

**CITY OF DUVALL
WASHINGTON**

ORDINANCE NO. 1200

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DUVALL, WASHINGTON, ADOPTING A “COMPLETE STREETS” POLICY TO ESTABLISH GUIDING GOALS, PRINCIPLES, AND PRACTICES THAT WILL EMPOWER AND DIRECT DUVALL RESIDENTS, ELECTED OFFICIALS, PLANNERS, AND ENGINEERS TO USE AN INTERDISCIPLINARY APPROACH IN THE CREATION OF COMPLETE STREETS THAT WILL RESULT IN INCREASED ACCESS, MOBILITY, AND HEALTH FOR ALL USERS.

WHEREAS, Goal T1 of the Transportation Element of the City of Duvall Comprehensive Plan is to provide transportation infrastructure that enhances the quality of life in existing and new neighborhoods, is safe, and is functional for all users; and

WHEREAS, Goal T4 of the Transportation Element of the City of Duvall Comprehensive Plan is to provide multimodal opportunities that reduce reliance on driving alone and support healthy lifestyles; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation, numerous state transportation agencies, City of Seattle, and other nearby cities; and

WHEREAS, transportation improvements will include an array of facilities and amenities that are recognized as contributing to Complete Streets, including: street and sidewalk lighting; pedestrian and bicycle safety improvements; improvements to promote Healthy Communities, access improvements for freight; compliance with the Americans with Disabilities Act; public transportation improvements; appropriate street trees in suitable planting conditions and locations; sustainable approaches that consider interrelated social, environmental, and economic benefits; and other street amenities;

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

Section 1. “Complete Streets” Policy Adopted. The “Complete Streets” policy as set forth in the attached Exhibit A is hereby adopted.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

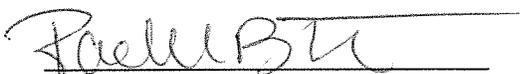
ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE
20th DAY OF September, 2016.

CITY OF DUVALL



Will Ibershof, Mayor

Approved as to form:



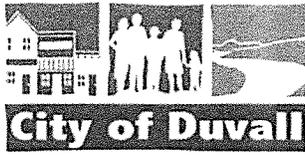
Rachel B. Turpin, City Attorney

ATTEST/AUTHENTICATED:

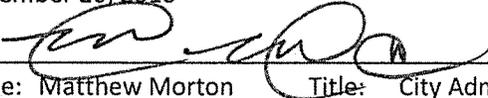


Jodi Wycoff, City Clerk

Passed by the City Council:
Ordinance No.
Date of Publication:



City of Duvall Policy

TITLE:	Complete Streets Policy
EFFECTIVE DATE:	September 20, 2016
APPROVED BY:	 Name: Matthew Morton Title: City Administrator
ATTORNEY REVIEW:	_____ Rachel Turpin
REVISION DATE:	September 15, 2016
STAFF CONTACT:	Boyd E. Benson, Public Works

PURPOSE:

The purpose of this policy is to establish guiding goals, principles, and practices that will empower and direct Duvall residents, elected officials, planners, and engineers to use an interdisciplinary approach in the creation of complete streets that will result in increased access, mobility, and health for all users.

DEFINITIONS:

“Complete Street” means a thoroughfare that is designed to safely accommodate the movement of all travelers regardless of their age, ability, or mode of travel.

OBJECTIVES:

Section 1. Transportation Projects

Transportation projects within the City of Duvall are to be designed, constructed, retrofitted, operated, and maintained in a manner that advances the following complete streets objectives:

1. Involves local residents and stakeholders in the planning and design process;
2. Empowers residents to choose a mode of travel best suited to their needs and capabilities;
3. Meets the safety and convenience needs of all transportation system users including pedestrians, bicyclists, transit riders, motorists, commercial users, emergency responders, adjacent land owners as well as those who require special accommodations such as people with disabilities, the elderly, and school-age children;
4. Establishes an integrated, efficient, and connected transportation network that supports compact, sustainable urban development;
5. Promotes a healthy community by encouraging walking, bicycling, and use of public transportation;

6. Integrates the provision of appropriate street trees in suitable planting conditions and locations as primary Complete Street design elements.
7. Provides for the physical comfort and enjoyment of all travelers through the provision of streetscape amenities where appropriate such planting areas, furniture, dedicated travel and parking lanes, and medians; with special attention to given to the aesthetic details that enhance the traveler's experience such as decorative lighting poles, decorative pavers, public art, and the undergrounding of utilities; and
8. Protects the environment by providing safe alternatives to single-occupancy driving thereby reducing congestion, carbon dioxide emissions, and dependence on fossil fuels and other energy sources.
9. Utilizes sustainable approaches that consider interrelated social, environmental, and economic benefits.

PROCEDURES:

Section 1. Transportation Projects

The planning and design of thoroughfares should be consistent with and supportive of local neighborhoods, commercial and recreational centers, and safe routes to school while recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost-effective manner.

Section 2. Cooperation

Public, private, and non-profit organizations should be encouraged by the City to cooperate and promote complete streets principles and practices as part of planning, design, education, and project implementation.

Section 3. Facilities

Transportation facilities that support the concept of complete streets include, but are not limited to: pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Americans with Disabilities Act (ADA); school-aged children accommodation; transit accommodations; bicycle accommodations including appropriate signage and markings; sustainability and environmental improvement; and streetscapes that appeal to and promote safe multi-modal use.

Section 4. Development Plans, Code, and Standards

Comprehensive Plan, Duvall Municipal Code, and Public Works Development Design Standard updates will address complete streets implementation as it relates to private and public development. Complete street components, which can often be implemented as low-cost project additions (such as bicycle channelization), should be considered as part of public infrastructure and roadway planning and construction.

EXCEPTIONS:

Section 1. Public Works Director

Exceptions to this policy may be determined by the Public Work Director under the circumstances listed below:

1. Street projects may exclude those elements of this policy that would require the

- accommodation of street requirements prohibited by law or waived by judicial or quasi-judicial review;
2. Ordinary maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity;
 3. Bicycle lane installation may be omitted in locations not identified on the adopted Bicycle Route Map; and
 4. Trail installation may be omitted in locations not identified on the adopted Trail System Map.

Section 2. City Administration

Exceptions to this policy may be determined by City Administration upon recommendation by the Public Works Director under the circumstances listed below:

1. 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:
 - a. Require more space than is physically available, or
 - b. Be located where both current and future demand is proven absent, or
 - c. Substantially increase project costs and equivalent alternatives exist within close proximity, or
 - d. Have adverse impacts on environmental resources such as streams, wetlands, steep slopes, floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure.