



# FERNDALE TRANSPORTATION ELEMENT

Planning Commission  
March 12, 2025

# OVERVIEW

- Review results of Online Survey
- Review changes to draft Goals and Policies

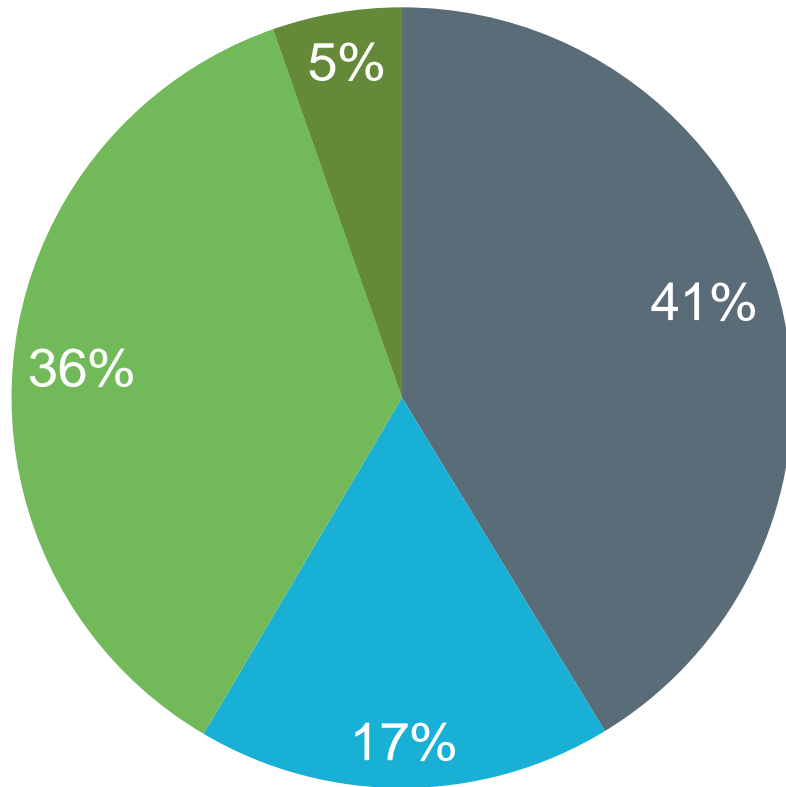
# ONLINE SURVEY RESULTS

# SURVEY OVERVIEW

- 18 questions about Ferndale's transportation system
- 4 demographic questions
- 236 responses
- Survey was open between Monday, November 4 to Monday December 9, 2024

## Question #1

Within the City of Ferndale, do you live, work, shop, and/or operate a business?

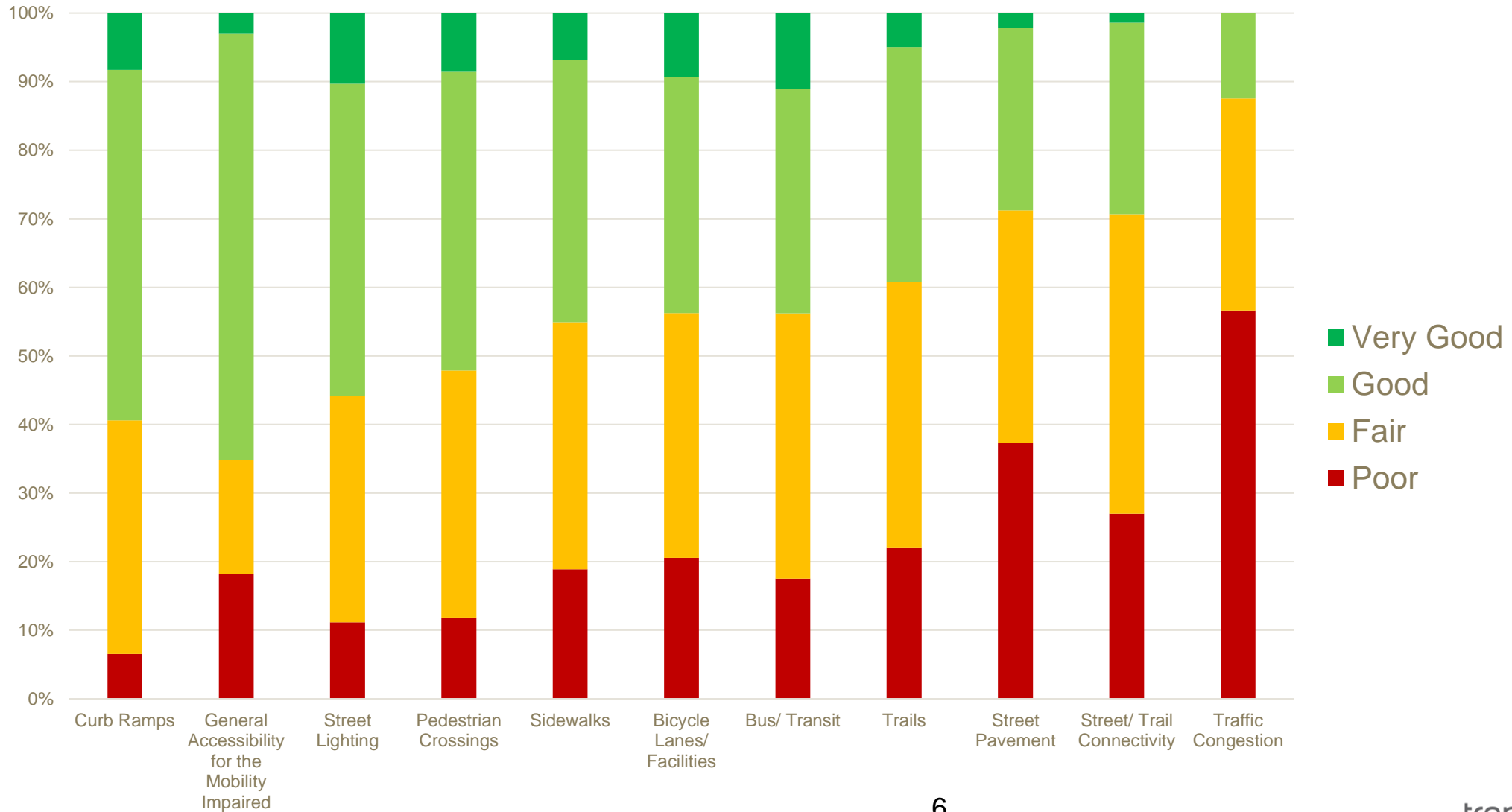


*Most live or shop in Ferndale  
(77%)*

■ Live   ■ Work   ■ Shop   ■ Operate/Own a business

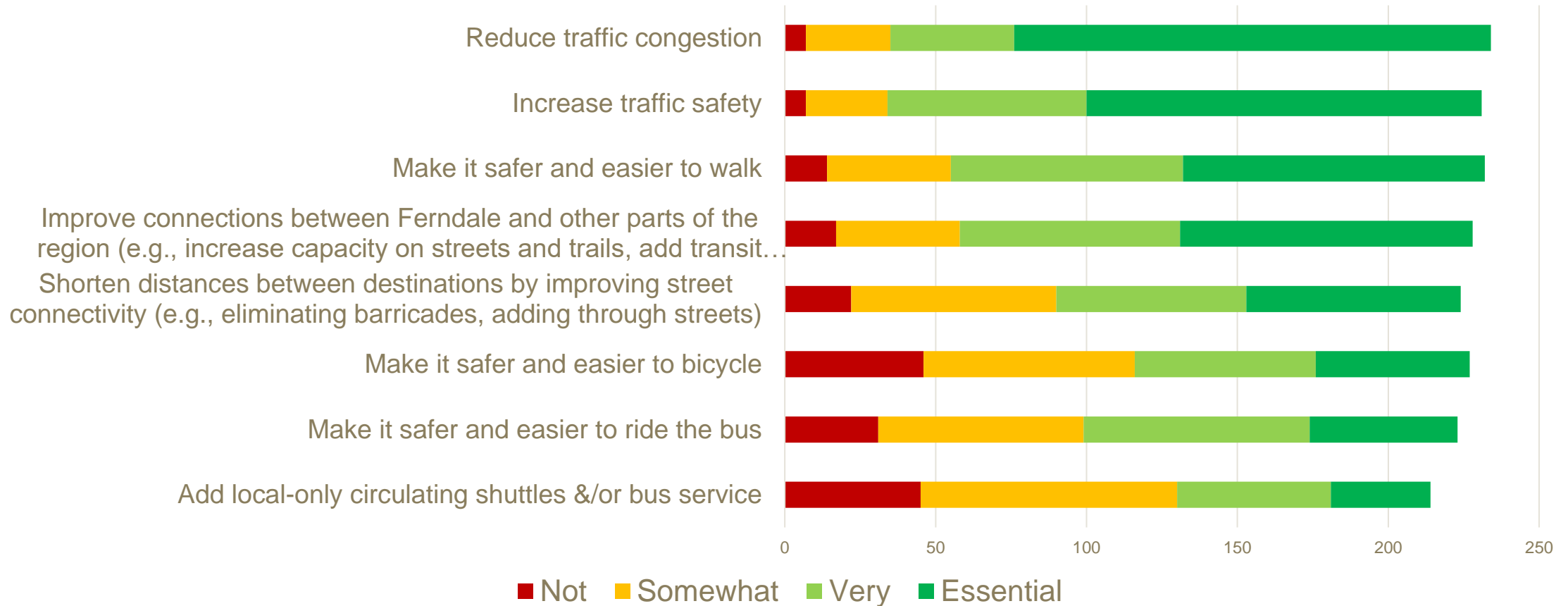
## Question #2

Overall, how would you rate the existing transportation systems in the City?



### Question #3

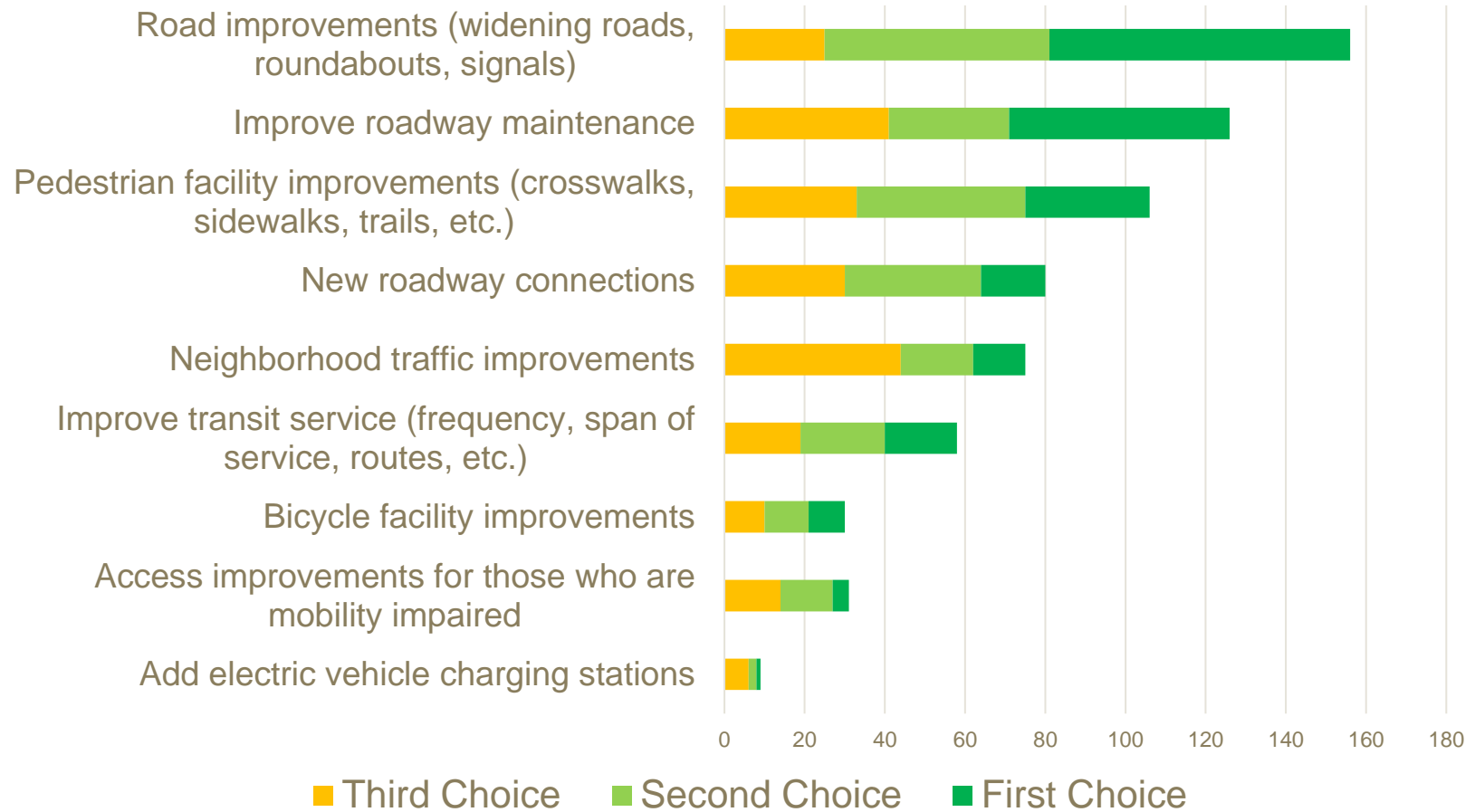
As the City updates its long-term Transportation Plan, how important do you think it is for the Plan to achieve each of the following goals?





## Question #4

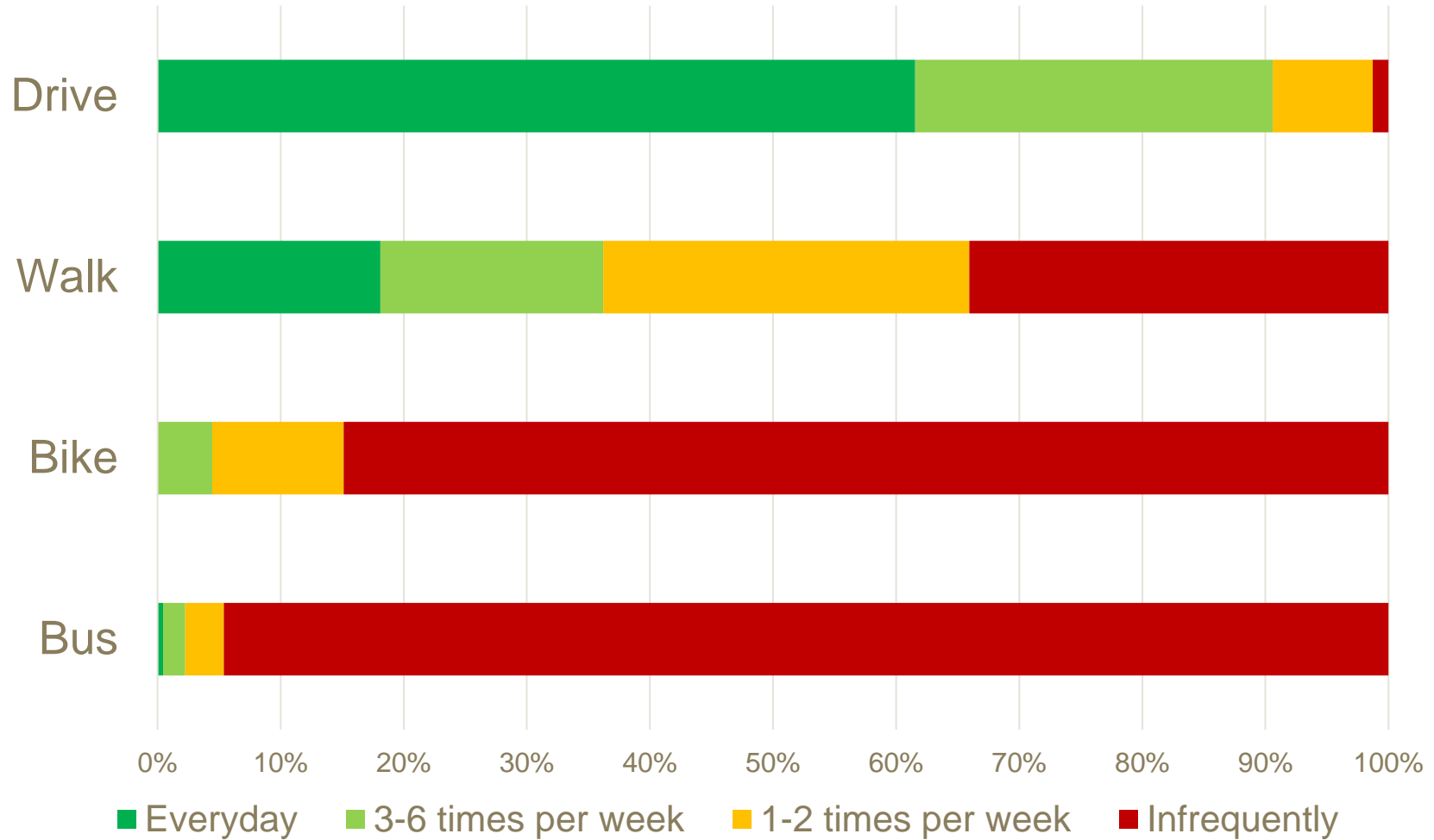
Please choose your top three project improvements:





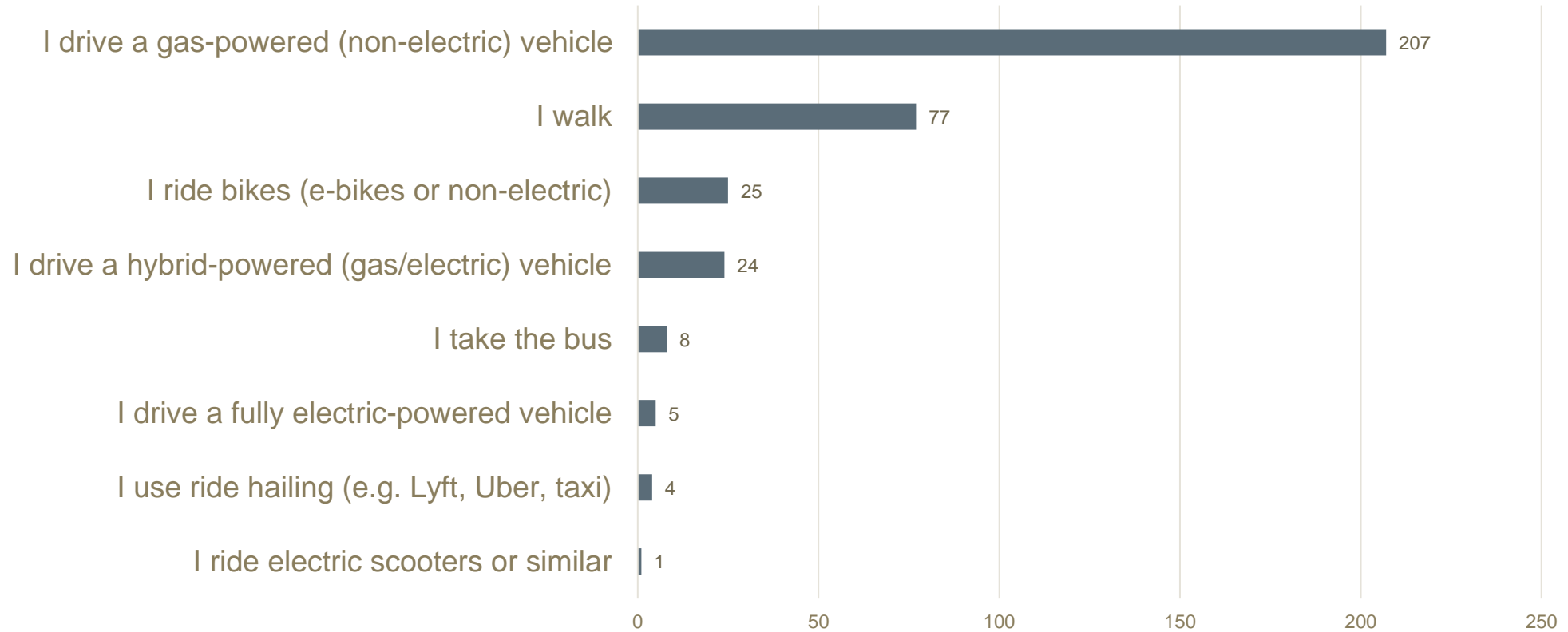
## Question #5

How often do you walk, bike, bus, or drive throughout the City?



## Question #6

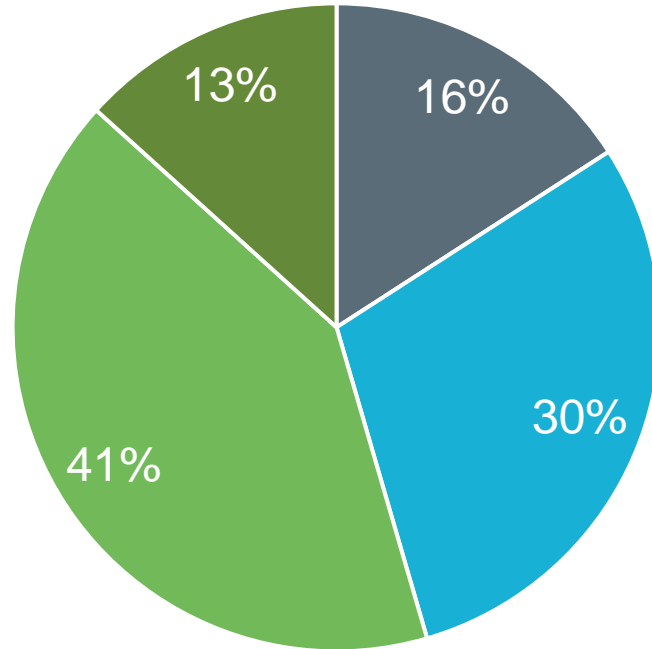
More specifically, on an average day, how do you get around?



*\*Multiple options were allowed to be selected*

## Question #7

How many miles do you travel on an average day?

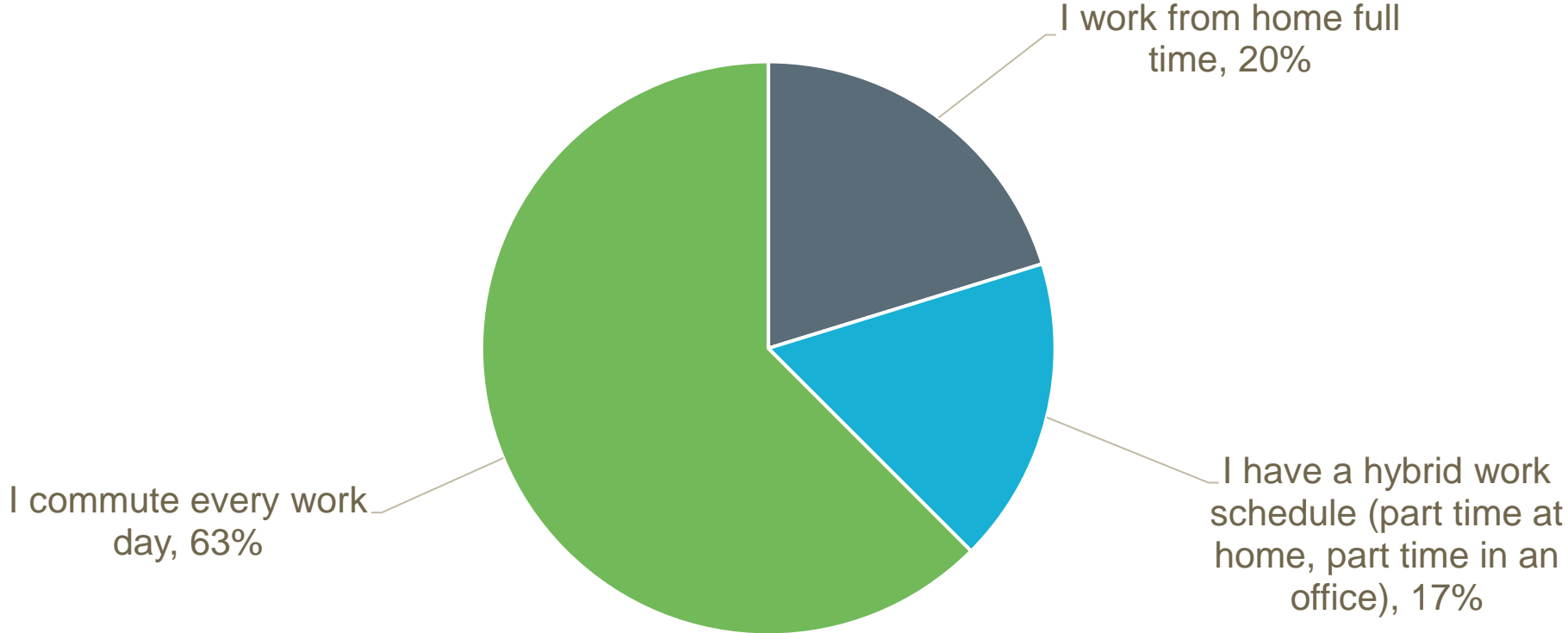


■ Under 5 miles ■ 5-10 miles ■ 11-30 miles ■ 30+ miles

*Majority of drivers drive more than 10 miles a day (54%)*

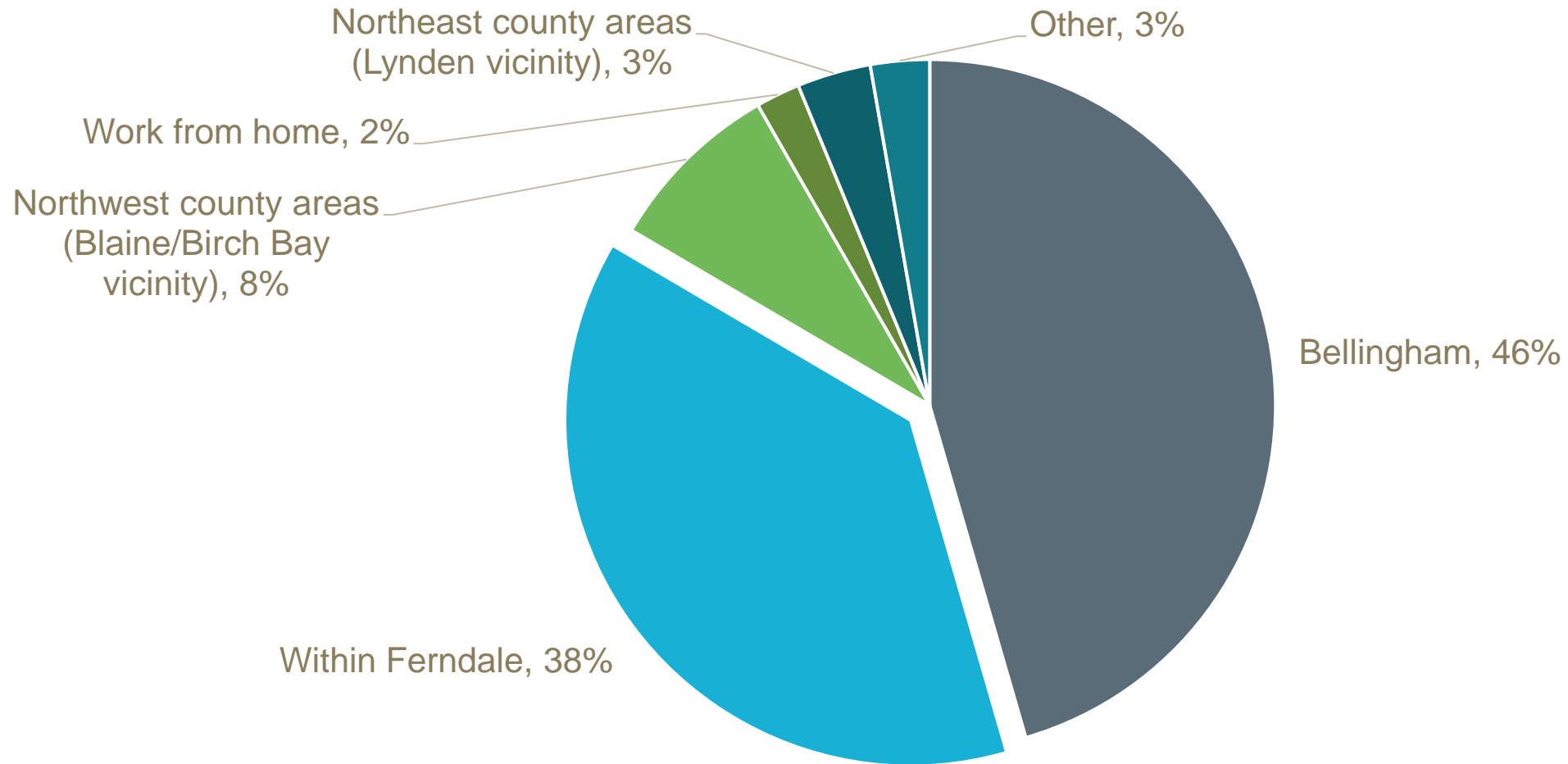
**Question #8**

If you are employed, what is your regular work schedule?



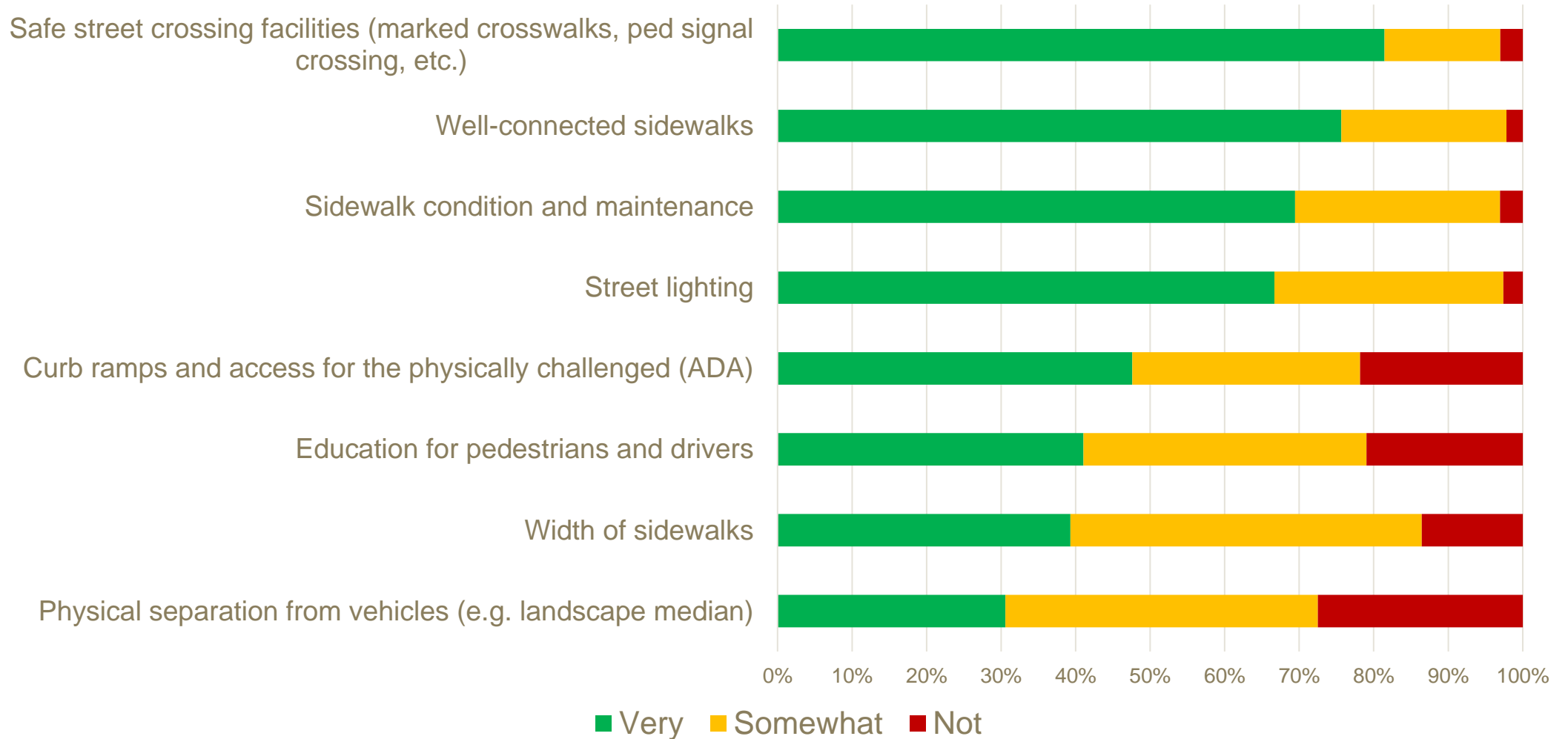
## Question #9

If you live in Ferndale, where do you commute to work?



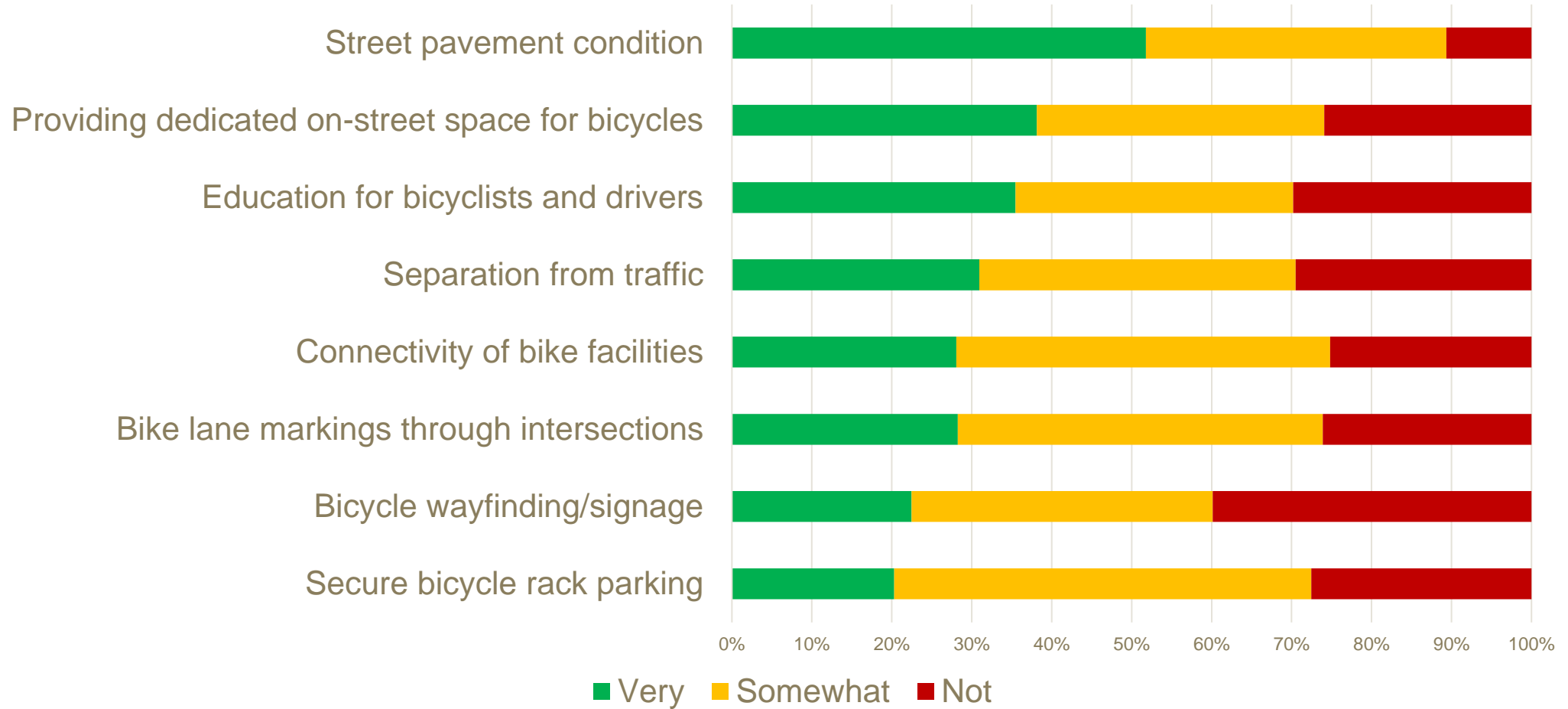
## Question #10

When walking in the City, how important to you are the following factors?



## Question #11

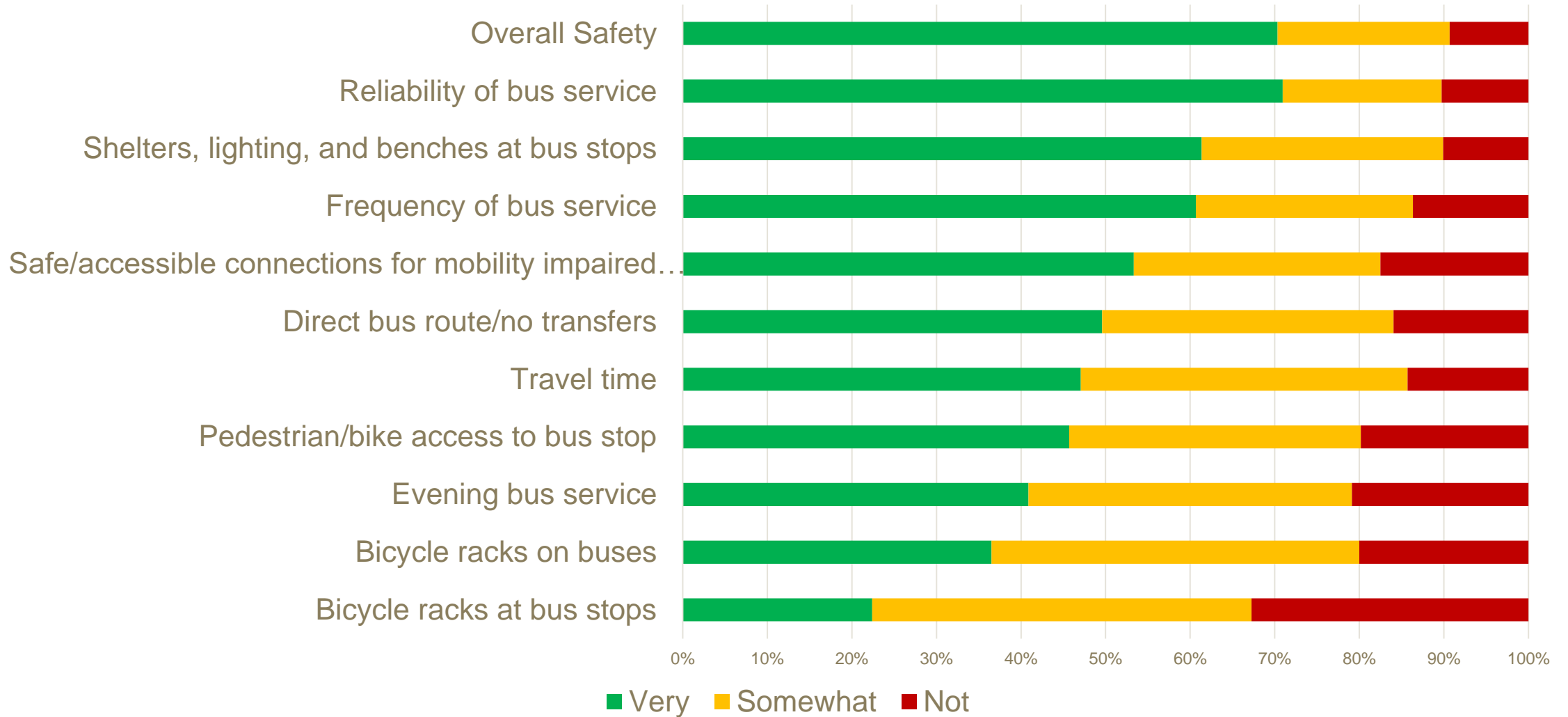
When biking in the City, how important to you are the following factors?





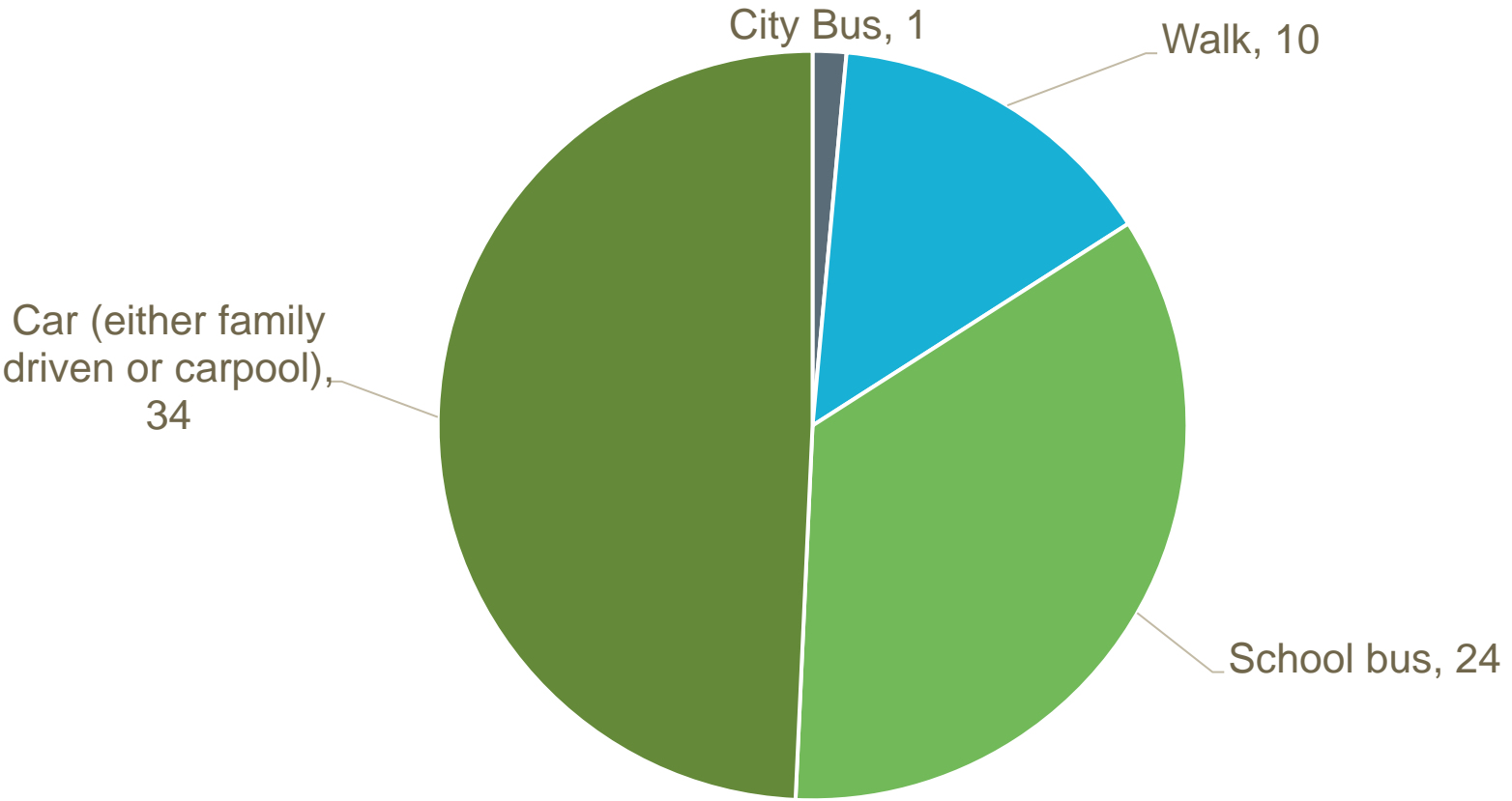
## Question #12

When traveling by transit, how important to you are the following factors?



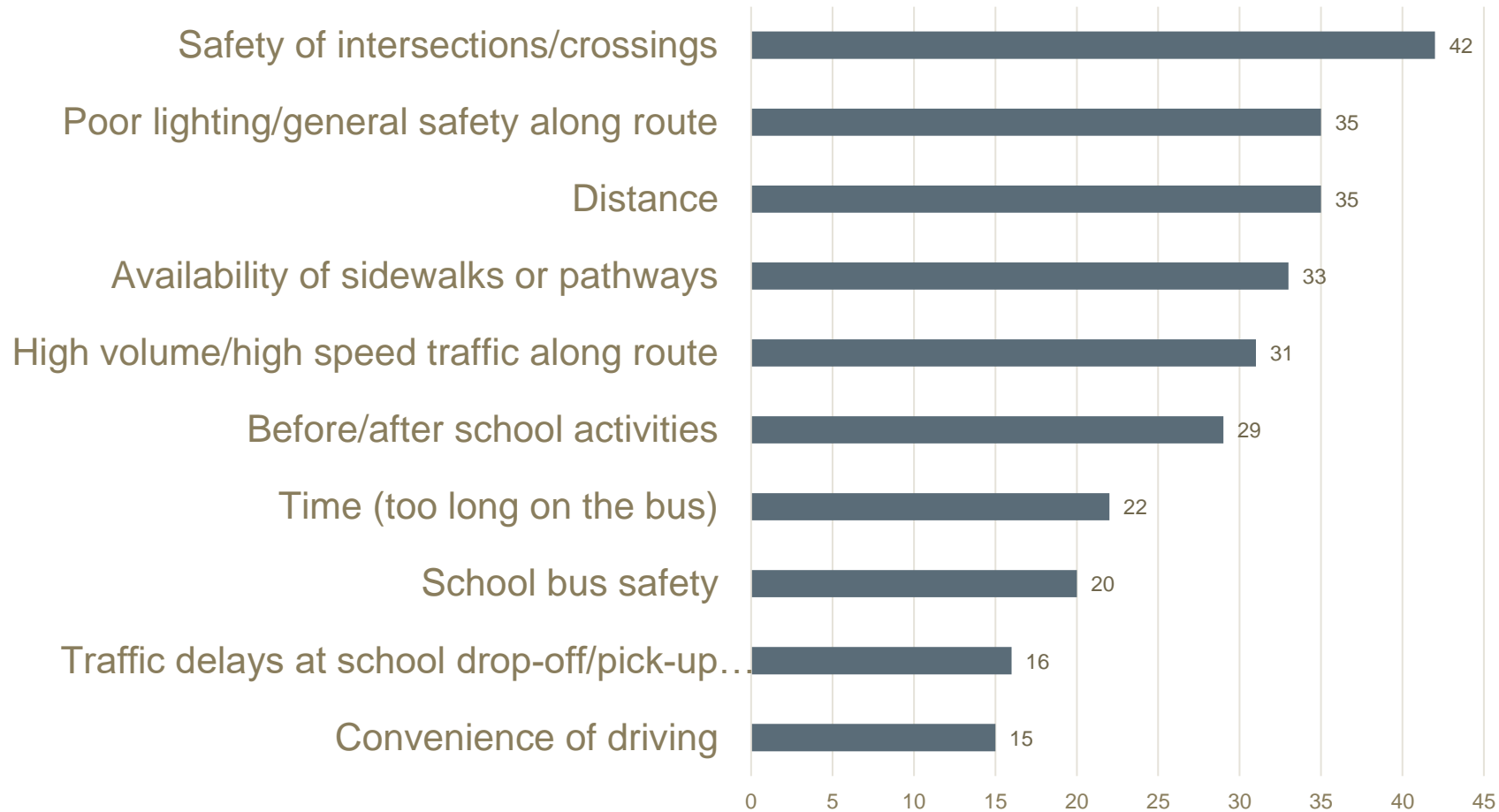
**Question #13**

On most days, how does your school-age child get to/from school?



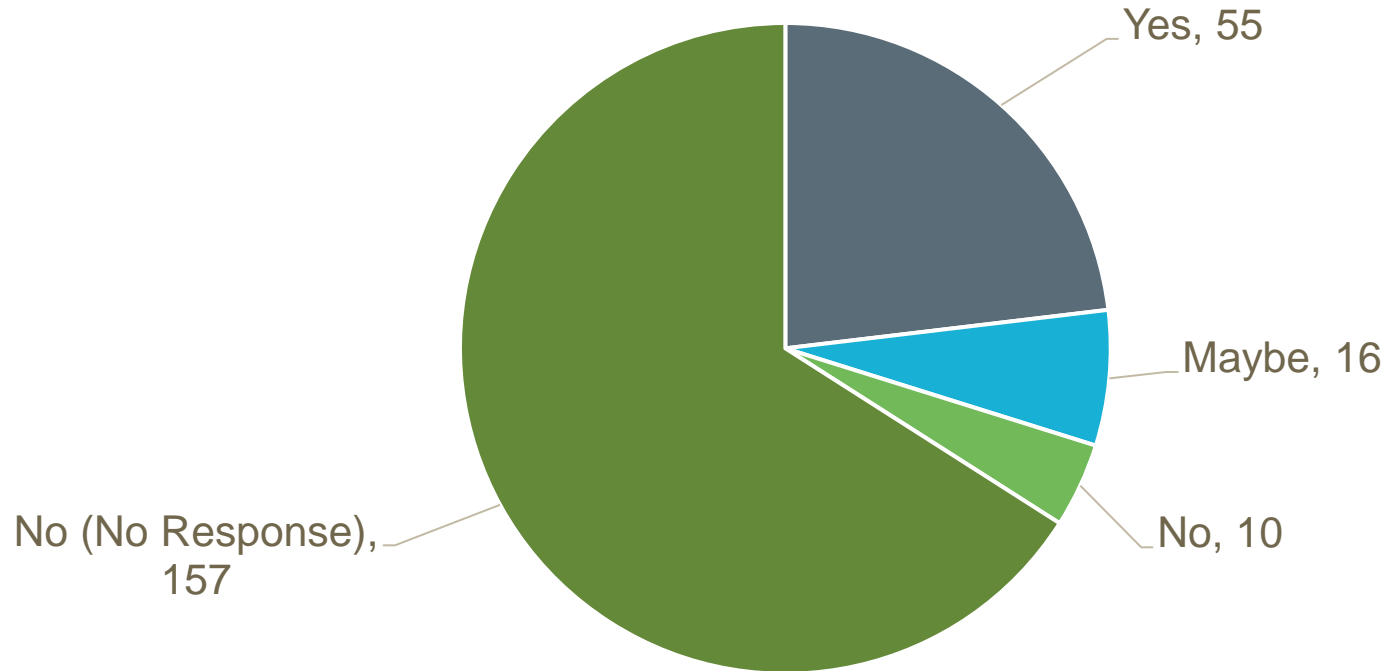
## Question #14

Which of the following issues might affect your decision to allow or not allow your child to walk/bike or take the district-provided school bus?



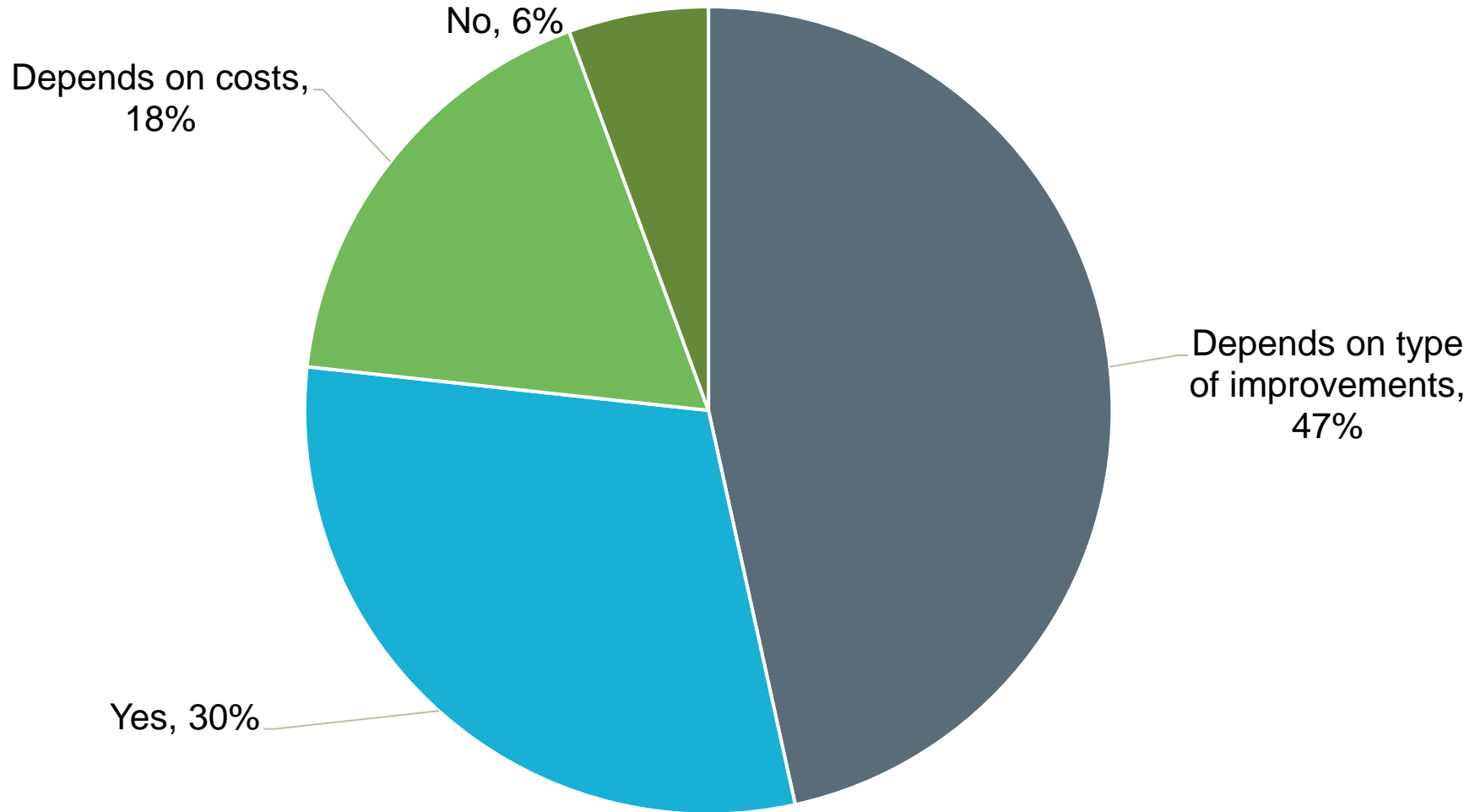
## Question #15

If improvements were made to your choices above, would you consider letting your child walk to/from or ride the bus to school?



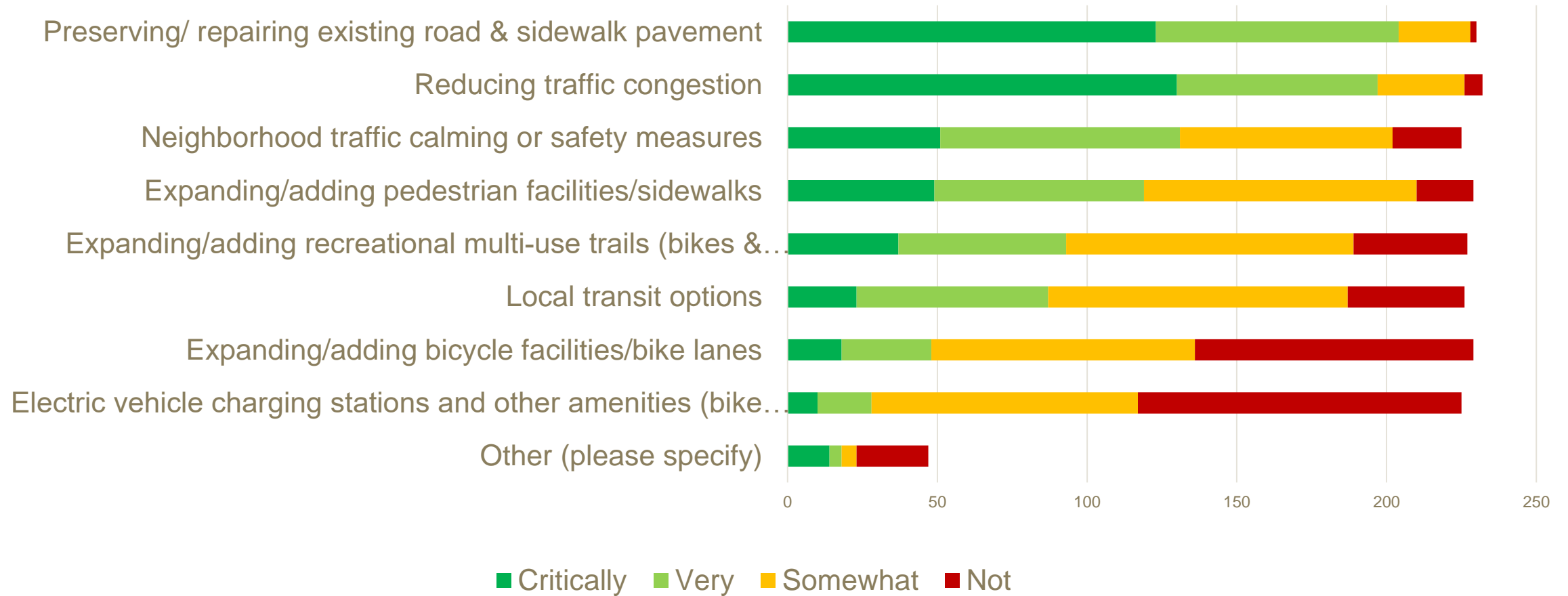
## Question #16

Would you support dedicating more funding towards transportation improvements?



## Question #17

How important is it to spend transportation funds on...



## Question #18

Please share any general comments or questions you have...

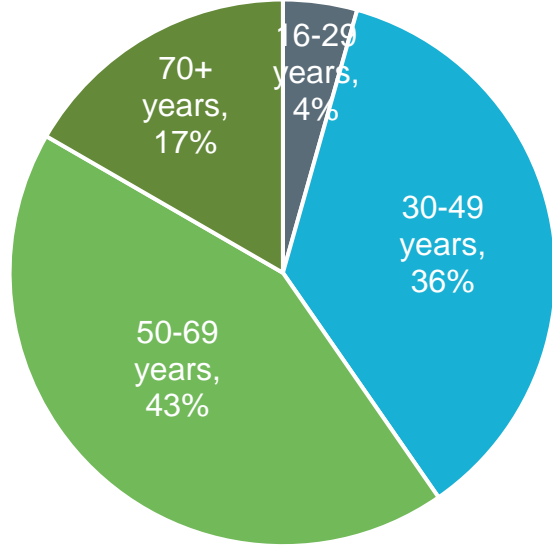
### General Themes:

- Improve Portal Way interchange (13)
- Better maintenance, street and sidewalks (10)
- Focus on addressing vehicle congestion (9)
- Focus on improving pedestrian, bike, transit system (9)
- Growth pay or slow growth (4)
- Better traffic enforcement/education(3)
- Happy thoughts (2)

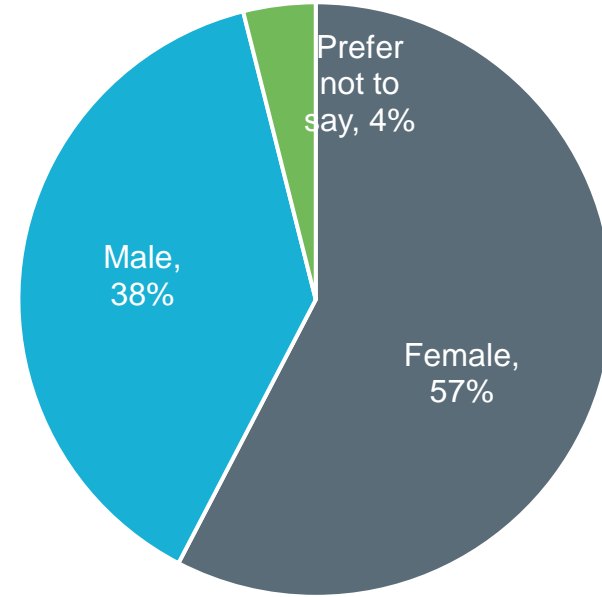


# Questions #19-22 (Demographics)

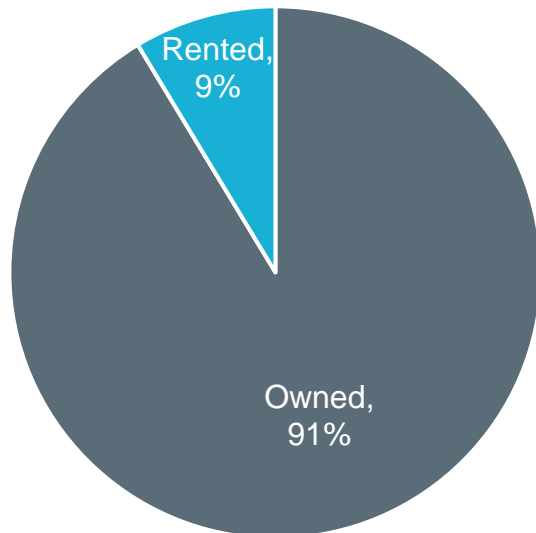
## Age



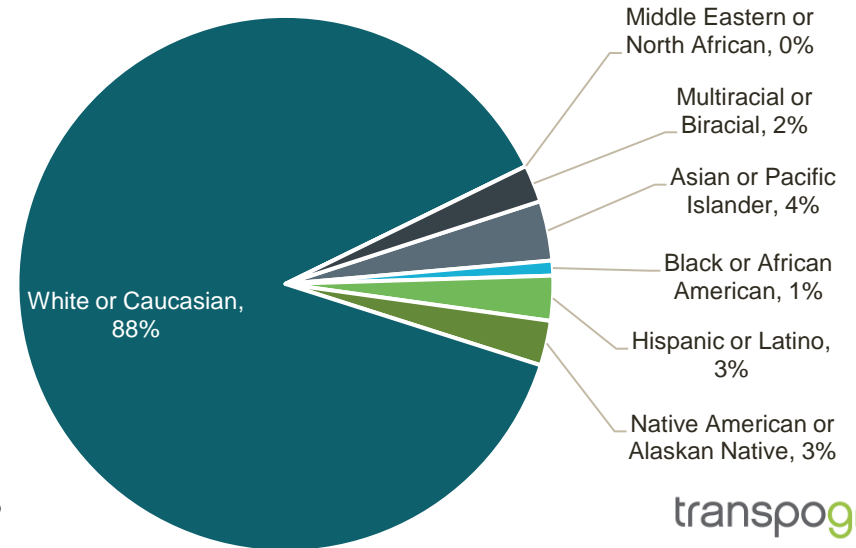
## Gender



## Home Ownership



## Race



# GOALS AND POLICIES

# City of Ferndale Comprehensive Plan Update

## Transportation Goals and Policies Tracker

Draft - March 6, 2025

### Introduction

This goal and policy tracker reviews the **Transportation Element** of the 2023 City of Ferndale in support of the 2025 periodic update.

**Transpo Group** is providing review, comments, considerations, and recommendations for updating goals and policies below.

### Transportation Element

Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
<b>Overall Goal</b>	The City will provide a safe, dependable, properly maintained, multimodal transportation system that promotes economic development and environmental vitality, and will explore innovative methods of resolving transportation-related issues.	The City will provide a safe, <del>equitable, dependable</del> , properly maintained, <del>and sustainable</del> multimodal transportation system that promotes economic development and environmental vitality, and will explore innovative methods of resolving transportation-related issues.	
	Goals and policies for implementation of the Transportation Element of the Comprehensive Plan support the City of Ferndale’s vision statement.		
<b>Goal 1.</b>	The City will provide an efficient and safe transportation network to serve existing needs and to accommodate new growth and development.	The City will provide <del>a safe and efficient</del> <del>and safe multimodal</del> transportation network to serve existing needs and to accommodate new growth and development.	
<b>Rationale</b>		<u>The citywide multimodal transportation system is designed to move people using a variety of modes. Public safety is always the top priority in transportation planning along with providing mobility choices and options for people of all ages and abilities, wherever possible.</u>	<i>City staff requested that Transpo add “rationale” statements under each goal, consistent with format of Land Use Element goals and policies.</i>
<b>Policies</b>			
A.	The City will coordinate planning and operation of transportation facilities with programs to optimize multimodal transportation programs.	The City will coordinate planning, <del>construction, maintenance</del> , and operation of transportation facilities <del>with programs</del> to optimize multimodal transportation programs.	
B.	The City will coordinate the location of major utility and transportation corridors wherever practical		
C.	The City will strongly encourage the preservation of rail rights-of-way for future rail uses, and will work with appropriate agencies to ensure the availability of rail services to its industrial lands.		



Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
D.	<del>The City will maintain the existing and expanded transportation network.</del>		Delete. Covered with proposed additions to 1.A.
ED.	The City will identify and prioritize transportation system needs citywide to meet current and future demand.		
FE.	The City will establish a program to upgrade its existing signal system to improve traffic flow, progression, and safety.	The City will establish a program to upgrade its existing <u>traffic</u> signal system to improve traffic flow, progression, and safety.	
GF.	The City will seek to integrate appropriate facility design with compatible land use types to reduce environmental and livability impacts.	The City will seek to integrate appropriate <u>facility street</u> design with compatible land use types to reduce environmental and livability impacts.	
HG.	The City will balance the equitable distribution of transportation projects with needs, based on 1) safety issues 2) growth-related improvements and 3) available funding.	The City will balance the equitable distribution of transportation projects with needs, based on 1) safety issues, 2) <u>under-served populations</u> , 3) growth-related improvements and 3) available funding.	Safety should remain #1, but it would be beneficial to add “under-served populations” as #2
I.	The City of Ferndale will seek to maintain a coordinated and consistent strategy of development of land use, together with Whatcom County, for those unincorporated areas surrounding Ferndale which are within the boundaries of the City’s Urban Growth Area, or which generate substantial traffic volumes to and through Ferndale.	The City of Ferndale will <u>work and partner with Whatcom County</u> seek to maintain a coordinated and consistent strategy <u>of for land use</u> development <u>review of land use, together with Whatcom County, for those in</u> unincorporated <u>areas surrounding Ferndale which are within the boundaries of the City’s</u> Urban Growth Area <u>surrounding Ferndale</u> , or which generate substantial traffic volumes to and through Ferndale.	
j.	The City of Ferndale will seek to maintain a coordinated and consistent strategy of development of land use, together with the Lummi Nation, for those tribal lands south of Ferndale which are outside of the boundaries of the City’s Urban Growth Area, but which generate substantial traffic volumes to and through Ferndale.	The City of Ferndale will <u>seekwork and partner with Lummi Nation</u> to maintain a coordinated and consistent strategy <u>of for land use</u> development <u>review of land use, together with the Lummi Nation, for those</u> tribal lands south of <u>FerndaleSlater Road</u> , which are outside of the boundaries of the City’s Urban Growth Area, but which generate substantial traffic volumes to and through Ferndale.	
<b>Goal 2.</b>	<b>The City will maximize the operating efficiency of its transportation system.</b>	<b>The City will maximize the operating efficiency of its <u>multimodal</u> transportation system.</b>	
<u>Rationale</u>		<u>Planning, designing, and constructing a citywide multimodal transportation based on the variety of land use contexts will allow Ferndale residents and visitors to walk, bike, ride transit, and drive to their desired destinations in a safe, comfortable, and efficient manner.</u>	<i>City staff requested that Transpo add “rationale” statements under each goal, consistent with format of Land Use Element goals and policies.</i>
Policies			
A.	The City will develop its roadway functional classification system in accordance with the regional functional classification system	The City will develop its <u>local</u> roadway functional classification system in accordance with the regional functional classification	



Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
	developed by the Whatcom Council of Governments and the City's road standards.	system developed by the Whatcom Council of Governments and the City's road standards.	
B.	<del>The City will maximize the operating efficiency of its transportation system through the use of Transportation Demand Management strategies.</del>		Delete. Addressed in subgoal #2 and #5.
C.B.	The City will actively coordinate the planning, construction, and operation of transportation facilities and programs that may impact the City with local, tribal, regional and state jurisdictions and their associated comprehensive plans. These agencies and plans include, but are not limited to, Whatcom County (Comprehensive Plan and related updates), the Whatcom County Council of Governments, and the Washington State Department of Transportation (State Highway Systems Plan 2007-2026).	The City will actively coordinate the planning, construction, and operation of transportation facilities and programs that may impact the City with local, tribal, regional and state jurisdictions and their associated comprehensive plans. These agencies and plans include, but are not limited to, Whatcom County, <del>Lummi Nation (Comprehensive Plan and related updates)</del> , the Whatcom County Council of Governments, and the Washington State Department of Transportation <del>(State Highway Systems Plan 2007-2026)</del> .	Eliminate this date reference to prevent it becoming obsolete.
D.C.	When considering proposals to revise the land use and zoning plans, the City will seek to minimize future increases in vehicular travel or, where possible, to increase the efficiency of the transportation infrastructure.	When considering proposals to revise the land use and zoning plans, the City will seek to minimize <del>future</del> increases in <del>vehicle</del> <del>miles</del> <del>traveled</del> or, where possible, to increase the <del>safety</del> , <del>accessibility</del> , and efficiency of the <del>multimodal</del> transportation infrastructure <del>surrounding the proposed area</del> .	Minimize VMT
E.D.	The City shall coordinate transportation planning and land use planning to reduce the distance between work, home, shopping, and recreation opportunities, and to provide facilities and services to support alternative methods of transportation to travel between each.	The City <del>shall will</del> coordinate <del>and integrate</del> transportation <del>planning</del> and land use planning to reduce the distance <del>and</del> <del>vehicle miles traveled</del> between work, home, shopping, and recreation opportunities, and to provide facilities and services to support <del>alternative methods of active</del> transportation <del>to travel between each</del> <del>connectivity and mobility to destinations</del> .	Shall is regulatory, replace with will. Integration of land use - transportation is most effective VMT/GHG reducer
F.E.	The City shall identify land use requirements which result in densities capable of supporting transit opportunities, particularly within the Downtown Core, High Density Residential land use classifications, and within the primary shopping and employment districts of the City.	The City <del>shall will</del> work with WTA to identify <del>and promote</del> land use <del>requirements which result in</del> densities capable of supporting <del>transit-oriented</del> opportunities, particularly <del>along transit-served corridors</del> within the Downtown Core, High Density Residential land use classifications, <del>around the WTA park-n-ride facility near the Main Street/I-5 interchange</del> , and within the primary shopping and employment districts of the City.	Shall is regulatory, replace with will. Transit-oriented development
G.F.	The City shall coordinate with the Washington State Department of Transportation for the purpose of developing a Memorandum of Understanding that will lead to a comprehensive review of potential transportation improvements along the I-5 corridor, including the Main Street corridor, and also including potential improvements at other	The City <del>shall will</del> coordinate with the Washington State Department of Transportation <del>for the purpose of developing to</del> <del>develop</del> a Memorandum of Understanding that will lead to a comprehensive review of potential transportation improvements along the I-5 corridor, including the <del>Exit 262</del> Main Street corridor,	Shall is regulatory, replace with will. Coordination with WSDOT will be on-going over decades. Access changes to I-5 require City to fund lengthy Interchange Justification Report (IJR) process with WSDOT and FHWA.





Goal or Policy	Existing Goal or Policy Text	First Draft Proposed Policy Revision <i>The policies will undergo at least another round of revisions before their estimated final adoption in 2025</i>	Reasoning for Proposed Policy Change
	interchanges within the City limits as well as at Smith Road. This Memorandum may also include an agreement to jointly monitor the Level of Service in and around Exit 262 at defined points within the planning period of the Master Plan.	and <del>also including potential improvements at</del> other interchanges within the City limits <del>as well, such as at</del> Smith Road. This Memorandum may also include an agreement to jointly monitor the Level of Service in and around Exit 262 at defined points within the planning period of the Master Plan.	
<b>Goal 3.</b>	<b>The City will encourage public/private partnerships for financing transportation projects that foster economic growth and address the transportation needs to support planned growth and development.</b>	<b>The City will encourage public/private partnerships for financing transportation projects that foster economic growth and address the <b>multimodal</b> transportation needs to support planned growth and development.</b>	
Rationale		<u>Citywide multimodal transportation systems are constructed over time as growth occurs through investments from the City, grant funding agencies, private developers, and collaboration with other agencies, such as Whatcom County, WSDOT, and private organizations.</u>	<i>City staff requested that Transpo add “rationale” statements under each goal, consistent with format of Land Use Element goals and policies.</i>
Policies			
A.	The City will reserve property for needed rights-of-way, including trail rights of way, as quickly as possible by requiring dedication of right-of-way as a condition for development.	The City will <u>reserve work with</u> property <u>owners for to secure</u> needed rights-of-way <u>in advance of multimodal transportation improvements identified in City plans</u> , including trails. <del>rights-of way, as quickly as possible by requiring</del> <u>New development will be required to dedicate ion-of adequate street</u> right-of-way as a condition for <u>development permit approval</u> .	Some ROW may be obtained via negotiation with property owners, while other ROW may be obtained through development regulations.
B.	The City will only approve land use changes (such as planned unit developments, master planned projects, rezones and plats) when existing and proposed transportation system needs meet concurrency requirements.	The City will only approve land use changes (such as planned unit developments, master planned projects, rezones and plats) when existing and proposed <b>multimodal</b> transportation system needs meet concurrency requirements.	
C.	The City will route major and secondary arterials around, rather than through, neighborhoods and communities so as to minimize traffic impacts on residential neighborhoods.	The City will route <del>major</del> <b>principal</b> and secondary arterials around, rather than through, neighborhoods and communities <del>so as</del> to minimize <b>vehicle</b> traffic impacts on residential neighborhoods.	
	i. New residential collector street corridors should be designed and constructed through areas that are not already substantially developed with single family housing.	New residential collector street corridors should be designed and constructed <del>through areas that are not already substantially</del> <u>with sidewalks, bikeways, and crossings to serve areas</u> developed with <del>single family</del> housing.	<b>Higher-density housing = more people, thus more need for active transportation facilities.</b>
	ii. Existing local residential streets should not be converted into collector street routes. In instances where existing streets must be converted to collector roads, these streets shall be brought up to the minimum design standards for collector roads.	Existing local residential streets should not be converted into collector street routes, <u>unless other alternatives are not feasible</u> . In instances where existing <b>local</b> streets must be converted to collector roads, these streets <del>shall</del> <b>must</b> be <del>brought up</del> <b>improved</b> to the <b>minimum full</b> design standards for collector roads.	



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	iii. In those cases where collector street corridors must be built in close proximity to existing residential neighborhoods, the collector street must be designed in such a way as to minimize the impact to adjoining residents through the use of landscape buffers, sound barriers or similar measures.	iii. In those cases where collector street corridors must be built <del>in close proximity</del> to existing residential neighborhoods, the collector street must be designed <del>in such a way as</del> to minimize <del>the negative impacts</del> to adjoining residents through the use of landscape buffers, sound barriers or similar measures.	
	iv. In order for arterial collector streets to function effectively, access restrictions shall be imposed on new arterial collector streets. Such access restrictions may permit commercial businesses from accessing directly onto an arterial collector street, only if no reasonable alternative is available. Further, residential access may be allowed in specific instances where such access can be demonstrated to have no negative impacts on traffic safety, road function and/or circulation.	iv. <del>In order for arterial collector streets to function effectively, Where necessary,</del> access restrictions shall be imposed on new arterial collector streets <del>to maintain transportation safety, efficiency, and effectiveness. Such access restrictions may permit</del> commercial businesses from accessing directly onto an <del>restricted</del> arterial collector street, <del>may only be permissible</del> if no reasonable <del>access</del> alternative is available. <del>Further, r</del> esidential access may be allowed in specific instances where such access can be demonstrated to have no negative impacts on <del>corridor</del> traffic safety, <del>road</del> function and/or circulation.	
	v. The City will work with property owners and developers to establish collector road systems in developing areas to minimize the number of access locations on arterials and collectors and to promote connectivity for motorized and non-motorized travel within residential neighborhoods, as well as commercial and industrial area.	v. The City will work with property owners and developers to establish collector road systems in developing areas to minimize the number of access locations on arterials and collectors and to promote connectivity for <del>motorized and non-motorized multimodal</del> travel within residential neighborhoods, as well as commercial and industrial areas.	
D.	The City will consider sharing costs with other jurisdictions for needed improvements that solve regional transportation problems.	The City will consider sharing <del>project</del> costs with other jurisdictions for <del>needed</del> improvements that solve regional <del>multimodal</del> transportation problems.	
E.	The City will encourage the development community to site and construct transportation facilities that are compatible with adjacent land uses to minimize potential conflicts.	The City will <del>encourage</del> <del>require</del> <del>the new</del> development <del>community</del> to site and construct transportation facilities that are compatible with adjacent land uses to minimize potential conflicts.	
F.	The City will utilize all general taxation and user-fee options available to it under state law.	No changes	
G.	The City will seek to maximize support from county, state, and federal sources for those improvements needed to provide facilities and services necessary for safe and efficient operations and the economic health of the region.	The City will seek to maximize <del>grant funding</del> support from county, state, and federal sources for <del>those</del> improvements <del>needed to provide facilities and services</del> necessary for <del>safety,</del> and efficient operations, and the economic health of the region.	
H.	The City will only approve developments that adequately mitigate their impacts on the transportation system as required under Transportation Concurrency Management, the State Environmental Policy Act, the Ferndale Development Standards, Ferndale Concurrency regulations,	The City will only approve developments that adequately mitigate their impacts on the <del>multimodal</del> transportation system as required under <del>Transportation Concurrency Management,</del> the State Environmental Policy Act, the Ferndale Development Standards, Ferndale Concurrency regulations, Commute Trip	Concurrency mentioned twice. It should be noted that SB 5412 will require City to establish a process allowing SEPA categorical exemption for housing to mitigate off-site transportation impacts.





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	Commuter Trip Reduction, and other applicable development regulations.	Reduction, and other applicable development regulations.	
I.	The City will encourage state lawmakers to recognize the financial pressure upon the City of Ferndale that is imposed by growth and request legislative action to provide greater relief to the City than is afforded by existing revenue sources.	No changes	
J.	The City will explore the feasibility of partnering with individual property owners and neighborhood associations to share the cost of sidewalk installation in established neighborhoods.	No changes	
<b>Goal 4.</b>	<b>The City will work to secure adequate funding sources for transportation.</b>	<b>The City will work to secure adequate funding sources for <u>multimodal</u> transportation.</b>	
Rationale		<u>New development should fund street frontage improvements, as well as transportation impact fees, and where necessary off-site mitigation for sidewalks, bikeways, streets, and intersection controls deemed necessary to serve the development. Grant funding typically only funds improvements on arterial streets and the City will leverage local public and private matching funds for state and federal grant funding. Transportation improvements not eligible for grant funding will need to be funded by local public or private sources, such as TIF, TBD, LID, or levy.</u>	<i>City staff requested that Transpo add "rationale" statements under each goal, consistent with format of Land Use Element goals and policies.</i>
Policies			
A.	The City will update its Transportation Impact Mitigation Policy ordinance on a regular basis.	The City will update its Transportation Impact <u>Fee (TIF) and Mitigation Policy</u> ordinance on a regular basis <u>and will incorporate pedestrian and bicycle projects as TIF eligible.</u>	
B.	The City will encourage public/private partnerships and grants for financing transportation projects.	No changes	
C.	The City will work to establish local improvement districts and transportation improvement districts in designated areas for economic development.	No changes	
D.	The City will work to establish on and off-site storm sewer systems which combine storm detention for road projects and private developments.	No changes	
E.	The City will consider asking voters to enact new taxes or fees to help fund transportation improvements.	No changes	
F.	The City will seek to fund a minimum average of thirty percent of capital project costs through grants.	No changes	<i>This seems ambitious compared to many other jurisdictions, especially considering the competitive nature of grants, and may need to be adjusted to a lower percent or changed to just say that the City will strive to maximize grant funding.</i>



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G.	The City will continue to fund transportation system maintenance using property and/or sales tax.	The City will continue to fund transportation system maintenance, <u>repair and operation</u> using <u>local property tax, solid waste tax</u> , and/or sales tax.	Includes solid waste and TBD funds for transportation
H.	The City will continue the historical practice of generally not using property and/or sales tax to fund transportation capital projects.	The City will <del>continue the historical practice of generally not using only use</del> property and/or sales tax to fund <u>local match requirements of multimodal</u> transportation capital projects.	
I.	The City will work with WSDOT to secure funds for regionally significant infrastructure that supports the City's economic plans and growth.	No changes	
<b>Goal 5.</b>	<b>The City will encourage the use of transportation modes that maximize energy conservation, circulation efficiency, and economy.</b>	<b>The City will encourage and promote the use of active transportation modes, WTA transit, ride sharing, and transportation demand management (TDM) strategies that maximize energy conservation, circulation efficiency, and economy while reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.</b>	Incorporates active, ADA, transit, and TDM, as well as VMT and GHG requirements of GMA
Rationale		<u>A citywide multimodal transportation system, along with compact, higher-density, mixed-use development pattern will allow people to make shorter trips by walking, biking, rolling, and riding transit. This will reduce vehicle miles traveled and greenhouse gas emissions. Various Transportation Demand Management (TDM) strategies can incentivize walking, biking, rolling, and riding transit, while disincentivizing unnecessary vehicle trips.</u>	<i>City staff requested that Transpo add "rationale" statements under each goal, consistent with format of Land Use Element goals and policies.</i>
Policies			
A.	The City will support increased use of multimodal transportation. This includes, but is not limited to, high occupancy vehicle lanes, bicycle trails, park-and-ride facilities, carpools, vanpools, buses and mass transit. Together, the implementation of these policies is expected to result in a reduction of automobile trips, the promotion of healthy activities, and increased connectivity.	The City will support increased use of multimodal transportation <u>facilities</u> . This includes, but is not limited to, <u>high-occupancy vehicle lanes ADA ramps, crosswalks, sidewalks</u> , bicycle <u>lanes, multiuse</u> trails, park-and-ride facilities, carpools, vanpools, buses and <u>mass transit high-occupancy vehicle lanes</u> . Together, the implementation of these policies is <del>expected</del> <u>intended</u> to result in a reduction of <u>automobile vehicle</u> trips, <u>vehicle miles traveled (VMT), greenhouse gas (GHG) emissions, increased air quality</u> , the promotion of healthy activities, and increased <u>active transportation</u> connectivity.	Incorporates active, ADA, transit, and TDM, as well as VMT and GHG requirements of GMA
B.	The City will coordinate planning efforts for non-motorized modes of travel with other jurisdictions and develop an integrated area-wide plan for non-motorized travel modes that ensures continuity of routes.	The City will coordinate planning efforts for <del>non-motorized</del> <u>active transportation</u> modes of travel with <del>othersurrounding</del> jurisdictions and develop an integrated area-wide plan for <del>non-motorized</del> <u>active transportation</u> travel modes that ensures continuity of routes.	
C.	The City will encourage sidewalks, improved shoulders, and/or off-street trails within new developments concurrent with the project in order to accommodate internal and external circulation.	No changes	
D.	<del>The City will encourage new development to be pedestrian-friendly and compatible with the public transportation system by ensuring that</del>		Delete. This is vague.



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	<del>such development reflects all related infrastructure master plans such as trails or utility plans.</del>		
<del>E.D.</del>	The City will seek to receive formal recognition as a “Bicycle Friendly Community.”		
<del>F.E.</del>	The City will coordinate site development guidelines to encourage and enable use of alternative transportation modes.	The City will coordinate site development guidelines to encourage and enable use of <b>alternative active</b> transportation modes.	
<del>G.F.</del>	The City will seek to ensure that new road construction shall, wherever possible, include sidewalks or other pedestrian service amenities, and special provisions for bicycle and/or transit connectivity as may be economically and/or environmentally justifiable, based on existing and potential connection opportunities, including establishing new connector roads, collector roads, and arterial roads.	<del>The City will seek to ensure that new New</del> road construction shall, wherever possible, include sidewalks <b>and bikeways</b> or other pedestrian <b>bicycle</b> service amenities, <del>and special provisions for bicycle and/or transit connectivity as may be economically and/or environmentally justifiable, based on street standards, as well as</del> existing and potential <b>multimodal</b> connection opportunities, including establishing new connector roads, collector roads, and arterial roads.	
<del>H.G.</del>	Improvements to existing roads shall be prioritized to remove deficient conditions for pedestrian, bicycle, and transit circulation as well as improve vehicular mobility.	<del>The City will prioritize improvements to existing roads shall be prioritized to remove deficient conditions for pedestrian, bicycle, and transit circulation, and as well as improve</del> vehicular mobility <b>on existing roads over the construction of new roads.</b>	
<del>I.H.</del>	The City will seek to cooperate with Whatcom County, the Washington State Department of Transportation, the Whatcom Transportation Authority, and any private entity for implementation of regionally significant transportation projects and programs for Ferndale and its environs.	The City will seek to cooperate with Whatcom County, <b>Lummi Nation</b> , the Washington State Department of Transportation, <del>the</del> Whatcom Transportation Authority, and any private entity for implementation of regionally significant transportation projects and programs for Ferndale and its environs.	
<del>J.I.</del>	The City of Ferndale recognizes and supports the continued operation of the Burlington Northern Railroad as an important part of the region’s transportation system for the movement of freight and passengers, and shall seek to increase the availability of those services within the City, and reduce conflict with the City’s road network and emergency services.	The City of Ferndale recognizes and supports the continued operation of the Burlington Northern Railroad <b>and Amtrak Cascades</b> as <del>an important part</del> of the region’s transportation system for the movement of freight and passengers, and shall seek to increase the availability of those services within the City, and reduce conflict with the City’s road network and emergency services.	
<del>K.J.</del>	The City of Ferndale shall seek to conduct a thorough inventory of city sidewalks, in order to identify deficiencies in the system and opportunities for expansion, based on existing and potential connection opportunities. The City will systematically implement the improvements through its Sidewalk Program.	The City of Ferndale shall seek to conduct a thorough inventory of city sidewalks, <b>bikeways, and multiuse trails</b> <del>in order</del> to identify deficiencies in the <b>systemActive Transportation Network</b> and opportunities for expansion, <del>based on existing and potential connection opportunities. The</del> <b>Over the next 20 years, the</b> City will systematically implement the <b>planned</b> improvements <b>through its Sidewalk Program to the citywide Active Transportation Network.</b>	
<del>L.K.</del>	The City of Ferndale recognizes and supports the continued operation of the Bellingham International Airport as an important part of the region’s transportation system as an alternative to major regional	The City of Ferndale recognizes and supports the continued operation of the Bellingham International Airport as an important part of the region’s transportation system as an alternative to	<b>Ferndale to Vancouver airport addressed as 6.D. next page.</b>












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	airports such as the Vancouver International Airport and Seattle-Tacoma International Airport. The City shall seek to increase transportation connections between the City and the airport.	major regional airports such as the Vancouver International Airport and Seattle-Tacoma International Airport. <del>The City shall seek to increase transportation connections between the City and the airport.</del>	
<del>M.L.</del>	The City of Ferndale will seek to provide incentives to developments which incorporate multi-modal transportation options into their projects, and will continue to re-evaluate such incentives as multi-modal opportunities increase over time.	The City of Ferndale will <del>seek to</del> provide incentives to developments <del>which to</del> incorporate multi-modal transportation options into their projects, and will continue to re-evaluate such incentives as multi-modal opportunities increase over time.	
<del>N.M.</del>	The City shall provide written justification for including capital projects which are designated as “low” priority within this plan prior to placing such projects on the Six-Year Transportation Improvement Plan.	No Changes	The six-year TIP is a strategic plan to fund and deliver projects. Aspirational projects without grant funding prospects do not belong on the TIP.
<b>Goal 6.</b>	<b>The City will work to ensure efficient and effective freight transportation needed to support local and regional economic expansion and diversification.</b>	No Changes	
Rationale		<u>Freight truck access, movement, and delivery is a critical need for economic development and the multimodal transportation system. As growth continues, the City will need to work with industry to provide and promote freight truck routes, as well as delivery schedules, that minimize delay due to peak hour urban traffic congestion.</u>	City staff requested that Transpo add “rationale” statements under each goal, consistent with format of Land Use Element goals and policies.
Policies			
A.	The City will collaborate with federal, state and neighboring local governments and private business to ensure the provision of transportation infrastructure investments and services deemed necessary by the City to meet current and future demand for industrial and commercial freight movement by way of roadway and truck, rail, air and marine transport.	No Changes	
B.	The City will work with the Whatcom Council of Governments, Port of Bellingham, Whatcom County, and other agencies to develop intermodal connectivity facilities deemed by the City to be needed to facilitate seamless freight transfer between all transport modes.	No Changes	
C.	<del>The City will ensure that Transportation Element goals and policies are implemented in a manner that reinforces the goals and policies of adopted economic development strategies.</del>		Delete. Covered in new Rationale statement
<del>D.C.</del>	The City will work with the Port of Bellingham to identify connectivity opportunities between the City of Ferndale and the Bellingham International Airport.	No Changes	
<b>Goal 7.</b>	<b>The City will establish level of service standards and implement concurrency management programs to assure the adequacy of its transportation system.</b>	The City will establish <b>multimodal</b> level of service ( <b>MMLOS</b> ) standards and implement concurrency management programs to assure the adequacy of its <b>multimodal</b> transportation system.	





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Rationale		<u>A citywide multimodal transportation system accommodates and measures performance for all modes of travel. Annual tracking and monitoring of pedestrian, bicycle, transit, and roadway network performance, along with known land use development activity, will allow Ferndale to adopt transportation investments in the annual six-year Transportation Improvement Program (TIP) that are integrated with land use, safety, and climate needs.</u>	<i>City staff requested that Transpo add “rationale” statements under each goal, consistent with format of Land Use Element goals and policies.</i>
Policies			
A.	For concurrency review, the City has adopted roadway minimum travel speed standards for the weekday PM peak hour as documented in Table 5 of the Transportation Element.	No Changes	
B.	The City has established the following levels of service (LOS) for intersection operations along arterial and collector roads based on methodologies in the latest edition of the Highway Capacity Manual (HCM):	The City has established the following <u>vehicle</u> levels of service (LOS) for intersection operations along arterial and collector roads based on methodologies in the latest edition of the Highway Capacity Manual (HCM):	
	i. LOS D or better for traffic signal, roundabouts, or all-way stop controlled intersections based on overall average delay per vehicle.	i. LOS D or better for traffic signal, roundabouts, or all-way stop controlled intersections based on overall average <u>seconds of</u> delay per vehicle.	
	ii. The LOS standard for stop controlled (except all-way stop) intersections within the City limits shall be LOS E and be applied to each approach or separate traffic movement at an intersection. On a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee) determines that no significant safety or operational impact will result. As appropriate, mitigation will be identified and required to address potential impacts to safety or operations. Potential installation of traffic signals or other traffic control devices at these locations shall be based on the Manual on Uniform Traffic Control Devices, the Transportation Element, and sound engineering practices.	ii. The LOS standard for stop controlled (except all-way stop) intersections within the City limits shall be LOS E and be applied to each approach or separate traffic movement at an intersection. On a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee) determines that no significant safety or operational impact will result. As appropriate, mitigation will be identified and required to address potential impacts to safety or operations. Potential installation of traffic signals or other traffic control devices at these locations shall be based on the Manual on Uniform Traffic Control Devices, the Transportation Element, and <u>sound-transportation</u> engineering <u>best</u> practices.	
	iii. The City will generally apply the intersection level of service standards based on the weekday PM peak hour, but may choose to require evaluation of other time periods in order to identify potential deficiencies and project impacts.	iii. The City will generally apply the intersection <u>level-of-service</u> LOS standards based on the weekday PM peak hour <u>vehicle traffic</u> , but may choose to require evaluation of other time periods in order to identify potential deficiencies and project impacts.	
C.	The City will apply Washington State Department of Transportation’s level of service standards to intersections of state highways within the Ferndale area:	The City will apply Washington State Department of Transportation’s <u>level-of-service</u> vehicle LOS standards to intersections of state highways within the Ferndale area:	



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	i. LOS D or better within urban areas. ii. LOS C or better within rural areas.	No Changes No Changes													
D.	<u>New Policy</u>	<p><u>Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.</u></p> <ul style="list-style-type: none"> <li>• <u>A GREEN LOS indicates that a primary facility meets adopted roadway standards and has active mode facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.</u></li> <li>• <u>An ORANGE LOS indicates a primary facility has facilities only on one side of the roadway, when both sides would be preferred.</u></li> <li>• <u>A RED LOS indicates that there are no designated active mode facilities provided and is considered inadequate.</u></li> </ul> <table border="1" data-bbox="1174 691 1727 865"> <thead> <tr> <th>LOS</th> <th>Primary Route</th> <th>Secondary Route</th> </tr> </thead> <tbody> <tr> <td></td> <td>Meets City standards, facilities on both sides</td> <td>Meets City standards, facilities on one or both sides</td> </tr> <tr> <td></td> <td>Facilities exist, but only on one side</td> <td>N/A</td> </tr> <tr> <td></td> <td>No facilities exist, does not meet standards</td> <td>No facilities exist, does not meet standards</td> </tr> </tbody> </table>	LOS	Primary Route	Secondary Route		Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides		Facilities exist, but only on one side	N/A		No facilities exist, does not meet standards	No facilities exist, does not meet standards	GMA requirements for MMLOS standards
LOS	Primary Route	Secondary Route													
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides													
	Facilities exist, but only on one side	N/A													
	No facilities exist, does not meet standards	No facilities exist, does not meet standards													
E.	<u>New Policy</u>	<p><u>Active Transportation Levels of Service (LOS) Standards</u>  <u>The Transit LOS Standard is based on ADA accessibility of WTA transit bus stops within the public road right-of-way. The prioritization and completion of ADA upgrades at all bus stops provides mutual benefit to the City of Ferndale and WTA transit.</u></p>	GMA requirement for transit LOS												
<u>D.F.</u>	The City will work with Whatcom County to coordinate level of service standards for roadways and intersections within the City's unincorporated Urban Growth Area.	The City will work with Whatcom County to coordinate <del>level-of service</del> MMLOS standards for roadways, <del>and</del> intersections, <del>active transportation, and transit</del> within the City's unincorporated Urban Growth Area.	Interjurisdictional coordination; regional consistency												
<u>E.G.</u>	The City has implemented a Transportation Concurrency Management program to ensure adequate transportation facilities are available concurrent with development.	No Changes													
<u>F.H.</u>	The City will not apply concurrency to the interchange ramps with Interstate Five which is designated as a Highway of Statewide Significance (HSS).	The City will not apply <u>local</u> concurrency <u>requirements</u> to the <u>Limited Access Area (LAA) of I-5, which includes</u> interchange ramps <del>with Interstate Five which or any state highway that is</del>	Per GMA and RCWs, WSDOT sets and maintains LOS for HSS.												



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G.I.	As appropriate, the City will reassess its level of service standards, Transportation Concurrency Management program, and other development regulations based on growth and funding levels.	designated as a Highway of Statewide Significance (HSS). <del>As appropriate, the</del> The City will reassess its <del>level-of service</del> <u>MMLOS</u> standards, Transportation Concurrency Management program, and other development regulations based on growth and funding levels, <u>as needed</u> .	
H.J.	The City shall review development applications based in part on the existing level of service, and will identify responsible mitigation measures necessary to preserve existing level of service where appropriate.	The City shall review development applications based in part on the existing <del>level-of-service</del> <u>vehicle LOS</u> , and will identify responsible mitigation measures necessary to preserve existing <del>level-of-service</del> <u>vehicle LOS</u> where appropriate.	
-K.	The City will consider incorporating mechanisms into the concurrency regulations that may fully utilize the concurrency time limits allowed by State law.	The City will consider incorporating mechanisms into the concurrency regulations that may fully utilize the concurrency <del>six-year</del> time limits allowed by State law.	
L.	<u>New Policy</u>	<u>The City will publish an Annual Concurrency Report to help inform investments in the annual Six-Year Transportation Improvement Program (TIP) which will document:</u> 1) <u>Current or recent roadway and intersection LOS status</u> 2) <u>Degree of completeness of the Active Transportation Network</u> 3) <u>ADA upgrades and accessibility improvements to WTA bus stops</u>	This can be a relatively simple spreadsheet and GIS exercise conducted in first quarter of each year in advance of 6-Year TIP process, which has to be adopted by June 30. This will allow elected officials and public to see progress being made by City staff, per Comp Plan goals//policies/strategies. An annual report can also help with grant funding applications.





NEXT STEPS

# Q&A