

ORDINANCE NO. 2018- 831

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILL CREEK, WASHINGTON, ADOPTING A COMPLETE STREETS POLICY FOR THE CITY OF MILL CREEK AND ADDING A NEW CHAPTER 12.20 TO THE MILL CREEK MUNICIPAL CODE, AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, transit users, emergency service providers and freight, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, more than 110,000 pedestrians and bicyclists are injured each year on roads in the United States with children and older adults at greatest risk and disproportionately affected; and

WHEREAS, the occurrence and severity of pedestrian and bicyclist injuries could readily be decreased by implementing Complete Streets practices; and

WHEREAS, the one-third of Americans that do not drive, disproportionately represented by older adults, low-income people, people with disabilities, and children would greatly benefit from the equitable distribution of safe, alternative means of travel that result from Complete Streets practices; and

WHEREAS, historically the City has created, and wants to continue to create, convenient, safe, enjoyable connections to the original downtown core, the Town Center and the East Gateway Urban Village subarea to promote tourism and create economic development opportunities, while creating a more sustainable community; and

WHEREAS, the City's 2015 Comprehensive Plan, Transportation Element Policy 3.02, states, "Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods..."; and

WHEREAS, the City's 2015 Comprehensive Plan, Transportation Element Policy 5.03, states, "Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers"; and

WHEREAS, the City's 2015 Comprehensive Plan, Transportation Element Policy 6.05, states, "Coordinate state, regional, and local planning efforts for transportation through the Puget

Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy"; and

WHEREAS, on October 14, 2003, the City Council adopted Ordinance 2003-575 adopting the Town Center Design Guidelines. These guidelines include standards that require the main street to be designed to accommodate 1) transit, bicycle, vehicle, and pedestrian uses; 2) crosswalks at all street intersections, parallel and/or diagonal parking in front of ground floor uses; 3) curb bulbs to minimize street crossing distance for pedestrians at intersections; 4) street trees and pedestrian furniture on 12-14 foot wide sidewalks. These standards are consistent with Complete Streets objectives and have been implemented successfully on development in the Town Center area; and

WHEREAS, on July 1, 2008, the City Council adopted Ordinance 2008-684 adopting the East Gateway Urban Village (EGUV) Design Guidelines. These guidelines include standards that require the main street to be designed to accommodate 1) transit, bicycle, vehicle, and pedestrian uses; 2) crosswalks at all street intersections, parallel and/or diagonal parking in front of ground floor uses; 3) curb bulbs to minimize street crossing distance for pedestrians at intersections; 4) street trees and pedestrian furniture on 12-14 foot wide sidewalks. These standards are consistent with Complete Streets objectives and have been implemented successfully on new development in the EGUV area; and

WHEREAS, the City's 2015 Comprehensive Plan sets transportation goals for improving public street connectivity and providing alternate traffic circulation routes, as well as enhance walking, bicycling and transit use; and

WHEREAS, adoption of a "complete streets policy" will provide city planners and engineers with clear direction to develop on-the-ground solutions that promote multi-modal transportation; and

WHEREAS, the Mill Creek City Council intends to improve the safety of City streets, enhance the quality of life of residents, encourage active living, and reduce traffic congestion and fossil fuel use by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MILL CREEK, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1: NEW CODE CHAPTER ADOPTED. The following Chapter 12.20 "Complete Streets Policy" is hereby added to the Mill Creek Municipal Code:

Chapter 12.20
COMPLETE STREETS POLICY

Sections:

- 12.20.010 Purpose.
- 12.20.020 Exceptions.
- 12.20.030 Complete streets infrastructure.
- 12.20.040 Goals to foster partnerships.
- 12.20.050 Best practice criteria.
- 12.20.060 Performance standards.

12.20.010 Purpose.

The City shall, to the extent practical and within its determination, plan, 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 in all new construction, retrofit, or reconstruction projects. Cost-effective opportunities to include complete streets practices shall be identified by the City as part of the standard operations and maintenance of City streets.

12.20.020 Exceptions.

Facilities for pedestrians, bicyclists, transit users, and people of all abilities are not required to be provided when:

1. A documented absence of current or future need exists;
2. Nonmotorized users are prohibited by law;
3. The activity is routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair;
4. The costs would be disproportionate to the current need or probable future uses; or
5. Project costs would drastically increase and equivalent alternatives exist within close proximity.

12.20.030 Complete streets infrastructure.

The City shall incorporate complete streets infrastructure into existing public and private streets, as feasible and within its sole determination, to create a comprehensive, integrated, connected transportation network for the City of Mill Creek that balances access, mobility, health and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities, ensuring a fully connected, integrated network that provides transportation options. "Complete streets infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes.

12.20.040 Goals to foster partnerships.

It is a goal of the City to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Snohomish County, Everett School District, neighboring cities, citizens, businesses, interest groups, neighborhoods, and any funding agency to implement the complete streets ordinance.

12.20.050 Best practice criteria.

The City shall continue to apply its adopted Complete Street Standards, contained in the Town Center and EGUV Design Guidelines, and shall modify the Design Guidelines and other City roadway and development standards, as necessary, based upon recognized best practices in street design, construction, and operations including but 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) while reflecting the context and character of the surrounding built and natural environments and enhance the appearance of such.

12.20.060 Performance standards.

The City shall utilize the performance standards contained in the Design Guidelines and other City roadway and development standards to continuously evaluate the complete streets ordinance for success and opportunities for improvement.

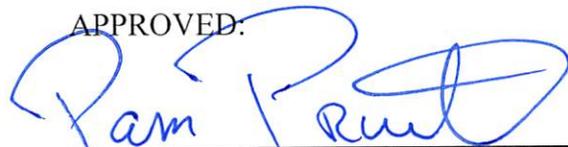
Section 2. If any section, sentence, clause, phrase or application of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, phrase or application of this ordinance.

Section 3. The City Clerk is directed to take steps as required to implement and effectuate this Ordinance. The Clerk is authorized to correct or have corrected scrivener's errors, internal references, and the like.

Section 4. This Ordinance shall be in full force and effect thirty days after publication of a summary hereof consisting of the title of this Ordinance, in accordance with RCW 35A.13.200.

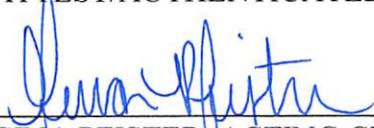
Adopted this 10th day of JULY, 2018, by a vote of 6
for, 0 against, and 0 abstaining. 1 absent

APPROVED:



MAYOR PAM PRUITT

ATTEST/AUTHENTICATED:



GINA PFISTER, ACTING CITY CLERK

APPROVED AS TO FORM:

N/A

SCOTT M. MISSALL, CITY ATTORNEY

FILED WITH THE CITY CLERK: 7/10/18

PASSED BY THE CITY COUNCIL: 7/10/18

PUBLISHED: 7/22/18

EFFECTIVE DATE: 7/27/18

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