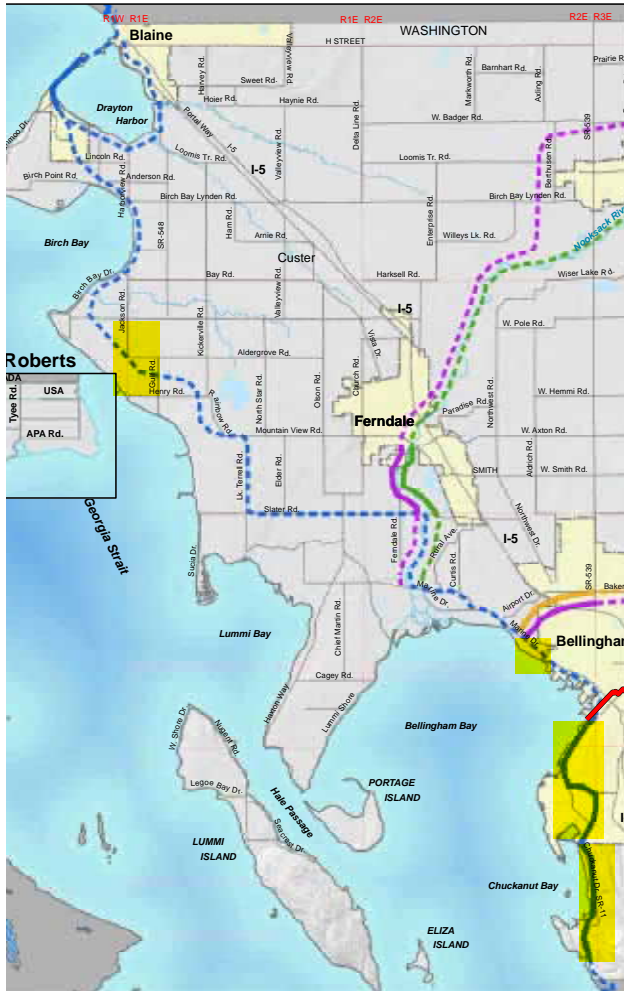


# Coast Millenium Trail



## Route (blue line):

Larabee Park, north through Bellingham, Northwest to Birch Bay, Blaine and Canadian Border (Blue line)

## Completed sections (highlighted):

Larabee Park to California Street

Old Samish to Fairhaven

Taylor Dock through Boulevard Park to Wharf Street

Zuanich Park segment

## Additional notes:

“Established roads may be the only realistic alternative for routing the CMT through these areas until more attractive opportunities emerge. While some roads with lower speed limits or traffic volumes may be acceptable to experienced cyclists, they may not be appropriate for pedestrians, equestrians or less experienced (or very young) cyclists. If permanent routing of the CMT is to ultimately serve users of all ages and abilities, additional public right-of-way may need to be negotiated in the areas listed above.”

“As additional rights-of-way become available, it is anticipated that off-street facilities will be extended and that they will eventually account for most of the trail miles through the county. On-street facilities, however, will remain important as well, often serving as needed links in the regional bicycle transportation system”

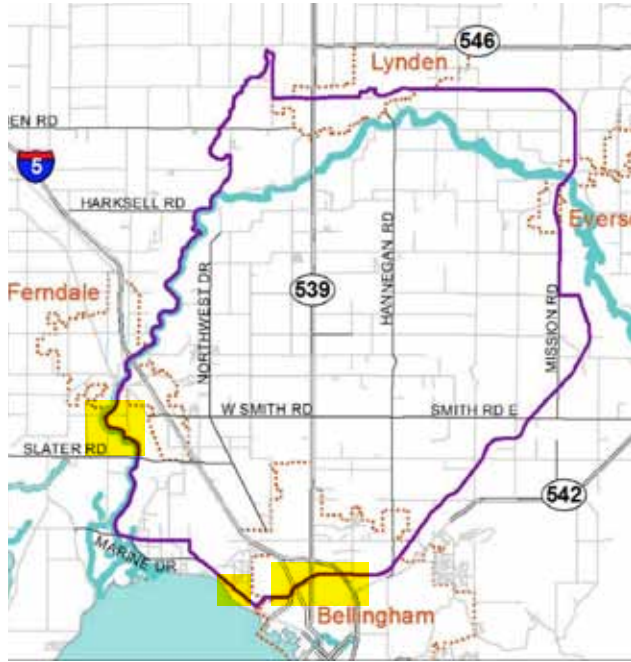
Route to Canadian border is advantageous for bikepackers traveling between Canada and Mexico. Offers a significant tourism draw.

Date Plan Created: 2000

Trail Plan:

[https://wcog.org/wp-content/uploads/2012/10/cmt\\_plan.pdf](https://wcog.org/wp-content/uploads/2012/10/cmt_plan.pdf)

# Nooksack Loop Trail



Trail Info:

<http://www.wprfoundation.org/nooksacklooptrail/>

## Route:

From Bellingham it heads west on Marine Drive, north through the airport to Ferndale, north-northeast along Nooksack River to Lynden, east then south to Everson, south through Everson, then southwest back to Bellingham

## Completed sections (highlighted):

Hovander Park between Slater Road and Ferndale  
Sections within Bellingham city limits

## Additional notes:

Project is promoted by the Whatcom County Parks and Recreation Foundation, a nonprofit entity that may raise funds on behalf of Whatcom County Parks and Recreation.

Connections between Bellingham, Ferndale, Lynden and Everson are attractive.

Loop nature of trail is beneficial

Requires significant portions of private right-of-way to be acquired.

Riverfront section between Slater Road and Marine Drive must be re-routed due to WA Dept of Fish and Wildlife plan to allow natural river flooding in 10-15 years.

Date Plan Created: 1990s (?)

# Nooksack Trail



## Route (green dotted line):

From Bellingham it heads west out Marine Drive, follows the Nooksack river upstream to Lynden, west to Everson, southeast to Deming and South along Highway 9 through the Acme Valley

## Completed sections:

Hovander Park between Slater Road and Ferndale (highlighted)

## Additional notes:

Connections between Bellingham, Ferndale, Lynden and Everson, Deming and Acme are attractive.

Requires significant portions of private right-of-way to be acquired or shared with roadways.

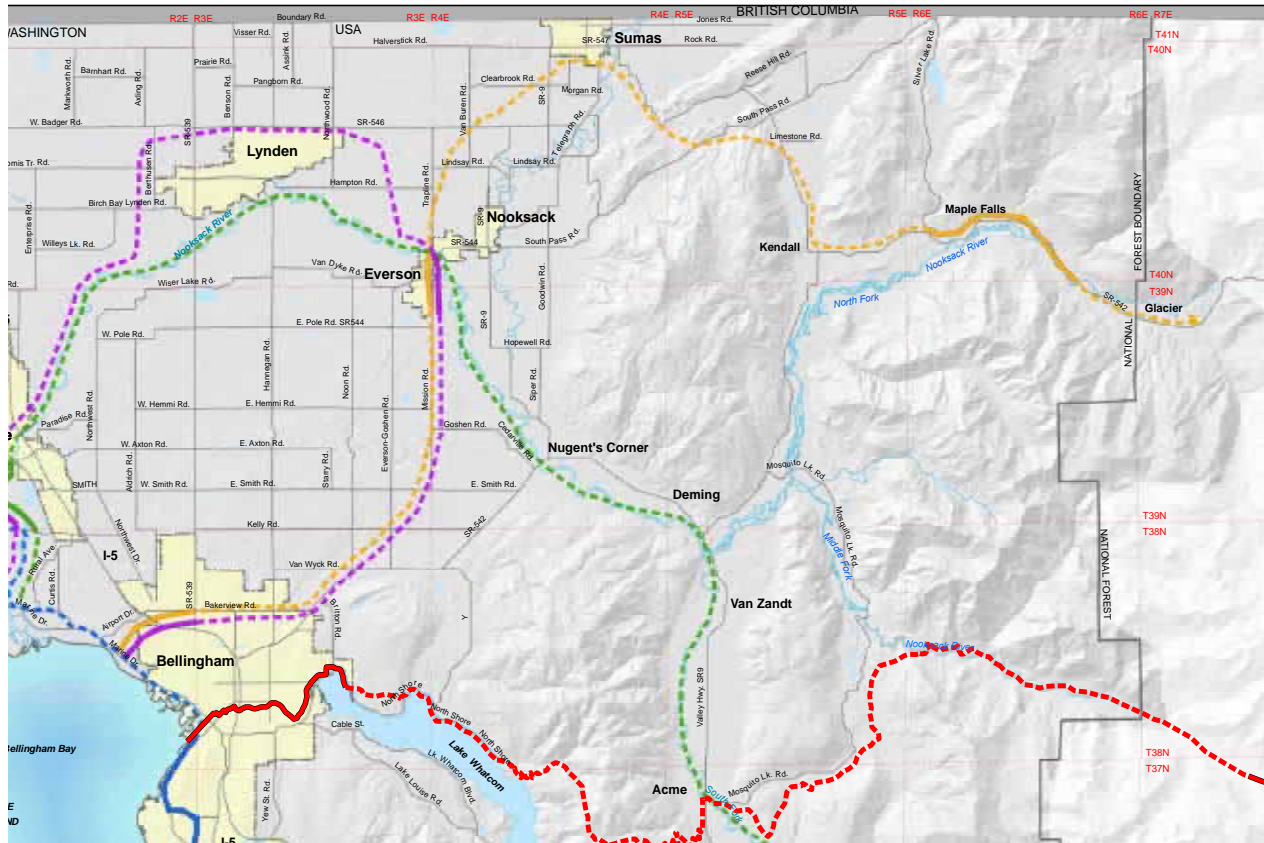
Section along Highways 542 and 9 could utilize WSDOT right of way for a separated path

Riverfront section between Slater Road and Marine Drive must be re-routed due to WA Dept of Fish and Wildlife plan to allow natural river flooding in 10-15 years.

Date Adopted: ?

Trail Info: ?

# Bay to Baker Trail



## Route (yellow line):

From Squalicum Creek Park it follows the old railroad grade east through Bellingham to the Dewey Valley, north to Everson, northeast to Sumas, southwest to Kendall, and continues east to Maple Falls and Glacier

## Completed sections:

Most parts within Bellingham city limits are complete

Maple Falls to Glacier is complete with varying levels of accessibility and repair

A north-south segment in Kendall is underway with state funding and support

## Additional notes:

Connections between Bellingham, Everson, Sumas, Kendall, Maple Falls and Glacier are attractive.

Route would be very scenic

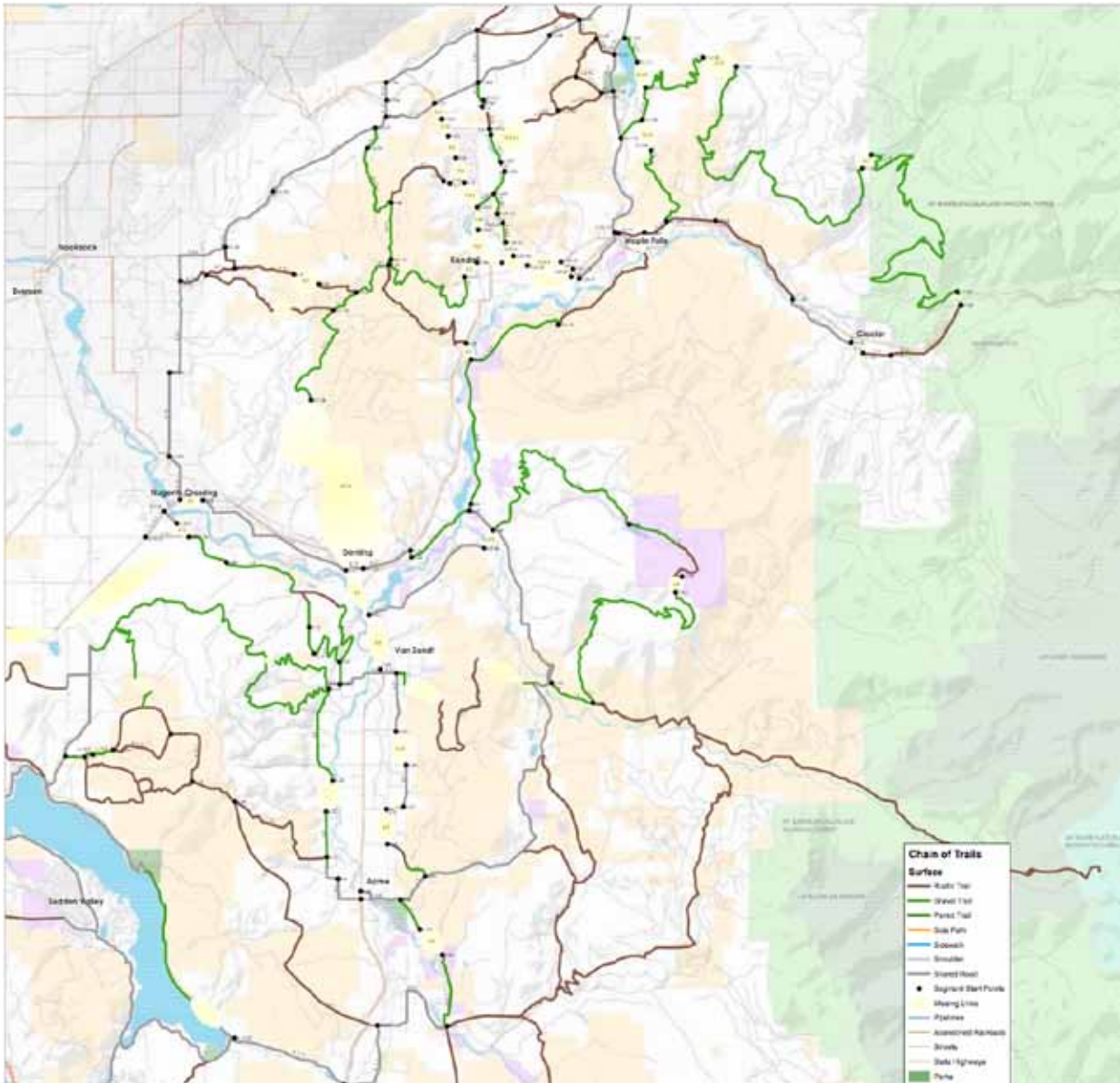
Requires significant portions of private right-of-way to be acquired. The original route follows an old railroad grade that has reverted to private property

Trail Plan Created: 1992

Trail Info:



# Chain of Trails



## Route (multiple):

Complex trail plan that utilizes off-road as well as on-road segments to connect recreation areas in the central county.

## Additional notes:

Connections to a multitude of recreation areas is attractive

Many of the indicated routes are steep, mountainous or otherwise not considered all ages and abilities.

Route along North Fork to Glacier would be a great alternative to highway 542

Routes would be very scenic

May require significant portions of ROW to be acquired.

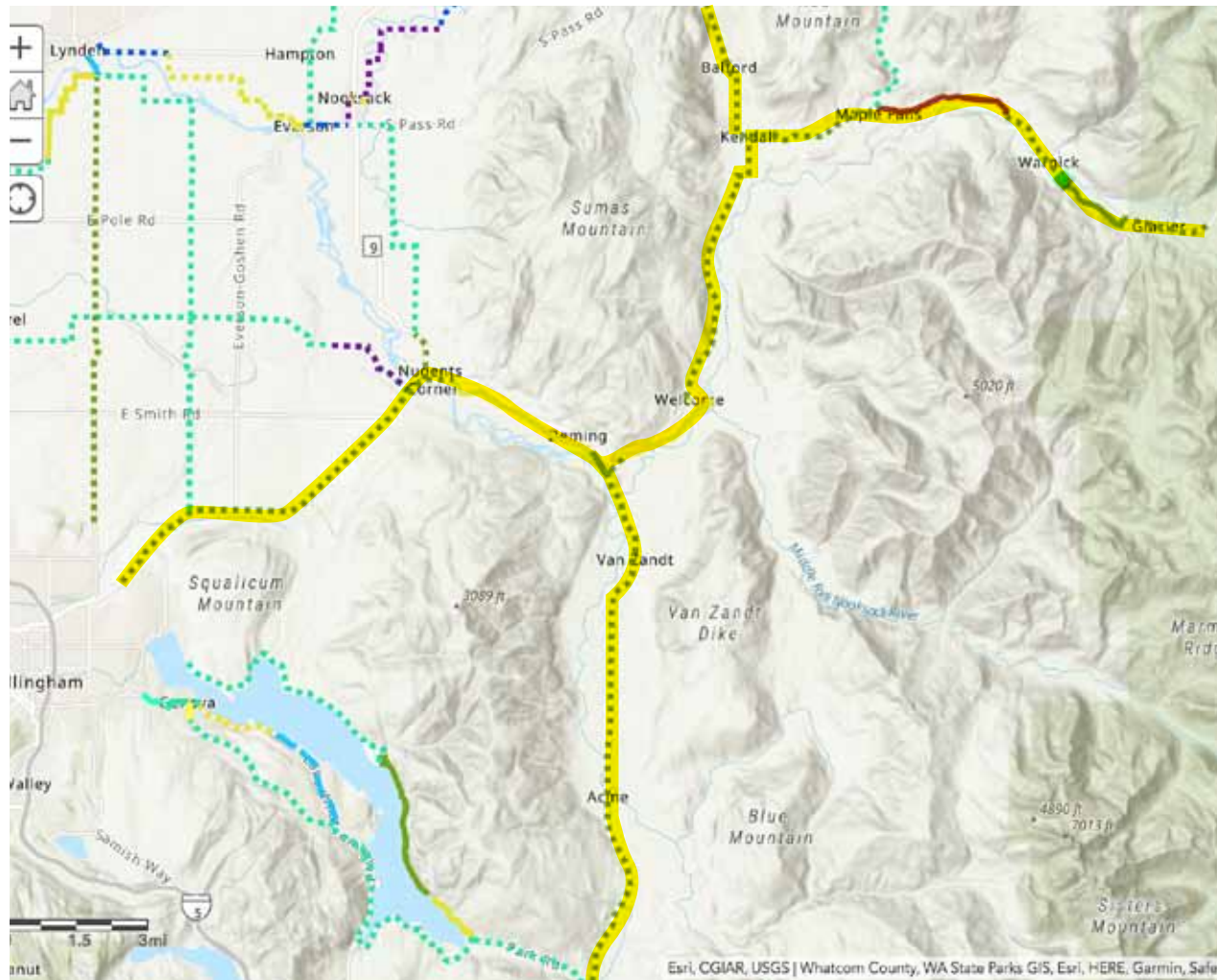
Routes in gray are on-road

Trail Plan Created: 2004

Trail Info:

[https://wcog.org/wp-content/uploads/2012/10/cot\\_plan.pdf](https://wcog.org/wp-content/uploads/2012/10/cot_plan.pdf)

# BPAC Separated Paths (State Hwys)



## Routes (highlighted lines):

Alt Bay to Baker - follow Highway 542 from Bellingham to Deming, Kendall, Maple Falls and Glacier with a side path (fully separated from highway) in the WSDOT right-of-way.

Alt Nooksack Trail - follow Hwy 9 ROW fully separated from highway (utilize low traffic volume streets where applicable) from Park Road to Sumas

## Completed sections:

Maple Falls to Glacier is complete with varying levels of accessibility and repair

A north-south segment in Kendall is underway with state funding and support

Existing low traffic volume roads such as Deming Rd and Truck Rd (indicated with solid yellow lines) may be used

## Additional notes:

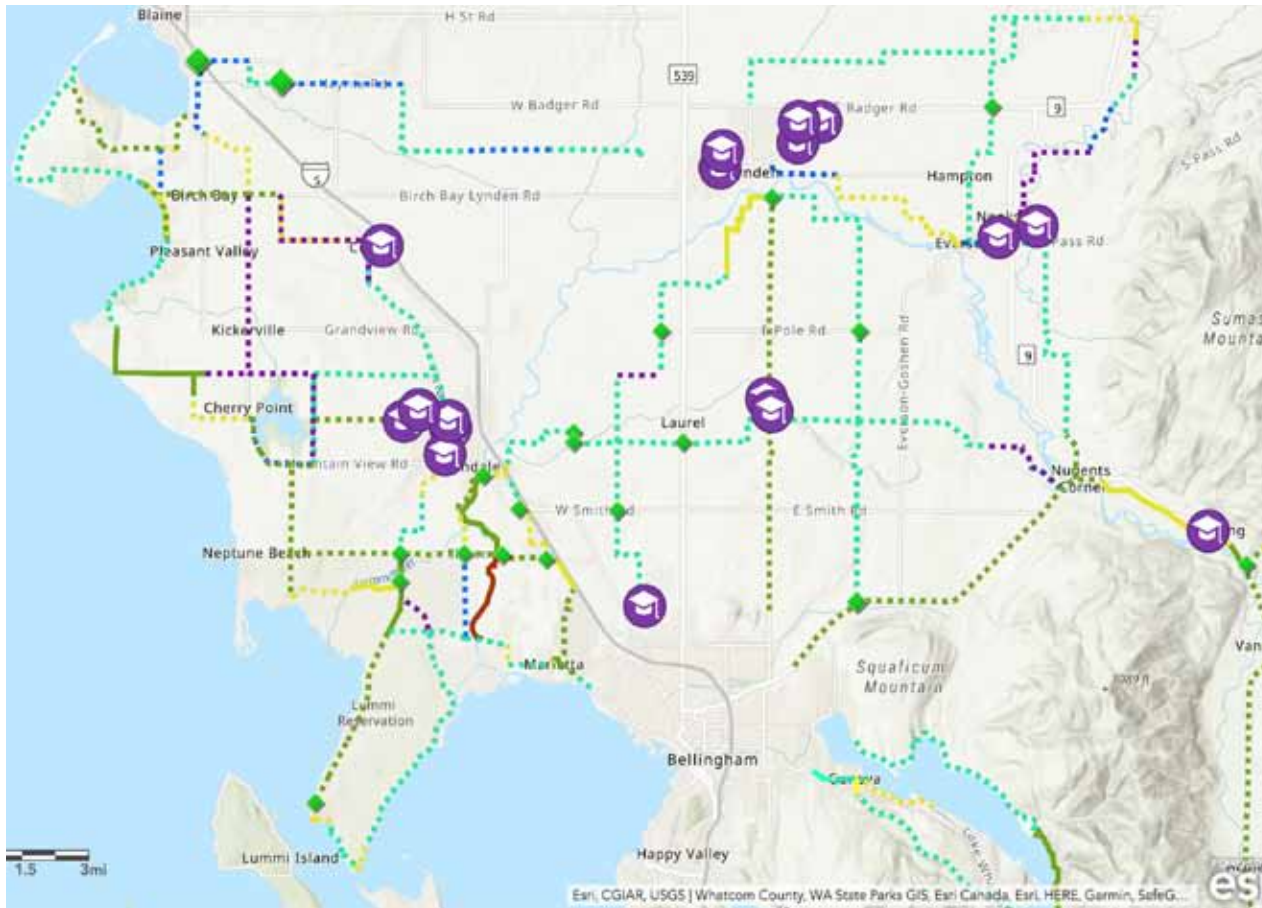
Utilizing an existing right-of-way along Highways 542 and 9 would alleviate the need to acquire and negotiate for private right-of-way that seems to be holding up other multimodal trail progress

Connections between Bellingham, Deming, Kendall, Maple Falls, Glacier and the Acme Valley is attractive

Date Created: 2021 (& in progress)

More Info:  
<https://arcg.is/1b4eeK>

# BPAC Cycling Network (County Roads)



**Routes (all dotted lines):**

Connect all major population centers to each other and to schools

**Additional notes:**

Combination of:

- separated paths (where speed limits are over 45mph)
- protected bike lanes (where speed limits are 35-45 mph)
- bike lanes (speeds are 25-35 mph)
- shared roadways (speeds are 25 and average daily traffic volume is low)

Would require WC Public Works to coordinate projects and fund through county TIP

Would provide connections throughout all the major population centers of the county

Would connect with off-road paths and trails where applicable

**Date Created: 2021 (& in progress)**

More Info:  
<https://arcg.is/1b4eeK>



# Next Steps

## What are the Commission's priorities?

### Recreation

- Accessibility (all ages abilities, mobility impaired)
- Equity (available to underserved communities and residents)
- Attain trail level of service (LOS) goals
- Service multiple user groups (walking, jogging, bicycling, equestrian use)

### Transportation

- Active transportation opportunities (connect communities to services by people who don't or can't drive)
- Equity (available to underserved communities and residents)
- Access to schools by students who don't drive

### Climate

- Reduce transportation GHG emissions (reduce car dependency)
- Improve recreation opportunities close to people's homes (reduce miles driven to trails)

### Public health

- Remove barriers to exercise

### Safety

- Improve comfort and reduce injuries and fatalities for existing bicycle tourists and commuters
- Improve safety for drivers (less frequent lane changes, especially in low-visibility areas with blind corners and hills)

### Economics

- Bring tourism/business to small communities
- Attract tourism to Whatcom County in general
- Job creation via trail building (bike/ped projects employ more people per mile than auto-related road projects)

### Ease of planning/construction

- Right of way acquisition (existing or acquire from private parties)