

ORDINANCE #2063

AN ORDINANCE OF THE CITY OF FERNDALE, WASHINGTON, ADOPTING A COMPLETE STREETS POLICY AND APPROACH TO THE DESIGN AND IMPLEMENTATION OF TRANSPORTATION PROJECTS IN THE CITY OF FERNDALE, CONSISTENT WITH THE COMPREHENSIVE PLAN TRANSPORTATION ELEMENT; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Ferndale adopted, in 2016, a Transportation Element of the Comprehensive Plan which includes many elements of a Complete Streets approach to transportation improvements in the City; and

WHEREAS, the Transportation Element's Healthy Communities section specifically identifies planning Complete Streets as a goal; and

WHEREAS, the Transportation Element's System Connectivity section identifies the need for non-motorized networks of connected facilities in specific corridors of need; and

WHEREAS, the City of Ferndale Municipal Code Title 19 includes development standards which require pedestrian and bicycle facilities with new development, both public and private; and

WHEREAS, many other jurisdictions and agencies in the state of Washington, of a smaller, similar and larger size population and resources than Ferndale, including the neighboring cities of Bellingham, Sedro-Woolley and Burlington as well as the Washington State Department of Transportation, have adopted Complete Streets policies; and

WHEREAS, the term "Complete Streets" is a planning and design concept developed to integrate a number of modal choices into the design of transportation elements in the public right of way;

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

Section 1. Vision. The City of Ferndale's vision is to provide a safe and efficient multi-modal transportation system that balances the needs of the diverse range of users of all modes and abilities in connected networks and accommodates projected growth in employment and population. To meet this vision, the City shall strive for a future transportation system that allows users of all ages, abilities and financial resources to safely and efficiently use the public right-of-way to drive, access public transit, bicycle, walk or use any other chosen mode of travel. The City recognizes the public health

benefits of encouraging active transportation modes through a safe, welcoming, connected network of modal choices.

The City considers the management of vehicle speed to be a critical component of Complete Streets, as a safety consideration, especially for vulnerable users, and a significant factor in creating attractive, comfortable streets for all users. A data-focused and context-sensitive approach to traffic calming including traditional and modern countermeasures is part of the available tools to achieve the City’s Complete Streets vision.

Section 2. Policy. The term “Complete Streets” is a guiding principle for the consideration, but not necessarily incorporation, of all modes of travel within the public right of way. This Ordinance constitutes the City’s “Complete Streets” policy. Through the adoption of a network approach to Complete Streets, the City recognizes that it can be a challenge for a single roadway to meet the demands of all modes at one time. Safety is a primary concern for the City, and safety considerations, as well as land use factors can require the separation of some uses on certain roads, or an intentional omission of some modes on certain roads. A focus on safety will include consideration of traffic calming as part of the Complete Streets review of transportation projects. A City-wide Network which accommodates users of all modes of transportation (including freight, transit and rail) and users of all abilities on appropriate networks of roads, paths and trails balances the principles of Complete Streets with the realities of promoting a transportation system that is fiscally, economically and environmentally sustainable within existing and future constraints.

Using a toolbox of diverse techniques, the City will plan for, design, construct, operate and maintain a transportation network that meets these goals. Recently developed projects, and those in future years, will incorporate traditional and modern tools such as:

Traditional	Modern
Sidewalks with curb ramps	Shared Use Paths
Paved Shoulders	Bike and pedestrian lanes with striped buffers
Street trees and vegetated planting strips	Rain gardens, bioswales and tree species selected for site conditions, visibility, maintenance, growth patterns, etc.
Crosswalks	Rectangular rapid-flash beacons at crosswalks
Pedestrian signals	Countdown and lead or all-way pedestrian signals
Signage	Enhanced pavement markings and symbols

Speed bumps	Speed tables/raised crosswalks, speed pillows (emergency access speed bumps), traffic circles, roundabouts and chicanes
Raised medians	Bulb-outs, refuge islands and raised crosswalks
Vehicle-scale street lighting	Pedestrian-scale street lighting
	Textured and colored pavements
	Street furniture and temporary installations
	Narrow vehicle lanes in appropriate corridors

The City will emphasize a context-sensitive, network approach to Complete Streets in the review of private development plans, transportation system improvements and the City’s six- year Transportation Improvement Plan (TIP). This approach shall include new construction, reconstruction and rehabilitation/overlay projects, except as noted in the “Exceptions” section of this Ordinance. A context-sensitive approach to each project will consider neighborhood character, underserved modal choices and school transportation routes (including bussing, walking and vehicle circulation around schools), in addition to safety and fiscal considerations. Consideration will be given to accommodation of future transportation technologies, such as autonomous vehicles and their associated support networks, and the impact these may have on other modes of travel in the network.

Section 3. Design Guidance. The Public Works department will rely on design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation. These criteria, standards and guidelines include, but are not limited to, the latest editions of the American Association of State Highway Transportation Offices (AASHTO) policies for vehicular and bicycle facilities, National Association of City Transportation Officials (NACTO) Urban Bikeway and Street Design Guides, publications and recommended practices from the Institute of Transportation Engineers (ITE), the Washington State Department of Transportation (WSDOT) Design Manual and the Manual on Uniform Traffic Control Devices (MUTCD). Public Works department employees have taken and will continue to take advantage of local training opportunities to become more familiar with these standards and their associated updates.

Section 4. Exceptions. Exceptions to the policies of this Ordinance must be approved by the Public Works Director. The circumstances under which the Public Works Director may consider exceptions to a Complete Streets approach to transportation projects are as follows;

1. Street projects may exclude those elements of the policies of this Ordinance that would require the accommodation of street uses

- prohibited by law, grants, or other agencies;
2. Maintenance activities, such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, surface treatments or pothole filling do not require that elements of the policies of this Ordinance be applied beyond the scope of that maintenance activity;
 3. Street construction, reconstruction and maintenance projects may exclude elements of the policies of this Ordinance when the accommodation of a specific use or mode is expected to:
 - a. Require more space than is physically available (topographic or right of way, where acquisition of additional right of way would significantly increase project costs), or
 - b. Be located where both current and future demand is demonstrated as being absent, including a lack of current or planned transit routes, or
 - c. Significantly increase project costs and equivalent alternatives for those travel modes are documented to exist within close proximity, or
 - d. Be incompatible with the Comprehensive Plan Transportation Element, or
 - e. Be incompatible with neighborhood character, or
 - f. Have adverse impacts on environmental resources such as streams, wetlands, ditches, floodplains or historic structures or sites above and beyond the impacts of currently existing infrastructure.

Section 5. Implementation. The City recognizes that many other agencies have a direct or regional interest in the City's transportation network. Because transportation frequently crosses city borders, ensuring compatibility for all modes with neighboring cities is crucial to an effective network. The City fosters partnerships with Whatcom Transportation Authority (WTA), Whatcom County, Whatcom County Fire District 7, the Lummi Nation, Washington State Department of Transportation (WSDOT) and Ferndale School District to implement Complete Streets principles in projects involving these entities. The City will seek feedback from partner agencies during the initial design of eligible projects that might reasonably impact those agencies.

The City has developed and continues to update a six-year TIP based on the Comprehensive Plan. The Comprehensive Plan identifies both Pedestrian and Bicycle priorities and goals, in addition to vehicular transportation network improvements. The TIP and Comprehensive Plan shall guide the development of projects. Projects will be constructed with a combination of City funds and grant funding as described in the Comprehensive Plan. The City will stay informed of, and will apply for, grant funding programs, especially those with a focus on Complete Streets and non-motorized travel improvements. Funding agency partnerships, such as those

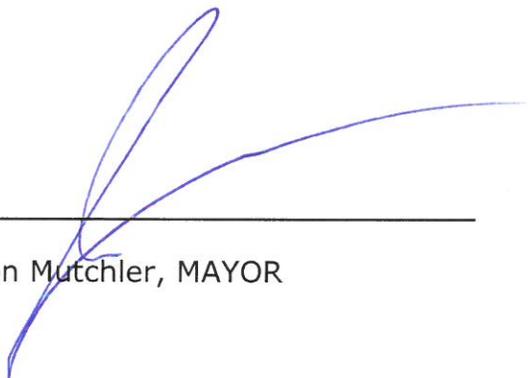
mentioned above, are key to implementation of Complete Streets projects. Low-cost projects, including traffic calming, which can be achieved within existing pavement widths using temporary installations, signing and striping and other traditional and modern approaches and techniques will be identified and implemented by the City as opportunities arise.

Section 6. Performance Measures. The Public Works Director and/or designee(s) shall report annually to the City Council on projects that were completed in the last year and that are planned for the coming year which further the vision of this Complete Streets ordinance. The report shall identify yearly progress in advancing the lineal feet of bicycle and pedestrian network facilities and the connectivity of those networks. Reported progress may be due to private development, capital projects or Complete Streets dedicated funding, as all elements contribute to the Complete Streets vision.

Other performance measures reported annually to the City Council in support of this Complete Streets ordinance will include Police reports on trends in the issuance of speeding tickets and collisions, especially with vulnerable users.

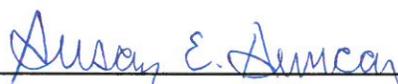
Section 7. Effective Date. This Ordinance shall take effect and be in full force five (5) days after the date of the publication.

APPROVED AND ADOPTED by the Ferndale City Council this 17th day of September, 2018



Jon Mutchler, MAYOR

ATTEST:



Susan Duncan, CMC, CITY CLERK