

## City of East Wenatchee, Washington

### Ordinance No. 2018-16

An Ordinance of the City of East Wenatchee adding a new chapter 12.24 to the East Wenatchee Municipal Code establishing a Complete Streets Policy for consideration in the design and construction of transportation projects as an opportunity to improve public streets for pedestrians, bicyclist and transit user regardless of age or ability, containing a severability clause, and an effective date.

Una Ordenanza de la Ciudad de East Wenatchee que agrega un nuevo capítulo 12.24 al Código Municipal de East Wenatchee que establece una Política de calles completa para su consideración en el diseño y la construcción de proyectos de transporte como una oportunidad para mejorar las calles públicas para peatones, ciclistas y usuarios de tránsito, independientemente de edad o capacidad, que contiene una cláusula de separabilidad y una fecha efectiva.

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#### 1. Alternate format.

- 1.1. Para leer este documento en otro formato (español, Braille, leer en voz alta, etc.), póngase en contacto con el vendedor de la ciudad al [alternatformat@east-wenatchee.com](mailto:alternatformat@east-wenatchee.com), al (509) 884-9515 o al 711 (TTY).
- 1.2. To read this document in an alternate format (Spanish, Braille, read aloud, etc.), please contact the City Clerk at [alternateformat@east-wenatchee.com](mailto:alternateformat@east-wenatchee.com), at (509) 884-9515, or at 711 (TTY).

#### 2. Recitals.

- 2.1. The City of East Wenatchee (“City”) is a non-charter code City duly incorporated and operating under the laws of the State of Washington.
- 2.2. Douglas County and East Wenatchee have adopted the Greater East Wenatchee Area Comprehensive Plan in accordance with the provisions of the Growth Management Act and RCW Chapter 36.70A. One goal and thirteen policies in the plan encourage the development of transportation systems and facilities meeting the needs of all users and the incorporation of Complete Streets principles.
- 2.3. The City has adopted standards for the construction of streets or bridges in chapter 15.40, chapter 15.48 and Title 12 of the East Wenatchee Municipal Code. These standards require roadways to be built to a specific structural standard and are intended to provide predictability and flexibility for innovation while maintaining public safety and functionality of the roadway system.

- 2.4. The Chelan Douglas Transportation Council (CDTC) adopted Resolution #1-2015, on April 9, 2015, establishing a Regional “Complete Streets” Policy.
- 2.5. The CDTC “Complete Streets” Policy encourages member cities and counties to adopt local “Complete Streets” policies that institutionalize the Regional Complete Streets Guiding Principals.
- 2.6. Walking and biking are non-motorized travel modes that enhance health through physical activity and help to reduce air pollution by giving users an option other than driving a personal vehicle.
- 2.7. The physical design of highways and streets should complement and support adjoining land uses and enhance community character.
- 2.8. The Complete Streets approach is a method for intentionally seeking opportunities to provide safe and convenient travel for people of all ages and abilities through a variety of transportation modes.
- 2.9. Planning, design, construction and ongoing preservation and maintenance of public roadways in accordance with a Complete Streets policy will increase the capacity of the transportation network, support community and economic growth, increase transportation options for citizens, improve public health by enabling active forms of personal mobility, enhance community livability and maximize the efficient use of public roadway infrastructure.
- 2.10. RCW 47.04.320, directs the Transportation Improvement Board (TIB) to establish a Complete Streets Grant program to encourage local jurisdictions to adopt urban arterial retrofit street ordinances designed to provide safe access to all users including bicyclist, pedestrians, motorists, and public transportation users.
- 2.11. RCW 47.26.282, requires that any project funded by the Transportation Improvement Board must consider the land use implication of the project including whether the project promotes the use of multimodal transportation.
- 2.12. A report regarding the proposed Complete Streets Policy was presented to the City Council at a public meeting held on October 9, 2018. Prior to that meeting, the Council was provided with a copy of the draft document.
- 2.13. A public workshop was held on October 16, 2018 to facilitate public involvement and local community participation in the adoption process for this Complete Streets Policy.

2.14. A duly advertised public hearing was conducted before the City Council on October 23, 2018.

**3. Authority.**

3.1. RCW 35A.11.020 and RCW 35A.12.190 authorize the City Council to adopt ordinances of all kinds to regulate its municipal affairs and appropriate to the good government of the City.

THE CITY COUNCIL OF THE CITY OF EAST WENATCHEE DO ORDAIN AS FOLLOWS:

- 4. Purpose.** The purpose of this ordinance is to implement a Complete Streets Policy to promote the development of multimodal transportation infrastructure for use by all users including: pedestrians, bicyclists, transit-users, automobiles, freight, and emergency services.
- 5. Amendment 1.** The City Council adds a new chapter 12.24 to the East Wenatchee Municipal Code to read as follows:

**Chapter 12.24  
Complete Streets Policy**

<b>12.24.010</b>	<b>Purpose</b>
<b>12.24.020</b>	<b>Definitions</b>
<b>12.24.030</b>	<b>Policy</b>
<b>12.24.040</b>	<b>Exceptions</b>
<b>12.24.050</b>	<b>Intergovernmental Cooperation</b>
<b>12.24.060</b>	<b>Design Criteria</b>
<b>12.24.070</b>	<b>Implementation</b>
<b>12.24.080</b>	<b>Performance Measures</b>

**12.24.10 Purpose.**

This policy implements a Complete Street concept in the planning and design of street projects in the city of East Wenatchee. The purpose of this policy is to:

- A. Promote multi-modal transportation infrastructure, for all users including: pedestrians, bicyclists, public transit, automobiles, freight, and emergency services.
- B. Improve public safety, health, and efficient travel for all ages, abilities, and economic levels, which benefits not only each user but the vitality of the local economy.
- C. Incorporate multiple types of transportation methods across the urban landscape to foster a sense of unity amongst citizens and visitors who

travel within and throughout the community by creating a complete, connected, network of transportation infrastructure.

- D. Promote the use of multimodal transportation to reduce traffic congestion and foster cleaner air quality conditions by providing more efficient use of public rights of way with expanded opportunities to use alternate transportation methods.

**12.24.020 Definitions.**

- A. “All users” means individuals of all ages and abilities including, but not limit to, pedestrians, bicyclists, public/paratransit users, people with disabilities, emergency responders, motorists, freight delivery/service personnel providers, commercial vehicles, and green modes (skateboarding, rollerblades, etc.)
- B. “Complete Streets” means a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for all users regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods. Complete Streets are streets for everyone.
- C. “Maintenance activity” means ordinary repair designed to keep facilities in safe working condition, such as, but not limited to, cleaning, sweeping, spot repair, concrete joint repair, pothole filling, water, sewer and drainage or other utility installation or repairs.
- D. “Multimodal transportation system” means a single transportation system that appropriately and adequately accommodates two or more modes of transportation.

**12.24.030 Policy.**

- A. The City of East Wenatchee will plan for, design and construct all new transportation systems to provide appropriate accommodation for pedestrians, bicyclists, public transportation, and persons of all abilities to accommodate the ease of movement for all users across the City’s urban landscape regardless of age, ability, or economic standing.
- B. Complete Streets principals will be incorporated into City plans, rules, regulations and programs as appropriate to produce safer, more accessible streets.
- C. The City will integrate the Complete Street concept throughout all phases including design, planning, and rehabilitation of transportation facilities providing a fully connected network for all users.
- D. This policy will be implemented with hardscape infrastructure and, where appropriate, enhanced street-side landscaping. Such improvements may

include, but are not limited to, sidewalk improvements, bicycle lanes, pedestrian buffering, grass and vegetation, signage and markings, and other streetscape features.

- E. The transportation network should be planned and built as a connected system that maximizes mobility and access for its users by providing multiple options for travel.
- F. Complete Streets design recommendations will be incorporated into all publicly and privately funded projects as appropriate. The following Complete Streets components must be evaluated and considered in all phases of transportation project planning, design, construction, and operation:
  - 1. Sidewalks and Crosswalks
  - 2. Lighting
  - 3. Transit Shelters/Stops
  - 4. Bicycle Accommodation
  - 5. Landscaping
  - 6. Use of Raised Medians for Traffic Safety, Traffic Flow and Pedestrian Refuge
  - 7. Adequate Buffer Areas for Pedestrian Safety, Drainage and Landscaping
  - 8. Lane Widths Appropriately Sized for Use and Context of Surrounding Land Uses
  - 9. On-Street Parking where Appropriate for Surrounding Land Uses
  - 10. Signage
  - 11. Level of connectivity to the existing transportation network

**12.24.040 Exceptions.**

- A. The City of East Wenatchee will incorporate Complete Streets principals into the early planning and design of transportation projects. However, not all roadways are suitable for all Complete Streets components; in some cases, a limited range of modal choices may be appropriate. Such circumstances include the following:
  - 1. Where the establishment of such facilities would be detrimental to public health or safety; or
  - 2. Where there is no documented current or anticipated need for accommodation for non-motorized roadway users or the street is not a current or planned transit route; or

3. Where the project involves a roadway on which non-motorized use is prohibited by law; or
  4. Where the cost for a particular Complete Street design recommendation would be excessively disproportionate to the need of that particular improvement, with due consideration given to future users; or
  5. Where there would be significant adverse environmental impacts to streams, wetland, steep slopes, or other critical areas; or
  6. 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 a facility that would have no connectivity for users; or
  7. Where the project is routine maintenance of the transportation network that does not change the geometry or operations, such as striping, cleaning, sweeping, crack sealing, spot repair and surface treatments such as chip sealing or other similar interim surface preservation measures.
- B. Exceptions 1-6 to this policy require documentation and supporting data to be approved by the City Council upon review and recommendation from the City Engineer.

**12.24.050 Intergovernmental Cooperation.**

It is the goal of the City of East Wenatchee to foster partnerships with agencies that support or fund the concept of fair access to transportation regardless of its form or type including the: Washington State Department of Transportation (WSDOT), Chelan-Douglas Transportation Council (CDTC), Regional Bicycle Advisory Committee (RBAC), Link Transit, Douglas County Transportation & Land Services, Chelan-Douglas Health District, Eastmont School District, Aging Adult Care of Central Washington, East Wenatchee Water District, Douglas County Sewer District, and Douglas County PUD as well as area citizens, businesses, and other interest groups.

**12.24.060 Design Criteria.**

- A. The City Engineer or designated professional, along with assistance from other City staff, shall interpret, evaluate, and review design standards and guideline criteria for proposed transportation infrastructure. The City Engineer or designated professional shall gauge these standards with the industry's best practices including the exceptions of this policy, to incorporate the Complete Street concept of accommodating all users.

- B. Street construction standards are listed in chapter 15.40, chapter 15.48 and Title 12 of the East Wenatchee Municipal Code (EWMC). Stormwater standards are listed in Title 13 EWMC.
- C. The City will also use the best practices and design solutions developed by the following agencies and resources: Washington State Department of Transportation (WSDOT), Washington State Department of Ecology, American Association of State Highway and Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE), National Association of City Transportation Officials (NACTO), Americans with Disabilities Act (ADA), Transportation Research Board, Smart Growth America, National Complete Streets Coalition, and the Greater Wenatchee Bicycle Master Plan.
- D. Situations will present themselves where alternatives may be preferred to allow conformance with existing conditions, to overcome adverse topography or to allow for more affordable solutions without adversely affecting safety, maintainability or aesthetics. Provisions have been made for exceptions to the Complete Streets Policy.

**12.24.070 Implementation.**

The City views the principals of this Complete Streets Policy as an essential component influencing decision-making in the planning and design of transportation facilities and improvements. To that end, the following actions are intended to implement this policy. The list in this section should not be considered as a limiting factor in meeting the transportation needs of the community.

- A. Review existing design standards to ensure that they facilitate consideration of the design recommendations in section 12.24.030 EWMC.
- B. Develop a sidewalk capital improvement and monitoring program to guide and prioritize the completion of pedestrian infrastructure.
- C. Consider the Greater Wenatchee Bicycle Master Plan recommendations for improving facilities for bicycles.
- D. Coordinate with Link in route planning.
- E. Support and encourage planning staff, public works staff, and appointed and elected officials to attend trainings, workshops, and webinars to improve the understanding and implementation of Complete Streets principles.
- F. Develop specific goals and measurements to evaluate progress in implementing this policy.

- G. Seek creative ways to expand opportunities for public involvement in the initial planning and design of transportation facility improvement projects.

**12.24.080 Performance Measures.**

The application of the Complete Streets policy should be continuously evaluated for successes, to determine progress and effectiveness, as well as opportunity for improvement. The City should measure the success of this policy on an annual basis. The annual report should include qualitative and quantitative data categorized by mode to provide performance measurements such as, but not limited to miles of bike lanes, linear feet of pedestrian accommodations, compliments and complaints, frequency and severity of motorized and non-motorized collisions, and exemptions approved from this policy, etc.

- 6. **Findings of Fact.** The City Council adopts as its preliminary findings of fact the recitals set forth above. The City Council may adopt additional findings in the event evidence is presented to the City Council at the public hearing held for this ordinance.
- 7. **Severability.** If a court of competent jurisdiction declares any provision in this Ordinance to be contrary to law, such declaration shall not affect the validity of the other provisions of this Ordinance.
- 8. **Publication.** The City Council directs the City Clerk to publish a summary of this Ordinance. The summary shall consist of the title of this Ordinance. The City Council directs the City Clerk to publish a copy of this Ordinance on the City's website.
- 9. **Effective Date.** This Ordinance becomes effective five days after publication.

Passed by the City Council of East Wenatchee, at a regular meeting thereof on this 23<sup>rd</sup> day of October 2018.

The City of East Wenatchee,  
Washington

By \_\_\_\_\_

Steven C. Lacy, Mayor

Authenticated:

\_\_\_\_\_ Maria E. Holman

Maria Holman, City Clerk



Approved as to form only:



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Devin Poulson, City Attorney

Filed with the City Clerk:	10/18/2018
Passed by the City Council:	10/23/2018
Published:	10/26/2018
Effective Date:	11/01/2018

Summary of  
City of East Wenatchee, Washington  
Ordinance No. 2018-16

On the 23rd day of October 2018, the City Council of the City of East Wenatchee, Washington approved Ordinance No. 2018-16, the main point of which may be summarized by its title as follows:

An Ordinance of the City of East Wenatchee adding a new chapter 12.24 to the East Wenatchee Municipal Code establishing a Complete Streets Policy for consideration in the design and construction of transportation projects as an opportunity to improve public streets for pedestrians, bicyclist and transit user regardless of age or ability, containing a severability clause, and an effective date

The full text of this Ordinance is available at [www.east-wenatchee.com](http://www.east-wenatchee.com).

Dated this 23rd day of October 2018.

*Maria E. Holman*

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Maria Holman, City Clerk