

ORDINANCE NO. 1990

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FIFE, PIERCE COUNTY, WASHINGTON, ADDING A NEW CHAPTER 12.19 TO THE FIFE MUNICIPAL CODE, CREATING A COMPLETE STREETS POLICY

WHEREAS, the Complete Streets concept promotes streets that are safe and convenient for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages and abilities; and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit, are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles and trucks; and

WHEREAS, there are practical limits to the expansion of road ways in response to traffic congestion; and

WHEREAS, promoting pedestrian, bicycle and transit travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living and is less costly to the commuter; and

WHEREAS, the development of a more complete transportation network or Complete Streets can improve pedestrian safety, increase the capacity of the transportation network and promote improvements in public health; and

WHEREAS, the construction of Complete Streets can be an essential component in reducing automobile trips as evidenced by the 2001 National Household Transportation Survey which revealed that 50 percent of all trips in metropolitan areas are three miles or less and 28 percent are one mile or less--distances easily traversed by foot or bicycle. Yet, 65 percent of trips under one mile are now made by automobile, in part because of incomplete streets that make it dangerous or unpleasant to walk, bicycle, or take transit; and

WHEREAS, a 2007 Washington State Department of Transportation survey found that a lack of pedestrian and bicycle infrastructure, such as sidewalks and bicycle lanes, is a primary reason why Washington residents do not walk or bicycle more frequently; and

WHEREAS, the Complete Streets concept is supported by the Institute of Traffic Engineers, American Planning Association, United States Centers for Disease Control and Prevention, American Public Health Association, and many other transportation, planning, and public health professionals; and

WHEREAS, the Washington State Legislature adopted a Complete Streets Grant Program in 2011, codified in Section 47.04.320 of the Revised Code of Washington, and funding from the Program will only be available to jurisdictions that have adopted a Complete Streets Ordinance;

WHEREAS, Goal 1 of the Transportation Element of the City's Comprehensive Plan is to "provide for a well-connected, efficient transportation system that offers choices in travel modes, seeks to reduce traffic congestion in Fife, and reduces dependence on the single occupancy vehicle"; and

WHEREAS, the City's Street Construction Standards, FMC Chapter 12.20, currently require bike lanes in collector streets, minor arterials, and principal arterials; now therefore

THE CITY COUNCIL OF THE CITY OF FIFE, PIERCE COUNTY, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. A new Chapter 12.19 is hereby added to the Fife Municipal Code, titled "Complete Streets Policy," to read as follows

Chapter 12.19

COMPLETE STREETS POLICY

Sections:

- 12.19.010 Purpose and vision.
- 12.19.020 Definitions.
- 12.19.030 Exceptions.
- 12.19.040 Complete streets infrastructure.
- 12.19.050 Goals to foster partnerships.

12.19.010 Purpose and vision.

The city of Fife shall, to the extent practical, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities in all new construction, retrofit or reconstruction projects. Through ongoing operations and maintenance, the city of Fife shall identify cost-effective opportunities to include complete streets practices.

12.19.020 Definitions.

As used in this chapter, the following words and terms shall have the following meanings:

A. "Complete street" means a road that is designed to be safe for drivers, bicyclists, transit vehicles and riders, and pedestrians of all ages and abilities.

B. "Complete streets infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulbouts; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; traffic calming devices such as rotary circles, traffic humps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; and raised medians.

C. "Street project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, and includes the planning, design, approval, and implementation processes.

D. "Users" means individuals or vehicles that use streets, including pedestrians, bicyclists, freight, automobiles, public transportation vehicles and riders, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

12.19.030 Exceptions.

Facilities for pedestrians, bicyclists, transit users and/or people of all abilities are not required to be provided under the following circumstances:

A. When elements of this policy would require the accommodation of street uses prohibited by law;

B. For routine maintenance activities such as mowing, snowplowing, sweeping, spot repair, overlaying, joint or crack sealing, or pothole filing;

C. Paving projects which involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to require more space than is physically available, is located where both current and future demand is proven absent, or would drastically increase project costs and equivalent alternatives exist within close proximity;

D. Adverse impacts on environmental resources such as streams, wetlands or floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure;

E. Cost would be disproportionate to the current need or probable future use;

F. Development of sidewalks in areas falling outside those identified as appropriate for sidewalks on the basis of an adopted sidewalk policy;

G. In instances where a documented exception is granted by the Public Works Director.

12.19.040 Complete streets infrastructure.

As feasible, the city shall incorporate “complete streets infrastructure” into existing public streets to create a comprehensive, integrated, connected transportation network for the city that balances access, mobility, health and safety needs of pedestrians (Americans with Disabilities Act and Title VI compliance), bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities, ensuring a fully connected, integrated network that provides transportation options.

12.19.050 Goals to foster partnerships.

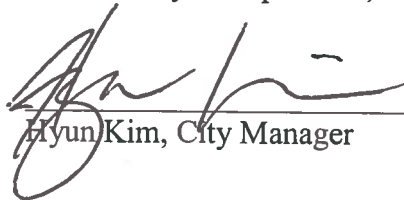
It is a goal of the city of the city of Fife to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Transportation Improvement Board (TIB), the Federal Highway Administration, citizens, businesses, interested groups, neighborhoods, and any funding agency assisting in the city’s implementation of the complete streets program.

Section 2. Each and every provision of this Ordinance shall be deemed severable. In the event that any portion of this Ordinance is determined by final order of a court of competent jurisdiction to be void or unenforceable, such determination shall not affect the validity of the remaining provisions thereof provided the intent of this Ordinance can still be furthered without the invalid provision.

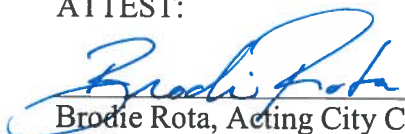
Section 3. This Ordinance shall be in full force and effect five (5) days after publication as required by law. A summary of this Ordinance may be published in lieu of the entire Ordinance, as authorized by State law.

Introduced the 14th day of August, 2018.

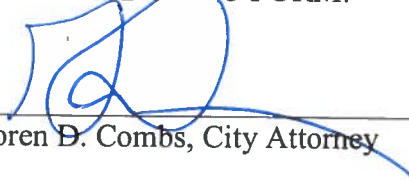
Passed by the City Council on the 11th day of September, 2018.


Hyun Kim, City Manager

ATTEST:


Brodie Rota, Acting City Clerk

APPROVED AS TO FORM:



Loren D. Combs, City Attorney

Published: Sept. 13, 2018
Effective Date: Sept. 18, 2018