

ORDINANCE NO. 2016-1037

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WAITSBURG ADDING
CHAPTER EIGHT TO TITLE SEVENTEEN OF THE WAITSBURG MUNICIPAL CODE,
CREATING A COMPLETE STREETS POLICY**

Section 1: Waitsburg Municipal Code is hereby amended and Chapter 08 is added to Title 17 of the Waitsburg Municipal Code as follows:

**WMC 17.08
Complete Street Policy**

Sections:

- 17.08.010 Purpose**
- 17.08.020 Definitions**
- 17.08.030 Complete Streets Infrastructure**
- 17.08.040 Implementation of complete streets principles**
- 17.08.050 Freight/Truck route consideration**
- 17.08.60 Exceptions**
- 17.08.070 Best practice criteria**

17.08.010 Purpose.

The City of Waitsburg shall, to the maximum extent practicable, 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 or reconstruction projects of public streets. Through the ongoing operations and maintenance, the City of Waitsburg shall identify cost-effective opportunities to include complete streets practices.

17.08.020 Definitions.

“Complete Street” means a road that is designed to be safe and 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 routinely 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.

17.08.030 Complete Street Infrastructure

As practical and economically feasible, City of Waitsburg shall incorporate complete streets infrastructure into existing public streets to create a comprehensive, integrated, connected transportation network that balances access, mobility, health, economy and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities.

17.08.040 Implementation of complete streets principles

City of Waitsburg will incorporate complete streets principles in the City’s comprehensive plan, public works standards and other plans, manuals, rules, regulations and programs as feasible and appropriate.

17.08.050 Freight/Truck routes consideration

Because freight is important to the basic economy of the City of Waitsburg and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as truck routes. Complete street improvements that are consistent with freight mobility but also support other modes and user needs shall be considered for truck routes.

17.08.060 Exceptions

Facilities for pedestrians, bicyclists, transit users and/or people of all abilities are not required to be provided in new construction or reconstruction street projects when:

- A. A documented absence of current or future need exists, as identified in City plans and future travel demand models, or
- B. Nonmotorized uses are prohibited by law, or
- C. Routine maintenance and repair of the transportation network is performed that does not impact the roadway geometry or operations, or
- D. The additional cost for such facilities exceeds more than 20 percent of the total project cost for new construction, or
- E. The Public Works Director issues a documented exception concluding that application of complete street principles is unnecessary or inappropriate because it would be contrary to public safety, or
- F. Where there are significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas, or
- G. Where the establishment would be contrary to the transportation element of the comprehensive plan; or
- H. Where the inclusion in a small, isolated project would create a very short section of improvements with problematic transitions on either end or that are in an isolated area unlikely to

be followed by similar improvements at either end, resulting in little progress on implementing complete streets networks.

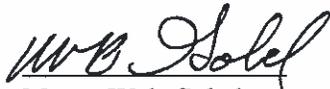
17.08.070 Best practice criteria

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 America 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.

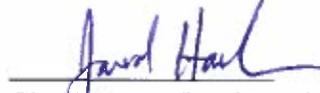
Section 2. This Ordinance shall become effective from and after its passage by the Council as set forth above upon approval by the Mayor, and after publication as required by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF WAITSBURG, this 20th day of July, 2016.

APPROVED


Mayor Walt Gobel

APPROVED AS TO FORM


City Attorney Jared Hawkins

ATTEST:


City Clerk Randy Hinchliffe