

ORDINANCE 122386

1
2 AN ORDINANCE relating to Seattle's Complete Streets policy, stating guiding principles and
3 practices so that transportation improvements are planned, designed and constructed to
4 encourage walking, bicycling and transit use while promoting safe operations for all
5 users.

6 WHEREAS, the City Council, with the Mayor concurring, adopted Resolution 30915 that defines
7 the Complete Streets policy; and

8 WHEREAS, City policy as stated in the Transportation Strategic Plan and the Seattle
9 Comprehensive Plan is to encourage walking, bicycling and transit use as safe,
10 convenient and widely available modes of transportation for all people; and

11 WHEREAS, Seattle's Complete Streets guiding principle is to design, operate and maintain
12 Seattle's streets to promote safe and convenient access and travel for all users ---
13 pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and
14 motor vehicle drivers; and

15 WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets
16 legislation including the U.S. Department of Transportation, numerous state
17 transportation agencies, San Francisco, Sacramento, San Diego, Boulder, Chicago and
18 Portland; and

19 WHEREAS, the Seattle Department of Transportation (SDOT) will implement Complete Streets
20 policy by designing, operating and maintaining the transportation network to improve
21 travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent
22 with, and supportive of, the surrounding community; and

23 WHEREAS, transportation improvements will include an array of facilities and amenities that
24 are recognized as contributing to Complete Streets, including: street and sidewalk
25 lighting; pedestrian and bicycle safety improvements; access improvements for freight;
26 access improvements, including compliance with the Americans with Disabilities Act;
27 public transit facilities accommodation including, but not limited, to pedestrian access
28 improvement to transit stops and stations; street trees and landscaping; drainage; and
street amenities; and

WHEREAS, SDOT will implement policies and procedures with the construction, reconstruction
or other changes of transportation facilities on arterial streets to support the creation of
Complete Streets including capital improvements, re-channelization projects and major
maintenance, recognizing that all streets are different and in each case user needs must be
balanced; NOW, THEREFORE,



BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

1
2 Section 1. SDOT will plan for, design and construct all new City transportation
3 improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit
4 riders, and persons of all abilities, while promoting safe operation for all users, as provided for
5 below.

6
7 Section 2. SDOT will incorporate Complete Streets principles into: the Department's
8 Transportation Strategic Plan; Seattle Transit Plan; Pedestrian and Bicycle Master Plans;
9 Intelligent Transportation System Strategic Plan; and other SDOT plans, manuals, rules,
10 regulations and programs as appropriate.

11
12 Section 3. Because freight is important to the basic economy of the City and has unique
13 right-of-way needs to support that role, freight will be the major priority on streets classified as
14 Major Truck Streets. Complete Street improvements that are consistent with freight mobility but
15 also support other modes may be considered on these streets.

16
17 Section 4. Except in unusual or extraordinary circumstances, Complete Streets principles
18 will not apply:

- 19
- 20 • to repairs made pursuant to the Pavement Opening and Restoration Rule (SDOT
21 Director's Rule 2004-02);
 - 22 • to ordinary maintenance activities designed to keep assets in serviceable condition
23 (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip
24 seal, or interim measures on detour or haul routes);
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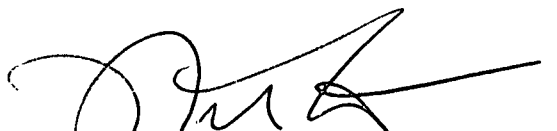
- 1 • where the Director of Transportation issues a documented exception concluding that
- 2 application of Complete Street principles is unnecessary or inappropriate because it
- 3 would be contrary to public safety; or
- 4 • where other available means or factors indicate an absence of need, including future
- 5 need.
- 6

7 Section 5. Complete Streets may be achieved through single projects or incrementally
8 through a series of smaller improvements or maintenance activities over time. It is the Mayor's
9 and Council's intent that all sources of transportation funding be drawn upon to implement
10 Complete Streets. The City believes that maximum financial flexibility is important to implement
11 Complete Streets principles.
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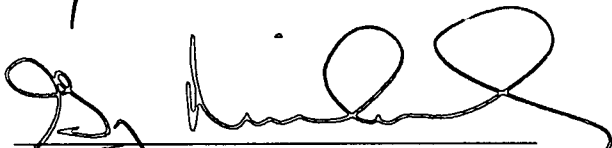


1 Section 6. This ordinance shall take effect and be in force thirty (30) days from and after
2 its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days
3 after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

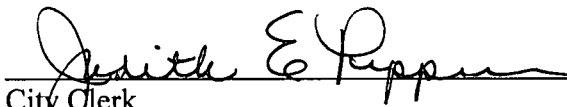
4 Passed by the City Council the 30th day of April, 2007, and signed by me in open
5 session in authentication of its passage this 30th day of April, 2007.

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7
8 
9 President _____ of the City Council

10 Approved by me this 7th day of May, 2007.

11
12 
13 Gregory J. Nickels, Mayor
14

15 Filed by me this 7 day of May, 2007.

16
17 
18 City Clerk

19 (Seal)

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	DOF Analyst/Phone:
Seattle Department of Transportation	Barbara Gray, 615-0872	Stephen Barham, 733-9084

Legislation Title AN ORDINANCE relating to Seattle’s Complete Streets policy, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

- **Summary of the Legislation:** This Council Bill states that “Complete Streets” principles (see Resolution 30915) will be incorporated, to the maximum practicable extent, in all new City transportation improvement projects on arterials to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and disabled persons while promoting safe operation for all users. Additionally, these Complete Streets principles will be incorporated into (The Seattle Department of Transportation’s) Transportation Strategic Plan, Seattle Transit Plan, Pedestrian Master Plan, Bicycle Master Plan, Intelligent Transportation System Strategic Plan, and other SDOT plans, manuals, rules, regulations and programs as appropriate. SDOT will implement Complete Streets policy by designing, operating, and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with and supportive of the surrounding community. Street and sidewalk lighting, pedestrian and bicycle safety improvements, access improvements for freight, access improvements in accordance with ADA requirements, public transit facilities accommodation, street trees, landscaping, and street amenities are all components of the Complete Streets program.
- **Background: (Include brief description of the purpose and context of legislation and include record of previous legislation and funding history, if applicable):**
Resolution 30195, relating to Bridging the Gap, includes support for the principles of “Complete Streets” and states that all Bridging the Gap projects will provide appropriate accommodation for pedestrians, bicyclists, transit riders, and disabled persons while promoting safe operation for cars and trucks. Additionally, these Complete Streets principles will be incorporated into SDOT’s Transportation Strategic Plan, Seattle Transit Plan, Pedestrian Master Plan, Bicycle Master Plan and other SDOT plans, manuals, rules, regulations and programs as appropriate. The Resolution states that the City Council will work with SDOT and the Mayor to assess the feasibility of legislation adopting Complete Street principles. This Ordinance results from that statement.



- *Please check one of the following:*

 This legislation does not have any financial implications.

 X **This legislation has financial implications.**

There is no way to forecast the financial impacts of this Council Bill because the projects and improvements have not yet been determined. The Council Bill states that Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It also states that Complete Streets principles will not apply when the cost of complying exceeds approximately 20% of the overall project cost. Maximum financial flexibility is important to implement Complete Streets principles. All sources of transportation funding could be drawn upon to implement Complete Streets; however, at this time SDOT does not anticipate requesting additional funding from the City's General Fund for Complete Streets work.



City of Seattle

Gregory J. Nickels, Mayor

Office of the Mayor

March 27, 2007

Honorable Nick Licata
President
Seattle City Council
City Hall, 2nd Floor

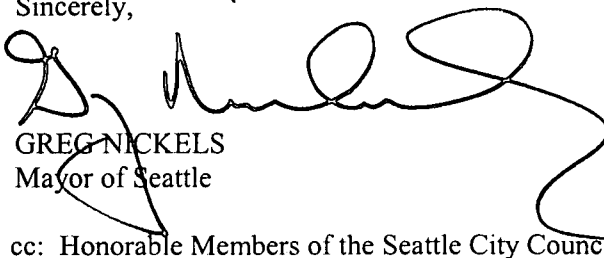
Dear Council President Licata:

I am pleased to transmit the attached proposed Council Bill that establishes the guiding principles and practices to be used in the planning, design, and construction of new City transportation projects in accordance with Seattle's Complete Streets policy.

As stated in Resolution 30915, Complete Streets guiding principles call for street improvements that support and encourage walking, bicycling and transit use while promoting safe operations for all users. The Complete Streets principles and practices defined by this legislation further the livable city goals for compact, walkable neighborhoods that are well-served by transit as articulated in Seattle's Comprehensive Plan. The actions called for in this legislation will ensure that our streets and sidewalks are safe, accessible, and comfortable for all of our citizens, including seniors, school-aged children and people with disabilities. By passing this legislation, we will join many other jurisdictions and agencies nationwide that have adopted Complete Streets legislation. These jurisdictions have found great benefit from implementing Complete Streets practices to create a consistent approach to making streets function well for all modes of travel.

With the recent passage of the "Bridging the Gap" funding package, which includes numerous street improvements for Seattle's citizens over the coming years, I can think of no better time to forward this legislation. Thank you for your consideration of this legislation. Should you have questions, please contact Barbara Gray at (206) 615-0872.

Sincerely,



GREG NICKELS
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

600 Fourth Avenue, 7th Floor, P.O. Box 94749, Seattle, WA 98124-4749

Tel: (206) 684-4000, TDD: (206) 684-8811 Fax: (206) 684-5360, Email: mayors.office@seattle.gov

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ORDINANCE _____

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WHEREAS, City policy as stated in the Transportation Strategic Plan and the Seattle Comprehensive Plan is to encourage walking, bicycling and transit use as safe, convenient and widely available modes of transportation for all people; and

WHEREAS, Seattle's Complete Streets guiding principle is to design, operate and maintain Seattle's streets to promote safe and convenient access and travel for all users --- pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation, numerous state transportation agencies, San Francisco, Sacramento, San Diego, Boulder, Chicago and Portland; and

WHEREAS, the Seattle Department of Transportation (SDOT) will implement Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, transportation improvements will include an array of facilities and amenities that are recognized as contributing to Complete Streets, including: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements for freight; access improvements in accordance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; and street amenities; and

WHEREAS, SDOT will implement policies and procedures with the construction, reconstruction or other changes of transportation facilities on arterial streets to support the creation of Complete Streets including capital improvements, re-channelization projects and major maintenance, recognizing that all streets are different and in each case user needs must be balanced; NOW, THEREFORE,



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8 Transportation Strategic Plan; Seattle Transit Plan; Pedestrian and Bicycle Master Plans;
9 Intelligent Transportation System Strategic Plan; and other SDOT plans, manuals, rules,
10 regulations and programs as appropriate.

11
12 Section 3. Because freight is important to the basic economy of the City and has unique
13 right-of-way needs to support that role, freight will be the major priority on streets classified as
14 Major Truck Streets. Of the 490 centerline miles of arterial streets in Seattle, 142 are designated
15 Major Truck Streets. Complete Street improvements that support other modes will also be
16 considered on these streets.

17
18 Section 4. Except in unusual or extraordinary circumstances, Complete Streets principles
19 will not apply:

- 20
- 21 • to repairs made pursuant to the Pavement Opening and Restoration Rule (SDOT
22 Director's Rule 2004-02);
 - 23 • to ordinary maintenance activities designed to keep assets in serviceable condition
24 (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip
25 seal);
- 26



- where the Director of Transportation issues a documented exception concluding that application of Complete Street principles is unnecessary or inappropriate because it would be contrary to public safety;
- when the cost of complying with this Ordinance exceeds approximately 20% of the overall project cost; or
- where other available means or factors indicate an absence of need, including future need.

Section 5. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the Mayor's and Council's intent that all sources of transportation funding be drawn upon to implement Complete Streets. The City believes that maximum financial flexibility is important to implement Complete Streets principles.



1 Section 6. This ordinance shall take effect and be in force thirty (30) days from and after
2 its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days
3 after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

4 Passed by the City Council the ____ day of _____, 2007, and signed by me in open
5 session in authentication of its passage this ____ day of _____, 2007.

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8 _____
9 President _____ of the City Council

10 Approved by me this ____ day of _____, 2007.

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12 _____
13 Gregory J. Nickels, Mayor

14 Filed by me this ____ day of _____, 2007.

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16 _____
17 City Clerk

18
19 (Seal)



STATE OF WASHINGTON – KING COUNTY

--SS.

210962
CITY OF SEATTLE, CLERKS OFFICE

No.

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:122386&388 TITLE ONLY

was published on

05/09/07

The amount of the fee charged for the foregoing publication is the sum of \$ 41.85, which amount has been paid in full.



[Handwritten signature]

Subscribed and sworn to before me on

[Handwritten signature]
05/09/07

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

TITLE-ONLY PUBLICATION

The full text of the following ordinances, passed by the City Council on April 30, 2007, and published here by title only, will be mailed upon request, or can be accessed electronically at <http://clerk.ci.seattle.wa.us>. For further information, contact the Seattle City Clerk at 684-8344.

ORDINANCE NO. 122388

AN ORDINANCE appropriating money to pay certain audited claims and ordering the payment thereof.

ORDINANCE NO. 122386

AN ORDINANCE relating to Seattle's Complete Streets policy, stating guiding principles and practices so that transportation improvements

are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

Publication ordered by JUDITH PIPPIN,
City Clerk

Date of publication in the Seattle Daily

Journal of Commerce, May 9, 2007.

5/9(210962)