

Community Streets Program

Shane Sullivan, Transportation Engineer

July 6, 2026



Introduction

- Traffic on residential streets impacts safety, quality of life, and community.
- The Community Streets Program addresses these concerns through a resident-driven, data-informed approach.
- The program empowers residents to identify solutions and prioritizes improvements to create safer, more connected neighborhoods.



History

- Neighborhood Traffic Safety Program
 - Past initiative (1995-2008)
- Importance of a community-driven approach
- More equitable and responsive program



Goals

- **Empowering residents** to report safety concerns
- **Collaborative solutions** through partnerships with residents to implement tailored traffic calming measures
- **Equitable engagement** to ensure representation from all segments of the community, particularly underrepresented groups



Process

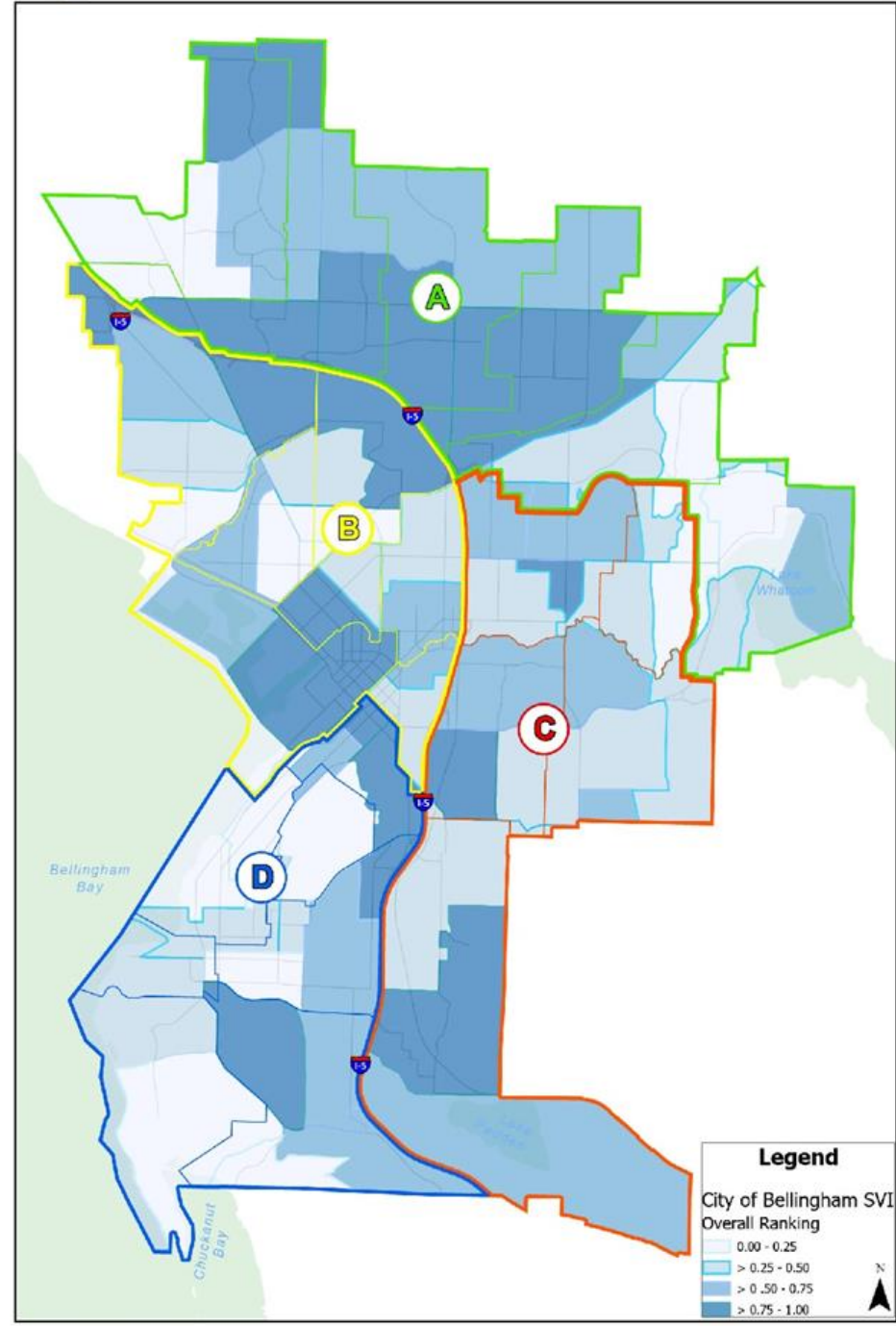
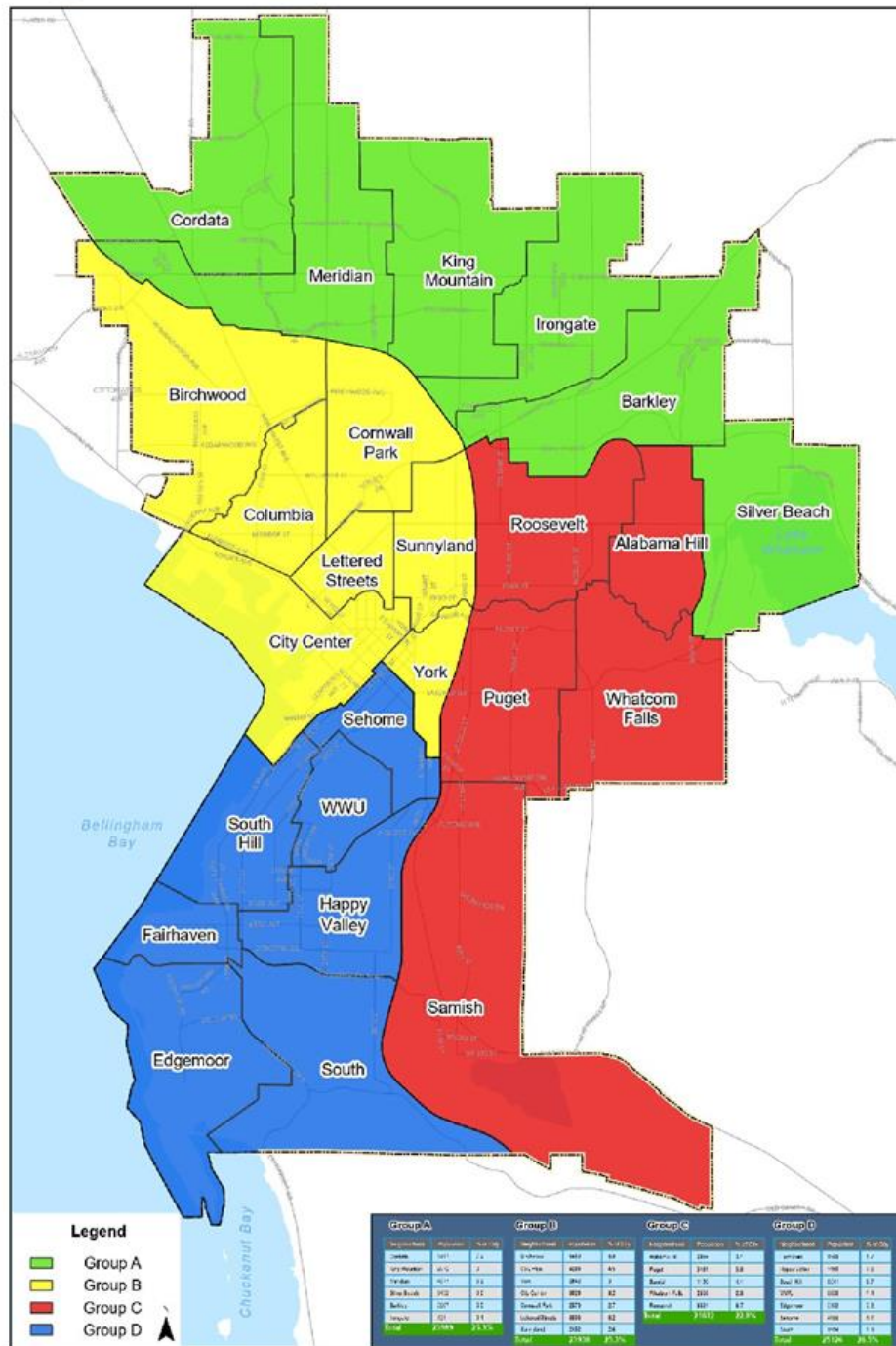
- Rotational approach
- Community input
- Project prioritization
- Implementation

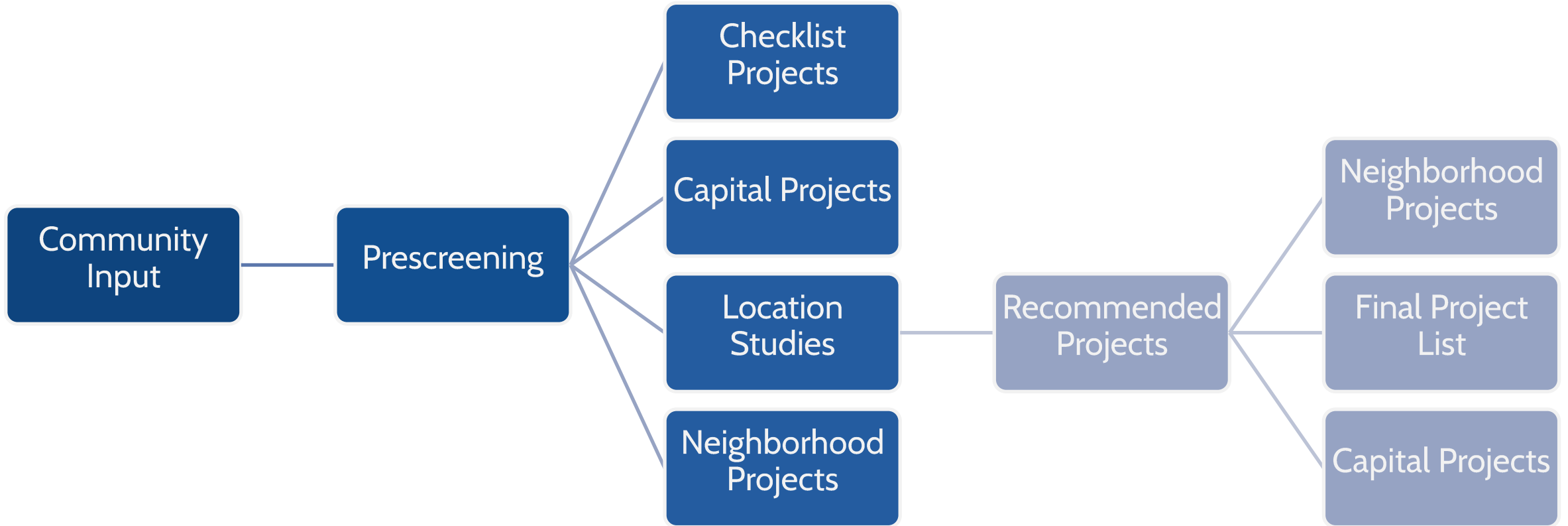


Community input

- Gather feedback through surveys, workshops, and/or in-person outreach
- Proactive engagement methods unique for each group
- Emphasis on underserved areas





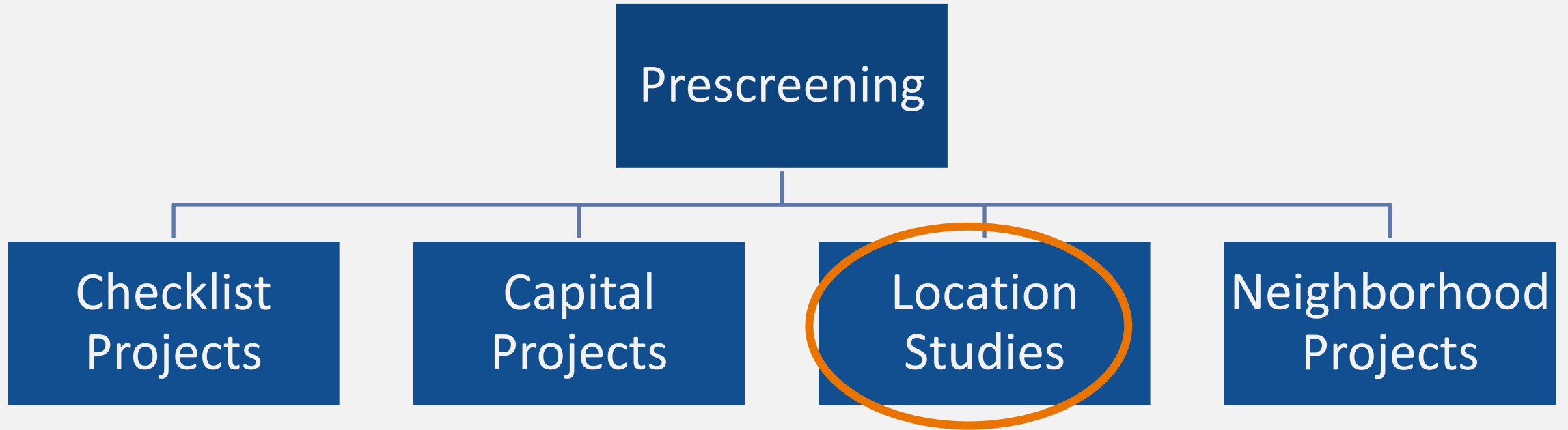


Neighborhood projects

- Planting street trees
- Designing and painting street murals
- Block party street closures
- Flashing speed trailers
- Education



Sorting locations



Location studies

- Prescreening criteria
 - Type of concern
 - Location context
 - Relationship to Bellingham Plans
 - Feasibility
- Finalize study location list
 - Traffic studies
 - Engineering evaluation
 - Prioritized list



Traffic studies

- Gather data
- Perform analysis and evaluation
- Identify target concern
- Recommend treatment(s)



Prioritized project list

- Score projects
 - Using speed, volume, crash history, school proximity, community equity, etc.
- Develop point/cost ratio
- Rank projects



2025 CSP Study Location Points Summary

Rank	Name	Study ID	Study Type	Location Description	Primary Concern	CSP Points	Est. Cost (\$1k)	Point / Cost Ratio
1	Tremont Ave	3	Corridor	Corona Ct to Meridian St	Speeding	23	66.6	0.35
2	Magrath Rd	10	Corridor	McLeod Rd to Tree Farm Ln	Speeding (school)	16.5	44.4	0.37
3	Silver Beach Ave	13	Corridor	Sylvan St to Northshore Dr	Speeding / Cut-thru	13	22.2	0.59
4	St. Paul St	7	Corridor	Illinois St to Barkley Blvd	Speeding / Cut-thru	12	44.4	0.27
5	Sylvan St	12	Corridor	Alabama St to Seeley St	Speeding / Cut-thru	11	44.4	0.25
5	Dakin St	14	Corridor	Northshore Dr to Silver Beach Ave	Speeding	11	44.4	0.25
7	Trickle Creek Blvd	8	Corridor	Sunset Dr to Redondo Wy	Speeding	10.5	44.4	0.24
7	Academy St (east) / Toad Lake Rd	20	Corridor	Northshore Dr to city limit	Speeding	10.5	44.4	0.24
9	Racine St	6	Corridor	Illinois St to Barkley Blvd	Speeding	8	44.4	0.18
9	Carrington Wy	11	Corridor	Barkley Blvd to Gablecrest Ct	Speeding	8	90.45	0.09
11	Haggin St	19	Corridor	Academy St to Oregon St	Speeding	7.5	44.4	0.17
12	Woodbury Wy	4	Corridor	Deemer Rd to Bakerview Rd	Cut-thru	6.5	22.2	0.29
12	Peters St	15	Network	Silver Beach Ave to Academy St	Operations / signage	6.5	4	1.63
14	Lemon Grove / Fruitland Dr	5	Corridor	Orchard Dr to Orchard Dr (loop)	Speeding	6	88.8	0.07
14	Academy St (west)	16	Corridor	Silver Beach Elem to Northshore Dr	Speeding (school)	6	66.6	0.09
16	Bedford Ave	2	Corridor	Meadowbrook Ct to Tremont Ave	Speeding	5	44.4	0.11
17	Alice / Oregon / Chautauqua St	17	Network	Northshore Dr to Britton Rd	Speeding / Cut-thru	4.5	88.8	0.05
18	Springside St	1	Corridor	Kline Rd to Northview St	Speeding	4	44.4	0.09
19	Sussex Dr	9	Corridor	Barkley Blvd to Sydney Ct	Speeding	2.5	44.4	0.06
19	Haggin St (alley)	18	Corridor	Northshore Dr to Oregon St	Speeding / Cut-thru	2.5	44.4	0.06

 = projects recommended for construction by Public Works staff.

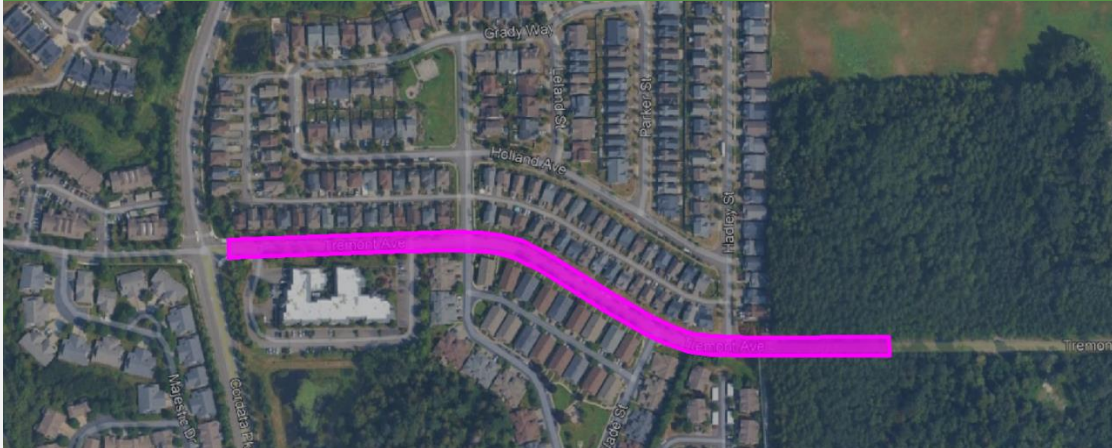
Select final projects

- Present prioritized project list to Transportation Commission
- TC approves final project list



Project 1

Tremont Ave from Cordata Pkwy to Meridian St



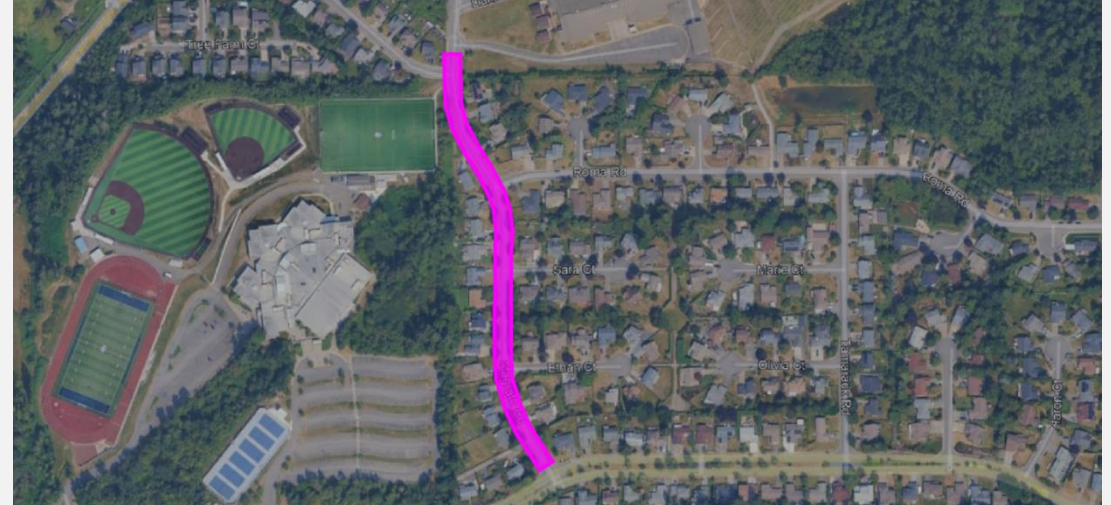
Project 3

Combined Silver Beach Ave / Sylvan St



Project 2

Magrath Rd from McLeod Rd to Tree Farm Ln



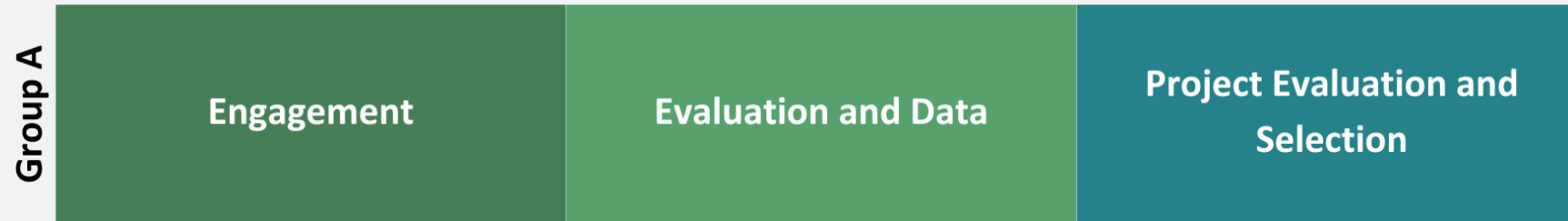
Project 4

Peters St/Maryland St from Silver Beach Ave to Academy St



Timeline

Year 1



Year 2



Next Steps

- **Group A Design Package Development**
 - PW contracted with DKS Associates to complete 2026 cycle design work
 - Contract executed in late June, expected construction July or Aug.
- **April – Sept 2026**
 - Group B location studies + analysis
- **October 2026: Group B project selection**
- **June 2027: Group B construction**

Community Streets Program

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WSDOT Complete Streets: Policy, Program, Projects

Whatcom Community Transportation Advisory Group

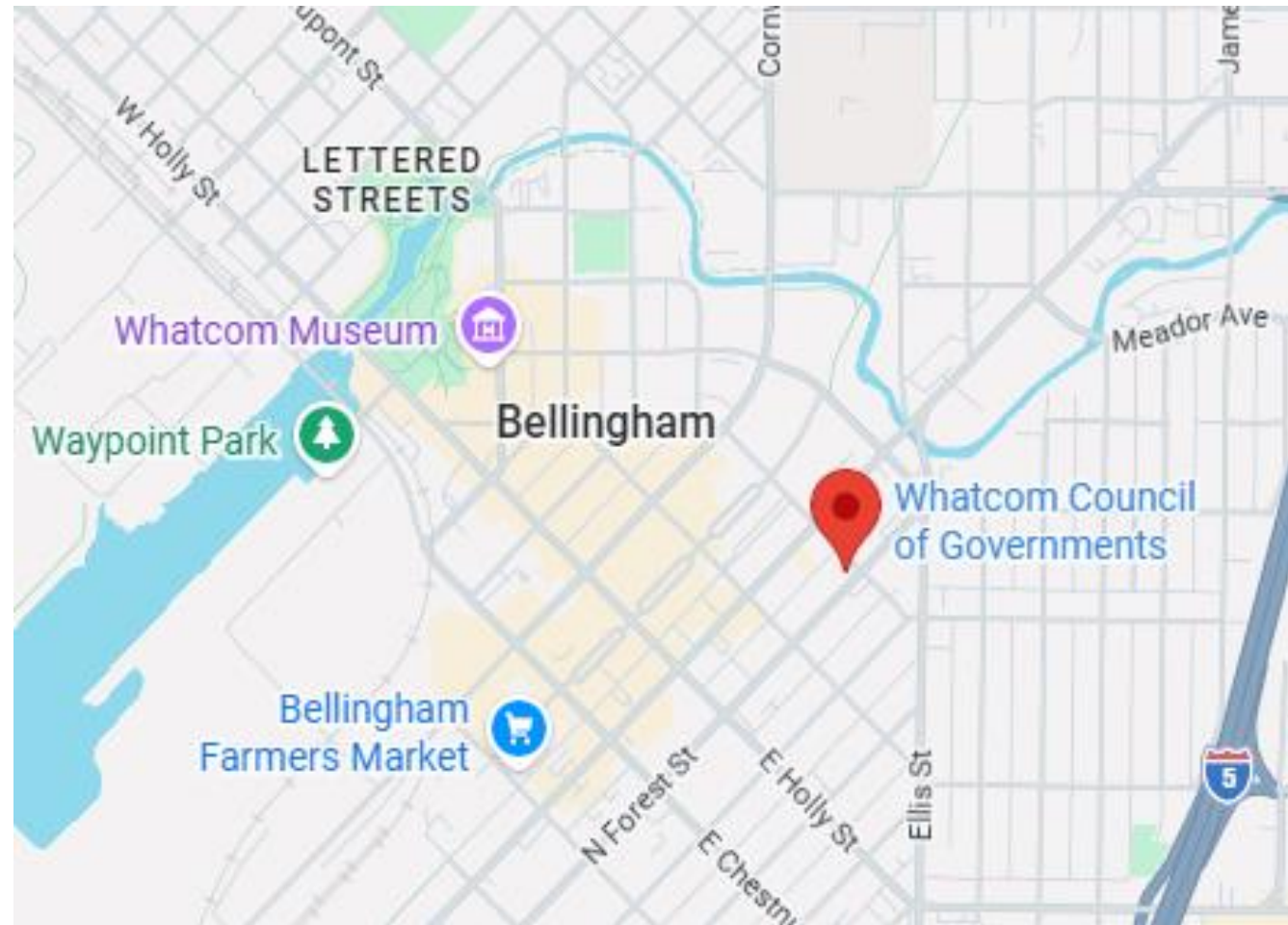
July 7, 2026

Agenda

- Introductions
- Complete Streets law and policy
- WSDOT Complete Streets program
- Current and upcoming projects
- Questions

Introductions

- Who lives within 1 mile of the WCOG offices?
- Who lives within 3 miles?
- Who's further away?



Introductions

- Who got here today by:
 - Walking
 - Riding a bicycle, scooter, skateboard, or other mobility device
 - Taking public transit
 - Driving in a car?



Introductions

- Why might we care about those two questions?
- How do they relate to Complete Streets?



WSDOT Complete Streets Background

Legislative directive to incorporate Complete Streets on:

- All projects starting after June 1, 2022
- If a cumulative budget of $\geq$ \$1,000,000 and
- If in an Incorporated City or Census-designated Place

RCW
47.04.035

Projects implementing Complete Streets:

- Are developed in cooperation with the affected community through active public engagement.
- Address unique concerns, related to Complete Streets, of overburdened communities.
- Eliminate bicycle and pedestrian network gaps & crossings within the project limits.
- Provide bicycle and pedestrian facilities that offer Level of Traffic Stress (LTS) 1 or 2*
- Separates motorists & active transport users where posted speed limits are > 30 mph.

*in alignment with 'Design Bulletin #2022-01: Designing for Level of Traffic Stress'.

What makes a street "complete"?

There is no one way to do this!
But there are some important general features

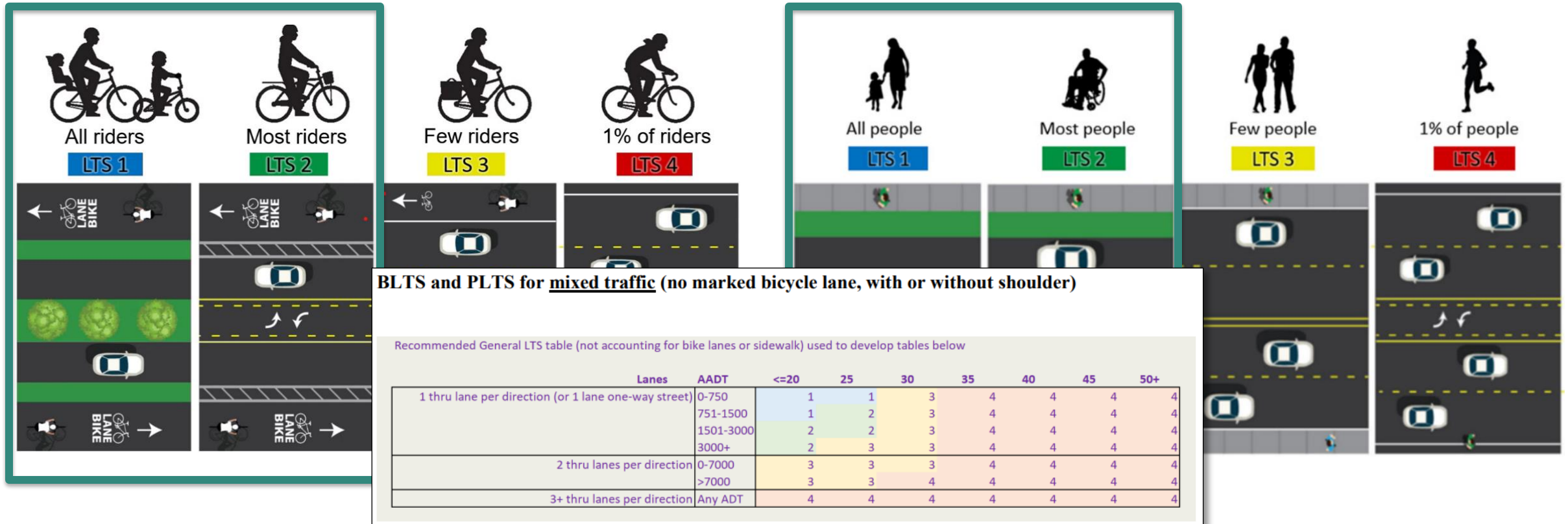
- ☐ Provide safe walking, biking, transit access
- ☐ Meet ADA standards
- ☐ Meet Level of Traffic Stress 2 or better
- ☐ Add separation between cars and other modes when speeds > 30 mph

What Makes a Street Complete

LTS is a *performance target*

LTS: Level of Traffic Stress

LTS 2 = "Comfort for most people"



What Makes a Street Complete

ADA Accessible Sidewalks



Bike Lanes



Shared Use Paths



Complete Streets Process



How safety strategies are developed



Focus on how we can better use the existing space



How the community informs the strategies



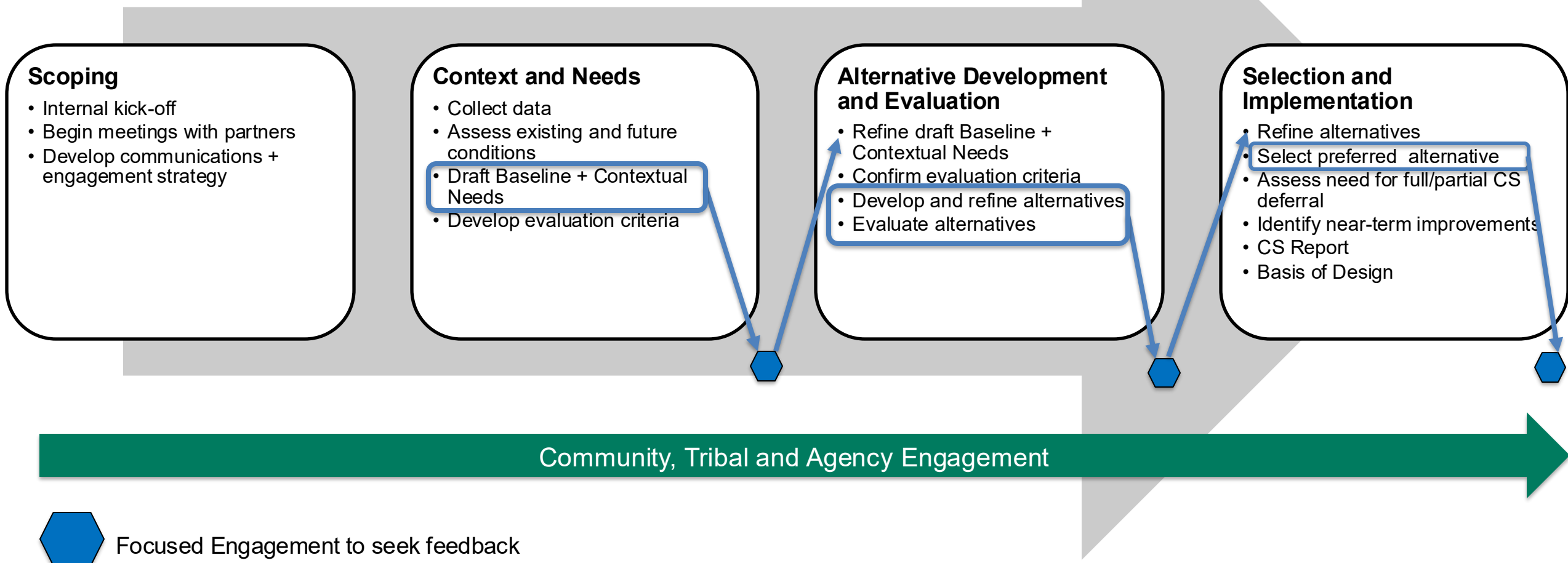
Our next steps together

How WSDOT Implements Complete Streets

Partnering with Communities



Complete Streets Pre-Design Process

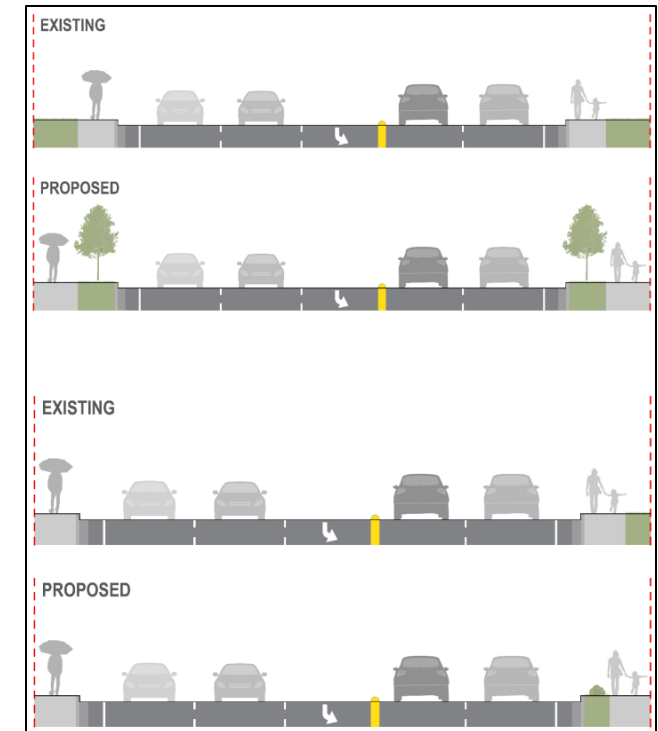
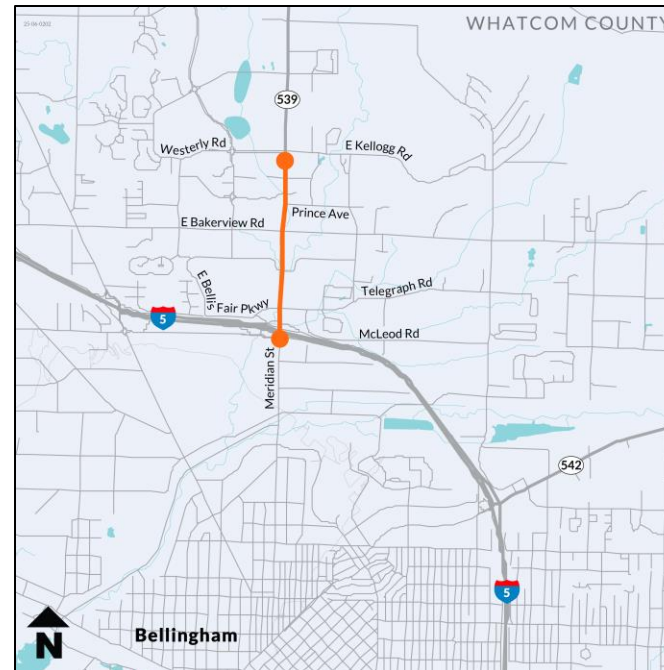


Past and Future Projects



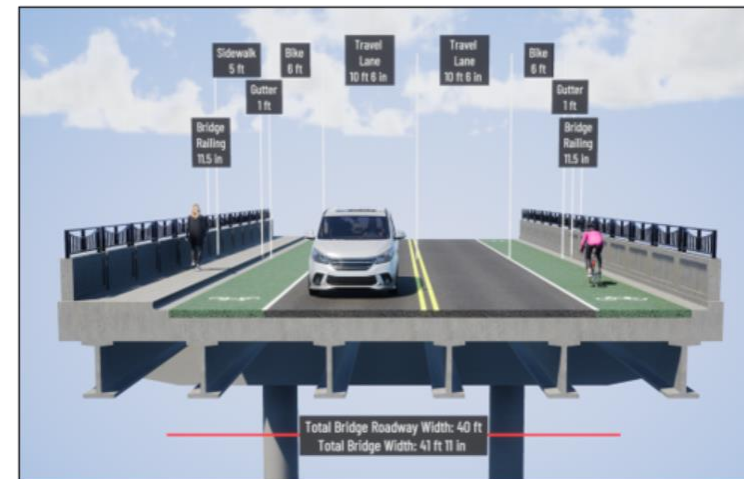
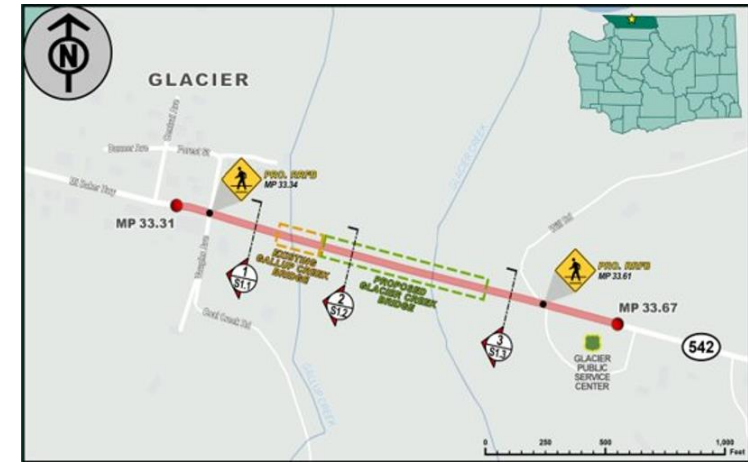
I-5/Guide Meridian I/C and SR 539/I-5 to Kellogg Road - Paving & ADA

- This project will resurface the northbound and southbound lanes of State Route 539 from Interstate 5 to Kellogg Road in Bellingham to extend the pavement service life. Crews working for WSDOT will grind and inlay new Hot Mix Asphalt (HMA), perform pavement repair, traffic loop replacement, striping and traffic control.
- Complete Streets pre-design process involved extensive agency involvement and community engagement.
- Design decision settled upon constructing I-5 undercrossing shared-use path and implementing widened sidewalks with landscaped buffers, where feasible.



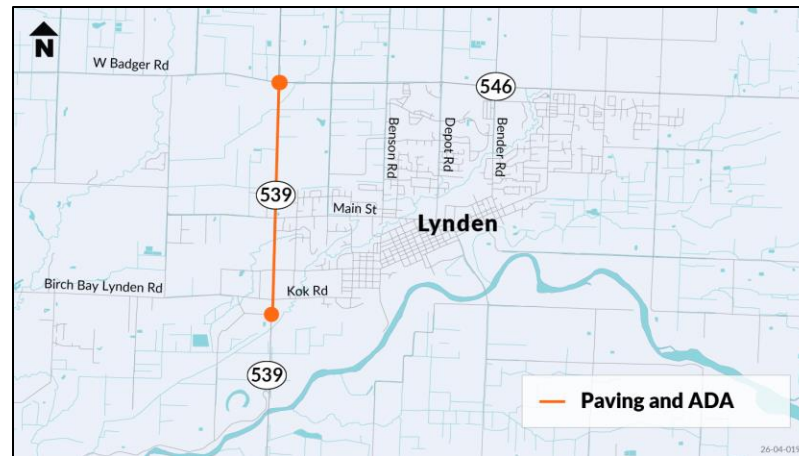
SR 542 Glacier Creek Bridge Replacement

- This project will replace the State Route 542 bridge over Glacier Creek in Whatcom County, in the Community of Glacier. The new bridge will connect to the existing Gallop Creek Bridge, and together, these new structures will reduce flood risk, restore salmon habitat, and improve safety for all travelers by including active transportation connections. This project met the requirements of the HEAL Act and required an environmental justice assessment.
- Complete Streets pre-design process involved extensive agency involvement and community engagement.
- Design decision settled upon adding a raised sidewalk and conventional bike lanes with traffic calming gateway treatments.



Current SR 539 & SR 546 Projects in Lynden

- Two separate projects in the Lynden area:
- SR 539 - Bay Lyn Dr to SR 546 - Paving & ADA
 - This project will pave two miles of northbound and southbound State Route 539 from SR 546 (milepost 12.55) to Bay Lyn Drive (milepost 10.40). Crews working for WSDOT will rehabilitate the existing roadway surface and update the roadway striping.
- SR 546 - SR 539 to Fishtrap Creek - Paving With Exceptions
 - This project will pave over two miles of eastbound and westbound State Route 546 from SR 539 (milepost 0.03) to Vinup Road (milepost 2.45), excluding previous fish passage areas at Depot Road (milepost 1.47) and Bender Road (milepost 2.01). Crews working for WSDOT will rehabilitate the existing roadway surface and update the roadway striping



Current SR 539 & SR 546 Projects in Lynden

- Both projects will also evaluate pedestrian curb ramps to determine if they meet ADA requirements.
- Due to proximity and project timelines, MBA is conducting Complete Streets Pre-Design/Community Engagement as a combined effort.
- Agency & Community Engagement
 - Initial site visit/walking tour with Lynden staff held on May 5.
 - Community Questionnaire was held online from June 16 – July 1. 70 responses received. MBA staff visited key locations June 18.
 - MBA team will hold a community outreach tabling event at Lynden Raspberry Festival July 17-18.



Current SR 539 & SR 546 Projects in Lynden

- Next Steps:
 - Determine needs, preferences and values.
 - Develop Complete Streets concepts.
 - Continued Community Engagement throughout the process.
 - Stakeholder outreach.
 - Potential in-person events.
 - Online Open House.
 - Incorporate community feedback.
 - Current schedule has Complete Streets pre-design process finishing in early 2027.



Questions? Thank You!

- Justin Resnick, Planning & Engineering Services Manager
- Grant Johnson, Principal Multimodal Transportation Planner
- Eric Zackula (Project Contact), Public Information Officer