

ORDINANCE NO. 4061

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO BICYCLE AND PEDESTRIAN WAYS ALONG TRANSPORTATION FACILITIES.

The City Council of the City of Kirkland do ordain as follows:

Section 1. The Kirkland Municipal Code is amended by the addition of a new Section 19.08.055 to read as follows:

19.08.055 Bicycle and pedestrian ways along transportation facilities.

(1) Bicycle and pedestrian ways shall be accommodated in the planning, development and construction of transportation facilities, including the incorporation of such ways into transportation plans and programs.

(2) Notwithstanding that provision of paragraph (1), bicycle and pedestrian ways are not required to be established:

- (a) Where their establishment would be contrary to public safety;
- (b) When the cost would be excessively disproportionate to the need or probable use;
- (c) Where there is no identified need;
- (d) Where the establishment would violate Comprehensive Plan policies; or
- (e) In instances where a documented exception is granted by the Public Works Director.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2006.

Signed in authentication thereof this _____ day of _____, 2006.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney



CITY OF KIRKLAND

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To: Dave Ramsay, City Manager

From: Daryl Grigsby, Public Works Director *dy*
Noel Schoneman P.E., Neighborhood Transportation Program Coordinator

Date: September 7, 2006

Subject: Complete Streets language

RECOMMENDATION

It is recommended that the Council enact the attached ordinance regarding Complete Streets.

BACKGROUND

On May 2, representatives from the Cascade Bicycle Club addressed the City Council requesting provision of complete streets legislation in Kirkland codes. The Council requested that the Transportation Commission review the request and make a recommendation to Council. The purpose of the request from Cascade is to codify practices that are already being followed for accommodating bicycle and pedestrian facilities in Kirkland.

The idea behind complete streets legislation is to make sure that all transportation projects include the appropriate facilities for all users. For example, appropriate facilities for cyclists could range from no additional improvements on a low volume residential street to bike lanes on higher volume streets.

Staff met with representatives from Cascade and proposed language based on Florida regulations to the Commission for the Commission's June meeting. The Commission had several concerns about the language that was originally proposed, primarily around the structure of the language but also because of what might be required of the City. The original language was modified by the Commission and taken back to the Cascade Bicycle Club by staff. By changing a word or two, the new Commission language was satisfactory to Cascade. Representatives of Cascade met with the Commission at the Commission's July meeting and the Commission unanimously passed the compromise language which is reflected in the proposed ordinance.

The Transportation Commission's concern was the extent to which the City would be required to do improvements which may increase the cost or scope of various transportation projects. After discussion of the issue, both the Commission members and City staff believe the bicycle and pedestrian improvements are already considered in transportation projects and that project costs already include such facilities. In cases where projects do not include pedestrian and bicycle facilities, we believe this ordinance rightly demands that full consideration and accommodation be

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made for pedestrians and bicyclists. In addition, in cases where the cost outweighs the need and benefit, the proposed language allows flexibility to the Public Works Director.

We believe the Complete Streets Ordinance both confirms our existing practice and ensures we continue this emphasis in the future. By adoption of this ordinance by the City Council, Kirkland will be the first City to do so in the State of Washington.

It is recommended that the Complete Streets language be placed in a new section (§19.08.055) of the Kirkland Municipal code, preceding material that describes general requirements of street lighting and following general information about the 6 year Transportation Improvement Plan.



Parking Lane

5' Bike Lane

Travel Lane

Travel Lane

5' Bike Lane

Parking Lane