

**POULSBO DISTRIBUTION SCHEDULE**

**ORDINANCE NO. 2017-16**

**SUBJECT: Complete Streets**

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**CONFORM AS TO DATES & SIGNATURES**

- Filed with the City Clerk: 8/10/2017
- Passed by the City Council: 08/16/2017
- Signature of Mayor
- Signature of City Clerk
- Publication: 8/25/2017
- Effective: 8/30/2017
- Recorded: \_\_\_\_\_

**DISTRIBUTED COPIES AS FOLLOWS:**

- NK Herald: 8/17/17
- Code Publishing
- City Attorney
- Clerk's Department: Original
- City Council
- Finance:
- Posted to Library Drive and Website
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Rhiannon Fernandez  
City Clerk

08/17/17  
Date

## ORDINANCE NO. 2017- 16

AN ORDINANCE OF THE CITY OF POULSBO, WASHINGTON ADDING A NEW CHAPTER 14.06 TO THE POULSBO MUNICIPAL CODE IN ORDER TO ADOPT "COMPLETE STREETS" LEGISLATION IN POULSBO'S MUNICIPAL CODE TO ENSURE TRANSPORTATION PROJECTS INCLUDE SAFE AND APPROPRIATE FACILITIES FOR PEDESTRIANS, BICYCLISTS, TRANSIT USERS AND PERSONS OF ALL ABILITIES, PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE

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**WHEREAS**, walking and biking are non-motorized travel modes that enhance health through physical activity and help to reduce air pollution; AND

**WHEREAS**, the Comprehensive Plan Goals include providing safe and environmentally friendly transportation, as well as emphasizing transportation choices; AND

**WHEREAS**, Comprehensive Plan Goals TR-1 and TR-4 seek to provide safe, efficient and reliable transportation system and ensure that streets are constructed to improve the function, safety and appearance of the citywide street system, AND

**WHEREAS**, Comprehensive Plan Policy TR-1.4 directs the city to ensure that all streets be complete streets built to accommodate all travel modes as appropriate in accordance with design standards and plans; AND

**WHEREAS**, the City's adopted Transportation Plan includes plans and policies for accommodating features for all users in the city's street network, AND

**WHEREAS**, The City Council desires to set criteria consistent with Comprehensive Plan and Transportation Plan goals and policies for Complete Street elements, NOW THEREFORE,

**THE COUNCIL OF THE CITY OF POULSBO, WASHINGTON DO ORDAIN AS FOLLOWS:**

**Section 1 - New Chapter.** Title 14 of the Poulsbo Municipal Code is hereby amended by the addition of Chapter 14.06 Complete Streets, to read as follows:

## Chapter 14.06 Complete Streets

### Sections:

|           |                                |
|-----------|--------------------------------|
| 14.06.010 | Vision                         |
| 14.06.020 | Policy                         |
| 14.06.030 | Project Planning               |
| 14.06.040 | Community Context              |
| 14.06.050 | Exceptions                     |
| 14.06.060 | Intergovernmental Coordination |
| 14.06.070 | Design Criteria                |
| 14.06.080 | Performance Measures           |
| 14.06.090 | Implementation                 |

### **14.06.010 Vision**

The City of Poulsbo recognizes that promoting pedestrian, bicycle, and public transportation travel reduces negative environmental impacts, promotes healthy living, advances the well being of travelers, supports the goal of compact development, promotes economic development, and helps meet the needs of the diverse populations that comprise our communities. The City of Poulsbo's vision is of a community in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel.

### **14.06.020 Policy**

The City will to the maximum extent practicable plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of all users including pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles. The concept of complete streets include but are not limited to transportation facilities such as road signs, pavement markings, street and sidewalk lighting, sidewalk and curb ramps complying with the Americans with Disabilities Act, transit accommodations, bicycle accommodations, speed control features, and streetscapes which promote pedestrian use. Recognizing that transportation needs vary, the system's design will be consistent with and supportive of local neighborhoods, commercial areas, downtown cores and other areas and must be balanced in a flexible, safe, and cost effective manner.

#### **14.06.030 Project Planning**

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. Transportation improvements shall be viewed as opportunities to create safer, more accessible streets for all users. This shall apply to new construction, reconstruction, and rehabilitation. Particular attention should be given to projects which have the opportunity to enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, shopping/commercial areas, government facilities, public transportation, employment centers, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups.

#### **14.06.040 Community Context**

Implementation of the policies in this ordinance shall take into account the goal of enhancing the context and character of the surrounding built and natural environments in accordance with the standards established in the City's Comprehensive Plan, Transportation Plan and other adopted plans and policies. The City shall strive to continue to engage the citizens of Poulsbo in decision making and shaping policy in the implementation of complete streets in the City.

#### **14.06.050 Exceptions**

Exceptions to the requirements of this chapter, including for eligible private development projects, may only be granted by the City Council after review and recommendation by the City's Public Works Committee except under the circumstances listed below:

- a. Ordinary maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity; however ordinary maintenance paving projects should include evaluating the condition of existing facilities supporting alternate transportation modes as well as modifying existing pavement markings and signage that supports such alternative modes as appropriate.

- b. Street reconstruction projects and maintenance paving projects which involve widening pavement may exclude elements of this policy at City Engineer discretion when the accommodation of a specific use is expected to:
- Require more space than is physically available, or
  - Drastically increase project costs and equivalent alternatives exist within close proximity, or
  - Have adverse impacts on environmental resources such as streams, wetlands floodplains above and beyond the impacts of currently existing infrastructure.
  - The cost would be disproportionate to the current need or probable future use.
- c. Street projects may exclude the development of sidewalks in areas falling outside those identified as appropriate for sidewalks in the City's adopted standards.

#### **14.06.060 Intergovernmental Cooperation**

The City will cooperate with other transportation agencies including the Washington State Department of Transportation and Kitsap County to ensure the principles and practices of complete streets are embedded within their planning, design, construction, and maintenance activities. The City will cooperate to ensure to the maximum extent practicable the transportation network flows seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

#### **14.06.070 Design Criteria**

The City shall continue to maintain and update design and construction criteria, standards and guidelines based upon recognized best practices in street design, construction and operation. These criteria, standards and guidelines shall encourage the implementation of a complete and well connected context-sensitive transportation network. Resources to be referenced in developing and applying these standards include, but are not necessarily limited to, the latest editions of standards such as: American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, Washington State Department of Transportation Design Manual, Institute of Transportation Engineers (ITE) Roadway Design Standards, the Public Right of Way Access Guide (PROWAG) and the Manual on Uniform Traffic Control Devices.

**14.06.080 Performance Measures**

The City shall put into place performance standards with measurable benchmarks to evaluate the Complete Streets policies for success and opportunities for improvement. These standards may include documentation of public participation, facilities constructed or improved and the number of exceptions to this policy approved. An annual report shall be prepared for the City's Public Works Committee to track these standards. The City shall work toward establishing a multi-modal Level of Service standard.

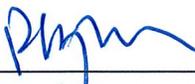
**14.06.090 Implementation**

The City shall continue to incorporate complete streets principals in city comprehensive plans, codes and other regulations. The city should also continue to pursue grant funding for projects that employ complete streets elements to improve existing city infrastructure for all users.

**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 take effect five (5) days after publication of the attached summary, which is hereby approved.

APPROVED:

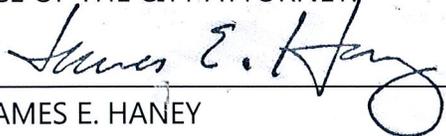
  
\_\_\_\_\_  
MAYOR REBECCA ERICKSON

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
CITY CLERK RHIANNON FERNANDEZ

APPROVED AS TO FORM:

OFFICE OF THE CITY ATTORNEY:

BY   
\_\_\_\_\_  
JAMES E. HANEY

FILED WITH THE CITY CLERK: 08/10/2017  
PASSED BY THE CITY COUNCIL: 08/16/2017  
PUBLISHED: 08/25/2017  
EFFECTIVE DATE: 08/30/2017  
ORDINANCE NO. 2017-16

**SUMMARY OF ORDINANCE NO. 2017-16**

of the City of Poulsbo, Washington

AN ORDINANCE OF THE CITY OF POULSBO, WASHINGTON  
ADDING A NEW CHAPTER 14.06 TO THE POULSBO  
MUNICIPAL CODE IN ORDER TO ADOPT "COMPLETE STREETS"  
LEGISLATION IN POULSBO'S MUNICIPAL CODE TO ENSURE  
TRANSPORTATION PROJECTS INCLUDE SAFE AND  
APPROPRIATE FACILITIES FOR PEDESTRIANS, BICYCLISTS,  
TRANSIT USERS AND PERSONS OF ALL ABILITIES, PROVIDING  
FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

On the 16th day of August, 2017, the City Council of the City of Poulsbo, Washington passed Ordinance No. 2017-16. A summary of the content of said ordinance, consisting of the title, provides as follows:

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

DATED this 16th day of August, 2017.

  
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CITY CLERK RHIANNON FERNANDEZ