

ORDINANCE NO. 4207

AN ORDINANCE of the City Council of the City of Kent, Washington, amending Title 6 of the Kent City Code by adopting a new chapter 6.14 pertaining to "complete streets."

RECITALS

A. The complete streets concept promotes streets that are safe and convenient for all users, including pedestrians, bicyclists, transit riders, freight haulers and motor vehicle drivers of all ages and abilities.

B. Streets constitute a large portion of public space generally, and should be corridors for all modes of transportation.

C. Streets that support and invite multiple uses are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles and freight.

D. Trends in energy and transportation costs, air quality, public health and economic development necessitate a more comprehensive approach to mobility.

E. The City of Kent engaged residents during the Let's Go Kent project in 2010, which focused on improving the walking and biking network. Residents repeatedly expressed the desire for better walking and biking options.

F. There are practical limits to the expansion of roadways in response to traffic congestion. Promoting pedestrian, bicycle and transit travel as an alternative to automobile usage can reduce congestion, reduce the negative environmental impacts of automobiles, and also reduce transportation costs for residents and commuters.

G. A 2007 Washington State Department of Transportation survey found that a lack of pedestrian and bicycle infrastructure, such as sidewalks and bicycle lanes, is a primary reason why Washington residents do not walk or bicycle more frequently.

H. The United States Congress and the National Association of Local Boards of Health specifically recommend complete streets policies as a strategy to increase pedestrian and bicycle travel modes. Complete streets legislation has been adopted by the United States Department of Transportation and numerous state transportation agencies, as well as cities such as Seattle, Kirkland, Redmond, Portland, San Francisco, San Diego, Boulder and Chicago. The complete streets concept is also supported by the Institute of Traffic Engineers, American Planning Association, United States Centers for Disease Control and Prevention, American Public Health Association, and many other transportation, planning and public health professionals. Washington State's complete streets grant program is described in RCW 47.04.320 and 47.04.325.

I. The Strategic Plan adopted by the City Council includes a vision of a safe, connected and beautiful city, culturally vibrant with richly diverse urban centers. Safety and connectivity can only be achieved if all users' needs are taken into account during planning and implementation of roadway projects.

J. The Comprehensive Plan and Transportation Master Plan for the City of Kent both contain policies and goals supportive of complete streets concepts, including: policies to promote walking and bicycling; policies regarding level of service for pedestrians, bicycles and transit; policies to provide non-motorized facilities; and many more.

K. Planning staff introduced a description of and the need for complete streets at a regularly-scheduled Land Use and Planning Board ("LUPB") workshop on May 23, 2016, and received authorization from the LUPB to draft a policy and ordinance to implement the complete streets concept for new development within the City of Kent.

L. The City determined that due to the procedural nature of this amendment (which includes no development regulations), neither notification to the State nor State Environmental Policy Act review is required.

M. Planning staff presented the draft ordinance and policy at a public hearing held by the LUPB on June 13, 2016. The LUPB moved to recommend to the City Council adoption of the ordinance and policy as presented by staff.

N. The Public Works Committee, at its regularly-scheduled meeting on June 20, 2016, moved to accept the recommendation of the LUPB, and forward the matter for consideration by the full City Council.

O. The City Council, at its regularly scheduled meeting on July 19, 2016, adopted the ordinance and policy as presented by staff.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENT, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

ORDINANCE

SECTION 1. - *New Chapter.* Title 6 of the Kent City Code is amended by adding a new chapter 6.14, entitled "Complete Streets," to read as follows:

**CHAPTER 6.14
COMPLETE STREETS**

Sec. 6.14.010 Vision. The city endorses the concept of complete streets, which promotes roadways that are safe, convenient and attractive for all users regardless of age and ability, including pedestrians, bicyclists, transit riders, freight haulers and motor vehicle drivers. The vision of complete streets is a community in which all residents and visitors can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel.

Sec. 6.14.020 Policy.

A. The city will plan for, design, construct, operate and maintain an appropriate and integrated transportation system that will meet the needs of pedestrians, bicyclists, wheelchair users, transit riders, freight haulers, motorists, emergency responders and residents of all ages and abilities.

B. Transportation system facilities that support the concept of complete streets shall include, but are not limited to: pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Americans with Disabilities Act ("ADA") and Title VI compliance; transit accommodations; bicycle accommodations, including signage and markings; and, as appropriate, streetscapes that appeal to and promote all modes of travel. The system's design will be consistent with and supportive of local neighborhoods, recognizing that transportation

needs vary and must be balanced in a flexible, safe and cost-effective manner.

Sec. 6.14.030 Applicability. The city will plan for, design and construct all new city transportation improvement projects to provide appropriate and safe accommodation for pedestrians, bicyclists, transit riders, freight haulers, motor vehicles and persons of all abilities. Those involved in the planning and design of projects within the public right-of-way will give consideration to all users and modes of travel from the start of planning and design work consistent with approved plans. Transportation system improvements shall be viewed as opportunities to create safer, more accessible streets for all users. This shall apply to new construction, reconstruction and rehabilitation. The city may create a checklist that will assist in considering modes of travel in the planning and design of transportation system improvements. ADA-specific projects, such as the installation of ramps or other improvements required for improved accessibility, are exempt from complete streets consideration, as are ordinary maintenance activities such as mowing, sweeping, spot repair, joint sealing, pothole filling, and installation of raised pavement markers.

Sec. 6.14.050 Plans and standards. As city plans, guidelines and standards are updated, consideration shall be given to complete streets concepts to ensure that new regulations and practices comply with this chapter and the latest in applicable complete streets research and best practices. Examples of plans and standards include, but are not limited to the Design and Construction Standards and the Transportation Master Plan. Resources to be referenced in developing these standards and plans shall include, but not be limited to the latest editions of National Association of City Transportation Officials' Urban Street Design Guide and the Manual on Uniform Traffic Control Devices.

Sec. 6.14.100 Exemptions.

A. The mayor, after consultation with the public works director, the economic and community development director, and the parks and human services director, may determine that a project is exempt from the requirements of this chapter, based on the following circumstances:

1. The project would require the accommodation of street uses that are prohibited by law;

2. The accommodation of a specific use is expected to have adverse impacts on environmental resources such as streams, wetlands or floodplains, or on historic structures or sites (eligible for listing in national, state or local preservation registers), above and beyond the impacts of currently existing infrastructure;

3. Topographic challenges make accommodation of a specific use infeasible;

4. The establishment of complete streets facilities would be contrary to public safety;

5. The cost would be excessively disproportionate to the need or probable future use; or

6. The inclusion of complete streets facilities would create a disconnected section (less than 300 feet) of improvements where additional improvements at either end are unlikely to occur within ten years.

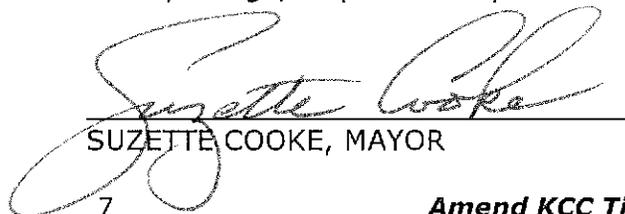
B. Where the above exemptions allow complete streets facilities to be omitted from a roadway project, the city shall consider whether bicyclists, pedestrians, transit users and persons of all abilities can be accommodated by nearby facilities, and shall strive to provide complete streets connections to those facilities.

Sec. 6.14.120 Intergovernmental cooperation. The city will cooperate with other transportation agencies, including the Washington State Department of Transportation, King County Metro and Sound Transit, to ensure the principles and practices of complete streets are embedded within their planning, design, construction and maintenance activities. The city will specifically cooperate to ensure the transportation network flows seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle and pedestrian plans.

SECTION 2. - Severability. If any one or more section, subsection, or sentence of this ordinance is held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this ordinance and the same shall remain in full force and effect.

SECTION 3. - Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

SECTION 4. - Effective Date. This ordinance shall take effect and be in force 30 days from and after its passage, as provided by law.


SUZETTE COOKE, MAYOR

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**Amend KCC Title 6
Re: KCC 6.14 - Complete streets**

ATTEST:

Sue Hanson
SUE HANSON, INTERIM CITY CLERK

APPROVED AS TO FORM:

Tom Brubaker
TOM BRUBAKER, CITY ATTORNEY

PASSED: 5th day of July, 2016.
APPROVED: 5th day of July, 2016.
PUBLISHED: 8th day of July, 2016.

I hereby certify that this is a true copy of Ordinance No. _____
passed by the City Council of the City of Kent, Washington, and approved
by the Mayor of the City of Kent as hereon indicated.

Sue Hanson (SEAL)
SUE HANSON, INTERIM CITY CLERK

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