

**CITY OF LYNNWOOD, WASHINGTON**

**ORDINANCE NO. 3424**

**AN ORDINANCE OF THE CITY OF LYNNWOOD, WASHINGTON,  
ENDORING THE CONCEPT OF COMPLETE STREETS; ADOPTING  
COMPLETE STREETS POLICIES; ADOPTING THE CONNECT  
LYNNWOOD: ACTIVE AND ACCESSIBLE TRANSPORTATION PLAN;  
PROVIDING FOR SEVERABILITY, PUBLICATION AND AN  
EFFECTIVE DATE.**

WHEREAS, the City of Lynnwood is a municipal code city incorporated under the laws of the State of Washington and planning under the Growth Management Act, chapter 36.70 RCW; and

WHEREAS, the State of Washington adopted a Complete Streets Grant Program in 2011, RCW 47.04.320, to encourage local governments to design streets that are safe for all users with the goal 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, the Complete Streets concept is supported by the Institute of Traffic Engineers, American Planning Association, Centers for Disease Control and Prevention, and many other transportation, planning, and public health professionals; and

WHEREAS, the City of Lynnwood has undertaken several planning efforts geared at enhancing livability, including the City Center Streetscape Guidelines, *Connect Lynnwood: Active & Accessible Transportation Plan*, 10-Minute Walk Campaign, Bike2Health, and South Lynnwood Subarea Plan; and

WHEREAS, the City of Lynnwood is growing, with the Lynnwood City Center LINK light rail station projected to draw thousands of users when it opens in 2024, and Complete Streets policies and regulations can mitigate impacts of growth by providing mobility options other than driving; and

WHEREAS, the City of Lynnwood envisions an efficient and integrated multimodal transportation system that balances mobility needs and helps implement the Comprehensive Plan; and

WHEREAS, the City of Lynnwood Comprehensive Plan Transportation Chapter states the City's goal is for a balanced transportation system that serves residents, visitors, and commuters, and includes a section on Non-Motorized Transportation Systems (pages 5.33-5.34) that lists strategies and policies complementary to a Complete Streets ordinance; and

WHEREAS, the City of Lynnwood's goal is to develop a connected network that allows users of all ages, abilities, and incomes to safely use the public right-of-way to access local and regional destinations, including commercial sites and business activities; and

51 WHEREAS, the City of Lynnwood recognizes the **public health, traffic congestion**  
52 **reduction, economic, and environmental benefits** of encouraging active transportation such  
53 as walking and biking; and

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55 WHEREAS, on July 25, 2022, the Lynnwood City Council held a duly noticed public  
56 hearing on the proposed Complete Streets Ordinance; and

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58 WHEREAS, the Lynnwood City Council has determined that the provisions of this  
59 Ordinance will further the public health, safety and general welfare, and are in the best interests  
60 of the City; now therefore

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62 **THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, DO ORDAIN AS**  
63 **FOLLOWS:**

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65 **Section 1. Endorsement of Complete Streets.** The City of Lynnwood endorses the concept  
66 of Complete Streets and the following Complete Streets principles:

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68 **1.1 Serve all legal users and modes.** The City recognizes that people walking, using  
69 wheelchairs, riding bicycles, driving cars, transporting freight, driving emergency response  
70 vehicles, and taking public transportation are all legitimate users of the right-of-way and deserve  
71 safe facilities for travel. The City shall, to the maximum extent practical, plan for, design,  
72 construct, operate and maintain appropriate transportation facilities to serve all users of all ages  
73 and abilities on networks identified in the *Connect Lynnwood: Active & Accessible Transportation*  
74 *Plan*. Through ongoing planning, operations and maintenance, the City shall identify cost  
75 effective opportunities to include Complete Streets practices in the City's right-of-way facilities.

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77 **1.2 Create complete networks.** Not every street will support every mode; however,  
78 people traveling by all modes, particularly by walking and bicycling, benefit from a network of safe  
79 travel routes throughout the city.

80  
81 **1.3 Support livability and economy.** Lynnwood's strengths include its family-friendly  
82 neighborhoods and robust commercial and retail presence. Complete Streets enhance livability  
83 by making places safer and more accessible. They support commercial activity by creating more  
84 mobility options to access business.

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86 **Section 2. Application and Exceptions.**

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88 **2.1 Application.** Complete Streets principles **apply to all of Lynnwood's streets**  
89 **to the maximum extent practical and feasible.** The City will take a complete networks approach  
90 linking to schools, parks, trails, transit and commercial hubs, residences, and other destinations  
91 to incrementally enhance connectivity. This includes new construction, retrofit, and reconstruction  
92 projects.

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94 **2.2 Exceptions.** Transportation projects shall follow the Complete Streets approach  
95 to the maximum extent practical and feasible. The Director of Public Works may allow an  
96 exception from the Complete Streets approach for situations where:

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98 **2.2.1** There is a documented absence of a current or future need;

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100 **2.2.2** Non-motorized uses are prohibited by law or regulation and/or their  
101 establishment would be contrary to public health and safety;

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103           **2.2.3** The project consists of routine maintenance of the transportation network,  
104 that does not change the roadway geometry or operations, such as, but not limited to, joint or  
105 crack sealing, potholing or spot repair; provided, that routine paving projects may include the  
106 evaluation of whether existing facilities support alternate transportation modes, and the need to  
107 modify existing pavement markings or signage to support alternate transportation modes.

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109           **2.2.4** Implementation requires more space than is physically available;

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111           **2.2.5** Implementation has adverse impacts on environmental resources, such as  
112 streams, wetlands, or floodplains, or historic sites, of a greater nature than the impacts of the  
113 existing infrastructure;

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115           **2.2.6** The cost of the Complete Streets elements would be disproportionate to  
116 the current need or probable future uses;

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118           **2.2.7** Other instances identified in the Lynnwood Municipal Code; or

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120           **2.2.8** Other instances where the impracticality or infeasibility is documented,  
121 investigated, and approved by the City’s Public Works Director.

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123 **Section 3. Adoption of the Connect Lynnwood: Active & Accessible Transportation**  
124 **Plan.** The *Connect Lynnwood: Active & Accessible Transportation Plan (2022)*, attached hereto  
125 as **Exhibit A**, which includes policies, programs and a list of capital projects to implement the  
126 City’s vision for complete and connected all-ages and abilities bicycle network, as well as facilities  
127 for other human-powered modes of travel, including walking and rolling a wheelchair, is adopted  
128 as planning document for the City.

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130 **Section 4. Implementation.** The City’s Complete Streets Policy shall be implemented in the  
131 following ways, which are not all inclusive:

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133           **4.1** The City shall prepare and maintain a **Street Typology**. The Street Typology is a  
134 framework for identifying street types and the bicycle and walking facilities appropriate to each  
135 type.

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137           **4.2** The City shall prepare and maintain a **design flow chart** referencing the Connect  
138 Lynnwood: Active and Accessible Transportation Plan, including the all ages and abilities bicycle  
139 network and walking network..

140  
141           **4.3** The City shall prepare and/or update **pedestrian and bicycle standards**.

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143           **4.4** The City shall modify, develop and adopt policies, design criteria, standards and/or  
144 guidelines based upon recognized best practices in street design, construction and operations  
145 including but not limited to the latest editions of American Association of State Highway  
146 Transportation Officials (AASHTO) and the Institute of Transportation Engineers (ITE), while  
147 reflecting the context and character of the surrounding built and natural environments and  
148 enhance the appearance of such.

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150           **4.5** The City shall review, consider and adopt amendments or additions to the City’s  
151 Municipal Code to further implement the Complete Streets policies.

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154 **Section 5. Severability.** If any section, subsection, sentence, clause, phrase, or word of this  
155 Ordinance should be held to be invalid or unconstitutional or inapplicable by a court of competent  
156 jurisdiction, such invalidity or unconstitutionality or inapplicability thereof shall not affect the  
157 validity or constitutionality of any other section, subsection, sentence, clause, phrase, or word of  
158 this Ordinance.

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160 **Section 6. Effective Date.** This Ordinance shall be in full force and effective five (5) days after  
161 passage and publication as provided by law.

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163 **Section 7. Publication.** This ordinance or a summary thereof consisting of the title shall be  
164 published in the official newspaper of the City and shall take effect and be in full force five (5)  
165 days after publication.

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167 PASSED BY THE CITY COUNCIL this 8<sup>th</sup> day of August, 2022.

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169 APPROVED:

170 DocuSigned by:  
171 *Christine Frizzell* 8/15/2022  
172 77ADF368AF504F4...  
173 \_\_\_\_\_  
174 Christine Frizzell, Mayor  
175

176 ATTEST/AUTHENTICATED:

177 DocuSigned by:  
178 *Luke Lonie*  
179 8859FC9A6FCA4CF...  
180 \_\_\_\_\_  
181 Luke Lonie, Interim City Clerk

182 APPROVED AS TO FORM:

183 DocuSigned by:  
184 *Lisa Marshall*  
185 0C9DE54C77524E7...  
186 \_\_\_\_\_  
187 Lisa Marshall, City Attorney