3 <u>Published and Effective Date</u>
A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect five days after its publication.

PASSED BY THE CITY COUNCIL ON SEPTEMBER 27, 2016

Don Stevens, Mayor

ATTEST:

Steven Hasson, City Administrator

APPROVED AS TO FORM:

Ken Woodrich, City Attorney

City of NORTH BONNEVILLE WASHINGTON

Complete Streets Policy

North Bonneville's follows the Complete Streets ethic in designing, constructing and maintaining its transportation facilities. The City wishes to provide for safe and attractive access to all forms of transportation, including pedestrian, bicycle, bus, boat, car, freight, and public transportation. Such access should be equally available to all users, regardless of age, mobility, and financial ability.

The City believes that providing for this full access promotes healthy lifestyles, improved traffic safety, benefits economic development, and generally creates a more vibrant, livable community.

Whenever practical, North Bonneville will plan, design, construct and maintain transportation facilities to enhance their usability for all likely users, helping to ensure that multiple attractive options exist. Chief among these transportation facilities are streets, pathways, sidewalks, bus shelters and pullouts. Multi-model and integrated transportation facilities are a primary goal for all construction, including reconstruction and rehabilitation projects. Facilities should be designed to enhance the experience of:

- Freight
- Disabled people
- Bicycles
- Golf carts
- Children
- Transit vehicles
- Emergency vehicles
- Alternative motorized vehicles such as motorized foot scooters and self-balancing transportation devices

Transportation facilities that support the concept of Complete Streets include design features that contribute to a safe, convenient, or comfortable travel experience for users, such as:

- pavement
- markings and signs;
- street and sidewalk lighting;
- sidewalk and pedestrian safety improvements;
- Americans with Disabilities Act and Title VI compliance;
- transit accommodations;
- hiking trails,
- shared use paths;
- bicycle lanes;
- street trees and landscaping;
- crosswalks;
- pedestrian signals,
- street furniture;
- bicycle parking facilities;
- public transportation stops and facilities;
- traffic calming devices; and
- pathways separated from streets.

The City will in particular strive to support projects which enhance the overall regional transportation system. It will provide access to all the areas its citizens and visitors are likely to frequent, such as parks, recreation areas, schools, shopping/commercial areas, public transportation, employment centers, existing pedestrian and bicycle networks. While there are no schools within the City, it is nevertheless incumbent on the City to provide for access to the schools its citizens are likely to attend.

The transportation 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 cooperate with state, regional and local transportation agencies (including school districts), as well as citizens and businesses, to pursue the principles and practices of the Complete Streets approach. The City will specifically cooperate to ensure the transportation network flows seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

This policy will be implemented through the Transportation Improvement Plan, with initial emphasis on those projects that can be inexpensively and quickly accomplished, such as striping bike lanes, improving existing pathways, and adding way finding signage. Through ongoing operations and maintenance, the City of North Bonneville shall identify cost-effective opportunities to include Complete Streets practices. The City will further incorporate Complete Streets principles into the City's comprehensive plan, public works standards, parks and recreation master plan, traffic improvement plan and other plans, manuals, rules, regulations and programs as appropriate.

Annual updates of the City's Transportation Improvement Plan will include a discussion of how recent and planned transportation projects meet The objectives of this policy. The City shall put into place performance standards with measurable benchmarks to continuously evaluate the Complete Streets ordinance 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.