



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033
425.587.3800 www.kirklandwa.gov

To: Kurt Triplett, City Manager
From: Joel Pfundt, AICP CTP Transportation Manager
Kathy Brown, Public Works Director
Date: September 30, 2016
Subject: UPDATE COMPLETE STREETS ORDINANCE

RECOMMENDATION:

It is recommended that the City Council approve the attached ordinance updating the City's "Complete Streets" ordinance, as set forth in Kirkland Municipal Code ("KMC") Section 19.08.055.

BACKGROUND DISCUSSION:

The Complete Streets approach is a concept advanced by the [National Complete Streets Coalition](#), which was established in 2004. According to the National Complete Streets Coalition Website:

A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

The National Complete Streets Coalition, in coordination with other partner advocacy groups, has encouraged agencies to adopt Complete Streets policies to ensure that agencies consistently and uniformly apply this approach. One key policy tool that groups have advocated for is the adoption of Complete Streets ordinances.

Existing Complete Streets Ordinance

On October 3, 2006 the Kirkland City Council, with support from the Cascade Bicycle Club and input from the Kirkland Transportation Commission, adopted the first Complete Streets ordinance in the State of Washington. The 2006 ordinance required the accommodation of bicyclist and pedestrian ways on transportation facilities except for in specific situations.

Complete Streets Ordinance Updates

Much has changed since October 2006, most importantly, in November of 2015 the City adopted the Transportation Master Plan (TMP). It established goals and policies for how the City will expand and maintain our transportation system in support of the Comprehensive Plan vision of a livable, walkable, green, and connected community. The TMP takes a comprehensive multimodal approach to addressing current and future transportation needs. It emphasizes the importance of serving all travel modes, particularly people traveling by foot, bicycling or riding transit. The goals and policies in the TMP naturally fit together with the concept of Complete Streets.

Additionally, the concept of Complete Streets has continued to evolve. Today, Complete Streets not only encompass vehicles, bikes and pedestrians, but also transit users. It is also important to acknowledge that Complete Streets need to be planned, designed, constructed, maintained and operated with the needs of people of all ages and abilities in mind.

The following updates to the Complete Streets code section are proposed:

- **Title** – Updates to specifically call out the concept of Complete Streets
- **Subsection 1**
 - Adds transit users, motor vehicles and users of all ages and abilities to the definition of a Complete Street
 - Specifies that all users should be accommodated to the maximum extent practical
 - Specifies that during the scoping, operation and maintenance of all transportation facilities people traveling by foot, bicycle, transit and motor vehicle shall be accommodated
 - Includes new linkages to create a connected transportation network
- **Subsection 2** – Modifies exceptions to address the following issues:
 - Public safety
 - Routine maintenance
 - Excessive cost compared to the need or probable use
 - Comprehensive plan policies
- **Subsection 3 (new)** – States the City shall use best practices
- **Subsection 4 (new)** – States the City plans and polices shall support Complete Streets

Transportation Improvement Board (TIB) Complete Streets Award

The Complete Streets Award is a new program offered by TIB. The opportunity to apply for the award is what prompted the City to review our Complete Streets Ordinance and determine that it needed to be updated. The Complete Streets Award is a unique program that rewards cities for adopting Complete Streets ordinances and implementing Complete Streets projects that accommodate all users. The successful cities will receive awards of between \$250,000 and \$500,000 in flexible funding to design and implement additional Complete Streets projects. Cities can also reapply every three years as long as they have expended all of the award funding they have received.

A key part of the criteria for being eligible for this award is having an up-to-date Complete Streets ordinance. The feedback that City staff has received from TIB is that Kirkland is a solid candidate for this award, but that our existing Complete Streets ordinance is a weaknesses in our application. This update to our Complete Streets ordinance should make the City more competitive for funding under this program.

ORDINANCE O-4539

AN ORDINANCE OF THE CITY OF KIRKLAND UPDATING AND EXPANDING THE ACCOMMODATION OF TRANSPORTATION USES ALONG TRANSPORTATION FACILITIES TO CREATE COMPLETE STREETS.

1 WHEREAS, on October 3, 2006, the Kirkland City Council
2 adopted Ordinance No. 4061 relating to "Complete Streets" by
3 accommodating bicycle and pedestrian ways along transportation
4 facilities; and

5
6 WHEREAS, the City of Kirkland was the first municipality in the
7 State of Washington to adopt a Complete Streets ordinance, which
8 codified the City's existing practice of considering bicyclists and
9 pedestrians in all transportation projects; and

10
11 WHEREAS, in the past decade the definition of Complete Streets
12 has expanded to include transit users and people of all ages and
13 abilities; and

14
15 WHEREAS, on November 17, 2015 the Kirkland City Council
16 approved Resolution R-5171, Adopting the Transportation Master Plan,
17 which established multimodal goals and policies to design, construct,
18 operate and maintain a transportation system that supports the City's
19 vision of a livable, walkable, green and connected community; and

20
21 WHEREAS, the City Council would like to have the Complete
22 Streets ordinance updated to reflect the Transportation Master Plan and
23 ensure that Kirkland's streets accommodate users of all ages and
24 abilities regardless of their mode of transportation; and

25
26 WHEREAS, the Kirkland Transportation Commission met on
27 September 28, 2016 and reviewed the updated ordinance to ensure it
28 was consistent with the Transportation Master Plan;

29
30 NOW, THEREFORE, the City Council of the City of Kirkland do
31 ordain as follows:

32
33 Section 1. Section 19.08.055 of the Kirkland Municipal Code is
34 amended to read as follows:

35
36 **19.08.055 Complete Streets Bicycle and pedestrian ways along**
37 **transportation facilities.**

38
39 (1) The safe, convenient and comfortable travel of people of all ages
40 and abilities traveling by any combination of foot, Bbicycle, transit, or
41 motor vehicle and pedestrian ways shall be accommodated to the
42 maximum extent practical in the scoping, planning, development, and
43 construction, operation and maintenance of all transportation facilities,
44 including the creation of new transportation linkages in order to create
45 a more connected communitywide transportation network,including the
46 incorporation of such practices ways into transportation plans and
47 programs.

48 (2) Notwithstanding that provision of subsection (1) of this section,
49 new facilities for pedestrians, bicyclists, transit users and people of all
50 ages and abilities bicycle and pedestrian ways are not required to be
51 constructed established:

- 52 (a) Where their establishment would be contrary to public
- 53 safety;
- 54 ~~(b) When the cost would be excessively disproportionate to the~~
- 55 ~~need or probable use;~~
- 56 ~~(c) Where there is no identified need;~~
- 57 ~~(b) Where the establishment would violate comprehensive plan~~
- 58 ~~policies;~~
- 59 (b) When routine maintenance of the transportation network is
- 60 performed that does not significantly alter the travel facility
- 61 or does not provide the opportunity to enhance complete
- 62 streets within the scope of the maintenance work, such as
- 63 mowing, sweeping, and spot repairs, or;
- 64 (c) In instances where a documented exception is granted by
- 65 the public works director city manager because the cost
- 66 would be excessively disproportionate to the need or
- 67 probable use, or where the establishment would violate
- 68 comprehensive plan policies.

70 (3) City policies, design criteria, standards and guidelines shall be
71 based on best practices in street design, construction and operations
72 including, but not limited to, guidance provided by the Association of
73 State Highway Transportation Officials, Institute of Transportation
74 Engineers, and National Association of City Transportation Officials.

76 (4) City plans and programs, including, but not limited to, the
77 Comprehensive Plan and Transportation Master Plan shall support the
78 implementation of complete streets.

80 Section 2. This ordinance shall be in force and effect five days
81 from and after its passage by the Kirkland City Council and publication,
82 as required by law.

84 Passed by majority vote of the Kirkland City Council in open
85 meeting this ____ day of _____, 2016.

87 Signed in authentication thereof this ____ day of
88 _____, 2016.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney