

Chapter 12.26 - STREET DESIGN AND PLANNING STANDARDS

Sections:

12.26.010 - Reserved.

12.26.020 - Access to public streets.

Access to public streets shall conform to the requirements listed herein. The city shall have the authority to limit access and designate access locations on public streets under the jurisdiction of the city. Access to streets and highways under U.S. Government or state of Washington jurisdiction must be formally approved by those entities at the applicant's initiative and expense. Additionally, regulation and control of vehicular access and connection points of ingress to and egress from the state highway system within the city are regulated by RCW 47.50.

(Ord. 2008-10-821, 2008)

12.26.030 - Complete streets.

In this section, "complete street" means a road that is 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, building and operating of all roadways.

- A. The city of White Salmon will plan for, design and construct all new transportation projects to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities in comprehensive and connected network with the following exceptions:
 - a. Where their establishment would be contrary to public health and safety;
 - b. Where there is no identified long-term need; or
 - c. Where there is significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
 - d. Where there is significant adverse impacts on neighboring land uses, including impacts from right-of-way acquisition; or
 - e. Where the public works director grants a documented exception which may only be authorized in specific situations where conditions warrant. Such site-specific exceptions shall not constitute general changes to the standards set in WSMC 12.26.020.
- B. Except in unusual or extraordinary circumstances, complete streets principles may not apply to the following.
 - a. Repairs made pursuant to pavement opening and restoration allowed by approval of the public works director.
 - b. Ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes).
- C. Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the city'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 streets principles.

- D. Street design must provide for the maximum loading conditions anticipated. The width and grade of the pavement must conform to specific standards set forth herein for safety and uniformity.

(Ord. No. 2013-03-913, § 1, 3-20-2013)