

CITY OF STEVENSON, WASHINGTON
ORDINANCE NO. 2024-_____

**AN ORDINANCE OF THE CITY OF STEVENSON ADOPTING A COMPLETE STREETS
POLICY TO BETTER SERVE ALL USERS OF THE TRANSPORTATION AND
CIRCULATION SYSTEM PROVIDED BY THE CITY**

WHEREAS, over the last century Stevenson’s transportation and circulation system has shifted modes and focuses. It originated with a focus on the Columbia River and Stevenson Landing as the place where people and goods entered and left the community. A grid iron, pedestrian-centric system built up around it. The focus shifted northward and uphill when the railroad and state highway provided land-based connections to other communities. The grid-iron system filled the space riverside terrace between Kanaka and Rock creeks. As automobile usage grew, the system expanded and spread along the oddly-aligned logging roads built to navigate the many creekside canyons and ravines cutting through the Gorge slope. Private passenger automobile usage came to dominate the decision-making process for how the transportation and circulation system was built. The needs of pedestrians, cyclists, busses, delivery and emergency service vehicles waned in comparative importance; and

WHEREAS, transportation and circulation system built to be dominated by private passenger automobiles reduces safety, convenience, sustainability, and financial stability for other users of system and the public at large; and

WHEREAS, the City of Stevenson was not alone in a past embrace of decision-making processes prioritizing private passenger vehicles to the detriment of other users, and there has been nation- and state-wide efforts known as “Complete Streets” which intend to adjust how decisions about transportation and circulation systems are made; and

WHEREAS, in addition to the broad public health, safety and welfare benefits involved in adopting local Complete Streets policies, the state incentivizes local agencies’ adoption in the way shares revenues and the City of Stevenson seeks to benefit from this incentive;

NOW, THEREFORE, the City Council of the City of Stevenson do hereby ordain as follows:

Section 1. Title 12 of the Stevenson Municipal Code Amended. The Title 12 of the Stevenson Municipal Code entitled "Streets, Sidewalks and Public Places," is hereby amended to add a new Chapter as set forth on Exhibit “A” attached hereto and by this reference incorporated herein:

Section 2. Continuance. This ordinance affects SMC Title 12 only insofar as set forth herein. All provisions not amended shall remain in full force and effect and shall be interpreted as a continuation of those previous provisions and not as a new enactment.

Section 3. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4. Effective Date. This ordinance shall become effective following passage and publication as provided by law.

PASSED BY THE CITY COUNCIL this _____ day of _____, 2024.

Scott Anderson, Mayor

APPROVED AS TO FORM:

ATTEST:

Robert C. Muth
City Attorney

Leana Kinley, City Clerk

CHAPTER 12.07 – COMPLETE STREETS POLICY

12.07.010 – Purpose.

The purpose of this chapter is to help achieve the goals and objectives of the Stevenson Comprehensive Plan related to Urban Development, Housing, Downtown & Waterfront, Business & Industry, Tourism, Transportation & Circulation, and Parks & Recreation.

12.07.020 - Definitions

For the purposes of this chapter the definitions set forth below shall apply unless the context clearly indicates otherwise:

- A. "Complete street". A corridor designed to be as safe and accessible as possible for drivers, bicyclists, transit vehicles and riders, emergency service providers, and pedestrians of all ages and abilities.
- B. "Complete streets infrastructure". Features established on the basis of sound engineering principles which contribute to a safe, convenient, or comfortable travel experience for users. Such features include but are not limited to sidewalks, shared use paths, bicycle lanes, automobile lanes, paved shoulders, street trees and landscaping, planting strips, curbs, accessible curb ramps, bulb-outs, crosswalks, refuge islands, pedestrian and traffic signals, signage, street furniture, bicycle parking facilities, traffic calming devices such as rotary circles, traffic bumps, surface treatments such as paving blocks, textured asphalt, and concrete, narrow vehicle lanes, and raised medians.
- C. "Street project". The construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, and includes the planning, design, approval, and implementation processes.
- D. "Users". Individuals that use streets, including pedestrians of all ages and abilities, bicyclists, motor vehicle drivers, delivery drivers, freight haulers, and public transportation riders and drivers.

12.07.030 – Complete Streets Principles

The complete streets policy focuses not just on changing individual travel corridors, but on changing the decision-making process so that all users are routinely considered during the planning, designing, building, and operation of all city streets. To achieve this, the City of Stevenson will:

- A. View street projects as opportunities to create safer, more accessible streets for all users.
- B. Consider the context and character of the surrounding built and natural environments and needs identified by local citizens and stakeholders in the identification and prioritization of street projects.
- C. Plan for, design and, as feasible, construct complete streets infrastructure in all street projects.

- D. Incorporate complete streets principles into the city's comprehensive plan, engineering standards, parks, recreation and open space plan, and other plans, manuals, rules, regulations and programs as appropriate.
- E. Foster partnerships with all Washington State transportation funding agencies, including the Washington State Department of Transportation, the Transportation Improvement Board, the Federal Highway Administration, citizens, businesses, interest groups, neighborhoods, and any other potential funding agency.

12.07.040 – Extraordinary Circumstances

Except in unusual or extraordinary circumstances, actions on the basis of complete streets principles are not required when:

- A. Non-motorized uses are prohibited by law;
- B. A documented absence of current or future need exists;
- C. The cost would be disproportionate to documented current and future needs;
- D. The action would be contrary to public health and safety or lead to a significant adverse environmental impact;
- E. Routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes;
- F. Repairs are made pursuant to pavement opening and restoration allowed by approval of the public works director.