1542-ORD
9/16/2016

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CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 6308

AN ORDINANCE adopting a Complete Streets policy framework for the City of Bellevue to scope, plan, design, implement, operate, and maintain street corridors and networks in Bellevue that provide safe mobility options and access for everyone; adding a new section 14.60.191 to the Bellevue City Code; and directing the Transportation Commission to review the Comprehensive Plan to determine if any updates or additional policies are warranted in consideration of this Complete Streets policy framework.

WHEREAS, the Washington state legislature has passed the Complete Streets Act (RCW 47.04.320-330), which established a grant program to encourage local governments to adopt ordinances "designed to provide safe access to all" using "context sensitive design and engineering principles [that] allow for flexible solutions depending on a community's needs"; and

WHEREAS, communities neighboring Bellevue, including Redmond, Issaquah, Renton, and Seattle, as well as many other cities in Washington state and across the county, have adopted Complete Streets policies; and

WHEREAS, a Complete Streets policy framework is intended to guide the scoping, planning, design, implementation, operation, and maintenance of a connected network of transportation facilities to comprehensively consider, balance, and incorporate the mobility and access needs of people of all ages and abilities who are walking, bicycling, riding transit, driving, and transporting goods consistent with the need and character of the surrounding community; and

WHEREAS, the Bellevue Comprehensive Plan was updated in 2015, and established the goal to maintain and enhance a comprehensive multimodal transportation system to serve all members of the community with safe and reliable mobility options, including walking, biking, riding transit, and driving; and

WHEREAS, the Bellevue Comprehensive Plan includes 31 policies that express a Complete Streets ethic and support a multimodal approach to the scoping, planning, design, implementation, operation, and maintenance of a transportation system that is accessible to everyone; and

WHEREAS, the Bellevue Pedestrian and Bicycle Transportation Plan and the Bellevue Transit Master Plan guide the development and implementation of pedestrian, bicycle, and transit projects and support advocacy for funding and collaboration; and

WHEREAS, Section 14.60.181 of the Bellevue City Code requires non-motorized facilities to be designed and constructed to meet the intent of applicable requirements of the Americans with Disabilities Act; and

WHEREAS, Section 14.60.190 of the Bellevue City Code references the Bellevue Pedestrian and Bicycle Transportation Plan and specifies the requirements for street frontage improvements to include facilities for pedestrians and bicyclists; and

WHEREAS, the City of Bellevue has endorsed the National Association of City Transportation Officials (NACTO) Urban Street Design Guide to recognize that streets must be safe, sustainable, resilient, multi-modal, and economically beneficial for everyone; and

WHEREAS, the City of Bellevue has endorsed Vision Zero as part of a comprehensive effort to strive to achieve zero traffic deaths and serious injuries on Bellevue streets by 2030; and

WHEREAS, the City of Bellevue recognizes that each street is unique, that each street must serve a range of users in a design that is compatible with the context of the corridor and community; and

WHEREAS, the City of Bellevue recognizes that a complete corridors and complete network approach is a reasonable strategy to provide mobility and access for all modes and users along convenient alternate routes in situations where it is not possible, practical, or desirable to incorporate facilities for all modes on a particular street; and

WHEREAS, a Comprehensive Plan amendment to incorporate a Complete Streets policy framework may ensure that the scoping, planning, design, implementation, operation, and maintenance of the transportation system in the city of Bellevue continues to provide safe mobility options and access for all modes and users; now, therefore,

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City of Bellevue adopts a Complete Streets policy framework as part of an ongoing comprehensive effort to provide a complete and connected transportation system for everyone in Bellevue.

Section 2. Chapter 14.60 of the Bellevue City Code is amended to include a new section 14.60.191 to read as follows:

14.60.191 Complete Streets

A. The City of Bellevue will, to the maximum extent practical, implement Complete Streets. For purposes of this section, Complete Streets means streets that provide appropriate facilities to meet the mobility needs of people of all ages and abilities who are walking, bicycling, riding transit, driving, and transporting goods.

B. Complete Streets will be implemented through the scoping, planning, designing, building, operating, and maintaining an integrated and connected transportation system. In cases where accommodations for a particular mode with a documented need cannot be incorporated along a particular street, accommodation of this mode may be provided along a convenient alternate route.

C. Facilities to accommodate a particular travel mode are not required to be provided, subject to the determination of the Transportation Director, when one or more of the following is present:

1. There is a known absence of current demand and an absence of probable future demand for a particular mode;
2. Modal plans (Pedestrian and Bicycle Transportation Plan, Transit Master Plan) and the Comprehensive Plan do not recommend facilities to support a particular mode;
3. Motorized or non-motorized users are prohibited by law from using the right-of-way;
4. Environmental constraints significantly and adversely affect the feasibility to provide facilities for a particular mode;
5. The cost of facilities for a particular mode would be disproportionate to the current demand and probable future demand;
6. Routine maintenance of the transportation system is performed that does not change the roadway geometry or operations, such as mowing, sweeping, spot repair, pothole repair, and joint or crack sealing;
7. A documented exception is granted by the Transportation Director.

D. The Transportation Director will continue to maintain and update a Transportation Design Manual that incorporates best practices to implement this Compete Streets policy framework, using design resources that include but are not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE), and National Association of City Transportation Officials (NACTO).

Section 3. The City Council directs the Transportation Commission to review the Comprehensive Plan to determine if any updates or additional policies are warranted to incorporate a Complete Streets policy framework. The Transportation Commission will report its findings and recommendations to the City Council for its consideration in determining whether to initiate any Complete Streets policy amendments for the 2017 Comprehensive Plan Amendment package.

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Section 4. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid, the remainder of this Ordinance, or its application to other persons or circumstances is not affected.

Section 5. This Ordinance shall take effect and be in force five (5) days after its passage and legal publication.

Passed by the City Council this 19th day of September, 2016, and signed in authentication of its passage this 20th day of September, 2016.

(SEAL)

John Stokes, Mayor

Approved as to form:

Robert A. Hyde, Deputy City Attorney

Attest:

Kyle Stannert, City Clerk

Published: September 22, 2016.