

Ordinance No. 3155

AN ORDINANCE OF THE CITY OF PORT TOWNSEND ADOPTING A COMPLETE STREETS POLICY AND ADOPTING A NEW CHAPTER 12.40, "COMPLETE STREETS POLICY" OF THE PORT TOWNSEND MUNICIPAL CODE

WHEREAS, the term "complete streets" refers to the concept that roadways should be designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users; and,

WHEREAS, in 2011, the Washington State Legislature passed the Complete Streets Act, codified in RCW 47.04.320-.340, which encourages local governments to adopt complete streets ordinances and, to that end, establishes a grant program to help fund complete streets projects; and,

WHEREAS, while it has not used the term "complete streets," the City has, since at least the mid-1990s, adopted policy and regulatory guidelines including but not limited to the City's Comprehensive Plan, Transportation Functional Plan, Non-Motorized Transportation Plan and Engineering Design Standards that meet the purpose and goals of the Complete Streets Act; and,

WHEREAS, in order to meet the requirements for the Complete Streets grant program and to re-affirm the City's commitment to the principles espoused in the Complete Streets Act, staff recommends codification of these principles in the City Code;

NOW, THEREFORE, the City Council of the City of Port Townsend do ordain as follows:

Section 1. Title 12 of the Port Townsend Municipal Code is amended by adding a new chapter 12.40 "Complete Streets Program" to read as follows:

**Chapter 12.40
COMPLETE STREETS PROGRAM**

Sections:

- 12.40.010 Purpose.
- 12.40.020 Applicability.
- 12.40.030 Policy.
- 12.40.040 Exceptions.

12.40.010 Purpose.

The purpose of this chapter is to reaffirm the City's policy for promoting pedestrian, bicycle, and public transportation travel. It directs staff to incorporate complete streets principles, where applicable, when planning or designing any project within the City right-of-way.

12.40.020 Applicability.

This chapter shall apply to all projects constructed within the City's right-of-way. If there is a conflict between the provisions of this chapter and that of any other adopted ordinance or engineering standard, the provision that provides the more specific guidance shall control.

12.40.030 Policy.

A. Consistent with adopted Plans and Engineering Design Standards, the City will design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of pedestrians, bicyclists, wheelchair users, motorists, transit, freight haulers, emergency responders and users of all ages and abilities.

B. The system's design will be consistent and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a safe, flexible, context sensitive and cost-effective manner.

C. All new construction, reconstruction and rehabilitation projects in the right-of-way, whether public or private, will give consideration to all users and modes of travel from the start of planning and design work through all phases of implementation.

D. Ordinary maintenance paving projects should evaluate the condition of existing facilities supporting all modes, and where appropriate as determined by the discretion of the Public Works Director, should modify existing pavement, pavement markings, road edges and signage in order to support pedestrians, bicyclists, wheelchair users, and transit.

E. The City will cooperate with other transportation and planning agencies to encourage those agencies to incorporate the principles and practices of complete streets within those agencies' activities in the City, and to facilitate seamless transportation connections between jurisdictions.

F. The City's design criteria, standards, and guidelines for street design and signage will incorporate best practices for complete streets, while recognizing the need for design flexibility.

12.40.040 Exceptions.

The Public Works Director or City Manager may except the following projects from this policy as follows:

- a. If the application of the policy would require the accommodation of street uses prohibited by law;
- b. For ordinary maintenance such as mowing, sweeping, snow removal, spot repairs (joint or crack sealing, pothole filling) this policy shall not be applied beyond the scope of that activity.

c. Street reconstruction and maintenance paving projects that involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to:

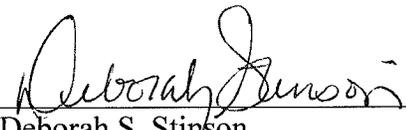
- 1) require more space than is physically available; or
- 2) be located where there is no current or reasonably-determined future demand; or
- 3) drastically increase project costs, if equivalent alternatives exist in close proximity to the project; or
- 4) have adverse impacts on environmental resources or critical areas, or on historic structures or sites that exceed the impacts of currently-existing infrastructure; or
- 5) result in costs disproportionate to the current need or probable future use.

Section 2. Severability. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances, is not affected.

Section 3. Publication. This ordinance shall be published by an approved summary consisting of the title.

Section 4. Effective Date. This ordinance shall take effect and be in force five days after the date of its publication in the manner provided by law.

ADOPTED by the City Council of the City of Port Townsend at a regular meeting thereof, held this 19th day of September, 2016.



Deborah S. Stinson
Mayor

Attest:



Joanna Sanders, CMC
City Clerk

Approved as to form:



Steven L. Gross
City Attorney