

ORDINANCE NO. 4309

**AN ORDINANCE of the City of Pasco, Washington
adopting Pasco's Complete Streets Program and creating
Chapter 12.35 "Complete Streets Policy" of the Pasco
Municipal Code**

WHEREAS, in 2016, the Pasco City Council approved Resolution No. 3275, adopting a Complete Streets Policy within the City of Pasco; and

WHEREAS, the City of Pasco is committed to the safety and health of its residents and visitors; and

WHEREAS, the "Complete Streets" concept promotes streets that are safe and convenient for all users of the City ways; and

WHEREAS, promoting pedestrian, bicycle and transit travel as an alternative to automobiles reduces negative environmental impacts, promotes healthy living and is less costly to the commuter; and

WHEREAS, the development of a more complete transportation network or "Complete Streets" can improve pedestrian safety, increase the transportation network's capacity, and promote improvements in public health; and

WHEREAS, studies have found that providing more travel options, including public transportation, bicycling and walking facilities, is an important element in reducing congestion; and

WHEREAS, the Complete Streets Policy is consistent with the goals of the City's Comprehensive Plan - - Transportation Element; and

WHEREAS, transportation costs can be reduced when local infrastructure encourages active transportation, which helps families replace car trips with bicycling, walking, or taking public transit. When roads are redesigned and maintained to attract pedestrians, the local economy improves and diversifies from increased buyers, which creates job growth and increased investment in the area, including surrounding property values; and

WHEREAS, the Washington State legislature has passed Complete Streets legislation that encourages the Washington State Department of Transportation and local governments to consider all users in transportation-related projects and provided for funding a Complete Streets' grant program which encourages street designs that safely meet the needs of all users and also protects and preserves the community's environment and character. NOW, THEREFORE,

**THE CITY COUNCIL OF THE CITY OF PASCO, WASHINGTON, DO ORDAIN
AS FOLLOWS:**

Section 1. That a new Chapter 12.35 of the Pasco Municipal Code entitled “Complete Streets Policy” shall be and hereby is adopted and shall read as follows:

Chapter 12.35

COMPLETE STREETS POLICY

Sections:

- 12.35.010 Purpose.
- 12.35.020 Definitions.
- 12.35.030 Implementation.
- 12.35.040 Exceptions.
- 12.35.050 Best Practice Criteria.

12.35.010 PURPOSE. The purpose of the “Complete Streets Policy” is to, the maximum extent practical, consider all users of the right-of-way, including pedestrians, bicyclists, motorists, emergency responders, freight carriers, and all public transportation users in planning, design, construction, operation and maintenance of all of the City’s transportation improvement projects. The Complete Streets Policy is intended to increase the overall safety of the community, as well as supporting the economy and desirability of the City as a place to live and to conduct business. This policy affirms Pasco’s commitment to the safety and health of its citizens.

12.35.020 DEFINITIONS.

A) “Complete Streets” means a roadway that is designed to be safe, accessible, and functional for all users of the City’s rights-of-way regardless of age or ability, with the goals of:

1) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;

2) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;

3) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and

4) Preserving community character by involving local residents and stakeholders to participate in planning and design decisions.

B) “Complete Street Infrastructure” are design features that contribute to a safe, convenient, or comfortable travel experience for users. These may include but are 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; 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.

C) "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.

D) "Street Project" means the construction, reconstruction, retrofit, maintenance, alteration or repair of any street. This includes planning, design, approval, and implementation processes, except minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures.

E) "Users" means vehicles or individuals that use streets. This includes pedestrians, cyclists, trucks, automobiles, emergency vehicles, transit vehicles and rides, and people of all ages and abilities including children, youth, families, older adults, and people with disabilities.

15.35.030 IMPLEMENTATION.

A) All street projects including new construction, reconstruction, retrofit, and rehabilitation shall include Complete Streets Infrastructure elements to the maximum extent practicable to create an interconnected, integrated network of inclusive facilities.

B) The implementation of various Complete Streets elements will utilize the best practices design criteria. The design of Complete Streets components to be implemented shall be based upon a context sensitive approach recognizing that transportation needs vary, considering the street's existing conditions, the present as well as future needs of all right-of-way users, consistent with sound engineering principles.

C) This policy will also be implemented through the development of various transportation plans for the City. These plans include the Transportation System Master Plan, Bicycle and Pedestrian Master Plan, and the Comprehensive Plan.

12.35.040 EXCEPTIONS. Complete Streets implementation shall not be required when:

A) A documented absence of current or future need exists.

B) Non-motorized uses are prohibited by law.

C) Implementation would be contrary to the Transportation Element of the Comprehensive Plan, the Transportation System Master Plan, or the Bicycle Pedestrian Master Plan.

D) The accommodation is not physically feasible (i.e. project currently slated for or in construction or areas where there is not sufficient available space to construct the accommodation).

E) The cost of accommodation is excessively disproportionate to the need, probable use, or benefit to be achieved by accommodation.

F) When in the discretion of the City Manager has determined that application of the Complete Streets principles are unnecessary or inappropriate due to:

- 1) Application would be contrary to public safety.
- 2) Result in significant adverse environmental impacts.
- 3) Where their inclusion creates a small, isolated project consisting of a short section of improvements which are unlikely to be extended in a timely manner, therefore, not furthering the purpose of the Complete Streets networks.

12.35.050 BEST PRACTICE CRITERIA. The Public Works Director 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 Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE), and National Association of City Transportation Officials (NACTO) guidelines and standards, while reflecting the context and character of the surrounding built and natural environment and enhancing the appearance of such.

Section 2. This Ordinance shall take full force and effect five days after its approval, passage and publication as required by law.

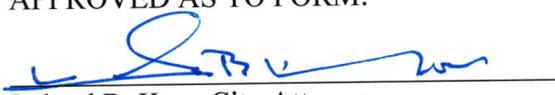
PASSED by the City Council of the City of Pasco, Washington, and approved as provided by law this 2nd day of July, 2018.



Matt Watkins, Mayor

ATTEST:


Daniela Erickson, City Clerk

APPROVED AS TO FORM:


Leland B. Kerr, City Attorney