ORDINANCE NO. 1253

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, ADOPTING A NON-MOTORIZED TRANSPORTATION PLAN AS PART OF THE COMPREHENSIVE PLAN

WHEREAS, the City sorely lacks sidewalks and bicycle lanes, and

WHEREAS, consultants have prepared a Non-Motorized Transportation Plan to remedy that lack, and

WHEREAS, the Planning Commission has held a public hearing and recommended approval; and

WHEREAS, SEPA has been complied with by means of a Determination of Nonsignificance, and

WHEREAS, per the criteria for amending the Comprehensive Plan set forth in BLMC § 14.140.090, 1) the amendments are consistent with the goals and policies of the Comprehensive Plan, 2) the comprehensive plan would remain internally consistent, 3) the amendments are consistent with the Countywide Planning Policies, 4) the amendments are consistent with the Growth Management Act, and 5) the amendments advance the public health, safety, or welfare and are in the best interest of the residents of Bonney Lake.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. The attached Non-Motorized Transportation Plan dated August 2007 is hereby adopted as part of the Comprehensive Plan’s Transportation Element.

Section 2. The text of the “Pedestrian and Bicycle System” section of the Transportation Element of the Comprehensive Plan, on Pages 19 and 20, is hereby deleted. In its place, under the same heading, shall be inserted the words, “The City hereby adopts by reference the Non-Motorized Transportation Plan dated August 2007 as a component of the Transportation Element.”

Section 3. This ordinance concerns powers vested solely in the Council, is not subject to referendum, and shall take effect five (5) days after its passage, approval and publication as required by law.

PASSED by the City Council and approved by the Mayor this 28th day of August, 2007.
ATTEST:
Harwood Edvalson
City Clerk

APPROVED AS TO FORM:
James Dionne
City Attorney

Passed: 8/28/07
Valid: 8/28/07
Published: 8/31/07
Effective Date: 9/5/07

__________________________
Neil Johnson,
Mayor
Non-Motorized Transportation Plan

July, 2007
Executive Summary
EXECUTIVE SUMMARY

The Non-Motorized Transportation Plan (NMTP) is intended to provide a comprehensive plan to enhance the Bonney Lake urban area pedestrian and bicycle system. This effort was initiated by the City of Bonney Lake (the City), with a primary emphasis on preparing a non-motorized plan as part of their Comprehensive Plan update.

The City of Bonney Lake is a rapidly developing urban community. New activity centers are emerging along SR 410 and in the Bonney Lake core area. As urban development continues there is increased demand for walking and cycling connections with Bonney Lake's activity centers.

The City's roadway system was originally constructed to rural standards – many of which now lack adequate pedestrian and bicycle facilities – especially along streets that are now experiencing much higher traffic volumes. The City has recently adopted its Transportation Plan and is poised to construct new streets, widen existing streets, and develop intersection improvements in critical areas within the next few years. Many of these projects include new sidewalk and bicycle facilities. Even with these improvements, however, pedestrian and cycling access to critical activity centers, like schools and parks, remains poorly served by inadequate (mostly missing) sidewalks, bicycle lanes, multi-use paths and trails. Bonney Lake is also planning to expand its park system. A few discontinuous trails and multi-use paths within the City compliment the limited, base pedestrian/bicycle infrastructure; however, these trails generally lack critical connectors and therefore do not adequately serve the public need.

To date, Bonney Lake has not developed a comprehensive plan which focuses on non-motorized travel within the City. The City needs to identify and prioritize its critical non-motorized system improvements. Also, the City needs to adopt a new policy which requires non-motorized project development and NMTP consistency either as part of any street construction project of land development which abuts a city street where frontage improvements are required.

Secondarily, the City also expressed the need to address federal pedestrian planning guidelines and the regulatory requirements of the Americans With Disabilities Act (ADA). The City generally has jurisdiction and responsibility for most public roads and streets within Bonney Lake, Washington, except state highways and some county jurisdiction.

The Americans With Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, access to public accommodations,
Bonney Lake Non-Motorized Transportation Plan

transportation, and telecommunications. There are five titles or parts to the ADA; Title II is of most concern to the City. Bonney Lake's NMTP is intended to address the most recent ADA policies and rules.

Title II of the ADA prohibits state and local governments from discriminating against persons with disabilities by requiring them to make all programs, services, and activities accessible to persons with disabilities. Title II requires that a public entity must evaluate its services, programs, policies, and practices to determine whether they are in compliance with the nondiscrimination requirements of the ADA. The ADA requires that a Transition Plan be prepared, to describe any structural or physical changes required to make programs accessible. The Transition Plan is intended to outline the methods by which physical or structural changes will be made to effect the non-discrimination policies described in Title II.

Commensurate with the ADA requirements for inventory and self-evaluation, the City targeted a significant portion of the overall planning effort to complete a walking inventory of the entire, street-side pedestrian system within the Bonney Lake urban area. More than 185 miles of existing and missing sidewalks and 571 curb ramps were inventoried and assessed as part of the City's Evaluation. Documenting the location, type and condition of sidewalks and curb ramps is an important step in the pedestrian planning effort. A full inventory of missing sidewalks helps identify the critical "gaps" to fill. The City has successfully completed a thorough inventory of the pedestrian system as the basis of the NMTP planning effort. Prior to the NMTP effort, no such inventory existed.

In the course of defining the work plan the City also elected to inventory the bicycle system (street width and lane demarcations) to help identify candidate corridors for bicycle lane and bicycle route enhancements. Both Pierce County (the county in which Bonney Lake is located) and the Puget Sound Regional Council (PSRC, the region's metropolitan planning organization) have adopted Non-Motorized Transportation Plans, which apply to the Bonney Lake urban area. The City also has a plan for the Fennel Creek Corridor, where a significant shared use facility has been proposed.

The NMTP provides the City with the added background inventory, assessment and general recommendations for bicycle corridor enhancements to fill in critical bicycle system gaps.

Bonney Lake's NMTP contains a summary evaluation of the existing pedestrian and bicycle facilities, and provides comprehensive recommendations for future facilities. Key components of the NMTP include:

- A Community Involvement program to effectively engage City Council and major stakeholders in the NMTP effort.

BONNEYLAKE

Executive Summary
Bonney Lake Non-Motorized Transportation Plan

- An inventory and condition assessment of all existing sidewalks and curb ramps in the urban area of Bonney Lake.
- A methodology for prioritizing pedestrian projects.
- A bikeway route map.
- A Local Design Guide for pedestrian facilities, including recommended changes to existing City design standards.
- Recommended measures to implement the NMTP, including the identification of high priority project examples.

Chapter 1 - Community Involvement
The Community Involvement effort included a series of public and City Council meetings to best inform the general public.

The NMTP findings and highlights were included with other Transportation Plan and Comprehensive Plan information as part of each meeting. The NMTP recommendations are based on input from the community and Bonney Lake City Council, in addition to the consulting team's expertise and application of best practices in pedestrian and bicycle planning.

Chapter 2 - Inventory And Evaluation
The largest single component of the plan was a sidewalk and curb ramp inventory and condition assessment. Throughout the summer of 2005, data collection using hand-held Global Positioning System (GPS) units was conducted to fully inventory the pedestrian facilities in the urban area of Bonney Lake. The result of the inventory is a map and database of existing and missing sidewalks and curb ramps. The inventory database was formatted specifically for GIS analysis and was added to Bonney Lake's GIS-based mapping themes for interim analysis and evaluation.

The condition assessment incorporates a thorough record of physical conditions, including cross slope, the presence of obstructions such as utility poles and mailboxes, general condition of the sidewalks such as cracks and vertical displacements, the design and presence of curb ramps, and missing sidewalk segments and curb ramps. This data makes it easier for the City to determine which existing sidewalks need to be upgraded or replaced, and where missing segments should be installed.

By successfully deploying the GPS-based data collection effort the City was able to fully inventory the critical pedestrian facilities within the Bonney Lake urban area. The inventory effort was completed within the pre-planning estimates for staffing and schedule, and was successfully formatted and assimilated in the City's GIS database. The Evaluation and scoring provides one of the essential measures from which the City analyzes, identifies and prioritizes pedestrian improvements (see Chapter 3).

Chapter 3 - Methodology For Prioritizing Pedestrian Projects
The City of Bonney Lake has made a substantial commitment to pedestrian facilities, primarily part of more recently completed street projects. These projects have generally included the installation of new sidewalks. Based on the Inventory and Evaluation, the NMTP identifies the need for additional sidewalk improvements.
The Pedestrian Priority Index (PPI) was developed to provide the City with an objective methodology for selecting and prioritizing pedestrian system improvements. This methodology provides an initial basis for project identification as input into the City’s Comprehensive Plan and its Transportation Plan.

Future pedestrian improvements in Bonney Lake should be prioritized so the City can effectively implement the NMTP recommendations. The City’s Pedestrian Priority Index (PPI) was based on measures for:

**Accessibility** - The closer that needed pedestrian improvements projects are located to various important trip generators and transportation facilities, the higher their priority. A series of critical accessibility indices are grouped into a composite Accessibility Index to help prioritize improvements.

The PPI also helps ensure that sidewalks and curb ramps get built first where pedestrians’ needs are the greatest.

**Pedestrian Improvement Needs**

The cost to build new and improved sidewalks and curb ramps compliant with the ADA is estimated at about $32.7 million. Table 1 summarizes these pedestrian improvement cost estimates by priority and improvement type. Top priority pedestrian improvement projects in the Bonney Lake urban area are estimated to cost about $6.4 million, most of which are new sidewalks along arterial and collector streets. New sidewalk improvement costs also comprise a large portion of the Moderate priorities.

These costs do not include those sidewalk improvements as part of street projects already included within the City’s Transportation Plan (CIP).

**Table 1: Pedestrian Improvement Costs (2007 costs, in millions).**

<table>
<thead>
<tr>
<th>Streets</th>
<th>Top</th>
<th>Moderate</th>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$19.1</td>
<td>$24.6</td>
<td>$5.2</td>
<td>$49.9</td>
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</table>

**Chapter 4 – Recommended Bicycle Facilities**

The NMTP includes a Bikeway Map which identifies streets where new, on-street bicycle lanes and bicycle routes should be installed or designated. These recommendations help fully connect the bicycle system already identified in the Fennel Creek Trail Plan.

The City should consider a range of techniques to add on-street bicycle lanes along critical street segments:
Bonney Lake Non-Motorized Transportation Plan

- A few streets already have sufficient width and just need bicycle lane pavement markings.
- Other streets have adequate width but require either removal of on-street parking or the striping of narrower travel lanes to accommodate on-street bicycle lanes. The street re-striping can occur during normal street maintenance activities.
- Many existing streets are scheduled for widening in the City's CIP, and several new streets are planned in Bonney Lake. On-street bicycle lanes can be incorporated into the larger street projects.

Where street space is limited, the NMTP identifies shared-lane route improvements for signing and pavement markings.

The recommended on-street bicycle facilities are coordinated with the off-street facilities (multi-use paths) that have already been identified as parts of the Fennel Creek Trail Plan and the Pierce County Non-Motorized Transportation Plan, which will result in a comprehensive bicycle route network throughout Bonney Lake. Further, the City should coordinate with other agencies to develop a Bicycle Master Plan.

Chapter 5 - Local Design Guide For Bonney Lake Pedestrian Facilities

The Local Design Guide contained in this chapter is suggested for use in updating and revising the City of Bonney Lake's Public Works Design Standards. As a background resource and beginning point, the Federal Highway Administration has completed an important guideline for the design of ADA-compliant pedestrian facilities. Based on Designing Sidewalks and Trails for Access, Bonney Lake's Local Design Guide is being developed to address critical pedestrian design issues in the City. The Local Design Guide highlights significant local design features relative to the ADA requirements based on this premise: accessible design is the foundation for all pedestrian design. The Bonney Lake Local Design Guide identifies the sidewalks, curb ramp and driveway crossing standards that should be amended to best comply with the ADA. Other policies and standards should be re-evaluated so the City can better provide a balance of transportation facilities to best meet the multi-modal needs and expectations of Bonney Lake residents.

Example of Sidewalk Driveway Crossings
Chapter 6 - Recommended Measures to Implement the NMTP

The City of Bonney Lake serves a critical role in the planning, development and construction of needed pedestrian improvements. That role will likely be expanded to meet the needs identified in the NMTP. A number of planning issues are identified in the NMTP that will require the City's attention and in some cases further evaluation. The NMTP recommends completion of a local street design option assessment (choosing whether to apply current Bonney Lake street standards for sidewalk improvements on local streets – or testing other techniques as has the City of Seattle), ongoing refinement to project priorities, refinement to design standards, and better site-plan review processes. Follow-up planning efforts to focus on critical walk-to-school routes are also important measures that help implement the findings and recommendations of the NMTP.

How will Pedestrian Improvement Projects Be Defined?
Defining short-term projects will involve more detailed planning than simply selecting the high priority projects to construct based on the PPI. Other issues that will affect project priority-setting include:
- Defining “packaged” pedestrian improvements that span or mix priorities, resulting in comprehensive corridor enhancements for construction programming and cost efficiencies
- Complimenting long-range street projects with intersecting sidewalk and curb ramp improvements to complete neighborhood accessibility

How will Pedestrian Improvement Projects Be Funded?
Raising new revenue to pay for NMTP projects will require policy-makers to consider a number of options. The NMTP identifies several options, including local improvement district formation (to raise localized property taxes), seeking state and federal grants, possible bond measures (to raise city-wide taxes) and the possibility of dedicating a larger portion of the general fund towards annual completion of the NMTP projects.

Bonney Lake neighborhoods and interest groups are focusing on street and pedestrian traffic safety issues. As continued growth occurs in Bonney Lake, so too will traffic congestion. The public’s interest in neighborhood pedestrian safety likely grow, and residents will be calling on the City for even greater assistance to help improve pedestrian and neighborhood traffic conditions. It is also very likely that more detailed federal policies and ADA rules are forthcoming in the near future. These policies may require the City to expand its efforts to develop and refine internal policies and standards to guide pedestrian plans and projects.

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To view the Non-Motorized Transportation Plan for AB07-164 – Draft Ordinance D07-164, please visit the City of Bonney Lake Website at:

www.ci.bonney-lake.wa.us

Then click:
1. Government Link
2. Council Action
3. Agendas ~ look for 8/14 agenda.

Then Click on the section of the agenda that you wish to read.
ADOPTED ORDINANCES

Ordinance 1251 [D07-13] An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Adding A New Chapter 2.70 Of The Bonney Lake Municipal Code Relating To The Procurement And Disposition Of Goods And Services For The City, And Repealing Chapters 2.56 And 3.88 Of The Bonney Lake Municipal Code, And Ordinance Nos. 1017, 928, 742, 867, 1175, 859, 877, 993, 1134, And 872, And Resolution No. 1021. (Adopted August 28, 2007 and effective thirty days after the date of adoption.)

Ordinance 1252 [D07-157] - An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending Title 16 Of The BLMC And Ordinance No. 1070 To Allow Permeable-Surfaced Trails Within 50 Feet Of Streams. (Adopted August 28, 2007 and effective thirty days after the date of adoption.)

Ordinance 1253 [D07-164] - An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Adopting A Non-Motorized Transportation Plan As Part Of The Comprehensive Plan. (Adopted August 14, 2007 and effective five days after the date of publication.)

The full text of the ordinances, summarized in this notice and adopted by the Bonney Lake City Council as indicated, are available at City Hall, 19306 Bonney Lake Boulevard, PO BOX 7380, Bonney Lake, WA, 98391, or will be mailed upon request.

-- Harwood T. Edvalson, City Clerk
COMMUNITY DEVELOPMENT COMMITTEE

DATE: August 6, 2007

ORIGINATOR: Steve Ladd  TITLE: Planning Manager

SUBJECT: Non-Motorized Transportation Plan

ORDINANCE/RESOLUTION # D07-164

REQUEST OR RECOMMENDATION BY ORIGINATOR:
Adopt ordinance D07-164 adopting the Non-Motorized Transportation Plan as part of the Comprehensive Plan WHEN we receive the finished plan from Transpo (promised this week).

ISSUE AND DOCUMENTS HAVE BEEN REVIEWED AND APPROVED BY THE
FINANCE DIRECTOR
CITY ATTORNEY N/A

BUDGETED ITEM:
Budget Impact 0
Retainage

COMMITTEE ACTION: RECOMMEND APPROVAL TO COUNCIL

DATE APPROVED DISAPPROVED

James Rackley, Chairman 8-6-07
Mark Hamilton 8-6-07
David Bowen 8-6-07

COMMITTEE COMMENTS:

COMMITTEE'S RECOMMENDATION TO FORWARD TO:
CITY CLERK
CITY ATTORNEY

Please schedule for City Council Meeting date of: (depends on when Plan is received)
Consent Agenda: ☐ Yes ☐ No
City of Bonney Lake, Washington  
Council Agenda Bill (C.A.B.) Approval Form

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**BUDGET INFORMATION**

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**Explanation:**
See cost estimates in Non-Motorized Transportation Plan.

**Agenda Subject:**
Non-Motorized Transportation Plan

**Administrative Recommendation:**
Adopt ordinance D07-164 adopting the Non-Motorized Transportation Plan.

**Background Summary:**
Transpo has prepared for the City a Non-Motorized Transportation Plan that will guide construction of sidewalks and bike lanes, which are sorely missing on the City’s streets. The Planning Commission held the public hearing and recommended approval on April 4, 2007. SEPA has been complied with by means of a Determination of Non-Significance.

Postponed from 8/14 Council Meeting.

Council members, please bring copies from 8/14 agenda packet.

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<th>Council Committee Dates</th>
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**Council Action:**

Council Call for Hearing: Council Hearings Date:

Council Referred Back to: Workshop: Committee

Council Tabled Until: Council Meeting Dates:

**Signatures:**

Date City Attorney reviewed