

ORDINANCE NO. 24-005

AN ORDINANCE adding a new chapter 12.44 to the Camas Municipal Code establishing a Complete Streets Policy.

WHEREAS, the City of Camas is a non-charter code City duly incorporated and operating under the laws of the State of Washington; and

WHEREAS, 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 bicyclists, pedestrians, and motorists; and

WHEREAS, 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; and

WHEREAS, a public workshop was held on March 4, 2024 to introduce and present this Complete Streets Policy; and

WHEREAS, a duly advertised public hearing was conducted before the City Council on April 1, 2024 to facilitate public involvement and local community participation in the adoption process of the Complete Streets Policy;

THE CITY COUNCIL OF THE CITY OF CAMAS DO ORDAIN AS FOLLOWS:

I

There is hereby added to the Camas Municipal Code a new Chapter 12.44 as provided in the attached Exhibit "A" to be entitled 'Complete Streets Policy'.

II

This Ordinance shall take force and be in effect five (5) days from and after its publication according to law.

PASSED by the Council and APPROVED by the Mayor this \_\_\_\_ day of \_\_\_\_\_, 2024.

SIGNED: \_\_\_\_\_  
Mayor

ATTEST: \_\_\_\_\_  
Clerk

APPROVED as to form:

\_\_\_\_\_  
City Attorney  
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## Chapter 12.44 Complete Streets Policy

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### **12.44.10 Purpose.**

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

- A. Promote multi-modal transportation infrastructure, for all users including: pedestrians, bicyclists, automobiles, transit vehicles and riders, 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, thus reducing miles driven and greenhouse gas emissions emitted.

### **12.44.020 Definitions.**

- A. “All users” means individuals of all ages and abilities including, but not limited 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, transit, 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.

**12.44.030 Policy.**

- A. The City of Camas will plan for, design, and construct all new transportation systems to provide appropriate accommodation for pedestrians, bicyclists, 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. Roadway and pedestrian scale lighting
  - 3. Bicycle Accommodation
  - 4. Landscaping
  - 5. Use of Raised Medians for Traffic Safety, Traffic Flow and Pedestrian Refuge
  - 6. Adequate Buffer Areas for Pedestrian Safety, Drainage and Landscaping
  - 7. Lane Widths Appropriately Sized for Use and Context of Surrounding Land Uses
  - 8. On-Street Parking where Appropriate for Surrounding Land Uses
  - 9. Signage
  - 10. Level of connectivity to the existing transportation network

**12.44.040 Exceptions.**

- A. The City of Camas 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 the Complete Street design recommendation would cause additional property impacts/acquisition beyond that which is required by the City's corridor section; or
  6. Where there would be significant adverse environmental impacts to streams, wetland, steep slopes, or other critical areas; or
  7. 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
  8. 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 1-7 to this policy require documentation and supporting data to be approved by the City Engineer.

**12.44.050 Intergovernmental Cooperation.**

It is the goal of the City of Camas 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), Southwest Washington Regional Transportation Council (RTC), Clark Communities Bicycle and Pedestrian Advisory Committee (CCBPAC), Clark County Public Works, Clark County Health District, Camas School District, Clark Public Utility District, as well as area citizens, businesses, and other interest groups.

**12.44.060 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. Street construction standards in the City of Camas Design Standards Manual Section III, Section IV, and Title 12 and Chapter 17.19 of the Camas Municipal Code (CMC).
- B. When applicable, the City will also use the best practices and design solutions developed by the following agencies and resources as guides: 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 Clark Communities Bicycle and Pedestrian Master Plan.

- C. 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 in section 12.44.040 CMC.

**12.44.070 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 and reference to the design recommendations in section 12.44.030 CMC.
- B. A sidewalk inventory and gap analysis will be completed as part of the City's Transportation System Plan.
- C. Consider the Clark Communities Bicycle and Pedestrian Master Plan recommendations for improving facilities for bicycles.
- D. Support and encourage planning staff, engineering 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.
- E. 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 shall include at a minimum qualitative and quantitative data categorized by mode to provide performance measurements frequency and severity of motorized and nonmotorized collisions, and exemptions approved from this policy.