



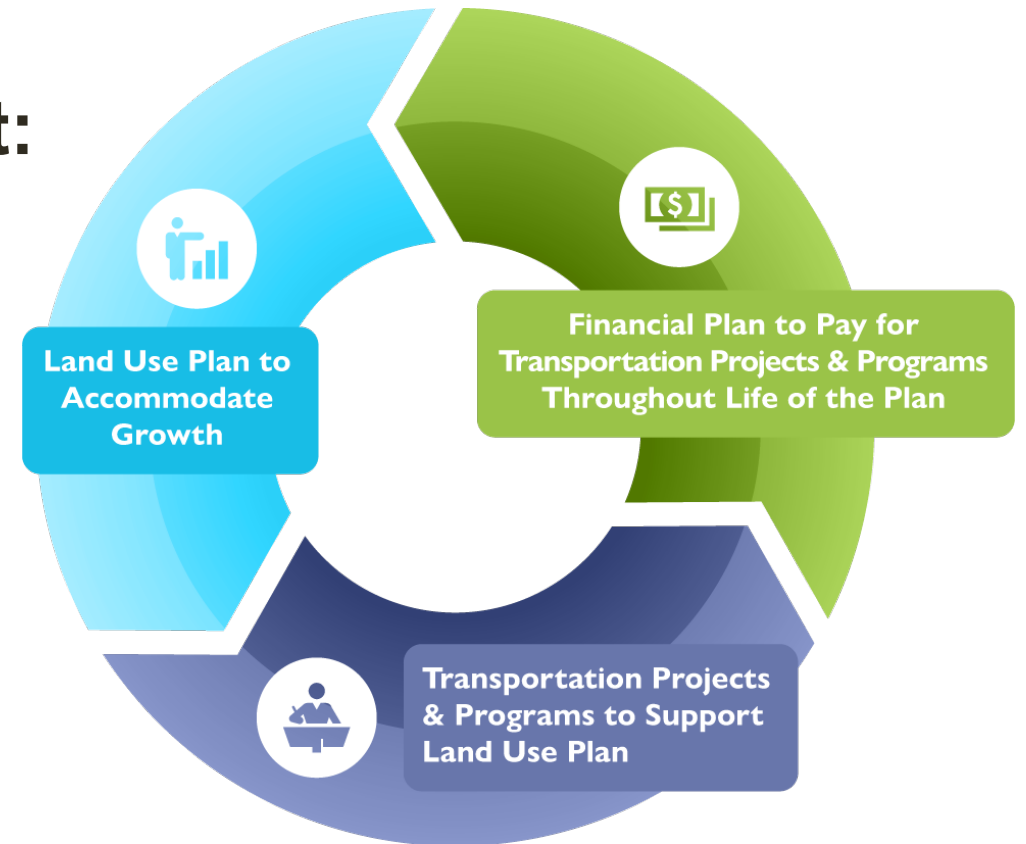
WHATCOM COUNTY DRAFT TRANSPORTATION ELEMENT

Whatcom County Council
August 6, 2025

IMPLEMENTATION & BEST PRACTICES

A GMA Transportation Element must:

- **Implement** the land use element
- Provide an **adequate** multimodal system
..... *and*
- Be financially **feasible** for a local agency



INVENTORY (DEIS) – OTHER TRANSPORTATION FACILITIES & SERVICES

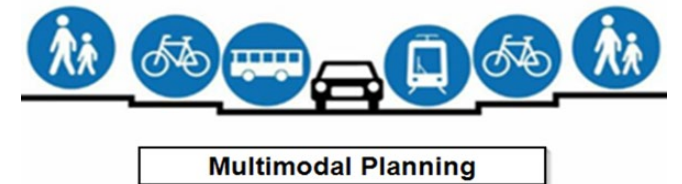
- Pedestrian & Bicycle Facilities
 - Primarily limited to UGAs associated with 7 cities
 - City streets standards in UGAs
- Transit Service
 - WTA routes and bus stops
 - Lummi Nation Transit
- Unincorporated UGAs
 - Birch Bay
 - Columbia Valley
 - UGAs associated with cities
- Freight Mobility
 - Route Classifications
 - FGTS map
- Ferry and Marine Transport
 - Lummi Island Ferry
 - Port of Bellingham
- Rail Travel
 - BNSF & Amtrak
- Air Travel
 - Bellingham International Airport

These are all covered in detail in the Transportation chapter of the Draft Environmental Impact Statement

IMPLEMENTATION & BEST PRACTICES

State Highway Plans & RCW Amendments

- [RCW 47.04.035 Complete Streets](#)
 - All WSDOT state highway projects costing \$1,000,000* near population centers must include facilities for users of all ages and abilities per Complete Street principals
*[*As of August 1, 2025 per ESSB 5801]*
- [WSDOT Active Transportation Plan 2020 & Beyond](#)
 - Calls for Level of Traffic Stress (LTS) Type 1 or 2 facilities on State highways
- Both required in “**Population Centers**” (RCW 47.04.010) on [WSDOT map](#)



WHAT IS BICYCLE LEVEL OF TRAFFIC STRESS (LTS)?



← Bicycle LTS = Measure of User Comfort

Based on age, physical health, and confidence

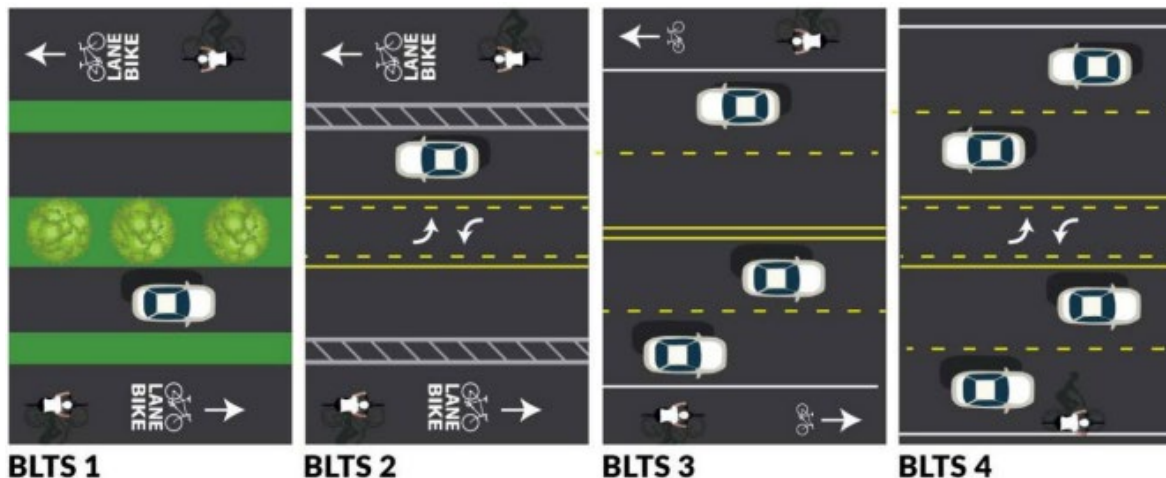
Subjective to individual user experience

Wide spectrum of user skill levels

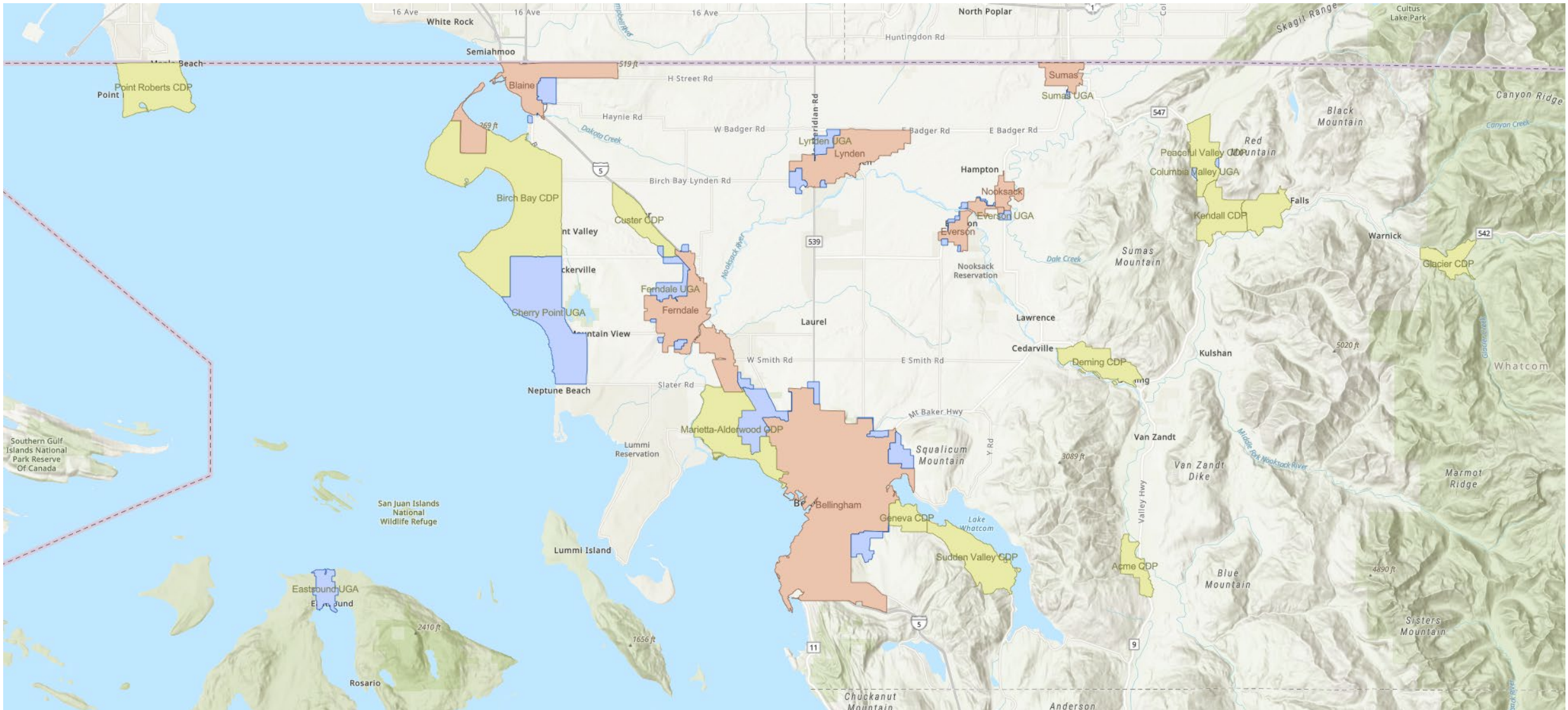
← Bicycle LTS = Measure of Facility Comfort

Based on facility and user proximity to moving traffic, speed, volume, land use context

Subject to physical space (ROW) available and local agency financial constraints



WHATCOM COUNTY CENSUS DESIGNATED PLACES*



PROPOSED MULTIMODAL LOS (MMLOS) STANDARD

“**MULTIMODAL**” = Inclusive of all transportation modes (Pedestrian, Bicycle, Transit, Vehicle)

Vehicles (No change to existing County vehicle LOS method)

- HCM Roadway volume-to-capacity ratio method

Active Transportation Network (New)

- Identify Existing Sidewalks, Bikeways, Select trails, Road Shoulders > 5 feet
- Develop Planned Network of Connected Routes (On/Off-Road) to **Population Centers**
 - Critical Factors = Land Use Context (Rural/Urban) and Financial Feasibility
- Degree of completeness and/or whether it meets County minimum road standard

Transit (New)

- WTA Transit: Bus Route Service, Availability, Frequency
- Whatcom County: ADA Accessibility, Crossings, Amenities in County road ROW

TRADITIONAL HIGHWAY CAPACITY MANUAL

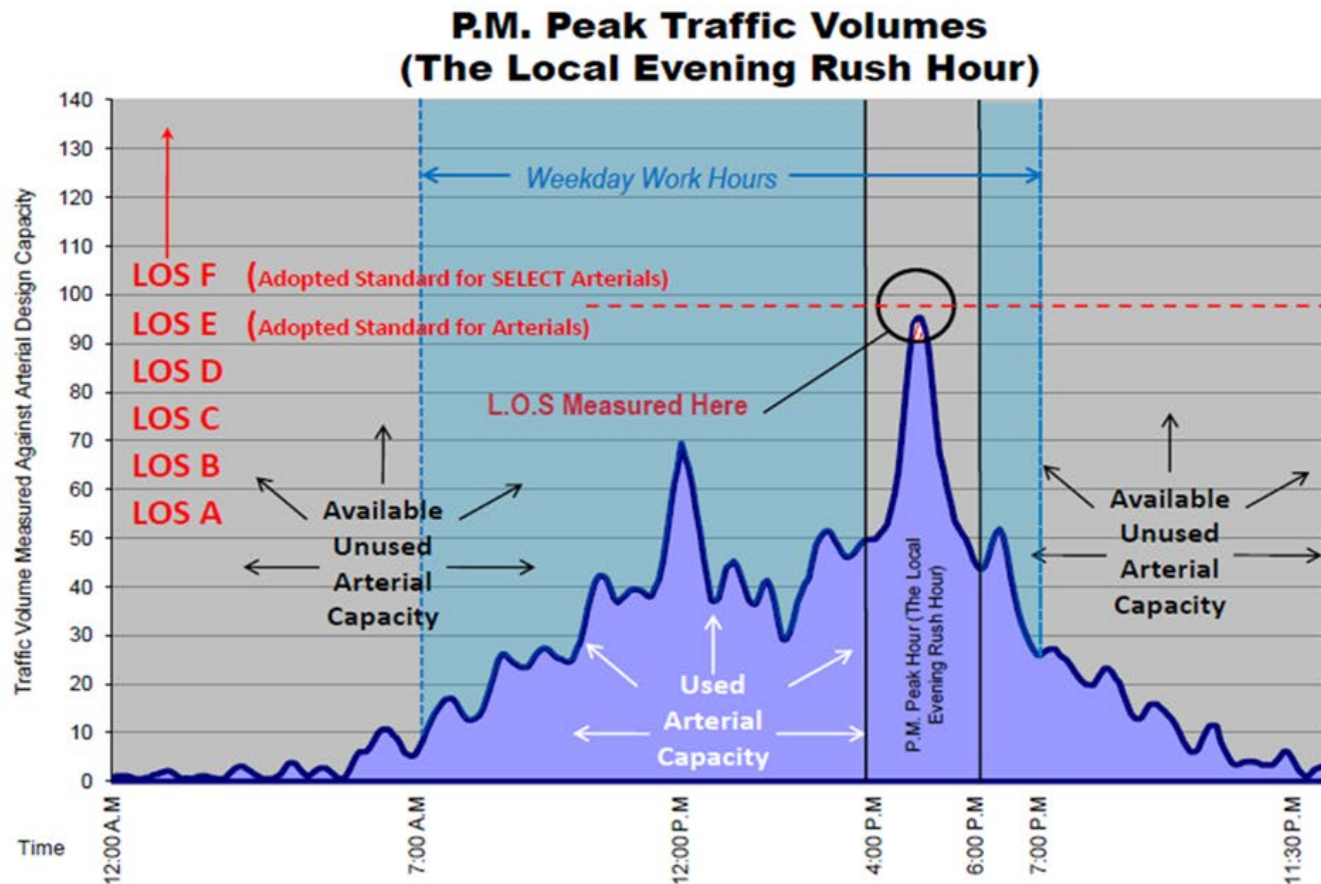
VEHICULAR LOS STANDARDS



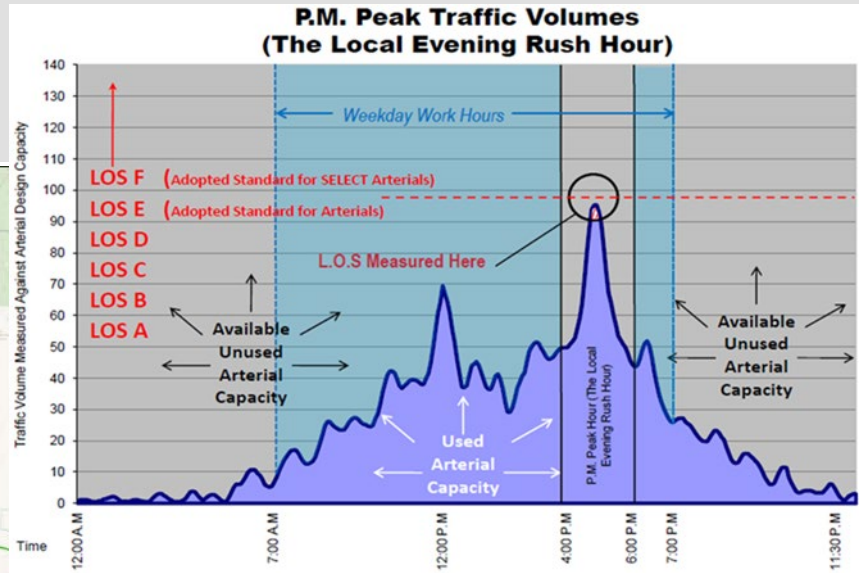
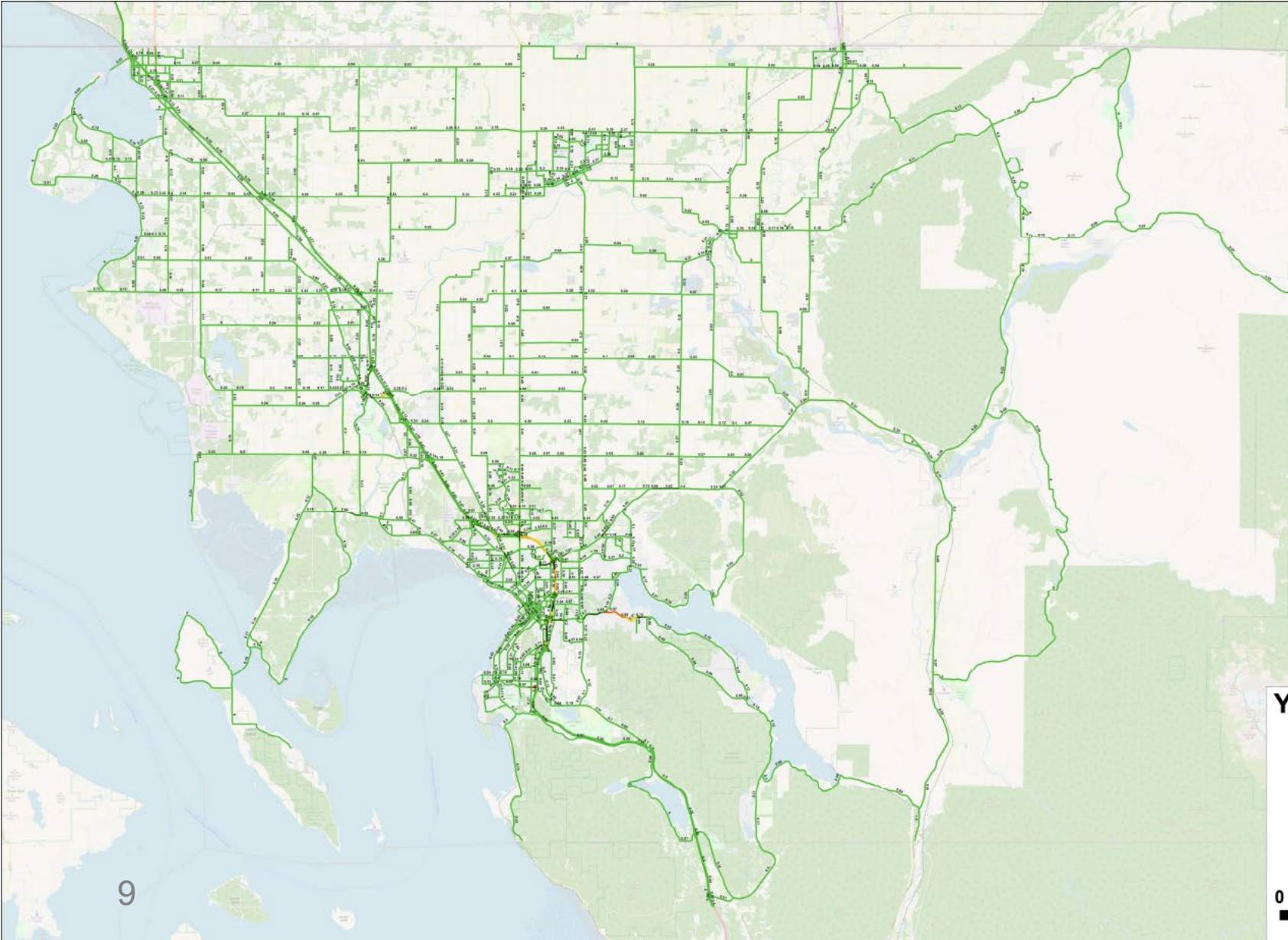
Roadway
Volume-to-
Capacity
(*vehicle
throughput*)



Intersection Delay/
seconds per vehicle
(*driver inconvenience*)



ROADWAY LOS – EXISTING CONDITIONS (2024)

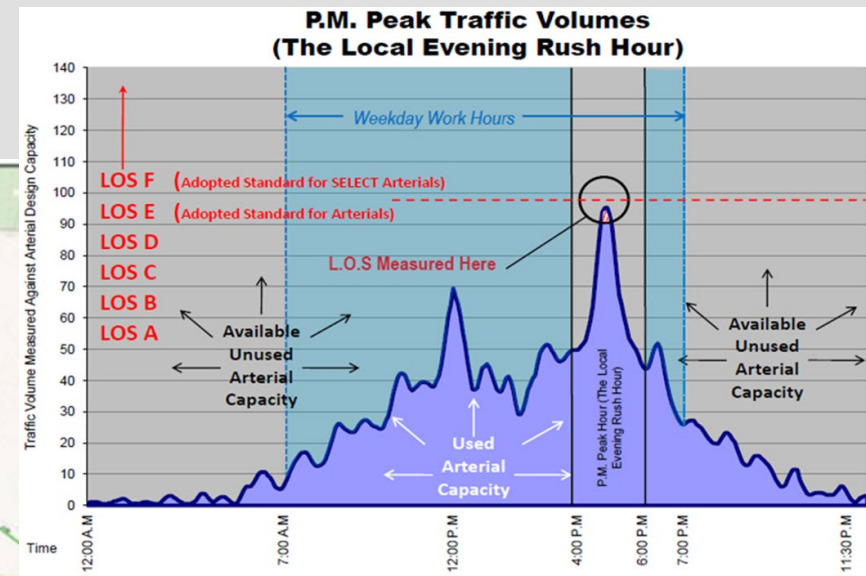
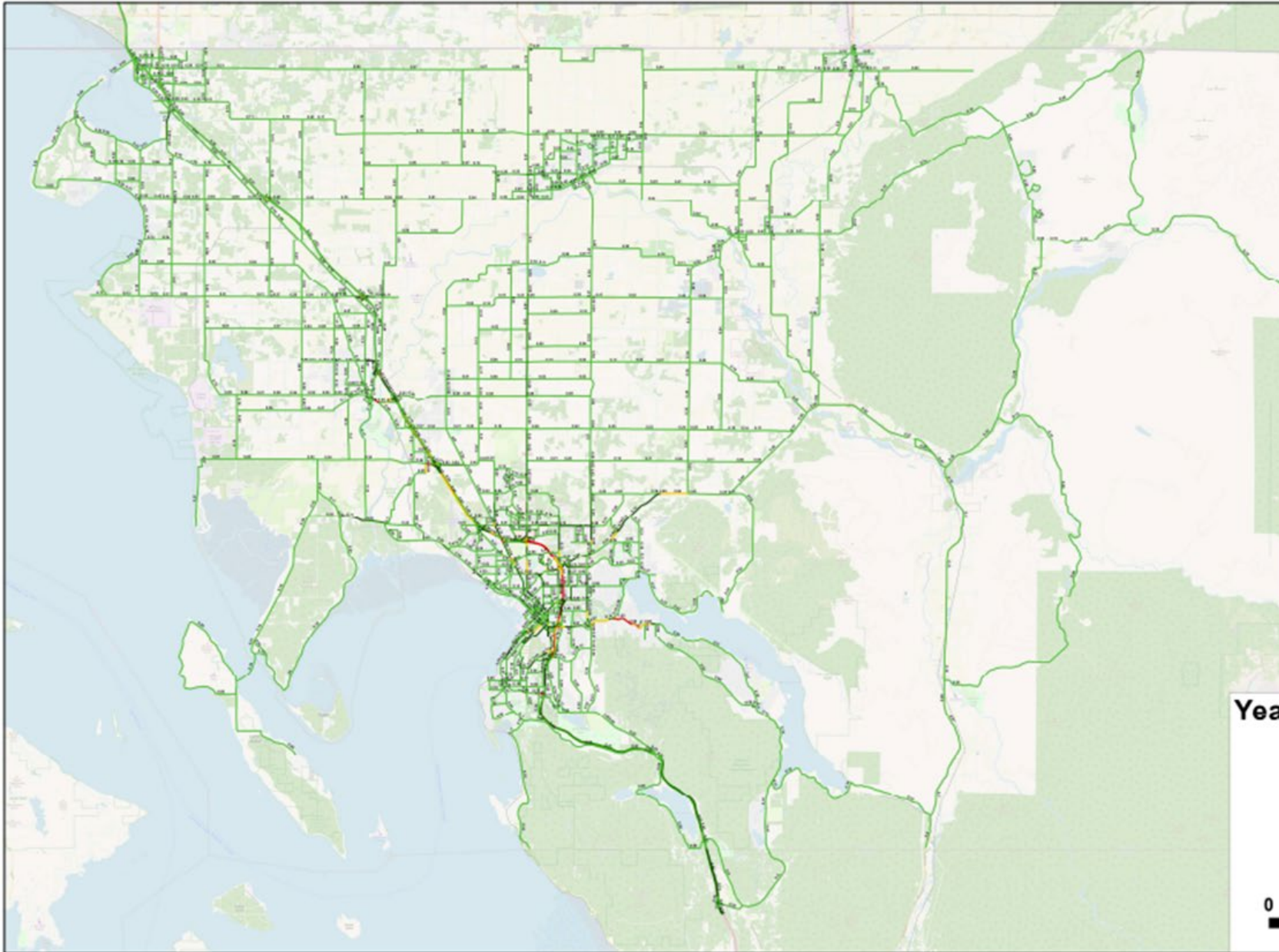


2024, all County Roads operated below adopted **PM Peak** vehicle LOS standard D (v/c 0.81-0.90)

- Verified by:**
- WCOG 2023 regional travel demand model*
 - 2024 Whatcom County Concurrency Report*

*Note: County PW staff adjustments to road capacity reported in WCOG model

ROADWAY LOS – EXISTING CONDITIONS (2045)



2045, all County Roads forecast to operate below adopted **PM Peak** vehicle LOS standard D (v/c 0.81-0.90) - with one exception:

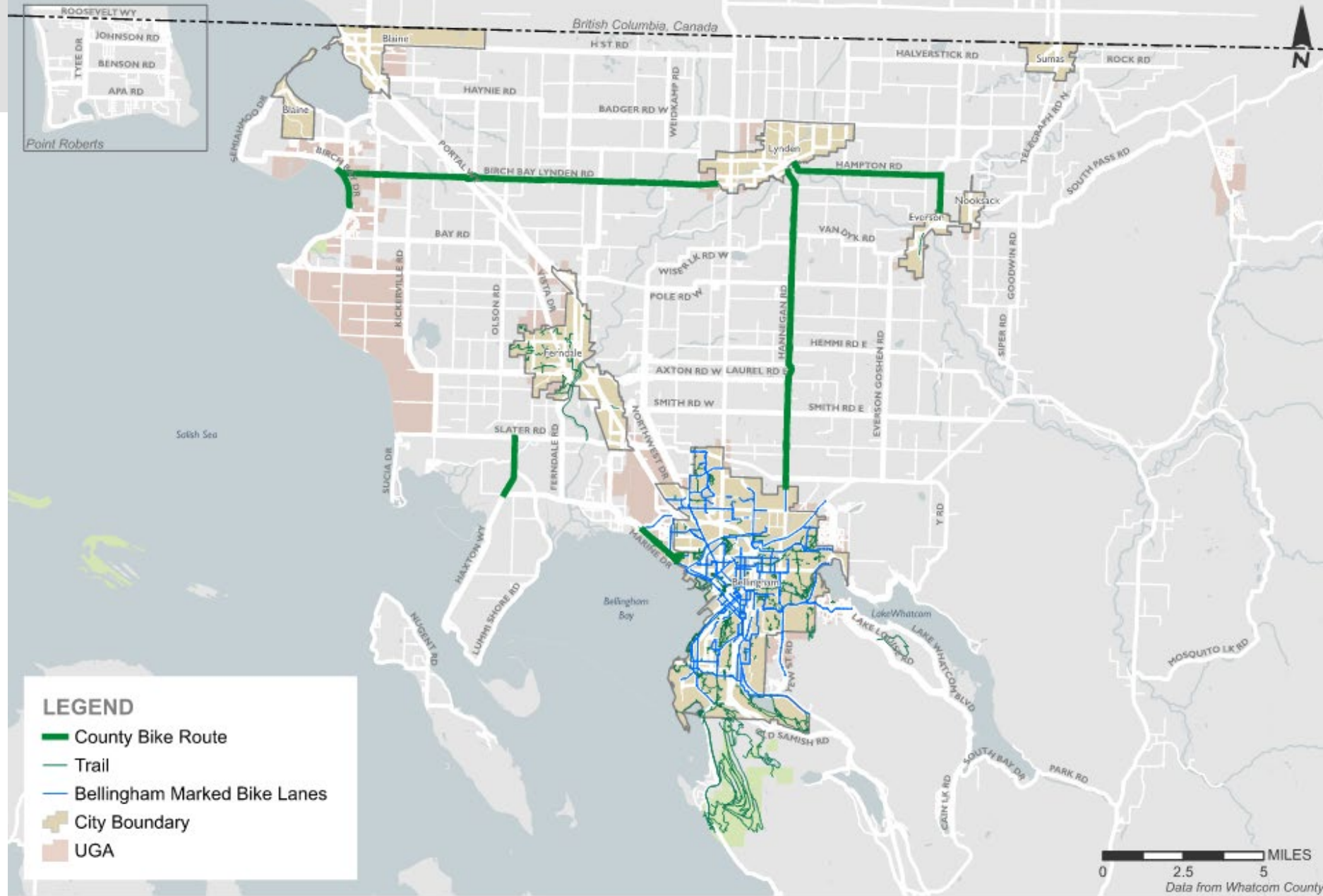
- Lakeway Drive (Bellingham to Lakeview Street) is forecast to operate at LOS standard E or F (v/c 0.91-1.01+)

ACTIVE TRANSPORTATION

- 2011 Whatcom County BPAC Pedestrian and Bicycle Plan (PBP)*
[Whatcom Pedestrian Bicycle Plan 2011.doc](#)
- ***NOTE:** The 2025 Transportation Element update and creation of countywide Active Transportation Network is **NOT** an update to the 2011 PBP
 - **Policy 6F-5** explicitly calls for update to 2011 PBP (*After 2025 Comp Plan adoption*)
 - This PBP update would require Whatcom County or WSDOT grant funding
- 2019 - County BPAC conducted work to establish a countywide bike network;
not adopted by County
- 2025 Transportation Element update considers aspects of BPAC 2019 work, but focuses on financial realities, constraints, and implementation

BIKEWAYS

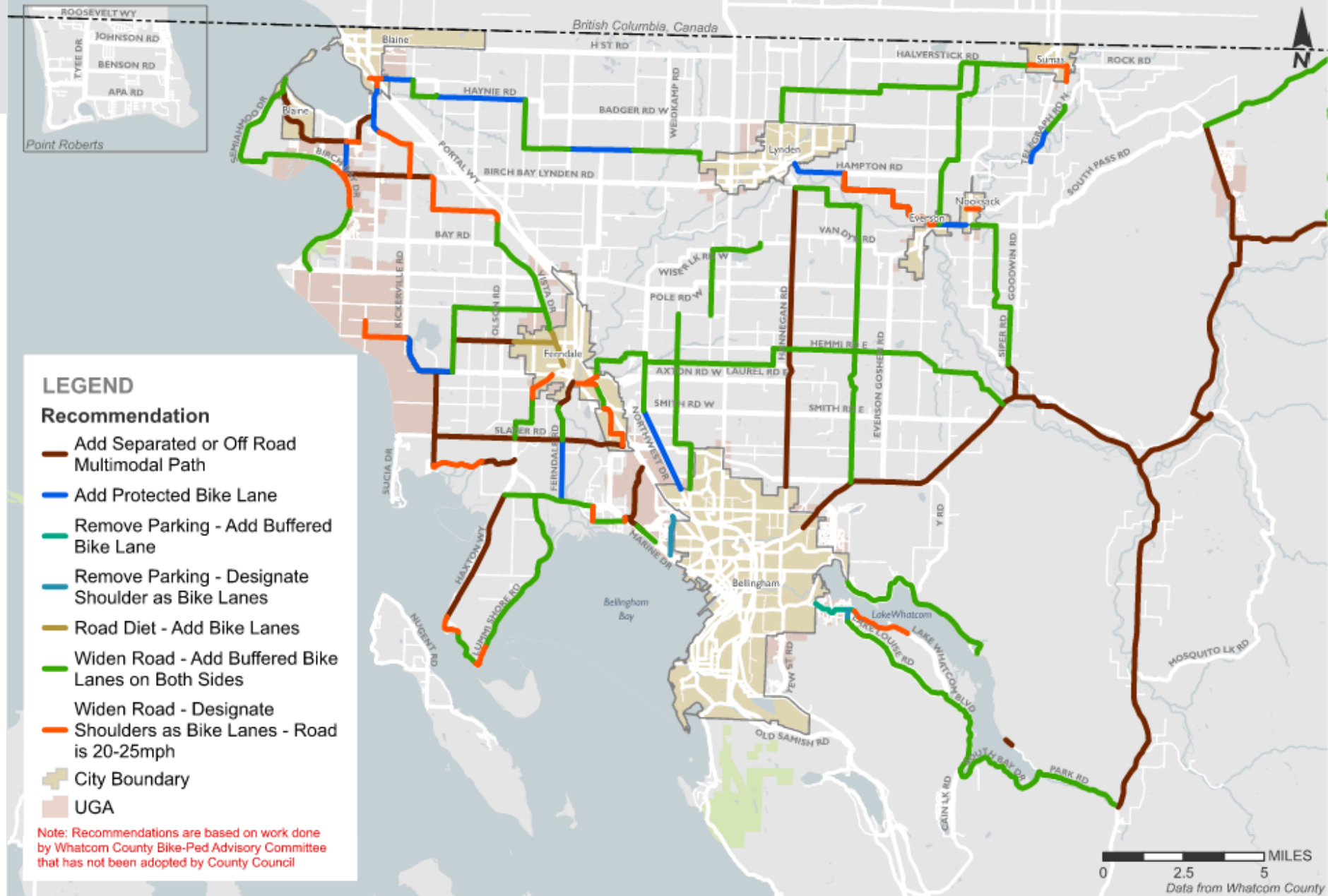
- Whatcom County currently has very few designated bicycle lanes or routes
- Some (Cable, Marine) are marked bike lanes, but others are major arterials with higher traffic volumes, 35-50 mph speeds, and rideable shoulders
- Some State Hwys also have rideable shoulders



Proposed Future Bicycle Network

Produced by WC BPAC

- Calls for significant road widening (**Red & Green**)
- Including both sides of Lake Whatcom Watershed
- Calls for bike facility types more suitable in urban areas (**Blue**)
- Calls for new off-street multiuse trails (**Brown**) parallel to existing roads
- **Unfortunately, most are not financially or physically feasible**



2024 AUDIT OF 2016 COMP PLAN GOALS/POLICIES

Chapter 6, Transportation – Bicycle & Pedestrian Facilities (*County Policy; highlights by Transpo*)

- **Goal 6F:** Develop a system of bicycle and pedestrian facilities that encourages enhanced community access and promotes healthy lifestyles and supports the recreational segments of our economy.
- **Policy 6F-1:** Planning and design shall **emphasize connectivity** to the greatest extent possible, creating **regional networks of bicycle and pedestrian facilities**. Regional networks include **both an on-road bicycle facility and walkway network and a regional multi-use path network**. These networks should be interconnected; for example, walkways connect seamlessly with pedestrian paths and bike lanes connect to shared-roadway bike routes. The **networks should also be coordinated with public transportation hubs and activity centers** to enable multimodal trips of longer distances.
- **Policy 6F-2:** Provide safe pedestrian facilities in all new construction and reconstruction transportation projects where there is the potential for significant use, **unless physically or financially impracticable**. An example of such a location would be in a traffic corridor **within one mile of a school or community center** that links residents to such facilities. Traditional curb/gutter/sidewalk designs may not always be the ideal approach for projects since they require large impervious surfaces and may detract from the rural atmosphere. **Other separated walkway designs should be considered that provide a physical barrier from motorized traffic.**

BPAC representatives interviewed by SCJ consultants at Whatcom County offices in January 2024

Chapter 6, Transportation – *(Comments from BPAC are verbatim; highlights by Transpo)*

- **Policies 6F-1 and 6F-2. While some sort of separation from the roadway is desirable** for both pedestrian and cyclist use, as was pointed out in the plan, **this is not always practical in rural areas for a number of reasons.** Realistically, we have to realize that the number of automobiles is not going to decrease - the best we can hope for is for it to slow in growth. **Directing to the maximum extent possible for arterial roads and collectors to be built with, rebuilt with, or to maintain a 5-foot shoulder in each direction of travel will go quite a way to include the safety of both cyclists and pedestrians using those roads.** Knowing that the public transportation system, outside of urban environs, will expand slowly, if at all, having a safe way to walk or cycle to the nearest stops will help to encourage use of those assets. **Before the rebuilding of such roads is placed on the TIP, the funding for such roads and engineering should include as many wide shoulders as possible.** Draw-backs might include such things as environmental impact and/or property acquisition, but the tradeoff making bike and pedestrian use rather than auto use would be worth considering.

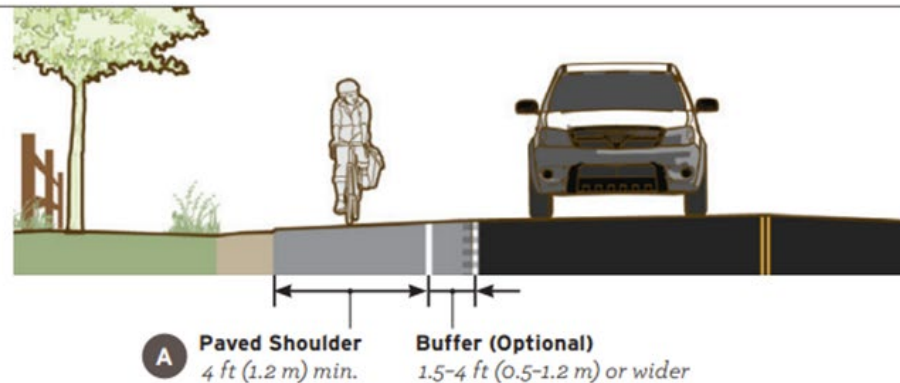
NATIONAL GUIDANCE FOR RURAL AREAS

Establishing an Active Transportation Network is challenging for an unincorporated rural geography.

- The low-density land use context, large geographic distances, and reality of living in a rural environment demands a different societal expectation for what type of walking and bicycle facilities can be provided by a County government.
- Based on the high cost of infrastructure and the lack of financial resources, the construction of “all ages and abilities” active transportation facilities outside of urban growth areas is not likely to be feasible for Whatcom County.
- Per national guidance, a **4-foot paved shoulder with buffer** is considered *minimum standard* for a designated bicycle facility in rural areas (Source: [FHWA Small Town and Rural Design Guide, 2017](#) ; *Paved Shoulder illustration below*).

Paved Shoulder

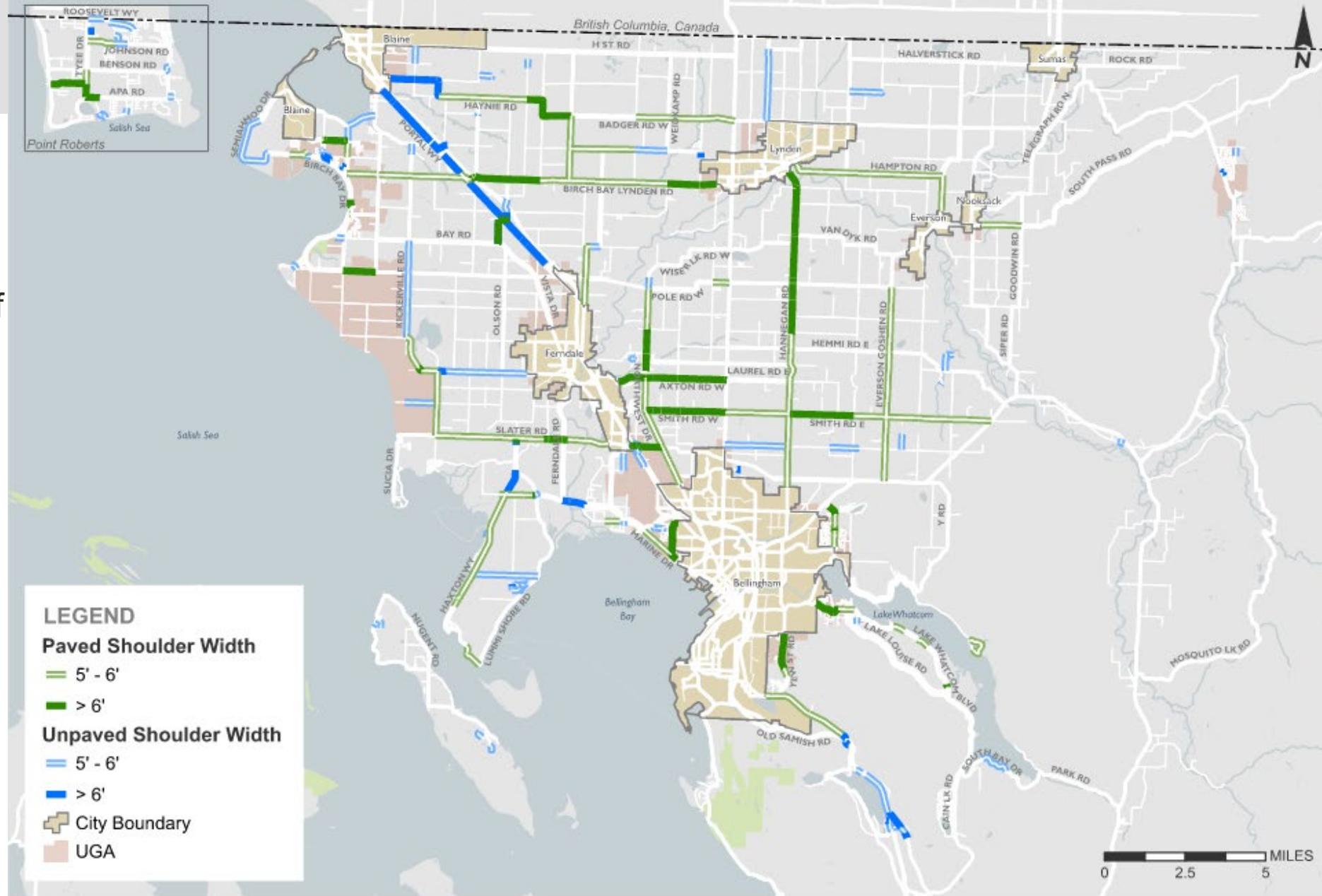
Shoulders can improve bicyclist comfort and safety when traveling in higher speed and/or volume situations but only when adequate width is provided. If used, locate rumble strips on the edge line or within a buffer area that will not reduce usable space for bicyclists.



- There are currently several Whatcom County roads and State Routes that have shoulders equal to or greater than 5-feet in width, as depicted on next slide that can meet this *minimum standard*.

SHOULDERS

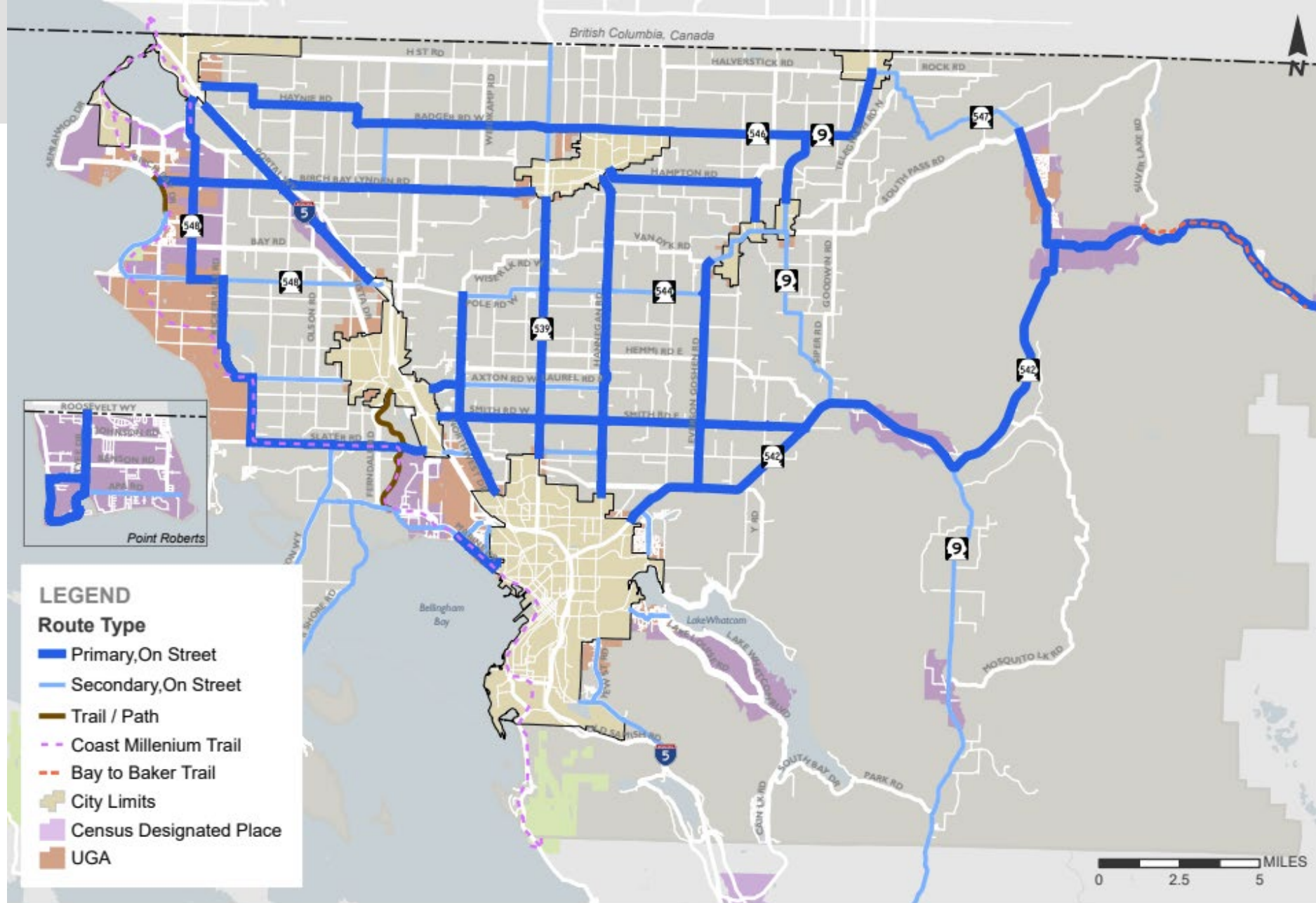
- Based on Whatcom County road data, there are several County roads that currently have paved and unpaved shoulders of 5-feet or more in width
- Paved shoulders > 5 feet should be considered for designated active transportation network
- Unpaved shoulders can be considered for paving
- Start with what exists**
- Minimize infrastructure environmental footprint



ACTIVE NETWORK

Proposed Active Transportation Network

- Similarities to 2019 BPAC proposed network
- Consistent with BPAC statements on County policies 6F-1 and 6F-2 regarding road shoulders
- Based on existing road shoulders (County/State)
- Enhancement to County Designated Bike Routes
- WSDOT must design for ped-bike facilities in population centers



NEW 2025 COMP PLAN POLICY FOR ACTIVE TRANSPORTATION LOS

Chapter 6, Transportation – Bicycle & Pedestrian Facilities

- NEW**
- Policy 6A-7 Pedestrian and 6A-8 Bicycle LOS Standards on the countywide Active Transportation Network are listed below:
- a) Incorporated UGA: Urban standard marked bike lanes both sides or shared two-way multiuse pathway one side.
 - b) Unincorporated UGA: Urban standard marked bike lanes both sides or shared two-way multiuse pathway one side.
 - c) Rural County: 5-foot-wide shoulder on roadway
- Green** = Complete Network Link, meets County *minimum** standards
- Orange** = Incomplete Network, doesn't meet County *minimum** standards
- Red** = Missing Network Link, doesn't meet County *minimum** standards

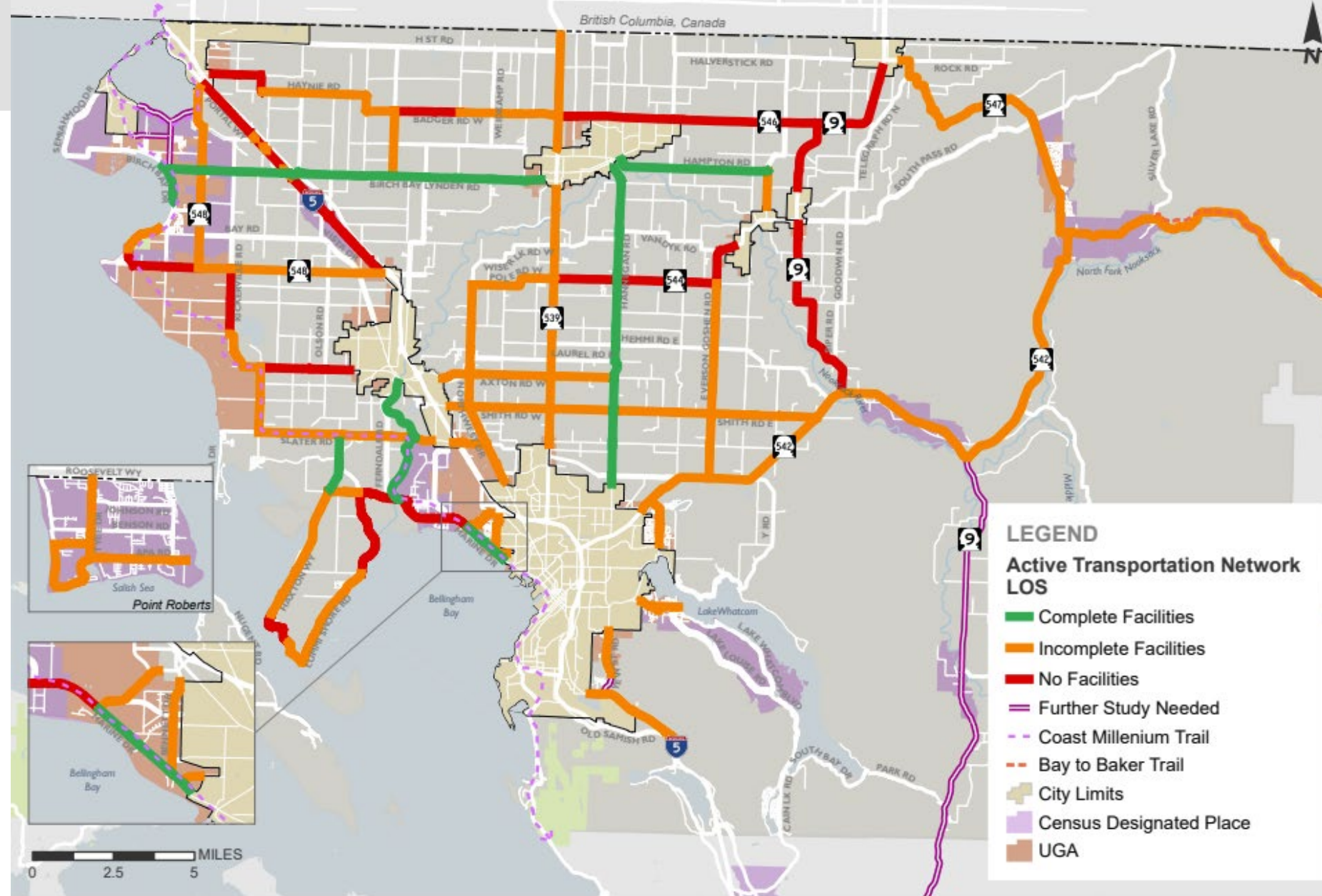
LOS	Active Transportation Standard
Green	Meets minimum MMLOS standards; has facilities on both sides of the road or two-way multiuse pathway on one side
Orange	Partially meets minimum MMLOS standards; facilities on only one side of the roadway; both sides would be preferred
Red	No designated facilities are provided for active transportation users and is considered unacceptable

***NOTE: If funding is available, County or WSDOT can always choose to go above the minimum bike facility standard**

2025 MMLOS

Active Transportation Network Status 2025

- **Green** = Existing 5'+ Shoulder and Complete (*Meets minimum standard*)
- **Orange** = Shoulder < 5' or Undesignated as Bike Route; Incomplete (*Not to minimum standard*)
- **Red** = Gap; No Shoulder or Active Facility Available (*Network gap; No facility*)
- *Add this map + the spreadsheet ledger, and BPAC priorities to Annual Concurrency Report to inform annual 6-Year TIP process*

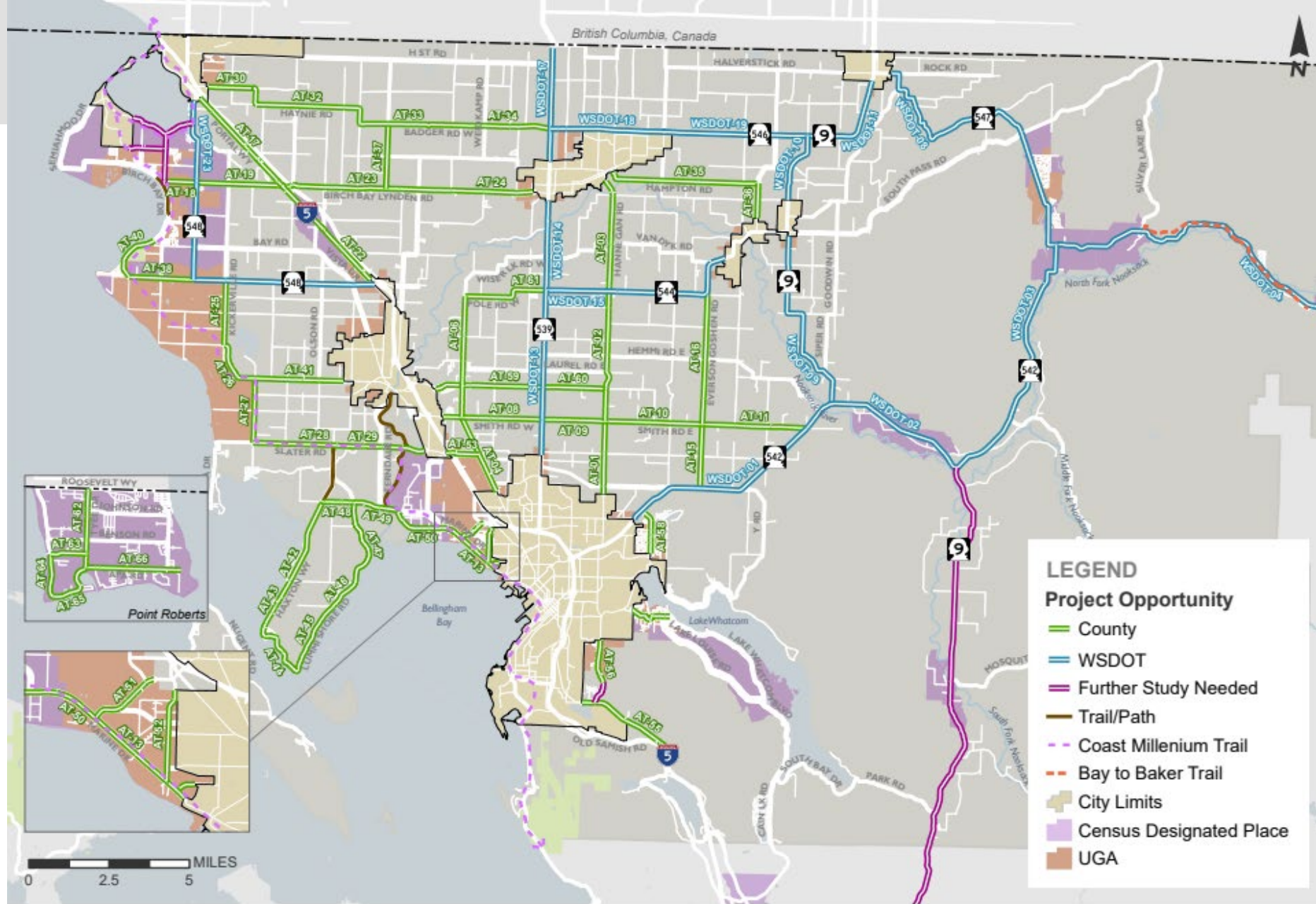


IMPROVEMENTS

Active Transportation Network Improvements

- Explore Feasibility
- County staff and BPAC to Recommend Active Facility Type(s)
- 2025 Cost Estimates
- Develop Strategic Implementation Plan:
 - Whatcom County Comprehensive Plan*
 - WSDOT Active Transportation Plan*
 - Grant Programs and Funding Cycles
 - Local/Private Funding

*WSDOT must consider ped-bike facility connections identified in local agency Comprehensive Plan



Active Transportation Network Projects

Whatcom County Comprehensive Plan

FIGURE

XX

DRAFT

transpogroup

WHATCOM COUNTY ROAD ACTIVE TRANSPORTATION NETWORK LINK OPTIONS AND PLAN-LEVEL COST ESTIMATES

← Level of Traffic Stress Facility Types

← Plan Level Cost Estimates Based on County and WSDOT projects and 2024 Bellingham Pedestrian & Bike Master Plans.
Note: Does not include costs for right-of-way acquisition, environmental impacts, mitigation requirements, or increased permit review time for federally funded projects.

Assumptions:

- Sidewalks only in urban growth areas or around school sites in rural areas
- Existing paved shoulders will become designated bike routes
- Unpaved shoulders will become paved designated bike routes
- Some key ATN links require feasibility study to determine costs and realistic alternatives
- Combination of County Road Funds + State and Federal grants

TN Map ID	Road Name	ATN Segment Extent (To/From)	Segment Length Linear Feet	LTS 3	LTS 3	LTS 3	LTS 3	LTS 2	LTS 1	FSN	LTS 2	LTS 1
				Install Designated Bike Route Signs & markings ⁴	Install Chip Seal Paved Shoulders ⁵	Convert Gravel Shoulder to Paved with Bike Route Signs, Markings ⁶	Widen Road to Construct 5-Foot Paved Shoulder (ROW, mitigation, & federal costs not included) ⁶	Convert Paved Shoulder to Buffer Separated Bike Lanes with Reflective Posts ⁵	Off-Street Separated Multiuse Path (ROW, mitigation, & federal costs not included) ⁵	Further Study Needed ¹	Alternate ADA Walkway ⁴	ADA Concrete Sidewalk ⁴
				\$2	\$35	\$50	\$362	\$263	\$411	\$50,000 to \$100,000	\$280	\$665
FSN ¹	DRAYTON HARBOR RD	Blaine City Limits to SR 548	10,892	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	\$100,000	\$3,049,741	\$7,243,136
FSN ¹	LINCOLN RD	Blaine City Limits to Harborview Rd	6,241	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	\$50,000	\$1,747,382	\$4,150,032
FSN ¹	HARBORVIEW RD	Birch Bay Dr to Drayton Harbor Rd	8,106	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	\$50,000	\$2,269,799	\$5,390,772
FSN ¹	SHINTAFFER ROAD	Birch Bay Dr to Drayton Harbor Rd	7,445	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	\$50,000	\$2,084,600	\$4,950,925
AT-01	HANNEGAN RD	Bellingham City Limits to Smith Road	19,419	\$0	\$679,668	\$970,954	\$7,029,710	\$5,107,220	\$7,981,245		\$5,437,345	\$12,913,694
AT-02	HANNEGAN RD	Smith Road to SR 544	21,569	\$0	\$754,903	\$1,078,432	\$7,807,851	\$5,672,555	\$8,864,715		\$6,039,222	\$14,343,152
AT-03	HANNEGAN RD	Lynden City Limits to SR 544	18,574	\$0	\$650,089	\$928,699	\$6,723,780	\$4,884,956	\$7,633,905		\$5,200,714	\$12,351,695
AT-04	NORTHWEST DR	Bellingham city limits to Smith Road	13,426	\$26,851	\$469,896	\$671,280	\$4,860,064	\$3,530,930	\$5,517,918		\$3,759,165	\$8,928,017
AT-05	NORTHWEST DR	Smith Road to W Axton Rd	5,277	\$10,555	\$184,712	\$263,874	\$1,910,445	\$1,387,975	\$2,169,041		\$1,477,692	\$3,509,519
AT-06	NORTHWEST DR	W Axton Road to W Pole Rd	14,599	\$29,198	\$510,968	\$729,954	\$5,284,866	\$3,839,557	\$6,000,220		\$4,087,741	\$9,708,386
AT-07	SMITH RD W	Ferndale City Limits to Northwest Dr	3,034	\$6,067	\$106,177	\$151,681	\$1,098,172	\$797,844	\$1,246,820		\$849,415	\$2,017,361
AT-08	SMITH RD W	Northwest Drive to SR 539	16,250	\$32,499	\$568,735	\$812,479	\$5,882,345	\$4,273,637	\$6,678,574		\$4,549,880	\$10,805,965
AT-09	SMITH RD E	SR 539 to Hannegan Rd	10,342	\$20,685	\$361,979	\$517,113	\$3,743,895	\$2,720,012	\$4,250,665		\$2,895,830	\$6,877,597
AT-10	SMITH RD E	Hannegan Rd to Everson Goshen Rd	15,971	\$31,941	\$558,973	\$798,532	\$5,781,373	\$4,200,279	\$6,563,934		\$4,471,780	\$10,620,478
AT-11	SMITH RD E	Everson Goshen Rd to SR 542 Mt Baker Hwy	17,230	\$34,461	\$603,067	\$861,524	\$6,237,437	\$4,531,618	\$7,081,731		\$4,824,537	\$11,458,275
AT-12	AXTON RD W	Ferndale City Limits to Northwest Drive	4,552	\$9,104	\$159,324	\$227,606	\$1,647,868	\$1,197,208	\$1,870,922		\$1,274,594	\$3,027,162
AT-13	MARINE DR	Bellingham City Limits to Alderwood Ave	7,479	\$0	\$261,757	\$373,939	\$2,707,317	\$1,966,918	\$3,073,778		n/a	Exists
AT-14	ILLINOIS ST W	Bellingham City Limits to Marine Dr	1,243	\$0	\$43,491	\$62,130	\$449,823	\$326,805	\$510,711		\$347,929	\$826,332
AT-15	EVERSON GOSHEN RD	SR 542 to Smith Rd	10,539	\$21,077	\$368,851	\$526,930	\$3,814,976	\$2,771,654	\$4,331,368		\$2,950,810	\$7,008,175
AT-16	EVERSON GOSHEN RD	Smith Road to SR 544	21,550	\$43,101	\$754,266	\$1,077,523	\$7,801,264	\$5,667,769	\$8,857,236		\$6,034,127	\$14,331,051
AT-17	PORTAL WY	Blaine City Limits to Birch Bay Lynden Dr	19,730	\$39,459	\$690,540	\$986,486	\$7,142,160	\$5,188,917	\$8,108,916		\$5,524,323	\$13,120,266
AT-18	BIRCH BAY LYNDEN RD	Harborview Rd to SR 548	5,297	\$0	\$185,394	\$264,849	\$1,917,507	\$1,393,106	\$2,177,059		\$1,483,155	\$3,522,492
AT-19	BIRCH BAY LYNDEN RD	SR 548 to Portal Way	14,090	\$0	\$493,149	\$704,499	\$5,100,569	\$3,705,662	\$5,790,978		\$3,945,192	\$9,369,830
AT-20	PORTAL WY	Birch Bay Lynden Rd to Custer School Rd	9,896	\$19,792	\$346,353	\$494,789	\$3,582,275	\$2,602,592	\$4,067,169		\$2,770,821	\$6,580,699
AT-21	MAIN ST (CUSTER)	Portal Way to Custer School Road to Custer Way	671	\$1,342	\$23,491	\$33,559	\$242,968	\$176,521	\$275,856		\$187,931	\$446,337
AT-22	PORTAL WY	Custer School Road to Ferndale City Limits	11,293	\$22,586	\$395,254	\$564,649	\$4,088,057	\$2,970,052	\$4,641,413		\$3,162,033	\$7,509,829
AT-23	BIRCH BAY LYNDEN RD	Portal Way to N Enterprise Way	22,565	\$0	\$789,780	\$1,128,257	\$8,168,582	\$5,934,633	\$9,274,274		\$6,318,240	\$15,005,820
AT-24	BIRCH BAY LYNDEN RD	N Enterprise Way to Lynden city limits	18,857	\$0	\$660,004	\$942,863	\$6,826,327	\$4,959,459	\$7,750,333		\$5,280,032	\$12,540,076
AT-25	KICKERVILLE RD	Rainbow Rd to SR 548	10,618	\$21,236	\$371,624	\$530,891	\$3,843,649	\$2,792,486	\$4,363,922		\$2,972,988	\$7,060,848
AT-26	MOUNTAIN VIEW RD	Kickerville Rd to Lake Terrell Rd	8,965	\$17,930	\$313,776	\$448,252	\$3,245,344	\$2,357,805	\$3,684,631		\$2,510,211	\$5,961,750
AT-27	LAKE TERRELL RD	Mountain View Rd to Slater Rd	10,570	\$21,141	\$369,959	\$528,513	\$3,826,436	\$2,779,980	\$4,344,379		\$2,959,674	\$7,029,226
AT-28	SLATER RD	Lake Terrell Rd to Haxton Way	13,237	\$26,474	\$463,292	\$661,846	\$4,791,765	\$3,481,310	\$5,440,374		\$3,706,337	\$8,802,551
AT-29	SLATER RD	Ferndale City Limits to Haxton Way	15,090	\$30,180	\$528,153	\$754,505	\$5,462,613	\$3,968,694	\$6,202,027		\$4,225,226	\$10,034,911
AT-30	SWEET RD	Blaine City Limits to Stradsvold Rd	7,657	\$15,314	\$267,992	\$382,846	\$2,771,802	\$2,013,767	\$3,146,990		\$2,143,935	\$5,091,845
AT-31	STADSVOLD RD	Sweet Rd to Haynie Rd	2,896	\$5,792	\$101,356	\$144,794	\$1,048,310	\$761,618	\$1,190,209		\$810,848	\$1,925,763
AT-32	HAYNIE RD	Stradsvold Rd to Delta Line Rd	16,963	\$33,926	\$593,707	\$848,154	\$6,140,632	\$4,461,288	\$6,971,822		\$4,749,660	\$11,280,442
AT-33	BADGER RD W	Delta Line Rd to Markworth Rd	17,834	\$35,669	\$624,199	\$891,713	\$6,456,004	\$4,690,411	\$7,329,882		\$4,993,594	\$11,859,785
AT-34	BADGER RD W	Markworth Rd to SR 539	16,100	\$32,199	\$563,491	\$804,986	\$5,828,102	\$4,234,229	\$6,616,989		\$4,507,924	\$10,706,320

State Highway Links on Whatcom County Active Transportation Network

ATN Map ID	State Route	ATN Segment Extent (To/From)	Segment Length Linear Feet	LTS 3	LTS 3	LTS 3	LTS 3	LTS 2	LTS 1	FSN	LTS 2	LTS 1
				Install Designated Bike Route Signs & markings ⁴	Install Chip Seal Paved Shoulders ⁵	Convert Gravel Shoulder to Paved with Bike Route Signs, Markings ⁶	Widen Road to Construct 5-Foot Paved Shoulder (ROW, mitigation, & federal costs not included) ⁶	Convert Paved Shoulder to Buffer Separated Bike Lanes with Reflective Posts ⁵	Off-Street Separated Multiuse Path (ROW, mitigation, & federal costs not included) ⁵	Further Study Needed ¹	Alternate ADA Walkway ⁴	ADA Concrete Sidewalk ⁴
WSDOT-01	SR 542	Bellingham City Limits to Smith Road	34,364	\$68,727	\$1,202,730	\$1,718,185	\$12,439,662	\$9,037,655	\$14,123,484		\$9,621,838	\$22,851,865
WSDOT-02	SR 542	Smith Road to SR 9	30,029	\$60,059	\$1,051,030	\$1,501,472	\$10,870,657	\$7,897,743	\$12,342,100		\$8,408,243	\$19,969,577
WSDOT-03	SR 542	SR 9 to SR 547 (Bay to Baker Trail)	43,911	\$87,823	\$1,536,899	\$2,195,570	\$15,895,926	\$11,548,697	\$18,047,584	\$100,000	\$12,295,191	\$29,201,079
WSDOT-04	SR 542	Kendall-Maple Falls-Glacier (Bay to Baker Trail)	53,962	\$107,924	\$1,888,670	\$2,698,100	\$19,534,244	\$14,192,006	\$22,178,382	\$100,000	\$15,109,360	\$35,884,730
WSDOT-05	SR 9	SR 542 to Acme	40,205	\$80,410	\$1,407,182	\$2,010,261	\$14,554,287	\$10,573,971	\$16,524,342	\$100,000	\$11,257,459	\$26,736,466
WSDOT-06	SR 9	Acme to Whatcom County Boundary	66,815	\$133,631	\$2,338,542	\$3,340,775	\$24,187,209	\$17,572,475	\$27,461,168	\$100,000	\$18,708,339	\$44,432,304
WSDOT-07	SR 547	SR 542 to Limestone Rd (Partially funded) ⁵	16,620	\$33,240	\$581,700	\$831,000	\$6,016,440	\$4,371,060	\$6,500,000		\$0	\$0
WSDOT-08	SR 547	Limestone Rd to SR 9	38,650	\$77,300	\$1,352,750	\$1,932,500	\$13,991,300	\$10,164,950	\$15,885,150	\$100,000	\$10,822,000	\$25,702,250
WSDOT-09	SR 9	SR 542 to Everson City Limits	32,620	\$65,240	\$1,141,708	\$1,631,011	\$11,808,520	\$8,579,118	\$13,406,911	\$150,000	\$9,133,662	\$21,692,448
WSDOT-10	SR 9	Everson City Limits to E Badger Rd	11,884	\$23,767	\$415,929	\$594,184	\$4,301,895	\$3,125,410	\$4,884,195	\$150,000	\$3,327,432	\$7,902,652
WSDOT-11	SR 9	Sumas to E Badger Rd	17,228	\$34,456	\$602,977	\$861,396	\$6,236,504	\$4,530,941	\$7,080,671	\$100,000	\$4,823,815	\$11,456,561
WSDOT-12	SR 539	Bellingham City Limits to Smith Rd	5,708	\$11,416	\$199,782	\$285,403	\$2,066,316	\$1,501,218	\$2,346,010		\$1,598,255	\$3,795,856
WSDOT-13	SR 539	Smith Road to SR-544	21,412	\$42,824	\$749,415	\$1,070,593	\$7,751,090	\$5,631,317	\$8,800,271		\$5,995,319	\$14,238,882
WSDOT-14	SR 539	SR 544 to Lynden City Limits	14,656	\$29,313	\$512,976	\$732,822	\$5,305,634	\$3,854,646	\$6,023,800		\$4,103,805	\$9,746,538
WSDOT-15	SR 544	SR-539 to Everson Goshen Rd	26,342	\$52,683	\$921,955	\$1,317,079	\$9,535,653	\$6,927,836	\$10,826,390		\$7,375,643	\$17,517,152
WSDOT-16	SR 544	Everson Goshen Rd to Everson City Limits	7,630	\$15,260	\$267,055	\$381,507	\$2,762,109	\$2,006,726	\$3,135,986		\$2,136,438	\$5,074,040
WSDOT-17	SR 539	Lynden City Limits to Canadian Border	18,523	\$37,047	\$648,317	\$926,168	\$6,705,455	\$4,871,643	\$7,613,100		\$5,186,540	\$12,318,032
WSDOT-18	SR 546	SR 539 to Eastern Edge of Lynden City Limits	20,086	\$40,172	\$703,004	\$1,004,291	\$7,271,070	\$5,282,573	\$8,255,275		\$5,624,032	\$13,357,076
WSDOT-19	SR 546	Eastern Lynden City Limits to SR 9	22,249	\$44,499	\$778,726	\$1,112,466	\$8,054,251	\$5,851,569	\$9,144,467		\$6,229,807	\$14,795,792
WSDOT-20	SR 548	Ferndale City Limits to Kickerville Rd	24,452	\$48,904	\$855,827	\$1,222,610	\$8,851,697	\$6,430,929	\$10,049,855		\$6,846,617	\$16,260,715
WSDOT-21	SR 548	Blaine Rd to Kickerville Rd	5,339	\$10,679	\$186,874	\$266,963	\$1,932,812	\$1,404,225	\$2,194,435		\$1,494,992	\$3,550,607
WSDOT-22	SR 548	Grandview Rd to Birch Bay Lynden Rd	15,976	\$31,951	\$559,143	\$798,776	\$5,783,140	\$4,201,563	\$6,565,941		\$4,473,147	\$10,623,724
WSDOT-23	SR 548	Blaine City Limits to Birch Bay Lynden Rd	13,774	\$27,549	\$482,104	\$688,720	\$4,986,336	\$3,622,669	\$5,661,282		\$3,856,834	\$9,159,982
						\$4,499,575		\$22,289,753	\$6,500,000	\$900,000		
Notes:												
1) "Further Study Needed" = Study required to determine ped-bike construction feasibility, facility type, and cost.												
2) Census Designated Places defined and mapped by WSDOT												
3) Priority level: Short-term = 1-5 years; Medium-term = 5-10 years; Long-term = > 10 years												
4) Cost estimates based on 2024 Bellingham Pedestrian and Bicycle Master Plans												
5) WSDOT Mt. Baker Region cost estimate. [SR 547 multiuse pathway to be constructed by WSDOT with long-term maintenance and repair by Whatcom County].												

Assumptions:

- WSDOT mandate: Complete Street and LTS 1-2 separation for work >\$1,000,000 on State Hwys in UGAs and Census Designated Places (*Not rural areas*)
- Several ATN links require *feasibility study* to determine costs and realistic alternatives
- County can work with WSDOT in UGAs.
- WSDOT lacks funding for any of these improvements*

NEW 2025 COMP PLAN POLICY FOR TRANSIT LOS

Chapter 6, Transportation – Transit

NEW

Policy 6A-9 Transit LOS Standard *(with WC Planning Commission recommended amendment)*

The Transit LOS Standard is based on site readiness for installation of stop amenities and ADA accessibility of WTA transit bus stops within the public road right-of-way. The prioritization and completion of ADA upgrades at all WTA bus stops provides mutual benefit to Whatcom County and WTA.

Gold = ADA Compliant Transit Stop, Pedestrian Connection, and landing pad sufficient to support a transit shelter

Green = ADA Compliant Transit Stop and Pedestrian Connection OR a landing pad sufficient to support a transit shelter

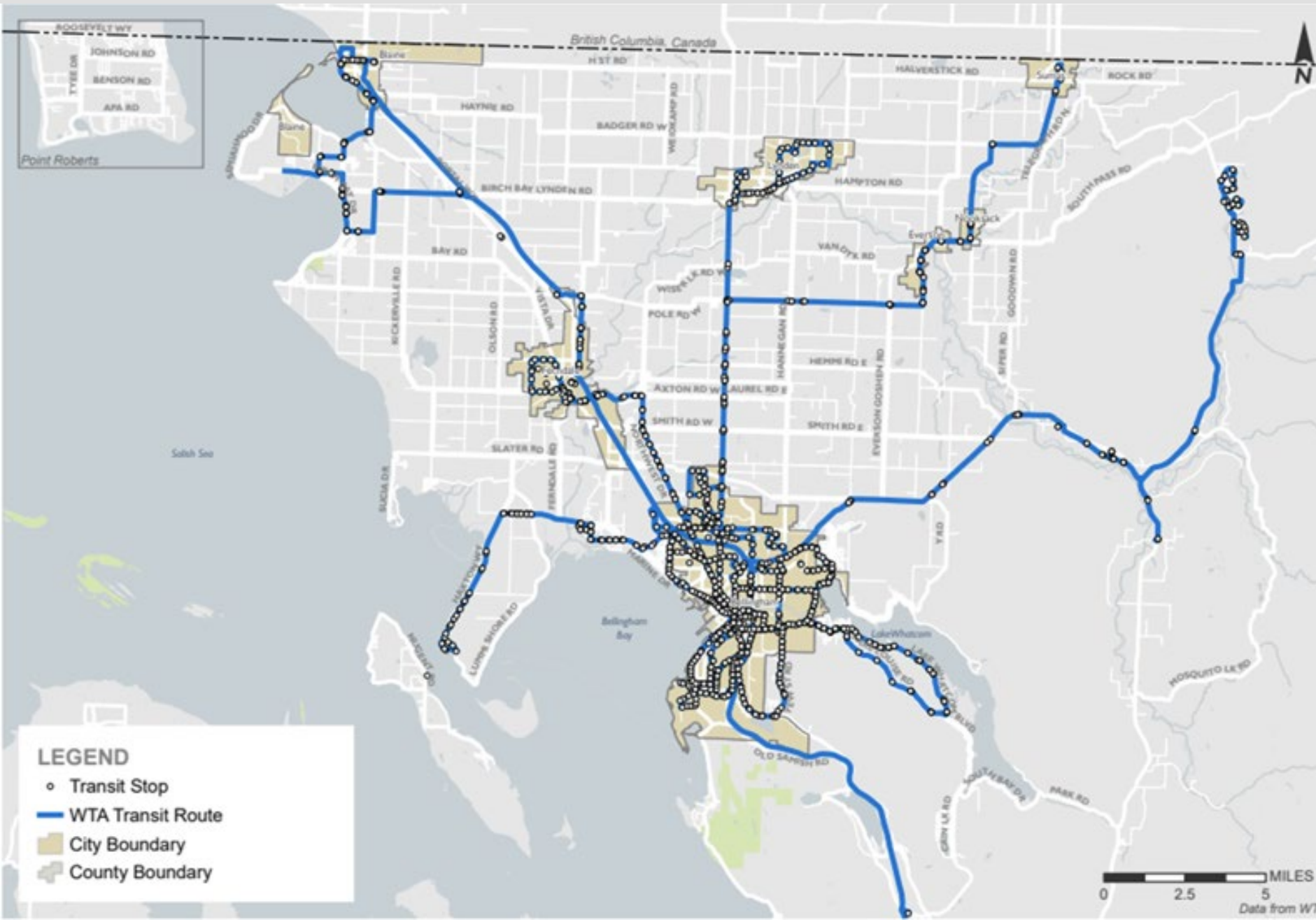
Orange = Non-ADA-compliant Transit Stop, substandard Pedestrian Connection, and landing pad not sufficient to support transit shelter

Red = Non-ADA-compliant Transit Stop, No Pedestrian Connection, No landing pad for transit shelter

LOS	Transit Standard
Gold	ADA Compliant Transit Stop, Sidewalk, and Pad for Shelter
Green	ADA Compliant Transit Stop, Sidewalk, OR Pad for Shelter
Orange	Non-ADA-compliant Stop, Substandard Ped Connection/Pad
Red	Non-ADA-Compliant Stop, No Ped Connection, No Pad

***NOTE: If funding is available, County or WSDOT can always choose to go above the minimum transit facility standard**

TRANSIT BUS STOPS – WHATCOM TRANSPORTATION AUTHORITY



ADA barrier removal at WTA bus stop locations within County road right-of-way

All capital improvements require ADA barrier removal

ADA status of WTA bus stops to be included in **Annual Concurrency Report**

Annual ADA - bus stop location priorities recommended by:

- County PW staff
- WTA Planning staff
- County BPAC

ADA barrier removal line item included in annual County 6-Year TIP

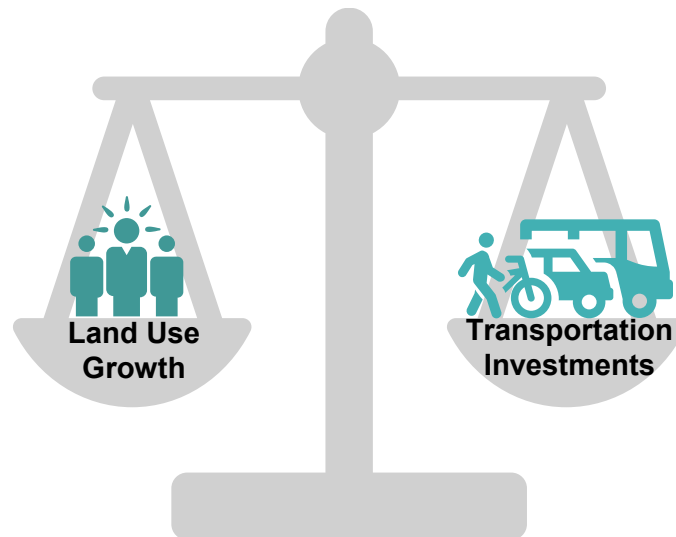
MULTIMODAL LOS STANDARDS

MMLOS in Annual Concurrency Report to Inform TIP; Not Development Review & Permits

- **Vehicles** = PM peak roadway v/c ratios – HCM LOS
- **Active Transportation** = % completeness of planned network; BPAC priority (High, Med, Low)
- **Transit** = % completion of planned County ADA access at WTA bus stops
- **Annual Concurrency Report** = Provides MMLOS status of above to inform TIP investments
- *All above informs County decisions on strategic multimodal transportation investments*

NOTE: If funding is available, County or WSDOT can always exceed minimum MMLOS standard

- Currently, County & WSDOT do not have funding to widen roads or build off-street multiuse pathways



GROWTH MANAGEMENT ACT REQUIREMENTS

Whatcom County Transportation Element must:

- **Adopt MMLOS Standards** (Vehicle, Pedestrian, Bicycle, Transit) based on facilities needed to accommodate growth
- **Demonstrate** how County can meet and **maintain MMLOS standard** over 20-year planning period
- If not, County must show State how it intends to adjust growth, construct fewer improvements, or increase funding:

Options include:

- Accommodate less growth in County/UGAs
- Adjust/lower MMLOS standards
- List fewer transportation improvements
- Generate more transportation revenue

NOTE:

Transportation Element must be **certified** as GMA-compliant and consistent with regional plans by WCOG, the Regional Transportation Planning Organization **OR**
Whatcom County will not be eligible to apply for transportation grants



PLANNING COMMISSION RECOMMENDATIONS

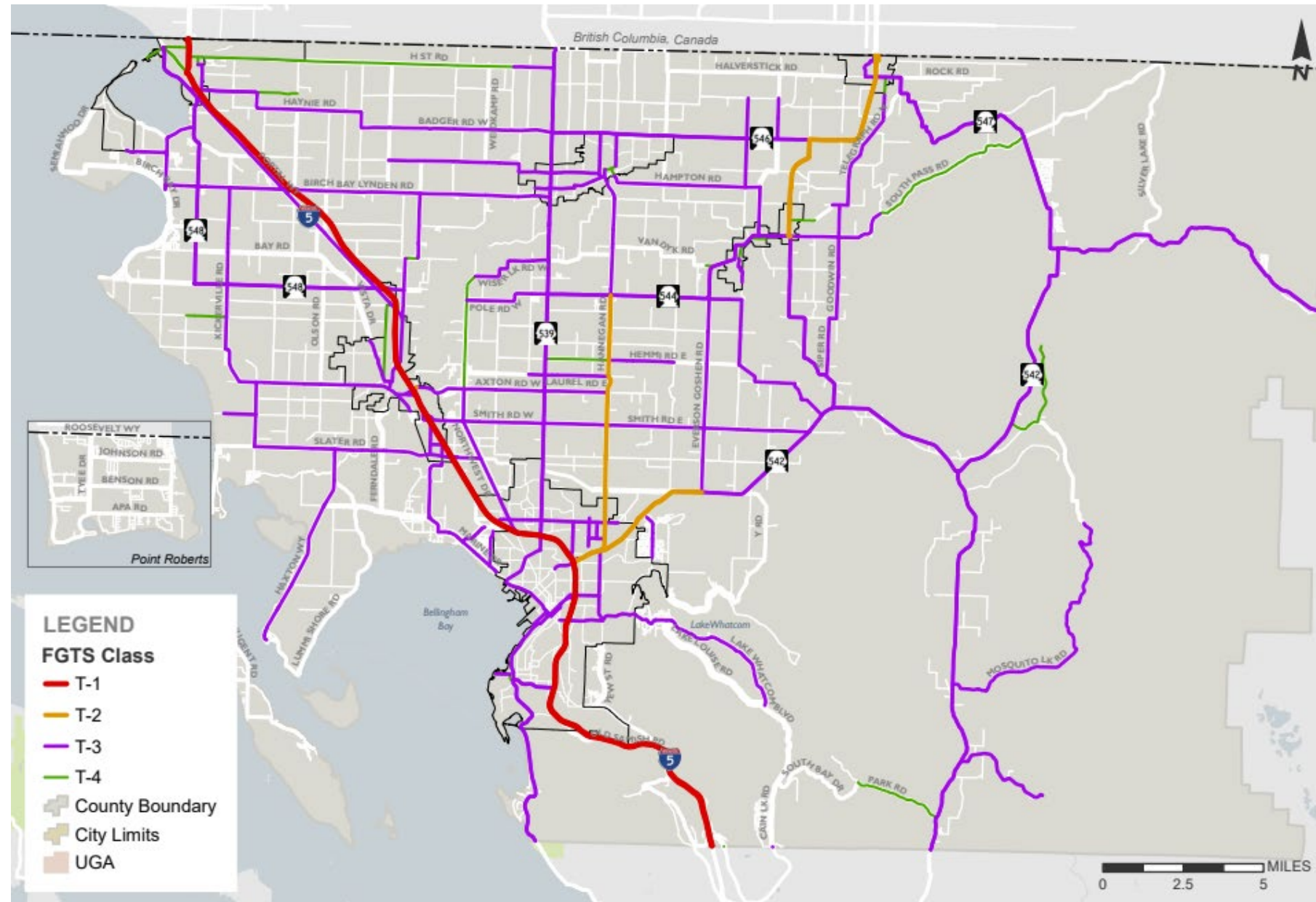
DRAFT Chapter 6 Transportation Element Goals and Policies

Public Meetings June 12 and 26 – 3.5 hours each – Major PC Recommendations below

- **Definitions of Multimodal & MMLoS** = Inclusive of major modes (Ped, Bike, Transit, Vehicle)
- **Coordination with WTA on comments** = Transpo worked with WTA staff on text revisions
- **Transit LOS Standard** = Gold LOS added; Landing pad suitable for transit shelter
- **Funding Priorities** = Safety; Preservation; Maintain MMLoS; Active Links / VMT / GHG
- **Incentivize Developers in UGA** = Max density, Reduce Regs, Infrastructure Funding (ULID)
- **Freight Policies** = New policies to support Commercial Freight; New FGTS map
- **WSDOT Coordination** = State highway improvements to support development needs
- **Environmental Impacts** = Ideal is Avoidance/Protection; Reality is Impacts/Mitigation
- **Environmental Impacts** = Need County wetlands mitigation bank for 2x mitigation needs
- **Transportation Impact Fees** = Revert to 2016 text to “Consider” rather than “Adopt”

WHATCOM COUNTY FREIGHT & GOODS TRANSPORT SYSTEM (FGTS)

- Planning Commission requested a map showing designated freight truck routes in County
- **Freight and Goods Transportation System:** WSDOT classified routes based on freight tonnage
- **T-1** = Heaviest tonnage; Interstate 5
- **T-2*** = Hannegan Road, SR 542, SR 9 to Sumas
- **2025 update: Hannegan Road (SR 544 to Lynden) & Birch Bay-Lynden Road (Enterprise Road N to Lynden)*
- **T-3** = Most County Roads
- **T-4** = H Street Road, Deming, South Pass Road



WHAT'S NEXT?

- EIS Analysis; Develop comprehensive multimodal 20-year project improvement list in CFP
 - *DEIS Transportation analysis completed; Subject to public review period; Final EIS*
 - *County PW staff and Transpo have compiled a Draft 20-year project list in Capital Facilities Plan*
- CFP Appendix E financial analysis of County transportation cost (Ch 9) vs. revenues (Ch 16)
 - *Project cost and revenues to 2045; Examine strategies to lower costs and increase revenues*
 - *Based on historic (5-10 year) County transportation funding data*
- Recommend pro-active implementation strategy based on known grant funding sources, local match funding requirements, scoring criteria, funding cycles, and Whatcom County project candidates that would compete well for grant funding
 - *Develop and Adopt a Complete Streets Ordinance (After Comp Plan Adoption)*
 - *Short-term, rapid implementation strategy recommended*
- Enhance 2026 Whatcom County Annual Concurrency Report with MMLOS & ATN progress
 - *Include MMLOS maps, spreadsheet ledger*
 - *Use to inform investments/opportunities in annual six-year TIP*

Questions/Discussion