

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF BELLINGHAM, WASHINGTON ADOPTING BELLINGHAM'S COMPLETE NETWORKS APPROACH TO MULTIMODAL TRANSPORTATION PLANNING STATING THE GUIDING PRINCIPLES AND PRACTICES TO ENSURE COMPLIANCE WITH RCW 47.04.320 COMPLETE STREETS GRANT FUNDING PROGRAM.

WHEREAS, the 2004 Whatcom Transportation Authority (WTA) Strategic Plan established a Primary Transit Network in Bellingham served by high-frequency "GO lines" with public transit service every 15 minutes in each direction; and

WHEREAS, the 2006 Transportation Chapter of the Bellingham Comprehensive Plan established the basis of a multimodal transportation planning approach that integrated land use and transportation planning, emphasized pedestrian, bicycle, and WTA transit needs, adopted transportation mode shift goals, and incorporated the principals of the emerging national "Complete Streets" movement; and

WHEREAS, the 2009 Multimodal Transportation Concurrency Program (BMC 13.70) further integrated land use and transportation planning and adopted performance measures and level of service (LOS) standards for completeness of pedestrian and bicycle facilities and public transit seated capacity based on ridership and route frequency in addition to the traditional volume-to-capacity LOS standards for motor vehicles; and

WHEREAS, the 2012 Pedestrian Master Plan established a citywide Primary Pedestrian Network with enhanced pedestrian goals and policies emphasizing safety, social equity, mobility, and connectivity with a prioritized list of 343 sidewalk and arterial crossing improvement projects throughout the City; and

WHEREAS, the 2014 Bicycle Master Plan established a citywide Primary Bicycle Network with enhanced bicycle goals and policies emphasizing safety, equity, mobility, and connectivity with a broad menu of bicycle facility types and a prioritized list of 185 individual bicycle facility improvement projects throughout the City; and

WHEREAS, the Transportation Chapter of the 2016 Bellingham Comprehensive Plan incorporates all of the above as an evolution from the 2006 complete street-oriented approach into a nationally recognized "Complete Networks" approach to integrated land use and multimodal transportation planning; and

WHEREAS, the guiding principal of the Bellingham's Complete Networks approach is to plan, design, operate, and maintain Bellingham's pedestrian, bicycle, transit, freight, and

automobile networks (See Exhibit 1) to promote safe, convenient, reliable, and equitable access and travel for all transportation modes, user groups, and physical abilities; and

WHEREAS, Bellingham's Complete Networks approach establishes a transportation modal hierarchy (See Exhibit 2) that prioritizes the safety and needs of the most vulnerable users of the citywide multimodal transportation network; and

WHEREAS, the Bellingham Public Works Department will implement Complete Networks goals, policies, and practices with the construction, reconstruction, rechannelization, and other major changes to transportation facilities, with the exception of regular maintenance and repair, while recognizing that all streets are different and in each case transportation user needs must be balanced; and

WHEREAS, the Washington State legislature has adopted Complete Streets legislation (RCW 47.04.320) and established funding through the Washington Transportation Improvement Board (TIB) Complete Streets Program for cities that have infused the complete streets ethic throughout their transportation goals and policies; and

WHEREAS, the Transportation Commission, City Council, and Whatcom Transportation Authority have all endorsed the adoption of the Complete Networks approach in the 2016 Bellingham Comprehensive Plan; NOW, THEREFORE,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BELLINGHAM DOES HEREBY ORDAIN THAT:

Section 1. Bellingham Public Works plans, designs, and constructs all new and reconstructed City transportation improvement projects to provide appropriate accommodation for people of all ages and physical abilities on pedestrian, bicycle, transit, freight, and automobile networks, as provided for below.

Section 2. Bellingham Public Works has incorporated all of the principals of the national Complete Streets movement, established citywide mode-specific transportation networks, and adopted a transportation modal hierarchy as part of the evolution to Complete Networks.

Section 3. The movement of freight and goods, which sometimes requires large vehicles with wide turning radius needs, is important to supporting the local economy and therefore freight vehicles will receive special consideration on arterial streets that are part of Bellingham's Designated Freight Truck Network. Complete Network multimodal improvements that are consistent and compatible with freight mobility, but also support other transportation modes may be considered on these streets.

Section 4. Except in unusual or extraordinary circumstances, Complete Network goals, policies, and practices will not apply to:

- Unplanned repairs and maintenance to transportation facilities that are made due to unanticipated events or circumstances;
- Ordinary repair and maintenance designed to keep transportation assets in serviceable condition (e.g. cleaning, sweeping, spot repair, and surface treatments, such as chip and crack seal, pothole fill, etc., or interim measures on construction detour or haul routes); or
- Situations in which the Director of Public Works recommends a documented exception, with written approval by the Mayor, concluding that the application of Complete Networks practices is unnecessary or inappropriate because it would be contrary to public safety; or

Section 5. Complete Networks may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the City of Bellingham's intent that all sources of transportation funding be drawn upon to implement Complete Networks and that maximum financial flexibility is important to implement Complete Networks practices.

Section 6. This ordinance shall take effect and be in force fifteen (15) days from third and final reading by the Mayor and City Council.

PASSED by the Council this _____ day of _____, 2016.

Council President

APPROVED by me this ____ day of _____, 2016.

Mayor

ATTEST:

Finance Director

APPROVED AS TO FORM:

Office of the City Attorney

Published:

Exhibit 1 - Bellingham's Complete Networks Approach to Multimodal Transportation Planning



Exhibit 2 - Bellingham's Transportation Modal Hierarchy

