



WHATCOM COUNTY ACTIVE TRANSPORTATION NETWORK

Whatcom County Council
April 29, 2025

- **GMA Amendments for Transportation Elements**
- **RCW WSDOT Complete Streets and Active Transportation Plan**
- **Whatcom County Existing Conditions for Active Transportation**
- **Proposed Whatcom County Active Transportation Network**
- **Proposed Whatcom County MMLOS standards**

GROWTH MANAGEMENT ACT REQUIREMENTS

RCW 36.70A.070 Comprehensive Plans – Mandatory Elements - *2023 amendments from ESSHB 1181*

“The plan shall be an internally consistent document and all elements shall be consistent with the future land use map.”

(6) “A transportation element that implements, and is consistent with, the land use element.”

(A) “Inventory of *active transportation facilities, ...*”
(sidewalks, bikeways, trails)

(B) “*Multimodal* level of service [LOS] standards for all locally owned arterials, *local & regional* transit routes *in urban areas* ... *and active transportation facilities* to serve as a gauge to judge performance of the system.”

(C) For State-owned transportation facilities, *multimodal* LOS standards for highways ...

(b) “Local jurisdictions must adopt and enforce [concurrency] ordinances to prohibit development that causes the level of service to decline below adopted standards” *[However, agency can't deny development if it agrees to fund adequate active transportation, transit service, or TDM measures that mitigate the impacts to MMLOS]*

**IF land use goals = higher density infill,
THEN LOS & concurrency ordinance
should allow infill served by adequate
multimodal transportation**



WSDOT STATE HIGHWAY PLANS & RCW AMENDMENTS



[RCW 47.04.035 Complete Streets](#)

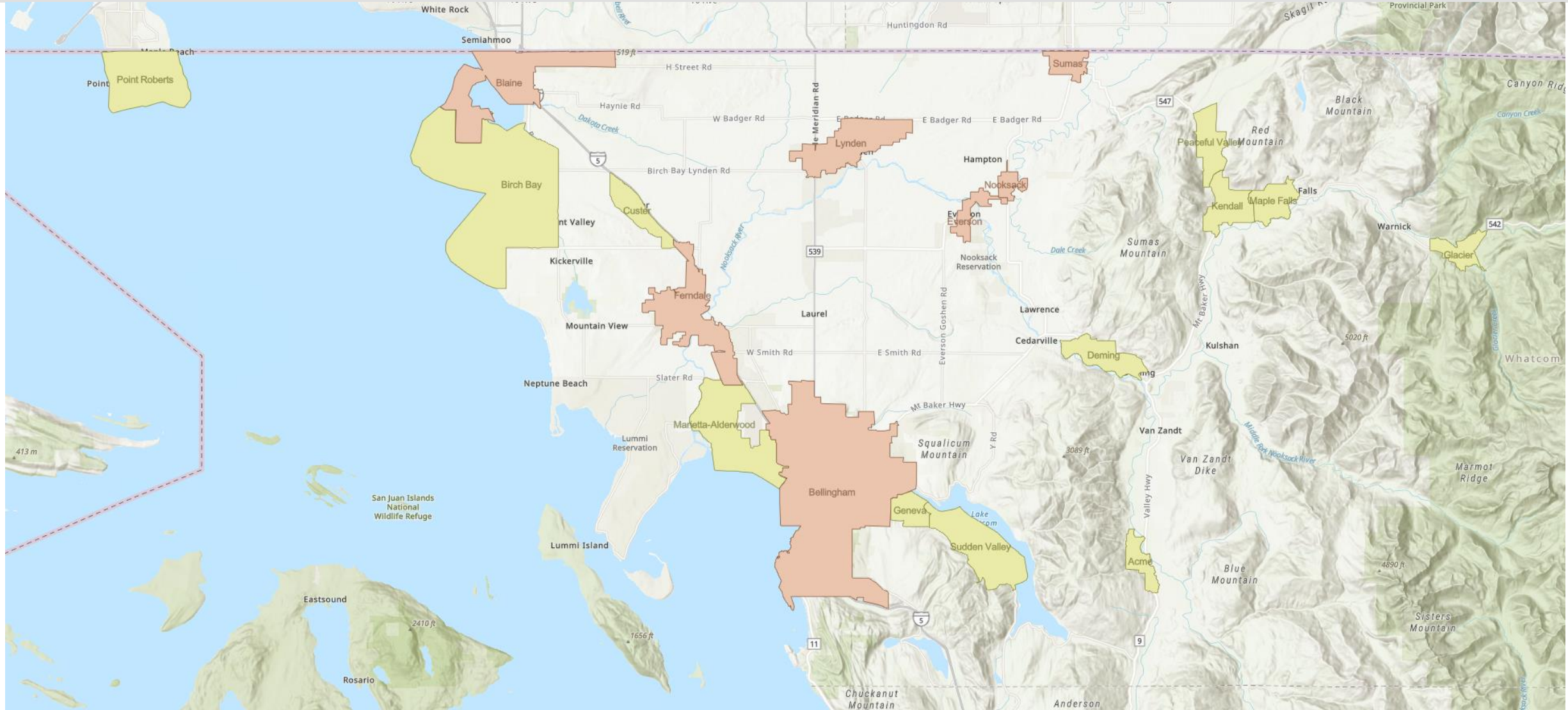
All WSDOT state highway projects costing > \$500,000 near population centers must include facilities for users of all ages and abilities per Complete Street principals

[WSDOT Active Transportation Plan 2020 and Beyond](#)

Requires WSDOT to work with cities and counties to ensure that state highways include active transportation facilities that are well-connected to local pedestrian, bicycle, and trail networks

Required for **“Population Centers”** according to this [WSDOT map](#)

WHATCOM COUNTY CENSUS DESIGNATED PLACES*



*Includes state highways connecting many unincorporated places outside of cities

PROPOSED MULTIMODAL LOS (MMLOS) STANDARD

Vehicles (No proposed change to vehicle LOS method)

- HCM Roadway volume-to-capacity ratio method
- *Policy to increase vehicle capacity (0.5) if sidewalks, bikeways, transit exist*
- *May need to adopt “ultimate capacity” exceptions in some locations (Lakeway, etc.)*

Active Transportation Networks

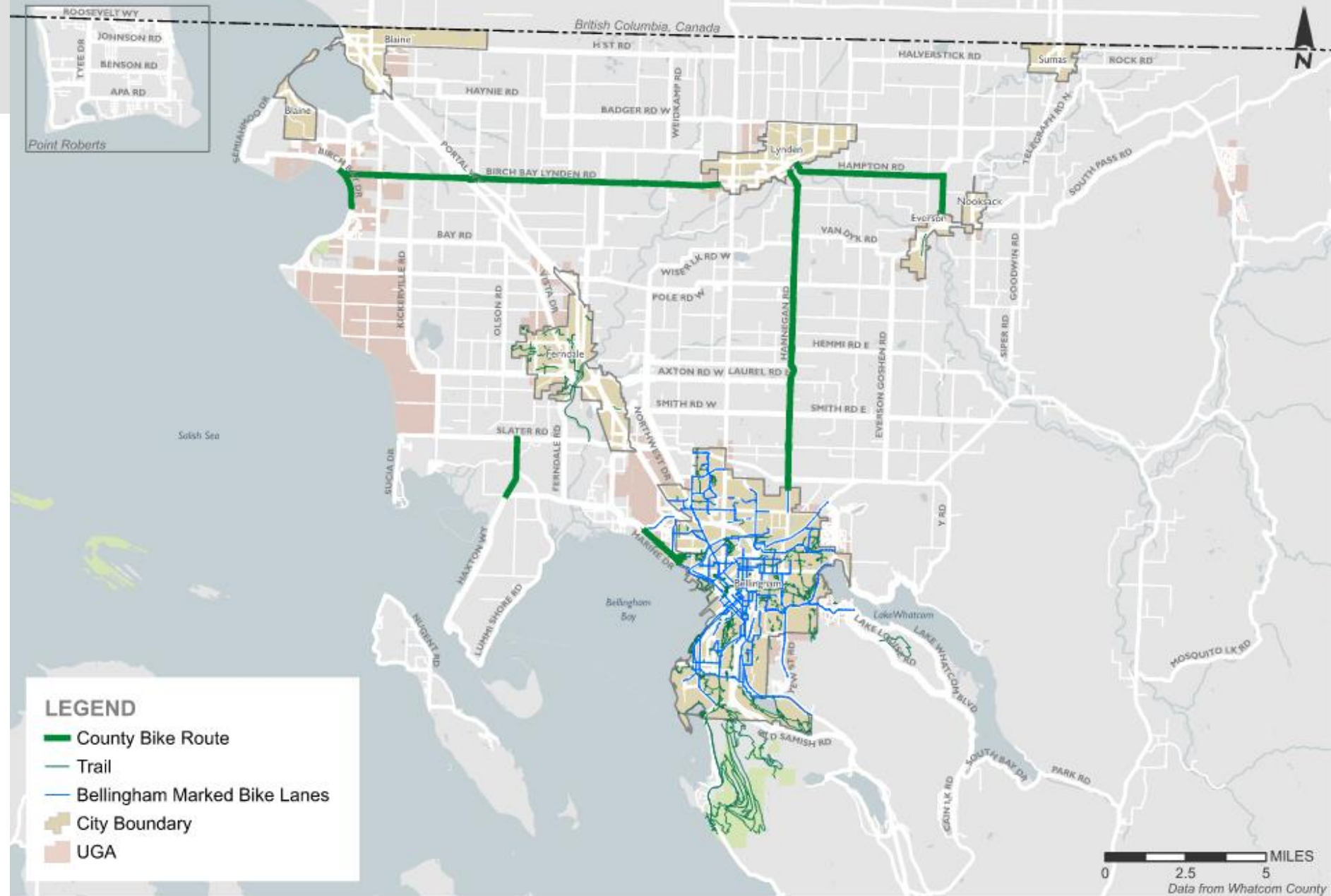
- Identify Existing Sidewalks, Bikeways, Select on-/off-road trails
- Identify Existing Road Shoulders > 5 feet
- Develop Planned Network of Connected Routes (On/Off-Road) to Population Centers
- Degree of completeness and/or whether it meets County minimum road standard

Transit

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

EXISTING

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



Proposed Future Bicycle Network

Produced by WC BPAC

- Significant road widening (**Red** & **Green**)
- Calls for bike facility types more suitable in urban areas (**Blue**)
- New off-street multiuse trails (**Brown**)
- Good work, good recommendations
- *Unfortunately, many 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.**

2025 COMP PLAN – BPAC COMMENTS ON 2016 COUNTY POLICIES

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.

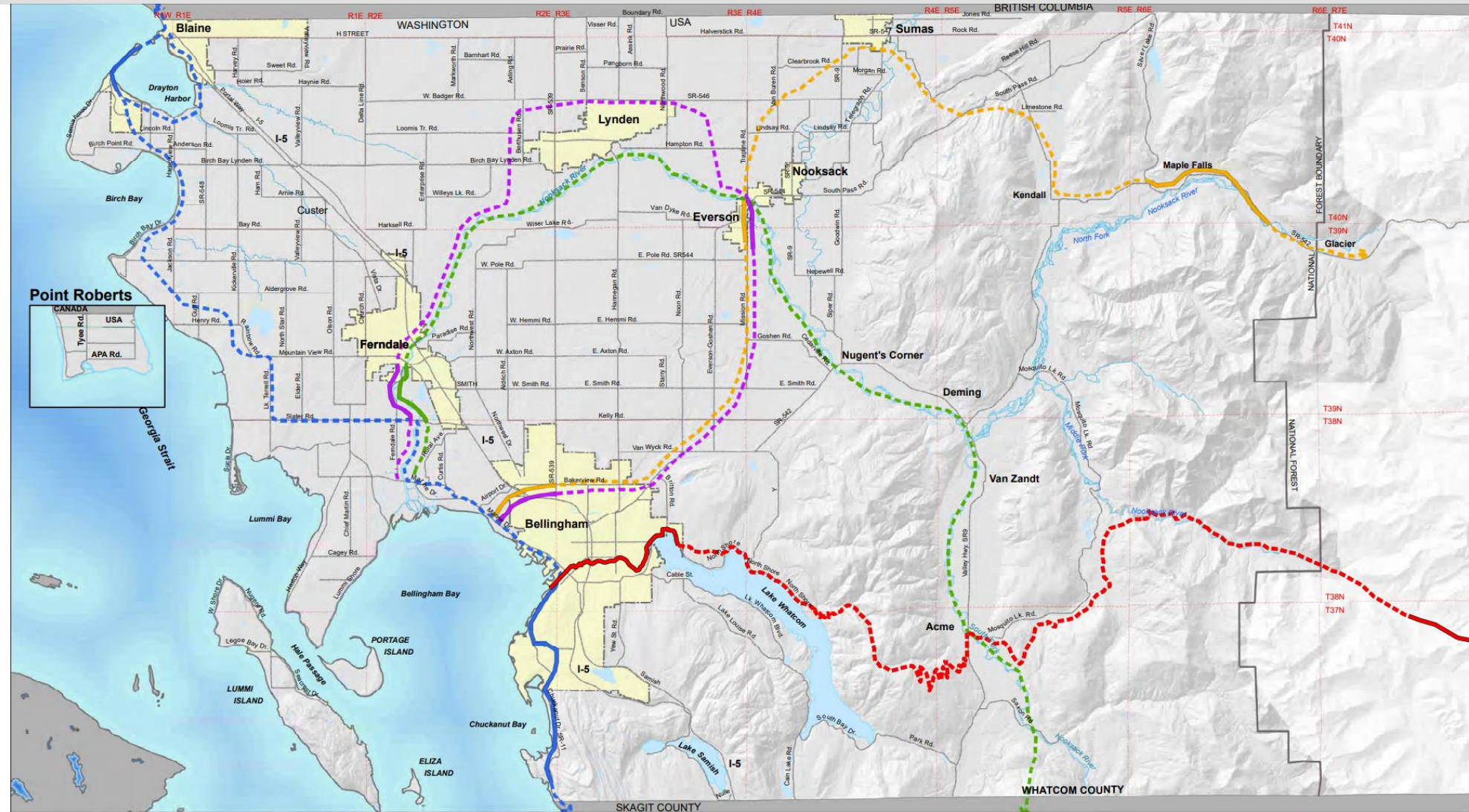
EXISTING COMP PLAN GOALS/POLICIES

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

- **Policy 6F-3:** An effective bicycle and pedestrian system for Whatcom County will require facilities for both regional connectivity and local access. Regional connectivity can be defined as **transportation routes connecting major activity centers, towns, and cities within the region**. A good example of a regional facility would be the **proposed Nooksack Loop Trail** or the **existing bike route along Hannegan Road**. (*Hannegan = County ROW; Trail alignment uncertain with no County ROW or funding source*)
- **Policy 6F-4:** Coordinate with local community organizations, associations, or other governing structures in designing and implementing improvements, such as safety improvements and infrastructure. **Identify, analyze, and prioritize pedestrian and bicycle projects based on the following criteria:**
 - **safety** improvements are needed
 - serves a **residential or relatively high density rural or urban population** area
 - serves a location **frequently traveled by seniors, children, or people with disabilities**
 - leads to a **school or is part of a school route**
 - provides **access to a recreational facility or park**
 - functions as a **key network link** for the **regional nonmotorized network**
 - offers economic development **potential for an underserved area**
 - **ease of implementation due to low cost, public ownership, or other feature**

WHATCOM COUNTY TRAIL PLANS

- County Parks plans show on- and off-street trail connections in rural areas between cities and UGAs
- Existing on-street trail connections are shown on the Active Transportation Network
- Significant expense and currently no ROW or funding for rural off-street trails
- Rural trails can be added to the ATN as ROW is acquired and funding for construction becomes available



Proposed Trail Corridors*

- Bay to Baker Trail
- Coast Millennium Trail
- Nooksack Trail
- Nooksack Loop Trail
- Bellingham-Mt. Baker Trail

Constructed Trails

- Bay to Baker Trail
- Coast Millennium Trail
- Nooksack Trail
- Nooksack Loop Trail
- Bellingham-Mt. Baker Trail

Incorporated City

Precise location of proposed trails has not yet been determined

* Proposed trail corridors reflect the County's goal of developing county-wide trail networks which have been identified through a parks and recreation public visioning process that spans decades. Long range parks and recreation goals and policies emphasize a cooperative approach, working with willing land owners to accomplish recreational goals.

Note: Trails sharing the same corridor are depicted separately to illustrate that they are different trails. More than one trail sharing the same corridor will generally be constructed as a single trail.

Source:
-Whatcom County PDS 2015 (base)
-Whatcom County Parks 2015
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0 0.5 1 2 3 4 Miles

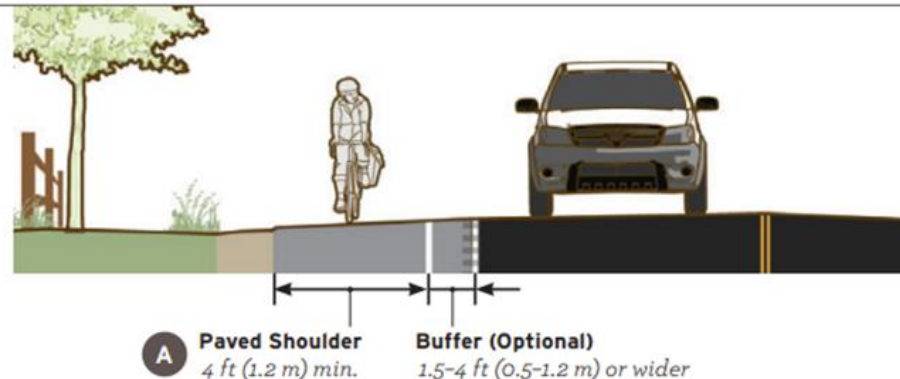
NATIONAL GUIDANCE FOR RURAL AREAS

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.
- 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

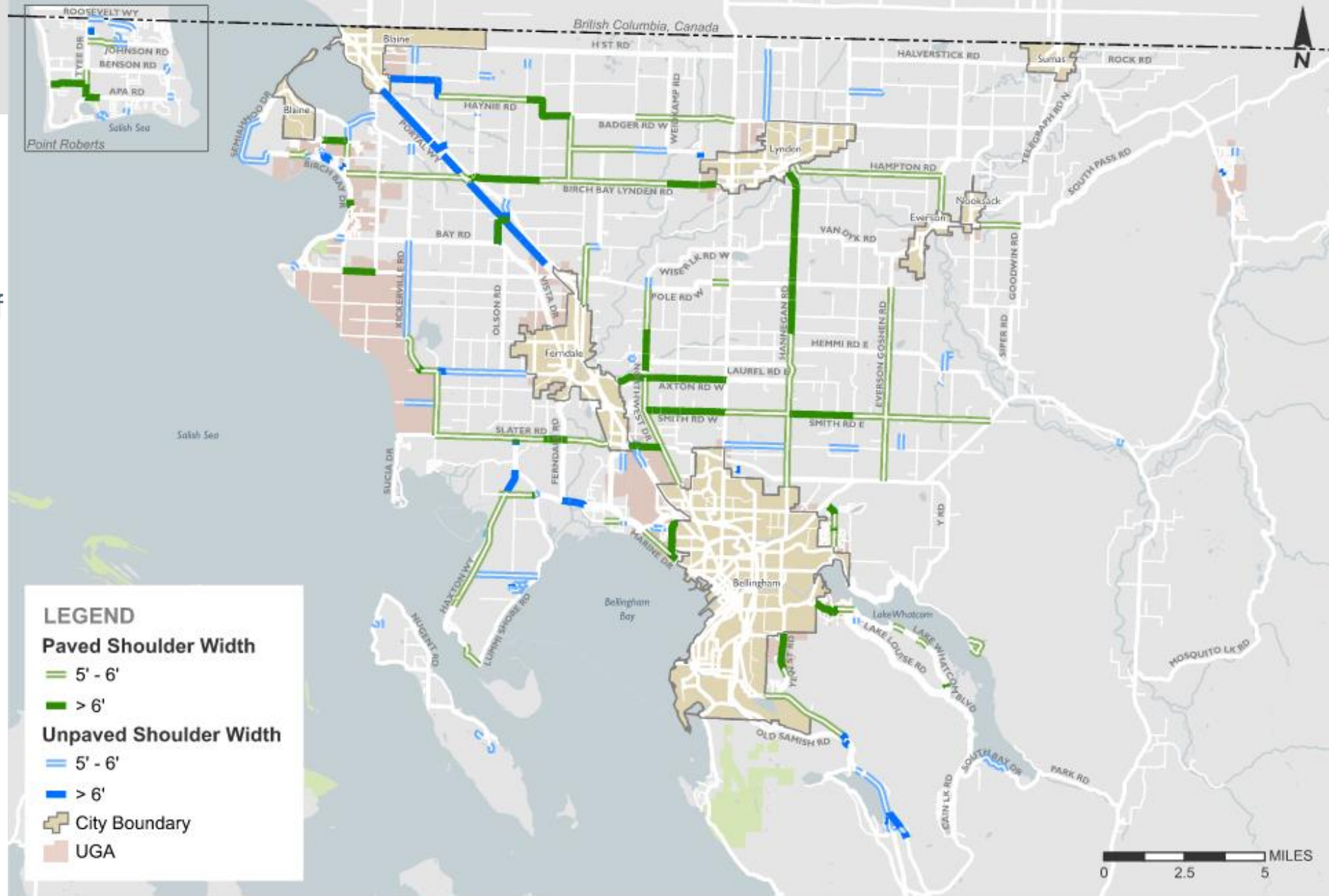
Shoulders can improve bicyclist comfort and safety when traveling in higher speed and/or volume situations but only when adequate width is provided. If used, locate rumble strips on the edge line or within a buffer area that will not reduce usable space for bicyclists.



- 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



County Roads - Paved and Unpaved Shoulder Width

Whatcom County Comprehensive Plan

DRAFT

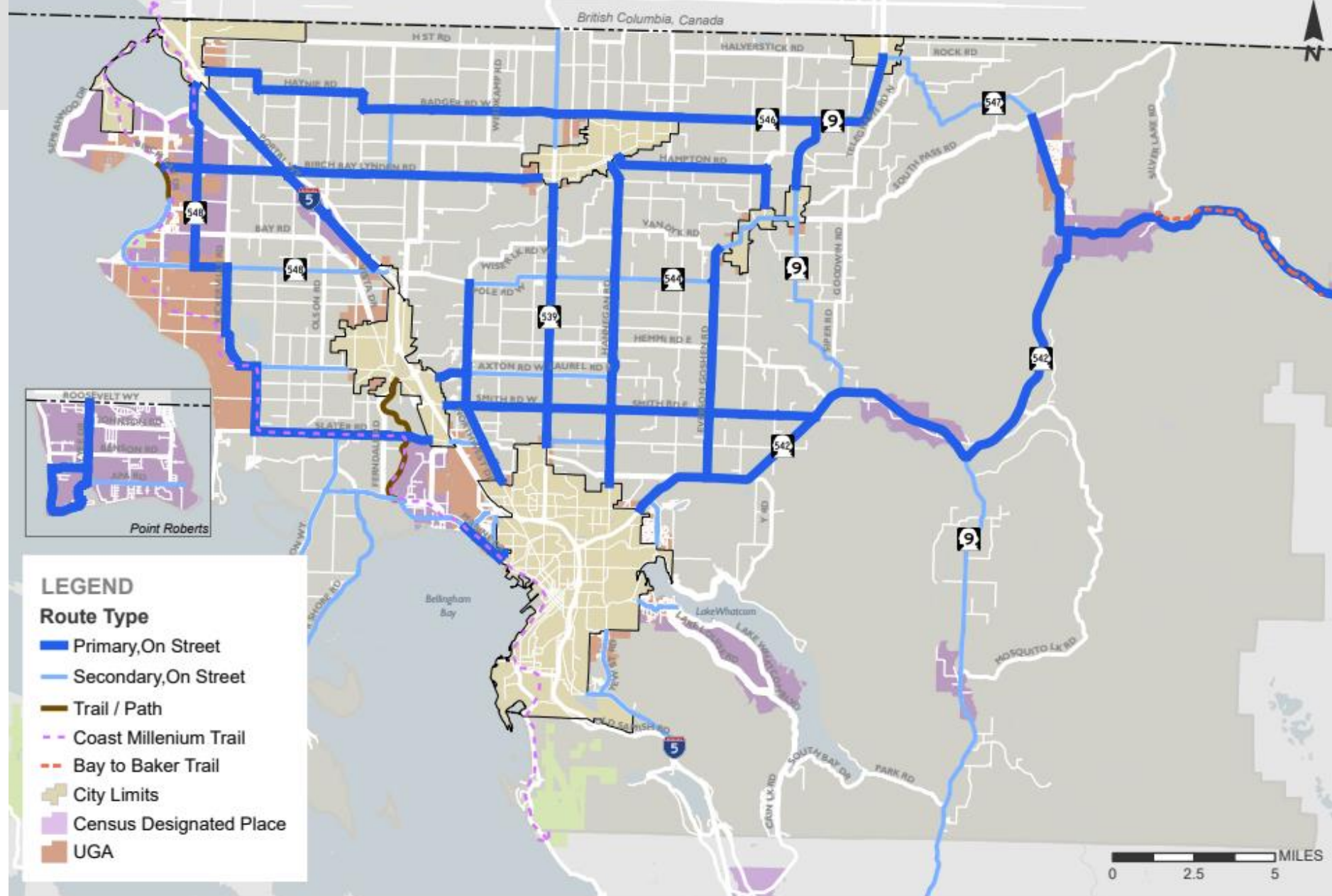
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FIGURE
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ACTIVE NETWORK

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



Active Transportation Network

Whatcom County Comprehensive Plan

DRAFT

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FIGURE




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NEW 2025 COMP PLAN POLICY FOR ACTIVE TRANSPORTATION

Chapter 6, Transportation – Bicycle & Pedestrian Facilities

NEW Policy 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
- Yellow** = Incomplete Network, doesn't meet County minimum* standards
- Red** = Missing Network Link, doesn't meet County minimum* standards

LOS	Standard
	Meets adopted MMLOS standards and has facilities on both sides of the street or a two-way multiuse pathway on one side of the street.
	Partially meets MMLOS standards with facilities on only one side of the roadway, when both sides would be preferred.
	No designated facilities are provided for active transportation users and is considered unacceptable.

***NOTE: If funding is available, County or WSDOT can always 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

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FIGURE
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WHAT IS BICYCLE LEVEL OF TRAFFIC STRESS (LTS)?

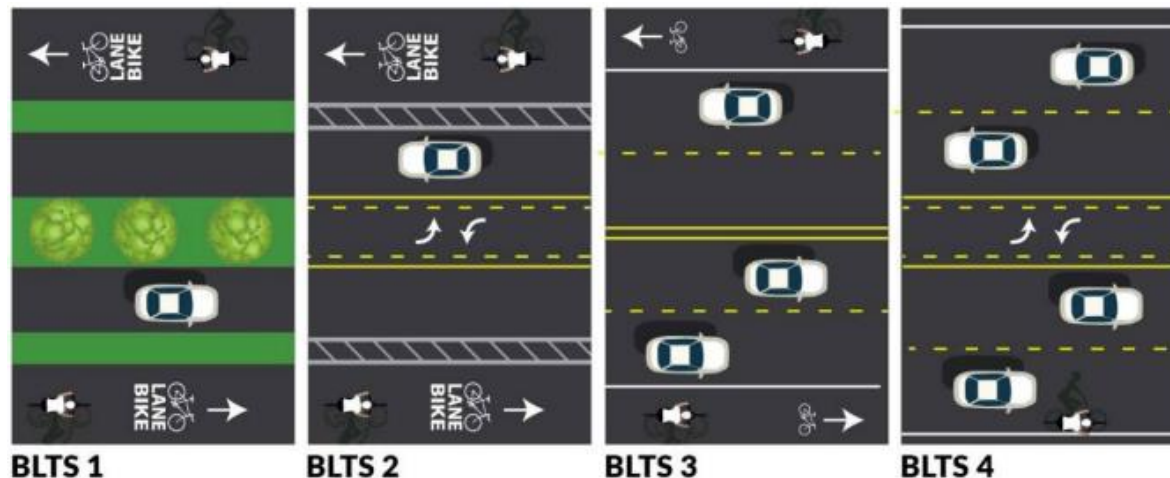


← Bicycle LTS = Measure of User Comfort

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 agency financial constraints

WHATCOM COUNTY ROAD ACTIVE TRANSPORTATION NETWORK LINK OPTIONS AND PLAN-LEVEL COST ESTIMATES												
				LTS 3	LTS 3	LTS 3	LTS 3	LTS 2	LTS 1	FSN	LTS 2	LTS 1
TN Map ID	Road Name	ATN Segment Extent (To/From)	Segment Length Linear Feet	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

← Level of Traffic Stress Facility Types

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

- Assumptions:
- Existing paved shoulders can 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/Federal grants

				LTS 3	LTS 3	LTS 3	LTS 3	LTS 2	LTS 1	FSN	LTS 2	LTS 1
ATN Map ID	Road Name	ATN Segment Extent (To/From)	Segment Length Linear Feet	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
AT-35	HAMPTON RD	Lynden City Limits to Van Buren Rd	24,680	\$0	\$863,785	\$1,233,979	\$8,934,010	\$6,490,731	\$10,143,309		\$6,910,284	\$16,411,924
AT-36	VAN BUREN RD	Hampton Rd to Everson City Limits	5,726	\$0	\$200,404	\$286,292	\$2,072,752	\$1,505,895	\$2,353,318		\$1,603,234	\$3,807,680
AT-37	SUNRISE (BB-LYNDEN)	W Badger Rd to Birch Bay Lynden Rd	10,605	\$21,211	\$371,185	\$530,265	\$3,839,117	\$2,789,193	\$4,358,776		\$2,969,483	\$7,052,522
AT-38	GRANDVIEW RD	SR 548 to Point Whitehorn Rd	10,583	\$21,166	\$370,402	\$529,146	\$3,831,016	\$2,783,307	\$4,349,579		\$2,963,217	\$7,037,640
AT-39	POINT WHITEHORN RD	Grandview Rd to Birch Bay Dr	3,015	\$6,031	\$105,537	\$150,767	\$1,091,555	\$793,036	\$1,239,307		\$844,297	\$2,005,205
AT-40	BIRCH BAY DR	Point Whitehorn Rd to Birch Bay Berm Trail	6,363	\$12,727	\$222,722	\$318,174	\$2,303,578	\$1,673,594	\$2,615,388		\$1,781,773	\$4,231,710
AT-41	MOUNTAIN VIEW RD	Ferndale City Limits to Lake Terrell Rd	14,557	\$29,115	\$509,512	\$727,874	\$5,269,810	\$3,828,619	\$5,983,127		\$4,076,096	\$9,680,728
AT-42	HAXTON WY	Kwina Rd to Cagey Rd	13,994	\$27,988	\$489,797	\$699,710	\$5,065,901	\$3,680,475	\$5,751,617		\$3,918,377	\$9,306,144
AT-43	HAXTON WY	Cagey Rd to Ferry Dock	10,367	\$20,735	\$362,860	\$518,371	\$3,753,008	\$2,726,633	\$4,261,012		\$2,902,879	\$6,894,338
AT-44	LUMMI VIEW DR	Ferry Dock to Lummi Shore Dr	8,921	\$17,843	\$312,246	\$446,065	\$3,229,513	\$2,346,304	\$3,666,657		\$2,497,966	\$5,932,669
AT-45	LUMMI SHORE RD	Lummi View Dr to Smokehouse Rd	12,446	\$24,893	\$435,623	\$622,319	\$4,505,591	\$3,273,399	\$5,115,464		\$3,484,988	\$8,276,845
AT-46	LUMMI SHORE DR (S)	Smokehouse Rd to Cagey Rd	5,368	\$10,735	\$187,866	\$268,380	\$1,943,073	\$1,411,680	\$2,206,086		\$1,502,929	\$3,569,457
AT-47	LUMMI SHORE DR (N)	Cagey Rd to Kwina Rd/Marine Dr	14,573	\$29,145	\$510,046	\$728,637	\$5,275,330	\$3,832,629	\$5,989,394		\$4,080,366	\$9,690,869
AT-48	KWINA RD	Haxton Way to Lummi Shore Dr	5,097	\$10,194	\$178,394	\$254,849	\$1,845,103	\$1,340,503	\$2,094,855		n/a	Exists
AT-49	MARINE DR	Lummi Shore Dr to Marine Dr/Rural Ave	8,063	\$16,127	\$282,214	\$403,163	\$2,918,898	\$2,120,636	\$3,313,998		\$2,257,711	\$5,362,065
AT-50	MARINE DR	Marine Dr/Rural Ave to Bridge #172	12,682	\$25,365	\$443,884	\$634,120	\$4,591,026	\$3,335,469	\$5,212,464		\$3,551,070	\$8,433,791
AT-51	AIRPORT DR	Marine Dr to Airport Way	4,587	\$9,174	\$160,545	\$229,350	\$1,660,493	\$1,206,380	\$1,885,255		n/a	Exists
AT-52	BENNETT DR	Marine Dr to W McLeod (Remove Parking 1-side)	5,748	\$11,495	\$201,168	\$287,383	\$2,080,653	\$1,511,635	\$2,362,289		n/a	Exists
AT-53	SLATER RD	Ferndale City Limits to Northwest Dr	5,420	\$10,839	\$189,687	\$270,981	\$1,961,906	\$1,425,362	\$2,227,468		\$1,517,496	\$3,604,053
AT-55	SAMISH WAY	Bellingham City Limits to Samish Park and Ride	16,012	\$32,024	\$560,412	\$800,589	\$5,796,264	\$4,211,098	\$6,580,841		\$4,483,298	\$10,647,833
AT-56	YEW ST RD	Bellingham City Limits to Kingsmill St	10,908	\$21,816	\$381,772	\$545,388	\$3,948,609	\$2,868,741	\$4,483,090		\$3,054,173	Exists
FSN ¹	YEW ST RD	Tacoma Avenue to S Samish Way	3,700	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	\$100,000	\$1,036,000	\$2,460,500
AT-57	LAKEWAY DR	Bellingham City Limits to Lakeview St	10,593	\$21,185	\$370,739	\$529,627	\$3,834,501	\$2,785,839	\$4,353,535		\$2,965,912	Exists
AT-58	BRITTON RD	SR 542 to Bellingham City Limits	7,010	\$14,020	\$245,353	\$350,504	\$2,537,653	\$1,843,654	\$2,881,147		\$1,962,825	\$4,661,710
AT-59	AXTON RD W	Northwest Dr to SR 539	13,252	\$26,505	\$463,829	\$662,613	\$4,797,316	\$3,485,343	\$5,446,676		\$3,710,631	\$8,812,749
AT-60	AXTON RD E	SR 539 to Hannegan Rd	10,372	\$20,745	\$363,034	\$518,620	\$3,754,810	\$2,727,942	\$4,263,057		\$2,904,273	\$6,897,648
AT-61	POLE RD W	Northwest Dr to SR 539	14,203	\$28,406	\$497,102	\$710,146	\$5,141,454	\$3,735,366	\$5,837,397		\$3,976,815	\$9,444,937
AT-62	TYEE DR	Canada Border to Apa Rd	7,656	\$15,312	\$267,960	\$382,800	\$2,771,472	\$2,013,528	\$3,146,616		\$2,143,680	\$5,091,240
AT-63	GULF RD	Tyee Dr to Marine Dr	3,465	\$6,930	\$121,275	\$173,250	\$1,254,330	\$911,295	\$1,424,115		\$970,200	\$2,304,225
AT-64	MARINE DR	Gulf Rd to Edwards Dr	4,234	\$8,468	\$148,190	\$211,700	\$1,532,708	\$1,113,542	\$1,740,174		\$1,185,520	\$2,815,610
AT-65	EDWARDS DR	Marina Dr to Apa Rd	11,021	\$22,042	\$385,739	\$551,056	\$3,989,642	\$2,898,552	\$4,529,677		\$3,085,911	\$7,329,039
AT-66	APA RD	Tyee Dr to Eastern End	7,952	\$15,904	\$278,320	\$397,600	\$2,878,624	\$2,091,376	\$3,268,272		\$2,226,560	\$5,288,080
AT-67	LIMESTONE RD	LIMESTONE RD (Private Developer)	2,513	\$5,026	\$87,955	\$125,650	\$909,706	\$660,919	\$1,032,843		\$703,640	\$1,671,145
AT-68	TILBURY RD	TILBURY RD (Private Developer)	3,530	\$7,060	\$123,550	\$176,500	\$1,277,860	\$928,390	\$1,450,830		\$988,400	\$2,347,450
Notes:				\$772,877		\$8,028,985		\$82,414,037	\$2,483,673			
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 multiuse path project costs along State Highways.												
6) Whatcom County engineering cost estimate.												

← Level of Traffic Stress Facility Types

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

- Assumptions:
- Existing paved shoulders can 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/Federal grants

State Highway Links on Whatcom County Active Transportation Network

				LTS 3	LTS 3	LTS 3	LTS 3	LTS 2	LTS 1	FSN	LTS 2	LTS 1
ATN Map ID	State Route	ATN Segment Extent (To/From)	Segment Length Linear Feet	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 >\$500,000 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

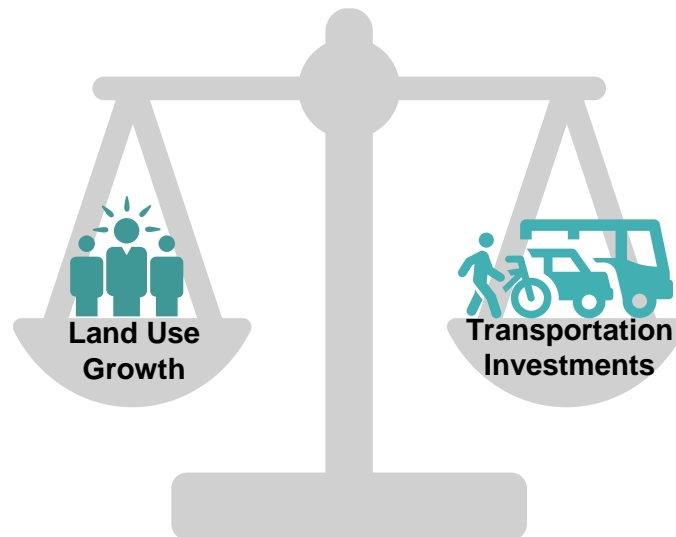
MULTIMODAL LOS STANDARDS

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

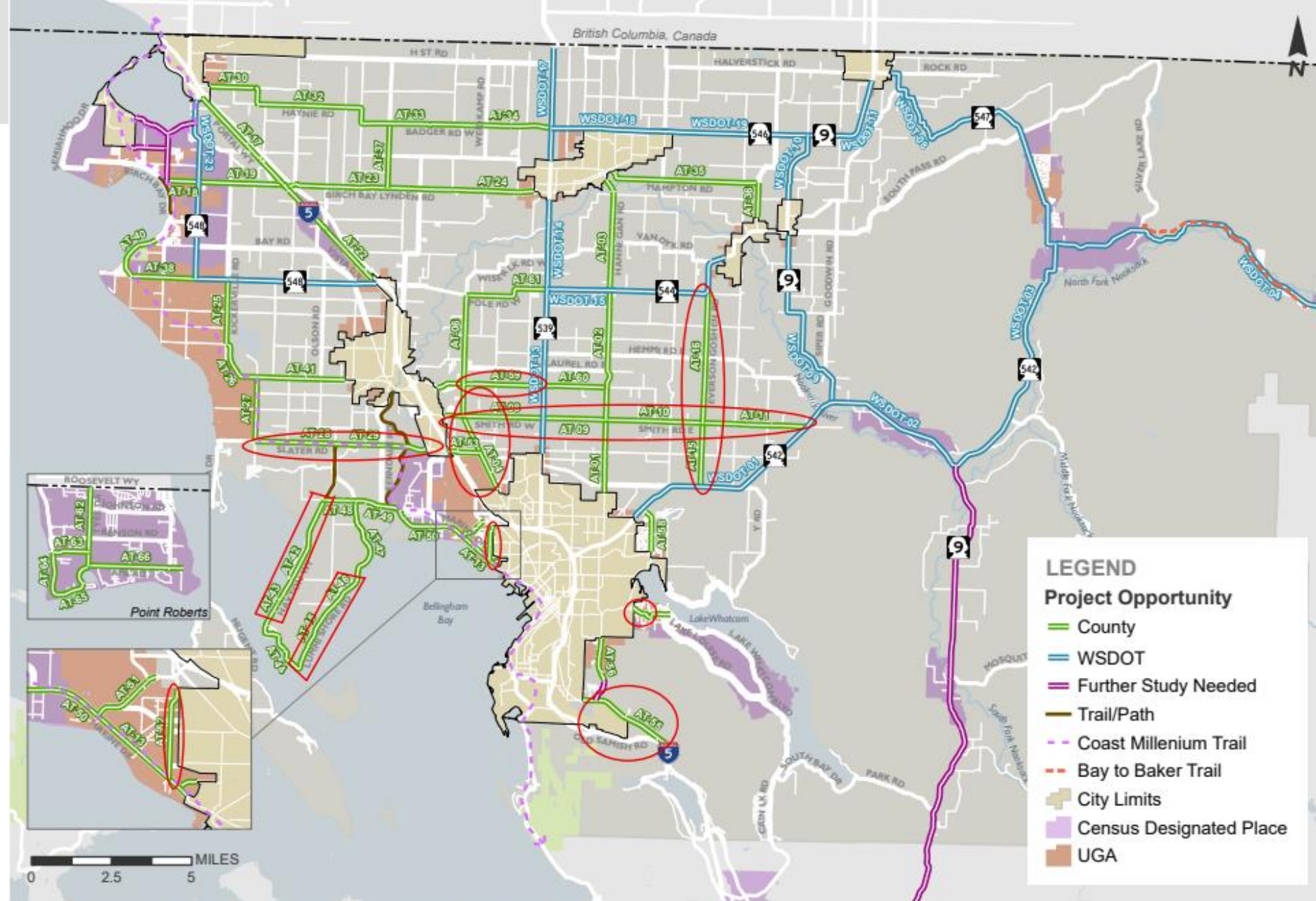
- Currently, County & WSDOT do not have funding to widen roads or build off-street multiuse pathways



EXAMPLE: OPTION FOR RAPID IMPLEMENTATION OF MINIMUM STANDARDS

Low-Cost, Short-Term Improvements to Serve Over 1/2 of County Population

- New Designated Bike Routes on County Roads with Existing 5'+ Shoulders
- Northwest Drive
- Bennett Drive
- Smith Road
- W. Axton Rd
- Slater Road
- Everson-Goshen Road
- Samish Way
- Haxton Way
- Lummi Shore Drive
- Pave currently unpaved shoulders = or > 5 feet
- **Orange** to **Green** LOS



Active Transportation Network Projects
 Whatcom County Comprehensive Plan

DRAFT

transpogroup **T**

FIGURE
XX

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, needed improvements, or funding:

Options include:

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

NOTE:

The Transportation Element must be certified as GMA-compliant and consistent with regional plans by WCOG, the Regional Transportation Planning Organization

If the Transportation Element does not meet GMA requirements, then the County will not be eligible to apply for transportation grants

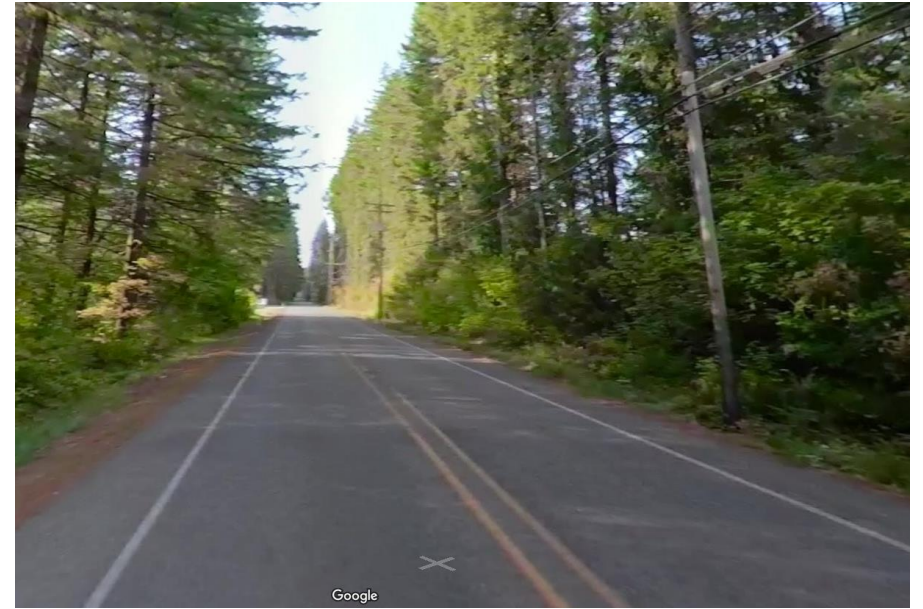


WHAT'S NEXT?

- EIS Analysis; Develop comprehensive multimodal 20-year project improvement list in CFP
 - *DEIS Transportation analysis completed; Subject to public review period*
 - *County PW staff and Transpo staff have compiled components of a Draft 20-year project list*
- Complete financial analysis of County transportation cost vs. revenues
 - *Consider historic (5-10 year) County transportation funding data*
 - *Project cost and revenues to 2045; Examine strategies to lower costs and increase revenues*
- Recommend a 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
 - *In-process; Some uncertainty due to current political climate*
 - *Short-term, rapid implementation strategy recommended*
- Enhance Whatcom County Annual Concurrency Report with MMLoS and ATN progress
 - *Example to be ready Summer 2025*

Questions/Discussion

WHATCOM COUNTY EXAMPLES



WHATCOM COUNTY EXAMPLES

