6 ~~6.~~ Transportation Element

This Chapter is Not Complete.

Pursuant to the Growth Management Act, the transportation element of each comprehensive plan must include the following elements:

1. Inventory of all transportation facilities and services (land, air and water including transit alignments);
2. Land-use assumptions used in estimating travel forecasts;
3. Identification of system expansion needs and transportation system management needs to meet current and future demands;
4. Level of service standards for all arterial and transit routes;
5. Specific actions and requirements for bringing into compliance any facilities or services that are below the established level of service;
6. Traffic forecasts (based on an adopted land-use plan) to provide information on the location, timing, and capacity needs of the future;
7. Finance, including a multi-year financing plan and identification of additional funding sources if there is a funding shortfall;
8. Intergovernmental coordination; and
9. Demand management strategies.

This chapter will first establish ~~Sumas's~~Sumas' transportation-related goals and policies. It next will demonstrate how the transportation element meets the requirements listed above. Finally, it will contain sections describing Existing Conditions and Future Conditions.

6.1 Goals and Policies

In consideration of the needs and issues identified within this chapter, the City of Sumas adopts the following goals and policies:

Goal 6.1: Provide transportation systems that provide convenient ~~and~~, safe, and accessible access to employment, educational and recreational opportunities for citizens and visitors, and that provide for the movement of goods and services.

Policy 6.1.1: The city should control access to arterials and connectors in order to minimize disruption of traffic.

Policy 6.1.2: The city should require new subdivisions to front on connectors and arterials rather than state routes.

Policy 6.1.3: The city should establish and maintain connectivity between new subdivisions, benefiting pedestrians, automobiles, utilities, and emergency services.

Policy 6.1.4: —The city should keep industrial / commercial truck traffic off residential and local streets.

Policy 6.1.5: —Within the city's financial ability to do so, the city should bring poor roads up to standard.

Policy 6.1.6: —The city should consider Intelligent Transportation Systems, when cost effective, to increase the capacity and safety of the transportation system.

Policy 6.1.7: The city should continue to implement and require measures that accomplish the goals and policies of the Americans with Disabilities Act of 1990.

Goal 6.2: ——Coordinate transportation planning and construction with neighboring jurisdictions and with the state.

Policy 6.2.1: —The city adopts LOS "D" (V/C ratio of 0.8 during p.m. peak hours) for non-HSS state routes within city limits.

Policy 6.2.2: —The city adopts LOS "D" for city-designated principal arterial streets.

Policy 6.2.3: -The city should participate in the regional planning processes coordinated by Whatcom Council of Governments (WCOG), including the IMTC process.

Policy 6.2.4: -The city should coordinate with the Washington State Department of Transportation (WSDOT) with regard to state routes.

Policy 6.2.5: -The city should coordinate with Whatcom County with regard to county arterials and collectors.

Policy 6.2.6: – The city should coordinate with WTA with regard to transit.

Policy 6.2.7: – The city should coordinate closely with Whatcom County during annexations and work toward solutions providing long-term benefit to citizens of both the city and the region.

Policy 6.2.8: —The city should incorporate Intelligent Transportation Systems initiatives and projects into the Whatcom Regional ITS Architecture.

Goal 6.3: – Build and operate facilities as efficiently as possible.

Policy 6.3.1: —The city should maintain and preserve the existing transportation system.

Policy 6.3.2: —The city should pursue low-cost funds such as grants and subsidized loans.

Policy 6.3.3: —The city should undertake effective planning and build only what has been planned.

Policy 6.3.4: —The city should coordinate road projects with utility projects.

Policy 6.3.5: —The city should adopt road design standards that are sensible and that do not needlessly increase cost.

Goal 6.4: ——Allocate costs fairly among those that benefit.

Policy 6.4.1: —The city should use SEPA to mitigate off-site impacts associated with new development and redevelopment.

Policy 6.4.2: -The city should use "no-protest" agreements, when appropriate, as a means of allowing approval of individual small-scale projects, while still providing for eventual construction of necessary improvements through formation of LIDs.

Policy 6.4.3: —Facilities providing benefit to both newcomers and existing residents should be paid for by both groups, with each group paying a share proportional to their corresponding benefit.

Policy 6.4.4: —The city should require all developments to provide transportation facilities meeting adopted levels of service and other standards to be provided concurrent with completion of such developments; otherwise, the city should not issue permits and approvals for such developments until concurrency requirements have been met.

Goal 6.5: ——Encourage system efficiency, energy conservation and minimize impacts to the environment.

Policy 6.5.1: —The city should support development of park-and-ride facilities when feasible.

Policy 6.5.2: —The city should control stormwater run-off in order to reduce impacts to ground and surface waters.

Policy 6.5.3: —The city should consider use of Intelligent Transportation Systems (ITS) that will reduce the need for construction, decrease emissions through reduced delays and idling times, and enhance the transportation network in a way that minimizes noise and environmental impacts, and preserves open space.

Policy 6.5.4: —The city should research opportunities for requiring commercial truck traffic coming from or going to the international border crossing to travel through the industrial district to reduce congestion on Cherry Street. Utilization of ITS should be considered.

6.2 GMA Requirements

This chapter meets GMA requirements as shown below:

6.2.1 ~~1.~~ Inventory of Transportation Facilities

The Existing Conditions report in this chapter includes an inventory and assessment of transportation facilities in the City of Sumas.

6.2.2 ~~2.~~ Land Use Assumptions

The Land Use element of this comprehensive plan (Ch. 3) gives a detailed description of the land use assumptions for the twenty-year planning period. Map 8 in the Land Use element shows the expected pattern of development on which this transportation plan is based.

6.2.3 ~~3.~~ Identification of Needs

Citizen input is a key to identifying the needs of the community. A public workshop, survey and results of a 1992 survey were used to identify transportation needs of the Sumas community. These needs were reviewed and, where necessary, updated by the city planning commission and city council through the 2016 public review and public hearing process.

6.2.3.1 1992 Community Survey

The Planning Commission distributed 400 surveys to the community asking about likes, dislikes, issues, needs and how to fund future actions. The survey was not a transportation survey, and transportation issues were only minimally addressed. The results of a question on "the most critical issues or problems facing Sumas" were ranked in numerical order. Transportation issues followed items such as defining land use classifications, promoting business growth, protecting environmental quality, containing and directing growth, protecting private property rights, defining the edge between rural and urban and providing affordable housing. Improving transportation services and facilities ranked ninth. Many comments were directed toward the perceived problems caused by the border crossing.

6.2.3.2 2024 Community Survey

City staff distributed over 600 surveys to the community, asking for their likes and dislikes about this community, as well as how the community should look to improve over the course of the twenty-year planning period. The City received about 120 responses, which is about 8% of the population of Sumas. This survey was also not a transportation survey, and transportation issues were only minimally addressed. The results of a question on “what aspects of Sumas could use improving” were counted by appearance of a specific response category. Transportation-related issues were assigned the response category of infrastructure. The infrastructure category appeared 21 times, which correlates to about 22% of the responses to that question. Most of those responses were directed toward improving the conditions of roads and sidewalks throughout town.

The results of a question on "what should be Sumas’ top priority” were also counted by appearance of a specific response category. Again, the transportation-related issues were assigned to the response category of infrastructure. For this question, the infrastructure category appeared 10 times, which correlates to about 10% of the responses to that question. Most of those responses were directed toward improving the conditions of the community’s sidewalks, including a specific location on Hovel Road, which would create better pedestrian connectivity between the Hovel Estates housing development and the rest of town.

6.2.3.3 *Public Transportation Workshop*

A public transportation workshop was held in Sumas on September 9, 1993. An opinion survey was distributed, focused on identifying transportation issues and needs in the community. Eighteen people attended the workshop.

6.2.3.4 *Public Opinion Survey*

In 1992, t~~T~~welve opinion surveys were completed and returned. The survey asked respondents to identify how much they agree or disagree with statements about problems, needed improvements and methods of paying for changes. For each statement, the respondent rated their level of agreement or disagreement on a one to five scale, with 1 being "disagree," 5 being "agree," and 3 being "neutral."

In the problem identification section, the statements "tourist traffic is the main reason why we have traffic problems" and "making left turns across traffic is difficult" were generally agreed with (4.83 and 4.82 out of 5, respectively). Other high scores (all above 4.50) were: "traffic has gotten worse in the last five years" and "senior citizens need alternate types of transportation."

In the section identifying needs, all statements were ranked above 3.7, indicating general agreement with all of the statements. The highest scores are for: sidewalks along routes used by school children (4.90), public bus service (4.30), sidewalks in residential areas (4.20), and intersection safety improvements (4.18).

Regarding the section titled "How to Pay for Changes," there was little agreement as to how to pay for improvements. An exception was obtaining state and federal funds, which ranked 4.9.

Many individual comments identified the problems with the border traffic or the need for public transit to connect with Lynden.

Road Issues Identification

The second part of the survey asked respondents to mark on a city map the locations of dangerous intersections, areas of traffic, where sidewalks and bicycle paths should be located, and where the street was in bad shape. Most respondents concentrated on identifying unsafe intersections (results reported below). Many did not use the secondary code to identify the extent of the problem.

Respondents identified the following intersections as unsafe: Front/Cherry (9 responses), Garfield/Cherry (8), Second/Cherry (7), Third/Cherry (6), and First/Cherry (4). Other intersections mentioned include: Harrison/Cherry, Cleveland/Cherry, Vancouver/Cherry, Mitchell/Cherry, Morton/Cherry and Hovel/Front.

Other responses indicated the need for bicycle lanes on Halverstick, Front and Rock; the presence of excessive traffic on Front and Cherry; and the need for sidewalks on Gough Street.

Identified Issues and Needs

Summarized below are the issues and needs identified by the Sumas community and confirmed by the city planning commission and city council:

Issues

1. Canadian border traffic.
2. Dangerous intersections on Cherry Street, especially at Garfield Street and Front Street.
3. Difficulty making left turn movements on major streets.

Needs

1. For actions to reduce the level of border traffic.
2. To investigate public transit to connect Sumas with Lynden.
3. Sidewalks in residential areas, especially where school age children travel.
4. Intersection improvements.

6.2.4 ~~4.~~ Multimodal Level of Service Standards

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 within Sumas are HSS.

Level of service is a road-use standard used to judge how well a road operates. Typically, 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 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. Comparing traffic volume with the capacity of a given route segment defines existing levels of service. That same comparison, using projected future traffic volume, yields insight on future levels of service.

Volume to Capacity Ratio

Sumas 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 section 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-to-capacity ratios

imply that as growth occurs, road improvements may have to be made to maintain levels of service.

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 significant 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

While a relationship between V/C ratio and level of service is not strictly defined, the relationship shown in Table 6-1 is typically regarded as a standard and is considered as such in defining the level of service classifications for the City of Sumas.

Sumas Level of Service

The busiest roads in Sumas are SR 9 (Cherry Street) and SR 547 (Rock Road). Recent regional transportation system modeling completed by the WCOG showed that SR 9 and SR 547currently operate at LOS A. All other road segments within Sumas included in the WCOG model were also found to be operating at LOS A. We therefore conclude that all of ~~Sumas's~~Sumas' transportation network is now operating at LOS A. The severe congestion sometimes seen on Cherry Street is not so much a function of roadway LOS as of border-station LOS.

WSDOT 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 urban areas, including SR9 and SR547 in Sumas. For HSS segments within Sumas, WSDOT's LOS value is binding. Whatcom County is proposing LOS D for county roads within county UGAs, and levels of service matching the affected cities' LOS in city UGAs. As seen in the policies above, Sumas has adopted LOS D for city-designated principal arterial streets, and LOS D for non-HSS state routes

within city limits.– WSDOT, Whatcom County, and Sumas therefore have consistent LOS policies within Sumas and its UGA.

Multimodal Level of Service Regulations
As part of HB 1181 (2023), the Washington State Legislature requires all jurisdictions to identify specific level of service standards for all modes of transportation, not just single-occupancy vehicles (SOVs). To this end, the City has identified three new development regulations to be implemented that would satisfy these multimodal level of service standards:

a) The LOS standard for all state highways shall include 12-foot-wide travel lanes, sidewalks on both sides, bike lanes on both sides and accommodations for appropriately placed transit stops, where applicable.
b) The LOS standard for all arterials and major collectors shall include two 11-ffoot travel lanes, sidewalks on both sides, bike lanes on one or both sides, and accommodation for transit stops along established transit routes.
c) The LOS standard for minor collectors and local access roadways shall include two 10-foot-wide travel lanes, sidewalks on both sides, and parking on both sides of the roadway within residential areas.

6.2.5 ~~5.~~ Action Needed to Correct Existing Deficiencies

There are no facilities in the City of Sumas that are currently operating below the established LOS standard.

6.2.6 ~~6.~~ Traffic Forecasts

The Future Conditions section below contains forecasts of traffic volumes. Based on the results of regional transportation modeling completed in 2015 by WCOG consistent with land use assumptions developed in conjunction with the county's 2016 comprehensive plan update, all roadway segments within Sumas that are part of the regional transportation system are anticipated to continue to operate at LOS A through 2036.

6.2.7 ~~7.~~ Finance

~~1.8.1.1~~6.2.7.1 *Multi-Year Financing Plan*

The City of Sumas annually adopts a Six Year Transportation Improvement Program (TIP) as required by the State of Washington.– The adoption of the Six Year Program qualifies the city to receive federal and state grants, including grants made available by the state Transportation Improvement Board (TIB).– The city's Six Year Transportation Program, shown below, displays all major roadway improvements scheduled during the first six years of the planning period. In

some cases project completion is dependent on the availability of state and federal funding that has not yet been secured.

~~1.8.1.2~~6.2.7.2 *Funding Sources*

The TIP reveals a reliance upon three sources of funds.~~–~~ First is revenue from the local option gas tax.~~–~~ Second is FHWA funds that are anticipated to be procured through the federal Surface Transportation Program, which is coordinated through the WCOG.~~–~~ Third is state TIB funds, which include grants made available on an annual basis based on the results of a competitive application process.

~~Table 6-2 – City of Sumas Six-Year Transportation Improvement Program: 2016-2021~~

~~Project~~	~~Work Description~~	~~Non-Local Funds~~	~~Local Funds~~	~~Cost~~	~~Year~~
~~Gough Street Rebuild~~	~~From Vancouver to Mitchell~~	~~0~~	~~10,000~~	~~10,000~~	~~2016~~
~~Lawson Street Rebuild~~	~~Rebuild from Second to Third Street~~	~~0~~	~~12,000~~	~~12,000~~	~~2017~~
~~Third Street Rebuild~~	~~Rebuild from Sumas Avenue to Lawson Street~~	~~0~~	~~50,000~~	~~50,000~~	~~2019~~
~~First Street Rebuild~~	~~Rebuild from Sumas Avenue to Lawson Street~~	~~0~~	~~50,000~~	~~50,000~~	~~2020~~
~~New East-West Connector~~	~~Construct new road within UGA to connect Hovel Road to SR 9~~	~~2,000,000 – Developer~~	~~0~~	~~2,000,000~~	~~2025*~~
~~Garfield Street Reconstruction~~	~~Design and reconstruction from Gough Street to Heron Lane~~	~~1,020,000 – TIB~~	~~100,000~~	~~1,120,000~~	~~2021~~
~~Hovel Road Sidewalk~~	~~Construct sidewalk on west side connecting to the ball fields~~	~~38,000 – Developer~~	~~38,000~~	~~76,000~~	~~2016-2018~~
~~Totals 2016-2021~~		~~1,058,000~~	~~260,000~~	~~1,318,000~~	

project not within the timeframe.

Table 6-1: 6-Year Transportation Improvement Program: 2026-2031

EXHIBIT "A" CITY OF SUMAS 6-YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2026-2031

Cost Estimates

#	Project Name	Description/Termini	Length (miles)	2026	2027	2028	2029	2030	2031	Estimated Total Cost	Local Acquired Funds	Federal Acquired Funds
1	Various Sidewalks	Repair various sidewalks through the city		$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	**$ 360,000**	$ 360,000	
2	Various Crack Seal Projects	Crack-sealing various streets		$ 125,000	$ 125,000	$ 125,000	$ 125,000	$ 125,000	$ 125,000	**$ 750,000**	$ 750,000	
3	Various 2" Alley Overlays	Various 2" Alley Overlays		$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000	**$ 480,000**	$ 480,000	
4	Sumas Ave Rebuild - Engineering	Engineering for removal of street and repaving Sumas Avenue, from Front St to South of Bridge	0.26		$ 588,406					**$ 588,406**	$ 79,435	$ 508,971
5	Sumas Ave Rebuild - Right of Way	Resolving issues of right of way for removal of street and repaving Sumas Avenue, from Front St to South of Bridge	0.26			$ 40,000				**$ 40,000**	$ 5,400	$ 34,600
6	Sumas Ave Rebuild - Construction	Remove existing and replace with new, Sumas Ave, from Front St to South of Bridge	0.26				$ 4,595,945			**$ 4,595,945**	$ 3,764,516	$ 831,429
7	Hovel Rd Sidewalk	Build sidewalk along the west side of Hovel Rd, from Front St to the Hovel Rd Bridge	0.1			$ 85,000				**$ 85,000**	$ 85,000	
8	Hovel Rd Bridge Construction	Remove culvert and construct bridge, Hovel Rd over Bone Creek	0		$ 1,850,000					**$ 1,850,000**		$ 1,850,000
9	Gough St Rebuild - Engineering	Engineering for removal of street and repaving, intersection of Gough St and Garfield St	0		$ 62,000					**$ 62,000**		$ 62,000

* Unfunded 6-year TIP

~~The city has not secured non-local funding for any of the above projects; therefore, the projects will be prioritized based on the city's success in securing non-local funding and the availability of the required level of local funding. None of the projects listed in the most recent TIP is identified as being federally funded; however, the city has identified two additional projects that are eligible for federal STP funding that are anticipated within the 20-year planning period, but beyond the first six years. These projects include the replacement of the Cherry Street (SR 9) bridge over Johnson Creek and the reconstruction of Sumas Avenue. The bridge replacement project will help reduce congestion on the state highway and has an estimated cost of $3,000,000. The Sumas Avenue project includes reconstruction from Front Street (SR 547) to Garfield Street and has a cost estimate of $2,300,000. Completion of both of these projects will only be possible when federal and state funding becomes available. At the current time, the city does not anticipate the adoption of transportation impact fees.~~ The City has secured non-local funding for two of the above projects: the design, right of way acquisition, and construction phases of the Sumas Avenue reconstruction project, as well as for the Hovel Road Bridge Construction Project. Both of these projects are federally funded. The Hovel Road Bridge Construction Project is being funded by FEMA as part of the rebuild effort following the November 2021 flood event.

6.2.8 ~~8.~~ Intergovernmental Coordination

~~Sumas's~~Sumas' policies supporting intergovernmental coordination are included in the Goals and Policies section above. This Transportation Element has been developed consistent with the Regional Transportation Plan developed by the Whatcom Council of Governments (WCOG), serving as the Regional Transportation Planning Organization (RTPO).

6.2.9 ~~9.~~ Demand Management Strategies

~~Sumas'~~Sumas' policies supporting demand management strategies, including development of non-motorized transportation and park-and-ride facilities, are included in the Goals and Policies section above. The city currently utilizes signage on northbound SR 9 to direct truck traffic off of Cherry Street and through the industrial district when congestion occurs on the state highway approaching the international border crossing. At present, this signage is activated manually by the Sumas police department based on observed levels of congestion. The city also supports ongoing efforts to implement demand management strategies coordinated through the Whatcom Council of Governments, including the Whatcom Smart Trips program.

6.2.10 ADA Compliance

As a municipality, the City of Sumas is committed to enforcing the policies and requirements of the Americans with Disabilities Act (ADA), passed by Congress and signed by President George H.W. Bush in 1990. The ADA seeks to protect the rights of and improve accessibility for Americans with disabilities through the use of infrastructure and construction regulations. While the City of Sumas is dedicated to following the regulations of the ADA, existing construction and infrastructure does not always include those required improvements. To resolve this, as infrastructure gets updated and buildings get renovated, the City requires the implementation of

ADA-compliant measures. Over the course of this planning period, major improvements should be made to the City's infrastructure to make it more accessible for generations to come.

6.3 Existing Conditions

6.3.1 Basic Transportation System

State Route 9 (Cherry Street), State Route 547 (~~Rock Road~~Front Street), and the Burlington Northern Railroad form the regionally significant elements of the city's transportation system. SR9 is part of the Federal Highway System and is a designated Highway of Statewide Significance. SR 9 provides access to the international border crossing with Canada. The operations of the international border crossing facilities by U.S. and Canadian Customs cause the single most significant impact affecting the general performance of the city's transportation system. Other significant roads that are part of the regional system providing access within and to Sumas include Bob Mitchell Way, ~~Hesselgrave Way~~Garrison Road, Garfield Street, Sumas Avenue, ~~Jones Road~~, Halverstick Road, and Hovel Road. See Figure 6-1.

6.3.2 Roadway Classifications

There is a direct relationship between roadway functional classification and roadway design standards. Federal, State, and local agencies adopt roadway design standards to carry vehicular traffic volume at specific speeds. The American Association of State Highway Traffic Officials (AASHTO) has adopted standards that are the bench marks for most road design standards. 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.

R.C.W. 35.78.10 and R.C.W. 47.26.180 require local jurisdictions to adopt a street classification system consistent with state and federal requirements. R.C.W. 35.78.010 identifies the classification system and definitions by which cities are to classify the street system. R.C.W. 47.26.180 has a provision that allows cities outside Census designated urban areas to develop one category of arterial streets. SMC 9.08.010 sets the arterial roadway classifications within the city. Cherry Street and Front Street are classified by the city as arterial streets.

6.3.3 Access Control Classification

R.C.W. 47.50.010 required that all state routes be designated by WSDOT 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 may accommodate higher speeds. In 1993, WSDOT established highway access classifications for all state routes. In Sumas, ~~SR 9 from the southern city limits to the Canadian Border is classified as a Class 5 facility, and SR 547 (Front Street) from the Sumas east city limits to SR 9 (Cherry Street) is categorized as a Class 4 facility. Class 4 highways typically post speed limits between 35 and 45 mph, with intersections spaced a~~

~~minimum 0.5 miles apart. Driveways are generally required to be at least 250 feet apart. Both classes allow a high level of vehicle access and typically have fairly low speed limits.~~there are two state routes established; SR 9 (Cherry St) major access to town from the south and flows through Sumas to the border crossing at the northern boundary. SR 9 from the southern limits to the intersection with SR 547 is classified as a Class 2 highway, while the stretch of SR 9 north of the intersection with SR 547 is classified as a Class 3 highway. The second state route, SR 547 (Front St), is a major collector that provides the main access to town from the west towards the Columbia Valley UGA. This highway is classified as a Class 5 highway. Class 5 highways typically post speed limits of around 25 miles per hour within city limits. SR 547 (Front St) has a speed limit of 30 miles per hour within Sumas City Limits and 20 mph during certain times in the school zone.

6.3.4 Traffic Volumes

Traffic volumes represent the number of vehicles that pass a point on a road during a specified time. Because volumes vary hourly, daily and seasonally, roads are normally designed to meet the highest volume (peak). Congestion occurs when the traffic volume equals and exceeds the road's capacity. As the population of a region grows, traffic increases proportionally causing congestion on roadways.

Table 6-3 presents recent traffic count data for the major roads within the city that are included in the regional transportation system. For each road segment, traffic counts are provided for total average daily trips (ADT) and for the peak hour. Traffic counts are provided for both travel directions. Where data were not available from WSDOT, traffic count data were supplemented with data results from the WCOG regional transportation model, which has been calibrated to closely match existing traffic count data.

Table 6-3: Traffic Counts on Streets in the Regional System, 2013

	ADT	ADT	Peak Hour	Peak Hour
Street Segment	**N or E**	**S or W**	**N or E**	**S or W**
SR 9 north of Front Street	3,578	3,881	315	259
SR 9 south of Front Street	3,954	4,018	359	325
SR 547 east of SR 9	1,181	1,144	112	101
Bob Mitchell Way	319	373	26	32
Garfield Street west of SR 9	964	1,179	96	96
Sumas Avenue north of Front Street	306	258	37	31
Hovel Road	215	165	19	17

Source: WSDOT traffic counts compiled by WCOG and supplemented with results from the WCOG regional transportation model.

The road with the heaviest traffic volume is generally SR 9 (Cherry Street) to the Canadian border. This is due to the concentration of retail and commercial activities along Cherry Street and the proximity to the Canadian border. As shown in the table, most traffic in the city is on the street system north of Front Street. The local streets with the heaviest traffic volumes are Sumas Ave

and the east-west streets north of Johnson Creek that connect Railroad Street, Cherry Street and Sumas Ave

The lack of a sufficient auto queuing area at the border results in large queues that form down the length of Cherry Street, and that at times extend south of Front Street.~~–~~ Adding to the queue delays are the numerous turns resulting from the curb cuts for local business along both sides of Cherry Street from Front Street to the Canadian border.

The above traffic estimates were analyzed in relation to volume to capacity ratios (V.C) and the adopted level of service (LOS) standards discussed earlier in this chapter. The results of this analysis are shown in Table 6-4.

Table 6-4: Traffic Congestion on Streets in the Regional System, 2013

Street Segment	V/C N or E	V/C S or W	LOS N or E	LOS S or W
SR 9 north of Front Street	0.4	0.36	A	A
SR 9 south of Front Street	0.4	0.36	A	A
SR 547 east of SR 9	0.11	0.05	A	A
Bob Mitchell Way	0.03	0.04	A	A
Garfield Street west of SR 9	0.06	0.05	A	A
Sumas Avenue north of Front Street	0.05	0.04	A	A
Hovel Road	0.03	0.02	A	A

Source: WCOG.

Based on this analysis, all of the above roadways that are included in the regional transportation system are operating at LOS A. Figure 6-2 presents the results of the WCOG model in terms of both volume and LOS.

6.3.5 Pavement Conditions

Most Sumas arterials are in ~~excellent or good condition~~good or fair condition, as shown on Figure 6-3.~~–~~ This information was collected during a "windshield" survey and does not reflect an engineering analysis of pavement conditions.~~–~~ The range of pavement conditions used was: ~~Excellent,~~ Very-Good; Good; Fair; ~~and~~ Poor~~; and Unknown~~.~~–~~ ~~Excellent and~~ Very-Good pavements ~~are pavements that~~ are new with no cracks, deflections, or utility cut repair patches. Good pavements are somewhat older in age with a relatively few amount of cracks, utility cut repair patches, or deflections.~~–~~ Pavements rated in ~~Good~~ Fair condition had some cracks, utility cut repair patches, pavement may be raveling, and street edges may be beginning to break up. ~~Fair~~ Poor street pavements had a large number of cracks, or utility cut repair patches.~~–~~ ~~Fair~~ Poor pavements also had a large amount of the surface breaking up from the edges to centerline. Areas with ~~Streets~~ streets needing repair based on ~~Fair-Poor~~ poor pavement conditions include:

- ~~Gough Street from Vancouver Street to the street end~~Residential neighborhood north of Garfield Street.
- ~~Lawson Street between Second and Third Streets~~Residential and Industrial neighborhood on West Second St and West Third St.
- ~~Morton Street from Lawson Street to the street end~~Residential neighborhood in the southeast corner of town, including Victoria Street and Swartwood Road.
- ~~Third Street between Sumas Avenue and Lawson Street.~~The entire length of Kneuman Road.

~~The streets in Fair-Poor condition experience relatively small amounts of traffic, so it is not critical to make immediate repairs to these facilities.~~

6.3.6 Accidents and Safety

Table 6-5 presents the total number of accidents (collisions) recorded in the Sumas Police Department's database for the years, ~~2012~~2021-~~2015~~2024. As can be seen, the number of collisions varied somewhat through this four-~~year time~~year period. The largest numbers of reportable collisions were considered "reportable, non-injury." Table 6-6 presents the total numbers of accidents during the four-year period that were reported on the busiest streets in the city. By far the largest number of collisions occurred on Cherry Street (SR 9) and Front Street (SR 547).

Table 6-5: Collision History by Year, ~~2002-2015~~2021-2024

~~Year~~	~~Reportable, Injury~~	~~Reportable, Non-Injury~~	~~Non-reportable/ Other~~	~~Total~~
~~2012~~	~~0~~	~~15~~	~~13~~	~~28~~
~~2013~~	~~2~~	~~5~~	~~12~~	~~19~~
~~2014~~	~~2~~	~~14~~	~~10~~	~~26~~
~~2015~~	~~1~~	~~7~~	~~11~~	~~19~~

Year	Reportable		Non-Reportable		Total
	Injury	Non-Injury	Non-Injury	Other	
2021	0	1	1	0	2
2022	2	2	2	2	8
2023	0	2	0	1	3
2024	1	3	3	1	8

Source: Sumas Police Department

Table 6-6: Collision History by Street, ~~2012~~2021-~~2015~~2024

~~Street~~	~~Reportable, Injury~~	~~Reportable, Non-Injury~~	~~Non-reportable/ Other~~	~~Total~~

~~Cherry (SR 9)~~	~~5~~	~~27~~	~~21~~	~~53~~
~~Front Street~~	~~0~~	~~4~~	~~*~~	~~13~~
~~Garfield Street~~	~~0~~	~~7~~	~~2~~	~~9~~
~~Sumas Avenue~~	~~0~~	~~2~~	~~2~~	~~4~~
~~Bob Mitchell~~	~~0~~	~~2~~	~~0~~	~~2~~

Year	Reportable		Non-Reportable		Total
	Injury	Non-Injury	Non-Injury	Other	
2021	0	1	1	0	2
2022	2	2	2	2	8
2023	0	2	0	1	3
2024	1	3	3	1	8

6.3.7 U.S. Canadian Border Crossing

The international border crossing at Sumas is the single most important source of traffic in Sumas, and also the primary source of traffic congestion. The border crossing in Sumas is one of two 24-hour commercial and passenger vehicle crossings located in Whatcom County. The crossing is located approximately 25 miles from Interstate 5 and one mile from the Trans-Canada Highway. Total automobile crossings in Sumas are approximately ~~one-fourth~~17 percent of the combined number of crossings at the two ports of entry in Blaine and about ~~fifty~~ 13 percent greater than the number of crossings at Lynden-Aldergrove. Automobile crossings at Sumas account for approximately ~~17~~ 13 percent of the total crossings at the four ports of entry from Blaine to Sumas. For those traveling to and from Bellingham, one route is through Sumas along SR 9, connecting then with SR 546 (Badger Road), SR 544 (Pole Road), or SR 542 (Mt. Baker Highway).

Total vehicle crossings in ~~2014~~ 2024 were down by approximately ~~7~~ 26 percent ~~from the prior year~~since the last comprehensive plan update in 2016. ~~The declining Canadian dollar led to a drastic reduction in the number of Canadians choosing to shop in Sumas. This pattern of decline continued in 2015, during which time automobile crossings declined by an additional 19 percent from 201.4However, the trend prior to 2014 showed a dramatic increases in auto crossings. From 2009 to 2013, automobile crossings increased by over ninety percent.~~The Coronavirus Pandemic in 2020 caused all land border crossings across the country to be closed to all but essential workers. This closure lasted for almost two years. The effects continue to be felt today as vehicle crossings have never completely reverted back to pre-2020 conditions. In 2019, total southbound personal vehicle crossings equaled roughly 2.4 million. In 2024, total southbound personal vehicle crossings equaled roughly 1.1 million. This is a decrease of roughly 54 percent.

~~In 2014, there were over 1,072,000 automobile crossings northbound and over 1,130,000 auto crossings southbound. In the same year, there were over 119,000 truck crossings northbound and over 149,000 truck crossings southbound at the Sumas-Abbotsford port of entry. Truck traffic has generally increased by 2 to 5 percent per year over the past four years. The large difference~~

~~between the northbound and southbound truck volumes can be explained in part based on the limitations on truck crossings southbound at the Lynden crossings. It appears that some trucks that cannot cross into the U.S. at Lynden use the Sumas crossing southbound and enter Canada through the Lynden-Aldergove crossing, which is assumed to be the closer port to their origin/destination in Canada.~~

~~In 2012, NEXUS lanes were established at the Sumas border crossing. Vehicles using the NEXUS lanes accounted for approximately 16 percent of the northbound automobile crossings in 2014. This percentage increased to 22 percent in 2015.~~

The General Services Administration (GSA) is currently in the design stage of a project directed to expand the U.S. side of the Sumas border crossing. In particular, the GSA looks to substantially expand the southbound commercial inspection area, as well as expand the northbound commercial inspection area. The total area of the current Sumas border crossing facility is roughly 4 acres. The proposed expansion would increase the land area to about 12 acres. The GSA is currently considering alternatives for closures between the Sumas and Lynden crossings to attempt to limit the amount of disturbance on travel times that the project will take. All scenarios include a partial closing of the northbound personal vehicle lanes and a full closing of the northbound commercial vehicle lanes at some point during the construction timeline.

6.3.8 Overland Freight

Transportation of goods by trucks often affects a transportation system. Trucks accelerate more slowly, are less maneuverable and have longer stopping distances. Vehicle weight also affects local road conditions by decreasing the durability of the road surface.

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. Most traffic enters the county from the Peace Arch and Pacific Highway crossings in Blaine. In Sumas, Cherry Street (SR 9) serves as the commercial vehicle route for through-vehicles meeting U.S. weight restrictions, to and from the international border.

For ~~2013~~2024, the U.S. Department of Labor, Bureau of Labor Statistics estimated that goods valued at ~~over two~~roughly $4.5 billion dollars passed through the Sumas-Abbotsford border crossing, with the largest commodity components including manufacturing and wood products.

As part of the development of the Sumas Cargo Terminal facility, the Port of Bellingham received a grant from the U.S. Economic Development Administration to construct a truck overload road from the International Port of entry to the Cargo facility. Due to the lower U.S. weight ~~standards~~standards, the U.S. road system cannot support the Canadian trucks. The construction of Bob Mitchell Way was necessary because of these weight standard differences. Bob Mitchell Way was constructed to allow commercial vehicles that meet Canadian weight restrictions entry to the U.S. and access to the Sumas Cargo Terminal. In the terminal, cargoes are trans-shipped to rail or other vehicles that meet U.S. weight restrictions. The heavy-load

haul road was extended an additional 1,700 feet in 1997, and is now present as a frontage road parallel to W. Front Street that services the west end of the Sumas industrial zone.

6.3.9 Rail Systems

The Burlington Northern – Santa Fe (BNSF) Railroad operates a north-south rail line that runs west of Cherry Street. The line connects Sumas to Sedro-Woolley and continues southwest to Burlington where it connects to the primary north-south rail corridor. The route has moderate freight volumes between three and five million gross ton-miles per mile and will continue to be an active part of the Burlington Northern freight operations. A spur line also runs west to the City of Lynden. Freight trains use this spur approximately once a week.

As of March 1995, passenger rail service in Whatcom County was reinstated. West Coast Amtrak provides twice-daily service along the coast from Seattle to Vancouver, B.C., with stops in Everett, Mt. Vernon, and Bellingham. During the border closure caused by the Coronavirus Pandemic, this passenger rail services was cancelled. The service has since reopened.

The U.S. Congress formally designated the Portland, Oregon to Vancouver, British Columbia rail corridor as a high-speed passenger rail corridor. The designation has provided the impetus for the Washington State Legislature to enact Chapter 231, Laws of 1991 (SHB 1452), directing that a comprehensive feasibility assessment be conducted for developing a high-speed ground transportation system in Washington State. A preliminary long range high-speed rail plan was completed by the High Speed Ground Transportation Steering Committee in October 1992. The high-speed rail service would operate at speeds in excess of 150 miles per hour, as compared to the existing 80 miles per hour speeds.

One preliminary proposal for the location of the system identifies the use of the same SR 9 corridor used by the present Burlington Northern Railroad. A proposed station at Nugents Corner (15 miles south of Sumas) would provide residents access to the system. The system would provide access to Vancouver, B.C., Skagit County, Seattle, Sea-Tac Airport, Olympia, Vancouver, WA and Portland, Oregon. Construction of the high-speed rail system may also provide city residents supplemental benefits, such as connecting bus or shuttle service. The actual location of the route and station may change as the planning process continues. Two major obstacles to completion of the high-speed rail are financing and negotiation of rights-of-way.

In 2021, the Premier of British Columbia and the Governors of Washington and Oregon signed a Memorandum of Understanding (MOU) confirming their continued support for the project. In 2022, the Washington State Legislature directed and provided funding for WSDOT to continue exploring the project as an approach to addressing regional growth and mobility challenges. In a project report from June 2023, WSDOT indicated that they have received roughly $198 million in federal funding towards project planning, as well as an additional $50 million in matching funds from the Washington State Legislature. The report also indicates that the project team will soon begin work on developing and analyzing project scenarios to better understand the logistics of the project.

During the 2021 Nooksack River flood event, the main rail line running north-south through Sumas was washed out due to a build-up of flood waters on one side. Several rail cars fell off the tracks as a result and significant damage occurred to the tracks themselves. All told, BNSF was forced to pay roughly $4.5 million to repair all the damage.

6.3.10 Air Transportation

The nearest air facility is the municipal airport of the City of Abbotsford, B.C. The Abbotsford airport is a surplus military facility taken over by Abbotsford in 1996. As population grows in the Fraser Valley, and as the Vancouver airport becomes busier, the Abbotsford airport will become increasingly important. Flights are now available to inland Canadian cities (Regina, Calgary) and to resort destinations in the U.S. (e.g., Reno). In Whatcom County, the nearest airport 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.

6.3.11 Scenic and Recreational Highways Program

The 1991 Transportation Budget (ESHB 1231) directed a review of all state routes for inclusion in the Scenic and Recreation Highway System. The goal of the program was to identify those highways that have significant natural, cultural or recreational characteristics and to work with local governments to protect the resources from undesirable or inappropriate development. Front Street (SR547) was included in 1969 and the entire length of SR 9 was included as part of a 1991 system expansion study. Although no mandatory regulations exist, the city should consider development actions consistent with the intent of the legislation.

6.3.12 Commute Patterns

The ~~2010~~ 2020 American Community Survey provides a variety of information on the commute patterns and behavior of the employed Sumas residents aged sixteen years or older as shown in Tables 6-7, 6-8 and 6-9. Table 6-7 shows that of the ~~476~~ 601 employed city residents, ~~78~~ 81 percent drove alone, ~~7~~ 10 percent carpooled, ~~14~~ 1 percent walked, ~~0~~ 4 percent commuted by some other means (bicycle, taxi or public transit), and ~~2~~ 4 percent worked at home.

Table 6-7: Means of Transportation Used to Work

~~Means~~	~~Number~~	~~Percentage~~
~~Drove Alone~~	~~371~~	~~78 %~~
~~Carpooled~~	~~31~~	~~6.5 %~~
~~Walked~~	~~67~~	~~14 %~~
~~Other~~	~~0~~	~~0 %~~
~~Worked at Home~~	~~7~~	~~1.5 %~~
~~Total~~	~~476~~	~~100 %~~

~~Source: 2010 U.S. Census, American Community Survey.~~

Means	Number	Percentage
Drove Alone	484	80.5%
Carpooled	62	10.3%
Walked	6	1.0%
Other	24	4.0%
Worked at Home	25	4.2%
Total	601	100.0%

Source: 2020 U.S. Census, American Community Survey.

Table 6-8 shows that ~~11~~ 25 percent of the work~~-~~force begin their commute before 6:00 a.m. ~~Over one-half~~About 45 percent of the commuters left home between 6:00 a.m. and 8:00 a.m.

Table 6-8: Time Leaving Home to Go to Work

~~Time~~	~~Number~~	~~Percentage~~
~~12:00 a.m. to 4:59 a.m.~~	~~15~~	~~3.2 %~~
~~5:00 a.m. to 5:59 a.m.~~	~~35~~	~~7.5 %~~
~~6:00 a.m. to 6:59 a.m.~~	~~121~~	~~25.8 %~~
~~7:00 a.m. to 7:59 a.m.~~	~~118~~	~~25.2 %~~
~~8:00 a.m. to 8:59 a.m.~~	~~37~~	~~7.9 %~~
~~9:00 a.m. to 11:59 a.m.~~	~~143~~	~~30.5 %~~
~~Total~~	~~469~~	~~100 %~~

~~Source: 2010 U.S. Census, American Community Survey.~~

Time	Number	Percentage
12:00 a.m. to 4:59 a.m.	61	10.6%
5:00 a.m. to 5:29 a.m.	58	10.1%
5:30 a.m. to 5:59 a.m.	25	4.3%
6:00 a.m. to 6:29 a.m.	49	8.5%
6:30 a.m. to 6:59 a.m.	43	7.5%
7:00 a.m. to 7:29 a.m.	112	19.4%
7:30 a.m. to 7:59 a.m.	57	9.9%
8:00 a.m. to 8:29 a.m.	20	3.5%
8:30 a.m. to 8:59 a.m.	21	3.6%
9:00 a.m. to 11:59 a.m.	130	22.6%
Total	576	100.0%

Source: 2020 U.S. Census, American Community Survey

Table 6-9 shows that approximately ~~70~~ 37 percent of the employed residents worked within twenty minutes from their place of residence. Approximately ~~6~~ 9 percent spent more than one

hour commuting to work. ~~Over~~ Approximately ~~fourteen~~ 38 percent of the employed work force commute between 20 and 44 minutes.

Table 6-9: Travel Time to Work

~~Commute Time~~	~~Number~~	~~Percentage~~	~~Cumulative Percentage~~
~~Less than 10 minutes~~	~~115~~	~~24.5 %~~	~~24.5 %~~
~~10 to 19 minutes~~	~~125~~	~~26.6 %~~	~~51.1 %~~
~~20 to 29 minutes~~	~~70~~	~~14.9 %~~	~~66.0 %~~
~~30 to 44 minutes~~	~~95~~	~~20.3 %~~	~~86.3 %~~
~~45 to 59 minutes~~	~~48~~	~~10.2 %~~	~~96.5 %~~
~~60 or More Minutes~~	~~16~~	~~3.5 %~~	~~100 %~~
~~Total~~	~~469~~	~~100 %~~	~~100 %~~

~~Source: 2010 U.S. Census, American Community Survey.~~

Commute Time	Number	Percentage	Cumulative Percentage
Less than 10 minutes	157	27.3%	27.3%
10 to 14 minutes	16	2.8%	30.1%
15 to 19 minutes	38	6.6%	36.7%
20 to 24 minutes	65	11.3%	48.0%
25 to 29 minutes	45	7.8%	55.8%
30 to 34 minutes	44	7.6%	63.4%
35 to 44 minutes	62	10.8%	74.2%
45 to 59 minutes	99	17.2%	91.4%
60 or more minutes	50	8.6%	100.0%
Total	576	100.0%	100.0%

Source: 2020 U.S. Census, American Community Survey

~~1.8.2 Demand Management Strategies and Commute Assistance~~

~~Currently, WTA offers Monday through Saturday demand response services to the general public. Users of the service phone WTA and ask for service at a particular time and pick-up point. WTA then transports the person to a location where fixed-route service is available to connect to Bellingham and other points within Whatcom County. WTA also offers van-pool service in Sumas.~~

~~1.8.3~~6.3.13 Public Transit

The WTA provides fixed route public transit service to the City of Sumas. This service includes four buses per day from Bellingham to Sumas and five buses per day from Sumas to Bellingham. WTA also offers flex-service in Sumas 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.

~~1.8.4~~6.3.14 Private Taxi Service

There are no taxi services based in Sumas. However, several taxi companies provide county-wide service, which would include service to Sumas and the surrounding community.

~~1.8.5~~6.3.15 Bicycle Facilities

Bicycles serve many purposes in a community.~~–~~ They provide a source of low-cost transportation and mobility to youths and residents who do not drive.~~–~~ In addition, many residents use bicycling for recreation.~~–~~ There are no designated bicycle facilities in the city.~~–~~ The local street system with the low speed limits and volumes has served as the bicycle network.

The proposed Bay-to-Baker Trail would connect Sumas with Bellingham to the southwest and Mt. Baker to the east.~~–~~ The trail proposes using abandoned rail right-of-way for most of its 74-mile project.~~–~~ The segment of the Trail near Sumas would run along the abandoned C.M.S.T.P.&P. Rail line at the south of town.~~–~~ The Bay-to-Baker Committee does not have title to this facility.~~–~~ The city will continue to be active in reviewing plans for routing within the city limits.

~~1.8.6~~6.3.16 Pedestrian Facilities

Access sidewalks provide a convenient and safe route for pedestrians to use that is separate from the roadways.~~–~~ Sidewalks are most important in the areas of high traffic and higher residential densities.~~–~~ A complete sidewalk network in high-density areas would provide an alternative mode route for transportation.

Figure 6-4 shows that sidewalks are mainly found in commercial areas of the city.~~–~~ The City is gradually building a network of sidewalks throughout the older residential core area.

~~1.9~~6.4 Future Conditions

Future roadway conditions will be influenced by both *regional* and *local* factors, each of which is analyzed briefly below.

~~1.9.1~~6.4.1 Regional factors

- Cross-border truck traffic.– ~~Cross-border truck traffic is expected to grow at an annual rate of between 2 and 5 percent over the coming twenty-one years (2015-2036).~~ ~~Applying a 3 percent rate to existing southbound truck crossings at Sumas, about 285,280 trucks per year (780 per day) can be expected to cross southbound at Sumas.~~ ~~This is an 86 percent increase over today's volumes.~~ ~~A similar percentage increase in the number of northbound trips can be assumed.~~ ~~Accommodation of this large volume of truck traffic may not be feasible with today's pattern of roadways within town, although recent changes on the state highway directing truck traffic to use the heavy haul road (Bob Mitchell Way) has helped shift truck traffic off of Cherry Street through the downtown area.~~A majority of the cross-border traffic seen in Sumas is commercial traffic, as shipping companies utilize the Sumas crossing's close proximity to access on the Trans-Canada Highway to ship goods eastward. Because of this, a strong industry has been based around catering to commercial truck traffic. Recently, work has begun to design an expansion project to the Sumas Land Port of Entry (LPOE) to better accommodate the amount of cross-border truck traffic that passes through the crossing. In particular, the south-bound commercial
  - Currently, any commercial vehicle which must undergo secondary inspection prior to crossing southbound at the Sumas LPOE has to continue off the LPOE property and pull over on Railroad Street while the secondary inspection is performed. This process is largely not secure and runs the risk of allowing commercial vehicle drivers to skip the secondary inspection and continue on illegally.

- Growth in lower mainland.– The Fraser Valley region of the lower mainland British Columbia is experiencing rapid growth at this time and the trend is expected to continue over the planning period.– The increasingly large population in the Abbotsford area will lead to increasing use of the Sumas crossing point over time.– Improvements to queuing areas both northb~~9~~ound and southbound have been made in recent years that have helped reduce congestion, but congestion remains a significant problem.

- Cross-county corridor.– The 1996 GSA border business plan put forward the notion of an east-west connection from Sumas to I-5.– The connection would acknowledge the population growth referred to above, and would also facilitate shifting of traffic from one crossing point to another, depending upon queue lengths experienced at a given time.– The Gateway Pacific shipping terminal project contemplates a similar east-west connection in order to facilitate movement of cargo from Cherry Point into the continental interior via the Trans-Canada Highway alignment.– The City of Sumas supports the cross-county corridor concept and also supports an alignment that has an eastern terminus at Sumas.

~~1.9.2~~6.4.2 Local factors

- Local growth.– As described in the Land-use and Housing elements, a total of ~~375~~ 372 new housing units are anticipated in Sumas in the coming 20 years. The impact of ~~Sumas's~~Sumas' residential growth will primarily affect roadways at the south and west ends of town.– The effect of ~~Sumas's~~Sumas' commercial and industrial growth will impact the state highways and the heavy haul roads in the industrial area.

The predicted effect of these regional and local factors is revealed by the results of modeling that has been performed by WCOG.– Table 6-6 presents the model results in relation to the major

roadway segments within Sumas that are part of the regional transportation system. Model results are presented in terms of both average daily trips (ADT) and peak hour trips. The results presented in Table 6-10 can be compared to those included in Table 6-3 to see the increases in volume anticipated over the course of the planning period on the major roadways in Sumas.

Table 6-10: Traffic Model Results for Streets in the Regional System, 2036

	ADT	ADT	Peak Hour	Peak Hour
Street Segment	**N or E**	**S or W**	**N or E**	**S or W**
SR 9 north of Front Street	5,116	5,985	362	351
SR 9 south of Front Street	6,058	6,233	497	466
SR 547 east of SR 9	2,225	2,051	188	195
Bob Mitchell Way	456	522	48	46
Garfield Street west of SR 9	1,343	1,584	107	113
Sumas Avenue north of Front Street	1,137	806	173	98
Hovel Road	368	258	41	27

Source: WCOG regional transportation model.

Regional factors will likely be the dominant factors affecting traffic growth near Sumas. As stated previously in this chapter, LOS D has been adopted for all roadways within the Sumas UGA. Table 6-11 presents the future traffic volumes in terms of V'C and LOS to analyze future congestion on roadways within the regional system.

Table 6-11: Traffic Congestion for Streets in the Regional System, 2036

	V/C	V/C	LOS	LOS
Street Segment	**N or E**	**S or W**	**N or E**	**S or W**
SR 9 north of Front Street	0.46	0.49	A	A
SR 9 south of Front Street	0.56	0.52	B	B
SR 547 east of SR 9	0.24	0.15	A	A
Bob Mitchell Way	0.06	0.05	A	A
Garfield Street west of SR 9	0.05	0.05	A	A
Sumas Avenue north of Front Street	0.23	0.13	A	A
Hovel Road	0.06	0.04	A	A

Source: WCOG regional transportation model.

Based on analysis of the projected traffic volumes presented in Table 6-6, all roadways within the Sumas UGA will continue to meet the adopted level of service standard through the year 2036. The 2036 results of the WCOG model are also shown on Figure 6-5 in terms of volume and LOS.

~~1.10~~6.5 Complete Streets

The city has developed a "Complete Streets" policy that specifies design and operational features

to be included in public rights-of-way to enable safer access for all users, regardless of age, ability or mode of transportation. The city recognizes that our "Mainstreet" (SR 9) is a state highway; therefore, the city will work with WSDOT to facilitate modal opportunities that help achieve the city's vision for a more connected and walkable downtown. Our goal is to improve safety, accessibility and aesthetic appeal of the city so we increase mobility, draw visitors, promote business growth and add value to our community's character and identity.

6.5.1 ~~1.~~ Vision

The vision of the City of Sumas is to incorporate a public right-of-way system which supports bicycle, pedestrian, and public transportation travel systems. This system focuses on means to promote healthy living, increasing the safety and well-being of all travelers, mitigating negative environmental impacts, supports the goal of high density development, and meets the needs of a growing, diverse border city. This system will support a diverse community in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel.

6.5.2 ~~2.~~ Policy

The city will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.

Transportation facilities that support the concept of Complete Streets include, but are not limited to pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Americans with Disabilities Act and Title VI compliance; transit accommodations; bicycle accommodations including appropriate signage and markings, and as appropriate streetscapes that appeal to and promote pedestrian use.

The system's design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost-effective manner.

6.5.3 ~~3.~~ Projects

Those involved in the planning and design of projects within the public right-of-way will give consideration to all users and modes of travel from the start of planning and design work. Transportation improvements shall be viewed as opportunities to create safer, more accessible streets for all users. This shall apply to new construction, reconstruction, and rehabilitation.

6.5.4 ~~4.~~ Exceptions

Exceptions to this policy may be determined by the Public Works Director, City Manager, or City Council under the circumstances listed below:

A. Street Projects may exclude those elements of this policy that would require the accommodation of street uses prohibited by law;
B. Ordinary maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity;
C. Ordinary maintenance paving projects should include evaluating the condition of existing facilities supporting alternate transportation modes as well as modifying existing pavement markings and signage that supports such alternative modes as appropriate.
D. Street reconstruction projects and maintenance paving projects which involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to:
    - Require more space than is physically available, or
    - Be located where both current and future demand is proven absent, or
    - Drastically increase project costs and equivalent alternatives exist within close proximity, or
    - Have adverse impacts on environmental resources such as streams, wetlands floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure.
    - The cost would be disproportionate to the current need or probable future use.
E. Street projects may exclude the development of sidewalks in areas falling outside those identified as appropriate for sidewalk on the basis of an adopted sidewalk policy or plan.

6.5.5 ~~5.~~ Intergovernmental Cooperation

The city will cooperate with other transportation agencies including the Washington State Department of Transportation, Whatcom Council of Governments and Whatcom County to ensure the principles and practices of Complete Streets are embedded within their planning, design, construction, and maintenance activities. The city will specifically cooperate to ensure the transportation network flows seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

6.5.6 ~~6.~~ Design Criteria

The city, through the Public Works and Planning Departments, shall develop and maintain design criteria, standards and guidelines based upon recognized best practices in street design, construction, and operation as identified in Sumas Municipal Code, Title 11. To the greatest extent possible, the city shall adopt the same standards with particular emphasis on pedestrian and bicycle markings and wayfinding signage (as permitted through the Sumas Municipal Code).

Resources to be referenced in developing these standards shall include, but not necessarily be limited to, the latest editions of: American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, Washington State Department of Transportation Design Manual, and the Manual on Uniform Traffic Control Devices (MUTCD).

6.5.7 ~~7.~~ Community Context

Implementation of the city's Complete Streets policy shall take into account the goal of enhancing the context and character of the surrounding built and natural environments.

6.5.8 ~~8.~~ Network

Appropriate attention should be given to projects which enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, shopping/commercial areas, public transportation, employment centers, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups or governments, such as Whatcom County.

6.5.9 ~~9.~~ Performance Measures

The Public Works Director and/or designees shall report to the Planning Commission and City Council on an annual basis on the transportation projects undertaken within the prior year and planned within the coming six year period and the extent to which each of these projects has met the objectives of this policy.

6.5.10 ~~10.~~ Implementation

This policy will be primarily implemented through developing bike and pedestrian network plans on a regional basis within the city and in conjunction with Whatcom County's regional plans. These plans shall specify the type and location of improvements and shall be implemented as funding becomes available. Special emphasis shall be placed on those elements of these plans that can be accomplished with little or no additional expense, such as providing bike lanes where existing pavement is adequate or where road shoulders are sufficient to allow for safe bicycle use.