

**Agenda Sheet for City Council Meeting of:**

08/25/2014

Date Rec'd	8/13/2014
Clerk's File #	ORD C35141
Renews #	
Cross Ref #	
Project #	
Bid #	
Requisition #	

Submitting Dept	CITY COUNCIL
Contact Name/Phone	CANDACE 625-6256
Contact E-Mail	CMUMM@SPOKANECITY.ORG
Agenda Item Type	First Reading Ordinance
Agenda Item Name	0320 CROSSWALK ORDINANCE

Agenda Wording

An ordinance to implement Comprehensive Plan policies: TR 1.1, TR 2.6, TR 2.9, TR 3.3, TR 4.20, TR 4.25, TR 5.1, TR 7.1, TR, 7.2, TR 9.3.

Summary (Background)

The City of Spokane Comprehensive Plan of 2001 anticipated an economic trend that is being documented as a primary economic driver in 2014. "The future growth of walkable urban places could provide the same economic base in the 21st century that drivable sub-urbanism did in the mid- to late-20th century." Spokane's Comprehensive Plan anticipated economic development in targeted development areas, the City's 17 Centers and 3 Corridors, which were designated for walkable urban revitalization.

Fiscal Impact	Budget Account
Select \$	#
Select \$	#
Select \$	#
Select \$	#

Approvals		Council Notifications	
Dept Head	STUCKART, BEN	Study Session	PCED Committee
Division Director		Other	Community Assembly,
Finance	LESESNE, MICHELE	Distribution List	
Legal	PICCOLO, MIKE	Richard Rush	
For the Mayor	SANDERS, THERESA	Tirrell Black	
Additional Approvals		Mark Stribousek	
Purchasing		Candace Mumm	
		Mike Piccolo	

FIRST READING OF THE ABOVE ORDINANCE
 WAS HELD ON
8/25/14
 AND FURTHER ACTION WAS DEFERRED

 CITY CLERK

PASSED BY SPOKANE CITY COUNCIL ON
 (As Amended)
9/8/2014

 CITY CLERK



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

Summary (Background)

Preliminary studies indicate a correlation between economic development and regionally significant walkable urban places. "Wealth-creating development in many metropolitan areas has begun a permanent shift away from drivable sub-urban to walkable urban." Walkable urbanism and per capita GDP are also positively correlated. This revision to the City's crosswalk ordinance (17H.010.210) and addition of a regional trails section (17H.010.215) provides a foundational element of economic vitality: functional crosswalks. Neighborhood sub-area planning since Comprehensive Plan adoption has restated and reinforced our citizens' intention to establish walkable neighborhoods and commercial areas. All of these sub-area plans emphasize the importance of walkability to the economic vitality and safety of their neighborhoods.

Fiscal Impact

Select **\$**

Select **\$**

Budget Account

#

#

Distribution List

ORDINANCE NO. C35141

AN ORDINANCE relating to crosswalks; amending SMC section 17H.010.210 and adopting a new section 17H.010.215 to chapter 17H.010 of the Spokane Municipal Code.

The City of Spokane does ordain:

Section 1. That SMC section 17H.010.210 is amended to read as follows:

Section 17H.010.210 Crosswalks

- A. Generally, ~~((painted))~~ marked crosswalks are installed ~~((only))~~ in centers and corridors (CC, DTC, DTG, DTS, DTU zones), adjacent to schools, parks, hospitals, churches, trail crossings and other significant pedestrian-generating facilities, at ((patrolled school crossing and)) signalized intersections and at locations identified in the Pedestrian Master Plan ((as approved by the director of streets)).
- ~~B.~~ On arterial streets at locations identified in section A, marked crosswalks shall be installed at every intersection, on all legs accessible to pedestrians, when the street is reconstructed, resurfaced or when such crosswalks can be funded from grant or programmatic sources. Mid-block marked crosswalks may be installed on arterial streets where significant pedestrian traffic generators exist or where pedestrian conditions warrant. Exceptions to this section are allowed when engineering studies determine that a crosswalk proposed for marking does not meet nationally-recognized safety standards.
- ~~B C.~~ Installation of ((painted)) marked crosswalks at ((either)) locations other than those identified in subsection A requires an engineering study and the approval of the director of streets. Neighborhood councils shall be consulted and their input taken prior to installation or removal of a crosswalk. ((The engineering study shall identify locations where there is a substantial conflict between vehicle and pedestrian movements or where pedestrians could not otherwise recognize the proper place to cross.))
- ~~((C. Any new marked crosswalk must be approved by the director of streets prior to construction.))~~
- ~~D.~~ An advanced stop line shall be located in advance of each crosswalk at an arterial intersection and any mid-block crosswalk in locations defined in Section A, per the Manual on Uniform Traffic Control Devices (MUTCD).
- ~~E.~~ Americans with Disabilities Act (ADA) compliant curb ramps shall be installed at all newly marked crosswalks. The preferred curb ramp design shall be directional

(perpendicular or parallel), as defined by American Association of State Highway and Transportation Officials (AASHTO) guidelines, where right-of-way and topography allow. Guidance per Federal Highway Administration Best Practices Design Guide shall inform curb ramp design.

- F. In the event a bus stop is planned, relocated or modified as part of the establishment of a new crosswalk or improvement thereto, the new bus stop shall meet ADA accessibility standards adopted by reference in 49 CFR 37. Any new bus stop shall not straddle or compromise a crosswalk.
- G. In centers and corridors (CC, DTC, DTG, DTS, DTU zones) on new, resurfaced, rehabilitated or reconstructed arterial intersections with three or more lanes and no traffic signal, marked crosswalks with a mid-point pedestrian refuge shall be constructed, unless in conflict with an adopted sub-area or neighborhood plan or contrary to the findings of an engineering study. Travel lane widths may be narrowed and/or the number of travel lanes may be reduced and/or additional, existing right-of-way may be utilized to accommodate pedestrian refuges. Pedestrian refuges shall be vegetated or treed or otherwise contain elements to establish a sense of place. Landscaping shall be designed and maintained to provide appropriate visibility between pedestrians and approaching motorists from both directions.
- H. Raised crosswalks may be installed in lieu of pedestrian refuges. Detectable warnings shall be included at the curb line on all raised crosswalks.
- I. The design of marked crosswalks on arterial streets shall meet guidance in the Federal Highway Administration Best Practices Design Guide, NACTO or other nationally recognized guidelines.
- J. Crosswalk markings and signs shall be maintained.
- K. Marked crosswalks shall only be removed on the recommendation of the Planning Director, after consultation with the neighborhood council and with City Council approval, which shall be authorized by resolution.
- L. The City administration should adopt policies and guidelines to implement the provisions of this section. Such policies and guidelines shall not conflict with the provisions of this section.

Section 2. That there is adopted a new section 17H.010.215 to chapter 17H.010 of the Spokane Municipal Code to read as follows:

17H.010.215 Regional Trail Crossings

- A. Generally, regional trail crossings are grade separated from the roadway. Where grade separation is not possible, raised crosswalks shall be installed on all

streets at regional trail crossings when either a street is resurfaced or reconstructed or when a new trail is constructed. Detectable warnings shall be included at the curb line.

- B. Traffic controls shall be installed to require street traffic to yield or stop at all on-grade regional trail crossings, per an engineering study.

PASSED by the City Council on September 8, 2014

Ben Sped
Council President

Attest:

Len Hjorten
City Clerk

Approved as to form:

Pat Dell
Assistant City Attorney

David A. Cundin
Mayor

09.25.2014
Date



10.25.2014
Effective Date