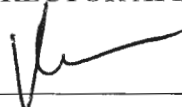


**CITY OF MARYSVILLE AGENDA BILL**  
**EXECUTIVE SUMMARY FOR ACTION**

**CITY COUNCIL MEETING DATE: September 12, 2016**

<b>AGENDA ITEM:</b>	
Ordinance Adopting A Complete Streets Policy	
<b>PREPARED BY:</b>	<b>DIRECTOR APPROVAL:</b>
Jeff Laycock, City Engineer	
<b>DEPARTMENT:</b>	
Engineering	
<b>ATTACHMENTS:</b>	
Ordinance No. _____ RCW 47.04.320	
<b>BUDGET CODE:</b>	<b>AMOUNT:</b>
N/A	N/A
<b>SUMMARY:</b>	

The attached ordinance will implement a Complete Streets Policy by which the City makes complete street practices a routine consideration for transportation projects as an opportunity to improve public streets for all anticipated users including but not limited to motorists, pedestrians, bicyclists, public transportation, emergency vehicles, and freight and commercial vehicles. The City has already incorporated these policies into its comprehensive plan, accounting for pedestrian and bicycle routes, coordinating with Community Transit on public transit, identifying particular truck routes, incorporating applicable street sections into our design and development standards, and constructing projects with elements to accommodate all users.

The Transportation Improvement Board (TIB) has a new grant program available for 2016 which is only available to agencies that have an adopted Complete Streets policy. A policy adopted under ordinance is required per RCW 47.04.320. The grant is an award program through nomination from nominating partners, which include the State and non-profit organizations. These nominating agencies will be submitting their nomination forms to the TIB by October 21, 2016. The amount of funds available in this year's program is \$10 million, with the maximum amount of award per agency between \$250,000 - \$500,000. These funds can be used at the City's discretion towards planning, design and construction activities for Complete Street projects.

**RECOMMENDED ACTION:**

Staff recommends that Council authorize the Mayor to sign and execute the attached ordinance thereby adopting the Complete Streets Policy.

CITY OF MARYSVILLE  
Marysville, Washington

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY OF MARYSVILLE ADOPTING A COMPLETE STREETS POLICY, MAKING COMPLETE STREET PRACTICES A ROUTINE CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR ALL ANTICIPATED USERS INCLUDING BUT NOT LIMITED TO MOTORISTS, PEDESTRIANS, BICYCLISTS, PUBLIC TRANSPORTATION, EMERGENCY VEHICLES, AND FREIGHT AND COMMERCIAL VEHICLES.

**WHEREAS**, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all modes of transportation, including motor vehicles, pedestrians, bicycles, public transportation, emergency vehicles, and freight and commercial vehicles; and

**WHEREAS**, “Complete Streets” is a nationally recognized program promoting policies intended to accommodate and enable safe access for all users regardless of age or ability; 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**, principles of Complete Streets have been incorporated into the Transportation Element of the City’s Comprehensive Plan as follows:

- The Goals and Policies section of the Transportation Element identifies the City as having a safe, efficient and reliable transportation system using a variety of travel modes; and
- The Transportation Element promotes multimodal travel opportunities, such as walking, bicycling and transit use; and
- The Transportation Element plans for a comprehensive, integrated and connected network; and
- The Transportation Element identifies the need for, and provides, an integrated pedestrian and bicycle plan include trails, bicycle lanes and sidewalks to provide a non-motorized option for accessing transit facilities and connecting to local and regional centers; and
- The Transportation Element directs that the City integrate the planning of sidewalks, walkways, bicycle facilities and trails into the overall transportation planning, programming and construction activities; and
- The Transportation Element directs the development and use of appropriate design standards and procedures; and

**WHEREAS**, the City’s Transportation Element policy protects the investment in existing and future street system and associated infrastructure by incorporating the concept of “Complete Streets” as supported by the National Complete Streets Coalition.

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

**Section 1. Complete Streets Vision.** It is the intent of the City of Marysville to plan, design, operate, and maintain streets so that they are safe for users of all ages, all abilities and all income levels as a matter of routine. This Policy directs decision-makers to consistently plan, design, construct, and maintain streets to accommodate all anticipated users including but not limited to motorists, pedestrians, bicyclists, public transportation, emergency vehicles, and freight and commercial vehicles.

**Section 2. Complete Streets Policy.**

The City of Marysville will plan for, design, and construct all new transportation projects to provide appropriate accommodation for motorists, pedestrians, bicyclists, public transportation, emergency vehicles, and freight and commercial vehicles, and persons of all abilities in comprehensive, integrated and connected networks.

Transportation facilities that support the concept of complete streets include, but are not limited to pavement markings, signage, street and sidewalk lighting, sidewalk and pedestrian safety improvements, Americans with Disabilities Act and Title VI compliance, transit accommodations, bicycle accommodations, and appropriate streetscapes that appeal to and promote pedestrian and bicycle use.

Those involved in the planning and design of projects within public right-of-way will give consideration to all users and modes of travel. Transportation improvements shall be viewed as opportunities to create safer and more accessible streets for all users. This shall apply to new construction, reconstruction, and rehabilitation.

**Section 3. Exceptions.**

When approved by the Public Works Director, facilities for motorists, pedestrians, bicyclists, transit users and/or people of all abilities are not required to be provided:

- a) Where their establishment would be contrary to public health and safety;
- b) Where there is no identified need (as established in City Plans and future travel demand models);
- c) For ordinary maintenance activities designed to keep assets in serviceable conditions (e.g., striping, cleaning, sweeping, snowplowing, mowing, spot pavement repair, crack sealing or pothole filling). Pavement preservation projects, such as overlays or paving projects, should include evaluating the condition of existing facilities supporting alternate

transportation modes as well as modifying existing pavement markings and signage that supports such alternative modes as appropriate;

- d) There is a reasonable and equivalent project along the same corridor that is already programmed to provide facilities exempted from the project at hand;
- e) Street reconstruction projects and maintenance paving projects which involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to:
  - require more space than is physically available; or
  - have adverse impacts on environmental resources such as streams, wetlands, floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure.
- f) Where the cost would be disproportionate to the current need or probability of future uses; or
- g) Where unique and specific conditions warrant an exception as authorized and documented by the Public Works Director.

**Section 4. Severability.** If any section, sentence, clause, phrase or word of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, phrase or word of this ordinance.

**Section 5. Effective Date.** This ordinance shall become effective five days after the date of its publication by summary.

PASSED by the City Council and APPROVED by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

CITY OF MARYSVILLE

By \_\_\_\_\_  
Jon Nehring, Mayor

ATTEST:

By \_\_\_\_\_  
April O'Brien, Deputy City Clerk

Approved as to form:

By \_\_\_\_\_

Jon Walker, City Attorney

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_

## **RCW 47.04.320**

### **Complete streets grant program—Purpose—Goals—Awards—Report.**

(1) The transportation improvement board shall establish a complete streets grant program within the department's highways and local programs division, or its successor. During program development, the board shall include, at a minimum, the department of archaeology and historic preservation, local governments, and other organizations or groups that are interested in the complete streets grant program. The purpose of the grant program is to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:

(a) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;

(b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;

(c) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and

(d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

(2) For purposes of this section:

(a) "Eligible project" means (i) a local government street or road retrofit project that includes the addition of, or significant repair to, facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users; or (ii) a retrofit project on city streets or county roads that are part of a state highway that include the addition of, or significant repair to, facilities that provide access with all users in mind, including pedestrians, bicyclists, and public transportation users.

(b) "Local government" means incorporated cities and towns and counties that have adopted a jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles.

(c) "Sound engineering principles" means peer-reviewed, context sensitive solutions guides, reports, and publications, consistent with the purposes of this section.

(3) In carrying out the purposes of this section, the transportation improvement board may award funding, subject to the availability of amounts appropriated for this specific purpose, only to eligible projects that are designed consistent with sound engineering principles.

(4) The transportation improvement board must report annually to the transportation committees of the legislature on the status of any grant projects funded by the program created under this section.

[ 2015 3rd sp.s. c 44 § 401; 2011 c 257 § 2.]

### **NOTES:**

**Effective date—2015 3rd sp.s. c 44:** See note following RCW 46.68.395.

**Intent—2011 c 257:** "Urban main streets should be designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users. Context

sensitive design and engineering principles allow for flexible solutions depending on a community's needs, and result in many positive outcomes for cities and towns, including improving the health and safety of a community. It is the intent of the legislature to encourage street designs that safely meet the needs of all users and also protect and preserve a community's environment and character." [ **2011 c 257 § 1.**]