

**ORDINANCE NO. 2578  
CITY OF SUMNER, WASHINGTON**

**AN ORDINANCE ADOPTING AMENDMENTS TO THE CITY OF SUMNER ZONING  
CODE REGULATIONS CREATING CHAPTER 12.02, COMPLETE STREETS POLICY;  
OF THE SUMNER MUNICIPAL CODE.**

**WHEREAS**, the Sumner Comprehensive Plan currently provides policies for Complete Streets that address transportation for all modes of travel; and

**WHEREAS**, the Sumner Municipal Code already requires that new developments and new road projects provide multi-mode transportation options; and

**WHEREAS**, in order to qualify for funding opportunities a Complete Streets Policy must be adopted by Council; and

**WHEREAS**, the Public Works Committee discussed the proposed amendment at their July 13, 2016 meeting; and

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

**Section 1.** That chapter 12.02 "Complete Streets Policy" of the Sumner Municipal Code is hereby created to read as follows:

**"12.02 Complete Streets Policy**

**12.02.010 Vision**

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, and meets the needs of the diverse populations that comprise our communities. The vision of the City of Sumner (City) 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.

**12.02.020 Policy**

The City will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorist, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.

Transportation facilities that support the concept of complete streets include, but are not limited to pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Americans with Disabilities Act and Title VI compliance; transit accommodations;

bicycle accommodations including appropriate signage and markings, and as appropriate streetscapes that appeal to and promote pedestrian use.

The system's design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost effective manner.

#### **12.02.030 Projects**

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.

#### **12.02.040 Exceptions**

Exceptions to this policy shall be determined by the Public Works Director, City Administrator, or Mayor under the circumstances listed below:

- a. Street projects may exclude those elements of this policy that would require the accommodation of street uses prohibited by law;
- b. 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;
- c. 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.
- d. Street reconstruction projects and maintenance paving projects which involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to:
  - i. Require more space than is physically available, or
  - ii. Be located where both current and future demand is proven absent, or
  - iii. Drastically increase project costs and equivalent alternatives exist within close proximity, or
  - iv. Have adverse impacts on environmental resources such as streams, wetlands floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure.
  - v. The cost would be disproportionate to the current need or probably future use.
- e. Street projects may exclude the development of sidewalks in areas falling outside those identified as appropriate for sidewalks on the basis of an adopted sidewalk policy.

#### **12.02.050 Intergovernmental Cooperation**

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

#### **12.02.060 Design Criteria**

The City, through their Public Works and Community Development Departments, shall maintain design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation as identified in the current City of Sumner Development Specifications and Standard Details. To the greatest extent possible, the City shall adopt the same standards with particular emphasis on pedestrian and bicycle markings and wayfinding signage (as permitted through City of Sumner Municipal Code). Resources to be referenced in developing these standards shall include, but not necessarily be limited to, the latest editions of: American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, Washington State Department of Transportation Design Manual, and the Manual on Uniform Traffic Control Devices.

#### **12.02.070 Community Context**

Implementation of this Policy shall take into account the goal of enhancing the context and character of the surrounding built and natural environments.

#### **12.02.080 Network**

Appropriate attention should be given to projects which enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, shopping/commercial areas, public transportation, employment centers, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups such as Pierce County.

#### **12.02.090 Performance Measures**

The Public Works Director and/or designees shall report to the Planning Commission and City Council on an annual basis on the transportation projects undertaken within the prior year and planned within the coming six year period and the extent to which each of these projects has met the objectives of this policy.

#### **12.02.100 Implementation**

This policy will be primarily implemented through developing bike and pedestrian network plans on a regional basis within the City and in conjunction with Pierce County's regional plans. These plans shall specify the type and location of improvements and shall be implemented as funding becomes available. Special emphasis shall be placed on those elements of these plans that can be accomplished with little or no additional expense, such as providing bike lanes where existing pavement is adequate or where road shoulders are sufficient to allow for safe bicycle use.”

**Section 9. Severability.** Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

**Section 10. Effective Date.** This ordinance shall take effect five (5) days from and after its passage, approval and publication as provided by law.

Passed by the City Council and approved by the Mayor of the City of Sumner, Washington, at a regular meeting thereof this 9-6 day of DATE, 2016.



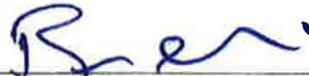
\_\_\_\_\_  
Mayor David L. Enslow

**ATTEST:**

**APPROVED AS TO FORM:**



\_\_\_\_\_  
City Clerk Michelle Converse



\_\_\_\_\_  
City Attorney Brett C. Vinson

*First Reading:*  
*Date Adopted:*  
*Date of Publication:*  
*Effective Date:*