



Comprehensive Plan/Municipal Code Advisory Group Meeting Minutes February 21, 2024

Call to Order: 5:31 pm

Advisory Group Members Present:

Steve Shepro, Council Member
Sim Jhutti, Community Member
Russell Joe, MBAKS
Kristine Birkenkopf, Community Member
Peter Kamb, Community Member
Meagan Watne, Community Member

Staff Present:

Patricia Love, Community Development Director
Tansy Schroeder, City Planner
Audrey Rotrock, Associate Planner

Advisory Group Members Absent:

Jami Sollid, Community Member; Ben Hagglund, Community Member; Lauren Ruskoff, Community Member

Complete Streets Ordinance

To meet the next round of Transportation Improvement Board (TIB) grant funding, the complete streets ordinance adoption process has been segregated from the Title 11 amendments and accelerated to meet the grant application deadline. The ordinance contains the following six sections:

Purpose:

The purpose section provides the policy framework for the ordinance: when designing new roads or reconstructing existing roads, the design should focus on all modes of travel and accessibility including pedestrians, bicyclists, transit, and automobiles. However, a “one size all” approach should not be applied to the transportation network. Each design needs to reflect its users, travel types and travel volumes: SR 532 will have a completely different buildout design than a local neighborhood street.

Applicability:

This section details who must comply with the complete streets ordinance:

- All street designs, construction and retrofit projects in the city;
- All companies that work within the city right-of-way such as electric, gas, communications, cable, or power utility companies; and
- State or governmental agencies such as Snohomish County, WSDOT, or the School District.

Implementation:

Design and implementation of city streets should be centered around the following criteria:

- Streets must be designed and constructed to provide accommodations for pedestrians, bicyclists, people of all ages and abilities, transit where appropriate, and vehicles.
- Complete streets require connected travel networks.
- Street designs shall be flexible and innovative rather than purely prescriptive allowing modifications to meet the needs and comfort of all people. An example would be allowing alternative street widths, reducing operating speeds, adding street lighting, and ensuring connectivity to parks, schools, and/or shopping.



Comprehensive Plan/Municipal Code Advisory Group Meeting Minutes February 21, 2024

- Provide for environmental and aesthetically pleasing designs by including landscaping, street trees, design features or amenities, shade, reduced energy consumption, and improved air and water quality.
- Follow best practices design standards of WSDOT, Americans with Disabilities Act, and various Traffic Control Manuals.

Exceptions:

- Provides exceptions for situations when the complete streets standards cannot be met. Exceptions should not become common practice, but rather applied minimally under the following circumstances:
 - Potential to negatively impact public health, safety, or critical areas;
 - Routine maintenance;
 - Repairs needed to quickly respond to an emergency;
 - Where costs far exceed the current or future needs; and
 - City plans clearly document an absence of current or future needs.

Performance Measures:

Requires monitoring and annual reports to assess how the program is being implemented and the actual number of miles or types of physical improvements being built to accommodate all modes of travel.

Capital Improvements Projects:

Complete streets policies and concepts should be integrated into all future capital facilities projects. Designs can apply multiple strategies to incorporate complete streets policies including phasing, new or innovative concepts, and multi-use facilities.

Advisory Group Questions and Comments:

- The Complete Streets Ordinance will go to Council for review in May and be completed by August.
- Stanwood has no bus shelters; can they be a component of the complete streets? Community Transit installs bus shelters to routes with higher ridership. The City could add bus shelters on their own dime as part of the Complete Streets Ordinance.
- Consider adding more natural habitat to the Implementation of Environmental Aesthetics section (11.12.030 (4) Implementation).
- Members appreciate the consideration of pedestrians in Stanwood through this ordinance.
- Mid-block crossing – consider adding cement barriers (six inches) to the crossings. This could provide additional safety measures.
- Members like that the ideas don't require additional pavement.
- When does a developer need to contribute to complete streets? Depending on the adjacent streets or the street they're building on, the requirements are different. If the development is a residential street, they may be required to install bike lanes or sidewalks. If it is a more major arterial street, they may be required to install a roundabout, or street crossings, for example.
- Some of the designs presented could potentially be dangerous for pedestrians. Consider researching what Europeans are building.



Comprehensive Plan/Municipal Code Advisory Group Meeting Minutes February 21, 2024

- Members would like to see a plan of how pedestrians will be protected in a roundabout.
- Intersections should be designed for what is currently there or what will be there in the future.
- Some members don't prefer the option with paint only. This may be a safety issue.
- Some members would prefer an option with fully separated pedestrians and cyclists.
- Applicability section (11.12.020 Applicability): Has the City reached out to the Stanwood-Camano District to see if they are planning to do something similar, and how much outreach has been done. The City is in the beginning phases of outreach on this project. The School District would likely be more heavily involved when they do new expansion or similar type projects.
- Members would like to see larger sidewalks on the lawn next to the High School.
- Add Complete Street ordinances to the Stanwood-Camano bridge, such a protected pedestrian/cyclist lane. A project like this would have to involve the City of Stanwood, Camano Island, and WSDOT.
- There needs to be more safe routes for children walking to school. This topic is being covered in the Comprehensive Plan.
- Group members would like to see the updated Complete Street examples again.
- Thorough knowledge of Complete Streets should be a qualification/prerequisite requirement for Transportation Engineers/Contractors that the City hires in the future.
- Are there any future plans for other major arterial roads such as 300th Avenue? In areas outside of Stanwood's jurisdiction, the County and other entities should be including the City in the planning phase.

Adjourn: 6:46