

ORDINANCE NO. 33-17

AN ORDINANCE of the City of Richland amending Richland Municipal Code Title 12: Streets and Sidewalks, adding Chapter 12.06, entitled Complete Streets Policy.

WHEREAS, designing streets that provide safe mobility for all travelers is a key approach to envisioning and building surface transportation facilities known as complete streets; and

WHEREAS, according to the National Complete Streets Coalition, complete streets are those designed and operated to enable safe access and travel for pedestrians, bicyclists, motorists, transit users, and travelers of all ages and abilities; and

WHEREAS, the Citywide Transportation Plan, adopted by the Richland City Council on December 7, 2004, establishes multi-modal policies and goals for the City's transportation system consistent with complete streets policies; and

WHEREAS, the City's Comprehensive Land Use Plan establishes policies consistent with complete streets policies; and

WHEREAS, adoption of a Complete Streets Policy will provide City planners and engineers with clear direction to develop on-the-ground solutions that promote multi-modal transportation; and

WHEREAS, the Federal Highway Administration (FHWA) and the federal Interagency Partnership for Sustainable Communities support the development of complete streets; and

WHEREAS, the Washington State Department of Transportation and the Washington State Transportation Improvement Board also support the development of complete streets; and

WHEREAS, the Richland Planning Commission has reviewed a draft of this code amendment and recommended adoption of a Complete Streets Policy that promotes active living, good health, and tourism.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Richland as follows:

Section 1. Chapter 12.06, entitled Complete Streets Policy, is hereby added to the Richland Municipal Code:

Title 12
STREETS AND SIDEWALKS

Chapters:

- 12.01 Addressing and Street Naming
- 12.02 Street Functional Classification Plan
- 12.03 Road Impact Fees
- 12.04 Driveways
- 12.05 State Highway Access Management
- 12.06 Complete Streets Policy
- 12.08 Right-of-Way Construction
- 12.09 Latecomer Agreements
- 12.10 Installation of Sidewalks, Curbs and Gutters
- 12.11 Intersection Sight Distance
- 12.12 Retaining Walls
- 12.16 Cleaning and Maintenance of Sidewalks and Property within Public Rights-of-Way
- 12.20 Moving Buildings
- 12.24 Parades, Dances and Processions

Chapter 12.06
COMPLETE STREETS POLICY

Sections:

- 12.06.010 Purpose.
- 12.06.020 Exceptions.
- 12.06.030 Complete streets infrastructure.
- 12.06.040 Goals to foster partnerships.
- 12.06.050 Best practice criteria.
- 12.06.060 Performance standards.

12.06.010 Purpose.

The City of Richland 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. Cost-effective opportunities to include complete streets practices shall be identified and

implemented by the city as part of the standard operations and maintenance of city streets.

12.06.020 Exceptions.

Facilities for pedestrians, bicyclists, transit users, and people of all abilities are not required to be provided when, in the judgement of the Public Works Director, any of the following apply:

- 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.

12.06.030 Complete streets infrastructure.

The city shall incorporate complete streets infrastructure into existing public streets, as feasible and recommended by professional engineer design professionals, to create a comprehensive, integrated, connected transportation network that balances access, mobility, health and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities..

“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 of appropriate width paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals.; signage; street furniture; bicycle parking facilities; public transportation stops and facilities in coordination with Ben Franklin Transit; traffic calming devices; and raised medians.

12.06.040 Goals to foster partnerships.

It is a goal of the city of Richland to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Transportation Improvement Board (TIB), the Federal

Highway Administration (FHWA), Benton County, Benton Franklin Council of Governments, Richland School District, Kennewick School District, citizens, businesses, interest groups, neighborhoods, and any funding agency to implement the complete streets ordinance.

12.06.050 Best practice criteria.

The Public Works Director 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), Institute of Transportation Engineers (ITE), National Association of City Transportation Officials (NACTO), Complete Streets Coalition, Washington State Department of Transportation (WSDOT), Manual on Uniform Traffic Control Devices (MUTCD) and Americans with Disabilities Act (ADA) requirements while reflecting the context and character of the surrounding built and natural environments.

12.06.060 Performance standards.

The City of Richland shall adopt performance standards with measurable benchmarks to evaluate the complete streets policy's success and opportunities for improvement. Performance standards may include miles of bicycle facilities or sidewalks, public participation, and number of exemptions from this policy that have been approved.

Section 2. This ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the 7th day of November, 2017.


ROBERT J. THOMPSON
Mayor

ATTEST:

MARCIA HOPKINS
City Clerk

APPROVED AS TO FORM:

HEATHER KINTZLEY
City Attorney

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