

ORDINANCE NO. 3413

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AN ORDINANCE OF THE CITY OF LONGVIEW ESTABLISHING CHAPTER 12.70 OF THE LONGVIEW MUNICIPAL CODE REGARDING COMPLETE STREETS.

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WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network that provides safe and convenient access for all users of the network, including but not limited to: pedestrians of all ages and abilities, bicyclists, motorists, motorcyclists, transit riders and vehicles, school buses and riders, freight vehicles, and emergency service providers; and

WHEREAS, studies have shown that obesity and related diseases can be prevented through increased physical activity such as walking and biking; and

WHEREAS, it is the intent of the City to provide transportation options to maximize the mobility and safety of its population; and

WHEREAS, the implementation of Complete Streets will lead to greater transportation connectivity and provide increased opportunities for recreation such as walking and biking; and

WHEREAS, Complete Streets will support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation, and shopping destinations; and

WHEREAS, Complete Streets will enhance safe walking and biking options for all of Longview's elementary, middle, and high school children; and remove hazardous routes to and from schools and other youth destinations; and

WHEREAS, the City seeks to cultivate opportunities for social connections and strengthen the social fabric of neighborhoods; and

WHEREAS, the City recognizes the necessity for different modes of transportation and acknowledges the need to provide accessible and affordable parking for a variety of vehicle types; and

WHEREAS, the City shall incorporate Complete Streets design features and infrastructure to create a comprehensive, integrated, connected transportation network that promotes health and safety of all users.

**NOW, THEREFORE,** The City Council of the City of Longview do ordain as follows:

**Section 1.** New Chapter 12.70 of Longview Municipal Code, "COMPLETE STREETS" is hereby adopted, to read as follows:

This chapter shall be known and may be cited as the "Longview Complete Streets Ordinance."

**Section 2.** New Section 12.70.010 of Longview Municipal Code, "VISION AND PURPOSE" is hereby adopted, to read as follows:

The City of Longview's vision is a community in which residents and visitors of all ages and abilities are able to travel safely and conveniently on the city's transportation network. The City of Longview shall, to the maximum extent practicable, plan, design, operate, construct, and maintain streets and other facilities that promote safe and convenient access and travel for all "users," including but not limited to: pedestrians of all ages and abilities, motorists, motorcyclists, bicyclists, transit riders and vehicles, school buses and riders, freight vehicles, and emergency service providers.

The City of Longview prides itself on the quality of life available to residents, and encourages active living and safety by providing safe, convenient, healthy and comfortable routes for walking, bicycling, and public transportation.

The purpose of this chapter is to ensure that planning for all users is included during planning, design, construction, maintenance, and replacement of all city transportation projects and plans. The City recognizes that Complete Streets will increase the health and safety of residents, improve economic vitality, and improve connectivity for all modes of transportation within the city.

Complete Streets focuses not on just changing individual streets, but on empowering the decision-making process so that all users are routinely considered during the scoping, planning, designing, building, and operation of all transportation network facilities. Implementation of Complete Streets will increase transportation system access for all users.

**Section 3.** New Section 12.70.020 of Longview Municipal Code, "APPLICABILITY" is hereby adopted, to read as follows:

This chapter shall apply to all areas within the city limits of Longview. The City will collaborate with the Washington State Department of Transportation (WSDOT), City of Kelso, and Cowlitz County, as needed to carry out this chapter. The provisions of this chapter shall apply, to the maximum extent practicable, to all new construction, improvements, and replacement or rehabilitation of the city of Longview transportation network, whether performed by the City or private party.

**Section 4.** New Section 12.70.030 of Longview Municipal Code, "DEFINITIONS" is hereby adopted, to read as follows:

Unless specifically defined below, words or phrases used in this chapter shall be interpreted so as to give them the meaning they have in common usage and to give this chapter its most reasonable application.

"City" means the City of Longview.

"Complete Street" means a street that is designed to be safe and accessible for all users, including but not limited to: motorists, motorcyclists, bicyclists, transit riders and vehicles, school buses and riders, freight vehicles, emergency service providers, and pedestrians of all ages and abilities.

"Right of Way" is a general term that means land, property, or interest therein, usually but not always in a strip or corridor, acquired or devoted for transportation purposes.

"User" or "Users" means all individuals, vehicles, or transportation devices that use the transportation network, including but not limited to: bicyclists, freight vehicles, conventional and self-driving vehicles, motorcyclists, public transportation riders and vehicles, school buses and riders, and devices that propel individuals of all ages and abilities, including children, youth, families, older adults and individuals with diverse personal mobility needs. Users may also be interpreted as including their various common and essential items and accompaniments, including but not limited to: shopping bags and boxes, rolling luggage, baby carriages and strollers, service animals, and pets.

**Section 5.** New Section 12.70.040 of Longview Municipal Code, "EXCEPTIONS" is hereby adopted, to read as follows:

(1) Exceptions to implementing Complete Streets elements are:

- a. Street projects may exclude those elements that would require the accommodation of uses of the street prohibited by law.
- b. Ordinary maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, chip sealing, or pothole filling do not require that elements be applied beyond the scope of that maintenance activity.

Ordinary maintenance paving projects should include an evaluation of modifying existing facility conditions to support alternate transportation modes, as well as modifying existing pavement markings and signage to support such alternative transportation modes, as appropriate and reasonable.

(2) The public works director may waive the requirement to include Complete Streets elements when the accommodation of a specific use would result in the following:

- a. Have significant unmitigated adverse impacts on environmental resources such as streams, wetlands, floodplains, and geologically hazardous areas, or on historic structures or sites, above and beyond the impacts of the existing infrastructure; or
- b. Compromise the integrity of a dike or other water retention or drainage facility.

- (3) The City Council may determine that new street construction projects and reconstruction or maintenance paving projects may exclude Complete Streets elements when the accommodation of a specific use is expected to:
- a. Require more space than is physically available and the cost to obtain more space would significantly increase the project cost; or
  - b. Significantly increase the project cost and reasonable alternatives exist within close proximity; or
  - c. The cost to include the element(s) would be disproportionate and burdensome in relation to the current needs or probable future use.

**Section 6.** New Section 12.70.050 of Longview Municipal Code, "COMPLETE STREETS INFRASTRUCTURE" is hereby adopted, to read as follows:

As feasible, the City shall incorporate complete streets elements into existing public streets to create a comprehensive, integrated, connected transportation network that balances access, mobility, and the health and safety needs of all users. Complete Streets elements include design features that contribute to a safe, convenient travel experience for all users, including but not limited to:

- Sidewalks
- Paved shoulders
- Shared use paths
- Bicycle lanes
- Shared use lanes
- Automobile lanes
- Trees and landscaping
- Planting strips
- Curbs and accessible curb ramps
- Curb bulb-outs
- Crosswalks, refuge islands, and crosswalk warning lights
- Pedestrian and traffic signals (including countdown and accessible pedestrian signals)
- Directional signals
- Streetscape furniture
- Bicycle accommodations (including parking facilities, signage, and markings)
- Public transportation stops and facilities
- Traffic calming devices (such as traffic circles, roundabouts, pavement bumps, intersection treatments, narrow vehicle lanes, and raised medians)
- Surface treatments such as paving blocks, textured asphalt, and textured concrete
- Appropriate lighting for speed and type of travel
- Appropriate streetscapes that appeal to and promote pedestrian use
- Parking spaces

**Section 7.** New Section 12.70.060 of Longview Municipal Code, "DESIGN CRITERIA" is hereby adopted, to read as follows:

Transportation facilities shall be designed to include Complete Streets elements that will best serve the transportation needs of all users. The priority shall be on the needs and comfort of all users, considering issues such as street design and width, desired operating speed, street lighting, beautification and connectivity.

The Public Works Department shall maintain street and transportation system planning, design criteria, standards, and guidelines based upon recognized best practices in design, construction and operation as specified or recommended by most recent versions of the following:

- Direction from the City Council
- Recommendations of the Complete Streets Advisory Committee
- Longview Comprehensive Plan and Zoning Map
- City of Longview Standard Plans and Specifications
- Longview School District School Walk Route Maps
- Manual On Uniform Traffic Control Devices (MUTCD)
- American Association of State Highway Transportation Officials (AASHTO)
- Washington State Department of Transportation Local Agency Guidelines Manual (LAG);
- Institute of Transportation Engineers (ITE)
- National Association of City Transportation Officials (NACTO)
- Other appropriate sources of standards and guidelines

The context and character of the surrounding built and natural environments shall be considered in all plans, design criteria, standards and guidelines.

**Section 8.** New Section 12.70.070 of Longview Municipal Code, "IMPLEMENTATION" is hereby adopted, to read as follows:

Complete Streets shall be achieved either through specific projects or through a series of smaller improvements or maintenance activities over time. The implementation of various Complete Streets elements will utilize current and adequate design criteria, guidelines, and recommendations. The design of Complete Streets elements shall be based on a context sensitive approach based on analysis of existing conditions and present and future needs for all users. 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.

A Complete Streets Advisory Committee is hereby established consisting of seven members. The Committee shall be chaired by the City Engineer, who shall be a voting member. The remaining six members of the Committee should be representative of various transportation system users and facets of the community such as motorists, bicycling, motorcycling, walking, the disabled community, public transit, and the business community. Except for the City Engineer, Committee members will be appointed by the City Council and serve a two year term. The City Council may re-appoint Committee members to additional terms. The City will seek advice from the Complete Streets Advisory Committee regarding Complete

Streets elements, transportation system plans and design criteria, and when otherwise needed to fulfill the goals of this chapter.

**Section 9.** New Section 12.70.080 of Longview Municipal Code, "PARTNERSHIP AND COOPERATION" is hereby adopted, to read as follows:

The City will cooperate and foster partnerships with other planning, operating, and funding agencies including but not limited to the following: Federal Highway Administration; Washington State Department of Transportation; Washington State Department of Health; Washington State Transportation Improvement Board; Regional Transportation Planning Organization; Metropolitan Planning Organization; City of Kelso; Cowlitz County; Longview School District; Cowlitz Transit Authority; residents; businesses; interest groups; and neighborhoods, to ensure the needs of all agencies, groups, and users are considered and that the principles and practices of Complete Streets are communicated and considered in their scoping, planning, design, construction, and maintenance activities within the city of Longview or connecting with the city of Longview transportation system. The City will specifically cooperate to ensure the transportation network flows between jurisdictions in accordance with local and regional road, public transit, bicycle, and pedestrian plans.

**Section 10.** New Section 12.70.090 of Longview Municipal Code, "PERFORMANCE MEASURES" is hereby adopted, to read as follows:

The Public Works Director or designee shall report to the City Council on an annual basis to review achievements and performance measures to evaluate progress made implementing Complete Streets and identify opportunities for improvement. Performance measures shall be determined by the Public Works Director and may include, but are not limited to:

- Number of bicycle facilities created or improved
- Number of pedestrian facilities created or improved
- Number of ADA accommodations created or improved
- Number of exceptions or waivers
- Miles of streets or paths that received Complete Streets elements
- Transportation projects undertaken and the extent Complete Streets elements were included
- Planned transportation projects for the next year and the extent to which each of the projects will include Complete Streets elements

**Section 11.** If any section, subsection, clause, phrase or word in this ordinance is for any reason held invalid or unconstitutional or unenforceable by a court of competent jurisdiction, such section shall be deemed a separate provision and such holding shall not affect the validity of the remaining portions of this ordinance.

**Section 12.** The City of Longview City Clerk is hereby ordered and directed to cause this Ordinance to be published.

**Section 13.** Any act consistent with the authority and prior to the effective date of this Ordinance is hereby ratified and affirmed.

**Section 14.** This Ordinance shall be in full force and effect from and after thirty (30) days from the date of its passage and publication as provided by law.

Passed by the City Council this 7th day of November, 2019.

Approved by the Mayor this 7th day of November, 2019.

  
MAYOR PRO TEM

ATTEST:

  
City Clerk

APPROVED AS TO FORM:

  
City Attorney

Published: November 13, 2019