

**Ordinance 885**  
**Pomeroy Municipal Code Addendum**  
**Title 12 – Streets and Sidewalks**  
**Chapter 12.16**  
**Complete Street Policy**

**12.16.01 Purpose**

The purpose of this Chapter is to set standards, and bring awareness to the greatest extent possible, the City's desire to encourage walking and biking to reduce the health concerns caused by lack of activity. The City will encourage and bring awareness to increase activity within the City by including planning for and practical design, construction, and operation and maintenance procedures of infrastructure improvements that accommodate pedestrians, bicyclists, transit users, motorists, emergency responders, freight, underground water/sewer/storm water infrastructure in all new, retrofit, or reconstruction projects. The desire for (Reference Ordinance No. \_\_\_\_\_)

**12.16.02 Definition**

A "Complete Street" is a network approach designed to be safe for drivers; bicyclists; transit vehicles and users; and pedestrians of all ages and abilities. The complete streets concept focuses not just on individual roads but on changing the decision-making process so that all users are routinely considered during the planning, designing and building and operating of all roadways.

**12.16.03 Implementation**

The City of Pomeroy City Council will be the governing body to inform and prioritize projects that will help implement complete streets. The City of Pomeroy will incorporate complete street principles, which will result in the evaluation/consideration for the connectivity, usage potential, deficiencies, aesthetics and quality of complete streets network options for all modes. The City will incorporate complete street principles into the City's Street Design Standards and future updates to the City's Comprehensive Plan, public works standards, parks and recreation master plan, and other plans, regulations and programs as appropriate.

**12.16.04 Exceptions**

The Complete Street Policy may not be required to be provided when:

- A. The Complete Street Policy contradicts the City's existing Street Design Standards.
- B. A documented absence of current or future need exists.
- C. Non-motorized uses are prohibited by law.

- D. The cost would be disproportionate to the current need or probable future uses.
- E. The construction is not practically feasible or cost-effective due to significant adverse environmental impacts.

#### **12.16.05 Extraordinary Circumstances**

The Complete Street Policy may not apply to the following:

- A. Repairs made to pavement opening and restoration allowed by approval of the public works staff.
- B. Ordinary maintenance activities designed to keep assets in serviceable condition (i.e. mowing, cleaning, sweeping, spot repair, surface treatments such as chip seal, or interim measures on detour or haul routes).
- C. The Complete Street principles would be contrary to public safety.

#### **12.16.06 Goals**

It is a goal of the City of Pomeroy to not only outreach and engage the entire community but foster partnerships with all State of Washington transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Garfield County, Palouse Regional Transportation Planning Organization, Pomeroy School District, Pomeroy Fire District, Port of Garfield, businesses, interest groups, neighborhoods, and any funding agency to implement the Complete Street ordinance.

#### **12.16.07 Best Practices**

The Mayor or designee shall modify, develop and adopt policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction, and operations including but not limited to the latest editions of the American Association of State Highway Transportation Officials (AASHTO) and Americans with Disabilities Act (ADA).

#### **12.16.08 Performance Measures**

The City of Pomeroy shall put into place performance standards that are measurable to continuously evaluate the Complete Streets Policy for success and opportunities for improvement. Performance standards may include miles of bicycle facilities or sidewalks, public participation, number of ADA accommodations built, and number of exemptions from this Policy approved.

**12.16.09 Funding**

Complete streets may be achieved through single projects or incrementally through a series of small improvements or maintenance activities over time. It is the City of Pomeroy's intent that all sources of transportation funding be drawn upon to implement complete streets. The City believes that maximum financial flexibility is important to implement complete street principles.

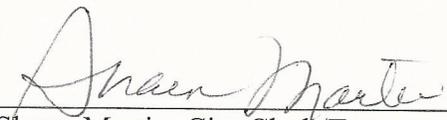
Effective Date. This ordinance shall become effective five (5) days after passage and publication of the attached summary consisting of the title, which is hereby approved.

Passed by Pomeroy City Council this 10<sup>th</sup> day of May, 2016.

APPROVED

  
\_\_\_\_\_  
G. Paul Miller, Mayor

Attest:

  
\_\_\_\_\_  
Shaun Martin, City Clerk/Treasurer