

ORDINANCE NO. 1626

AN ORDINANCE adding a new Chapter 12.03 to Title 12: Streets, Sidewalks, and Public Places, of the Friday Harbor Municipal Code establishing a Complete Streets Policy.

WHEREAS, Complete Streets are roadways planned, designed, constructed, and maintained to create a community-wide transportation network that is safe for all users while preserving the community's environment and character; and

WHEREAS, a Complete Streets Policy is a document providing guidance for creating complete streets through the planning, design, construction, and maintenance of roadways and transportation facilities being constructed or reconstructed; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, medical, recreational, and retail destinations by improving pedestrian and vehicular environments throughout communities; and

WHEREAS, Complete Streets create a more livable community by providing walking and bicycling opportunities to promote the health of the population and the safety of school-age children as recommended by the national Safe Routes to Schools Program; and

WHEREAS, the Town recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, shared-use paths, bicycle lanes, signage, and accessible curb ramps that enable safe, convenient, and comfortable travel for all users; and

WHEREAS, the Washington legislature has passed complete street legislation that encourages the Washington State Department of Transportation and local governments to consider all users in transportation-related projects;

NOW THEREFORE BE IT ORDAINED by the Council of the Town of Friday Harbor:

SECTION 1. A new chapter, to be codified as Chapter 12.03 of the Friday Harbor Municipal Code, is hereby adopted and shall read in its entirety as follows:

Chapter 12.03

COMPLETE STREETS POLICY

Sections

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12.03.010 Purpose.

This chapter enacts a policy and procedure for planning, designing, constructing, repairing, retrofitting, rehabilitating, operating, and maintaining Town roadways for the safe and attractive accommodation of all users including pedestrians, bicyclists, motorists, transit users, emergency responders, freight transporters, commercial vehicles, and users of all ages and abilities. To the maximum extent possible, the Town will follow this Complete Streets Policy and seek cost-effective opportunities to consider these users while protecting and preserving the community's environment and character.

12.03.020 Definitions.

For the purpose of this chapter, the following terms shall have the meaning described:

"Complete street" means a road that is designed to be safe and accessible for pedestrians, bicyclists, motorists, transit users, emergency responders, freight transporters, commercial vehicles, and users of all ages and abilities. The complete streets policy focuses not just on individual roads but on changing the decision-making process so that all users are routinely considered during the planning, designing, building, and operation of all roadways.

"Complete streets infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for users including but 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, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; and raised medians.

"Street" means any public right-of-way that is open for use by the general traveling public including arterials, connectors, alleys, lanes, ways, and roadways by any other designation, and any other portions of the transportation network.

"Street (or roadway) 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 that use streets including pedestrians, bicyclists, motor vehicle drivers, and public transportation riders and drivers.

12.03.030 Exceptions.

Any exception to applying the Complete Streets Policy to a specific Town roadway project shall be documented and approved by the Town Council. Exceptions on private roadways that are subject to Town regulations must be documented by the property owner and approved by the Town Council. Documentation supporting exceptions shall be made publicly available.

Roadway facilities and accommodations for pedestrians, bicyclists, transit users, and/or people of all ages and abilities are not required to be provided under one or more of the following conditions:

- A. Non-motorized uses are prohibited by law; or
- B. Accommodation of a specific use would require more space than is physically available; or
- C. Accommodation of a specific use would have adverse impact on environmental resources, historic sites or structures, or neighboring land uses, including impacts from right-of-way acquisition, above and beyond the impacts of currently existing infrastructure; or
- D. The cost would be excessively disproportionate to the current need or probable future uses; or
- E. Based on an adopted sidewalk policy, comprehensive plan, or shoreline master plan, the addition or expansion of sidewalks or other roadway improvements or amenities are inappropriate or prohibited; or
- F. There is an absence of current and future need due to existing and planned population, employment densities, traffic volumes, and/or level of transit service around a particular roadway as documented by the Town Public Works Director; or
- G. Performance of routine maintenance of the transportation network (e.g., mowing, sweeping, spot repair, interim measures on detour routes) does not change the roadway geometry or operation; or
- H. A documented exception is granted by the Mayor.

12.03.040 Intergovernmental cooperation.

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

12.03.050 Infrastructure.

As feasible, the Town shall incorporate complete streets infrastructure into new and existing public and private streets to create a comprehensive, integrated, and fully connected transportation network that balances access, mobility, health, and safety needs of all roadway users.

12.03.060 Design criteria.

The Mayor or designee shall modify, develop, and adopt policies that maintain design criteria, standards, and guidelines based upon recognized best practices in street design, construction, and operation as identified in the Friday Harbor Municipal Code (FHMC) 12.02. To the greatest extent possible, the Town shall adopt the same standards with particular emphasis on pedestrian and wayfinding signage as permitted through the FHMC. Resources to be referenced in developing these standards shall include, but not necessarily be limited to, the American Association of State Highway Transportation Officials (AASHTO), the Institute of Transportation Engineers (ITE), the National Association of City Transportation

Officials (NACTO), and the *Manual on Uniform Traffic Control Devices* (MUTCD). Street design must reflect the context and character of the surrounding built and natural environments and enhance the appearance of such while improving or maintaining safety, mobility, and infrastructure conditions. Consideration of the physical, economic, and social setting will contribute to livability and public support of street projects.

12.03.070 Performance standards.

The Town shall put into place performance standards with measurable benchmarks to continuously evaluate the complete streets ordinance for success and opportunities for improvement. Performance standards may include transportation and mode shift, miles of bicycle facilities or sidewalks, public participation, number of ADA accommodations built, and number of exemptions from this policy approved. The Public Works Director or designee shall report to the Town Council annually on the extent to which the objectives of this policy were met in each of the transportation projects undertaken within the prior year and planned within the coming six-year period.

12.03.080 Implementation.

The Town shall make complete streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve the street and transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions.

The Town will incorporate complete streets principles into the Town's comprehensive plan, public works standards, traffic circulation plan, capital improvement projects, and other plans, manuals, rules, regulations, and programs as feasible and appropriate.

These plans shall specify the type and location of improvements. Special emphasis shall be placed on those elements of these plans that can be accomplished with little or no additional expense (e.g., providing bike lanes where existing pavement or road shoulder will allow safe bicycle use).

The Town will seek out appropriate sources of funding and grants. Plans shall be implemented as funding becomes available.

The Town will maintain a comprehensive inventory of pedestrian and bicycle infrastructure, and will actively seek and prioritize street projects to repurpose rights-of-way to enhance connectivity in the sidewalk, bikeway, and transit network.

The Town will require that new development and redevelopment projects provide interconnected street networks.

Compliance by private road owners may factor into decisions related to the Town's participation in private street projects and whether the Town will accept possession of privately built roads constructed after passage of this ordinance.

The Town will train pertinent Town staff on the content of complete streets principles and best practices for implementing this policy.

SECTION 3. This ordinance shall become effective October 1, 2017 following publication in accordance with State law.

ADOPTED this 21st day of September 2017.

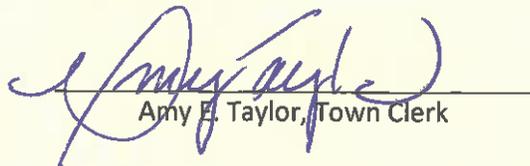
TOWN OF FRIDAY HARBOR



Carrie Lacher, Mayor

SEAL of the
Town of Friday Harbor

ATTEST:


Amy E. Taylor, Town Clerk