RESOLUTION NO. 5-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEAVENWORTH, WASHINGTON, CREATING A "COMPLETE STREETS" POLICY.

WHEREAS, the City of Leavenworth is a member of the Chelan-Douglas Transportation Council (CDTC); and

WHEREAS, Chelan-Douglas Transportation Council is the Metropolitan Planning Organization responsible for transportation planning and programming in Chelan and Douglas County; and

WHEREAS, the Chelan- Douglas Transportation Council established a regional "Complete Streets" policy by Resolution (No. 1-2015); and

WHEREAS, the Planning Commission studied the "Complete Streets" policy on May 6, 2015, and on June 3, 2015 recommended approval of the City of Leavenworth "Complete Streets" policy to the City of Leavenworth Council; and

WHEREAS, the physical design characteristics of city streets should complement and support adjoining land uses and community character; and

WHEREAS, the State Strategic Highway Plan has set a goal for zero fatalities and serious injuries by 2030 through development of a safe, connected and convenient multi-modal transportation system; and

WHEREAS, the City of Leavenworth encourages development of safe and comfortable transportation rights-of-way for motorists, pedestrians, bicyclists and transit users throughout the City; and

WHEREAS, Complete Streets represents an approach of actively seeking opportunities to provide safe and convenient travel for people of all ages and abilities by a variety of transportation modes during all phases of the planning, design, construction, operation and maintenance of transportation systems; and

WHEREAS, the City of Leavenworth believes that planning, design, construction and ongoing preservation and maintenance of City streets in accordance with the Complete Streets Guiding Principles outlined in Attachment "A" will increase the capacity of the transportation network, support community and economic growth, increase transportation options for citizens, improve public health by enabling active forms of personal mobility, enhance community livability and maximize the efficient use of public roadway infrastructure;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Leavenworth, Washington, as follows:

1. The City of Leavenworth hereby approves the Complete Streets Guiding Principles outlined on Attachment "A" to assist with the development and maintenance of transportation systems in a manner consistent with the Chelan-Douglas Transportation Council Regional Transportation Plan.

2. The City of Leavenworth encourages the Washington State Department of Transportation to coordinate and cooperate with the City in implementing Complete Streets enhancements to state highways within designated Urban Growth Areas.

3. The City of Leavenworth directs its staff to consider the Complete Streets policy in the planning and design of transportation improvements in accordance with the Complete Streets Guiding Principles.

PASSED by the City Council of the City of Leavenworth and approved by the Mayor this 23rd day of June, 2015.

CITY OF LEAVENWORTH

By:

Cheryl K. Farivar, Mayor

Attest:

Chantell Steiner
Finance Director/City Clerk

Attachment A

City of Leavenworth Complete Streets Guiding Principles

- The transportation network should be planned and built as a connected system that maximizes mobility and access for its users by providing multiple options to destinations.

- Each phase of planning, design, funding, construction, and the ongoing operation, preservation and maintenance of new and modified roadways provides an opportunity to improve the integration of all transportation modes into the transportation system.

- Sound engineering, planning and landscape architecture judgment will produce roadway designs that account for the unique circumstances of different users, and the unique contexts of urban, small city and rural areas.

- City streets, county roads and managed-access state highways should be designed in a flexible and appropriate manner that complements and supports the character of adjoining land uses, both existing and as-planned for the future in the adopted Comprehensive Plan.

- With limited exceptions, all federal-aid city streets, county roads and state highways that are located within a designated Urban Growth Area should be designed and constructed to include sidewalks and lighting.

- Not all roadways are suitable for all Complete Streets components; in some cases a limited range of modal choices may be appropriate.

- The following Complete Streets components should be evaluated and considered in all phases of transportation project planning, design, construction, operation and maintenance:

  ☐ Sidewalks and Crosswalks
  ☐ Lighting
  ☐ Transit Shelters/Stops
  ☐ Bicycle Accommodation
  ☐ Landscaping
  ☐ Use of Raised Medians for Traffic Safety, Traffic Flow and Pedestrian Refuge
  ☐ Adequate Buffer Areas for Pedestrian Safety, Drainage and Landscaping
  ☐ Lane Widths Appropriately Sized for Use and Context of Surrounding Land Uses
  ☐ On-Street Parking where Appropriate for Surrounding Land Uses
  ☐ Signage
  ☐ Level of connectivity to the existing transportation network