

~~Chapter 6, Transportation~~

~~City of Nooksack~~

~~PREPARED~~

~~December, 1995~~

~~Revised~~

~~December 2004~~

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6. Transportation Element

1. INTRODUCTION

The Growth Management Act ~~of 1991 (RCW 36.70A.040GMA)~~ ~~changes-changed~~ the way that cities plan and develop comprehensive plans. The ~~Growth Management Act~~GMAQ requires fast growing counties and cities in them to develop comprehensive plans to manage that growth including consideration and coordination of transportation and capital facilities issues. The Act requires consistency among city, county and adjacent jurisdiction plans.

Pursuant to the ~~Growth Management Act~~GMA, transportation elements of comprehensive plans must include the following elements:

- Inventory of all transportation facilities and services (land, air and water including public transportation considerations);
- Land-use assumptions used for travel forecasts;
- Level-of-service (LOS) standards for all arterial and transit routes;
- Specified actions for bringing any facilities or services below established levels-of-service into compliance;
- Traffic forecasts (based on adopted land-use plan) to provide information on the location, timing, and capacity needs of the future; and
- Identification of system expansion needs and transportation system management needs to meet current and future demands.

This Transportation ~~Chapter of the City of Nooksack's Comprehensive Plan~~Element was largely initially developed by the Whatcom County Council of Governments. The City of Nooksack ~~prepared minor revisions to~~updated the chapter in 2004 and again in 2016.

2. TRANSPORTATION GOALS, POLICIES AND OBJECTIVES

The purpose of a plan's goals, policies and objectives is to provide a framework under which to develop and evaluate a study's system's alternatives. As an integral part of the planning process, the plan's goals and policies should be reviewed on a regular basis.

Citizen input is a key to identifying the needs of the community. A public meeting was held on September 30, 1993 to present draft transportation goals and objectives. The goals, policies and objectives in this plan were developed from both the results of that public meeting and consideration of Whatcom County Comprehensive Plan Goals and Policies subsequent input received from the citizens of Nooksack during the public hearing process.

Growth Management transportation Transportation goals and policies.

- GOAL 1: Provide for safe and efficient movement of people and goods.
- GOAL 2: Encourage energy conservation and minimize impacts on the environment.
- GOAL 3: Provide a transportation system that maintains the city's high quality of life for its citizens.
- GOAL 4: Cooperate and coordinate among federal, state and other local jurisdictions in transportation planning to ensure a seamless, effective system.
- GOAL 5: Coordinate with other jurisdictions, such as the state, in planning transportation improvements to make the best use of financial resources available for transportation improvements.
- GOAL 6: Provide for safe and convenient pedestrian and bicycle routes where feasible.
- GOAL 7: Where practical, provide for intermodal connections, such as truck/rail facilities.
- GOAL 8: Evaluate any new land use regulations for opportunities to improve or maintain the city's transportation system.
- GOAL 9: Re-evaluate traffic impacts to city streets from any substantial external change or shift, such as changes in trade and tariff laws, significant shifts in the Canadian economy, or any development with regional transportation implications.
- GOAL 10: Coordinate transportation planning and construction with neighboring jurisdictions and with the state.

GOAL 11: Ensure that facilities necessary to maintain adopted levels of service (LOS) standards are provided concurrent with proposed development.

Policy: ~~Set~~ The City sets LOS “D” (V/C ratio of 0.8 during p.m. peak hours) for non-HSS state routes within city limits.

Policy: ~~Set~~ The City sets LOS “D” for city designated principal arterial streets.

Policy: The City should require concurrency review in conjunction with all development proposals and should not issue permits or approvals for proposed developments that would cause a local roadway to operate below the adopted LOS standard.

Policy: Where a proposed development would cause a local roadway to no longer operate at the adopted LOS standard, the City should require mitigation sufficient to ensure that the adopted LOS standard is maintained.

Policy: ~~Coordinate~~ The City should coordinate with the Washington State Department of Transportation (WSDOT) with regard to state routes.

Policy: The City should participate ~~Participate~~ in the regional planning processes coordinated by WCCOG.

Policy: The City should coordinate ~~Coordinate~~ with Whatcom County with regard to county arterials and collectors.

3. EXISTING CONDITIONS

Analysis of existing conditions provides a baseline of information about the City's transportation system: existing traffic conditions, roadway classifications and conditions, available non-automobile transportation options and currently identified needs. An inventory of these items, required by the Growth Management Act, provides a basis for developing the city's transportation plan.

The city's most significant ~~geological~~-~~environmental~~ features affecting historic and future development ~~is~~-~~are~~ the Nooksack ~~and Sumas~~ Rivers and ~~its~~-~~their~~ associated flood plains. ~~The Burlington-Northern and Santa Fe rail line also significantly limits transportation alternatives within Nooksack.~~ The city is linked to the state highway system by SR 9 (Nooksack Avenue) and SR 544 (Columbia Street). Other roads providing significant access to Nooksack include South Pass Road and Breckenridge Road from the east, Tom Road from the west, and Gillies Road from the north (**Figure 6-1. Nooksack Streets**). The existing land uses are described in the land use chapter (Chapter 3).

Roadway Classification Systems

There is a direct relationship between functional classification and roadway design standards. R.C.W. 35.78.10 and R.C.W. 47.26.180 require jurisdictions to adopt a street classification system consistent with state and federal requirements. Federal, State, and local agencies adopt roadway design standards to carry vehicular traffic volume at specific speeds.

Several different classification systems have been developed and are in use in Washington State. Each system has been developed to fill specific design, reporting, and funding ~~applications~~ ~~requirements~~ for different agencies. The Federal Highway Administration (FHWA) system is used to prioritize and fund federal highway projects. The WSDOT system is used to set State highway project priorities. The State Transportation Improvement Board (TIB) uses the system identified in R.C.W. 35.78 to determine funding eligibility for local projects.

Figure 6-1. Nooksack Streets

Washington State DOT Classification System

WSDOT has developed five functional classifications for roads in rural areas based on R.C.W. 35.78.010 and R.C.W. 47.26.180. SR 9 (Nooksack Avenue) and SR 544 (~~Pole Road~~[Columbia Street](#)) are classified as collectors by WSDOT.

Whatcom County Road Classification System

County roads entering the city are classified by Whatcom County Code 12.08.020. Whatcom County bases the classification system on the state and federal functional classification system. Whatcom County classifies Gillies Road and Breckenridge Road as minor collectors, and South Pass Road as a major collector.

Nooksack Functional Classification

R.C.W. 35.78.10 and R.C.W. 47.26.180 require each city to adopt, by ordinance, a functional classification system for its street system. R.C.W. 47.26.180 provides that cities outside Census-designated urban areas should develop one category of arterial streets. Nooksack is outside Census-designated urban areas and is eligible to designate one category of arterial street.

The city's ordinances do not include an ordinance defining the city's street network in terms of functional classification.

Access Control Classification

R.C.W. 47.50.010 requires that WSDOT designate all state routes with an access control classification. Highway access classifications identify the number of, and the distance between, entrances on a particular roadway segment. Because turning movements disturb the traffic flow, roads with fewer access points will accommodate higher speeds. In 1993, the WSDOT established highway access classifications for all state routes. SR 9 and SR 544 through Nooksack are identified as Class 4 highways. Class 4 roads typically post speed limits between 35 and 45 mph, with intersections spaced a minimum 0.5 miles apart and driveways ~~are~~ generally required to be at least 250 feet apart.

Level of Service

Level of Service (LOS) is an engineering standard used to judge how well a road operates. Traditional LOS is based on the amount of time delay experienced by a motorist at a traffic signal or along a road segment. For roadways, LOS A means that the roadway is free-flowing and is free from traffic congestion. LOS F means that the route is so heavily congested that traffic no longer flows in a steady stream -- the number of cars exceeds the road's capacity.

Although levels of service are normally defined qualitatively, a standard set of engineering calculations assigns LOS rankings to roads, intersections, or other facilities. The roadway design, number of lanes, number of access points, amount of truck use, and intersection controls all affect the LOS of roadways and intersections.

The Growth Management Act requires that the transportation chapter of the county and city comprehensive plans set regionally coordinated level of service (LOS) standards on all principal arterial and transit routes. The definition of level of service is left to the discretion of the local jurisdiction. HB1487 clarifies that WSDOT is responsible for establishment of LOS on Highways of Statewide Significance (HSS). The portions of SR9 and SR544 within Nooksack are not HSS.

Volume to Capacity Ratio

Nooksack levels of service will be defined in terms of the peak hour volume-to-capacity ratio (V/C ratio). The V/C ratio is calculated by dividing existing or projected volume of a particular road segment by its capacity in trips ~~per day or~~ per peak hour. If the result ranges from zero (0) to one (1), the segment is operating within capacity. As the result nears one (1) and exceeds it, the section will begin to operate less efficiently and safely. Increasing volume-capacity- ratios imply that as growth occurs, road improvements may have to be made to maintain levels of service. While a relationship between V/C ratio and level of service is not strictly defined, the relationship shown in the table below is typically regarded as a standard and is considered as such in defining the level of service classifications for the City of Nooksack.

Table 6-1: Relationship between Level of Service and V/C Ratios

Level of Service	V/C Ratio Range	Typical Flow Conditions
A	0.0 to 0.5	Free flow; individual users virtually unaffected by presence of others in traffic stream.
B	0.5 to 0.7	Within range of stable flow, but presence of others in traffic stream begins to affect individual behavior and freedom to maneuver within traffic stream
C	0.7 to 0.8	Within range of stable flow; individual users significantly affected by presence of others
D	0.8 to 0.9	High density, but stable flow; speed and freedom to maneuver are severely restricted; ability to maneuver within traffic stream becomes difficult.
E	0.9 to 1.0	Operating conditions are at or near capacity level; all speeds reduced to low, uniform value; freedom to maneuver within traffic stream extremely difficult

F	Greater than 1.0	Forced or breakdown flow; amount of traffic approaching a point exceeds the amount that can transverse point and queue forms; operations within queue characterized by extremely unstable stop-and-go waves
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Nooksack Level of Service

The busiest roads in Nooksack are SR9 (Nooksack Avenue), SR544 (Columbia Street), South Pass Road and W 2nd Street. These roads are operating at a LOS A. We therefore conclude that all of Nooksack’s transportation network is now operating at LOS A.

The Washington State Department of Transportation has adopted, as an element of its State Highway System Plan, LOS C for state highways in rural areas and LOS D for state highways in established or projected urban [growth areas \(UGAs\)](#). Whatcom County is proposing LOS C for county roads [outside UGAs](#), and LOS D for county roads in the Nooksack ~~Urban Growth Area (UGA)~~. As seen in the policies above, the City of Nooksack has adopted LOS D for city-designated arterial streets, and LOS matching WSDOT’s LOS for state routes within city limits.

Existing Roadway Conditions

City Street Design Standards

The American Association of State Highway Traffic Officials (AASHTO) has adopted standards that are the bench marks for most road design standards and functional classification. The city has adopted by ordinance AASHTO standards for new roads as part of the city's subdivision development standards. These standards are not applicable to existing City roads.

Traffic Volumes

Traffic volumes represent the number of vehicles that pass a point on a road during a specified time. Because volumes vary seasonally and during the day, roads are normally designed to meet the highest volume (peak). Traffic volumes can be used [in conjunction](#) with the roadway design to determine the operating level of service of a road segment. Congestion occurs when the volume of traffic exceeds the road's capacity (the number of ~~automobiles~~ [vehicles](#) that theoretically should be able to use the road). As the population of a region grows, the volume of vehicles is likely to grow, increasing the [potential for](#) congestion on the facility. Identifying areas with existing high traffic levels ~~are~~ [is](#) useful to judge where future traffic problems will occur.

During the summer of 1993, the Whatcom County Council of Governments collected traffic count data on Nooksack Streets. Directional data was collected 24 hours a day for seven days a week. Figure 6-2. Nooksack P.M. Peak Hour Volumes shows the p.m. peak traffic volumes along each of the main roadways in Nooksack. Appendix A lists all of the traffic counts completed for this report. Some locations with relatively high levels of traffic are: Using household travel data traffic count data, the Whatcom Council of Governments (WCOG) developed a transportation model that addresses all roadways in the regional transportation system. Following its initial development, the WCOG model was calibrated to increase the reliability of the results generated. As part of the 2016 comprehensive plan update, WCOG utilized the model to generate average daily trip (ADT) and p.m. peak hour traffic volumes for all roadways in the regional system, including for those roadways within the City of Nooksack. See Table 6-2, below. Some roadway segments with relatively high levels of traffic include:

1. SR 9 (Nooksack Ave) at SR 544 (Columbia Street).
2. Madison Ave-Street between E. 1st Street and SR 9.
3. South Pass Road between Hertel Way and SR 9.
4. W. 2nd Street between Harrison Street and SR 544.

Table 6-2: Traffic Counts on Streets in the Regional System, 2013

Street Segment	ADT	ADT	Peak Hour	Peak Hour
	N or E	S or W	N or E	S or W
SR 9 (Nooksack Avenue)	3,373	3,744	257	279
E. Madison Street	736	730	71	70
SR 544 (Columbia / E. Main St.)	3,879	3,645	336	259

No local road segment in Nooksack experienced a p.m. peak hour volume greater than ~~380~~ 300 vehicles. SR 9 southbound showed the highest volumes, with 279 vehicles during the p.m. peak hour. Operationally, this means that the city’s streets are ~~operation~~ operating at LOS C or better. See Table 6-3.

Table 6-3: Volume Over Capacity Ratios and Level of Service on Streets in the Regional System, 2013

Street Segment	V/C	V/C	LOS	LOS
	N or E	S or W	N or E	S or W
SR 9 (Nooksack Avenue)	0.41	0.37	A	A
E. Madison Street	0.09	0.19	A	A
SR 544 (Columbia / E. Main St.)	0.42	0.37	A	A

The WCOG model results for existing conditions are also shown in Figure 6-2 in terms of average daily trips and level of service.

[Add ADT and LOS map from WCOG.]

| **Figure 6-2. Nooksack ~~P.M. Peak Hour Volumes~~ ADT and LOS.**

Figure 6-3. Nooksack Street Pavement Condition.

Figure 6-4. Peak Hour Vehicular Volumes and Percentage Trucks.

Pavement Conditions

Figure 6-3. Nooksack Street Pavement Condition displays the street pavement conditions for Nooksack streets. This analysis was determined using a windshield survey and does not reflect an engineering analysis of pavement conditions. As seen in Figure 6-3, street pavement conditions vary from fair condition to very-good condition. ~~Appendix B~~Table 6-4 provides an inventory of existing street and sidewalk facilities. The ~~appendix table~~ contains a list of streets, ~~material and dimensions, pavement~~ conditions, ~~number of lanes, direction of travel, and~~ presence of ~~curbs and sidewalks, and speed.~~

Table 6-4: Nooksack Street Inventory

<u>Street Name</u>	<u>Length (feet)</u>	<u>Width (feet)</u>	<u>Pavement Condition</u>	<u>Sidewalks</u>
<u>Allison Way</u>	<u>1,560</u>	<u>40</u>	<u>Very good</u>	<u>2 sides</u>
<u>Amareen Court</u>	<u>540</u>	<u>40</u>	<u>Very good</u>	<u>2 sides</u>
<u>Dennison Lane</u>	<u>500</u>	<u>28</u>	<u>Fair</u>	<u>1 side</u>
<u>E. 1st Street</u>	<u>458</u>	<u>19</u>	<u>Fair</u>	<u>None</u>
<u>E. 2nd Street (north of Madison)</u>	<u>457</u>	<u>18</u>	<u>Fair</u>	<u>None</u>
<u>E. 2nd Street (south of Madison)</u>	<u>1,200</u>	<u>40</u>	<u>Very good</u>	<u>2 sides</u>
<u>E. 3rd Street</u>	<u>850</u>	<u>18</u>	<u>Fair</u>	<u>None</u>
<u>E. 4th Street</u>	<u>1,275</u>	<u>18</u>	<u>Fair</u>	<u>1 side (part)</u>
<u>E. Columbia Street</u>	<u>160</u>	<u>22</u>	<u>Good</u>	<u>None</u>
<u>E. Grant Street</u>	<u>334</u>	<u>21</u>	<u>Fair</u>	<u>1 side (part)</u>
<u>E. Lincoln Street</u>	<u>948</u>	<u>16-20</u>	<u>Fair</u>	<u>1 side (part)</u>
<u>E. Madison Street</u>	<u>2,300</u>	<u>31</u>	<u>Very good</u>	<u>2 sides</u>
<u>Garfield Street</u>	<u>327</u>	<u>18</u>	<u>Fair</u>	<u>None</u>
<u>Gillies Road</u>	<u>1,600</u>	<u>18</u>	<u>Fair</u>	<u>None</u>
<u>Harrison Lane</u>	<u>520</u>	<u>40</u>	<u>Very good</u>	<u>2 sides</u>
<u>Harrison Street</u>	<u>970</u>	<u>18-21</u>	<u>Good</u>	<u>None</u>
<u>Hayes Street</u>	<u>715</u>	<u>15-19</u>	<u>Fair</u>	<u>None</u>
<u>Hertel Way</u>	<u>2,075</u>	<u>21</u>	<u>Good</u>	<u>None</u>
<u>Jackson Court</u>	<u>540</u>	<u>40</u>	<u>Very good</u>	<u>2 sides</u>
<u>Jackson Street</u>	<u>635</u>	<u>18</u>	<u>Good</u>	<u>None</u>
<u>Nooksack Avenue</u>	<u>8,500</u>	<u>22-24</u>	<u>Fair to Good</u>	<u>1 side (part)</u>
<u>Nooksack Road</u>	<u>660</u>	<u>22</u>	<u>Good</u>	<u>None</u>
<u>S. Pass Road</u>	<u>330</u>	<u>22</u>	<u>Good</u>	<u>None</u>
<u>W. 1st Street</u>	<u>1,235</u>	<u>15-20</u>	<u>Good</u>	<u>None/2sides</u>
<u>W. 2nd Street</u>	<u>2,850</u>	<u>1/-20</u>	<u>Fair to good</u>	<u>1 side</u>
<u>W. 3rd Street</u>	<u>1,800</u>	<u>13-18</u>	<u>Fair to good</u>	<u>1 side (part)</u>
<u>W. Columbia Street</u>	<u>1,750</u>	<u>24</u>	<u>Good</u>	<u>1 side</u>
<u>W. Lincoln Street</u>	<u>555</u>	<u>12</u>	<u>Good</u>	<u>None</u>
<u>W. Madison Street</u>	<u>857</u>	<u>17-20</u>	<u>Good</u>	<u>1 side (part)</u>

Westview Place	540	40	Very good	2 sides
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U.S. - Canadian Border Crossings

The international border crossing at Sumas is a source of both through and local traffic for Nooksack. It is one of two, 24-hour commercial and passenger vehicle crossings located in mainland Whatcom County. The crossing is located approximately 25 miles from Interstate 5, and one mile from Canadian Highway 1 (the Trans-Canada Highway). Nooksack is less than 10 miles south of the border crossing. Total crossings in Sumas are approximately one-third-fourth of the number of crossings at the Blaine I-5 and Pacific Highway Crossings and about fifty percent greater than the number of crossings at Lynden-Aldergrove. Automobile crossings at Sumas account for approximately 17 percent of the total crossings at the four ports of entry from Blaine to Sumas. Nearly 2.3 million vehicles cross the border annually at the Sumas station. For those traveling to and from Bellingham, the route most utilized is over SR 539, SR 544 and SR 9.

~~Several recent traffic studies evaluated the destinations of those vehicles crossing the border. A study conducted by Western Washington University students in 1990 showed that more than two-thirds of the border crossings in Sumas did not have destinations beyond the city limits of Sumas. A 1993 license plate survey by JHK & Associates evaluated the destinations of passenger vehicles and trucks crossing the border. The study counted the number of U.S. and Canadian license plates passing 14 different locations in Whatcom County (Figure 6-4. Peak Hour Vehicular Volumes and Percentage Trucks). Results confirmed the 1990 study showing that 60 percent of the p.m. peak hour border crossings stay within the Sumas city limits. The study also shows that the majority of traffic from the Sumas border crossing, with destinations south of Sumas, use SR 546 (Badger Road) as opposed to SR 9.~~

Commute Patterns

The 1990-2010 census provides a variety of information on the commute patterns and behavior of Nooksack residents. Tables 6-14, 6-25, and 6-3-6 reflect these patterns in a tabular format. [As might be expected, the great majority, 86.7 percent, drive alone to commute to work.](#)

Mode	Number	Percentage
Drive Alone	193508	80.886.7%

Mode	Number	Percentage
Carpool	2716	11.32.7%
Motorcycle	0	0.0%
Bicycle	20	0.80.0%
Walk	822	3.33.8%
Other	03	0.00.5%
Work at Home	937	3.86.3%
Total	239586	100.0%

Source: ~~1990-2010~~ *Census of the Population*, U.S. Census Bureau, ~~1991~~.

Table 6-25. *Hour Leaving Home for Work* shows the hour Nooksack residents left their homes to go to work. Nearly ~~three out of five one-half~~ started their commute between 6:00 a.m. and 9:00 a.m., suggesting that most residents worked standard hours.

Time	People	Percentage	Cumulative Percentage
12:00 a.m. to 4:59 a.m.	1628	6.75.1%	6.75.1%
5:00 a.m. to 5:59 a.m.	1940	7.97.3%	14.612.4%
6:00 a.m. to 6:59 a.m.	29137	12.125.0%	26.837.4%
7:00 a.m. to 7:59 a.m.	58128	24.323.3%	51.060.7%
8:00 a.m. to 8:59 a.m.	5969	24.712.6%	75.773.2%
9:00 a.m. to 9:59 a.m.	14147	5.926.8%	81.6100.0%
10:00 a.m. to 10:59 a.m.	9	3.8%	85.4%
11:00 a.m. to 11:59 a.m.	26	10.9%	96.2%
Worked at Home	9	3.8%	100.0%
Total	239549	100.0%	100.0%

Source: ~~1990-2010~~ *Census of the Population*, U.S. Census Bureau, ~~1991~~.

As shown in ~~Figure 6-5. Representative Commute Distance From City of Nooksack and~~ Table 6-36. Home to Work Travel Times, ~~only 16~~over 20 percent of the employed residents work under ten minutes from their place of residence and ~~nearly 4~~only 2 percent commute more than one hour. More than half of the residents commute ~~between less than 20 and 44~~ minutes.

Table 6-36. Home to Work Travel Times			
Commute Time	People	Percentage	Cumulative Percentage
<10 min.	<u>39119</u>	<u>16.321.7%</u>	<u>16.321.7%</u>
10-19 min.	<u>56191</u>	<u>23.434.8%</u>	<u>39.756.5%</u>
20-29 min.	<u>4291</u>	<u>17.616.6%</u>	<u>57.373.1%</u>
30-44 min.	<u>90115</u>	<u>37.721.0%</u>	<u>95.094.0%</u>
45-59 min.	<u>322</u>	<u>1.34.0%</u>	<u>96.298.0%</u>
60+ min.	<u>911</u>	<u>3.82.0%</u>	100.0%
Total	<u>239549</u>	100.0%	100.0%

Source: ~~1990-2010~~ *Census of the Population*, U.S. Census Bureau, ~~1991~~.

The implication of this data is that most residents commute to work places outside the city limits. The high drive-alone rate may reflect a lack of transportation options for commuters and the lack of ride sharing programs to promote carpooling.

Accidents and Safety

Review of accident records ~~between from January 1988 and July 1993~~2011 through 2015 revealed too few reported accidents to draw statistically significant conclusions. The ~~ten~~ majority of the reported accidents occurred primarily along Nooksack ~~Road~~ Avenue between Columbia Street and Lincoln Street.

Figure 6-5. Representative Commute Distance From City of Nooksack.

|

Scenic and Recreational Highways Program

The 1991 Transportation Budget Bill (E.S.H.B. 1231) directed the review of all state routes for the Scenic and Recreation Highway System. The goal of the program ~~is~~ was to identify those highways that have significant natural, cultural or recreational characteristics.

~~The report recommends including~~ SR 9 from Arlington to the Canadian Border ~~into~~ was ~~included in~~ the Scenic and Recreational Highway System. ~~In 1993 the State Legislature adopted the recommendations.~~

Designation of a highway as part of the Scenic and Recreational highway system does not require the city to adopt regulatory (zoning and land use) controls. The City may consider development actions consistent with the intent of the legislation to attempt to preserve the scenic characteristics of SR 9.

Rail Service

Freight

The Burlington-Northern Railroad operates a north-south rail line that runs east of Nooksack Ave (SR 9). This rail line connects Sumas with Sedro-Woolley, and continues south to Burlington where it connects to the primary north-south rail corridor (Figure 6-6. 1990 Rail System) between Vancouver, B.C., and Seattle. The route ~~has~~ supports moderate freight volumes; ~~between three million and five million gross ton miles per year.~~ It will continue as an active part of the Burlington Northern freight operations. A spur line, ~~connecting~~ north of ~~the city limits,~~ Nooksack runs west from Sumas to the City of Lynden. Freight trains use this spur approximately once a week.

Passenger Rail

As of March 1995, passenger rail service in Whatcom County ~~has been~~ was reinstated. Future plans include additional runs.

In 1990, the U.S. Congress designated the Portland, Oregon to Vancouver, B. C. rail corridor as a high-speed passenger rail corridor. This has provided the impetus for a preliminary long range high-speed rail plan by the State. The high-speed rail service would operate the trains at over 150 miles per hour, as compared to the existing 80 miles per hour service by Amtrak. The future of high-speed rail in this corridor is questionable at this time due to funding constraints.

| **Figure 6-6. 1990 Rail System**

Overland Freight

Transportation of goods by trucks often influences a city's transportation system. Trucks accelerate ~~slower~~more slowly, are less maneuverable and have longer stopping distances. Vehicle weight also affects local road conditions by decreasing the quality of the road surface. ~~No truck routes have been established either within the city or in the surrounding county road network~~SR 9 through Nooksack is a major regional truck route. SR 544 is also heavily used by trucks.

~~According to data compiled by the WCOG, truck crossings at the Sumas International border crossing represent approximately 24 percent of heavy vehicle traffic crossing the border in mainland Whatcom County. A study of interregional truck routes entering the area through the Sumas border crossing was conducted in 1992 by Whatcom County Council of Governments and Washington State University. The study provides an example of the patterns that trucks travel in the western county area. As seen in Figure 6-7, Route Taken by Trucks With Whatcom County Destinations, only 11.1 percent of total observed truck trips chose SR 9 through the City of Nooksack. Only 4.5 percent of trucks traveling to or beyond Bellingham use SR 9. Most trucks crossing the Sumas border use Badger Road (SR 546) to the Guide Meridian (SR 539) to Interstate 5. SR 9 serves as the commercial vehicle route for through-trucks meeting U.S. weight restrictions to and from the international border.~~

No information is available that identifies locally generated truck trips or travel patterns.

Air Transportation

The nearest air facility is the Lynden Municipal Airport, primarily used by private aircraft and charters. The Bellingham International Airport, operated by the Port of Bellingham, provides commercial air carrier and charter services.

Port Facilities

There are no port facilities located in the Nooksack area. The Port of Bellingham operates all public ports in Whatcom County.

| **Figure 6-7. Route Taken by Trucks With Whatcom County Destinations.**

Demand Management Strategies and Commute Assistance

Currently, ~~There~~ ~~there~~ are ~~no~~ ~~very few~~ ~~publicly organized~~ privately organized or operated commuter assistance programs or services in Nooksack.

Public Transit

Fixed Route Service

~~The Whatcom Transportation Authority (WTA) provides fixed route bus service to Nooksack. Five in-bound routes and four out-bound routes to and from Bellingham are provided daily. WTA also offers flex-service in Nooksack and the surrounding area where riders who are unable to travel to a bus stop on the fixed route can arrange for a regularly scheduled bus to make a stop at a location within the defined “flex” service area. There is no public fixed route transit service in the City of Nooksack. Whatcom Transportation Authority (WTA) provides transit service to Bellingham, Lynden, Ferndale and other areas inside the Public Transportation Benefit Area (PTBA). Nooksack is not in the PTBA. The Whatcom County Public Transportation Plan (1993-1998) does not include short-term plans for WTA annexation of the Nooksack area, but will review system expansion every two years. The WTA plan proposes the construction of a Park and Ride/transfer facility in Lynden that would provide Nooksack residents an access point to the WTA bus System.~~

Transportation For Persons With Disabilities and For Senior Citizens

~~The Whatcom Transportation Authority provides specialized para-transit service to Nooksack. Whatcom Specialized Transportation discontinued its service to senior and disabled county residents on December 31, 1993. Recognizing the need to fill the gap left by Whatcom Specialized Transportation’s discontinuation of service, the Whatcom Transportation Authority’s Board of Directors directed the WTA staff to provide interim specialized para-transit service to Nooksack through March 31, 1995. On March 14, 1995 the residents of Nooksack and the surrounding areas voted to be included in the Whatcom Transit Authority’s Public Transportation Benefit Area. WTA has since continued to provide the interim specialized para-transit service and is working with the community to establish a permanent service plan.~~

Taxi Services

There are no taxi services based in Nooksack. However, several taxi companies provide county-wide service, which ~~would~~ includes service to Nooksack. ~~There are few companies that own wheelchair accessible vehicles. Table 6-4. Firms Providing County Wide Taxi Service lists the taxi and shuttle bus companies who provide county wide service as compiled by the Whatcom County Council of Governments in 1993.~~

Table 6-4. Firms Providing County-Wide Taxi Service	
Company	Location
Airporter Yellow Cab	Bellingham
Bellingham Taxi	Bellingham
Bellingham Sea-Tac Airporter	Bellingham
City Cab	Bellingham
City Cab	Lynden
Courtesy Cabs	Blaine
Diamond Yellow Cab	Bellingham
Superior Cab	Bellingham

Source: *Directory of Demand Responsive Transportation Providers in Whatcom County, Whatcom County COG, January 1993.*

Bicycle Facilities

Bicycles serve many transportation purposes in a community providing low-cost mobility as well as recreation.

~~The 1980 comprehensive plan called for the development of a recreation element to prepare a bicycle and horse pathway system within the city. This element was not endorsed by the city. The 1980 comprehensive plan also developed a series of design guidelines for bicycle paths and lanes. The guidelines were not included as an element in the city's road standards ordinance, and are assumed to be guidelines. No bicycle lanes or designated bicycle routes have been planned or constructed within Nooksack. The relatively wide street sections in Nooksack accommodate bicycles as well as motorized vehicles.~~

No county-wide bicycle trails are planned within the city limits. The proposed Bay to Baker Trail through Everson and Whatcom County would provide access from Nooksack to Bellingham and the Mt. Baker recreational area ([Figure 6-8. Approximate Route of Proposed Trails](#)). The Bay to Baker trail proposal would use abandoned railroad right-of-way for most of its 74-mile project.

Figure 6-8. Approximate Route of Proposed Trails.

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Pedestrian Facilities

~~There is not a~~ complete sidewalk system does not exist within the city limits (Figure 6-9. Nooksack Streets and Sidewalks). Sidewalks are found on the north side of Columbia Street (SR 544) and on the west side of Nooksack Avenue between Hayes Street and Columbia Street. In 2008 a sidewalk was constructed on the west side of W. Second Street and the north side of W. Madison Street connecting SR 544 to SR 9. All new subdivisions, including the Village of Nooksack and the developments to the west of W. Third Street, have included construction of full sidewalks throughout.

Sidewalks are typically not found in residential areas, except where new developments have occurred. New construction design standards require sidewalks be installed on both sides of new residential access streets, ~~but not and~~ in cul-de-sacs ~~under 400 feet in length~~. This requirement results in many unconnected sidewalks as new construction occurs. ~~Where individual buildings have been recently constructed, sidewalks have been installed at these locations.~~ Streets where partial sidewalks have been constructed are: Nooksack Avenue, Jackson Street, ~~2nd~~ W. Second Street and Madison ~~Ave~~Street.

~~There~~ Except for requirements under City subdivision regulations, there is no ordinance or program providing or promoting connection between pedestrian facilities. The City pursues projects to connect pedestrian facilities when state grant funding becomes available, such as through the Transportation Improvement Board (TIB).

Figure 6-9. Nooksack Streets and Sidewalks.

4. TRANSPORTATION FUNDING

The Nooksack City Council ~~biennially~~ annually adopts a Six-Year Transportation Improvement Program (TIP) as required by the Transportation Improvement Board (TIB) of the State of Washington. The adoption of the Six-Year ~~Program~~ TIP qualifies the city to receive grant funding through the TIB and other agencies ~~either Urban Arterial Trust Account (UATA) or Transportation Improvement Account Funds (TIA)~~. These projects are included in the city's annual Capital Improvement Plan. ~~The UATA program, funded through a fuel tax, is proportioned based upon the population of each region and requires a 10 percent local match. TIA funds require a 5 percent local match for rural cities of greater than five hundred and less than five thousand in population.~~

Table 6-5-7 1993-2016-1999-2021 Six Year Transportation Program shows the city's roadway and sidewalk projects scheduled during the six-year period. ~~The five~~ These projects upgrade or reconstruct local road and sidewalk segments, subject to funding availability.

The capital facilities chapter ~~will define~~ addresses the long-range funding program for the transportation capital facilities.

Table 6-57. <u>2005-2016-2010-2021 Six Year Transportation Program (Funds in thousands)</u>									
Project Title Street Name Terminal Beginning and End Work Description	Project Phase Length (miles)	State Fund Code	State Funds	Local Funds	1st Year	2nd Year	3rd Year	4th Thru 6th	Project Total
East 4th Street Reconstruction East 4th Street Gillies Rd. to E. Madison St. Reconstruct	PE0.24	TIB	855	2245	22			900	194900
	PE	TIB	172		172				
	Total		17285 5	2245	194	0	0	900	900
West 2nd Street Resurfacing West 2nd Street Columbia St. to north end of W. <u>2nd Madison St.</u> Resurface West 2nd Street	PE0.5	TIB	324	236			2	360	43360
	PE	TIB	44				44		
	Total		44324	236		0	43	0360	360
West Madison St. Reconstruction Sidewalk West Madison Street SR 9 to West 2nd 1st St. <u>Resurface West Madison St.</u> Add	PE0.06	TIB	122	37	129	3			59129

Table 6-57. 20052016-2010-2021 Six Year Transportation Program (Funds in thousands)										
Project Title Street Name Terminal Beginning and End Work Description	Project Phase Length (miles)	State Fund Code	State Funds	Local Funds	1st Year	2nd Year	3rd Year	4th Thru 6th	Project Total	
<u>sidewalk</u>										
	PE	TIB	59			59				
	Total		59122	37	0129	62	0	0	129	
<u>W. 2nd Harrison Street Sidewalk West 2nd Harrison Street SR 9 to West 3rd Street Columbia Street to W. Madison to Nooksack Avenue Construct new sidewalk</u>	PE0.18	TIA	67.5	22.520 0	90		200		90200	
	PE	TIA	67.5	22.5	90					
	Total		67.5	22.520 0	900	0	0200	0	200	
<u>West Hayes Street Resurfacing West Hayes Street SR 9 to West 3rd Street Resurface West Hayes Street</u>	PE0.19			3150				3150	18150	
	PE	RAP	15					15		
	Total		15	3150	0	0	0	18150	150	
<u>E. Lincoln Storm Drainage</u>	0.19			100		100			100	

Table 6-57. 20052016-2010-2021 Six Year Transportation Program (Funds in thousands)

Project Title Street Name Terminal Beginning and End Work Description	Project Phase Length (miles)	State Fund Code	State Funds	Local Funds	1st Year	2nd Year	3rd Year	4th Thru 6th	Project Total
<u>E. Lincoln Street</u> <u>E. 1st to E. 4th Streets</u> <u>Install storm drainage facilities</u>									
	<u>Total</u>			<u>100</u>	<u>0</u>	<u>100</u>	<u>0</u>	<u>0</u>	<u>100</u>
<u>Nooksack Avenue Sidewalk</u> <u>Nooksack Avenue</u> <u>Hayes Street to Tom Road</u> <u>Add sidewalk</u>	<u>0.22</u>			<u>150</u>				<u>150</u>	<u>150</u>
	<u>Total</u>			<u>150</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>150</u>	<u>150</u>
Program Total			<u>542.61</u> <u>.301</u>	<u>46.968</u> <u>8</u>	<u>492.81</u> <u>29</u>	<u>75.751</u> <u>00</u>	<u>18200</u>	<u>391.56</u> <u>0</u>	<u>579.91.98</u> <u>9</u>

5. NEEDS ASSESSMENT

Introduction

Citizen participation is an important part of any planning process. Encouraging participation makes the adopted plans more responsive to [the](#) needs and issues of the community. Nooksack encouraged public participation through [initial](#) open meetings of the Planning Commission and a community-wide transportation workshop. [Additional public input was received during the public hearing process in 2016.](#)

Planning Commission

The Nooksack Planning Commission met with the Whatcom County Council of Governments staff to assess and review the progress of the Transportation Element and to discuss issues relating to transportation.

Public Workshop

A community-wide Transportation Workshop was held on September 30, 1993 to identify the needs and issues of the community. The workshop program included an introduction to transportation planning, a review of the draft goals, objectives, and existing conditions, and a transportation questionnaire. There was also time provided for questions from the community. Of the people in attendance, ten completed a questionnaire discussing issues, needs and how best to pay for them. Although the number of questionnaires ~~is~~ [was](#) not a statistically valid sample of the community as a whole, ~~it~~ [the survey provides provided](#) information about some community interests.

Identified Needs and Issues

The following is a list of community concerns as identified during the community workshop and Planning Commission.

- The need for a local public bus system, especially for the senior citizens and disabled in the community.
- Local streets operating at a higher use.
- Improvements to intersections along Nooksack [RoadAvenue](#), especially at Columbia Street and Madison Ave.
- Need for sidewalks on W. 2nd Street between Columbia St. and Madison [AveStreet](#). [\[Project has been completed.\]](#)
- A strong sentiment for developers to pay their "fair share" of the costs of transportation

improvements throughout the city.
[These concerns were reviewed and confirmed by the City Council as part of the 2016 update of the comprehensive plan.](#)

6. FUTURE CONDITIONS

Chapter three (Land Use) of this comprehensive plan specifies anticipated growth and future land use expectations within the existing city limits and in designated Urban Growth Areas (UGAs) as defined by the Growth Management Act UGA. The assumptions and transportation forecasts in this section are based on the land use information presented in Chapter three.

~~Two growth scenarios~~Anticipated future conditions were evaluated to model traffic distribution resulting from local and regional growth. The "Anticipated Growth" scenario is based on careful consideration of most-likely development as presented in chapter three. ~~The "Full Buildout" scenario is not likely to occur within the twenty year planning period. A traffic distribution model was developed based on the full build-out scenario, however, for the purpose of comparison.~~

The "Anticipated Growth" scenario includes increases in residential, commercial, and industrial land uses. ~~The "Full Build-out" scenario includes all the anticipated increases plus an additional 560 single family dwellings east of Nooksack Ave. and north of Breckenridge Rd. These increases in land use were factored into the regional transportation model developed by the WCOG.~~

Trip Generation

Development patterns in a community will generate distinctive traffic impacts on a transportation network based on the land use. ~~Trip generation rates for specific land uses can be calculated using the Institute of Traffic Engineers (ITE) Trip Generation Manual, 5th Ed. The ITE trip generation rates have been calculated based on historical information from traffic studies conducted nationwide on different land use types~~The WCOG transportation model was based on a household travel study and was calibrated to match closely with existing traffic count data.

~~Trip rates from the Trip Generation Manual 5th Ed. were used to calculate the estimated future trips for each land use category. Two scenarios were evaluated. Trip generation rates from industrial urban growth areas were evaluated in two ITE categories: Industrial Park (80% of available acreage), and General Light Industrial (20% of available acreage). The commercial areas were all examined in the "Anticipated Growth" scenario as ITE category: General Merchandise. While it may be anticipated that some high trip rate generator may develop in some commercial area, the net increase to trips in the system is not much higher than the rate for General Merchandise. The residential zone urban growth areas were reviewed using only the single family detached land use category.~~

~~Trips generated for each commercial zone were calculated based on an estimated square footage in each area. A coverage factor of 0.3 was used to calculate the gross square footage for each commercial area. For each land use type the ITE land use category and number is presented below in Table 6-7. ITE Land Use Categories.~~

Table 6-7. ITE Land Use Categories	
Land use	ITE Land Use Category
Residential	210 Single Family Detached Housing
Industrial	110 General Light Industrial
	130 Industrial Park
Commercial	810 General Merchandise

Source: Trip Generation Manual, 5th Ed., Institute of Traffic Engineers (ITE), Washington, D.C., 1991.

Tables 6-12-8 and 6-13. Nooksack Estimated Trips at Build-Out provide shows projected Average Daily Trips (ADT) and P.M. Peak Hour Volumes forecast for both the "Anticipated Growth" and "Full Build-out" scenario for the year 2036s.

Table 6-8: Traffic Counts on Streets in the Regional System, 2036

Street Segment	ADT	ADT	Peak Hour	Peak Hour
	N or E	S or W	N or E	S or W
SR 9 (Nooksack Avenue)	4,653	5,939	336	380
E. Madison Street	1,121	1,174	121	99
SR 544 (W. Columbia / E. Main St.)	5,470	5,218	390	324

Residential zones produce the greatest ADT and the highest number of P.M. peak hour trips of all land use categories. Because the Residential land use category is the highest trip generator for Nooksack's expected future land uses, it has the greatest single impact on the road network.

As development occurs, the city should look to the SEPA process to mitigate the traffic impacts at the:

1. South Pass Rd/SR 9 (Nooksack Ave)/Columbia Street intersections.
2. E. Madison Ave/SR 9 (Nooksack Ave) intersection.

Traffic signals will-may need to be installed at the South Pass/SR 9 (Nooksack Ave)/Columbia Street, and East Madison Ave/SR 9 (Nooksack Ave) intersections when the warrants are met.

| **Figure 6-125.** Nooksack V/C Rate ADT and LOS, Anticipated Growth

Figure 6-13. Neeksak V/C Ratio, Full-Build-Out

|

Level of Service Considerations

Based on the discussion of functional classification in the previous section, the city should adopt Level Of Service "D" on Nooksack Ave (SR 9) and Columbia Street (SR 544) as state routes in urban (incorporated) areas. These same routes should also be designated as "SECONDARY ARTERIALS" within the city limits. ~~Traffic distribution analyses~~[The results of the WCOG model](#) show that these facilitates are not likely to exceed LOS "C" even under full build-out conditions.

Twenty year traffic projections were developed for the City of Nooksack using existing peak hour traffic count information and projections of the location and amount of future growth in the Nooksack Urban Growth Area.

Present peak hour traffic counts for many of the road sections were developed using traffic counts performed by WCOG and information supplied by WSDOT. These traffic counts were used to calculate how current trips are distributed. ~~The amount of traffic each anticipated growth area will generate was established using ITE trip generation tables. The trips generated in each growth area were then distributed through the road network using the existing trip distribution pattern~~[The regional transportation model developed by the WCOG distributed trips generated under the Anticipated Growth scenario to numerous Transportation Analysis Zones throughout the county.](#)

~~Two twenty year traffic projections were developed, one for "Anticipated Growth" and one for Full Build-out." The 20 year traffic projections do not include increases in traffic volume due to growth elsewhere in the county, or in Canada, due to external factors. The local nature of this plan, and difficulties associated with predicting large scale future land uses in other jurisdictions or changes in international market factors prevent reliable assumptions about such externalities as to both location and scale.~~

~~The comparison of the 20 year projected traffic volumes in the City of Nooksack and existing road capacities gives the community the ability to identify parts of the transportation system that may break down as growth occurs. Volume to Capacity Ratio may be used to identify the parts of the system where problems may occur as well as to set LOS.~~

Volume to Capacity Ratio

Volume to Capacity Ratio is calculated by dividing the existing capacity for a particular road section by the projected or existing traffic volume on that road section. If the result ranges from zero (0) to one (1) the section is operating within capacity. As the result nears one (1) and exceeds it the section will begin to operate less efficiently and safely. High Volume to Capacity Ratios imply that as anticipated growth occurs road improvements may have to be made to increase capacity.

In terms of future traffic volumes as a percentage of roadway capacity (V/C ratio) growth within the city limits and urban growth area will not cause LOS to exceed "D." The V/C ratios for local roads in the regional system ~~in~~ for the "Anticipated Growth " scenario are shown in Table 6-9 and do not exceed .50-.60, and in the "Full Build-out" scenario, do not exceed .67 (on Breckenridge Road, without any additional improvements). It is anticipated that all roadways in Nooksack will be operating at LOS B or better the year 2036

Table 6-9: V/C and LOS on Streets in the Regional System, 2036

<u>Street Segment</u>	<u>V/C</u>	<u>V/C</u>	<u>LOS</u>	<u>LOS</u>
	<u>N or E</u>	<u>S or W</u>	<u>N or E</u>	<u>S or W</u>
SR 9 (Nooksack Avenue)	<u>0.56</u>	<u>0.52</u>	<u>B</u>	<u>B</u>
E. Madison Street	<u>0.16</u>	<u>0.13</u>	<u>A</u>	<u>A</u>
SR 544 (W. Columbia / E. Main St.)	<u>0.49</u>	<u>0.47</u>	<u>A</u>	<u>A</u>

While V/C ratios and their correlation to LOS may be set at any level by jurisdictions, it is generally accepted that .70 is a threshold for LOS "C," .80 for LOS "D," .90 for LOS "E," and 1.0 for LOS "F." For comparison, the City of Bellingham has set an LOS of "F" for all facilities within the existing city limits.

The City has a policy of not issuing permits and approvals for projects that would cause a local roadway to operate below the adopted level of service standard. Under the concurrency policy, facilities necessary to maintain the adopted level of service must be provided concurrent with the proposed development. Given the relatively good levels of service currently shown on the roadways within Nooksack, significant issues related to concurrency are not anticipated within the planning period. SEPA review can be used to maintain acceptable operational levels on city and county streets, if necessary.

SR 9 Realignment

~~WSDOT has identified the need to make improvements on SR 9 based on the condition of the existing substandard facility. WSDOT has four options available to it for improving SR 9 outside the city limits. Any of the options would have an impact on the city's transportation network.~~

~~One option not proposed by WSDOT would be a "do nothing" option. WSDOT would leave the existing facility as it is, without any improvements. Due to existing safety issues on SR 9 north of Nooksack, this option may be unacceptable to the general public. Highway safety is a priority issue with Whatcom County residents.~~

~~The second option would be to make spot safety improvements on the existing alignment of SR 9. With this option, WSDOT would make improvements, such as minor widening, on small, unsafe sections of SR 9 north of Nooksack.~~

~~A third option is an expansion of option #2. WSDOT would undertake a major reconstruction of the existing SR 9. With this option, WSDOT would make major widening and shoulder improvements on SR 9 between Nooksack and Sumas.~~

~~The last option would be to construct a new alignment of SR 9 from South Pass Road to Sumas. WSDOT already owns the right-of-way for this alignment as shown on the land use maps in chapter three.~~

~~Several different impacts could result from implementation of any of the options. It could be assumed that traffic would increase as result of any substantial improvements to SR 9. The most significant traffic impacts would result from the construction of a new facility to South Pass Road. Through traffic could be expected to reduce on Nooksack Ave. north of Columbia Street since the new alignment would provide a more direct route to SR 544. Another resulting change in traffic in Nooksack would be the reduction of through traffic using the local access streets to bypass the existing SR 9/Columbia Street/South Pass Road intersections. It is no longer anticipated that WSDOT will pursue realignment of SR 9 in the vicinity of Nooksack.~~

Access Management

The city ~~should also~~ will continue to look at the management of parking and driveway access in the commercial areas. Commercial development near the SR 9/South Pass Road intersection may adversely impact the intersection of a new alignment of SR 9.

Railroad Crossings

The city has two local right-of-way crossings over the Burlington-Northern rail line. One crossing is at ~~Baird Lane~~ S. Pass Road and the second is at East Madison ~~Ave~~ Street. ~~The A third crossing, at Baird Lane, crossing is that was an unsignalized crossing, serving two residences east of the trackshas now been closed.~~ Nooksack has recently upgraded the E. Madison ~~Ave~~ Street crossing with signals and gates.

~~Several options are available to the city regarding the Baird Lane crossing. Two options serve existing residents. The first would leave the crossing as it presently exists, serving a dead end, without signals or gates. The second would continue serving the dead end, but upgrading the crossing with signals and gates. Funding for these options would, most likely, come from local sources. The number of trains and trips from the local residences would not rank the crossing high enough to be funded under the Washington State Department of Transportation railroad safety crossing program.~~

~~A third option is, as a condition of development, negotiating with developers and property owners on the east side of the railroad right-of-way to construct a road east of the rail line, allowing the rail crossing to remain, adding gates and signals and connecting Baird Lane with the possible South Pass/E. Madison Street collector.~~

~~The final option available to the city would be to close the Baird Lane crossing. If the Baird Lane crossing were closed, construction of a road from E. Madison Ave would be necessary to serve the property on the east side of the railroad.~~

~~One element of the Federal Intermodal Surface Transportation Efficiency Act ISTEA calls for the closing of at least one-quarter of the rail crossing rights-of-way in the country. The State and Federal governments may provide funds as part of the rail crossing reduction program. The city should research and negotiate with local residents, property owners, railroad, State and Federal officials if closing the Baird Lane rail crossing is pursued as an option.~~

Pedestrian and Bicycle Facilities

The existing conditions ~~report section~~ shows that there are many individual segments of sidewalks in Nooksack. ~~As In the past, as~~ development has occurred, sidewalk segments ~~have been~~were constructed without any provision for developing a system of interconnected sidewalks. ~~With all recent developments, the City has worked to ensure that each development is linked to the main sidewalk system through town.~~

7. RECOMMENDATIONS

The ~~Whatcom County Council of Governments makes~~ City has identified the following ~~recommendations for action and incorporation into~~ action items related to implementation of the transportation chapter of this comprehensive plan:

1. Establish a functional classification system for the city's street network. The state roads (SR9, SR 544) and South Pass Road should be classified as secondary arterials, others listed by TIB are currently classified (Madison, and W 2d ST.)
2. Adopt LOS "D" for all state routes within the existing city limits and a policy to set "D" for state routes with in urban Growth areas as they are annexed
3. The roadway design standards adopted for subdivision developments should be adopted for all city streets provided they correlate with AASHTO standards for small cities as endorsed by the Washington Association of Cities.
4. Work collaboratively with WSDOT and through the WCCOG-WCOG to develop any additional road design standards and to obtain the greatest amount of available funding for road projects.
5. Adopt a program for sidewalk system completion along arterial streets.
6. Incorporate the 1980 design guidelines for bicycle paths and lanes as an element of its road standards.
7. Breckenridge Road outside the city limits is narrow and may not adequately accommodate traffic from denser residential development units. Functional classification of this facility and annexation of the area north of the road or collaboration with the county and developer(s) may be needed to acquire funds necessary to improve this facility if and when development is proposed.

Sources consulted:

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- [6] — Population and Housing Summary – Nooksack City. United States Census 1990.
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- [14] — ~~Whatcom County Public Transportation Plan (1993-1998). Prepared for the Whatcom Transportation Authority by KJS Associates, Inc., 1992.~~
- [15] — ~~Directory of Demand Responsive Transportation Providers in Whatcom County. Whatcom County COG, January 1993.~~
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- [17] — ~~1993-1999 Six Year Transportation Program. City of Nooksack, 1993~~
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~~Appendix A.~~

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Traffic Counter Locations

