ORDINANCE NO. 1463

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ZILLAH, WASHINGTON, ADOPTING CHAPTER 12.10 ZMC TO INCLUDE A "COMPLETE STREETS" POLICY OF PROVIDING ACCOMODATION FOR PEDESTRIANS, BICYCLISTS, MOTOR VEHICLE DRIVERS, TRANSIT USERS, EMERGENCY SERVICES PROVIDERS, FREIGHT, AND PEOPLE OF ALL AGES AND ABILITIES IN ALL TRANSPORTATION PROJECTS, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists , motor vehicle drivers , transit users, emergency services providers , freight , and people of all ages and abilities, including children, youth, families, older adults , and individuals with disabilities; and

WHEREAS, one-third of Americans that do not drive, disproportionately represented by older adults, low-income people, people with disabilities, and children would benefit from the equitable distribution of safe, alternative means of travel that will result from Complete Streets policies ; and

WHEREAS, research demonstrates that children who walk or bicycle to school have higher daily levels of physical activity and better cardiovascular fitness than children who do not actively commute to school; and

WHEREAS, the occurrence and severity of pedestrian and bicyclist injuries could be decreased by implementing Complete Streets policies;

WHEREAS, studies have shown that Americans prefer to live and work in places where they can walk, bicycle, and be physically active;

WHEREAS, municipalities throughout Yakima County face high levels of obesity and chronic illness, in both children and adults; and

WHEREAS, Zillah's Comprehensive Plan - Transportation Element GOAL# 2: *To develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all persons, including special needs populations, and provide access to all types of community activities."; and*

WHEREAS, Zillah's Comprehensive Plan - Transportation Element Policy 2.7 *states "Provide and promote the development of pedestrian and bicycle paths to schools, parks, and activity centers, as well as linkages between these paths."*; and

WHEREAS, Zillah's Comprehensive Plan - Transportation Element Policy 2.8 states *"The City will include the need to accommodate bicycle safely in its management and design of the city street network, including designating bicycle routes throughout the city."*; and

WHEREAS, Zillah's Comprehensive Plan - Transportation Element Policy 3.3 states *"The City will improve pedestrian access through public improvements, sign regulations, and development standards. The maintenance of public and private improvements should be given priority commensurate with downtown's role as the focal point of the community."*; and

WHEREAS, Zillah's Comprehensive Plan - Transportation Element Policy 3.6 states *"Whenever the city contemplates reconstruction or major maintenance work on a city street not having sidewalks, the ability to provide sidewalks at that time should be fully explored."*; and

WHEREAS, in 2011, the Washington State Legislature passed the Complete Streets Bill (ESHB 1071), creating a complete streets grant program to encourage street designs that safely meet the needs of all users and also protect and preserve a community's environment and character; and

WHEREAS, adopting a Complete Streets ordinance will qualify Zillah to apply for the State complete streets grant program, when it is funded by the Legislature; and

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE CITYCOUNCIL OF THE CITY OF ZILLAH, WASHINGTON, as follows:

Section 1. Title 12 of the Zillah Municipal Code is hereby amended to add Chapter 12.10 Complete Streets, which reads as follows:

Chapter 12.10 Complete Streets

12.10.010 Purpose

The City of Zillah will, 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 ongoing operations and maintenance, the City of Zillah will identify cost-effective opportunities to include Complete Streets practices where possible and feasible.

12.10.020 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.

12.10.030 Complete Streets Infrastructure
As feasible, Zillah will 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.

12.10.040 Implementation of Complete Streets Principles
Zillah will incorporate complete streets principles into the City's Comprehensive Plan, public works standards, parks and recreation comprehensive plan, traffic circulation plan, and other plans, manuals, rules, regulations, and programs as feasible and appropriate.

12.10.050 Freight/ Truck Routes Consideration
Because freight is important to the basic economy of the City 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 will be considered for truck routes.

12.10.060 Goals to Foster Partnerships
It is a goal of the City of Zillah to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Transportation Improvement Board, Yakima County, Zillah School District, citizens, businesses, interest groups, neighborhoods, and any funding agency to implement the Complete Streets ordinance.

12.10.070 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. Non-motorized uses are prohibited by law; or
C. Routine maintenance and repair of the transportation network is performed that does not change the roadway geometry or operations; or
D. The cost exceeds more than 20% of the total project cost for new construction; or
E. The Public Works Director issues a documented exception concluding that application of complete streets 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 their 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.

12.10.080 Best Practice Criteria

The Public Works Director will 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. **Severability:** If any provision of this Ordinance or its application to any person or circumstances is held to be invalid, the remainder of this Ordinance or the application of the provisions to other persons or circumstances, will not be affected.

Section 3. **Effect:** This Ordinance will be in full force and effect from and after its passage and publication as required by law.

PASSED BY THE CITY COUNCIL FOR THE CITY OF ZILLAH, WASHINGTON, this 16th day of April 2018.

~~DR. SCOTT CARMACK~~, MAYOR Pro-tem
Brian Williams

ATTEST:

Sharon Bounds
SHARON BOUNDS, CITY ADMINISTRATOR

APPROVED AS TO FORM:

JAMES C. CARMODY, CITY ATTORNEY