

Subject: Ordinance #1487 – Adopting
 A Complete Streets Policy under
 New Chapter 14.09 in the Ruston
 Municipal Code

Dept. Origin: Planning Dept.
Prepared by: Jennifer Robertson,
 City Attorney’s Office
For Agenda of: September 20, 2016
Exhibits: Ordinance #1487
 PowerPoint Slide Deck

Proposed Council Action:

This matter is on for Second Reading and
 Adoption.

Initial & Date

Concurred by Mayor: _____
Approved by City Planner: _____
Approved as to form by City Atty: JSR/9-15-16
Approved by Finance Director: _____
Approved by Department Head: _____

INFORMATION / BACKGROUND

Earlier this year, the City of Ruston completed work on the multi-year process of adopting a new Comprehensive Plan. The new Comp Plan was adopted by the Council on March 1, 2016 under Ordinance No. 1482. The updated Comprehensive Plan outlines the City’s vision for the future growth and development for Ruston. Part of this vision is for a multi-modal transportation network in and around Ruston. The Comp Plan specifically addresses this need by describing “Complete Streets” to provide transportation for all modes of travel.

Although the Ruston Municipal Code already requires that new developments and new road projects provide multi-mode transportation options, in order to ensure that the City’s Comprehensive Plan vision is implemented, adoption of a new chapter 14.09 in the Street and Sidewalk Title of the Ruston Municipal Code to address the criteria and procedures for Complete Streets is recommended.

Adopting a Complete Streets Policy into the Ruston Municipal Code also opens up additional funding opportunities and makes the City eligible for additional grant monies which is a significant motivating for bringing this new Ordinance to the City Council at this time.

For additional information on this topic, please see attached PowerPoint slide deck.

FISCAL CONSIDERATION

Adopting this Ordinance will open up additional grant opportunities for the City for transportation grant funds.

BOARD OR COMMITTEE RECOMMENDATION

N/A

RECOMMENDATION / MOTION

Adopt Ordinance #1487.

MOTION: I move adoption of Ordinance #1487 adopting amendments to the City of Ruston Street and Sidewalk Regulations (Title 14 of the Ruston Municipal Code), creating a new Chapter 14.09 in the Ruston Municipal Code to establish a complete streets policy, establishing standards for “complete streets”, including adopting a vision, policy, procedures, goals for intergovernmental cooperation, establishing a complete streets advisory committee, design criteria, setting community context and establishing performance measures and implementation criteria.

ORDINANCE NO. 1487

AN ORDINANCE OF THE CITY OF RUSTON, ADOPTING AMENDMENTS TO THE CITY OF RUSTON STREET AND SIDEWALK REGULATIONS (TITLE 14 OF THE RUSTON MUNICIPAL CODE), CREATING A NEW CHAPTER 14.09 IN THE RUSTON MUNICIPAL CODE TO ESTABLISH A COMPLETE STREETS POLICY, ADOPTING SECTIONS 14.09.010 – 14.09.110 TO ESTABLISH STANDARDS FOR “COMPLETE STREETS”, INCLUDING ADOPTING A VISION, POLICY, PROCEDURES, GOALS FOR INTERGOVERNMENTAL COOPERATION, ESTABLISHING A COMPLETE STREETS ADVISORY COMMITTEE, DESIGN CRITERIA, SETTING COMMUNITY CONTEXT AND ESTABLISHING PERFORMANCE MEASURES AND IMPLEMENTATION CRITERIA; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, on March 1, 2016, the City of Ruston adopted Ordinance No. 1482 which was the City’s updated Comprehensive Plan which outlines the vision for the future growth and development for Ruston; and

WHEREAS, the Ruston Comprehensive Plan addresses the need for Complete Streets to provide transportation for all modes of travel; and

WHEREAS, the Ruston Municipal Code already requires that new developments and new road projects provide multi-mode transportation options; and

WHEREAS, in order to ensure that the City’s Comprehensive Plan vision is implemented, adoption of a new chapter to address the criteria and procedures for Complete Streets is necessary; and

WHEREAS, adopting a Complete Streets Policy into the Ruston Municipal Code also opens up additional funding opportunities and makes the City eligible for additional grant monies; and

WHEREAS, the SEPA Responsible Official has determined that adoption of the updated IPMC is exempt from SEPA under WAC 197-11-800(19); and

WHEREAS, on September 6, 2016, the City Council held the first reading of this Ordinance; and

WHEREAS, on September 20, 2016, the City Council adopted this Ordinance during its regular meeting at the second reading; **NOW, THEREFORE,**

THE CITY COUNCIL OF THE CITY OF RUSTON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. A new Chapter 14.09 “Complete Streets Policy” is hereby adopted into the Ruston Municipal Code to read as follows:

CHAPTER 14.09 – COMPLETE STREETS POLICY

Sections:

- 14.09.010 Vision**
- 14.09.020 Complete Streets Policy**
- 14.09.030 Projects**
- 14.09.040 Procedures**
- 14.09.050 Intergovernmental Cooperation**
- 14.09.060 Complete Streets Advisory Committee**
- 14.09.070 Design Criteria**
- 14.09.080 Community Context**
- 14.09.090 Network**
- 14.09.100 Performance Measures**
- 14.09.110 Implementation**

14.09.010 Vision

Promoting pedestrian, bicycle, and public transportation travel reduces negative environmental impacts, promotes healthy living, advances the well-being of travelers, supports the goal of compact development, and meets the needs of the diverse populations that comprise our communities. The vision of the City of Ruston (City) is of a community in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel.

14.09.020 Complete Streets Policy

The City will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorist, pedestrians, bicyclists, wheelchair

users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.

Transportation facilities that support the concept of complete streets include, but are not limited to pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Americans with Disabilities Act and Title VI compliance; on-street parking; transit accommodations; bicycle accommodations including appropriate signage and markings, and as appropriate streetscapes that appeal to and promote pedestrian use.

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

14.09.030 Projects

Those involved in the planning and design of projects within the public right-of-way will give consideration to all users and modes of travel from the start of planning and design work. Transportation improvements shall be viewed as opportunities to create safer, more accessible streets for all users. This shall apply to new construction, reconstruction, and rehabilitation.

14.09.040 Exceptions

Exceptions to this policy shall be determined by the City Council as listed below:

- a. Street projects may exclude those elements of this policy that would require the accommodation of street uses prohibited by law;
- b. Ordinary maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity;
- c. Ordinary maintenance paving projects should include evaluating the condition of existing facilities supporting alternate transportation modes as well as modifying existing pavement markings and signage that supports such alternative modes as appropriate.
- d. Street reconstruction projects and maintenance paving projects which 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 both current and future demand is proven absent, or
 3. Drastically increase project costs and equivalent alternatives exist within close proximity, or
 4. Have adverse impacts on environmental resources such as streams, wetlands floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure.

5. The cost would be disproportionate to the current need or probable future use.

14.09.050 Intergovernmental Cooperation

The City will cooperate with other transportation agencies including the Washington State Department of Transportation, the City of Tacoma and Metro Parks Tacoma to ensure the principles and practices of complete streets are embedded within their planning, design, construction, and maintenance activities. The City will specifically cooperate towards the goal of having the transportation network flow seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

14.09.060 Complete Streets Advisory Committee

A Complete Streets Advisory Committee consisting of the City's Planning Director and City Engineer is hereby created. The committee shall be responsible for maintenance of the City's design criteria, standards and guidelines; and for completing the City's annual update to the six-year transportation improvement program.

14.09.070 Design Criteria

The City, through its Complete Streets Advisory Committee, shall maintain design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation as identified in the current City of Ruston Comprehensive Plan and also in the City's Development Specifications and Standard Details. To the greatest extent possible, the City shall adopt the same standards with particular emphasis on pedestrian and bicycle markings and wayfinding signage (as permitted through City of Ruston Municipal Code). Resources to be referenced in developing these standards shall include, but not necessarily be limited to, the latest editions of: American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, Washington State Department of Transportation Design Manual, and the Manual on Uniform Traffic Control Devices.

14.09.080 Community Context

Implementation of this Complete Streets Policy shall take into account the goal of enhancing the context and character of the surrounding built and natural environments.

14.09.090 Network

Appropriate attention should be given to projects which enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, shopping/commercial areas, public transportation, employment centers, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups such as Pierce County, City of Tacoma and Metro Parks Tacoma.

14.09.100 Performance Measures

The Planning Director and City Engineer and/or designees shall report to the City Council on an annual basis on the transportation projects undertaken within the prior year and planned within the coming six-year period and the extent to which each of these projects have met the objectives of this policy.

14.09.110 Implementation

This policy will be primarily implemented through developing bike and pedestrian network plans on a regional basis within the City and in conjunction with the City of Tacoma and Metro Parks Tacoma’s plans. These plans shall specify the type and location of improvements and shall be implemented as funding becomes available. Special emphasis shall be placed on those elements of these plans that can be accomplished with little or no additional expense, such as providing bike lanes where existing pavement is adequate or where road shoulders are sufficient to allow for safe bicycle use.

Section 2. Severability. If any section, sentence, clause or phrase of this Ordinance should be held to be unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

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

Section 4. Effective Date. This Ordinance shall be effective five days after publication as provided by law.

ADOPTED by the City Council of the City of Ruston and attested by the City Clerk in authentication of such passage on this 20th day of September, 2016.

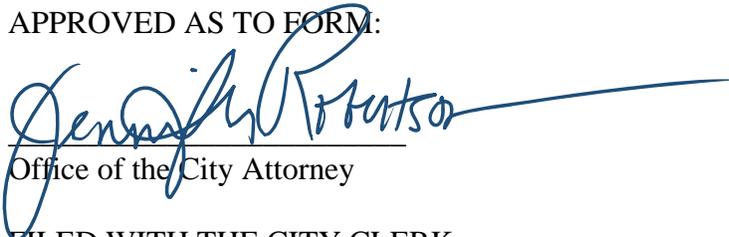
APPROVED by the Mayor this 20th day of September, 2016.

Bruce Hopkins, Mayor

ATTEST/AUTHENTICATED:

Judy Grams, City Clerk

APPROVED AS TO FORM:


Office of the City Attorney

FILED WITH THE CITY CLERK: _____

PASSED BY THE CITY COUNCIL: _____

PUBLISHED: _____

EFFECTIVE DATE: _____

ORDINANCE NO: 1487



COMPLETE STREETS

A Complete Streets Ordinance For Ruston

Ruston City Council Meeting
September 20, 2016



Complete Streets Ordinance

Staff seeks Council adoption of Ordinance #1487 tonight. (First reading was September 6, 2016.)

Complete Streets Ordinance for Ruston

Ordinance would:

- Adopt a new Complete Streets Chapter 14.09 in Ruston Municipal Code (Streets and Sidewalks Title)
 - *Plan for a complete streets network*
 - *Provide for exceptions*
 - *Utilize latest design guidance*

Complete Streets Description

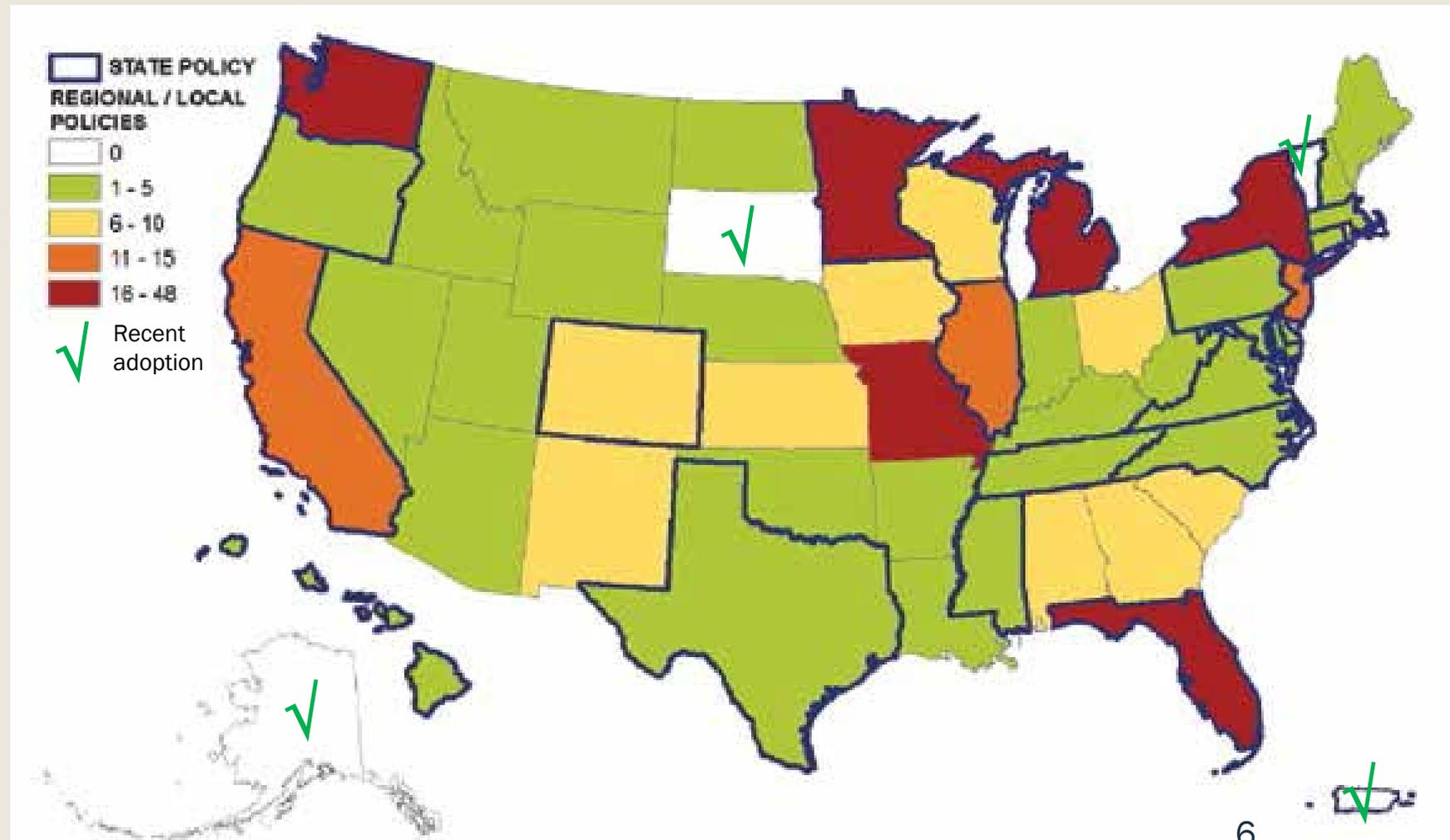
- **Complete Streets:** May be a corridor or a transportation network that is scoped, planned, designed, built, operated and maintained to enable safe access for all users.
- **RCW 47.04.320(1)** states that <Complete Streets> ordinances should “provide safe access to ... bicyclists, pedestrians, motorists, and public transportation users.”

Complete Streets in Ruston

- **Concept not new to Ruston**– Integrated and sustained Complete Streets ethic embedded in most recent Comp Plan update
- A Complete Streets ordinance and policy framework would help to better organize, coordinate and prioritize efforts

Complete Streets

Complete Streets is a national movement adopted and implemented by more than nearly 1,000 state and local governments



66 Complete Streets Jurisdictions in Washington



- Aberdeen
- Airway Heights
- Algona
- Anacortes
- Battle Ground
- Bellevue
- Bingen
- Bremerton
- Burien
- Burlington
- Carnation
- Cle Elum
- Colfax

- Coulee City
- Darrington
- Davenport
- Deer Park
- Des Moines
- Edmonds
- Electric City
- Ellensburg
- Elmer City
- Ephrata
- Everett
- Federal Way
- Forest
- Grandview
- Ione
- Issaquah
- Kent
- Langley
- Leavenworth

Ruston

- Mabton
- Moses Lake
- Mountlake Terrace
- Naches
- Ocean Shores
- Pasco
- Pomeroy
- Quincy
- Redmond
- Renton
- Republic
- Ridgefield
- Rosalia
- SeaTac
- Seattle
- Sedro Woolley
- Snoqualmie
- Soap Lake

- Spokane
- Sunnyside
- Tacoma
- Toledo
- Toppenish
- Tukwila
- Twisp
- Union Gap
- Wapato
- West Richland
- White Salmon
- Wibur
- Winthrop
- Yakima
- Pierce County
- Spokane Regional Transportation Council

As of September 12, 2016

Complete Streets Award Program

- May 2016 - Washington State Transportation Improvement Board (TIB) introduced the Complete Streets Award Program to encourage jurisdictions to adopt and implement Complete Streets policy
- Award is flexible money, available to any city or county in Washington state that has adopted a Complete Streets ordinance
- Demonstrate integrated and sustained ethic of planning and building streets using context sensitive solutions to accommodate pedestrians, transit riders, bicyclists, and motorists.



Washington State

Transportation Improvement Board

Board Adopted May 20, 2016

Complete Streets Award Program



Program Goals

- Incentivize local adoption of a complete streets design ethic.
- Create a powerful incentive beyond the limitations of available funding.
- Allow cities and counties to self-direct how funds are spent in order to most effectively build local projects that reflect the complete streets ethic.
- Minimize processing and acquisition costs.

“\$500,000 for cities and counties with highly-integrated policies and a track record of complete street project design and development”.

Complete Streets Award Program

- To be eligible for a Complete Streets Award, a jurisdiction must have an adopted complete streets ordinance
- 66 cities and one county in Washington meet this eligibility requirement (*as of September 12, 2016*)
- Ruston has policies, plans and projects that demonstrate an integrated and sustained complete streets ethic, however...
 - *Those efforts are not enough to satisfy the eligibility requirement of having a Complete Streets ordinance by October 1, 2016*

Complete Streets Ordinance

- With Council adoption, the **Complete Streets Ordinance will be adopted on September 20th and take effect 5 days thereafter**
- Adoption will **create eligibility** for Ruston to apply for a Complete Streets Award
- Staff is working with award sponsor(s) on a **proposal** to submit to the Transportation Improvement Board by the October 21 deadline – recipients announced January 27, 2017