

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

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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

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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;

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

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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, ~~B~~bicycle, 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 18th day of October, 2016.

87 Signed in authentication thereof this 18th day of October, 2016.


MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

Publication Date: October 24, 2016