

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON  
AMENDING SHORELINE MUNICIPAL CODE TITLE 12 TO INCLUDE  
A COMPLETE STREETS POLICY BY ADDING A NEW CHAPTER 12.50  
COMPLETE STREETS.**

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington and planning under the Growth Management Act, chapter 36.70A RCW; and

WHEREAS, a Complete Street is one that is designed, built, and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists, and transit users of all ages and abilities are able to safely move along and across the street; and

WHEREAS, the Transportation Element of the City's Comprehensive Plan describes the City's vision for transportation which is a multi-modal transportation system with an emphasis on a Complete Street approach; and

WHEREAS, the Transportation Element sets forth goals and policies related to Complete Streets, including Transportation Policy T-8 which states that new and rebuilt streets shall address right-of-way-use by all users in accordance with Complete Streets practices and guidelines and Transportation Policy T-10 which states the elements of Complete Streets design should be used when feasible; and

WHEREAS, the Transportation Element incorporates and relies upon the Transportation Master Plan which states that to ensure pedestrian, bicyclists, motorists, and transit users can safely move along and across streets, Complete Streets design elements should be used; and

WHEREAS, the Transportation Master Plan, as set forth in Implementation Strategy 7.1, establishes a Pedestrian Plan, a Bicycle Plan, and a Transit Plan to assist in implementing the Complete Street approach; and

WHEREAS, The Master Street Plan adopted by the Council and included in the Engineering Development Manual guides the design standards and implementation of pedestrian and bicyclist facilities; and

WHEREAS, policies related to Complete Streets can also be found in the 185<sup>th</sup> Street Station Subarea Plan (March 2015), including policies to develop a multi-modal transportation network and incorporate best practices for Complete Streets design concepts, with similar policies expected to be part of the 145<sup>th</sup> Street Station Subarea Plan scheduled for adoption on September 26, 2016; and

WHEREAS, the City desires to enact a jurisdiction-wide Complete Streets policy so as to improve safety of its streets, enhance the quality of life for its residents, encourage active living, and reduce traffic congestion by providing safe, convenient, and comfortable routes for all users; and

WHEREAS, in 2011, the State of Washington adopted a Complete Streets Grant Program, RCW 47.04.320, to encourage local governments to design streets that provide safe access to all users with the goals of promoting healthy communities, improving safety, protecting the environment, reducing congestion, and preserving community character; and

WHEREAS, funding from the Washington State Complete Streets Grant Program is only available to jurisdictions that have adopted a Complete Streets Ordinance; and

WHEREAS, on September 19, 2016, the City Council discussed the proposed amendments to SMC Title 12 at its regular public meeting; and

WHEREAS, the City provided public notice of the amendments, considered the amendments at an open public meeting, and has provided adequate opportunities for public review and comment;

**NOW THEREFORE, the City Council of the City of Shoreline, Washington do ordain as follows:**

**Section 1. Amendment – SMC Title 12, New Chapter SMC 12.50 Complete Streets.** A new chapter, SMC 12.50 Complete Streets, as set forth in Exhibit A, is added to SMC Title 12.

**Section 2. Severability.** If any one or more section, subsection, or sentence of this ordinance is held to be unconstitutional or invalid or unenforceable for any reason, such decision shall not affect the validity of the remaining portion of this ordinance and the same shall remain in full force and effect.

**Section 3. Corrections by City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; references to other local, state or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering.

**Section 4. Publication and Effective Date.** A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

**PASSED BY THE CITY COUNCIL ON 3<sup>rd</sup> DAY OF OCTOBER, 2016.**

Mayor Christopher Roberts

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith  
City Clerk

Margaret King  
City Attorney

Date of Publication: October 6, 2016  
Effective Date: October 11, 2016

**Shoreline Municipal Code**

**Chapter 12.50 Complete Streets**

**12.50.010 Purpose.** The purpose of this chapter is to establish the City of Shoreline’s Complete Streets policy so as to promote a healthy community, improve safety of City roadways, protect the environment, reduce traffic congestion, and preserve community character by recognizing that transportation needs vary.

**12.50.020 Complete Streets - Definition.** A Complete Street is one that is designed, operated, and maintained to enable safe and convenient access and travel for all users including pedestrian, bicyclists, transit users, and people of all ages and abilities, as well as freight and motor vehicles while protecting and preserving the community’s environment and character.

**12.50.030 Complete Streets Policy.** The City shall, to the maximum extent practicable, plan for, design, construct, operate, and maintain an appropriate and integrated multi-modal transportation system for the safe accommodation of pedestrians, bicyclists, transit users, motorists, and users of all ages and abilities in new construction, retrofit, and reconstruction projects of public streets. The system’s design is to be supportive of the community, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost-effective manner.

**12.50.040 Exceptions.** Subject to approval by the Director of Public Works, facilities for pedestrians, bicyclists, transit users, and/or persons of all abilities are not required to be provided:

- A. When establishment would be contrary to public safety;
- B. When the cost would be excessively disproportionate to the current need or probable future use;
- C. Where there is no identified need based on adopted City transportation plans and future travel demand models;
- D. When routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, including, but not limited to, striping, sweeping, spot repair, pothole filing, joint or crack filling, and surface treatments for pavement preservation;
- E. When the roadway is a limited access roadway, prohibiting by law either non-motorized or motorized use; and
- F. Where implementing Complete Streets standards in a small project would create a very short section of improvements with problematic transitions on either end or that are unlikely to be followed by similar improvements at either end resulting in little progress on implementing a Complete Streets networks as provided for in the Transportation Master Plan.

**12.50.050 Complete Streets Design.** To create an integrated transportation system accommodating each mode of travel that is consistent with and supporting of the community, recognizing that the needs of various users will need to be balanced in a flexible manner, the City’s Engineering Development Manual establishes design criteria, standards, and guidelines for Complete Streets based upon recognized best practices and sound engineering principles in street design, construction and

operations. Recognized best practices include, but are not limited to, the most current editions of guidelines, standards, and practices developed by the American Association of State Highway Transportation Officials (AASHTO), the Washington State Department of Transportation, the Institute of Transportation Engineers (ITE), the Federal Highway Administration, the United States Access Board, and the National Association of City Transportation Officials.

**12.50.060. Complete Streets Partnerships.** The City shall seek to foster partnerships with state and federal transportation agencies, King County, neighboring jurisdictions, citizens, and interested groups in order to implement the Complete Streets Policy.