REGULATIONS FOR STREETS AND RELATED WORK

Chapter 8

PEDESTRIAN AND BICYCLE FACILITIES

Sec. 801. PEDESTRIAN FACILITIES - URBAN

A. **Sidewalks Both Sides.** Sidewalks shall be provided on both sides of all arterial, collector, general and local access, and commercial streets in urban areas.

B. **Sidewalks one Side.** Sidewalks shall be provided on one side of streets only when a ¾ street on a perimeter arterial or collector is to be constructed.

C. **Handicap Facilities.** Ramps are required at curbs per RCW 35.68.075.

Sec. 802. BICYCLE FACILITIES

A. **Bikeways - When Required.** The need for a Bikeway shall be determined by the Public Works Director on a case by case basis. Bikeways shall be provided when the need is identified either in the policies of the comprehensive plan or other City approved plans such as recreation and open space plans and transportation plans, or when traffic analysis shows substantial bike usage which would benefit from a designated bike facility.

B. **Bikeway Classifications.**

1. **Class I.** A restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is not allowed. However, vehicle parking may be allowed. Cross-flows by motorists to gain access to driveways or parking facilities is allowed; pedestrian cross-flows to gain access to parked vehicles or bus stops or an associated land use is also allowed.

2. **Class II.** A Class III bikeway is a route of travel shared with motorized vehicles or pedestrians and designated as such by signs placed on vertical posts or stenciled on the pavement. Any bikeway which shares its through-traffic right-of-way with either or both moving (not parking) motor vehicles and pedestrians is considered Class III bikeway.

PEDESTRIAN AND BICYCLE FACILITIES - CONSTRUCTION STANDARDS

Sec. 803. SIDEWALKS AND WALKWAYS - DESIGN AND CONSTRUCTION STANDARDS

A. **Sidewalk Construction Standards.** Urban sidewalks shall be constructed with cement concrete, or approved equal. Sidewalks shall be at least five (5) feet in width, and a minimum of four (4) inches in depth, or six (6) inches if crossing a driveway section. In commercial or industrial areas where buildings are closer than ten (10) feet to the edge of right-of-way, the sidewalks shall be at least eight (8) feet in width. Sidewalk configuration, construction joints, and other sidewalk characteristics shall be in accordance with City of Ferndale Standard Details R-12 and R-13.

B. **Walkway Construction Standards.** In the event that the Ferndale City Council waives the requirement for standard sidewalk construction, minimum walkway improvements shall include a four feet wide surface of crushed rock material. When a walkway is incorporated into the street shoulder, two (2) feet of additional shoulder width shall be added to that shown in the typical street section on the walkway side(s) of the street. Paved shoulders shall be required when a walkway is combined with a bikeway. Bikeway standards specified in Section 802 shall apply.

Sec. 804. BIKEWAYS - DESIGN AND CONSTRUCTION STANDARDS

A. **Bikeway Corridor.** Separated bikeway requires a minimum 15 foot right-of-way. Vegetation shall be cleared to a minimum of 2 feet from the edge of the bikeway surfacing. An approved herbicide shall be applied before placement of the base course. The bikeway shall be sloped to provide runoff, and ditches shall be provided where necessary. In special cases, catch basins and drains may be required.

B. **Two Direction Bikeways.** The minimum width of a two-way bikeway shall be eight (8) feet, but the desirable width is ten (10) feet. Where crowding is not a factor, a bike route can be established in conjunction with sidewalks or walkways. A minimum of two (2) feet extra is required, extending the total width of the facility to seven (7) feet. Heavily used urban bike routes shall be a minimum of eight (8) feet in width.

C. **Preferred Grade.** Bikeway routes should avoid long steep grades. The Public Works Director shall review bikeway plans to determine whether the proposed grades will limit use by citizens of the community in which it is located. A redesign may be required if it appears that a bikeway will receive little use because of terrain. A 10 percent grade is a desirable maximum for short segments not to exceed 500'.

D. **Street/Bikeway Intersections.** Where bikeways and walkways intersect with traffic, sight distance, marking, and signalization (if warranted) shall be provided in accordance with the MUTCD.

Sec. 805. BIKE LANES - DESIGN AND CONSTRUCTION STANDARDS

A. **General.** Bike Lanes, bikeways in a paved shoulder or space next to a curb, shall comply with the following design requirements:

1. **Width When Parking is Prohibited.** Where parking is prohibited, bike lanes shall be a minimum of five (5) feet in width. This width may be narrowed to a minimum of four (4) feet to accommodate turn lanes approaching intersections.

2. **Width When Parking is Permitted.** Where parking is permitted, the space shared by both bikes and parked cars shall be a minimum of twelve (12) feet in width.

3. **Marking and Signage.** Bike lanes shall be signed as needed for one-way, with traffic. They shall be demarcated from vehicular travel lanes by white striping as required by the Public Works Director. Bike lanes may either be provided on one side only, if the street network provides a workable one-way couplet of parallel routes, otherwise bike lanes shall be provided on both sides.

4. **Markings at Driveways and Intersections.** Where parking is prohibited, bike lanes shall be signed, and/or marked as needed at vehicle crossings such as driveways, and at intersections and loading areas to warn both bicyclists and motorists of the need to exercise caution.

5. **Sign Standards.** All signs and markings shall conform to the current edition of MUTCD.

6. **Surfacing.** Pedestrian and bikeway surfacing shall conform to the values in Table 8-1.

Table 8-1
Pedestrian and Bikeway Surfacing

	Type of Facility	Class "B" Asphalt Concrete[1]	Crushed Surf. Top Course	Crushed Surface Base Course	Portland Cement Concrete
1.	Sidewalks:			2"	4"
	@ Driveway Section			2"	6"
2.	Bikeways:				
	Alt. I	2"	1½"	2½"[2]	
	Alt. II	3½"			
	Alt. III[3]	2"		2½"[2]	
3.	Walkways[4]:		2"	2½"[2]	

Notes:

[1] Asphalt treated base may be substituted for asphalt concrete in temporary surfacing or in leveling course in the ratio of four parts thickness of asphalt treated base to three parts asphalt concrete. Three inches asphalt treated base may be substituted for total four inches of crushed surfacing top and base courses.

[2] or 4 inches of Class B gravel

[3] Applicable for rural areas only.

[4] When a walkway or bikeway is incorporated into a street shoulder, the required shoulder section, if higher strength, shall govern.