EVERETT CITY COUNCIL AGENDA ITEM COVER SHEET

PROJECT TITLE:
An Ordinance relating to the City's integration of "Complete Streets" design principles.

_____	Briefing
_____	Proposed Action
_____	Consent
_____	Action
_____	First Reading
_____	Second Reading
_____	Third Reading
_____	Public Hearing
_____	Budget Advisory

COUNCIL BILL #	CB1609-36
Originating Department	Public Works
Contact Person	Ryan Sass
Phone Number	(425) 257-8942
FOR AGENDA OF	Sept. 14, 2016

Initialed by:
Department Head _____
CAA db
Council President _____

Location	Preceding Action	Attachments	Department(s) Approval
	Resolution 6016	Proposed Ordinance	Public Works

Amount Budgeted	-0-	
Expenditure Required	-0-	Account Number(s):
Budget Remaining	-0-	
Additional Required	-0-	

DETAILED SUMMARY STATEMENT:

Complete Streets is a nationally recognized program established to promote multi-modal transportation and ensure safe access to transportation corridors for all users including pedestrians, bicyclists and transit riders.

The Transportation Element of the City's Comprehensive Plan is consistent with the principles outlined in the Complete Streets program. Additionally, City Council passed a resolution in May of 2008 regarding the adoption of principles outlined in the Complete Streets program.

External funding agencies, such as the Washington State Transportation Improvement Board, have embraced policies that require prospective grant applicants to have adopted an Ordinance incorporating Complete Streets principles to be eligible for funding. To be eligible for future funding opportunities, it is necessary to adopt an ordinance that supports the Complete Streets program.

RECOMMENDATION (Exact action requested of Council):

Adopt an Ordinance relating to the City's integration of "Complete Streets" design principles.

ORDINANCE NO. _____

An Ordinance Relating to the City's integration of "Complete Streets" design principles

WHEREAS, the Transportation Element of the City of Everett's Comprehensive Plan recognizes the need for a balanced, affordable, reliable, convenient and efficient transportation system; and

WHEREAS, a balanced transportation plan takes into account multiple modes of travel including personal vehicles, transit, ridesharing, bicycles and pedestrians; and

WHEREAS, "Complete Streets" is a nationally recognized program, established in 2005 by the National Complete Streets Coalition, promoting policies intended to accommodate and enable safe access for all right of way users and further promoting the safe movement along and across street corridors for pedestrians, bicyclists, and transit riders of all ages and varying abilities; and

WHEREAS, the implementation of improvements consistent with Complete Street principles encourage and facilitate the use of alternative transportation methods resulting in a cleaner environment and a reduced dependence on fossil fuels; and

WHEREAS, policy principles of the Complete Streets program have been incorporated into the Transportation Element of the City's Comprehensive Plan as follows:

- The Goals, Policies and Actions section of the Transportation Element identifies the objective of expanding multi-modal travel opportunities; and
- The Transportation Element encourages walking, bicycling and transit use as safe, convenient and widely available modes of transportation; and
- The Transportation Element plans for a comprehensive, integrated, and connected multi-modal network; and
- The Transportation Element identifies the need for, and provides, an integrated pedestrian and bicycle plan including trails, bike lanes and sidewalks to provide a non-motorized option for accessing transit facilities and for accessing local activity areas directly without driving a vehicle; and
- The Transportation Element directs that the City integrate the planning of sidewalks, walkways, bicycle facilities and trails into overall transportation planning, programming and construction activities; and
- The Transportation Element directs the development and use of appropriate design standards and procedures with a greater emphasis on minimizing person-travel delay, public safety, barrier-free pedestrian oriented accessibility, while assuring the continued movement of goods; and

WHEREAS, Everett's Transportation Element is consistent with the Complete Streets guiding principle to design, operate and maintain Everett's streets to promote safe and convenient access and travel for all users – pedestrians, bicyclists, transit riders, people of various abilities, as well as freight and motor vehicle drivers; and

WHEREAS, Everett's Bicycle Master Plan recognizes and identifies needed bicycle oriented transportation facilities and the City is actively implementing the plan; and

WHEREAS, the City of Everett has been a leader in incorporating Complete Streets principles with the Everett City Council passing a Resolution regarding the adoption of Complete Streets principles in May of 2008, and that the City has consistently incorporated Complete Streets elements into its transportation projects;

NOW, THEREFORE, THE CITY OF EVERETT DOES ORDAIN:

Section 1.
A new Chapter shall be added to the EMC:

CHAPTER 13.77 COMPLETE STREETS

13.77.010 Purpose
The City of Everett shall to the maximum extent practical; plan, scope, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight, and users of all ages and abilities it its new construction, retrofit or reconstruction projects.

13.77.020 Previous City Council Resolution
City Council Resolution 6016, May 2008, pertains to the City's initial adoption of Complete Streets principles.

13.77.030 Transportation Element to Incorporate Complete Streets Principles
The City's Transportation Element of the City's Comprehensive Plan shall incorporate Complete Streets principles to design, operate and maintain Everett's streets. Complete Streets principles ensure that the right of way is planned, designed, constructed, operated and maintained to provide safe access for all users. Complete Streets principles promote safe and convenient access and travel for all users – pedestrians, bicyclists, transit riders, people of various abilities, as well as freight and motor vehicle drivers.

13.77.040 Exceptions
Facilities for pedestrians, bicycles, transit and people of all abilities are not required to be provided when:

A. A documented absence of current or future need exists;
B. Non-motorized users are prohibited by law;
C. Routine maintenance of the transportation network is performed;
D. The cost would be disproportionate to the current or probable future uses;
E. Advancement of a complete network of facilities results in some facilities that emphasize particular uses, (e.g., a bicycle boulevard in proximity to, and as an alternative to, an established freight route) while furthering the overall Complete Streets transportation network.
F. In instances where a documented exception is granted by the City Engineer.

13.77.050 Goal to foster partnerships
It is a goal for the City of Everett to foster partnerships with adjacent local agencies and with transportation funding agencies including WSDOT, FHWA to implement the Complete Streets ordinance and to coordinate facilities at municipal boundaries and agency operational boundaries.

13.77.060 Best Practices Criteria
The City Engineer shall develop and incorporate Transportation Element policies and design criteria based upon recognized best practices in street design, construction, operation and maintenance including, but not limited to, the latest editions of Association of State Highway Transportation Officials (AASHTO), WSDOT, and National Association of City Transportation Officials (NACTO) guidelines, while reflecting the local context and character of the surrounding built and natural environments toward the enhancement of each.

13.77.070 Performance Standards
The City of Everett shall include performance standards within the Transportation Element to evaluate the success and continued implementation of Complete Streets by measuring appropriate transportation metrics such as mode split, mode share targets, and facilities built.

Section 2.
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/clerical errors, references, ordinance numbering, section/subsection numbers, and any internal references.

Section 3.
The City Council hereby declares that should any section, paragraph, sentence, clause or phrase of this ordinance be declared invalid for any reason, it is the intent of the City Council that it would have passed all portions of this ordinance independent of the elimination of any such portion as may be declared invalid.

_____
Ray Stephanson, Mayor

ATTEST:

_____
Sharon Fuller, City Clerk

PASSED: _____

VALID: _____

PUBLISHED: _____

EFFECTIVE DATE: _____