

**CITY OF PACIFIC
WASHINGTON**

ORDINANCE NO. 2020-2030

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, ORDINANCE NO. 2020-2030. ADOPTING A "COMPLETE STREETS" POLICY TO ESTABLISH GUIDING GOALS, PRINCIPLES, AND PRACTICES THAT WILL EMPOWER AND DIRECT PACIFIC RESIDENTS, ELECTED OFFICIALS, PLANNERS, AND ENGINEERS TO USE AN INTERDISCIPLINARY APPROACH IN THE CREATION OF COMPLETE STREETS THAT WILL RESULT IN INCREASED ACCESS, MOBILITY, AND HEALTH FOR ALL USERS; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, transit users, emergency service providers and freight, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, Chapter 8 Transportation of the Comprehensive Plan for the City of Pacific, seeks to ensure adequate accommodation of pedestrian needs in all transportation policies and facilities (Goal T.2); and

WHEREAS, Chapter 8 Transportation of the Comprehensive Plan for the City of Pacific, seeks to develop a transportation system that enhances the delivery and transport of goods and services, improve existing, and construct new facilities for freight movement within the Sumner-Pacific MIC (Goal T-3); and

WHEREAS, Chapter 8 Transportation of the Comprehensive Plan for the City of Pacific will promote non-motorized transportation modes (Policy T-6.6) to improve Air Quality (Goal T6); and

WHEREAS, Chapter 8 Transportation of the Comprehensive Plan for the City of Pacific will support improved transit coverage and service throughout the region to improve mobility options for Pacific (Goal T7); and

WHEREAS, the City will Promote the movement of people through multimodal transportation that is safe, compatible, and efficient (Goal T9); and

WHEREAS, on February 24, 2020 the Department of Commerce received this Ordinance pursuant to RCW 36.70A.106 for the State's procedural requirements for agency review; and

WHEREAS, on February 24, 2020 the Department of Commerce acknowledge the receipt of the proposed code revisions.

WHEREAS, on March 13, 2020 a State Environmental Policy Act ("SEPA") Determination of Nonsignificance ("DNS") was issued for the proposed Ordinance and no appeals were filed; and

WHEREAS, The Planning Commission conducted a public hearing on July 28, 2020 regarding this Ordinance and have made a recommendation of approval to the City Council; and

WHEREAS, the City Council considered this Ordinance in its workshop meeting on September 21, 2020; and

WHEREAS, the City Council considered this Ordinance in its first reading of the Ordinance during a regular City Council meeting on September 28, 2020; and

WHEREAS, the City Council considered this Ordinance in its second reading of the Ordinance during a regular City Council meeting on October 12, 2020; and

WHEREAS, the Pacific Council intends to improve the safety of city streets, enhance the quality of life of residents, encourage active living, and reduce traffic congestion and fossil fuel use by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.

WHEREAS, the Complete Streets policy allows the City to be eligible for Complete Streets nominations and will be included in the nomination application and if nominated, the City will be eligible for TIB grant funding opportunities within City limits;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PACIFIC, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1. "Complete Streets" Policy Adopted. The "Complete Streets" policy as set forth in the attached Exhibit A is hereby adopted.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.


Section 3. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULARLY SCHEDULED MEETING THEREOF ON THE 12th DAY OF OCTOBER, 2020.

CITY OF PACIFIC


LEANNE GUIER, MAYOR

ATTEST/AUTHENTICATED:


LAURIE CASSELL, MMC
CITY CLERK

APPROVED AS TO FORM:


KINNON WILLIAMS, CITY ATTORNEY

Exhibit A to Ordinance 2020-2030

Chapter 13.26 - Complete Streets

Sections:

- 13.26.010 Purpose
- 13.26.020 Definitions
- 13.26.030 Objectives
- 13.26.040 Procedures
- 13.26.050 Performance Measures

13.26.010 PURPOSE:

The purpose of this policy is to establish guiding goals, principles, and practices that will empower and direct Pacific residents, elected officials, planners, and engineers to use an interdisciplinary approach in the creation of a connected network of completed streets that will result in access, mobility and healthier choices of travel for users of all ages and abilities.

13.26.020 DEFINITIONS:

"Complete Street" means a thoroughfare that is designed to safely accommodate a context-sensitive modal choice for the movement of all travelers regardless of their age or ability.

13.26.030 OBJECTIVES:

A. Transportation Projects

Transportation projects within the City of Pacific shall be designed, prioritized, constructed, retrofitted, operated, and maintained in a manner that advances the following complete streets network objectives:

1. Involves local citizens and stakeholders in the planning and design process;
2. Empowers citizens to choose a mode of travel best suited to their needs and capabilities;
3. Meets the safety and convenience needs of all transportation system users including, but not limited to:
 - a. Pedestrians
 - b. bicyclists
 - c. transit riders
 - d. motorists

- e. commercial users
 - f. emergency responders
 - g. adjacent land owners as well as those who require special accommodations such as people with disabilities, the elderly, and school-age children
4. Establishes an integrated, efficient, and connected transportation network that supports compact, sustainable urban development;
 5. Promotes a healthy community by encouraging walking, bicycling, and use of public transportation;
 6. Integrates the provision of appropriate street trees in suitable planting conditions and locations as primary Complete Street design elements;
 7. Provides for the physical comfort and enjoyment of all travelers through the provision of streetscape amenities where appropriate such as:
 - a. planting areas
 - b. furniture
 - c. dedicated travel and parking lanes
 - d. and medians;

Special attention should be given to the aesthetic details that enhance the traveler's experience such as:

- e. decorative lighting
 - f. poles
 - g. decorative pavers
 - h. public art
 - i. the undergrounding of utilities;
8. Protects the environment by providing safe alternatives to single-occupancy driving thereby reducing congestion, carbon dioxide emissions, and dependence on fossil fuels and other energy sources; and
 9. Utilizes sustainable approaches that consider interrelated social, environmental, and economic benefits.

13.26.040 PROCEDURES:

A. Transportation Projects

The planning and design of new construction and reconstruction/retrofit of thoroughfares should be consistent with the Complete Streets approach. This approach should be supportive of the character and context of local neighborhoods, commercial and recreational centers, land use, and safe routes to school. The approach should recognize that transportation needs vary and must be balanced in a flexible, safe, and cost-effective manner to create a connected network serving several modal choices. Maintenance and rehabilitation projects on transportation facilities shall be evaluated for opportunities to apply a Complete Streets approach and further connect City-wide networks. Consistent with a Complete Streets approach, modal choices shall be maintained during construction and rehabilitation projects to the maximum extent feasible.

B. Cooperation

Public, private, and non-profit organizations should be encouraged by the City to cooperate and promote complete streets principles and practices as part of planning, design, education, and project implementation.

The City will seek to enhance cooperation and coordination with WSDOT, the Department of Health and local advocacy groups for active transportation in the design and implementation of Complete Streets projects to build the City's network. A cross-departmental approach to Complete Streets projects, including Public Works, Planning, and the Mayor's Office, as well as outside state agencies involved with transportation projects, will be maintained to ensure that projects and initiatives to advance the network are coordinated.

C. Facilities

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 (ADA)
- school-aged children accommodation
- transit accommodations
- bicycle accommodations including appropriate signage and markings
- sustainability and environmental improvement
- streetscapes that appeal to and promote safe multi-modal use

Complete street components, which can often be implemented as low-cost project additions (such as bicycle channelization), should be considered as part of public infrastructure and roadway planning and construction, maintenance and rehabilitation projects.

D. Development Plans, Code, and Standards

Complete Streets designs shall follow the guidelines and standards of documents such as the FHWA Street Small Town and Rural Multimodal Network guide, NACTO's Urban Design Guide and Bikeway Design Guide, WSDOT (including Practical Design) and AASHTO design manuals, in addition to best practices for multimodal transportation engineering. Design flexibility shall be part of the approach to Complete Streets to ensure context sensitive projects.

Comprehensive Plan, Pacific Municipal Code, and Public Works Development Design Standard updates will be updated to address complete streets implementation as it relates to private and public development. Future updates to these standards will include the latest best practices for Complete Streets implementation.

E. Public Works Manager

Exceptions to this policy may be determined by the Public Works Manager under the circumstances listed below:

1. Street projects may exclude those elements of this policy that would require the accommodation of street requirements prohibited by law or waived by judicial or quasi-judicial review;
2. 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;
3. Bicycle lane installation may be omitted in locations not identified on the adopted Bicycle Route Map; and
4. Trail installation may be omitted in locations not identified on the adopted Trail System Map.

F. City Administration

Exceptions to this policy may be determined by City Administration upon recommendation by the Public Works Manager under the circumstances listed below:

1. 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:
 - a. Require more space than is physically available, or;
 - b. Be located where both current and future demand is proven absent, or;
 - c. Substantially increase project costs and equivalent alternatives exist within close proximity, or;
 - d. Have adverse impacts on environmental resources such as streams, wetlands, steep slopes, floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure.

13.26.050 PERFORMANCE MEASURES:

The Public Works department shall evaluate the success of this Complete Streets policy through yearly public reports to the City Council, including the following elements:

- A. Identifying the projects, public and private, which have expanded the City's network and documenting the linear footage increase of pedestrian and bicycle facilities, and the comfort level of those facilities, added in the previous year.
- B. Working with the Department of Health to identify public health statistics which relate to the presence of active transportation networks and include trends in those measures in this report to track the impact of Complete Streets on public health.
- C. Identifying number of documented exceptions to the policy in the previous year.

(AASHTO) - American Association of State Highway and Transportation Officials
(FHWA) - Federal Highway Administration
(NACTO) - National Association of City Transportation Officials
(WSDOT) - Washington State Department of Transportation

PACIFIC PLANNING COMMISSION

Meeting Minutes of July 28, 2020

Call to Order

Chairman Gratz called the Regular Meeting to order at 6:03 PM and led the flag salute.

Attendance

Commissioners Present: DuWayne Gratz, John Welch Jr, Wynette McCracken, John Boyd, and Don Blackwell.

City Staff Present: Community Development Manager Jack Dodge, Administrative Assistant Nicole Schunke

Approval of Agenda

Commissioner Don Blackwell moved to approve the agenda as presented, seconded by Commissioner John Boyd; motion carried unanimously.

Approval of Planning Commission Minutes

Commissioner John Boyd moved to approve the June 23, 2020 Regular Meeting minutes as presented, seconded by Commissioner Wynette McCracken; motion carried unanimously.

Audience Participation

There was none.

Public Hearings

Minor Code Amendments – PMC 20.32.025, 20.50.030, 20.56.030 & 20.68.170

Chairman DuWayne Gratz opened the Public Hearing at 6:08

Jack gave a brief summary of the code amendments.

With no public present Chairman DuWayne Gratz closed the Public hearing at 6:09

Commissioner John Boyd moved that the Planning Commission recommend to the City Council to approve the proposed revisions to PMC 20.32.025, 20.50.030, 20.56.030 & 20.68.170. Seconded by Don Blackwell.

Voice vote taken and carried 5-0

Minor Code Amendments – PMC 20.68.160 Performance Standards

Chairman DuWayne Gratz opened the Public Hearing at 6:12

Jack gave a brief summary of the code amendments.

With no public present Chairman DuWayne Gratz closed the Public hearing at 6:15

Commissioner John Boyd moved that the Planning Commission recommend to the City Council to approve the proposed revisions to PMC 20.68.160. Seconded by Don Blackwell.

Voice vote taken and carried 5-0

New Chapter 13.26 Complete Streets

Chairman DuWayne Gratz opened the Public Hearing at 6:18

Jack gave a brief summary of the New Chapter

With no public present Chairman DuWayne Gratz closed the Public hearing at 6:20

Commissioner John Boyd moved that the Planning Commission recommend to the City Council to approve the proposed complete streets policies. Seconded by Wynette McCracken.

Voice vote 3-2 to approve.

Aye: Commissioners DuWayne Gratz, John Boyd, McCracken

Nay: Commissioners Don Blackwell, John Welch Jr.

Commissioner John Boyd moved to continue discussion at the August 25, 2020 Planning Commission meeting. Seconded by Don Blackwell.

Voice vote taken and carried

New Business

Revisions to Chapter 23.40 Flood Control

Jack gave a brief summary of the revisions to the Chapter

Commissioner John Boyd moved to set a Public Hearing on August 25, 2020 for Revisions to Chapter 23.40 Flood Control. Seconded by Don Blackwell.

Voice vote taken and carried

Upcoming

No items

Next Meeting

The next meeting will be held on August 25th via Zoom.

Adjournment

Motion to adjourn made by commissioner John Welch Jr, seconded by Commissioner Don Blackwell; motion carried unanimously. The meeting was adjourned at 7:00p.m.

Minutes prepared by Nicole Schunke, Administrative Assistant

Approved _____
Date

Planning Commission Chairperson
DuWayne Gratz

Complete Streets

A THOROUGHFARE THAT IS DESIGNED TO SAFELY
ACCOMMODATE FOR THE MOVEMENT OF ALL TRAVELERS
REGARDLESS OF THEIR AGE OR ABILITY.



What's Wrong Here?



What's Right Here?

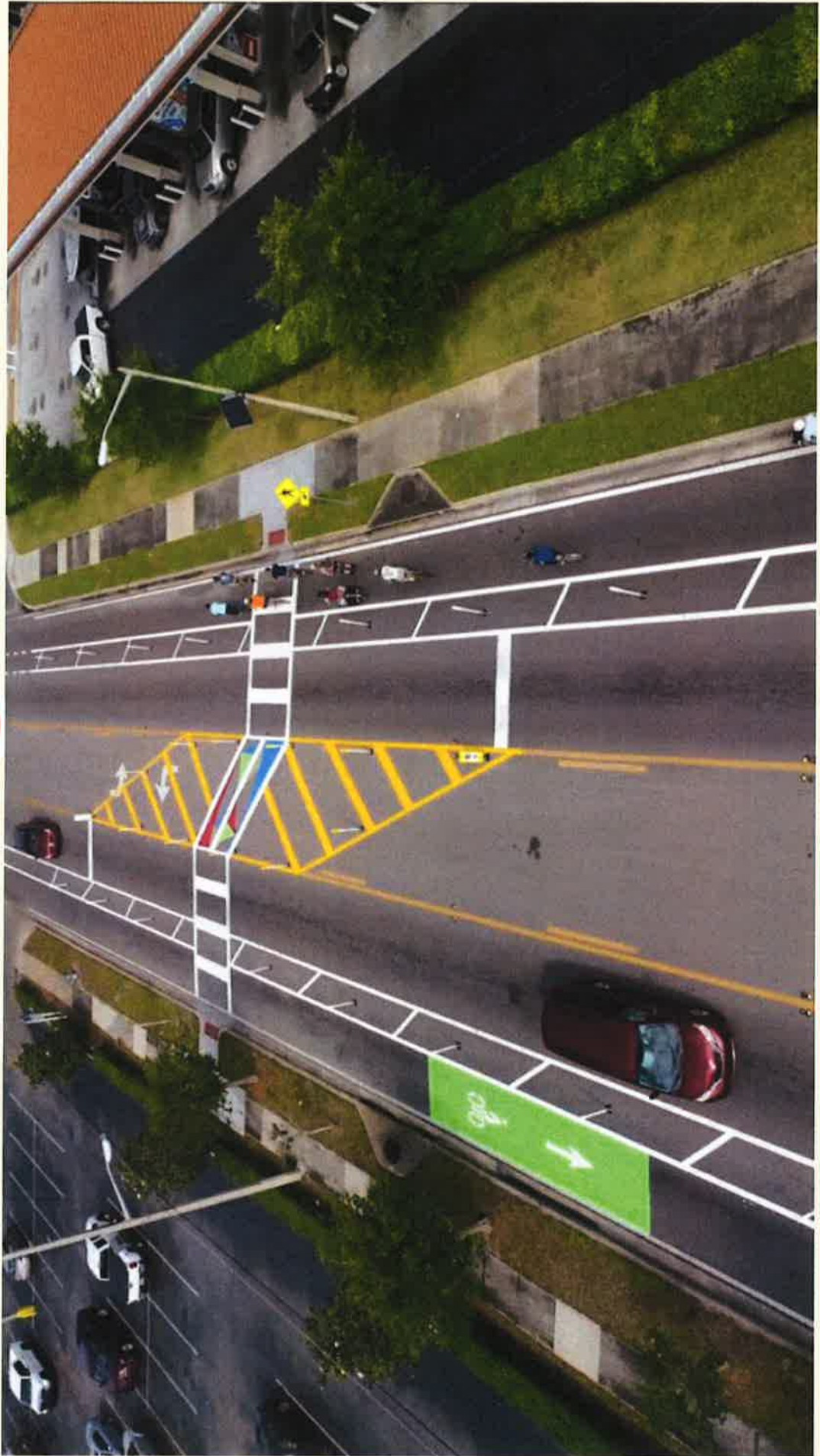


A Complete Street



- ❖ May include one or more of the following.....
- Safe crossings
- Lighting
- Bicycle facilities
- Sidewalks
- Bus lanes & bus stop placement
- Safe/comfortable transit stops
- Traffic calming features
 - Roundabouts/median islands/narrower lanes/bump-outs
- ADA signaling
- Freight Queuing (Stewart & W. Valley)

A Complete Street



Benefits to the City of Pacific

- Safety
 - Children, Aging adults,
 - Accessibility for all
- Economy
 - Land values increase
- Community engagement
- Connectivity
- Environment
 - Reduced vehicle emissions
- Health/Active mobility
 - Obesity, diabetes, heart disease
- Equity
 - Everyone can use
- Freight
 - Access/mobility
- Funding and Grants

Elements of an Ordinance



•WHEREAS, The Transportation Improvement Plan

•WHEREAS, The Complete Streets policy allows the City to be eligible for Complete Streets nominations and will be included in the nomination application and if nominated, the City will be eligible for Transportation Improvement Board grant funding opportunities within City limits;

WHEREAS, Comprehensive Plan Framework Goal 1.1 directs the City to Provide an efficient and safe multi-modal transportation network for residents, employees, businesses, and visitors while maintaining a small town quality of life.

Elements of the Policies

3. Meets the safety and convenience needs of all transportation system users including, but not limited to:
- Pedestrians
 - bicyclists
 - transit riders
 - motorists
 - commercial users
 - emergency responders
 - adjacent land owners as well as those who require special accommodations such as people with disabilities, the elderly, and school-age children

Elements of the Policies

7. Provides for the physical comfort and enjoyment of all travelers through the provision of streetscape amenities where appropriate such as:

- planting areas
- furniture
- dedicated travel and parking lanes
- and medians;

Special attention should be given to the aesthetic details that enhance the traveler's experience such as:

- decorative lighting
- poles
- decorative pavers
- public art
- the undergrounding of utilities;

Elements of the Policies

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 (ADA)
- school-aged children accommodation
- transit accommodations
- bicycle accommodations including appropriate signage and markings
- sustainability and environmental improvement
- streetscapes that appeal to and promote safe multi-modal use

Elements of the Policies



Exceptions

1. 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:
 - a. Require more space than is physically available, or
 - b. Be located where both current and future demand is proven absent, or
 - c. Substantially increase project costs and equivalent alternatives exist within close proximity, or
 - d. Have adverse impacts on environmental resources such as streams, wetlands, steep slopes, floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure.

Future

Transportation Improvement Plan (TIP) Projects

Street Recons./Overlay

- Frontage Rd
- W. Valley Hwy
- 3rd Ave SW
- Milwaukee Blvd
- Skinner Rd
- Butte Ave SE

Non TIP Projects

Sidewalk Improvements

- Safe Routes to School
- Neighborhood Connectivity -
Sundown Meadows,
The Shire, Mt View
Estates

Transportation Improvement Board (TIB) Funding

- Urban Arterial Program
- Small City Arterial Program
- Sidewalk Programs
- Small City Federal Match
Program



Local Neighborhoods



Milwaukee Blvd



Butte Ave



Local Neighborhoods



5th Ave SW

Otter Drive



Major Arterials



West Valley - Summer



West Valley – Pacific





Funding and Grants

Eligibility

Nomination

Evaluation

Awards

Why an Ordinance?

Demonstrates support

Why Codification?

Demonstrates commitment to implement design and secure funding



Algona 2016 (TIB Score 84)

Ordinance 1129-16

Population – 3,185

Received Safe Routes to School grant



Kent 2016 (TIB Score 64)

Ordinance 4207

Population – 92,411

Redmond 2007 (TIB Score 24)

Ordinance, RMC Chapter 12.06

Population – 54,144

Airway Heights 2010 (TIB Score 55)

Ordinance C-720

Population – 6,780

Adjacent Cities with Complete Street Policies

City of Algona

City of Sumner

City of Auburn

City of Kent



Complete Streets Questions?



THE ROAD TO SUCCESS



Made with Streetmix

Adopted Comprehensive Plan Transportation Goals and Policies that Support Complete Street Concepts

GOAL T-1: Provide an efficient and safe multimodal transportation system to improve mobility for residents, employees, and visitors of Pacific while maintaining the small town quality of life and supporting the economic vitality of the City.

GOAL T 2: Ensure adequate accommodation of pedestrian needs in all transportation policies and facilities.

Policy T-2.1: Sidewalks, trails, and other walking facilities should be extended throughout the City to allow more convenient and efficient pedestrian movement.

Policy T-2.3: Whenever the City contemplates reconstruction or major maintenance (including resurfacing) work on a City street that is without sidewalks, it should fully explore the possibility of adding sidewalks at the time of the street improvement.

Policy T-2.5: The City should encourage consideration of the needs of pedestrians in all public and private development.

GOAL T-3: Develop a transportation system that enhances the delivery and transport of goods and services. Improve existing, and construct new facilities for freight movement within the Sumner-Pacific MIC.

GOAL T6: The City will coordinate transportation planning with air quality guidelines published by the Puget Sound Regional Council.

Policy T-6.6: Promote non-motorized transportation modes.

GOAL T7: Support improved transit coverage and service throughout the region to improve mobility options for Pacific.

GOAL T9: Provide for all multimodal means of transportation in a safe, compatible and efficient manner.

Policy T-9.4: Accommodate the needs of bicyclists and pedestrians in the design and construction of all appropriate roadway improvements, with safety and traffic flow as primary considerations.

Policy T-12.3: Increase the visual ambiance along the Ellingson and Stewart Road corridors.

GOAL T 13: Provide clear and identifiable systems of walkways, sidewalks, and trails to develop an environment that will make the use of alternative transportation modes an attractive and viable option.

Policy T-14.4: Identify and pursue long-term strategies to obtain grant funding.