

CITY OF WINLOCK, WASHINGTON
ORDINANCE NO. 1154

AN ORDINANCE OF THE CITY OF WINLOCK, WASHINGTON, ADOPTING A NEW CHAPTER 12.50 OF THE CITY OF WINLOCK MUNICIPAL CODE TO ESTABLISH A “COMPLETE STREETS” PROGRAM FOR THE PURPOSE OF PROVIDING SAFE ACCESS AND ACCOMMODATIONS TO ALL USERS INCLUDING BICYCLISTS, PEDESTRIANS, MOTORISTS, AND PUBLIC TRANSPORTATION USERS; AND PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

RECITALS:

WHEREAS, the City of Winlock, Washington (the “City”) is a Code City under the laws of the State of Washington; and

WHEREAS, pursuant to RCW 35A.11.020, the City may adopt and enforce ordinances of all kinds relating to and regulating the City’s local or municipal affairs and appropriate to the good government of the City; and

WHEREAS, the city of Winlock Comprehensive Plan addresses the need for new streets to provide transportation for all modes of travel; 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, 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, to be eligible for a grant, RCW 47.04.320(2)(b) requires local governments to adopt a jurisdiction-wide complete streets ordinance; and

WHEREAS, adopting a complete streets ordinance will qualify the city of Winlock to apply for the state complete streets grant program, when it is funded by the Legislature; and

WHEREAS, the Council desires to create a new chapter 12.50 WMC as set forth herein.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WINLOCK, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Chapter 12.50 of the Winlock Municipal Code is hereby created to read as follows:

**Chapter 12.50
COMPLETE STREETS POLICY**

Sections:

- 12.50.010 Purpose.
- 12.50.020 Definitions.
- 12.50.030 Exceptions.
- 12.50.040 Projects.
- 12.50.050 Network.
- 12.50.060 Freight/truck routes.
- 12.50.070 Intergovernmental coordination.
- 12.50.080 Best practice criteria.
- 12.50.090 Performance standards.
- 12.50.100 Implementation.

12.50.010 Purpose.

- A. The city of Winlock 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. Through ongoing operations and maintenance, the city of Winlock shall identify cost effective opportunities to include complete streets practices.
- B. The vision of Winlock is a community in which all users regardless of age, ability, or preferred mode of travel can safely and efficiently use the public right-of-way to meet their transportation needs.

12.50.020 Definitions.

The following terms when used in this chapter shall be construed to mean as follows:

- A. "Complete Street" means a road that is designed to be safe and accessible for all transportation users including drivers, bicyclists, transit users, freight, emergency service providers, and pedestrians of all ages and abilities.
- B. "Complete street infrastructure" means design features that contribute to a safe, convenient, and comfortable travel experience for users, including but not limited to features such as: sidewalks; share use paths; bicycle lanes; automobile lanes; paved shoulders; landscaping; 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; surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; and raised medians.

- C. "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 public.
- D. "Street project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street and includes the planning, design, approval, and implementation processes.
- E. "Users" means individuals that use streets, including pedestrians, bicyclists, motorists, and public transportation riders and drivers.

12.50.030 Exceptions.

- A. Facilities for pedestrians, bicyclists, transit users, and/or people of all abilities are not required to be provided when:
 - 1. A documented absence of current or future need exists;
 - 2. Nonmotorized uses are prohibited by law;
 - 3. Routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, sweeping, chip seal, seal coats, and spot repair;
 - 4. The cost would be disproportionate to the current need or probable future uses;
 - 5. Where there are significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
 - 6. In instances where a documented exception is granted by the council.
- B. The exceptions in subsections (A)(1) through (6) of this section require documentation and supporting data to be approved by the city council.

12.50.040 Projects.

Those involved in 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. Community engagement will be encouraged during project planning and development.

12.50.050 Network.

Projects should enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, downtown, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups such as Lewis County.

12.50.060 Freight/truck routes.

Because freight is important to the overall economy of Winlock 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.

12.50.070 Intergovernmental coordination.

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

Highway Administration, Lewis County, Winlock School District, and any funding agency to implement the complete streets ordinance.

12.50.080 Best practice criteria.

The council 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) and National Association of City Transportation Officials (NACTO) while reflecting the context and character of the surrounding built and natural environments and enhance the appearance of such.

12.50.090 Performance standards.

The city of Winlock shall put into place performance standards with measurable benchmarks to continuously evaluate the complete streets ordinance for success and opportunities for improvement. Performance standards may include transportation and mode shift, miles of bicycle facilities or sidewalks, public participation, number of ADA accommodations built, number of ADA accommodations retrofitted, and number of exemptions from this policy approved.

12.50.100 Implementation.

This policy will primarily be implemented and reviewed during the annual development of the City's six-year transportation improvement plan (STIP). The City will also work to incorporate complete streets principles into the Comprehensive plan and associated documents.

Section 3. Repealer. All ordinances or parts of ordinances inconsistent with the provisions of this Ordinance are hereby repealed.

Section 4. Severability. If any section, sentence, clause, or phrase of this Ordinance should be held to be unconstitutional or unlawful 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 5. Effective Date. This ordinance shall take effect five days after its publication, or publication of a summary thereof, in the City's official newspaper, or as otherwise provided by law.

Section 6. Corrections. Upon approval of the City Attorney, the City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbers, section/subsection numbers, and any references thereto.

PASSED by the Council of the City of Winlock, Washington, and **APPROVED** by the Mayor of the City of Winlock at a regularly scheduled open public meeting thereof, this 26th day of February, 2024.



Brandon Svenson, Mayor

Attest:



Penny Jo Haney, City Clerk

Approved as to form:



Marissa Y. Jay, WSBA # 55593
City Attorney

Approved Reading:

2/26 /2024

Publication Date:

2/29 /2024

Effective Date:

3/5 /2024