

**CITY OF MONROE
ORDINANCE NO. 021/2018**

AN ORDINANCE OF THE CITY OF MONROE, WASHINGTON, AMENDING TITLE 12 MMC BY THE ADDITION OF A NEW CHAPTER 12.50 COMPLETE STREETS; ESTABLISHING A NEW CITY POLICY OF ENCOURAGING THE SCOPING, PLANNING, DESIGNING, CONSTRUCTION, OPERATION AND MAINTENANCE OF TRANSPORTATION FACILITIES TO SAFELY ACCOMMODATE PEDESTRIANS, BICYCLISTS, PUBLIC TRANSPORTATION USERS, MOTORISTS, EMERGENCY RESPONDERS, FREIGHT, AND USERS OF ALL AGES AND ABILITIES IN ACCORDANCE WITH RCW 47.04.320; PROVIDING FOR SEVERABILITY; AND FIXING A TIME WHEN THE SAME SHALL BECOME EFFECTIVE

WHEREAS, the Washington State Legislature has, pursuant to RCW 47.04.320, established a complete streets program and encourages cities in the State of Washington to adopt a complete streets ordinance; and

WHEREAS, the complete streets program is designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users; and

WHEREAS, the goals of the complete streets program are: 1) Promoting healthy communities by encouraging walking, bicycling, and using public transportation; 2) 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; 3) protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and 4) preserving community character by involving local citizens and stakeholders to participate in planning and design decisions; and

WHEREAS, the City Council has reviewed this ordinance and determined that passage of this ordinance is in the best interests of the public health, safety, and welfare of the citizens of Monroe.

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

Section 1. Amendment of Title 12 MMC—Adoption of New Chapter 12.50.
Title 12 of the Monroe Municipal Code is hereby amended by the addition of a new Chapter 12.50, Complete Streets to provide in its entirety as follows.

Chapter 12.50 COMPLETE STREETS

Sections:

- 12.50.010 Purpose.
- 12.50.020 Definitions.
- 12.50.030 Complete streets infrastructure.
- 12.50.040 Implementation of complete streets principles.
- 12.50.050 Goal to foster partnerships.
- 12.50.060 Best practice criteria.
- 12.50.070 Exceptions.
- 12.50.080 Construction - enforcement.

12.50.010 Purpose.

The purpose of this chapter is to establish a local policy encouraging complete streets in accordance with RCW 47.04.320. Under this policy, the city of Monroe shall, to the maximum extent practicable, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, public transportation users, motorists, emergency responders, freight, and users of all ages and abilities in all new construction, retrofit, or reconstruction projects. Through ongoing operations and maintenance, the city of Monroe shall identify cost-effective opportunities to include complete street practices.

12.50.020 Definitions.

“Complete street” means a road that is designed to be safe and accessible for motorists, bicyclists, transit vehicles and users, freight, emergency services providers, and pedestrians of all ages and abilities. Complete streets focus not just on changing individual roads, but on changing the decision-making process so that all users are routinely considered during the planning, designing, constructing, and operation and maintenance of all roadways.

“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; traffic calming devices such as rotary circles and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; and raised medians.

12.50.030 Complete streets infrastructure.

The city of Monroe shall incorporate complete streets infrastructure into existing public streets to create a comprehensive, integrated, connected transportation network that balances access, mobility, health, economy, and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities, as feasible and appropriate.

12.50.040 Implementation of complete streets principles.

The city of Monroe shall incorporate complete streets principles into the transportation element of the city's comprehensive plan, ADA transition plan, public works design standards, parks and recreation master plan, and other plans, manuals, rules, regulations, and programs, as feasible and appropriate.

12.50.050 Goal to foster partnerships.

The city of Monroe's goal is to foster partnerships with all Washington State transportation funding agencies, including the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Puget Sound Regional Council, and Snohomish County; citizens; businesses; interest groups; and neighborhoods to develop complete streets infrastructure.

12.50.060 Best practice criteria.

The public works director or his/her designee shall modify, develop and adopt, or propose for adoption by the Monroe City Council, as applicable, appropriate policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO) guidelines and standards, while reflecting the context and character of the surrounding built and natural environment and enhancing the appearance of such, as feasible and appropriate.

12.50.070 Exceptions.

Complete streets infrastructure for pedestrians, bicyclists, transit users and/or people of all ages and abilities are not required to be provided in new construction, retrofit or reconstruction of projects when:

- A. A documented absence of current or future need exists, as identified in city plans and future travel demand models; or
- B. Nonmotorized uses are prohibited by law; or
- C. Routine maintenance and repair of the transportation network is performed that does not change the roadway geometry or operations; or
- D. The cost would be disproportionate to the total project cost; or
- E. The city engineer issues a documented exception concluding that application of complete streets principles is unnecessary or inappropriate because it would be contrary to public safety; or
- F. Where there are significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
- G. Where the establishment would be contrary to the transportation element of the comprehensive plan; or

H. Where their inclusion in a small, isolated project would create a very short section of improvements with problematic transitions on either end or that are in an isolated area unlikely to be followed by similar improvements at either end, resulting in little progress on implementing complete streets networks.

12.50.080 Construction - enforcement.

The provisions of this chapter shall be reasonably construed and applied in accordance with applicable state and federal statutory and constitutional requirements. The city of Monroe shall have the exclusive authority to administer and enforce the provisions of this chapter. Nothing in this chapter shall be construed as creating any enforceable right, entitlement or cause of action in or for any person, group or entity.

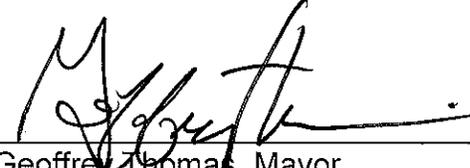
Section 2. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause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

Section 3. Effective Date. This ordinance shall be in full force and effect five (5) days from and after its passage and approval and publication as required by law.

PASSED by the City Council and APPROVED by the Mayor of the City of Monroe, at a regular meeting held this 11th day of September, 2018.

First Reading: August 28, 2018
Adoption: September 11, 2018
Published: September 14, 2018
Effective: September 19, 2018

CITY OF MONROE, WASHINGTON:



Geoffrey Thomas, Mayor

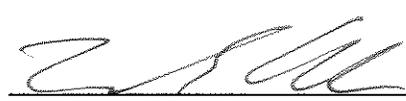
(SEAL)

APPROVED AS TO FORM:

ATTEST:



Elizabeth M. Adkisson, MMC, City Clerk



J. Zachary Lell, City Attorney