

ORDINANCE NO. 2022-0535

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF SPOKANE COUNTY,
WASHINGTON, REGARDING COMPLETE STREETS**

**BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF SPOKANE
COUNTY, WASHINGTON, as follows:**

Purpose

The Complete Streets Grant Program (RCW 47.04.320-.325) was codified to encourage local governments to adopt urban arterial retrofit street ordinances with the intent to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users. Said provisions guide the purpose of Spokane County's Complete Streets ordinance to ensure all users of the transportation system ("system") are planned for in the construction of County transportation improvement projects. By enacting this ordinance, Spokane County encourages healthy active living, reduction of traffic congestion, improved roadway conditions, and improvement in the safety and quality of life of the citizens residing within county limits. Complete Streets will improve street connectivity by providing safe and convenient pedestrian, bicycle, and public transportation travel and reduce negative environmental impacts, promote healthy living, advance the well-being of travelers, and meet the needs of the diverse populations residing within the County. It is intended to help all residents and visitors, regardless of their age, ability, or financial resources, safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel.

Spokane County shall, to the maximum extent possible, plan for, design, construct, and maintain all new, reconstruction, preservation, and major maintenance projects to accommodate and facilitate all users. This embraces pedestrians of all ages and abilities, bicyclists, transit riders, vehicles, and freight. Public outreach and input shall be incorporated into the access and transportation design process including but not limited to; trails, bus stops, sidewalks, and roadway design to accommodate the needs and comfort of all people. The system's design shall be consistent with urban planning and sound engineering principles, supportive of the neighborhood context and character, and communities recognizing that transportation needs vary and shall be composed in a flexible, safe, and cost-effective manner.

Definitions

“Complete Street” means a road that is designed to be safe and accessible for bicyclists, transit vehicles and riders, vehicles, freight, emergency service providers, and pedestrians of all ages and abilities. The Complete Street ordinance focuses not only on individual road improvements and right-of-way aesthetics but also on the decision-making process so that all users are routinely considered during the planning, design, construction, building, and operation of all roadways presently and in the future.

“Best Practice” refers to a set of guidelines, ethics, or ideas that are generally accepted as being correct or most effective. Best practice and sound engineering principals shall be specifically applied to Complete Street design and construction and within the context of governing Master Planning documents adopted by Spokane County.

“Context Sensitive” is intended to be applied in a way that integrates community and Spokane County objectives related to compatibility with the setting, design, cost, safety, and environment. Context sensitivity will be evaluated and applied on a site-by-site basis using Spokane County’s Road Standards, current best practices, and engineering judgement.

“All Users” refers to people of all ages and abilities including, but not limited to, pedestrians, bicyclists, people with disabilities, emergency responders, motorists, freight providers, and commercial vehicles.

Freight/Truck Routes

Freight is an essential component to the Spokane County economy and have unique right-of-way needs necessary to support their role in economic development. Complete Street improvements that are consistent with freight mobility but also support other modes may be considered on these roads.

Implementation of Complete Streets Principles

Public Works shall incorporate Complete Streets best practices into adopted road standards, rules, regulations, and programs as appropriate to increase connectivity of all modes of travel within the County. Complete Streets shall be achieved through dedicated complete street projects, development review, incorporating these principles into capital projects or through a series of planned improvements by maintenance activities over time.

Best Practices

Public Works shall implement various Complete Streets elements and best practices design criteria based on a context sensitive approach, with the analysis of the street’s existing conditions and the present/future needs for all users.

- Using best practices Spokane County shall plan for, design, construct, operate, and maintain an integrated transportation system that will meet the needs of motorists,

pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.

- Transportation facilities that support the concept of Complete Streets include, but are not limited to, pavement markings and signs; street and sidewalk lighting; sidewalk, pathway, and pedestrian safety improvements; transit accommodations; and bicycle accommodations including signage and markings.
- The system's design shall be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible and cost-effective manner.

Best practices and sound engineering principals in policies, design criteria, standards and guidelines related to street design, construction and operations can be found in, but are not limited to, the following:

- Guidelines provided by the American Planning Association
- Guidelines provided by the National Complete Streets Coalition
- Guidelines provided by the American Association of State Highway Transportation Officials (AASHTO)
- Guidelines provided by the National Association of City Transportation Officials (NACTO)
- Guidelines provided by the Washington State Department of Transportation (WSDOT)
- Guidelines provided in the Manual on Uniform Traffic Control Devices (MUTCD)
- Guidelines provided in the ADA Standards for Accessible Design
- Guidelines provided by the small towns and rural multimodal networks (FHWA)

Exceptions

Exceptions to this ordinance may be determined by the County Engineer under the circumstances listed below:

1. Street projects may exclude those elements of this ordinance that would require the accommodation of street uses prohibited by law;
2. The ordinary and routine maintenance of the transportation network designed to keep rights-of-way resources in serviceable condition that does not change the roadway geometry or operations, including but not limited to: mowing, snowplowing, sweeping,

spot repair, joint or crack sealing, or pothole filling do not require that elements of this ordinance be applied beyond the scope of that maintenance activity;

3. Repairs made pursuant to pavement opening and restoration allowed by approval of the County Engineer; ordinary maintenance paving projects should include evaluation of the condition of existing facilities supporting alternate transportation modes as well as modifying existing pavement markings and signage that supports such alternative modes as appropriate;

4. Where the inclusion of Complete Streets elements in a small, isolated project would create a very short section of improvements with problematic transitions, in an isolated area unlikely to be followed by similar improvements at either end, resulting in little progress on implementing complete streets networks;

5. Street reconstruction projects and maintenance paving projects which involve widening pavement may exclude elements of this ordinance 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 need is proven absent; or
- c. Incur cost that would be disproportionate to the current or probable future need; or
- d. Have adverse impacts on environmental resources such as streams, wetlands, floodplains, steep slopes or other critical areas; or
- e. Have significant adverse impacts on neighboring land uses or on historic structures or sites above and beyond the impacts of currently existing infrastructure, including impacts from right-of-way acquisition; or
- f. Be unnecessary or inappropriate because it would be contrary to public safety.

Collaborative Partnerships

Spokane County will foster partnerships, cooperation, and collaboration with other transportation agencies and the public. Fostering these relationships facilitates the needs of the citizens and fulfills the goals and policies of the County and intergovernmental entities. Agencies may include, but are not limited to, the Washington State Department of Transportation (WSDOT), Spokane Regional Transportation Council (SRTC), City of Spokane, City of Spokane Valley, City of Airway Heights, City of Medical Lake, City of Cheney, City of Deer Park, applicable school districts, the Transportation Improvement Board (TIB), the County Road Administrative Board (CRAB), and the Freight Mobility Strategic Investment Board (FMSIB) to ensure the principles and practices of complete streets work towards a transportation network that flows seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

Severability

If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

PASSED AND ADOPTED this 9th day of August 2022

BOARD OF COUNTY COMMISSIONERS
OF SPOKANE COUNTY, WASHINGTON

MARY L. KUNEY, CHAIR

ATTEST:

AL FRENCH, VICE-CHAIR

Ginna Vasquez, Clerk of the Board

JOSH KERNS, COMMISSIONER