

ORDINANCE NO. 34-20

AN ORDINANCE of the City of Richland amending Chapter 12.02 of the Richland Municipal Code related to street classifications.

WHEREAS, the City has need, from time to time, to update the Richland Municipal Code to eliminate ambiguity, remedy conflict with state or federal law, and bring the code into alignment with current practices; and

WHEREAS, Chapter 12.02 defines characteristics of streets according to a classification system; and

WHEREAS, the Federal Highway Administration and the Washington State Department of Transportation maintain a system of street classifications for all public streets, including those owned and maintained by local governments; and

WHEREAS, a system of street classification enables the City to develop and apply regulations and standards to streets that are appropriate to their classification and character, and that promote safe and efficient travel within the city; and

WHEREAS, Chapter 12.02 RMC currently includes terminology not in alignment with state and federal classification systems; and

WHEREAS, the City's geographic expansion over time, and the development and improvement of property to include new streets, has caused the City's street classification system to become outdated; and

WHEREAS, changes to the City's street classification system are subject to the Washington State Department of Transportation's review and approval.

NOW, THEREFORE, BE IT ORDAINED by the City of Richland as follows:

Section 1. Chapter 12.02 of the Richland Municipal Code, entitled Street Functional Classification Plan, as first enacted by Ordinance No. 202, and last modified by Ordinance No. 27-12, is hereby amended as follows:

**Chapter 12.02
STREET FUNCTIONAL CLASSIFICATION PLAN**

Sections:

- 12.02.010 Purpose.**
- 12.02.020 Intent.**
- 12.02.030 Principal arterials.**
- 12.02.040 Minor arterials.**
- 12.02.050 Major collector streets.**
- 12.02.060 Minor collector streets.**

- 12.02.070 Local streets.**
- 12.02.075 Private Streets.**
- 12.02.080 Implementation.**

12.02.010 Purpose.

All roads within the city shall be classified as principal arterials, minor arterials, major collector streets, minor collector streets, ~~or~~ local streets or private streets.

12.02.020 Intent.

Functional classification is the process by which streets are grouped into classes, or systems, according to the character of the service they are intended to provide. Most travel involves a movement through a network of streets. It becomes necessary then to determine how this travel can be channelized within the network in a safe, logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular street should play in serving the flow of trips through a street network.

Streets identified in the functional classification system are derived from existing streets and those identified on the city's transportation improvement plan (TIP), which is adopted by the city council annually. The TIP is a planning document to facilitate the funding and construction of the city's transportation element of the comprehensive plan.

Unconstructed portions of streets and corridors as designated on the TIP have been included to provide the long-range planning and regulatory control necessary to protect and maintain the function of the street/corridor.

The following descriptions of street classifications are intended to align with the state and federally defined street classification system. Washington State is responsible for classification of the state and federal routes within city limits, including State Route 240 (SR-240), Interstate 182 (I-182), and State Route 224 (SR-224). The City's street classification system is defined to support the state classifications and leverage the character of the state routes for safe and efficient travel within the city.

12.02.030 Principal arterials.

Principal arterials provide travel service (high mobility) for major traffic movements within the city. They serve as major centers of activity, intra-area travel between suburban centers, between larger communities, and between major trip generators. Principal arterials serve the longest trips and carry the major portion of trips entering and leaving the overall area. Typically they are one of the highest traffic volume corridors in the city. They frequently serve as important inter-urban and inter-city bus routes. The Average Daily Traffic (ADT) is typically in the range of 12,000 to 40,000 vehicles per day. The spacing of principal arterials is usually about one mile. Service to abutting land should be subordinate to the provision of travel service for major traffic movements. Desirably it is located on community and neighborhood boundaries or adjacent to but not through major shopping centers, parks and other homogeneous areas.

12.02.040 Minor arterials.

Minor arterials interconnect with and augment the principal arterial system. Minor arterials connect major arterials to collector streets and small generators. They provide service to medium size generators, such as less intensive commercial development, high schools and some middle/grade schools, warehousing areas, active parks and ball fields and other land uses with similar trip generation potential. They distribute travel to smaller geographic areas and communities than those identified within the principal arterial system. They provide travel service trips of moderate length of a somewhat lower level of travel mobility than principal arterials. The ~~design-year~~ ADT is typically in the range of ~~2,500~~ 5,000 to 15,000 vehicles per day. Spacing of minor arterials is usually less than one mile in fully developed areas. They provide intra-community continuity and are typically a continuous street with a direct rather than meandering alignment. They may carry local bus routes.

Minor arterials allow for more emphasis on land access than the principal arterial system, but are still mobility oriented. They usually do not penetrate identifiable neighborhoods.

12.02.050 Major collector streets.

Major collector streets distribute trips between the principal and minor arterials and the ultimate destination, or may collect traffic from the neighborhood streets and channel it into the arterial system. They carry a low portion of through traffic and a high portion of local traffic with an origin or destination within the area. Major collector streets provide both land access service and traffic mobility with more emphasis given to access. Spacing is approximately one-quarter mile. The ~~design-year~~ ADT is typically in the range of 1,500 to ~~4,000 vehicles per day. The allowable traffic volumes on arterial collector within the South Richland collector street finance plan boundary shall be allowed to increase to no more than~~ 8,000 vehicles per day ~~while the plan is in effect~~.

12.02.060 Minor collector streets.

A minor collector street ~~serves as primary access between the development/subdivision and the arterial/arterial collector system. It~~ distributes and/or collects traffic from the local roads in the residential neighborhood and channels it into onto the arterial and collector street system. It directly serves any major traffic generators within the neighborhood such as a church or an elementary school. It usually serves one moderate sized neighborhood or a combination of a few small developments. It serves little or no through traffic generated outside of the neighborhood. In some instances, a minor collector can be identified in business or industrial parks. The ~~design-year~~ ADT is typically in the range of ~~400~~ 500 to ~~1,500~~ 2,000 vehicles per day.

12.02.070 Local streets.

All streets or parts of streets owned by the City and not designated as principal arterials, minor arterials, major collector streets or minor collector streets are classified and designated as local streets. Local streets provide direct access from abutting property to the arterial and collector street system. They are typically of limited length ~~an internal subdivision road~~ and service to through traffic across multiple developments is deliberately discouraged. Typical ADT is generally less than 1,000 vehicles per day.

12.02.075 Private Street.

Private streets are streets constructed on private property that are dedicated to general public use by a formal property dedication. Private streets are generally established for the benefit of the adjacent property owners and their need to connect to the public street network. Private streets are generally of the character of a public local street as described above in that they support low volumes of travel and serve the direct property access needs of the adjacent properties.

12.02.080 Implementation.

Street functional classification shall be as designated in the latest adopted version of the FHWA Tri-Cities Urbanized Area Functional Classification System as it pertains to the city of Richland, and as maintained in the WSDOT Data Portal for Functional Classification. The Public Works Director ~~city engineer~~ is directed to implement the street classifications described in this chapter through collaboration with the Washington State Department of Transportation. In addition, the Public Works Director is directed to establish ~~the use of~~ appropriate street design standards, traffic control devices and access regulations consistent with the street classification system.

Section 2. This Ordinance shall take effect the day following its publication in the official newspaper of the City of Richland.

Section 3. Should any section or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, that decision shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part so declared to be invalid.

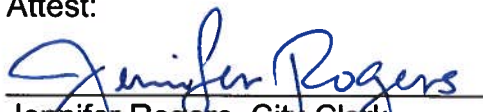
Section 4. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance, including but not limited to the correction of scrivener’s errors/clerical errors, section numbering, references, or similar mistakes of form.

PASSED by the City Council of the City of Richland, Washington, at a regular meeting on the 20th day of October, 2020.



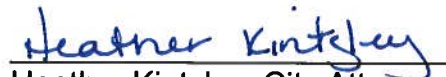
Ryan Lukson, Mayor

Attest:



Jennifer Rogers, City Clerk

Approved as to form:



Heather Kintzley, City Attorney

Date Published: October 25, 2020