

**CITY OF MUKILTEO  
MUKILTEO, WASHINGTON**

**ORDINANCE NO. 1418**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MUKILTEO, WASHINGTON, ADDING A NEW CHAPTER 10.30 ENTITLED "COMPLETE STREETS POLICY" TO THE MUKILTEO MUNICIPAL CODE; ADOPTING A "COMPLETE STREETS" POLICY AND PRACTICE IN ACCORDANCE WITH THE MUKILTEO COMPREHENSIVE PLAN; ADOPTING SAID POLICY AND PRACTICE AS A CONSIDERATION FOR FUTURE TRANSPORTATION PROJECTS; IDENTIFYING SAID POLICY AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS, BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR ABILITY; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE**

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**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**, on March 6, 2017 the Mukilteo City Council approved Resolution No. 2017-01 adopting the "Bike-Transit-Walk (BTW) Plan" in accordance with the Growth Management Act, Chapter 36.70A; and

**WHEREAS**, the BTW Plan provides a framework for best practices in providing all users safe opportunities to utilize streets; and

**WHEREAS**, adoption of a Complete Streets Ordinance supports implementation of the BTW Plan by increasing the City's competitiveness in grant applications; and

**WHEREAS**, the Complete Streets Ordinance is consistent with the City of Mukilteo Comprehensive Plan policies including as examples, Policies TR6, TR9, and TR10 which state:

TR6: Standards for streets, appropriate for each street classification, that specify the design of street facilities shall be adopted. The standards should include minimum provisions for pedestrian-oriented streetscape elements and bicycle facilities.

TR9: Pedestrian and bicycle facilities, streetscape standards, and traffic calming measures should be installed to improve connectivity between parks, retail

centers, schools, and regional transportation nodes and to promote a pedestrian and bicycle friendly environment.

TR10: Bicycle facilities shall be an integral part of the City's transportation system.

**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 practices; and

**WHEREAS**, the City of Mukilteo wants to create convenient, enjoyable connections throughout the City to promote tourism and create economic development opportunities while creating a more sustainable community; and

**WHEREAS**, the community has expressed desire for safe streets to improve walkability and bikeability while connecting the neighborhoods of Mukilteo with key destinations; and

**WHEREAS**, the Mukilteo 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 MUKILTEO, WASHINGTON HEREBY DO ORDAIN AS FOLLOWS:**

**Section 1. New Chapter 10.30 - Added.** A new Chapter 10.30, "Complete Streets Policy," is hereby added to the Mukilteo Municipal Code, to read as follows:

**10.30 Complete Streets Policy.**

**10.30.010 Purpose.**

The City shall, to the maximum extent practical, scope, 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 transportation projects. Through ongoing operations and maintenance, the City shall identify cost-effective opportunities to include Complete Streets practices.

**10.30.020 Exceptions.**

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

- A. A documented absence of current or future need exists;
- B. Non-motorized uses are prohibited by law;
- C. Routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, sweeping and spot repair;
- D. There are significant adverse impacts to streams, wetlands, steep slopes or other critical areas;
- E. The cost would be disproportionate to the current need or probable future uses;
- F. A documented exception is granted by the Mayor or his/her designee.

**10.30.030 Complete Streets Infrastructure.**

As feasible, the City shall incorporate "Complete Streets Infrastructure" into existing public and private streets to create a comprehensive, integrated, connected transportation network for Mukilteo 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 transportation stops and facilities; transit priority signalization; traffic calming devices such as rotary circles, traffic bumps, and surface vehicle lanes; raised medians; and dedicated transit lanes.

**10.30.040 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, The Washington State Transportation Improvement Board, Mukilteo School District, citizens, businesses, interest groups, neighborhoods, and any funding agency to implement the Complete Streets ordinance.

**10.30.050 Best Practice Criteria.**

A. The Mayor or designee shall modify, develop and adopt 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 Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO).

B. Implementation of this policy shall reflect the context and character of the community's overall surroundings including the natural environment, current and planned buildings and land uses, demographics, street functions and current and expected transportation needs. Understanding of the surrounding built and natural

environments allows roadway design decisions to be more flexible and sensitive to community values and to better balance economic, social and environmental objectives.

C. The Complete Streets Policy shall apply to all City-owned transportation facilities in the public right-of-way (streets, sidewalks, alleys, bridges, etc.) and shall encourage privately constructed and owned streets, sidewalks, alleys, and parking lots to also adhere to this policy through policy and funding requirements and development review, where possible.

**10.30.060 Performance Standards.**

The City shall put into place performance standards with measurable benchmarks to continuously evaluate the Complete Streets ordinance for success and opportunities for improvement. Performance standards may include transportation and mode shift, miles of bicycle facilities or sidewalks, public participation, number of ADA accommodations built, and number of exemptions from this policy approved.

**Section 2. Severability.** The various parts, sections and clauses of this ordinance are hereby declared to be severable. If any part, sentence, paragraph, section or clause is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby.

**Section 3. Effective Date.** This Ordinance, or a summary thereof, shall be published in the official newspaper of the City of Mukilteo and shall take effect and be in full force thirty (30) days after passage and publication.

PASSED by the City Council and APPROVED by the Mayor on this 6th day of August, 2018.

CITY OF MUKILTEO

  
MAYOR JENNIFER GREGERSON

ATTEST/AUTHENTICATED:

  
CITY CLERK, JANET KEEFE

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY

  
ANGELA G. SUMMERFIELD

**FILED WITH THE CITY CLERK: 08-06-2018**  
**PASSED BY THE CITY COUNCIL: 08-06-2018**  
**PUBLISHED: 08-10-2018**  
**EFFECTIVE DATE: 09-09-2018**  
**ORDINANCE NO. 1418**

**SUMMARY OF ORDINANCE 1418**  
of the City of Mukilteo, Washington

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On August 6, 2018, the City Council of the city of Mukilteo, Washington, approved Ordinance No. 1418, the main point of which may be summarized by its title as follows:

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MUKILTEO, WASHINGTON, ADDING A NEW CHAPTER 10.30 ENTITLED "COMPLETE STREETS POLICY" TO THE MUKILTEO MUNICIPAL CODE; ADOPTING A "COMPLETE STREETS" POLICY AND PRACTICE IN ACCORDANCE WITH THE MUKILTEO COMPREHENSIVE PLAN; ADOPTING SAID POLICY AND PRACTICE AS A CONSIDERATION FOR FUTURE TRANSPORTATION PROJECTS; IDENTIFYING SAID POLICY AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS, BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR ABILITY; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.**

The full text of this ordinance will be mailed upon request.

APPROVED by the City Council at their meeting of August 6, 2018.

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CITY CLERK, JANET KEEFE