

## ORDINANCE 1525

### AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, ADDING CHAPTER 12.24, COMPLETE STREETS POLICY, TO GIG HARBOR MUNICIPAL CODE TITLE 12, STREETS AND SIDEWALKS, CREATING THE COMPLETE STREETS POLICY THEREBY ENCOURAGING WALKING, BIKING, AND TRANSIT USE ALONG WITH THE SAFE OPERATION OF VEHICLES.

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**WHEREAS**, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, transit users, emergency service providers and freight, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

**WHEREAS**, the Federal Highway Administration cites that 123,000 pedestrians and bicyclists are injured each year in roadway crashes in the United States with children and older adults at greatest risk and disproportionately affected; and

**WHEREAS**, the occurrence and severity of pedestrian and bicyclist injuries could readily be decreased by implementing Complete Streets practices; and

**WHEREAS**, the one-third of Americans who do not drive, disproportionately represented by older adults, low-income people, people with disabilities, and children would greatly benefit from the equitable distribution of safe, alternative means of travel that will result from Complete Streets practices; and

**WHEREAS**, the City of Gig Harbor wants to create convenient, enjoyable, and safe streets to improve walking and bicycling while connecting the neighborhoods and key destinations; and

**WHEREAS**, the City of Gig Harbor’s 2018 Transportation Element of the Comprehensive Plan seeks to implement transportation infrastructure to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users (Goal 1); 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

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

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

**Section 1.** Gig Harbor Municipal Code Title 12, Streets and Sidewalks, is hereby amended to include a new Chapter 12.24, Complete Streets Policy, as shown in Exhibit A.

**Section 2. Severability.** If any section, sentence, clause, or phrase of this ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

**Section 3. Correction of Errors.** The city clerk and codifiers of the ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

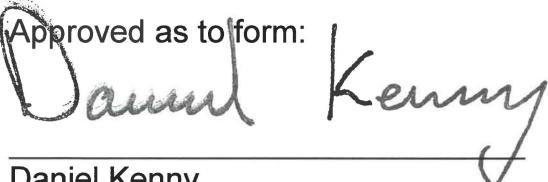
**Section 4. Effective Date.** This ordinance shall take effect and be in full force thirty (30) days after passage and publication of an approved summary consisting of the title.

**ADOPTED** by the Council of the City of Gig Harbor at a regular meeting thereof, held this 8<sup>th</sup> day of April, 2024.



Tracie Markley  
Mayor

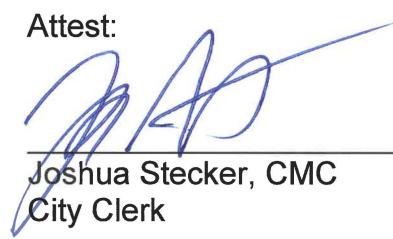
Approved as to form:



Daniel Kenny

Daniel Kenny  
City Attorney

Attest:



Joshua Stecker, CMC  
City Clerk

## **EXHIBIT A**

### **Chapter 12.24**

#### **Complete Streets Program**

**12.24.010 Purpose and Vision**

**12.24.020 Definitions**

**12.24.030 Exceptions**

**12.24.040 Complete Streets Infrastructure**

**12.24.050 Goals to Foster Partnerships**

**12.24.060 Best Practices Criteria**

**12.24.070 Performance Measure**

**12.24.010 Purpose and Vision**

The City of Gig Harbor shall, to the maximum 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 Gig Harbor shall identify cost effective opportunities to include Complete Streets practices.

**12.24.020 Definitions**

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

“Street Project” means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, and includes the planning, design, approval and implementation processes.

“Users” means individuals and 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.

“Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, which may include but are 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; bulb outs; 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, raised crosswalk, and surface treatments such as paving blocks, textured asphalt, and concrete, narrow vehicle lanes; and raised medians.

#### 12.24.030 Exceptions

The public works director or city engineer may exempt the following projects from this policy as follows:

- A. If the application of the policy would require the accommodation of street uses prohibited by law;
- B. For ordinary maintenance such as mowing, sweeping, snow removal, spot repairs (joint or crack sealing, pothole filling) this policy shall not be applied beyond the scope of that activity;
- C. Street reconstruction and maintenance paving projects that involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to:
  1. Require more space than is physically available; or
  2. Be located where there is no current or reasonably determined future demand; or
  3. Drastically increase project costs, if equivalent alternatives exist in close proximity to the project; or
  4. Have adverse impacts on environmental resources or critical areas, or on historic structures or sites that exceed the impacts of currently existing infrastructure; or
  5. Result in costs disproportionate to the current need or probable future use.
- D. In instances where a documented variance is granted by the city engineer.

#### 12.24.040 Complete Streets Infrastructure

As feasible, the City of Gig Harbor shall incorporate “Complete Streets Infrastructure” into existing public streets to create a comprehensive, integrated, connected transportation network for the City of Gig Harbor that balances access, mobility health and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities,

ensuring a fully connected, integrated network that provides transportation options.

#### **12.24.050 Goals to Foster Partnerships**

It is the goal of the City of Gig Harbor to foster partnerships with all Washington State transportation funding agencies including Washington State department of Transportation (WSDOT), Transportation Improvement Board (TIB), the Federal Highway Administration, Pierce County, Peninsula School District, citizens, businesses, interested groups, neighborhoods, and any funding agency assisting in the city's implementation of the Complete Streets ordinance.

#### **12.24.060 Best Practice Criteria**

The City Council or designee shall modify, develop and adopt policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction, and operations. References may include but are not limited to design documents recognized by other government agencies, such as the latest adopted editions of the America Association of State Highway Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE) manuals, and the independently developed SmartCode for planning and urban design.

#### **12.24.070 Performance Measure**

The public works director and /or designees shall maintain a summary of the six-year Transportation Improvement Program (TIP) and have the ability to explain the extent to which each of these projects has or will meet the objectives of Complete Streets.

