

ORDINANCE NO. 20-1008

AN ORDINANCE of the City Council of the City of SeaTac, Washington, adopting a Complete Streets Policy and Approach for the design and implementation of transportation projects in the City of SeaTac, consistent with the Transportation Element of the City's Comprehensive Plan and City Road Standards.

WHEREAS, the City of SeaTac adopted, in 2015, an amended Transportation Element of the Comprehensive Plan which includes Goals 4.1 through 4.4 to accommodate safe access and transport for all modes of travel; and

WHEREAS, the City of SeaTac adopted through reference (SMC 11.05.100) the Road Standards for the design of streets and facilities, both public and private, to accommodate motorized and non-motorized (active transportation) modes of travel; and

WHEREAS, the term "Complete Streets" is a planning and design approach developed to integrate a number of modal choices into the design of transportation elements in the public right-of-way; and

WHEREAS, on January 24th, 2012, the City Council passed Resolution 12-002, endorsing the Safe and Complete Streets Plan and incorporating elements of the plan into future Comprehensive Plan amendments; and

WHEREAS, adoption of a "Complete Streets Policy and Approach" Ordinance provides City staff with clear direction to develop solutions that promote safe and accessible facilities for motorized and non-motorized (active transportation) modes of travel;

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

Section 1 – Vision. The City of SeaTac’s vision is to provide a safe, balanced, and efficient multi-modal transportation system that serves local and regional mobility needs and safely accommodates all users. To meet this vision, the City shall strive to provide a future transportation system that allows users of all ages, abilities and financial resources to safely and efficiently use the public right-of-way to drive, access public transit, bicycle, walk or use any other chosen mode of travel. The City recognizes the public health and environmental quality benefits of encouraging active transportation modes through a safe, welcoming, connected network of modal choices.

Section 2 – Policy. The term “Complete Streets” is a guiding principle for the consideration of all modes of travel within the public right of way. This Ordinance constitutes the City’s “Complete Streets” policy and approach. The City recognizes that it can be a challenge for a single roadway to meet the demands of all modes at one time. Safety is a primary concern for the City, and the Transportation Element of the Comprehensive Plan guides the pursuit of increased safety for pedestrians and cyclists, which may require the separation of some uses on certain roads. A citywide Transportation System which accommodates users of all modes of transportation and users of all abilities on appropriate networks of roads, paths and trails balances the principles of Complete Streets with the realities of promoting a transportation system that is fiscally, economically and environmentally sustainable within existing and future constraints.

Using a variety of techniques, the City will plan for, design, construct, operate and maintain a transportation network that meets these goals. Recently developed projects, and those in future years, may incorporate elements such as (but not limited to):

Complete Street Elements	
Sidewalks	Shared Use Paths
Paved Shoulders	Buffered and/or Shared Bike Lanes
Street Trees and Landscape Strips	Transit Priority Lanes
Curbs with ADA ramps	Enhanced Pavement Markings and Symbols
Pedestrian Signals	Countdown and lead pedestrian signals
Signage	Curb Bulb-outs and Refuge Islands
Transit Stops and Facilities	Marked and/or Enhanced Crosswalk Treatments
Speed Bumps	Bike Parking
Raised Medians	Street Furniture
Street and Pedestrian Level Lighting	Pocket Parking
Textured and Colored Pavement	Traffic Circles
Roundabouts	Other Traffic Calming treatments

The City will consider the Complete Streets policy and approach in the review of private development plans, transportation system improvements and the City’s Six-Year Transportation Improvement Program (TIP). This approach shall include new construction, reconstruction and preservation/overlay projects, except as noted in the “Exceptions” section of this Ordinance. A context-sensitive approach to each project will consider neighborhood character, underserved modal choices and school transportation routes (including bussing, walking and vehicle circulation

around schools), in addition to safety and fiscal considerations. Projects must meet the requirements of the current system and the needs of the transportation system as described in the Transportation Master Plan specifically as it applies to non-motorized (active transportation) modal choices. Consideration will be given to accommodation of future transportation technologies, such as (but not limited to) autonomous cars, adaptive signals, and the impact these may have on other modes of travel in network.

Section 3 – Design Guidance. The City’s Public Works Department maintains design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation. These criteria, standards and guidelines include, but are not limited to, the latest editions of the American Association of State Highway Transportation Offices (AASHTO) policies for vehicular and bicycle facilities, National Association of City Transportation Officials (NACTO) Urban Bikeway and Street Design Guides, publications and recommended practices from the Institute of Transportation Engineers (ITE), the Washington State Department of Transportation (WSDOT) Design Manual and the Manual on Uniform Traffic Control Devices (MUTCD). Public Works Department employees have taken and will continue to take advantage of local training opportunities to become more familiar with these standards and their associated updates.

The City has adopted Road Standards and implemented best practices which include a number of Complete Streets principles, to guide all public and private transportation projects in the City. These tools emphasize consideration of multiple modes of travel, especially pedestrian and bicyclists, through the use of a number of the techniques described in the “Policy” section of this ordinance. The Road Standards include provisions for flexibility and the adoption of new techniques and tools with the approval of the Public Works Director. New techniques and future developments in design which enhance the safety of all transportation users may be incorporated into future versions of the Road Standards.

Section 4 – Exceptions. Exceptions to the policies of this Ordinance must be submitted to the Public Works Director and approved by the City Manager. The circumstances under which the City Manager may consider exceptions to a Complete Streets approach to enhancement of the Layered Network are as follows:

1. Street projects may exclude those elements of the policies of this Ordinance that would require the accommodation of street uses prohibited by law, grants, or other agencies;
2. Maintenance activities, such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, surface treatments or pothole filling do not require that elements of the policies of this Ordinance be applied beyond the scope of that maintenance activity;
3. Street construction, reconstruction and maintenance projects may exclude elements of the policies of this Ordinance when the accommodation of a specific use or mode is expected to:
 - a. Require more space than is physically available (topographic or right-of-way, where acquisition of additional right of way is required and would significantly impact the adjacent private property), or;

- b. Be located where both current and future demand is demonstrated and documented as being absent, including a lack of current or planned transit routes, or;
- c. Be incompatible with the Transportation Master Plan, or;
- d. Be incompatible with documented neighborhood character, or;
- e. Have adverse impacts on environmental resources such as streams, wetlands, ditches, floodplains or historic structures or sites above and beyond the impacts of currently existing infrastructure.

Section 5 – Implementation. The City recognizes that many other agencies have a direct or regional interest in the City’s transportation system. Because transportation frequently crosses city borders, ensuring compatibility for all modes with neighboring cities is crucial to an effective network. The City fosters partnerships with local transit providers, King County, Washington State Department of Transportation (WSDOT), Sound Transit, and the Highline School District to implement Complete Streets principles in projects involving these entities.

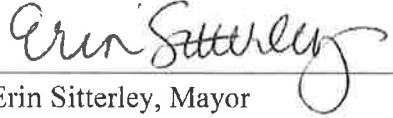
The City has developed and continues to update a six-year TIP based on the Transportation Master Plan (TMP). The TMP identifies both Pedestrian and Bicycle Priority Networks, in addition to vehicular transportation network improvements. The TIP and TMP shall guide the development of projects. Projects will be constructed with a combination of City funds, grant funding, and private development mitigation. The City will stay informed of, and will apply for, grant funding programs, especially those with a focus on Complete Streets and non-motorized (active transportation) travel improvements. Funding agency partnerships, such as those mentioned above, are key to implementation of Complete Streets projects. Low-cost projects which can be achieved within existing pavement widths using temporary installations, signing and striping are continually identified and implemented by the City.

Section 6 – Performance Measures. The Public Works Director and/or designee(s) shall report annually to the City Council on projects that were completed in the last year, that are planned for the coming year, and that further the vision of this Complete Streets Ordinance. The report shall identify yearly progress in advancing the lineal feet of bicycle and pedestrian network facilities and the connectivity of those networks.

Section 7 – Effective Date and Codification. This Ordinance shall not be codified and shall take effect and be in full force five (5) days after passage and publication as required by law.

ADOPTED this 28th day of April, 2020, and signed in authentication thereof on this 28th day of April, 2020.

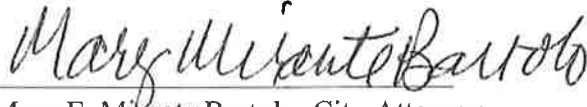
CITY OF SEATAC


Erin Sitterley, Mayor

ATTEST:


Kristina Gregg, City Clerk

APPROVED AS TO FORM:


Mary E. Mirante Bartolo, City Attorney

[Effective Date: May 9, 2020

[Complete Streets Policy and Approach]

RESOLUTION NO. 12-002

A RESOLUTION of the City Council of the City of SeaTac,
Washington endorsing a Safe & Complete Streets Plan.

WHEREAS, the City of SeaTac received a Communities Putting Prevention to Work
(CPPW) grant, which allowed the City to research and develop a Safe & Complete Streets Plan;
and

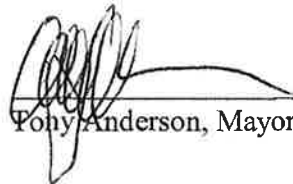
WHEREAS, the City Council wishes to endorse the Safe & Complete Streets Plan; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC,
WASHINGTON HEREBY RESOLVES as follows:

The SeaTac City Council endorses the Safe & Complete Streets Plan, which is attached to
this Resolution as Exhibit A. Elements of the Safe & Complete Streets Plan should be
incorporated as practicable into future Comprehensive Plan amendments.

PASSED this 24th day of January, 2012 and signed in
authentication thereof on this 24th day of January, 2012.

CITY OF SEATAC




Tony Anderson, Mayor

ATTEST:



Kristina Gregg, City Clerk

Approved as to Form:



Mary E. Mirante Bartolo, City Attorney



SeaTac City Council
Request for Council Action
Agenda Bill #: 5414

Council consideration: An Ordinance adopting a Complete Streets Policy and approach to the design and implementation of transportation projects in the City of SeaTac.

Date Action Requested: RCM: 4/28/2020

Review Dates: T&PW: 02/06/20 and 10/18/2018

Prepared By: Florendo Cabudol, City Engineer

Amount: N/A

Budgeted?: No

Applicable Fund Name: N/A

Director Approval: Public Works Director William Appleton 03/13/2020

City Manager Approval: City Manager Carl Cole 04/23/2020

Purpose: This Ordinance adopts a Complete Streets Policy to guide the design and implementation of City transportation projects.

ANALYSIS: A Complete Streets Policy provides an approach for planning, designing, and building streets that use context sensitive solutions to accommodate all users, including pedestrians, transit users, cyclists, and motorists. A draft Safe & Complete Streets Plan was developed in 2011. It was endorsed through Resolution 12-002 and referenced in development of the 2015 Transportation Master Plan. The Plan outlined goals for the development of SeaTac's pedestrian and bicycle network through the year 2040. Recommendations were identified in the plan, some of which were integrated into the Transportation Master and Comprehensive Plans. Although the Safe & Complete Streets Plan was endorsed by Resolution, it was never formally adopted through Ordinance.

The Complete Streets approach considers the goals of the community and aligns them with transportation safety and mobility goals. Most of the elements consistent with a Complete Streets approach to design have already become current standard practice in Public Works planning and engineering and align well with Council's mission to have a healthy city and improve community safety. Complete Streets also leverages the City's goal of infrastructure investment to meet this mission. While the City currently implements Complete Street practices, SeaTac will be at a disadvantage competing for some transportation funding sources if a Complete Streets Policy is not adopted by Ordinance. The proposed Ordinance formally adopts a Complete Streets Policy that reflects City practices today and will increase grant eligibility.

BUDGET SIGNIFICANCE: None.

COMMITTEE REVIEW(S) AND RECOMMENDATION(S): This topic has been before the T&PW Committee on 10/18/18 and 2/06/20. On 2/6/20, the T&PW committee recommended sending this item to Council for review and adoption.

City of SeaTac
SeaTac City Hall
4800 South 188th Street
SeaTac, WA 98188
206.973.4661

(Legal Notice)

April 28, 2020.

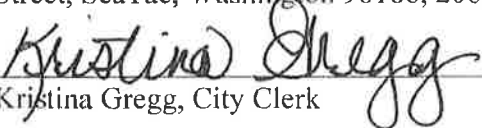
**NOTICE OF ORDINANCE ADOPTED
BY THE SEATAC CITY COUNCIL**

Following is a summary of Ordinance adopted by the City of SeaTac City Council on the 28th day of April 2020:

ORDINANCE NO. 20-1008

AN ORDINANCE adopting a Complete Streets Policy and Approach for the design and implementation of transportation projects in the City of SeaTac, consistent with the Transportation Element of the City's Comprehensive Plan and City Road Standards. Effective 5 days after passage and publication as required by law.

The full text of each Ordinance is available at SeaTac City Hall, City Clerk, 4800 South 188th Street, SeaTac, Washington 98188, 206.973.4661. A copy will be mailed upon request.



Kristina Gregg, City Clerk

Published in the Seattle Times: Monday, May 4, 2020