



City of Lynden

# COMPLETE STREETS

2024 ANNUAL PROGRESS REPORT

Prepared by:

Lynden Public Works Department

## Introduction

The complete streets concept promotes road and transportation corridors that are safe and convenient for all users, including pedestrians, bicyclists, transit riders, motor vehicle drivers, emergency service providers, freight, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities. In 2022, the City of Lynden adopted Ordinance 1644 establishing a Complete Street Policy and incorporated that policy into Lynden Municipal Code Chapter 12.03, included as Appendix A.

The City of Lynden shall, to the maximum extent practical, scope, plan, design, construct, operate, and maintain appropriate facilities to Complete Street standards for all new construction, retrofit, or reconstruction projects. Through ongoing operations and maintenance, the City shall identify cost-effective opportunities to include Complete Streets practices.

## Complete Streets Design Progress

The City of Lynden has advanced design or completed street improvement work for the following street segments since January 2022:

1. Cedar Drive reconstruction - **complete**
2. Main Street bridge over Pepin Creek - **complete**
3. Jim Kaemingk Sr. Trail Gap (Depot Road to North 8<sup>th</sup> Street) - **complete**
4. West Front Street Reconstruction
5. 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup> and Judson Streets and intermediate alleys south of Front Street (under a Stormwater Low Impact Development Design Grant) – **8<sup>th</sup> St complete**
6. Bradley Road Complete Street Reconstruction
7. Bradley and Vinup Roads intersection (concept)
8. Grover Street Structural Overlay - **complete**
9. South Park Street Pedestrian and Utility improvements - **complete**
10. Main Street and Berthusen Road intersection
11. First Street overlay (Riverview to Grover St) - **complete**
12. Third and Main Street overlay - **complete**
13. Pepin area Pine Street Bridge
14. Liberty Street Sidewalks

## Complete Streets Construction Progress

Since January, 2022, the City has completed **construction** of the following projects that incorporate multimodal improvements:

Year	Project Name	Multimodal Improvement	Total Length (feet)	Estimated Multimodal Construction Costs	Funding*
2023	Grover Overlay	Roadway/Sidewalks/Ramps/Traffic Signal	1,400	\$835,000	TIB/W.C. EDI/ TBD
2023	South Park Street	Reshaped Roadway/ Pedestrian Ramps/Sidewalks	1,300	\$865,000	W.C. EDI/ARPA/ TBD
2023	West Front Street	Roadway	1,500	\$2,095,000	W.C. EDI/ARPA
2023	Main Street Bridge	Widened Bridge Span/Roadway/ Sidewalks	500	\$3,041,000	DOC/ARPA
2024	3 <sup>rd</sup> St & Main Intersection	Roadway/Pedestrian Ramps/Traffic Signal	1,200	\$300,000	TIB/TBD/ Streets Fund 001/011
2024	Judson & 8 <sup>th</sup> Street LID	Roadway/Alleyway/Sidewalks	1,010	\$498,000	DOE/TBD
2025	Jim Kaemingk Sr. Trail – Depot to 8 <sup>th</sup>	Pedestrian and Multi-Modal Path/Trail/ Bridge/Boardwalk	2,000	\$1,705,000	DOC/W.C. EDI/ Parks Fund 311
2025	1 <sup>st</sup> Street Overlay	Roadway/Pedestrian Ramps	1,500	\$405,000	TIB/TBD
2025	Cedar Drive Reconstruction	Roadway/Pedestrian Ramps	1,200	\$1,525,000	TBD

Projects that are planned for **construction** in 2025 are listed below with a description of the elements of Complete Streets being included in the project.

1. Judson / 9<sup>th</sup> Street LID (Phase 2 of a 3-Phase Stormwater improvement area)  
Started in 2024, the second phase of the Judson Stormwater Improvement Area includes the construction of approximately 360 feet of roadway along 9<sup>th</sup> Street from Front Street south to Judson Street and approximately 330 feet of alley between 9<sup>th</sup> and 10<sup>th</sup> Streets. Also included are curb, gutter, and sidewalks.
2. Pepin Creek / Pine Street Bridge  
A part of the Pepin Creek area, this project will construct a single-span bridge over relocated Pepin Creek. Work includes curb, gutter, sidewalks, storm drainage, and water main installation.
3. Bradley Road Improvements  
This project will widen Bradley Road from Eastwood Way to Line Road, including the addition of a 5-foot paved and striped shoulder on the north side, two ten-foot travel lanes, a planter strip, and a ten-foot wide concrete shared use path/sidewalk (allowing for both foot and bicycle traffic). The shared use path on

the south side of Bradley provides access to a Whatcom Transportation Authority bus stop and Lynden High School.

4. 1<sup>st</sup> & Main Street Overlay

This project will widen the northbound lane of 1<sup>st</sup> Street from Grover Street to Main Street, install a traffic loop, and reconstruct pedestrian ramps.

## Projects Exempt from Policy

City projects under design, bidding or completed that do not fully meet complete street design but were evaluated for policy elements and exempted.

1. W. Front Street – Roadway resurfacing – completed in 2023

## Improvements Summary

<b>Improvement Type:</b>	<b>This period</b>	<b>Total Since 2022</b>
Bike Lanes Added (linear feet)	2,000	2,000
Pedestrian Improvements (linear feet)		
Sidewalk	2,000	2,000
ADA Ramps	22	22
ADA Accommodations Built	2 crosswalks 2 pedestrian signals	2 crosswalks 2 pedestrian signals
Exemptions from this Policy Approved	None	None
Public Comments Received	None	None

## Six-Year Street Improvement Plan

Every year the City of Lynden is required to submit a list of the proposed street improvement projects to the Regional Transportation Planning Organization who in turn submits it to the Washington State Department of Transportation. During the preparation of the 2026-2031 Six-Year Plan the Public Works Department reviewed each of the projects planned to evaluate the application of “Complete Streets” concept.

## Appendix A

### Lynden Municipal Code - 12.03 COMPLETE STREETS POLICY

#### 12.03.010 Purpose.

The city of Lynden shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities in all new construction, retrofit or reconstruction projects. Through ongoing operations and maintenance, the city shall identify cost-effective opportunities to include complete streets practices.

(Ord. No. 1644, § 1, 2-7-2022)

#### 12.03.020 Exceptions.

Facilities for pedestrians, bicyclists, transit users and/or people of all abilities are not required to be provided when:

- A. A documented absence of current or future need exists;
- B. Non-motorized uses are prohibited by law;
- C. Routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, sweeping and spot repair;
- D. The cost would be disproportionate to the current need or probable future uses; or
- E. In instances where a documented exception is granted by the mayor.

(Ord. No. 1644, § 1, 2-7-2022)

#### 12.03.030 Complete streets infrastructure.

- A. "Complete streets infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for users, including, but not limited to, features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes.
- B. As feasible, the city shall incorporate "complete streets infrastructure" into new and existing public and private streets to create a comprehensive, integrated, connected transportation network for the city that balances access, mobility, health and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities, ensuring a fully connected, integrated network that provides transportation options.

(Ord. No. 1644, § 1, 2-7-2022)

### **12.03.040 Goals to foster partnerships.**

It is a goal of the city of Lynden to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), Transportation Improvement Board (TIB), the Federal Highway Administration, Whatcom County, Lynden School District, private schools, citizens, businesses, interest groups, neighborhoods, and any funding agency to implement the complete streets ordinance.

(Ord. No. 1644, § 1, 2-7-2022)

### **12.03.050 Best practice criteria.**

The public works director shall modify, develop and adopt policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction, and operations including, but not limited to, the latest editions of American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO) while reflecting the context and character of the surrounding built and natural environments and enhance the appearance of such.

(Ord. No. 1644, § 1, 2-7-2022)

### **12.03.060 Performance standards.**

The city of Lynden will produce an annual report, prepared by the public works department, that evaluates progress and identifies opportunities for improvement of the complete streets ordinance. The annual report will include qualitative and quantitative data used as performance measurements, including miles of bicycle facilities, linear feet and descriptions of pedestrian improvements, public comments, number of ADA accommodations built, and number of exemptions from this policy approved. The annual report will be presented to the public works committee for evaluation as part of the annual review of the six-year transportation improvement plan (STIP) and then shared with the city council.

(Ord. No. 1644, § 1, 2-7-2022)