

ORDINANCE NO. C - _____

An ordinance relating to Spokane Complete Streets Program; adopting a new chapter 17H.020 to title 17H of the Spokane Municipal Code and amending SMC section 17H.010.010.

WHEREAS, the City Council, with the Mayor concurring, adopted Resolution 10-18 that supports the Complete Streets policy; and

WHEREAS, the City Of Spokane's Comprehensive Plan, adopted in 2001, contains multiple goals and policies encouraging walking, bicycling and transit use as safe, convenient and available transportation modes for the community; and

WHEREAS, Spokane's Complete Streets guiding principle is to implement the City's bike and pedestrian plans, and regional transit plans through the design, operation and maintenance of Spokane's streets to enable safe and convenient access and travel for all users --- pedestrians, bicyclists, transit riders, and people of all abilities, as well as motorists and freight, increasing connectivity; and

WHEREAS, it is the goal of the Spokane Complete Streets Program to develop specific principles and practices so that transportation improvements are planned, designed, and constructed as outlined in the City of Spokane's Comprehensive Plan, and more specifically detailed in Comprehensive Plan subsections such as the City's Master Bike Plan and the City's Pedestrian Plan, and is supported by Spokane Transit Authority's STA's transit plan, to facilitate and encourage walking, bicycling, and transit use while promoting safe operations for all users; and

WHEREAS, City Of Spokane will implement these policies and procedures during the planning, design, construction, reconstruction, or other changes in transportation facilities as identified in the Comprehensive Plan, and city Bike Master Plan and Pedestrian plan. Complete Streets development will be facilitated during capital improvements, re-channelization projects, and major maintenance, while recognizing that each street purpose is unique as detailed in various city and regional plans and in each case user needs must be accommodated to reflect those plans; Now, therefore,

The City of Spokane does ordain:

Section 1. That there is adopted a new chapter 17H.020 to title 17H of the Spokane Municipal Code to read as follows:

Chapter 17H.020

COMPLETE STREETS PROGRAM

Sections:

17H.020.010	Purpose
17H.020.020	Definitions
17H.020.030	Freight/Truck Routes
17H.020.040	Implementation
17H.020.050	Exceptions
17H.020.060	Performance Measures

17H.020.010 Purpose.

The purpose of the Complete Streets Program is to ensure all users are planned for in the construction of all City transportation improvement projects as outlined in the Comprehensive Plan and detailed in the adopted Bike Master Plan and Pedestrian Plan. In enacting this ordinance, the City of Spokane encourages healthy, active living, reduction of traffic congestion and fossil fuel use, and improvement in the safety and quality of life of residents in the City of Spokane by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. The Complete Streets Program will improve street connectivity of all modes.

17H.020.020 Definitions.

For purpose of this chapter, the following words shall be defined as follows:

A "Complete Street" is a road that is designed to be safe for drivers; bicyclists; transit vehicles and riders; and pedestrians of all ages and abilities. The "Complete Street Program" focuses not just on individual roads but on changing the decision-making process so that all users are routinely considered during the planning, designing, building and operating of all roadways.

"Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any Street, and includes the planning, design, approval, and implementation processes, except that "Street Project" does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes. If safety and convenience can be improved within the scope of pavement resurfacing such as grind and overlay and restriping, such projects shall implement Complete Streets as outlined in the adopted Bike Master Plan and Pedestrian Master Plan to provide access and increase safety for all users. Grind and overlay and restriping projects shall be limited to striping elements as called for in the Bike Master Plan and the City Pedestrian Plan. Signalization changes shall not trigger additional Complete Streets elements.

"Users" mean individuals or vehicles that use Streets, including pedestrians, bicyclists, freight, automobiles, public transportation vehicles and riders and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

17H.020.030 Freight/Truck Routes.

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 shall be considered for these streets.

17H.020.040 Implementation.

All street projects shall include Complete Streets elements as called for in the Master Bike Plan and Pedestrian Plan. Complete Streets shall be achieved either through single projects or through a series of smaller improvements or maintenance activities over time. It is the City's intent that all allowable sources of transportation funding be drawn upon to implement Complete Streets projects. The City believes that maximum financial flexibility is important to implement Complete Streets principles. The City believes a Complete Streets program will increase connectivity for all modes of travel within the City.

The implementation of various Complete Streets elements will utilize the latest and best design criteria and the design of various complete streets components to be implemented shall be based on a context sensitive approach, with the analysis of the street's existing conditions, and the present/future needs for all users.

17H.020.050 Exceptions.

- A. Accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways.
- B. Cost of accommodation is excessively disproportionate to the need or probable use, or is more than 20% of the project cost.
- C. There is a documented absence of current or future need.
- D. Projects remaining for the 2004 Street Bond. However, those projects are not precluded from receiving Complete Streets elements in the future where called for in the Master Bike Plan and the Pedestrian Plan.

Any exception must be approved by the City Council in conjunction with the annual adoption of the 6-Year Street Plan.

17H.020.060 Performance Measures.

Performance measures monitoring the progress of Complete Streets implementation will be established and an annual progress report which will be submitted to the City Council.

Section 2. That SMC section 17H.010.010 is amended to read as follows:

17H.010.010 Purpose and Applicability.

Streets, alleys and bikeways shall be designed to provide efficient and economical travel ways, including pedestrian and bicycle travel, and create a safe and pleasant environment for the citizens of Spokane. An effective Complete Street design shall include pedestrian and biking infrastructure as detailed in the City of Spokane's Master Bike Plan and Pedestrian Plan while considering (~~consider~~) the location of facilities in relation to land use, pedestrian and bicycle safety, adequate right-of-way width, traffic standards and safety, landscaping, drainage facilities, ease of maintenance, and the ability to provide effective and efficient public services.

The street development standards as set forth in Chapter 17H.010 are applicable to new streets, reconstruction of rural roads into urban streets as urbanization occurs, and other street construction projects that involve major redesign of the street itself. Transportation preservation projects (resurfacing, rehabilitation or reconstruction of the existing street pavement, sidewalks or bridges) are exempt from the requirement of Chapter 17H.010 SMC but shall be subject to the provisions of Chapter 17H.020 SMC.

Section 3. Severability.

If a section, subsection, paragraph, sentence, clause, or phrase of this chapter is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; the decision shall not affect the validity of the remaining portions of this chapter.

PASSED BY THE CITY COUNCIL ON _____, 2011.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date