

ORDINANCE 1644

AN ORDINANCE OF THE CITY OF LYNDEN, ADDING CHAPTER 12.03, COMPLETE STREETS POLICY, TO TITLE 12, STREETS AND SIDEWALKS, OF THE LYNDEN MUNICIPAL CODE

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, transit users, emergency service providers and freight, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, more than 110,000 pedestrians and bicyclists are injured annually on roads in the United States with children and older adults at greatest risk and disproportionately affected; and

WHEREAS the occurrence and severity of pedestrian and bicyclist injuries could readily be decreased by implementing Complete Streets practices; and

WHEREAS, the one-third of Americans that do not drive, disproportionately represented by older adults, low-income people, people with disabilities, and children would greatly benefit from the equitable distribution of safe, alternative means of travel that will result from Complete Streets practices; and

WHEREAS, the City of Lynden wants to create convenient, enjoyable connections to promote tourism and create economic development opportunities for the long-term benefit of the community; and

WHEREAS, it is Lynden's stated desire for safe streets to improve walkability and bike-ability while connecting the neighborhoods of Lynden with key destinations; and

WHEREAS, The Lynden Comprehensive Plan Appendix A: The Transportation Element, adopted by City Council on February 6, 2017, includes Goal 4 which states that the City will "encourage the enhancement of the non-motorized network by implementing programs and policies that enforce the development of facilities for all users"; and

WHEREAS, the Lynden City Council intends to promote and improve the safety of city streets, enhance the quality of life of residents, encourage active living, and reduce traffic congestion and fossil fuel use by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.

NOW, THEREFORE, The City Council of the City of Lynden does ordain as follows:

Section 1. Title 12, Streets and Sidewalks, of the Lynden Municipal Code is hereby amended to include a new Chapter 12.03, Complete Streets Policy, which reads as follows:

12.03 - Complete Streets Policy.

12.03.010 Purpose:

The City of Lynden shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities in all new construction, retrofit or reconstruction projects. Through ongoing operations and maintenance, the City shall identify cost-effective opportunities to include Complete Streets practices.

12.03.020 Exceptions.

Facilities for pedestrians, bicyclists, transit users and/or people of all abilities are not required to be provided when:

- A. A documented absence of current or future need exists;
- B. Non-motorized uses are prohibited by law;
- C. Routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, sweeping and spot repair;
- D. The cost would be disproportionate to the current need or probable future uses; or
- E. In instances where a documented exception is granted by the Mayor.

12.03.030 Complete Streets Infrastructure.

- A. "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; transit priority signalization; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes.

- B. As feasible, the City shall incorporate "Complete Streets Infrastructure" into new and existing public and private streets to create a comprehensive, integrated, connected transportation network for the City that balances access, mobility, health and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities, ensuring a fully connected, integrated network that provides transportation options.

12.03.040 Goals to Foster Partnerships.

It is a goal of the City of Lynden to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), Transportation Improvement Board (TIB), the Federal Highway Administration, Whatcom County, Lynden School District, private schools, citizens, businesses, interest groups, neighborhoods, and any funding agency to implement the Complete Streets ordinance.

12.03.050 Best Practice Criteria.

The Public Works Director shall modify, develop and adopt policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction, and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO) while reflecting the context and character of the surrounding built and natural environments and enhance the appearance of such.

12.030.060 Performance Standards.

The City of Lynden will produce an annual report, prepared by the Public Works Department, that evaluates progress and identifies opportunities for improvement of the Complete Streets Ordinance. The annual report will include qualitative and quantitative data used as performance measurements, including miles of bicycle facilities, linear feet and descriptions of pedestrian improvements, public comments, number of ADA accommodations built, and number of exemptions from this policy approved. The annual report will be presented to the Public Works Committee for evaluation as part of the annual review of the Six-year Transportation Improvement Plan (STIP) and then shared with the City Council.

Section 2. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3. This Ordinance shall be in force and effect five (5) days from and after its passage, approval and publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF LYNDEN BY AN AFFIRMATIVE VOTE, _____ IN FAVOR _____ AGAINST AND SIGNED BY THE MAYOR THIS _____ DAY OF FEBRUARY 2022.

MAYOR

SCOTT KORTHUIS

ATTEST:

CITY CLERK Pamela D. Brown

APPROVED AS TO FORM:

CITY ATTORNEY Robert A. Carmichael