

1 **Ordinance No 2018-XX-XX**

2
3 **An Ordinance of the Clark County Council Endorsing the Concept of Complete**
4 **Street, Which Promotes Roadways that are Safe and Convenient for all Modes**
5 **of Travel; and Identifying Circumstances for Exceptions to Complete Streets**
6 **Construction.**

7
8 **Whereas**, the Complete Streets concept promotes streets that are safe and convenient
9 for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages
10 and abilities; and

11
12 **Whereas**, streets constitute a large portion of the public space and should be corridors
13 for all modes of transportation, including pedestrians, bicyclists, and transit; and

14
15 **Whereas**, streets that support and invite multiple uses, including safe, active, and ample
16 space for pedestrians, bicycles, and transit, are more conducive to the public life and efficient
17 movement of people than streets designed primarily to move automobiles and trucks; and

18
19 **Whereas**, Clark County currently has a number of land use and transportation policies,
20 plans, programs and regulatory requirements that focus on various components of the
21 transportation system including congestion management, multimodal coordination, non-
22 motorized improvements, access control, street trees, street lighting, traffic calming, and
23 transit services; and

24
25 **Whereas**, trends in energy and transportation costs, air quality and public health
26 necessitate a more comprehensive approach to mobility within communities that offer a
27 greater variety of mobility choices and which is not strictly automobile based; and

28
29 **Whereas**, many of the existing roadways where Clark County residents walk and bicycle
30 are incomplete and lack sidewalks or crosswalks, have lanes too narrow to share with bicyclists,
31 and make no accommodation for transit riders or for people with disabilities; and

32
33 **Whereas**, recent trends indicate that Clark County will experience increased traffic
34 congestion and travel times as the population increases and the number of commuters to
35 employment centers within the County increases; and

36
37 **Whereas**, there are practical limits to the expansion of roadways in response to traffic
38 congestion; and

39
40 **Whereas**, promoting pedestrian, bicycle and transit travel as an alternative to the
41 automobile reduces negative environmental impacts, promotes healthy living and is less costly
42 to the commuter; and

43

1 **Whereas**, the development of a more complete transportation network or Complete
2 Streets can improve pedestrian safety, increase the capacity of the transportation network and
3 promote improvements in public health; and
4

5 **Whereas**, the Federal Highway Administration has confirmed that designing the street
6 with pedestrians in mind significantly reduces pedestrian risk. About one-third of Americans do
7 not drive, including low-income Americans who cannot afford cars, and an increasing number
8 of older adults. Whether they walk or bicycle directly to their destinations or to public
9 transportation, these individuals require safe access to get to work, school, shops and medical
10 visits, and to take part in social, civic and volunteer activities. In 2006, nearly one quarter of
11 pedestrian fatalities were children (8 percent) and older adults (15 percent); and
12

13 **Whereas**, studies have found that providing more travel options, including public
14 transportation, bicycling and walking facilities, is an important element in reducing congestion.
15 Many studies show that when roads are better designed for bicycling, walking, and taking
16 transit, more people do so; and
17

18 **Whereas**, the construction of Complete Streets can be an essential component in
19 reducing automobile trips as evidenced by the 2001 National Household Transportation Survey
20 which revealed that 50 percent of all trips in metropolitan areas are three miles or less and 28
21 percent are one mile or less--distances easily traversed by foot or bicycle. Yet, 65 percent of
22 trips under one mile are now made by automobile, in part because of incomplete streets that
23 make it dangerous or unpleasant to walk, bicycle, or take transit; and
24

25 **Whereas**, a 2007 Washington State Department of Transportation survey found that a
26 lack of pedestrian and bicycle infrastructure, such as sidewalks and bicycle lanes, is a primary
27 reason why Washington residents do not walk or bicycle more frequently; and
28

29 **Whereas**, the United States Congress and the National Association of Local Boards of
30 Health specifically recommend Complete Streets policies as a strategy to increase pedestrian
31 and bicycle travel modes; and
32

33 **Whereas**, other jurisdictions and agencies nationwide have adopted Complete Streets
34 legislation, including the United States Department of Transportation, numerous state
35 transportation agencies, and cities such as San Francisco, Sacramento, San Diego, Boulder,
36 Chicago, Seattle, Kirkland, Redmond, and Portland; and
37

38 **Whereas**, the Complete Streets concept is supported by the Institute of Traffic
39 Engineers, American Planning Association, United States Centers for Disease Control and
40 Prevention, American Public Health Association, and many other transportation, planning, and
41 public health professionals; and
42

43 **Whereas**, the Washington State Legislature adopted a Complete Streets Grant Program
44 in 2011, codified in Section 47.04.320 of the Revised Code of Washington; and

1
2 **Whereas**, funding from the Washington State Complete Streets Grant Program will only
3 be available to jurisdictions that have adopted a Complete Streets Ordinance; and
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5 **Whereas**, Section 40.350.030 Street and Road Standards of the Clark County code
6 contain requirements of the County for providing pedestrian and bicycle facilities and bus
7 turnouts; and
8

9 **Whereas**, the Clark County "Standard Drawings" contains design standards for
10 sidewalks, walkways, and paved shoulders; and
11

12 **Whereas**, Titles 12, "Streets and Roads," and 40, "Unified Development Code," of the
13 Clark County Code contain requirements of private developers for providing pedestrian and
14 bicycle facilities and bus turnouts on both public and private roads; Now Therefore,
15

16 BE IT HEREBY ORDAINED, RESOLVED AND DECREED BY THE CLARK COUNTY COUNCIL,
17 CLARK COUNTY, STATE OF WASHINGTON, as follows:
18

19 **Section 1.** Clark County endorses the concept of Complete Streets, which promotes roadways
20 that are safe and convenient for those of all ages and abilities, including pedestrians, bicyclists,
21 transit riders, and motor vehicle drivers. Clark County strives to provide and require the
22 implementation of facilities for all users on newly constructed or reconstructed roads. The
23 County Engineer may, in his or her sole discretion, determine that there are exceptions to the
24 provision of these facilities. Among the conditions that may preclude the construction of such
25 facilities are the following:
26

- 27 1. Their establishment would be contrary to public safety; or
- 28 2. Their construction is not practically feasible because of significant adverse
29 environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
- 30 3. Their construction is not practically feasible because of significant adverse impacts
31 on neighboring land uses, including impacts from right-of-way acquisition; or
- 32 4. There is no identified need for the improvement; or
- 33 5. In instances where a documented exception is granted by the County Engineer.
34

35 Where these facilities are omitted from a roadway project, the County should consider whether
36 bicyclists and pedestrians can be accommodated by nearby facilities. Aside from new and
37 reconstructed roadways, the County shall consider other measures that can benefit bicyclists
38 and pedestrians, such as standalone shoulder paving projects. Clark County strives to provide
39 complete street connections to similarly designed roadways of the Washington State
40 Department of Transportation and local Cities and Towns.
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42 **Section 2. Effective Date.**

43 The ordinance shall go into effect on _____, 2018, thirty days after its adoption.
44

1 **Section 3. Instructions to the Clerk.**

2 The Clerk to the Council shall:

- 3
- 4 1. Transmit a copy of this ordinance to the Washington State Department of
- 5 Commerce within ten (10) days of its adoption pursuant to RCW 36.70A.106.
- 6
- 7 2. Transmit a copy of the adopted ordinance to Code Publishing, Inc. forthwith to
- 8 update the electronic version of the County Code.
- 9
- 10 3. Transmit a copy of the adopted ordinance to the Community Development
- 11 Department (Carol Brown).
- 12
- 13 4. Record a copy of this ordinance with the Clark County Auditor.
- 14
- 15 5. Cause notice of adoption of the ordinance to be published forthwith pursuant to
- 16 RCW 36.70A.290.
- 17

18
19 ADOPTED this _____ day of _____, 2018.

20
21 CLARK COUNTY COUNCILOR
22 CLARK COUNTY, WASHINGTON

23
24 Attest:

25 _____
26 Clerk to the Board

27 _____
28 Marc Boldt, Chair

29 Approved as to Form Only
30 ANTHONY GOLIK
31 Prosecuting Attorney

32 _____
33 Julie Olson, Councilor

34 By _____
35 Christine M. Cook
36 Sr. Deputy Prosecuting Attorney

37 _____
38 Jeanne E. Stewart, Councilor

Eileen Quiring, Councilor

John Blom, Councilor