

**CITY OF MEDINA, WA  
ORDINANCE NO. 1044**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF  
MEDINA, WASHINGTON ADOPTING A COMPLETE STREETS  
POLICY, AND ADDING A NEW CHAPTER 12.01 TO THE MEDINA  
MUNICIPAL CODE "COMPLETE STREETS POLICY".**

WHEREAS, pursuant to RCW 47.04.320(1), the Washington State Transportation Improvement Board ("TIB") has established a complete streets grant program, the purpose of which is to encourage local governments to adopt urban arterial retrofit street ordinances that are designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users; and

WHEREAS, the goals of the TIB's complete streets grant program are to (1) promote healthy communities by encouraging walking, bicycling, and using public transportation, (2) improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate, (3) protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving, and (4) preserving community character by involving local citizens and stakeholders in planning and design decisions; and

WHEREAS, the TIB is authorized to award complete streets grant program funds to local governments that have adopted a jurisdiction-wide complete streets ordinance which plans for the needs of all users and is consistent with sound engineering principles; and

WHEREAS, the TIB is authorized to award complete streets grant program funds only to eligible projects, as defined in RCW 47.04.320(2), that are designed consistent with sound engineering principles; and

WHEREAS, the City Council desires to adopt a complete streets ordinance to satisfy the purpose and goals of the TIB's complete streets grant program and to qualify for an award of funds from the complete streets grant program;

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

Section 1. Adoption of Complete Streets Policy. The City Council adopts a Complete Streets Policy, in chapter 12 of the Medina Municipal Code as set forth in Attachment A, attached hereto and incorporated herein by reference.

Section 2. Effective Date. This ordinance shall become effective five days after the date of its publication by summary.

**PASSED BY THE CITY COUNCIL OF THE CITY OF MEDINA ON THE 28TH DAY OF JULY 2025 BY A VOTE OF \_\_\_\_ FOR, \_\_\_\_ AGAINST, AND \_\_\_\_ ABSTAINING, AND IS SIGNED IN AUTHENTICATION OF ITS PASSAGE THE 28TH DAY OF JULY 2025.**

\_\_\_\_\_  
Jessica Rossman, Mayor

Approved as to form:  
Inslee Best Doezie & Ryder, P.S.

Attest:

\_\_\_\_\_  
Jennifer R. Robertson, City Attorney

\_\_\_\_\_  
Dawn Nations, Acting City Clerk

PUBLISHED:  
EFFECTIVE DATE:  
ORDINANCE NO.: 1044/ AB



## **EXHIBIT A**

### **Chapter 12.01 Complete Streets Policy**

#### **Sections:**

- 12.01.010 Vision - Purpose
- 12.01.020 General Policy
- 12.01.030 Projects
- 12.01.040 Exceptions
- 12.01.050 Intergovernmental Cooperation
- 12.01.060 Design Criteria
- 12.01.070 Community Context
- 12.01.080 Network
- 12.01.090 Performance Measures
- 12.01.100 Implementation

#### **12.01.010 Vision - Purpose**

Promoting pedestrian, bicycle, and public transportation travel reduces negative environmental impacts, promotes healthy living, advances the well-being of travelers, supports the goal of compact development, and meets the needs of the diverse populations that comprise the community. The vision of the city is a community in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel.

#### **12.01.020 General Policy**

The city will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities. Transportation facilities that support the concept of complete streets include, but are not limited to pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Americans with Disabilities Act and Title VI compliance; transit accommodations; bicycle accommodations including appropriate signage and markings; and as appropriate streets capes that appeal to and promote pedestrian use. The system's design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost-effective manner.

#### **12.01.030 Projects**

Those involved in the planning and design of projects within the public right-of-way will give consideration to all users and modes of travel from the start of planning and design work.

Transportation improvements shall be viewed as opportunities to create safer, more accessible.

**12.01.040 Exceptions, Exemptions, and Considerations**

The city shall evaluate and carry out projects as follows, and the City Manager or city council may authorize exceptions and exemptions to this chapter as follows:

- A. Where a street project would require the inclusion of street uses prohibited by law, the street project may exclude such street uses.
- B. For ordinary maintenance activities, such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, or pothole filling, the elements of this Chapter shall be applied only to such activities.
- C. For ordinary maintenance paving projects, the city should evaluate the conditions of existing facilities supporting alternate transportation modes and appropriate modification of existing pavement markings and signage related to such alternate transportation modes.
- D. For street reconstruction projects and maintenance paving projects that involve widening of pavement, elements of this Chapter may be excluded when the accommodation of a specific use is expected to:
  - 1. Require more space than is physically available;
  - 2. Be located where both current and future demand is proven to be absent;
  - 3. Drastically increase project costs and equivalent alternatives are available within close proximity;
  - 4. Cause adverse impacts on environmental resources, such as streams, wetlands floodplains, or on historic structures or sites, over and above the impacts of the existing infrastructure; or
  - 5. Result in cost that is disproportionate to the current need or probable future use.
- E. For street projects, sidewalks may be excluded outside of areas identified as appropriate for sidewalks in an adopted sidewalk policy.

#### **12.01.050 Intergovernmental Cooperation**

The city will cooperate with other transportation agencies, including the Washington State Department of Transportation and King County, to ensure the principles and practices of complete streets are embedded within their planning, design, construction, and maintenance activities. The city will specifically cooperate to ensure that the transportation network flows seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle and pedestrian plans.

#### **12.01.060 Design Criteria**

The city, through its public works department, or engineer, shall maintain design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation as identified in state statutes and Title 17 of this code. To the greatest extent possible, the city shall adopt the same standards, with particular emphasis on pedestrian and bicycle markings and wayfinding signage (as permitted through this code). Resources to be referenced in developing these standards shall include, but shall not necessarily be limited to, the latest editions of:

American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, Washington State Department of Transportation Design Manual, and the Manual on Uniform Traffic Control Devices.

**12.01.070 Community Context**

Implementation of this Chapter shall take into account the goal of enhancing the context and character of the surrounding built and natural environments.

**12.01.080 Network**

Appropriate attention should be given to projects which enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, shopping/commercial areas, public transportation, employment centers, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups, such as King County.

**12.01.090 Performance Measures**

The City Manager or designee shall report to the city council on an annual basis on the transportation projects undertaken within the prior year and planned within the coming six-year period and the extent to which each of these projects has met the objectives of this Chapter.

**12.01.100 Implementation**

This Chapter will be primarily implemented through developing bike and pedestrian network plans on a regional basis within the city and in conjunction with King County's regional plans. These plans shall specify the type and location of improvements and shall be implemented as funding becomes available. Special emphasis shall be placed on those elements of these plans that can be accomplished with little or no additional expense, such as providing bike lanes where existing pavement is adequate or where road shoulders are sufficient to allow for safe bicycle use.