

**CITY OF NORMANDY PARK
ORDINANCE NO. 983**

**AN ORDINANCE OF THE CITY OF NORMANDY PARK, WASHINGTON, ADOPTING
A COMPLETE STREETS POLICY FOR THE CITY.**

WHEREAS, Complete Streets is an approach used to provide a transportation network that addresses the needs of all users, including pedestrians, bicyclists, motorists and transit riders; and

WHEREAS, the Transportation Element of the Normandy Park Comprehensive Plan supports the Complete Streets approach by maintaining established level of service (LOS) standards for the street system (Goal G-02-XP); encouraging walking, biking, carpooling, and transit ridership (Policy P.09-XP); encouraging and promoting the use of alternative fuel vehicles (Policies P.10-XP through P.13-XP); enhancing pedestrian and bicycle opportunities (Policy P.14-XP); encouraging improved transit service, including transit connections to light rail (Policy P.15-XP and P.16-XP); and ensuring mobility choices for people with special transportation needs, including people with disabilities, the elderly and the young, and low-income populations (Policy P.20-XP); and

WHEREAS, the City of Normandy Park's Six-Year Transportation Improvement Program (TIP) for the years 2019-2023, as adopted by City of Normandy Park Resolution No. 918, implements the goals and policies of the Comprehensive Plan by including projects such as the Marvista School 4th Avenue SW Complete Streets Project, the 200th Street SW and 1st – 4th Avenue Complete Streets Project, the SW Normandy Road and 4th-8th Avenue Sidewalks Project, the SW 178th and 1st – 2nd Avenue Sidewalks Project, and the Normandy Park Drive SW and 1st – 4th Avenue Share Bike Path Project; and

WHEREAS, the Washington State Legislature created the Complete Streets Award Program as an incentive to encourage city and county governments to adopt a complete streets policy mandating that cities and counties plan, design, operate and maintain their streets while considering all transportation users and modes; and

WHEREAS, in keeping with the goals and policies of the Normandy Park Comprehensive Plan and the projects envisioned by the Six-Year TIP, the Normandy Park City Council desires to adopt a Complete Streets Policy to ensure that transportation planning and programming in the City furthers the Complete Streets approach and in order to ensure that the City is eligible for Complete Streets grant funding available through the State Transportation Improvement Board.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NORMANDY PARK,
WASHINGTON, DO ORDAIN AS FOLLOWS:**

Section 1. **Purpose.** The purpose of the Complete Streets Policies set forth in this ordinance is to provide safe access to all users, including bicyclists, pedestrians, motorists, public/paratransit users, and persons with special transportation needs such as persons with disabilities, the elderly and the young, and low-income populations, with the goals of:

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- A. Promoting healthy communities by encouraging walking, bicycling, and using public transportation;
- B. 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;
- C. Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
- D. Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

Section 2. Definitions. As used in this ordinance, the following terms have the meanings set forth below:

- A. “All users” means all users of public and private streets and roads, including bicyclists, pedestrians, motorists, public/paratransit users, and persons with special transportation needs such as persons with disabilities, the elderly and the young, and low-income populations.
- B. “Complete streets” means the design, improvement, maintenance, and retrofit of public and private streets and roads to provide safe access for all users.
- C. “Facility” means an area or structure which is built, installed or established to serve a particular purpose or a particular transportation mode/user.
- D. “Maintenance” means ordinary upkeep and repair designed to keep a Facility in safe working condition, such as, but not limited to, mowing, cleaning, sweeping, spot report, concrete joint repair, pothole filling, crack sealing, or utility installation or repair.
- E. “Retrofit” means (i) a City of Normandy Park street or road project that includes the addition of, or significant repair to, facilities that provide street access with all users in mind; or (ii) a project on City of Normandy Park streets that are part of a state highway that include the addition of, or significant repair to, facilities that provide access with all users in mind.
- F. “Sound engineering principles” means peer-reviewed, context sensitive solutions, guides, reports, and publications, consistent with the purposes of this ordinance.
- G. “Street or road” means a public or private right-of-way or area, dedicated for use by bicyclists, pedestrians, motorists, public/paratransit users, or persons with special transportation needs such as persons with disabilities, the elderly and the young, and low-income populations, including alleys, sidewalks, bridges, and other transportation facilities.

Section 3. Complete Streets Policies. The following Complete Streets Policies are hereby adopted for use by and within the City of Normandy Park in designing, improving, operating and maintaining public streets and roads in the City:

- A. The City of Normandy Park views Complete Streets as integral to everyday transportation decision-making practices and processes. The City views all transportation improvements and project phases as opportunities to create safer, healthier and more accessible streets for all users. These include, but are not limited to, planning, programming, design, right-of-way acquisition, subdivision and land development, new construction, construction engineering, reconstruction, retrofit, operation, repair, maintenance, and funding identification.
- B. To the maximum extent practical, the City of Normandy Park will plan, design, construct, operate, maintain, and identify funding to provide a comprehensive and integrated multimodal transportation system for all users. The City will strive to use the best and latest design guidelines, standards, and recommendations available in making design decisions and balancing design solutions between various users and modes of travel. Complete streets design recommendations shall be incorporated into all public street and road projects, including new and retrofit projects, as appropriate, consistent with sound engineering principles, and at the earliest phase of a project. All public streets, roads, and transportation infrastructure of the City of Normandy Park, whether funded by the city, state, federal or private monies, shall adhere to the City of Normandy Park Complete Streets Policies, except as provided below. Public streets completed by private developments shall also adhere to the City of Normandy Park Complete Streets Policies.
- C. To the extent practical and consistent with state policy and law, state-owned streets, roads, and highways will comply with the City of Normandy Park Complete Streets Policies.
- D. Developers of private streets shall be encouraged to comply with the City of Normandy Park Complete Streets Policies where possible and where consistent with sound engineering principles.
- E. Complete Streets goals, policies, and practices, will not apply to:
 - i. Projects involving a roadway on which non-motorized use is prohibited by law. Where such a prohibition exists, an effort will be made to accommodate pedestrians, bicycles, and other non-motorized modes of travel elsewhere;
 - ii. Projects consisting of unplanned repairs and maintenance to transportation facilities that are made due to unanticipated events or circumstances;
 - iii. Ordinary repair and maintenance designed to keep transportation infrastructure in serviceable condition (e.g., cleaning, sweeping, spot repair, and surface

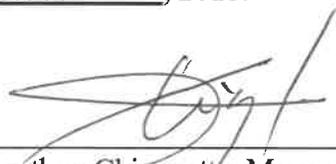
treatments, such as chip and crack seal, pothole fill, etc., or interim measures on construction detour or haul routes);

- iv. Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand;
 - v. When documentation of current and future needs demonstrates disproportion to the cost of construction or an absence of use by all except motorized users; and
 - vi. Situations in which the City Manager recommends, and the City Council approves, a documented exception, concluding that the application of the Complete Streets Policies is unnecessary or inappropriate because it would be contrary to public safety.
- F. The City of Normandy Park recognizes that multi-jurisdictional contributions are necessary for an effective Complete Streets Policy and will work cooperatively with the State of Washington, King County, Metro, the Highline School District, Sound Transit, and all surrounding cities, citizens, businesses, interests and neighborhoods in planning, designing, constructing, operating, repairing, maintaining, and funding a robust street, road, and transportation network that will serve the needs of the community and provide safe access for all users.
- G. The City will continuously evaluate its application of the City of Normandy Park Complete Streets Policies to determine progress and effectiveness and the opportunity for improvement.

Section 4. 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 5. Effective Date. This Ordinance shall become effective five days following its passage and publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF NORMANDY PARK THIS 9th DAY OF October, 2018; AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 9th DAY OF October, 2018.



Jonathan Chicquette, Mayor

Attest: Brooks Wall
Brooks Wall, City Clerk

APPROVED AS TO FORM:

James E. Haney
James E. Haney, City Attorney

| Vote | McEvoy | West | Chicquette | Bishoff | Sipes-Marvin | McDonald | Hohimer |
|--------------|--------|------|------------|---------|--------------|----------|---------|
| Ayes: | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Nays: | | | | | | | |
| Abstentions: | | | | | | | |
| Absent: | | | | | | | |

PUBLISHED: October 19, 2018
EFFECTIVE: October 24, 2018