

CITY OF BLAINE NON-MOTORIZED TRANSPORTATION PLAN



FEBRUARY 9, 2009

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February 9, 2009

Blaine City Council

Prepared by:

City of Blaine Trails and Open Space Committee
Parks & Cemetery Board
Community Development Services Department
SKOOKUM PEAK CONSULTING

February 9, 2009

ACKNOWLEDGEMENTSBlaine City Council

Bonnie Onyon (Mayor)	Paul Greenough
John Liebert	Harry Robinson
Charlie Hawkins	Scott Dodd
Jason Overstreet	

Blaine Parks and Cemetery Board

Shelly Button (Chair)	Terry Johnston
Janet Hansen	Amanda Dahl
Tiiu Kuuskmann	Joan Clark

Blaine Trails and Open Space Committee

June Auld	Joan Clark
Bill Coughran	Mike Gorze
Janet Hansen	Laurie Hart
Bob Hendricks	Tiiu Kuuskmann
Patrick Madsen	Ann Olason
Diane Palmason	Richard C. Sturgill
Mindy Swedberg	William Hoelker

City of Blaine Staff

Terry Galvin, Community Development Services Director
Alex Wenger, Community Planner

Consultants

SKOOKUM PEAK CONSULTING
Ken Wilcox, Principal Planner
Kris Wilcox, Associate
Gerry Wilbour, Trail Design Consultant



Wharf Trail Loop at Blaine Harbor.

CITY OF BLAINE TRAILS AND OPEN SPACE PLAN

CONTENTS

Acknowledgements	3
1. Introduction & Summary	
1.1. History and Context	8
1.2. Plan Development	8
1.3. Plan Adoption and Implementation	9
1.4. Scope of Plan	9
1.5. Summary of Key Recommendations	9
1.6. Next Steps	16
2. Plan Development & Public Participation	
2.1. Trails and Open Space Committee	18
2.2. Public Meetings	18
3. Vision and Goals	
3.1. The Vision	19
3.2. Purpose, Goals and Objectives	19
Goal 1 – Trail Facilities and Systems	19
Goal 2 – Preservation of Open Space	20
Goal 3 – Public Use and Enjoyment	20
Goal 4 – Funding and Implementation	21
4. Planning Issues and Opportunities	
4.1. On and Off-street Corridors for Non-motorized Travel	23
4.2. Trail Corridors and Destinations	24
4.3. Barriers to Trail Development	27
4.4. Trailheads and Access	27
4.5. Public Safety and Education	27
4.6. Public Transit	28
4.7. Urban Growth and Development	28
4.8. Private Property	29
4.9. International Boundary Issues	29
4.10. Beach and Water Access	30
4.11. Pet Areas and Off-Leash Areas	30
4.12. Environmentally Sensitive and Critical Areas	30
4.13. Low-Impact Design and Construction	31
4.14. Benefits of Trails and Open Space	31

5. Existing Sites and Facilities	
5.1. Existing Trails (Off-Street Systems)	33
5.2. Existing Bikeways (On-Street Systems).....	35
5.3. Current Open Space and Conservancy Lands.....	39
6. Need For Trails and Open Space	
6.1. Needs Overview	44
6.2. Level of Service (LOS)	45
6.3. State and National Trends.....	46
7. Recommendations and Priorities	
7.1. Guidelines	49
7.2. Future Trails & Bikeways.....	53
7.3. Twenty Year Non-Motorized Transportation System	54
7.4. Non-Motorized Transportation Priorities.....	70
7.5. Trail Access and Trail-Related Facilities	78
7.6. Open Space and Conservancy Lands.....	81
8. Facility Design	
8.1. On-Street Facilities (Bikeways)	83
8.2. Off-Street Facilities (Trails).....	88
8.3. Trail Design Options.....	74
8.4. Accessible Trail Design Standards.....	91
9. Next Steps: Implementation and Action Items	
9.1. Project Implementation.....	92
9.2. Priority Projects: ACTION ITEMS.....	95
9.3. Capital Facilities Planning	101
10. Funding Sources	
10.1. Estimating Costs	102
10.2. Potential Funding Sources	103
Appendices	
A. MAPS: Blaine Trails and Bikeways.....	109
B. Planned Trail & Bikeway Corridors	110
C. Public Meeting Comments.....	114
D. Economic Benefits of Trails and Greenways.....	116
E. Washington Safe Routes to Schools Program	123

Forested open space in Blaine.



1. Introduction & Summary

1.1. History and Context

The Blaine Non-Motorized Transportation & Open Space Plan provides for the development of trail and bikeways systems and the preservation of open space throughout the community over the next twenty years. The plan builds on related provisions contained in the city's 2004 Parks and Recreation Plan. The 2004 plan recognized increasing public demand for trails and open space, identified a number of specific trail and open space objectives, and called for the creation of a citizen committee to begin developing a comprehensive plan for trails and open space. This plan largely reflects the work of that committee.

Included in this plan are goals and objectives, a summary of existing facilities in 2008, a discussion of the need for trails and open space, a summary of key issues and opportunities, general recommendations, a list of short-term, mid-term and long-term priority projects, potential funding sources, implementation strategies, and specific actions to be taken in order to establish the trail and bikeway systems and open space areas envisioned by the plan.

Recognizing the many benefits that trails and bikeways provide to the community in terms of both recreation and non-motorized transportation, the plan sets ambitious goals for the development of such facilities over the next five to ten years. The community is equally committed to the preservation of open space, which together with trails and bikeways will help protect the natural environment and enhance the overall quality of life enjoyed by residents and visitors alike.

1.2. Plan Development

Trails and Open Space Committee. To guide development of this plan, citizens were invited by the City to join a new Trails and Open Space Committee in early 2007. Thirteen citizens, including two members of the Parks and Cemetery Board, joined the committee and met approximately twice per month from March through June with City Planning staff and Skookum Peak Consulting.

The committee explored and discussed all elements of the plan, including goals and objectives, trail types, design alternatives, existing and potential trails, access issues, the needs of various trail user groups, action items, and funding sources. The committee dedicated considerable time to identifying trail system priorities throughout the community that would provide the most benefit to users. Many of those trails are identified as priority projects in this plan. The Trails and Open Space Committee also discussed ways to encourage public participation in developing and implementing the plan, including volunteer programs, special events, and business support. A Town Meeting was conducted to gather ideas from the public and incorporate into the plan where appropriate.

Once a preliminary draft was completed and reviewed by city staff, the committee met again to discuss the draft prior to submitting a draft to the Parks & Cemetery Board. Subsequent to their submittal the Trails Committee met with the Parks Board on two occasions and jointly worked on additional amendments and refinements.

Public Meetings. As potential systems for trails, bikeways and open space began to emerge from discussions and analysis among city staff and the Trails and Open Space Committee, a public meeting was held in May 2007 to present the information that had been assembled to date and to answer questions of the public. Two additional public meetings were advertised and held by the Parks Board in 2008. Citizens were invited to share ideas or concerns and to offer their opinions on what the City's priorities ought to be in implementing the plan. Many of these have been incorporated into this plan.

1.3. Plan Adoption & Implementation

Plan Adoption. This Non-Motorized Transportation Plan is designed to serve as a component of the City of Blaine Comprehensive Parks and Recreation Plan, which was adopted in 2004 as an appendix to Blaine's Comprehensive Plan. Once adopted, the plan will also be integrated into Blaine's Comprehensive Plan and Parks and Recreation Plan by reference to ensure consistency and to allow better coordination of policies and projects as the various recommendations and to insure that action items in this plan are implemented.

Plan Implementation. Specific priority projects identified in this plan should be integrated into the city's Capital Facilities Plan and budget, including approximate time frames and funding sources required for implementation. High-priority non-motorized transportation projects should be identified in the Six-year Transportation Improvement Program (TIP) and Parks & Recreation Capital Improvement Plan (CIP).

This plan will also serve as a guide for future development and construction projects that require a permit from the City of Blaine. The guidance in the plan will be considered during development review and incorporated where applicable under local and state law. The plan guidance is considered to be conceptual and flexible with regard to placement of trails and boundaries of open space areas. Actual locations of trail corridors and open space areas will be determined through the planning process as development is approved.

1.4. Scope of Plan

The plan covers the entire city, as well as its urban growth area as delineated in the Comprehensive Plan. Regional links to existing or planned trail and bikeway systems in unincorporated Whatcom County is also noted.

1.5. Summary of Key Recommendations

The trail and bikeway systems envisioned by this plan include 57.3 miles of trails (43.7 miles within the city limits and 13.6 miles in the UGA) and 35.9 miles of bikeways (26.4

miles in the city and 9.5 miles in the UGA). Note that trails in the UGA may not be developed until these areas are annexed into the city. Recognizing that these are ambitious targets that may take twenty years or more to achieve, the plan's recommendations include short-term, mid-term and long-term priorities.

Short-term priority projects are those which the city may begin to plan, design, and/or construct over the next five years. These projects are summarized in this chapter. They include 5.2 miles of new trails and 7.5 miles of bikeways. For an expanded summary of general recommendations and priority projects envisioned by this plan, including maps of proposed trail and bikeway systems, refer to Chapter 7. In addition to new facilities, all existing trails and bikeways should be maintained and in some cases improved to a higher standard, as discussed in Chapter 4.

The planned trail and bikeway systems are comprised of both primary and secondary corridors. Primary corridors provide the backbone system that links neighborhoods, major parks, schools, commercial centers and other destinations throughout the city. Secondary routes enhance connectivity within the larger system. A closer look at the purpose and character of these corridors leads to further segregation as indicated below. These categories will help the City establish priorities and allocate resources in the years to come.

Non-Motorized Transportation (Trails and Bikeways)

The non-motorized transportation system can be segregated into four broad categories:

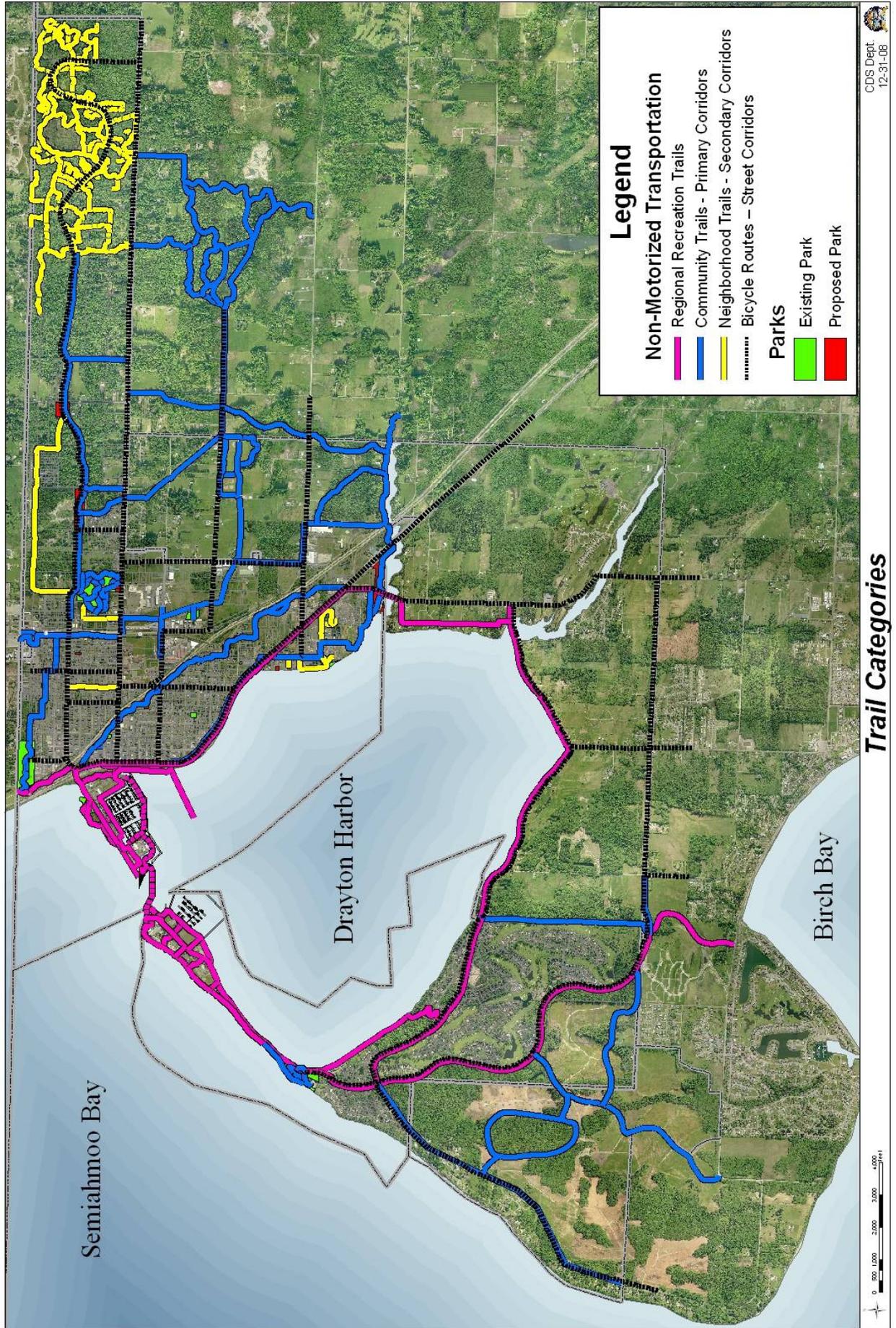
Regional Recreation Trails. These are primary corridors are made up of trails that have a county-wide significance. They provide a unique and highly valued experience that can draw people into Blaine from around the region.

Community Trail Corridors. These primary corridors provide community trail system that links neighborhoods, major parks, schools, commercial centers and other destinations throughout the city.

Neighborhood Trail Corridors. These secondary corridors serve neighborhood areas. Their purpose is to provide neighborhoods with additional opportunities to walk or bike within and between the neighborhoods.

On-Street Bicycle Corridors. The bicycle corridor system, consisting of both primary and secondary corridors, offers an alternative to motorized travel, provides safe routes to school, and is intended to draw serious bicyclists into the community.

The Non-Motorized Transportation Plan covers the entire city, as well as its urban growth area as delineated in the Comprehensive Plan. Regional links to existing or planned trail and bikeway systems in unincorporated Whatcom County are also noted. For a more detailed description of the community and its natural setting, refer to the 2004 Blaine Parks and Recreation Plan and the 2006 Comprehensive Plan.



Priority Regional Recreation Trails. The following is a summary list of the Regional Recreation Trails that are considered short term priorities, and will serve the city and a larger geographic region for years to come:

**Regional Recreation Trails:
High Standard- Multi-use**

High-Standard Multiuse Trail
See WSDOT and AASHTO for design details:

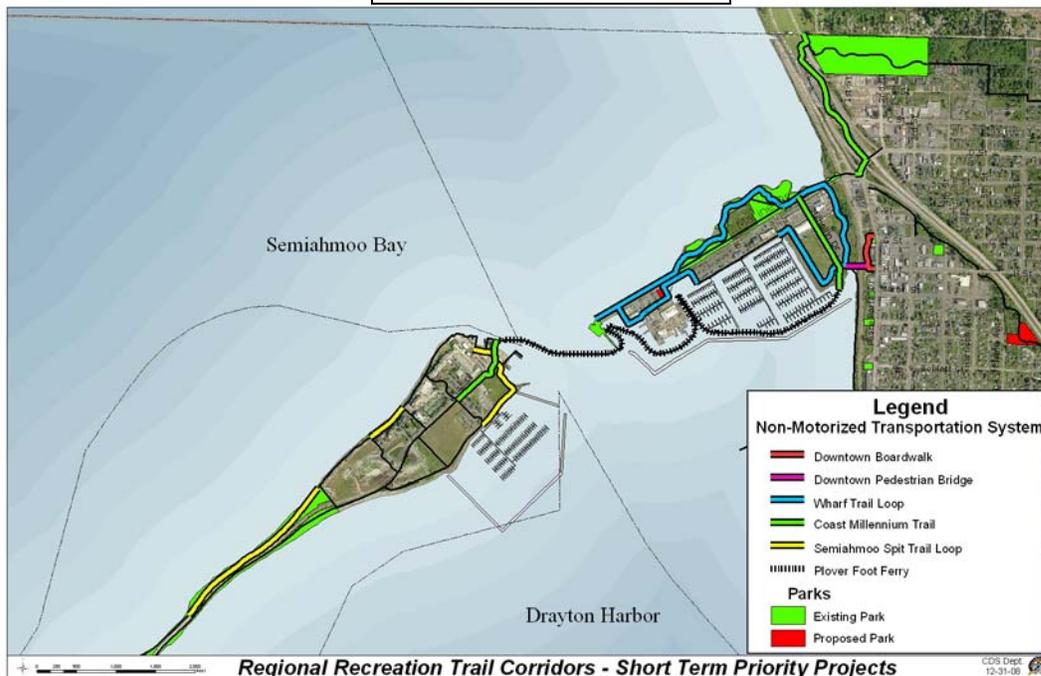


- 8 - 12 ft cross-section typical
- Paved surface preferred,
- Crushed rock acceptable
- Shared use with Bikes




Priority Regional Recreational Corridors			
Wharf Trail Loop	G and H St Plazas to the harbor promenade and Blaine Pier	2.0	Paved and boardwalk
Plover Foot Ferry	Increase season and frequency, maintain/improve docks at Plover Park and Semiahmoo	0.1	Foot ferry and docks
Downtown Boardwalk	From G Street Plaza to H Street Plaza on waterside of buildings	0.1	Boardwalk
Pedestrian Bridge	From H Street Plaza to Wharf District	0.1	Bridge
Semiahmoo Spit Loop Trail	A loop trail around the entire Spit.	2.8	High & medium standard, and boardwalk
Coast Millennium Trail	Birch Bay through Semiahmoo across the harbor on the Plover then along Marine Dr to border	0.3	High standard

Short Term Priorities



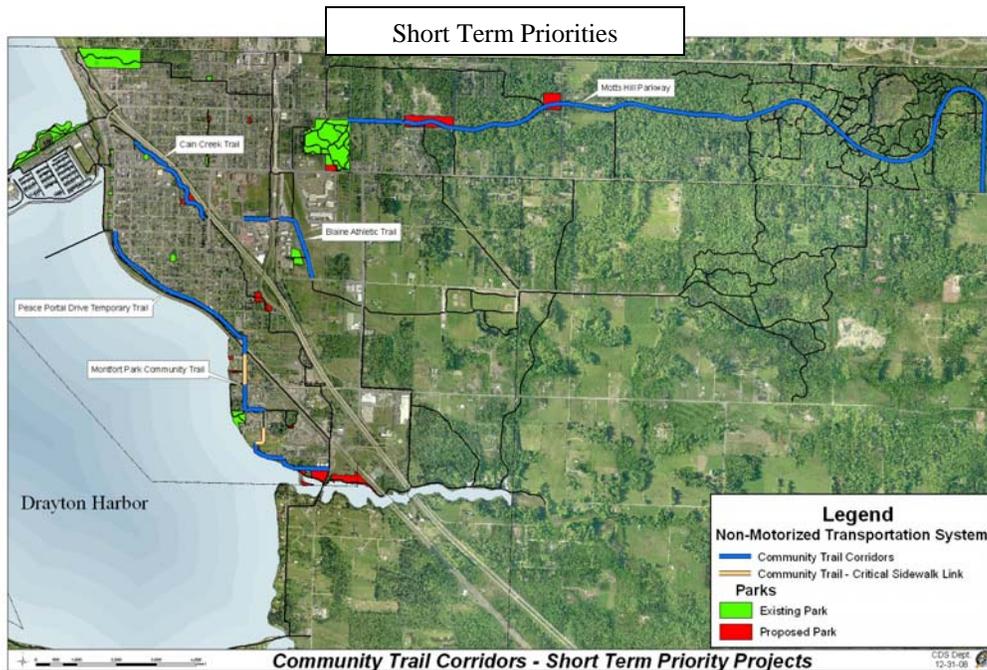
Priority Community Trail Corridors

**Community Trails:
Medium to High Standard**

Dimensions Vary (see Table 8-1)
6-8 foot cross section typical but can be wider
Paved surface preferred, Crushed rock acceptable
Shared use for non-motorized travel

The following are Community Trail Corridors that are considered short term priorities.

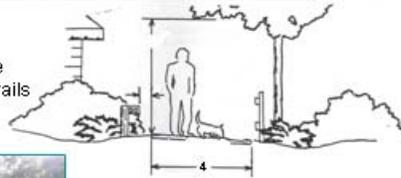
Priority Community Trail Corridors			
Blaine Athletic Trail (phase one)	From School entrance across SR543 through Gateway property	0.3	High Standard paved
Cain Creek Trail North of Boblett St.	A proposed trail system through an important greenway west of I-5	0.6	Medium standard
Montfort Park Community Trail	From RR on Bayview Ave through neighborhood to Dakota Creek bridge.	0.9	High Standard
Motts Hill Parkway	Truck Route to Grandis Pond	3.0	High standard
Peace Portal Drive temporary trail	On the north side of PP from Cherry St. to Dakota Creek	0.5	Medium standard



Priority Neighborhood Trail Corridors

**Neighborhood Trails:
Neighborhood Standard**

Standards vary and subject to Neighborhood interests and site Conditions. Low maintenance trails Maintained by neighborhood.

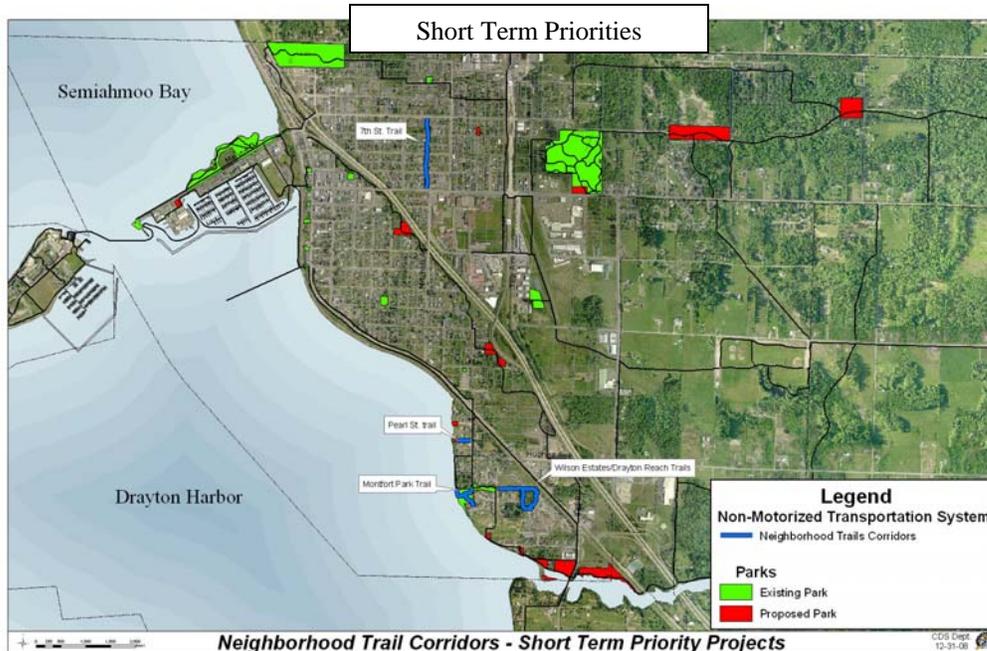


- 2- 6 foot cross-section typical
- Crushed rock surface
- Low maintenance

These trails are often short connecting trails along undeveloped rights of way, easements or dedicated open space that are fairly narrow and natural in their condition. They are not intended to serve the community at large but, instead, the neighborhood, on evening walks, getting from one house to another, or just getting off of the streets. While some of these have been identified, most will be developed as the neighborhood develops. Their presence will require neighborhood initiative and a willingness to work collaboratively with neighbors and the city.

The following are Neighborhood Trail Corridors that are considered short term priorities.

Priority Neighborhood Trail Corridors			
7th St Trail	Proposed new trail within the undeveloped right-of-way	0.3	Medium standard
Montfort Park Trails	Upgrade and extend the existing trail system	0.3	Gravel
Pearl Street Trail	From Bayview Ave to a view of the harbor	0.1	Gravel
Wilson Estates/Drayton Reach Trails	Trails around a high quality wetland complex	.2	Medium standard



Priority On-Street Bicycle Corridors The following are on-street Bicycle Routes that are considered short term priorities:

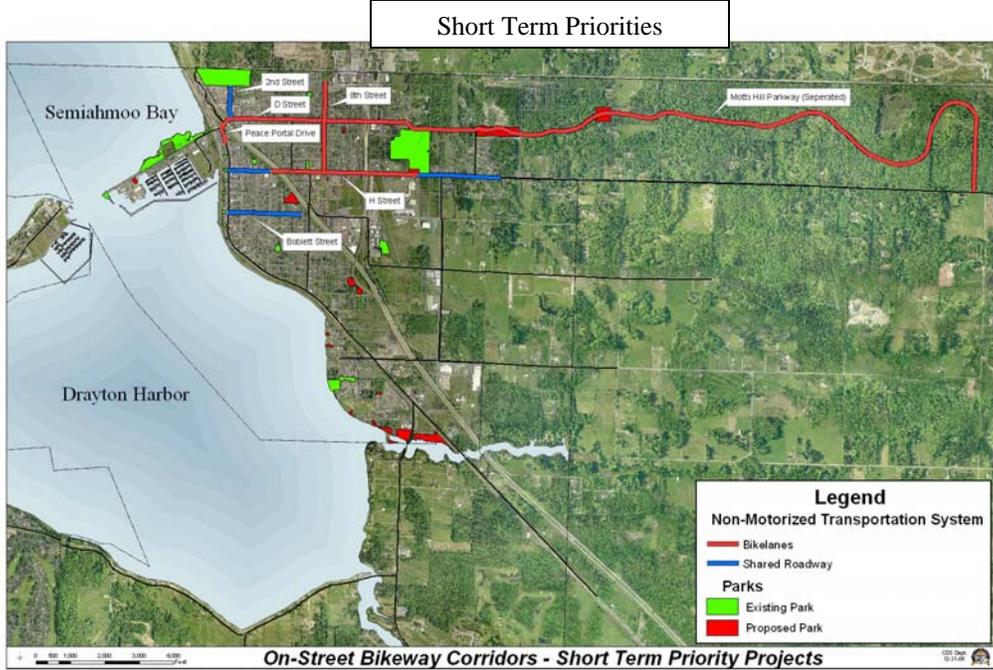
On Street Bicycle Corridors: Striped Bikelanes

- 4-6 foot cross section typical.
- designated for bicyclists.
- Marked with a bicycle symbol.
- Separated from vehicle traffic by a white strip on the street surface.

On Street Bicycle Corridors: Separated Bikelanes

- 4-6 foot cross section typical
- Designated for bicyclists
- Marked with a bicycle symbol
- Separated from vehicle traffic by a physical barrier

Priority On-Street Bicycle Corridors			
2nd Street	Peace Arch State Park to D St	0.22	Shared
8 th Street	A St to H St.	0.51	Bikelane
Boblett Street	Peace Portal Dr. to Mitchell Ave	0.47	Shared
Motts Hill Parkway	East Blaine Parkway	1.60	Separated Bikelane
D Street	Marine Dr. to Motts Hill Parkway	1.45	Bikelane
H Street	Harrison Ave. to Ludwick Ave	1.00	Bikelane
H Street	Ludwick Ave to Vista Terrace	0.26	Shared



Open Space

For an expanded description and maps of open space priorities envisioned by this plan, refer to Section xxx3.5. As with new trails, open space priorities are those which the city is likely to focus its resources on over the next five years. These priorities are listed below.

The following are the Open Space Priorities:

- Pintail Marsh wetlands – *Wetlands complex west of railroad and south of Marine Dr.*
- Blaine Wellhead Protection Area – *Forested natural area surround City wellheads*
- Cain Creek – *From Semiahmoo Bay to Odell Road.*
- Dakota Creek – *Areas along Dakota Creek shoreline within Blaine and the UGA*
- Semiahmoo Bay, Marine Park Wildlife Pro. Area – *North of the spit and Marine Dr.*
- Semiahmoo Memorial Park – *Conversion of old treatment plant site into memorial*
- Shorelines and tidelands – *as defined in Blaine SMP*
- Wetlands, category I and II – *as defined in the Critical Areas Ordinance*
- Other unique and sensitive habitats – *as identified and in incorporated in plan.*
- Heritage Trees – *as defined in Parks and Recreation Plan*

1.6. Next Steps

The successful implementation of this plan depends on many factors, including the provision of sufficient staff and resources needed to develop the trail and bikeway systems envisioned by the plan. However, without revenue sources beyond those of the City's, many and perhaps most of the proposed actions will not be completed. Action items are outlined for the short-term priority projects identified in Section xxx. These action items range from securing trail easements and grant funding to actual design and development of facilities.

Further Planning

Several trail proposals identified in this plan are relatively complex and involve uncertain alignments, multiple land ownerships, sensitive environments, challenging site conditions, and a variety of design issues that will need to be addressed prior to development. Additional planning and design work, including more precise cost-estimating, is needed to help guide the development of these trails, including trailhead access, user amenities, and opportunities for volunteer participation. Trail corridors that should be considered for further planning, assessment, design studies, or master planning include the following:

- Pintail Mash Wetland
- Blaine Athletic Trail
- Blaine Wellhead Protection Area
- Cain Creek Greenway
- Dakota Creek Park and Trail
- Motts Hill Parkway
- Drayton Harbor Trail

Future Updates

The Blaine Non-Motorized Transportation & Open Space Plan should be updated at regular intervals of approximately five years, or six years maximum to maintain eligibility for several important grant programs administered by the Washington Recreation and Conservation Funding Board.

Trails on Private Lands

Many of the routes shown on the maps, particularly within the UGA, cross private lands. These are only conceptual routes and are subject to change. The conceptual trail corridors shown are intended to work with the overall development plan for the area. Some of these routes (or alternatives) can be constructed as these areas develop. Specific routes and design of facilities can be considered during development review and may be implemented through the permitting process. However, until such development occurs, the construction of trails on private lands requires expressed written permission from the landowner. In some instances, open space tax designations and conservation easements may be enough incentive for the property to provide for public access, including new trails, but only with the expressed written consent of the property owner.

2. Plan Development & Public Participation

2.1. Trails and Open Space Committee

To guide development of this plan, citizens were invited by the City to join a new Trails and Open Space Committee in early 2007. Thirteen citizens, including two members of the Parks and Cemetery Board, joined the committee and met approximately twice per month from March through June with City staff and Skookum Peak Consulting.

The committee explored and discussed all elements of the plan, including goals and objectives, trail types, design alternatives, existing and potential trails, access issues, the needs of various trail user groups, action items, and funding sources. The committee dedicated considerable time to identifying trail system priorities throughout the community that would provide the most benefit to users. Many of those trails are identified as priority projects in this plan. The Trails and Open Space Committee also discussed ways to encourage public participation in developing and implementing the plan, including volunteer programs, special events, and business support. A Town Meeting was conducted to gather ideas from the public and incorporate into the plan where appropriate.

Once a preliminary draft was completed and reviewed by city staff, the committee met again to discuss the draft prior to meeting with the Parks Board.

2.2. Public Meetings

As potential systems for trails, bikeways and open space began to emerge from discussions and analysis with city staff and the Trails and Open Space Committee, a public meeting was held in May 2007 to present the information that had been assembled to date and to answer questions of the public. Citizens were invited to share ideas or concerns and to offer their opinions on what the City's priorities ought to be in implementing the plan. See Appendix A for a summary of public comments received.

Following review by City staff and the Trails and Open Space Committee, a draft plan was made available to the public and the Blaine Parks and Cemetery Board for further review. The Parks and Cemetery Board conducted 2 meetings to discuss the specifics of the plan and made minor amendments. A second Town Meeting was held to present the plan to the public and garner additional feedback. The Board then forwarded its recommendation for adoption to the Blaine City Council for a final public hearing.

3. Vision and Goals

3.1. The Vision

The City of Blaine envisions the development of an integrated system of high-quality trails, bikeways, greenways, shoreline access areas, parks, and open space throughout the community, serving people of all ages and abilities, including residents and visitors alike. Trails and bikeways are intended to link together neighborhoods, parks, schools, commercial centers, existing trails, and points of natural, scenic, cultural, or historic interest, as well as regional trail systems in unincorporated Whatcom County. Links to the greater Blaine-Birch Bay area and across the border to British Columbia are especially important.

The vision of this trail system can be broken into two parts. The first are the tourism trails that are intended to function as a regional draw in a larger geographic area, bringing people into the heart of Blaine and thereby stimulate economic growth and sustainability. The development of these trails should be pursued by the City to create non-motorized activities not only to bring people into the core of Blaine but to keep them coming back for more. This in turn should lead to increased sustainability for the businesses that occupy downtown Blaine.

The second part of the vision for the trail system consists of neighborhood backbone trail routes. These trails serve the residents of Blaine by providing connections between the neighborhoods. These are the neighborhood backbone trails that allow for non-motorized transportation and pedestrian flow between neighborhoods and bring the residents to the commercial areas to conduct daily activities such as shopping and getting a cup of coffee or lunch. There is subset of neighborhood backbone trails that serve as connection routes within the existing trail system.

3.2. Purpose, Goals and Objectives

The purpose of this plan is to identify needs, opportunities and means to enhance Blaine's trail systems, bikeways, and open space, and to provide guidance for the actions to be taken by the City of Blaine and its citizens in order to achieve the following broad goals and objectives:

Trail Facilities & Systems

Goal 1: *To develop an integrated system of high-quality trails and bikeways that serve both recreational and non-motorized transportation needs in Blaine. Priority trail development should be given to connecting existing urban trails that serve the residents and businesses of Blaine.*

Objectives

- To provide safe and environmentally friendly transportation options, including an interconnected system of new and existing trails, bikeways, and shared roadways that serve and connect neighborhoods and destinations throughout the community.
- To encourage and support the development of recreational trails, waterfront access, and where appropriate, trailheads, parking, signing, sanitation, visitor amenities, and related facilities throughout the community.
- To ensure that facilities are designed, built, and maintained to an appropriate standard utilizing low-impact and low-maintenance design in order to accommodate recreational enjoyment of the trail system, as well as safe and efficient use of the system for non-motorized travel.
- To accommodate users of all ages and abilities through the application of universal design techniques along trails that are best suited to such use, while also ensuring ADA (Americans with Disabilities Act) accessibility at trailheads, resting and viewing areas, and other trail-related facilities, as appropriate.
- To ensure that trails and non-motorized transportation facilities connect safely and conveniently to essential public facilities, such as schools, community services, and libraries, as well as shopping areas and major employment areas.
- To provide for intermodal connections among various transportation options, including public transit.

Preservation of Open Space

Goal 2: *To maintain and preserve sufficient areas of open space throughout the City of Blaine in the form of parks, trails and greenways; shorelines, wetlands and other sensitive habitat areas; buffer and reserve areas associated with land development; and other public and quasi-public open space.*

Objectives

- To maintain open space associated with existing parks, trails, greenways and wildlife viewing areas, and to acquire additional lands for such purposes within the city and its urban growth area to meet the needs of the community well into the future.
- To maintain or enhance existing sensitive habitat areas such as shorelines, wetlands, marine waters and tidelands, streams and freshwater aquatic areas, riparian conservation areas, critical nesting areas, and important forested areas such as Lincoln Park and the city's wellhead protection area.
- To establish appropriate buffer and reserve areas within or around environmentally sensitive areas and important cultural sites and resources, and to ensure that land development activities are consistent with related city policies and regulations.
- To secure other public and quasi-public open space as needed to protect the natural environment, to provide connectivity between other public open space, and to help secure the city's future as a livable community.

Public Use and Enjoyment

Goal 3: *To encourage public use and enjoyment of trails, bikeways, greenways, and open space within the City of Blaine.*

Objectives

- To help develop and support educational efforts that encourage non-motorized travel as a cost-efficient, environmentally friendly, and sustainable alternative to motorized travel.
- To ensure that the City is responsive and accountable to the public's desire for new and enhanced trail-based recreation and non-motorized transportation opportunities that serve a diversity of users in a variety of settings.
- To promote the development of facilities that are aesthetically pleasing, complementary to their natural surroundings, and compatible with established urban design themes and community character.
- To provide, where appropriate, for the posting of directional, safety and educational signing, and enforcement of rules and regulations that apply to trails and public roads in order to enhance public safety, reduce conflicts, and ensure adequate protection of private property, public facilities, and the natural environment.
- To help build awareness among motorists of the rights and responsibilities of motorists, cyclists, and pedestrians along city streets and the importance of "sharing the road."
- To promote community and school-based educational programs that teach or encourage safe bicycling for all riders, including the importance of wearing helmets.
- To support the production of trail and non-motorized travel maps and information in the form of brochures, visitor kiosks, websites, signs, or other means.
- To promote a sense of community and quality of life for Blaine residents.
- To enhance the economic benefits of trails and open space in the community, both in terms of increased property values and new tourism opportunities.
- To provide increased opportunities for recreational activities and local transportation options that promote health and wellness.
- To improve access to, and enjoyment of, the community's unique history, heritage, and natural beauty.
- To encourage public involvement in the development and maintenance of the city's trail system, including business, institutional, and volunteer support.

Funding and Implementation

Goal 4: *To ensure that sufficient local resources, including staff support and funding, are provided to implement the recommendations and action items in this plan over the next five to twenty years.*

Objectives

- To dedicate sufficient staff and local resources to implement this plan while actively pursuing state and federal grant funding necessary to develop trails, bikeways, trailheads, and related facilities that are envisioned herein.
- To ensure that the City reviews development proposals in accordance with the provisions of this plan, while also ensuring that developers meet their obligations through appropriate impact fees and other means in providing for trails, bikeways, greenways, parks, and/or open space, as may be required through the development review and approval process.
- To encourage the city parks board or other appropriate entities to assist with the coordination and management of resources, project selection and priorities, property or easement acquisitions, community outreach, volunteer support, as well as the actual development or improvement of recommended facilities.
- To encourage volunteer efforts, cooperative programs, "Adopt-a-Trail" programs, business or individual fundraising efforts, and public-private partnerships in the development, improvement, and maintenance of trails and related facilities.
- To carefully integrate the implementation of this plan with related planning, funding, permitting, development, and maintenance programs administered by the public works, parks, planning, and/or community development departments. Specifically, priority projects recommended in this plan should be identified in the city's transportation improvement program, capital facilities plan, and comprehensive plan.
- To facilitate adjustments to the plan's recommendations or priorities in response to new or unique opportunities, emerging needs, or other changed circumstances.

4. Planning Issues and Opportunities

A variety of planning issues and opportunities emerged during the development of this plan which are briefly discussed here. Some are site-specific concerns, while others such as public safety pertain to the City as a whole. Many of the broader issues are addressed in the plan's general recommendations in Section 7.1.

4.1. On and Off-Street Corridors for Non-motorized Travel

One of the principal objectives of this plan is to provide an "interconnected system of new and existing trails, bikeways, and shared roadways that serve and connect neighborhoods and destinations throughout the community." This objective is met through the provision of both on- and off-street facilities in appropriate locations. On-street facilities, such as paved shoulders and sidewalks, can often be constructed or upgraded for the benefit of non-motorized users; however, establishing a local off-street trail network presents a more serious challenge, due to the general lack of public right-of-way for trails outside of the existing road network. Public land, such as state and local parks, conservation areas, and school grounds can (and do) help facilitate key links in the trail system, while undeveloped street right-of-way, public or quasi-public utility corridors, and access easements granted by private property owners can help provide other critical links. In developing areas of the community, the City of Blaine may be able to negotiate trail corridors, linkages or other public access in conjunction with the review and approval of land subdivisions and major development projects.

If a substantially connected network of off-street facilities (trails) is to be established, as recommended by this plan, then outright purchase of land or easements in some areas will be necessary. This will require a dedicated effort toward identifying supportive landowners and negotiating specific trail alignments in key locations. Local trail advocates and affinity groups can be critical partners in addressing this challenge.

In terms of on-street facilities, a combination of vehicle travel lanes, designated bike lanes, and paved shoulders can provide the backbone system for bicycling. Streets and highways that have particular value for bicycle travel in Blaine are summarized in Section 5.2. (Bicycle facility design has become fairly standardized in recent years and is addressed more specifically in Chapter 8.) To meet the needs for walking in Blaine, sidewalks commonly provide for pedestrian travel along residential streets in urban areas, although many older neighborhoods in Blaine are not fully served with sidewalks currently. The City is providing new facilities as resources allow. In some commercial areas and high-volume traffic areas, sidewalks are common but are often underutilized due to unattractive or uncomfortable walking environments. Urban design techniques, including more attractive streetscape design and the separation of vehicle traffic lanes from walkways through landscaping or other features can make such areas much more appealing for pedestrian use.

Where sidewalks are lacking, a pedestrian or multi-use side-path set back from, and parallel to, existing streets can be an attractive option where adequate right-of-way width exists and other conditions are conducive to trail development. Side-paths along busier

streets and highways are not always well suited to recreational use since they may not satisfy the public's desire for an attractive walkable environment. However, they can still offer affordable and functionally important links or corridors within a larger system. If extra right-of-way width is available, side-paths can sometimes be located well back from the roadway and be developed to a higher standard that can accommodate walkers, joggers, strollers, roller bladers, cyclists and/or equestrians. Traffic noise may still deter some users.

In many communities where substantial new growth is occurring, major trail corridors have been sited away from arterial streets and adjacent to riparian reserves, parks, and secondary streets where traffic noise is less of a concern to trail users. Some trails follow multi-purpose greenway corridors that provide for wildlife habitat, stream and wetland protection, and general open space. Others are located along the perimeter of reserve areas immediately behind areas developed for residential or institutional use (e.g. schools, libraries, civic centers, etc.). Public trails along shorelines are also encouraged (or required) for new development or redevelopment in waterfront areas. In each of these cases, trails can serve both the recreational and non-motorized transportation needs of the community while avoiding some of the unpleasant distractions of busy streets and traffic noise.

For both on and off-street facilities, design can include pocket parks, viewing and resting areas, and other features as desired. Along major non-motorized travel routes, smooth transitions between on- and off-street corridors can be enhanced through signing, sustained design themes, and consistent provisions for user comfort and traffic safety.

4.2. Trail Corridors and Destinations

To ensure that trail and bikeway systems will serve the community well, it is important to consider the kinds of access points and destinations that will be interconnected by these systems. In Blaine, principal sites of interest to non-motorized travelers are listed below. The more critical connections in the system are noted with an asterisk.

Destinations and Access Points

Urban Centers/Districts:

- Central Blaine - Market District*
- Central Blaine - Wharf District*
- Semiahmoo Spit Area*

Public Parks:

- 7th Street Community Gardens
- 10th Street (planned)
- Clyde Street (planned)
- E Street/Jerome Street/Harvey Road Area (planned)
- Kilmer Park
- Lincoln Park*
- Marine Park*
- Montfort Park*
- Peace Arch State Park*

- Plover Park (planned)*
- Salishan Park
- Semiahmoo County Park*
- Skallman Park (off-leash dog facility)*
- Skateboard Park*
- Steen Street (planned)

Schools/Athletic Facilities:

- Blaine Athletic Park*
- Blaine Schools Complex*
- Other school district properties

Shopping/Commercial:

- International Mall*
- Downtown

Open Space/Natural Areas:

- Blaine Wellhead Protection Area*
- Cain Creek Greenway*
- Cain Creek Wetlands/Estuary*
- East Blaine Conservancy wetlands/Grandis Pond*
- Pipeline Road pond/wetlands*

Shoreline or Beach Access:

- Blaine Boat Launch
- Blaine Harbor*
- Blaine Harbor Center
- Dakota Creek Park (planned)*
- Plover Ferry Dock (planned)*
- Runge Avenue Park (planned)
- Semiahmoo Marina

Scenic Vistas/Overlooks:

- 4th Street Overlook (planned)
- Blaine Boardwalk and Plazas (H Street and Lester Park)*
- Blaine Public Fishing Pier*
- Boblett Street Overlook (planned)
- Cherry Street Overlook*
- Clark Street Parklet
- Martin Street Parklet
- Pearl Street Overlook (planned)
- Ruby Street Overlook (planned)

Other Public/Quasi-Public Sites and Facilities:

- Blaine Airport
- Blaine City Hall/Civic Center*
- Blaine Community/Senior Center/Boys and Girls Club*
- Blaine Public Library*

- Community Pool (proposed)
- Heritage Trees (various locations)
- Pacific Highway Border Crossing*
- Peace Arch Border Crossing*
- Post Office
- Visitor Information Center (walking tours)*
- WTA community transit stops*

Regional Destinations:

- Birch Bay*
- Bellingham/Ferndale
- Lynden
- White Rock, B.C.*

Potential Trail Corridors

When potential destinations and access points are considered, a number of key corridors begin to emerge where trails and bikeways may be desirable. Of course, many other factors go into determining feasible routes, but the general corridors listed below do help focus the plan toward a comprehensive network of facilities.

North-South Corridors:

- Peace Portal/Drayton Harbor Trail to Montfort Park and Dakota Creek
- Peace Arch State Park and the border area to downtown and the Wharf District
- Semiahmoo Spit to Birch Point area
- Cain Creek Greenway – Marine Drive to Mitchell Avenue
- 8th Street to Mitchell Avenue
- Pacific Highway – Border area to Pipeline Road
- Odell Road – H Street to Hughes Avenue
- BPA transmission line corridor
- Grandis Pond to Blaine Wellhead Protection Area

East-West Corridors:

- North Drayton Harbor – Marine Park/Wharf District to Semiahmoo
- Boardwalk/Overpass – H Street/Peace Portal to Plover Park and Wharf District
- Peace Arch/D Street – Peace Arch to Pacific Highway and Lincoln Park
- H Street – Peace Portal to Odell Street
- Mott Hill Parkway – D Street/Lincoln Park to Grandis Pond
- Boblett – Mitchell Avenue to Odell Road (through or around airport)
- Blaine Schools Complex to the Athletic Fields
- Cherry Street – Peace Portal to Mitchell Avenue
- Dakota Creek – Runge Park to east UGA limit
- South Drayton Harbor – Dakota Creek to Semiahmoo

Regional Corridors:

- Birch Bay/Coast Millennium Trail
- Portal Way (to Ferndale/Bellingham)
- White Rock, B.C.

4.3. Barriers to Trail Development

The City of Blaine faces some very unique and challenging obstacles to future trail development, particularly as it seeks to provide an interconnected system of walking and biking routes throughout the city. The city is uniquely divided into several north-south corridors by two state highways (SR 543 and SR 548), an interstate freeway (I-5), a railroad mainline, a municipal airport, and a regional power transmission line (BPA). The BPA line is potentially navigable at various locations and may be less of a concern overall, although it does traverse some private land which may not be accessible to the public. Aesthetic considerations and electromagnetic fields (EMF) tend to diminish the appeal of such corridors for trail development, although they are often utilized by communities when alternative routes are lacking. The railroad line is a formidable barrier that, together with SR 548, somewhat isolates the Montfort Park area from the rest of the city. A pedestrian underpass beneath the tracks in the vicinity of Bayview Ave has been suggested to better connect this neighborhood with areas to the north and east. This would also provide an emergency access to and from the area in the event of a stalled train blocking vehicular access. The municipal airport is expected to be closed and the area redeveloped in coming years which would eliminate this as a barrier to new trails. Interstate 5 and the two state highways will continue to pose significant obstacles to trail development for the foreseeable future. As with the railroad, highway underpasses and overpasses for non-motorized users may need to be considered at strategic locations.

4.4. Trailheads and Access

A well functioning trail system requires adequate provision of supporting facilities such as trailheads, restrooms and sanitary facilities, viewing areas and interpretive sites, informational, directional, and regulatory signing, street crossings (above, below, and at-grade), lighting (where appropriate), beach access, picnicking and camping areas, ADA accessible facilities, bicycle parking, and other user amenities. While many trails may require little more than a small parking area and a few signs, more substantial improvements, including a larger parking area, restrooms, information kiosk, interpretation, landscaping or other amenities would be appropriate along major routes and at trailheads serving a large number of users. Existing city, county and state parks in the Blaine area can provide many of these functions, although some new or enhanced trailhead facilities may be warranted as well.

4.5. Public Safety and Education

One of the more obvious issues of concern to all trail users is personal safety. Along on-street routes, safety concerns often relate to traffic speeds and volumes (including truck traffic), visibility, paved shoulder width, maintenance issues, and street, driveway or trail intersections. In fact, research has shown that the majority of collisions between cars and bicyclists occur at intersections. Countless factors, such as the condition of facilities, weather, the experience and behavior of motorists and trail users, signing, equipment failures, and the like can contribute to safety concerns. Many of these are addressed in established standards and guidelines for the design and development of on and off-street facilities. Public education efforts geared to motorists, child and adult

cyclists, and other trail users can also enhance safety. Such efforts are often community-based and coordinated between public agencies, schools, user groups, and nonprofit organizations. Washington's Safe Routes to Schools program is one example in which substantial public funding is made available to communities seeking to enhance safe, non-motorized options for children (see Appendix E). Many other successful models for these kinds of programs have been developed in bicycle and pedestrian-friendly communities around the country.

4.6. Public Transit

Limited public transit services are available in Blaine, including regional connections to Birch Bay, Ferndale and Bellingham. Although scheduled service is infrequent, public transit represents a significant opportunity for cyclists and pedestrians to extend their reach. Busses are equipped with bike racks and are well linked to the regional transportation system (via Bellingham), including the Washington State Ferry system, Amtrak, and public transit in Skagit County. Transit connections north of the border are not convenient to visitors nor residents of Blaine. Locally, the historic foot ferry known as the Plover provides a limited summer schedule of free transit service between Semiahmoo and the Wharf District (donations are accepted).

Since most travel trips by bike or on foot tend to occur in and around urban areas, public transit can play an important role in transporting cyclists and pedestrians from the outlying areas into the city, helping to reduce the impacts of our predominantly car-based transportation system. Transit can also serve as important links where major gaps are present in the current trail system. New and expanded facilities, such as trailheads and transit stops, can be closely coordinated to further integrate these complementary travel modes. This will become more important in future years if transit services are expanded in the Blaine area.

4.7. Urban Growth and Development

In recent years, Blaine has experienced modest population growth of 2.5 to 3.0 percent annually and is expected to reach 10,000 residents by 2020—more than double the current population. The city's natural beauty, coastal setting, and unique location at the nation's third busiest border crossing with Canada are among the factors contributing to rapid growth. This growth exerts substantial development pressure, which in turn impacts community character, parks and open space, trails, the transportation system and other public facilities. As the population continues to grow, the demand on trails and non-motorized transportation facilities can be expected to increase as well. At the same time, opportunities for new trails may diminish unless potential trail corridors and sufficient public open space can be preserved. Planning for future trails and open space should recognize the need to acquire key corridors while they are still available and reasonably affordable. In addition, new development also creates opportunities, as well as developer responsibilities, to extend and connect trail and bikeway systems into expanding urban areas.

4.8. Private Property

Some property owners who reside adjacent to proposed new trails may express concerns relating to possible trespass, littering, vandalism, theft, or similar impacts that could potentially result from trail development. While care should be taken in locating, designing, and constructing trails and trailheads in order to minimize these kinds of risks, the experience of many communities around the country shows that such problems are very uncommon overall. Numerous studies have been conducted over the past two decades, precisely to assess the risk of these kinds of impacts on adjoining property owners. The findings of these studies consistently show that, in the vast majority of instances, well planned and properly located trails do not introduce a significant risk of these kinds of impacts. Furthermore, where informal, user-built trails are "formalized," that is, improved to an appropriate standard and regularly maintained, such facilities tend to become self-policing whereby the presence of responsible trail users tends to discourage others from creating problems.

Where a public trail across private property is desired or planned, easements or acquisitions are typically negotiated on a "friendly seller" basis. In many instances, landowners will recognize a proposed trail as a valuable amenity for their family or their community, and may be willing to donate land or easements to accommodate its development. In recent years, developers have begun to realize that trails add tangible value to their development projects and they may be more than willing to cooperate with local government to include them in their plans. Well maintained trails can enhance property values and provide other economic benefits as well (see Appendix D).

In some cases, open space tax status and conservation easements may also provide for public access to trails and waterfront areas. Nonbinding "handshake agreements" have occurred in some communities, where a local trails group obtains landowner approval to build a new trail (and maintain it), while the landowner retains the right to close the trail at any time if problems occur or persist. Such agreements can be verbal, but more often take the form of a friendly letter signed by both parties which clarifies expectations, including any improvements to be made, maintenance responsibilities, restrictions on use, the term of the agreement, and how to address any problems that might arise. In any event, new trails in Blaine should not encroach onto private property without the owner's consent. Furthermore, the City of Blaine is unlikely to expend trail building resources unless it owns the property or a permanent easement has been negotiated with the owner.

4.9. International Boundary Issues

Redevelopment of U.S. Customs and Immigration facilities at Blaine was underway as this plan was being developed. Plans call for construction of a bicycle-pedestrian path adjacent to I-5 from D Street north to a point just south of the Peace Arch. The route delineated did not fully connect to Canadian Customs and further improvements will likely be necessary to ensure a safe and efficient route for non-motorized travelers through the border area. The SR 548 (truck route) crossing is of less interest to non-motorized users, but should be reasonably navigable by bicyclists once construction work is completed. There are no other authorized sites for crossing the border into Canada. Amtrak travels along the mainline through Blaine but does not stop.

4.10. Beach and Water Access

The Blaine shoreline is characterized by a diversity of shoreforms, including accretion sand and gravel beaches at Semiahmoo Spit, walkable pebble beaches along the shore of central Blaine, low bluffs, mud flats, widely dispersed parks and access sites, and often privately owned and low-lying saltmarsh (or former saltmarsh) ecosystems. Naturally, access to many of these areas is highly valued by the public. Fortunately, a substantial portion of the city's tidelands and shorelands are publicly owned, although the majority of public beaches lie beneath the vegetation line and are not always easy to access. Over much of the twentieth century, the more accessible, low-lying beaches were sold off by the state for private use and development, a practice that was banned in 1970 due to the obvious impacts on access. Given the unique access opportunities that are available in Blaine, improved beach access can be a cost-effective means of providing significant recreation benefits to the community.

Significant public access opportunities exist in Blaine in the form of road-end overlooks, boat launches, waterfront parks and trails, a major county park (Semiahmoo), a fishing pier, and simpler forms of access that may include only a short trail or small parking area with a view and possibly a restroom nearby. However, many areas of the city lack easy access to the waterfront. Enhanced beach access in such areas would benefit the public in many ways, especially when improvements are made adjacent to some of the longer walkable beaches. Environmentally sensitive areas, such as seasonal wildlife nesting and feeding areas, may need to be protected, and limited signing may be helpful in a few locations to discourage intrusions on sensitive habitats or private property. Public safety should always be considered in the design and development of improvements. Site design should take into account the higher tides, storm tides, unstable bluffs (especially in the wet season or during stormy weather) and other factors that may influence public enjoyment of these areas.

In regards to the public fishing pier at the end of Marine Drive, the trails committee strongly felt it should remain open to vehicles for many of the reason cited above. The fishing pier is an important asset to the citizens of Blaine and it has a long history of providing water enjoyment activities.

4.11. Pet Areas and Off-Leash Areas

Many trails are suitable for pets, especially if kept on-leash and their owners are responsible in looking after them. If compelling circumstances exist that warrant the exclusion of pets, such as an interpretive path for close-up wildlife observation, the city may need to close such trails to pets. Off-leash areas should be provided in appropriate locations, such as Skallman Park, where pets can play under their owners' supervision.

4.12. Environmentally Sensitive and Critical Areas

Because trails are often located in parks, open space, and natural areas, protection of the environment, including critical areas, can be one of the most important considerations in developing new facilities. Trails are not necessarily prohibited within environmentally sensitive areas or designated critical areas. For example, an

interpretive boardwalk along a wetland may be acceptable if the design and use are appropriate for the area, impacts are minimal, and mitigation is found to be acceptable. Some sensitive areas can be especially attractive for new trails and trailheads since they can provide opportunities for interpretation and education, as well as scenic views of natural landscapes. Wildlife observation is enjoyed by many trail users, although some of the more sensitive nesting and foraging habitats may need to be avoided.

Whether or not an area is formally designated as a critical area, some areas may be particularly sensitive to the impacts of trail development or use which can disturb wildlife or physically destroy rare plants and communities. Trail use and maintenance may compound impacts, such as increasing off-trail use and trampling of vegetation, providing access for domestic animals which can disturb or prey on wildlife, or acting as corridors for introduction and spread of invasive species. These potential impacts need to be carefully considered at early stages of locating and designing trails. Depending on site conditions, trail alignments may need to avoid some areas altogether.

4.13. Low-Impact Design and Construction

In January 2005, the Puget Sound Action Team published “Low-Impact Development: Technical Guidance Manual for Puget Sound.” The manual provides stormwater and site-design professionals with tools and strategies that emphasize “conservation and use of existing natural site features integrated with distributed, small-scale stormwater controls to more closely mimic natural hydrologic patterns in residential, commercial, and industrial settings.”

The concepts can be applied to virtually any development project. The location, design and construction of new trails and trailheads should always consider low-impact design, which can be accomplished by consulting this manual and by incorporating appropriate construction techniques that have been developed by trail designers and builders to address this challenge. In addition to minimizing impacts, restoration of disturbed sites should be considered in conjunction with trail development.

4.14. Benefits of Trails and Open Space

The public health benefits of trails and bikeways have been widely recognized in recent years, and many communities are taking steps to enhance walkability, provide safe routes to schools for kids, and otherwise enhance opportunities for people to at least make shorter trips by bike or on foot, rather than always relying on automobiles. Inactivity and obesity are linked to heart disease, diabetes, high blood pressure, breathing problems, depression and anxiety. New trails and bikeways can provide enjoyable and effective ways for people to move toward more active lifestyles and improved health and fitness. Many studies indicate that physical activity can reduce these health risks and has, in fact, been proven to decrease the risk of colon cancer by 50% and breast cancer by 25%. Communities can benefit directly through reduced public health costs and enhanced quality of life for their citizens.

Trails, bikeways and open space also provide a range of economic benefits to local businesses catering to the needs of recreation and tourism, from restaurants and lodging to clothing, equipment and sporting goods sales and other services. Outdoor recreation

in the U.S. had grown to a \$730 billion dollar industry by 2007. Trails remain one of the more popular and affordable recreation facilities that communities can provide for their citizens and many grant programs are available to assist with development costs. Also, private developers are commonly including trails and open space in their developments in order to make their properties more attractive to buyers. Several important studies have found that property values tend to increase somewhat in the vicinity of new parks and trails. (For more information, see Appendix D.) With careful planning, trails and bikeways could bring similar benefits to Blaine.

5. Existing Sites and Facilities

5.1. Existing Trails (Off-Street Systems)

An inventory of existing trails in 2007 revealed approximately 10.7 miles of paved and unpaved trails in the City of Blaine. These are summarized in Table 5–1 below and are illustrated in Figure 5–1. Most trails occur within three city parks—Marine, Lincoln and Montfort Parks—and along several city streets in West Blaine. Trails in parks are mostly gravel surfaced, while parallel paths along streets are generally paved. (In this plan, the term “path” always refers to separated paths along roads.) Of the total, about 6.6 miles (62 percent) could be considered *primary* corridors that provide critical links of community-wide interest, while the remaining 4.1 miles (38 percent) are *secondary*

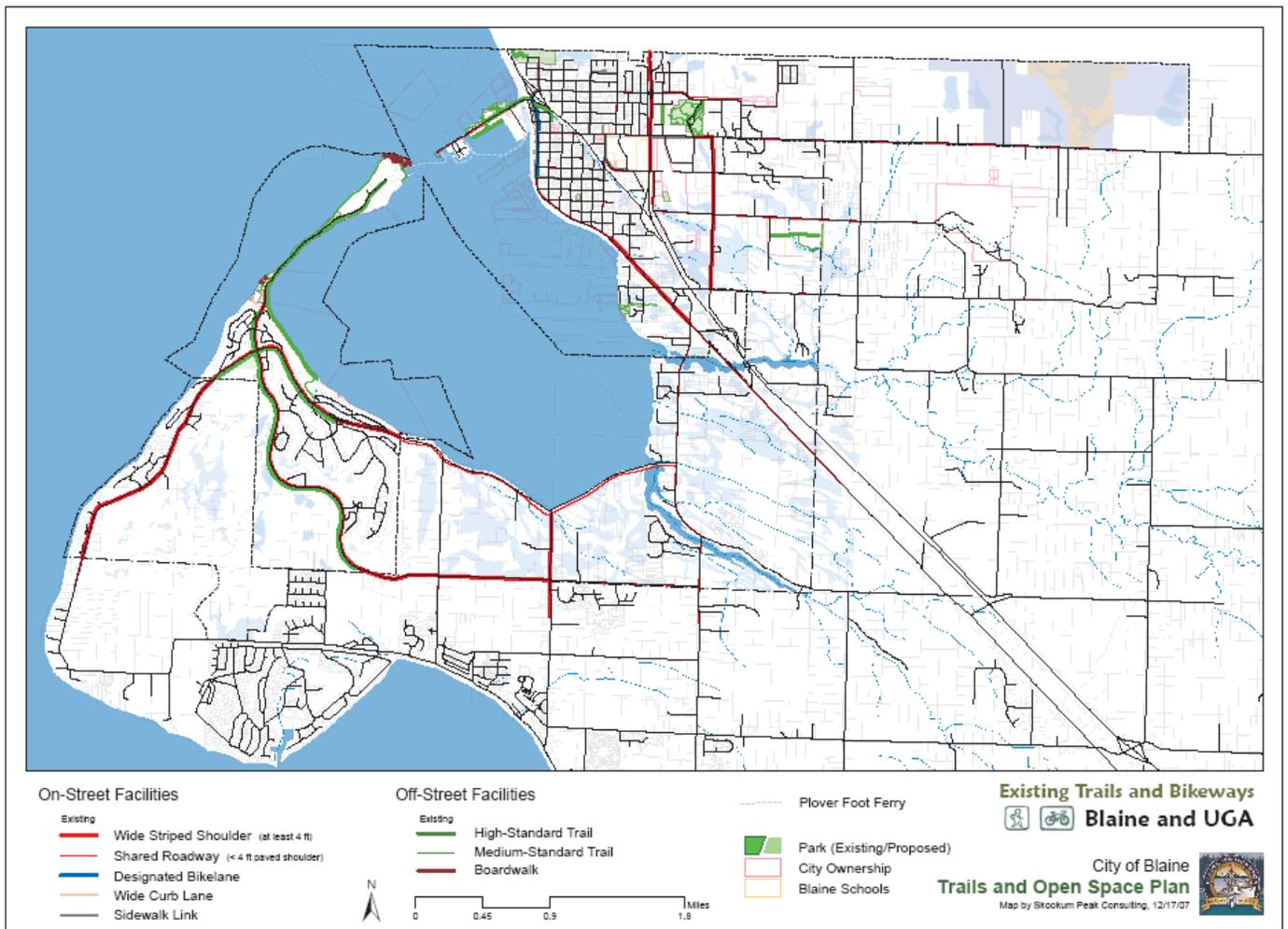


Figure 5-1

corridors that serve more localized users and neighborhoods. All trails are intended for non-motorized use, and nearly all are open to both walking and cycling. None are

specifically maintained for equestrian use. Most trails are in fair to good condition and are maintained by the City of Blaine, other land managers, or by neighborhood volunteers.

Some trails, like the popular and long-established Semiahmoo Trail along Semiahmoo Spit, are of countywide importance. The trail through Peace Arch State Park has statewide and even international significance. Trails at Marine Park are also regionally significant, due in part to the fact that they access excellent wildlife viewing sites along the “Cascade Loop” of the Great Washington State Birding Trail. Regionally significant trails like these are known to offer important economic and eco-tourism benefits to smaller communities.

**Table 5–1
Existing Trails in Blaine**

Trail Name	Miles	Land Manager	Surface	Corridor
14 th Street Trail	0.1	City of Blaine	Gravel	Secondary
Athletic Fields Loop	0.3	Blaine School Dist	Gravel, native soil	Secondary
Blaine Athletic Trail	0.3	Blaine School Dist	Gravel	Primary
Blaine Harbor Walkway	0.2	Port of Bellingham	Paved	Primary
Cain Creek Trail	0.2	City of Blaine	Paved	Primary
Drayton Harbor Path	0.8	City of Blaine	Paved	Primary
Drayton Harbor Trail	0.9	City of Blaine	Gravel, paved	Secondary
Lincoln Park Trails	1.5	City of Blaine	Native soil, gravel	Primary/Secondary
Marine Park Trails	0.6	City of Blaine	Gravel, paved	Primary
Montfort Park Trails	0.2	City of Blaine	Native soil, gravel	Primary
Peace Arch Park	0.1	WA State Parks	Paved	Primary
Drayton Harbor Trail	0.6	City of Blaine	Paved, gravel	Primary
Semiahmoo Drive Path	0.3	City of Blaine	Paved	Secondary
Semiahmoo Pkwy Path	2.1	City of Blaine	Paved	Primary
Semiahmoo Spit Trails	2.5	Whatcom Co, Blaine	Paved, gravel	Primary/Secondary
Total	10.7			

Among the inventory of existing trails, high-standard facilities have been developed in the Semiahmoo Spit and Marine Park areas and along the Blaine Harbor boat basin which makes these areas particularly attractive to pedestrians and bicyclists. A seasonal foot-ferry provides a unique pedestrian link between Semiahmoo Spit and the Wharf District, or essentially West Blaine to Central Blaine (as these areas are often referred to for general planning purposes). A connecting paved path leads toward downtown Blaine and to residential and commercial areas on Semiahmoo Spit where new trails are expected to be built soon in conjunction with planned development projects. New developments proposed for the South Blaine and East Blaine areas also include provisions for walking and biking which could significantly increase the inventory of trails available to the public in the near future.

While the overall quality of trails in the city is good, most trails tend to be located in clusters (as noted above), leaving many areas of the community poorly served. Trails and trail linkages within and between most neighborhoods are substantially lacking, although sidewalks do provide an acceptable alternative for some of the more densely populated areas west of SR 543. However, suitable walkways connecting neighborhoods to schools and to larger community parks are somewhat sporadic and in

some cases absent altogether. Lincoln Park, for example, contains a significant network of attractive walking trails, but is functionally isolated and difficult to access on foot or by bike from most areas of the city. The Blaine School District's athletic fields are located within reasonable walking or biking distance from the schools complex, yet no facilities currently exist for kids or adults to safely and conveniently travel that distance other than by motor vehicle.

Trails in the Wharf District are exceptional but are not entirely connected to the downtown area or Central Blaine neighborhoods which appears to limit the amount of use these trails might otherwise receive. To address the disconnect between the downtown and the waterfront, the city intends to develop a pedestrian overpass from the plaza at the west end of H Street to a point near the boat ramp adjacent to the harbor. This is a major project that has the potential to dramatically enhance the ability of Blaine residents (and visitors) to conveniently access the waterfront. As discussed in Section 4.3, other barriers like I-5, the two state highways, and the railroad mainline south of downtown, tend to segment the city into sections that can be difficult to traverse from the perspective of a non-motorized traveler.

5.2. Existing Bikeways (On-Street Systems)

Under Washington state law, virtually all city streets, county roads, state highways and most interstate freeways are open to bicycling, with the exception of a few routes where bicycles are specifically prohibited. High-traffic areas of Interstate 5, as in the central Puget Sound region and downtown Bellingham, are typically closed to bikes, although no closures exist in the Blaine area. However, the fact that most roads are open to cycling does not suggest that all roads are well suited for such use. To improve cycling conditions and address traffic safety concerns, certain roads are sometimes designated and signed as bike routes. This can help encourage users to avoid more hazardous routes, while also encouraging motorists to anticipate the presence of bicycles and to share the road with them. Designated bike routes typically receive priority consideration for shoulder widening, signing, and other improvements to enhance traffic safety.

In Blaine, only three on-street routes could be considered designated bike routes. Peace Portal Drive from Cherry Street to near D Street was improved several years ago with designated bike lanes striped inside the parking lane. It is expected that these bikelanes will eventually be extended north through a new roundabout intersection planned at Marine Drive and south along Portal Way, at least to Bayview Avenue and possibly as far as Blaine Road.

The Washington Department of Transportation's statewide bicycling map also highlights Peace Portal (north of Blaine Road), as well as Interstate 5 and the SR 543 truck crossing as bike routes in the Blaine area. However, this plan provides alternative routes and has purposefully excluded these routes to discourage their use for bicycle travel.

The Pacific Coast Bicycle Route, a classic touring route which runs from Vancouver, B.C. to San Diego, California, also follows Peace Portal Way to Drayton Harbor Road, continuing on to Birch Bay.

The City of Blaine Public Works Department recently invited the public to share ideas for bicycle and pedestrian routes in the city, although this work did not generate a specific plan or map of routes that might be designated for bicycle use. The information is helpful in terms of planned street improvements to be undertaken by the city over the next several years. Recent street design efforts, such as at Cherry, Boblett and D Streets, have given consideration to bicycling, although such routes are not specifically designated as bike routes since it is generally unnecessary to formally designate neighborhood streets as bike routes, unless they form a critical link in a larger system.

Primary On-Street Bicycle Corridors for Cycling

Following a review of bicycling opportunities in Blaine, including designated routes and connectivity between the sites and destinations listed in Section 4.2, a number of routes were considered to be of primary interest. These “primary” routes or “Community Corridors”—those which offer the greatest benefit to the community as a whole, including connections through the Blaine area—are listed in Table 5–2 and are included in Figure 5–1 on the previous page. Other potential routes are listed in Table 5–3. These “secondary” or “Neighborhood Corridor” routes are of more localized interest in that they tend to serve specific neighborhoods or provide improved connectivity within the larger system. A summary of existing facility types for both primary and secondary routes is provided in Table 5–4.

Table 5–2
Primary Bicycling Corridors in Blaine
(Including UGA)

Route	From	To	Miles	Facility Type	Landowner
6 th St	D St	H St	0.3	Shared roadway	Blaine
8 th St	D St	H St	0.3	Shared roadway	Blaine
Blaine Rd	Peace Portal	Drayton Harbor Rd	1.0	Shared roadway	WSDOT
D St	Marine Dr	12th St	0.8	Shared roadway	Blaine
D St	12th St	14th St	0.1	Wide curb lane	Blaine
D St	14th St	Allan St	0.5	Shared roadway	Blaine
Drayton Harbor Rd	Blaine Rd	Blaine city limits	2.1	Shared roadway	Whatcom Co
Drayton Harbor Rd	Blaine city limits	Semiahmoo Pkwy	1.2	Striped shoulder	Blaine
H St	Peace Portal	Harrison Ave	0.2	Wide curb lane	Blaine
H St	Harrison Ave	Lincoln Park entrance	0.8	Shared roadway	Blaine
H St	Lincoln Park entrance	Odell Rd	0.1	Striped shoulder	Blaine
H St	Odell Rd	E Blaine city limits	3.2	Shared roadway	Blaine
Hughes Ave	Odell Rd	Bayview Ave	0.5	Shared roadway	Blaine
Harbor View Rd	Drayton Harbor Rd	Birch Bay Dr	0.4	Striped shoulder	Whatcom Co
Lincoln Rd	Harbor View Rd	Shintaffer Rd	0.8	Striped shoulder	Whatcom Co
Odell Rd	H St	Sweet Rd	1.0	Striped shoulder	Blaine
Peace Portal	Marine Dr	Cherry St	0.5	Bikelane	WSDOT
Peace Portal	Cherry St	Madison Ave	0.7	Shared roadway	WSDOT
Peace Portal	Madison Ave	Blaine Rd	0.8	Striped shoulder	WSDOT
Semiahmoo Pkwy	Shintaffer Rd	Blaine city limits	0.5	Striped shoulder	Whatcom Co
Semiahmoo Pkwy	Blaine city limits	Semiahmoo Co Park	2.4	Striped shoulder	Blaine
Total Existing Corridors			18.2		

The primary routes shown above total 18.2 miles, including 3.7 miles located outside the city but within the UGA that are considered primary bicycle routes for purposes of this plan.

A total of 12.2 miles of secondary routes are listed in Table 5–3 on the next page, including 4.4 miles outside the city but within the UGA (plus Pipeline Road to the city's wellhead property). A portion of SR 543 (truck route) from Boblett Street to the international border is included as a secondary route, as is a portion of SR 548 south of the city. Interstate 5 is not included since more suitable routes are available and a new separated bicycle-pedestrian access will be developed in conjunction with the new border crossing facilities.

Other on-street facilities of significance include several sidewalks that provide critical pedestrian links in the off-street trail system. Although all sidewalks are presumed to be essential to pedestrian travel, 2.8 miles of sidewalks are included in the inventory as critical links. These are summarized in Table 5–5. All are within the city limits.

Table 5–3
Secondary Bicycling Corridors in Blaine
(Including UGA)

Route	From	To	Miles	Facility Type	Landowner
2nd St	Peace Arch SP	D St	0.2	Wide curb lane	Blaine
3rd St	Near I-5	Peace Portal	0.6	Shared roadway	Blaine
8th St	A St	D St	0.2	Shared roadway	Blaine
Allan St	D St	H St	0.3	Shared roadway	Blaine
Blaine Rd	Drayton Harbor Rd	Loomis Trail Road	0.9	Shared roadway	WSDOT
Boblett St	Peace Portal	Near Garfield Ave	0.4	Shared roadway	Blaine
Boblett St	Mitchell Ave	SR543	0.3	Shared roadway	Blaine
Lincoln Rd	Blaine Rd	Harbor View Rd	1.0	Shared roadway	Whatcom Co
Mitchell Ave	H St	Peace Portal	0.7	Shared roadway	Blaine
Pipeline Rd	Yew Ave	Blaine UGA	1.1	Shared roadway	Blaine
Pipeline Rd	Blaine UGA	Blaine wellhead area	0.8	Shared roadway	Whatcom Co
Portal Way	Blaine Rd	Blaine UGA	1.2	Shared roadway	Whatcom Co
Semiahmoo Dr	Blaine city limits	Semiahmoo Pkwy	1.9	Striped shoulder	Blaine
SR543	Boblett St	Border crossing	0.8	Striped shoulder	WSDOT
Sweet Rd	Odell Rd	Blaine city limits	0.7	Shared roadway	Whatcom Co
Yew Ave	SR543	Pipeline Rd	0.3	Shared roadway	Blaine
		Total	12.2		

Table 5–4
Summary of On-street Facility Types
 (Including UGA)

Facility Type	Primary	Secondary	Miles in Blaine	Miles in UGA	Total
<i>City of Blaine</i>					
Shared roadway	6.2	4.9	11.1	0	11.1
Striped shoulder	4.7	1.9	6.6	0	6.6
<i>Total</i>	<i>11.2</i>	<i>7.0</i>	<i>18.2</i>	<i>0</i>	<i>18.2</i>
<i>Whatcom County</i>					
Shared roadway	2.1	3.5	0	5.6	5.6
Striped shoulder	1.6	0	0	1.6	1.6
<i>Total</i>	<i>3.7</i>	<i>3.5</i>	<i>0</i>	<i>7.2</i>	<i>7.2</i>
<i>WSDOT</i>					
Bikelane	0.5	0	0.5	0	0.5
Shared roadway	1.6	0.9	1.6	0.9	2.5
Striped shoulder	0.8	0.8	1.6	0	1.6
<i>Total</i>	<i>2.9</i>	<i>1.7</i>	<i>3.7</i>	<i>0.9</i>	<i>4.6</i>
All Facilities	17.9	12.2	21.9	8.1	30.1

Table 5–5
Summary of Existing Critical Sidewalk Links

Route	From	To	Miles	Corridor	Landowner
2nd St	Peace Arch SP	Peace Portal	0.2	Primary	Blaine
Blaine Athletic Trail	Mitchell Street	School entrance	0.3	Primary	Blaine
D St	Peace Portal Dr	Motts Hill Parkway	1.1	Primary	Blaine
Lincoln Park Trail	SR 543	Lincoln Park	0.3	Primary	Blaine
Mitchell Ave bridge	Cherry St	Boblett St E	0.1	Primary	Blaine
Peace Arch Trail	6 th and B St	8 th and B St	0.2	Primary	Blaine
Millennium Trail	US Customs path S	Marine Dr	0.1	Primary	Blaine
Drayton Harbor Trail	Marine Dr	Cherry St	0.5	Primary	WSDOT
<i>Total (Primary)</i>			<i>1.8</i>		
6 th St sidewalk	H St	B Street	0.4	Secondary	Blaine
Bayview Ave	Adelia St	Georgia St	0.1	Secondary	Blaine
Boblett St	Peace Portal	Mitchell Ave	0.4	Secondary	Blaine
Drayton Harbor Trail	Drayton Harbor Rd	Night Heron Dr	0.1	Secondary	Blaine
<i>Total (Secondary)</i>			<i>1.0</i>		
		Total	3.8		

5.3. Current Open Space and Conservancy Lands

Open space in Blaine consists of both public and private lands that are currently undeveloped, or sometimes partially developed, and where environmental, aesthetic and recreation values that these lands provide to the community are significant. Larger parks, for example, typically provide open space as a natural setting for passive recreation, such as walking, biking or picnicking. Substantial shorelines and tidelands in Blaine also provide important open space benefits. Other open space includes a number of Class I and II wetlands, which are generally not considered buildable land under current regulations. These wetlands typically require substantial natural buffers as well, which further enhances open space. The Blaine wellhead protection area provides significant forested open space that helps protect water quality while also conserving habitat and offering potential opportunities for trail-based recreation.

Undeveloped private land provides significant open space value to the community, but because these lands are private and subject to development, actual open space in the community decreases as such development takes place. Private lands that once provided informal recreation opportunities for the public, urban habitats for wildlife, natural backdrops for neighborhoods, and other benefits are converted to other uses. This reduces the total amount of open space available to the community at the same time that growing populations are depending on the open space that remains for the benefits that were previously available. Proposed developments in East Blaine will reduce considerably the amount of private open space that exists in these areas. To ensure that adequate open space remains, the city can utilize a variety of regulatory and non-regulatory tools such as acquiring land for parks or conservation and imposing open space requirements on development and land use. Parks, trails and greenways will likely be incorporated into these and other large development projects as a condition of development. The Washington Growth Management Act also requires that open space areas and corridors be provided within Urban Growth Areas (UGAs) in order to ensure that wildlife habitats and recreation opportunities are preserved as these areas develop. In Blaine, as with many other communities, park impact fees are also utilized to help offset the loss of open space in one area through the purchase of high-quality open space or parkland nearby. (For a further discussion of how impact fees are applied to help maintain existing levels-of-service for both trails and open space, see Section 6.2.)

Greenways are often designed as connecting corridors of open space that include trails, linear parks, pocket parks, shoreline access and wildlife viewing areas with links to adjoining neighborhoods and other trails and bikeways close by. Cain Creek, for example, offers good potential for a greenway corridor through Central Blaine that would serve some of the more densely populated areas of the city where no other such corridor exists. Riparian areas along other streams in the city (and in the UGA) represent opportunities for future greenways which can support key links in the overall trail system while also protecting high-value open space. Many of these potential corridors are illustrated in Figure 5–2.

In addition to parks and greenway corridors, conservancy lands provide another important means of securing substantial open space for the future. Within the broad definition of open space, the city's Parks and Recreation Plan defines as conservancy lands certain areas that provide wildlife habitat and environmental quality. To protect those values, the plan further provides that human use of conservancy lands should be

limited to passive activities such as hiking and nature study. Conservancy lands tend to be larger properties that have been specifically identified as such by the city and include both publicly owned land and private land restricted from development. Seven conservancy areas were identified in the Parks and Recreation Plan, including two sites owned by the city (Lincoln Park and the wellhead protection property) and five privately owned properties containing large wetland complexes. These sites are listed in Table 5–6. The Blaine Comprehensive Plan estimates that about twenty percent of the city and its urban growth area are affected by wetlands and wetland buffers. Wetlands and critical areas total 450 acres in the city limits and 492 acres in the UGA.

Designated critical areas, such as important wetlands, aquifer recharge areas and geologically hazardous areas, are considered sensitive lands where development may be restricted, or in some cases prohibited. These areas, along with streams, stream and wetland buffers, and certain wildlife habitats, together with parks, greenways and conservancy lands, can provide a substantial mosaic of protected open space in the Blaine area that will benefit the community well into the future.

Future open space designations can include all of the areas mentioned above. It is also widely recognized that setting aside environmentally sensitive areas alone does not necessarily provide an adequate inventory of open space to serve future needs. Additional open space may be needed to provide natural transitions between various land uses, to maintain community character, to benefit wildlife, to provide connecting corridors for trails, or to ensure an equitable distribution of recreational open space so that residents across the city have reasonable access to such areas.

Specific recommendations for open space, including criteria for future designations, are provided in Section 7.7.

**Table 5–6
Open Space in Blaine**

Location	Description	Ownership	Type
Blaine Wellhead Protection Area	Forested natural area managed for protection of the municipal water supply	Blaine	Protected open space
Cain Creek	From Drayton Harbor to Mitchell Ave	Blaine, WSDOT, private	Greenway, riparian conservation area
Dakota Creek	Areas along Dakota Creek within Blaine and the UGA	Blaine, WSDOT, private	Riparian conservation area
Georgia Street road end	Bald eagle nest, part of Cain Creek Greenway	Blaine	Protected nesting habitat
Grandis Pond	Park and natural area reserves associated with the development	Private	Parks, greenways, general open space
Lincoln Park	Large forested city park	Blaine	Park, general open space
Portal Way wetlands	Wetlands complex on private lands west of Portal Way	Private	Undesignated open space restricted from development
Semiahmoo Bay-Marine Wildlife Protection Area	As defined in the Blaine Wildlife Protection Plan	Public	Marine conservation area
Semiahmoo wetlands	Wetlands complex between Semiahmoo Pkwy and Semiahmoo Dr	Private	Undesignated open space restricted from development
Shorelines and tidelands	As defined in the Blaine Shoreline Master Program	Public, private	Undesignated open space restricted from development
South Drayton Harbor, California Creek wetlands	California Creek estuary and associated wetlands	Private	Riparian conservation area
Category I and II wetlands	As defined in critical areas regulations	Public, private	Undesignated open space restricted from development
Other unique or sensitive habitats	As such areas are identified they should be secured as open space wherever appropriate	Public, private	Undesignated open space restricted from development
Heritage trees	As identified in the Blaine Parks and Recreation Plan	Public, private	Protection encouraged
Existing and future parks and greenways	Larger parks with significant natural areas, or greenways with trails	Blaine, Whatcom Co, WA St Parks	Acquisition: Parks, greenways, open space

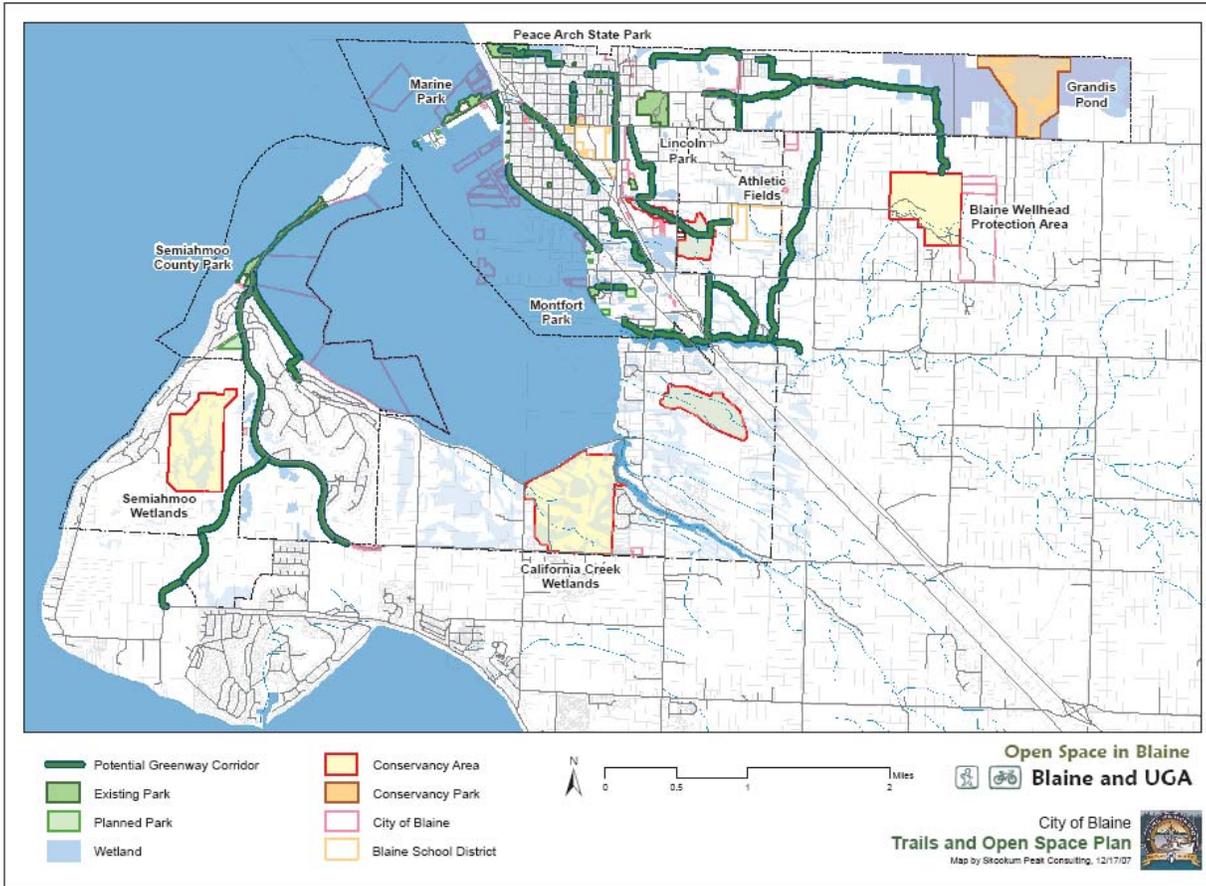
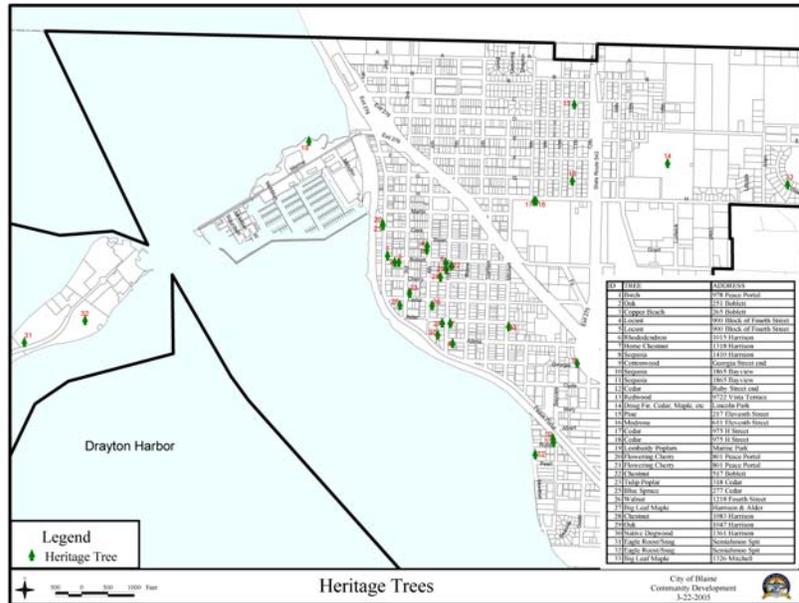


Figure 5-2

Heritage Trees

A number of heritage trees in Blaine are recognized in the 2004 Parks and Recreation Plan due to their botanical uniqueness or historical significance to the community. Through public education and other means, the Parks and Cemetery Board has worked to ensure the protection of these trees and to convey their importance to the natural and cultural heritage of the city. These trees are found on thirteen sites (mostly in Central Blaine) and are included in Figure 5-2.



**Table 5-7
Heritage Trees in Blaine**

	TREE	ADDRESS	ID	TREE	ADDRESS
1	Birch	978 Peace Portal	17	Cedar	975 H Street
2	Oak	251 Boblett	18	Cedar	975 H Street
3	Copper Beach	265 Boblett	19	Lombardy Poplars	Marine Park
4	Locust	900 Block of Fourth Street	20	Flowering Cherry	801 Peace Portal
5	Locust	900 Block of Fourth Street	21	Flowering Cherry	802 Peace Portal
6	Rhododendron	1015 Harrison	22	Chestnut	517 Boblett
7	Horse Chestnut	1318 Harrison	23	Tulip Poplar	318 Cedar
8	Sequoia	1410 Harrison	24	Blue Spruce	277 Cedar
9	Cottonwood	Georgia Street - End	25	Walnut	1218 Fourth Street
10	Sequoia	1865 Bayview	26	Big Leaf Maple	Harrison & Alder
11	Sequoia	1865 Bayview	27	Chestnut	1083 Harrison
12	Cedar	Ruby Street - End	28	Oak	1047 Harrison
13	Redwood	9722 Vista Terrace	29	Native Dogwood	1361 Harrison
14	Douglas Fir, Cedar, Maple, etc.	Lincoln Park	30	Eagle Roost/Snag	Semiahmoo Spit
15	Pine	217 Eleventh Street	31	Eagle Roost/Snag	Semiahmoo Spit
16	Madonna	611 Eleventh Street	32	Big Leaf Maple	1326 Mitchell

6. Need for Trails and Open Space

6.1. Needs Overview

As indicated in Section 5, trails and bikeways are relatively scarce in Blaine. Existing trails tend to occur in clusters, with very little connectivity within or between neighborhoods. Accessible trails consistent with the Americans with Disabilities Act are also in short supply in all areas except West Blaine and the Wharf District. With the exception of those two areas, high-standard multi-use trails suitable for cycling are also absent across wide areas of the city.

Formally designated bike routes are also limited. Wide, paved shoulders, which are important to safe and efficient cycling, do exist along some streets, although shoulder conditions and widths can be highly variable. Cyclists are likely to encounter sections with narrow or non-existent shoulders along most routes. Such conditions may be more acceptable on quiet back roads and neighborhood streets with low traffic volumes and good visibility, but are not desirable for key connecting routes within the community or between major destinations.

Substantial input from the Trails and Open Space Committee and the general public further indicates that the current inventory of trails and bikeways in Blaine is inadequate. There is a clear need to enhance safety, improve linkages, and develop new facilities in all areas of the community, with an emphasis on citywide connectivity. These are major challenges that will likely require considerable resources and many years of effort to resolve. This plan will be an essential tool for addressing those challenges.

Planning Policies

Various planning policies in the Washington Growth Management Act (GMA), the Blaine Comprehensive Plan and the Blaine Parks and Recreation Plan all recognize the need for trails and open space in our communities. Provision of trails and bikeways and the retention of open space are encouraged, and to some extent, required by the GMA.

In the city's Comprehensive Plan, Goal 4 of the Land Use section addresses open space and seeks to achieve the following:

To protect the scenic beauty, water quality, wildlife habitat areas, open spaces and cultural resources which contribute to the quality of life and give the Blaine area a rural character.

The Comprehensive Plan also recognizes the need for non-motorized facilities in Blaine and requires that, as growth occurs, bicycling and pedestrian facilities be provided concurrently with new arterial streets.

The Parks and Recreation Plan further recognizes the need for trails and open space in Blaine, as well as shoreline access and ADA accessibility. The plan summarizes the findings of public surveys in 1974, 1992 and 2000, and observes the following:

Recent surveys provide strong evidence that the citizens of Blaine support parks, open spaces, and trails when they are created in a manner that promotes conservation. Areas of special concern are tidelands, salmon bearing streams, and wildlife habitats. . . . Citizens of Blaine generally share the opinion that parks and open space which provide recreational opportunities are an integral part of the character of Blaine and that ALL residents and visitors to Blaine should have ample access to well-maintained parks, recreational amenities and open spaces.

More complete survey data and analysis is available in the Park and Recreation Plan.

6.2. Level of Service (LOS)

In quantifying the need for new facilities, one approach is to correlate the total population of a given area with the number of trail miles available. By applying a desired standard of so many miles of a certain type of facility for every 1,000 residents, one would then match this “demand” against the available “supply” (miles of trails currently available). Any shortfall would represent the “need” for additional facilities that would be required in order to achieve a desired level of service. As new areas are developed, planners would seek to ensure that a similar level of service is provided, not only in terms of total trail miles, but also the amount of park land and open space to be set aside for public benefit. For example, the city’s Comprehensive Plan acknowledges that available park land (156 acres) in the city may be generally adequate for the current population, although park improvements are needed at some sites.

In communities where trails are more broadly lacking, it becomes difficult to establish a suitable standard appropriate to that community, especially in a city like Blaine whose residents place a high value on trail-based recreation and natural open space. For trails and open space purposes, some communities are moving away from strict numerical standards and more toward providing systems and networks that offer benefits to all or most parts of the community. Thus a different kind of standard can be applied which seeks to achieve connectivity and a comparable level of service throughout the community. As these systems develop over time, the city will revisit the level of service that is being provided for various parts of the community and will make adjustments as necessary in conjunction with regular updates of the Park and Recreation Plan and this Trails and Open Space Plan.

One of the means of achieving an appropriate level of service is addressed in the Parks and Recreation Plan in terms of the way that impact fees are applied to new development:

The park impact fee is applied to all proposed residential developments within the Blaine corporate limits by the City as a means of maintaining existing parks, recreation, and open space levels-of-service (LOS). The [impact fee] ordinance estimates the impact each development project has on parks, recreation, and open space facilities within the project's local service zone, and makes provisions for setting aside the resources, including lands or monies, necessary to offset the project's local or neighborhood community or regional facility impacts.

The dollar value of the project's parks, recreation, and open space impact can be offset by the project developer of an amount equal to the combined facility acquisition and development costs that Blaine and/or another providing agency would incur to maintain the same existing level-of-service (LOS).

As private open space declines as a result of ongoing development, public open space may increase significantly in response to such development. It should be emphasized that the levels of service for trails and open space are only rough approximations that represent reasonable targets for the future. Circumstances and community expectations can change over time, and a level of service that may seem acceptable in one community may be inadequate in another. Community values and preferences, levels of participation, population demographics and distribution, public policy, diverse settings and many other factors can influence residents' perceptions of what constitutes an acceptable level of service. However, as growth occurs, trails are developed, and public open space is secured, the city will be able to fine tune its targets for both connectivity and the completion of trails and open space networks to ensure that an appropriate level of service is maintained.

Level of service can also impact the local economy. Residents of Blaine have access to a high quality of life within a unique natural setting substantially influenced by an extensive marine shore that is attractive to both residents and visitors alike. The city's location next to a busy border crossing within easy commuting distance from Bellingham and two major metropolitan areas (Seattle and Vancouver), seems to ensure that facilities will be enjoyed by a substantial number of visitors each year, many of whom will contribute to the local economy during their visit. Property values can also be enhanced in response to new trails and open space. Thus the quality and extent of these kinds of amenities have economic implications for residents and visitors alike.

6.3. State and National Trends

Opportunities for water access, trail-based recreation and non-motorized transportation will remain essential considerations in planning for growth and development for the foreseeable future. As explained below, trail-based recreation activities have become increasingly popular in both Washington State and the nation as a whole.

National Studies

Over the past two decades, many studies and observations of national, state, and regional trends have been published by the Federal Highway Administration and others which suggest that the public's interest in trails and non-motorized transportation remains strong. Nationwide, recent trends in bicycling and walking have increased considerably since 1990.

The National Bicycling and Walking Study Ten-Year Status Report (2004) provides some of the most current information available. According to this report, of all trips made by any travel mode, the number of walking trips increased from 7.2 percent in 1990 to 8.7 percent in 2001. By comparison, trips by bicycle grew from 0.7 percent to 0.8 percent over the same period. These numbers can be misleading, however. In terms of the number of trips made, both modes nearly doubled in a decade. But the number of

trips by automobile also increased substantially, which kept the percentage increases in bicycle and pedestrian trips much lower than they might have been otherwise.

Recreation and Conservation Funding Board (formerly IAC) Findings

Statewide estimates of individual participation in outdoor recreation were published in 2002 by Washington's Interagency Committee for Outdoor Recreation (recently renamed the Recreation and Conservation Funding Board) in "An Assessment of Outdoor Recreation in Washington State." Although the IAC surveys were constructed differently from recent surveys conducted in Blaine and the data and analyses are not directly comparable, participation in these activities by Blaine residents is substantial. Walking and hiking were top-rated activities in a 2000 Blaine survey. Bicycling was also among the higher-rated activities. (For more information on the Blaine surveys, please refer to the 2004 Parks and Recreation Plan.)

Several notable conclusions from the IAC's statewide study are worth noting here:

- Linear activities such as biking and walking were found to be the most popular of all outdoor recreation activities, including sports.
- Natural settings are especially important to many activities.
- There is growing evidence of declining public health related to inactivity, and a need to address the role of outdoor recreation in helping to reverse this decline.

In 2003, the IAC published "Estimates of Future Participation in Outdoor Recreation in Washington State" which projected that the numbers of people who actively go walking, cycling and paddling were likely to grow at a faster rate than those who go hiking or horseback riding, although the demand for facilities continues to increase as the population increases.

CRFB Planning Requirements for Funding

The Conservation and Recreation Funding Board (CRFB) generally requires some effort be made in terms of a demand and need analysis in order for a proposed project to qualify for grant funding. It is important to have a clear sense of what the community wants and what the priorities are, based on meaningful citizen participation in the planning process. The CRFB also requires that proposed projects be identified in an adopted plan. It is recognized that a less formal, albeit thorough, planning process may be acceptable for smaller communities.

Existing policies, level of service, public surveys, Trails and Open Space Committee input, consultations with city staff, and extensive field surveys to identify site-specific needs and opportunities all point to a substantial need for new trails and bikeways in Blaine. The recommendations in Section 7 are intended to help address these deficiencies.



Wharf Trail Loop and Plover Ferry route at Blaine Harbor .

7. Recommendations and Priorities

The development of new systems of trails, bikeways and open space in Blaine will require significant effort on the part of city staff, partnering agencies, civic organizations, user groups, and the community at large. The presence of substantial undeveloped land in the city suggests that private landowners will be important partners as well. Good relationships among some of these stakeholders already exist and the plan encourages continued cooperation to help achieve further positive outcomes. As noted in Chapter 5, significant potential exists for new trails and bikeways in all areas of the county. The recommendations that follow are designed to help move many of these ideas to reality.

7.1. Guidelines

Integration With Existing Plans

- 7.1.1. Trails and bikeways identified in this plan that can serve the needs of non-motorized transportation in Blaine should be integrated with local and regional transportation plans.
- 7.1.2. Priority projects should be incorporated into the city's Capital Facilities Plan.
- 7.1.3. Other agencies with land management responsibilities in the Blaine area should be encouraged to integrate into their own plans relevant projects and action items identified in this plan.

Parks and Open Space

- 7.1.4. The designation of open space, and the development or improvement of parks and greenways, should include evaluations for potential trail development, including links to nearby trails.
- 7.1.5. Open space should be acquired or designated in conjunction with new subdivisions and other development projects. Such open space should include connecting corridors and links to other nearby parks, greenways, and open space.
- 7.1.6. In the acquisition or designation of open space, consideration should be given to long-term stewardship and maintenance costs and responsibilities.
- 7.1.7. Public access and the development of facilities should avoid adverse impacts to water quality and sensitive natural areas, such as wildlife habitat, wetlands, and riparian areas along streams, and should be located and designed in ways that help conserve or restore the natural landscape.

Systems and Connectivity

- 7.1.8. Trails and bikeways should generally be planned, developed and maintained as interconnected systems that serve the community as a whole.
- 7.1.9. Trails that are intended to serve a particular site do not always need to be connected to other trails, but should be reasonably accessible on foot or by bike from adjoining neighborhoods.
- 7.1.10. Undeveloped rights-of-way and utility corridors should be considered for potential trail development, where appropriate.
- 7.1.11. Trails in the Blaine area should connect to regional trail systems in unincorporated Whatcom County whenever possible.
- 7.1.12. Safe and efficient bicycle and pedestrian access should be provided through the I-5 and SR 543 border crossings.

Public Participation

- 7.1.13. The City of Blaine should encourage and facilitate public participation in the implementation of this plan. Partnerships with user groups, civic and volunteer groups, business interests and others should be encouraged to assist with trail construction and maintenance.
- 7.1.14. The City of Blaine should establish an advisory committee to assist city staff in the planning, implementation, construction and maintenance of trails, bikeways and open space in the Blaine area. As an alternative, the city could participate as a partner in a broader community coalition of interests working to implement various elements of this plan.
- 7.1.15. Volunteer efforts, such as Adopt-a-Trail programs, should be encouraged and supported. The City of Blaine and other agencies should consider making a modest investment in volunteer coordination and direct support to organized volunteer efforts in the form of training, tools, materials, equipment, labor, or funding. Volunteer training opportunities should be explored and encouraged (training opportunities are offered through the Washington Trails Association, some user groups, and other organizations).
- 7.1.16. The City of Blaine should contribute to a cooperative effort among public and private entities to establish and fund a paid Volunteer Coordinator (preferably with grant-writing skills) to assist with the implementation of this plan. In many communities, the return on such an investment has been considerable since volunteer labor and in-kind contributions can often help satisfy local matching requirements for grants. Agency staff or contractors can perform the difficult or technical work, while volunteers can provide the bulk of the hand labor. There are several projects in Blaine that may be well suited to this approach.

A Walkable, Bikable Community

- 7.1.17. Planners should incorporate urban design tools and strategies that enhance walking and bicycling opportunities in Blaine. Developers should be encouraged or required to integrate trails, greenways, and/or bikeways into their development proposals. Such improvements should provide continuity through and between developments with links to nearby trails and bikeways. Where alternative routes are available to choose from, new trails should generally follow greenway corridors rather than arterial streets and highways.
- 7.1.18. Streetscape design within commercial centers, campus-style developments, areas of high-density housing, community gathering areas, significant recreational sites or tourist attractions, and similar areas receiving substantial public visitation should include features and amenities that enhance or complement walking or bicycling as a primary mode of transportation.
- 7.1.19. Wherever practical, trails and related facilities should be designed for ADA accessibility.
- 7.1.20. Trail and bikeway information kiosks, including maps and user information, should be provided at major parks and trailheads, plazas, and at other strategic locations. Directional signing throughout the trail and bikeway systems should also be provided. Materials and designs should be aesthetically complementary to the surroundings.
- 7.1.21. Opportunities for trails and bikeways should be considered in conjunction with the planning, design and development of public roads, highways and other transportation facilities in the Blaine area.
- 7.1.22. Along city streets and highways where sidewalks and paved shoulders are lacking for non-motorized users, separated pedestrian or multi-use paths should be considered where adequate right-of-way exists and conditions are otherwise suitable for trail development. Separated paths for bicycles should generally be avoided in areas with frequent street and driveway intersections.
- 7.1.23. Prior to vacating or acquiring public rights of way, opportunities for trail development should be considered.
- 7.1.24. Bicycle and pedestrian facilities should be integrated with public transit wherever possible.
- 7.1.25. Bicycle parking and occasional bike lockers should be provided at appropriate locations.
- 7.1.26. The historic Plover foot ferry, and similar water-based transit services, should be supported and linked to local and regional trails and bikeway systems.
- 7.1.27. Walking tours should be delineated in the downtown area and the Wharf District, including natural, cultural and historic interpretation, resting and

viewing areas, and other amenities for the enjoyment and education of residents and visitors.

Funding and Implementation

- 7.1.28. Potential grant funding sources should be identified and pursued to ensure that priority projects move forward as smoothly and expeditiously as possible.
- 7.1.29. For all recommended projects, a degree of flexibility is encouraged in order to take advantage of new opportunities, available resources, and changing circumstances.
- 7.1.30. At least one city staff person should be assigned responsibility for project planning and implementation. Cooperation among Parks, Planning and Public Works staff is essential.
- 7.1.31. Routine maintenance of facilities should be provided as needed by parks and public works staff or volunteers, as appropriate, to help ensure safe, efficient and enjoyable use of trails, bikeways and related facilities by citizens.

Education and Safety

- 7.1.32. The City of Blaine should work cooperatively with other agencies, schools, community organizations, and user groups to help develop public education and safety programs that benefit child and adult bicyclists and trail users, encourage non-motorized travel, and enhance public safety for everyone.
- 7.1.33. The City of Blaine should cooperate with the Blaine School District to develop projects and programs under Washington's Safe Routes to Schools program, including new and upgraded facilities, removal of barriers to walking and bicycling, improved signing, bicycle training for kids, and other programs.
- 7.1.34. Educational efforts should address personal responsibility, such as avoiding shortcuts, picking up after pets, adhering to on-leash rules where required, and encouraging volunteer maintenance. Rules should be posted and enforcement provided, as needed, to address problems that may develop.

Master Plans and Design Studies

- 7.1.35. This plan identifies needs and opportunities for trails and bikeways from a citywide perspective. However, there are several locations where a more detailed or localized planning effort is warranted due to uncertain right-of-way, trail alignments, design features, costs and other factors. Key corridors that should be considered for further site planning, assessment, design studies, or master planning include the following:
- Blaine Athletic Trail
 - Wharf Trail Loop
 - Blaine Wellhead Protection Area
 - Cain Creek Greenway
 - Dakota Creek Park and Trail
 - Motts Hill Parkway
 - Drayton Harbor Trail

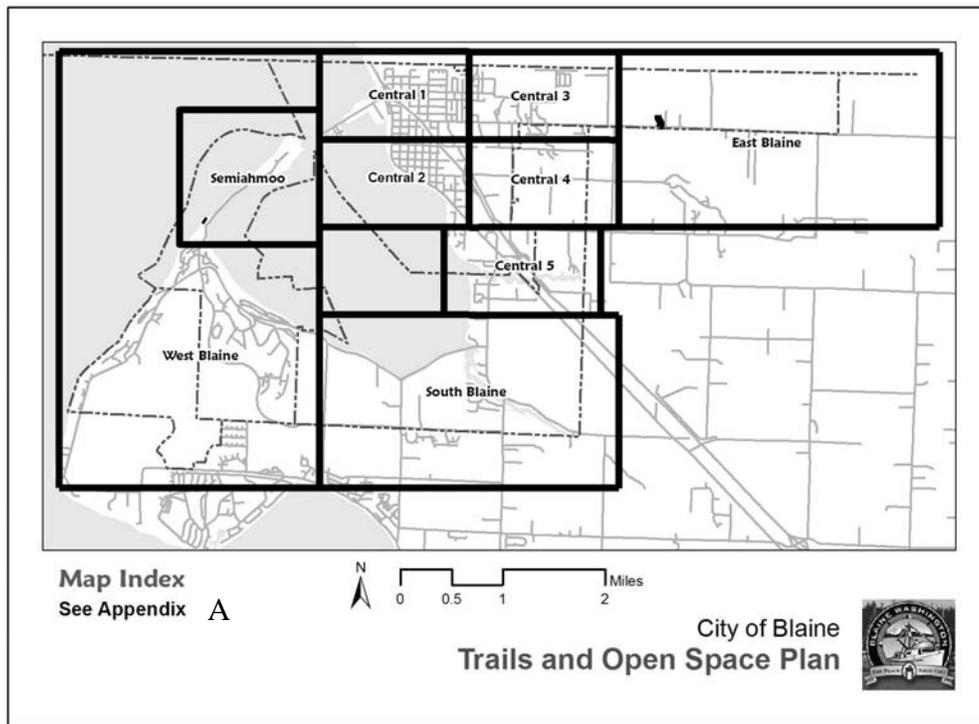
7.2. Future Trails & Bikeways

The complete non-motorized transportation system includes 33.0 miles of new trails within the city limits and 13.6 miles within the UGA, for a total of 46.6 miles of new trails that could potentially be developed over the next twenty years. Combined with 10.7 miles of existing trails, the complete trail system envisioned totals 57.3 miles (43.7 miles in the city and 13.6 in the UGA). Note that trail distances are based on GIS mapping data; actual distances on the ground are likely to be somewhat greater.

A complete list of planned trails is provided in Appendix B, including trail names, lengths, facility types, suggested surface treatments, potential ADA accessibility, land manager, and priorities. The information in the table represents an overall description that in some cases varies along portions of the route. Land ownership also varies along some routes and only the principal land manager is indicated.

Existing trails, as well as trail destinations and potential trail corridors highlighted in Section 4.2 form the basis for the overall trail system recommended by this plan. A combination of local and regional trails is envisioned which will help to meet the goals and objectives for trails and bikeways outlined in Chapter 3.

Trail & Bikeway Maps. The planned citywide trail system for Blaine, including its Urban Growth Area (UGA), is illustrated in nine detailed area maps contained in Appendix A. Potential links to areas of Whatcom County outside the UGA are also shown. An index to these nine maps is provided below.



While only those portions of state and county owned roads within Blaine or the UGA are included in the tables, potential regional links to areas outside the UGA are shown on the maps in Appendix B. As with trails, the information in the tables is a general description that may vary along parts of the route. See Appendix B for more detailed information.

7.3. Twenty Year Non-Motorized Transportation System

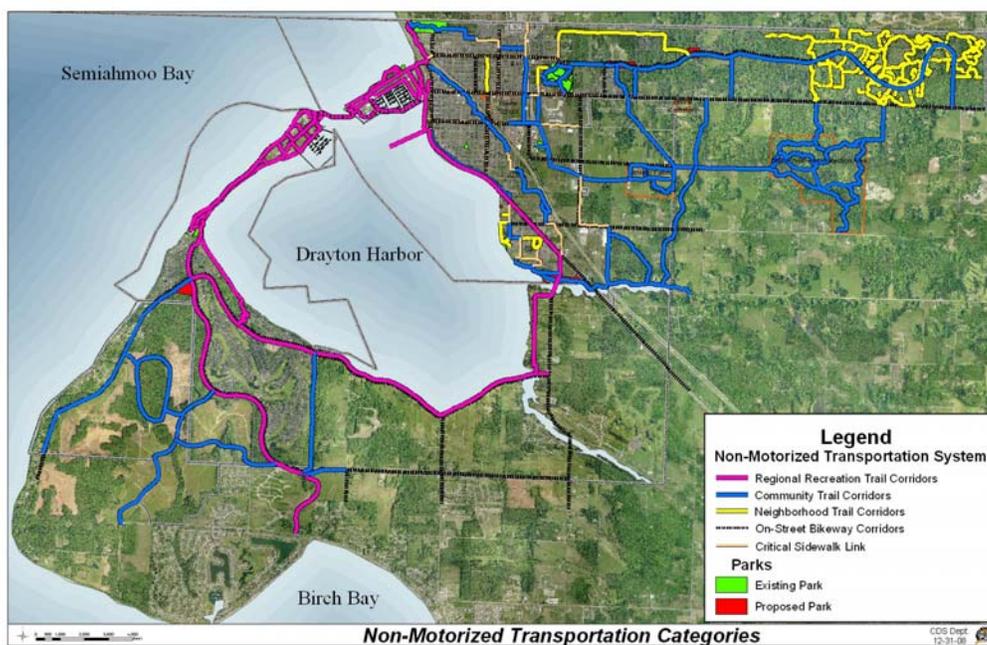
Trail & bike routes have been identified and planned for construction over the next 20 years. Together, they constitute the City of Blaine Non-Motorized Transportation System. For planning purposes they have been segregated into four different functional categories:

Regional Recreation Trail Corridors. These include trails that have a county-wide significance. They provide a unique and highly valued experience that, in addition to benefiting the community, can draw people into Blaine from around the region.

Community Trail Corridors. These primary corridors provide a community trail system that links neighborhoods, major parks, schools, the downtown district and other destinations throughout the city. They are typically “off-street” trail corridors but often connect to on-street sidewalks that provide **critical pedestrian links** to the off-street trail system.

Neighborhood Trail Corridors. These secondary corridors serve neighborhood areas. Their purpose is to provide neighborhoods with additional opportunities to walk or bike within and between the neighborhoods.

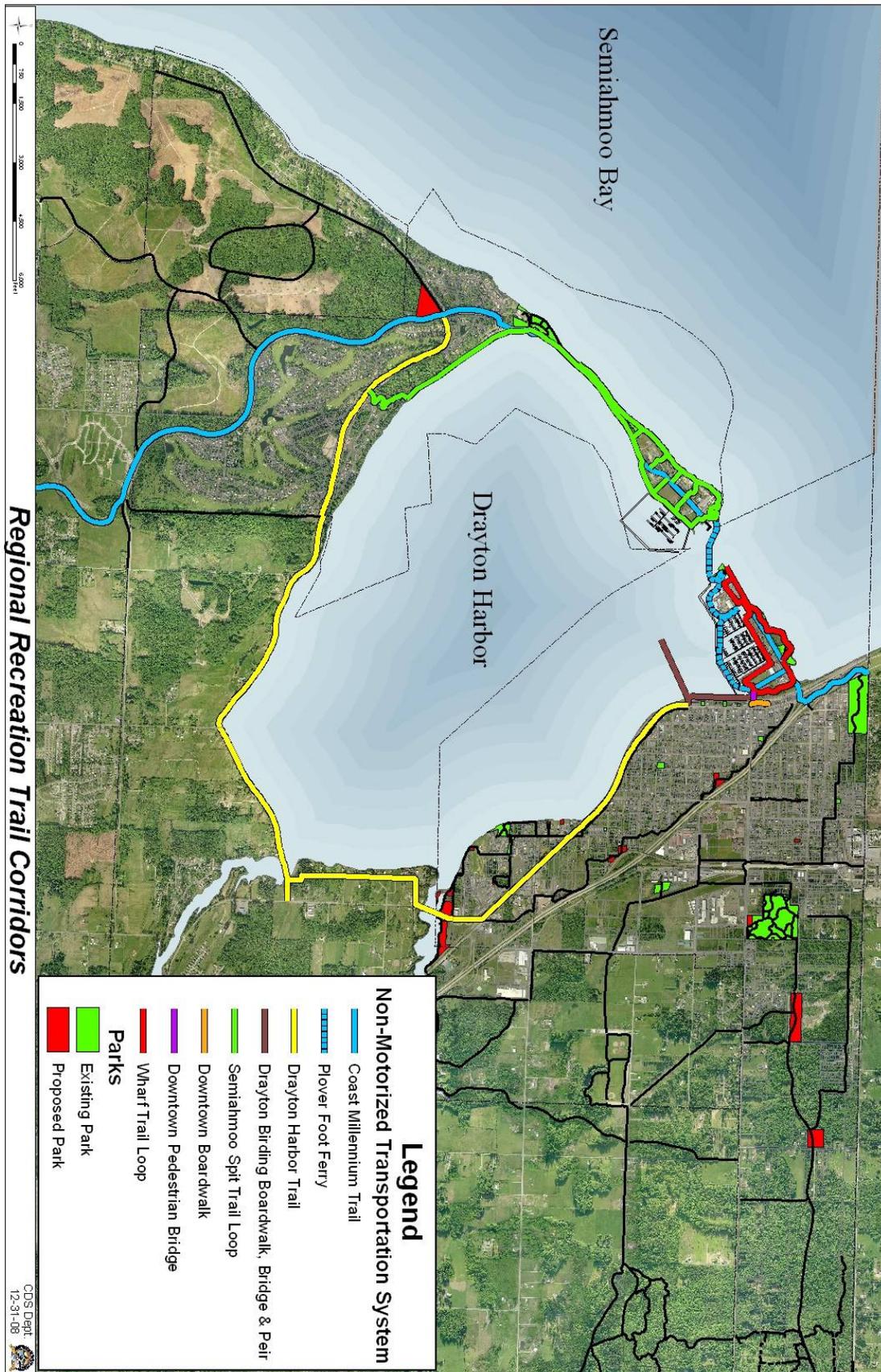
On-Street Bikeway Corridors. The bikeways offer an alternative to on-street motorized travel, provides safe routes to school, and is intended to draw serious bicyclists into the community.



Regional Recreation Trail Corridors

Regional Recreation Trail Corridors include trails and bikeways that have a county-wide significance. They provide a unique and highly valued experience that draw people into Blaine from around the region. As such they are important to the city's economy and, particularly, to the Downtown, Wharf and Spit districts. While these trails are segregated into separate routes, they really function as part of an integrated trail system; each a part of the whole trail experience. The summary map below provides the location of the regional recreation trail system. The following table provides a comparative description of each independently identified trail route.

Regional Recreational Trail Corridors			
<u>Route Name</u>	<u>Description</u>	<u>Miles New</u>	<u>Type</u>
Downtown Boardwalk	From G Street Plaza to H Street Plaza on waterside of buildings	0.1	Boardwalk
Downtown Pedestrian Bridge	From H Street Plaza to Wharf District	0.1	Bridge
Wharf Trail Loop	H St Plaza to the harbor promenade and Blaine Pier	2.0	High & medium standard & boardwalk
Plover Foot Ferry	Increased season and frequency, Rebuild docks at Plover Park and Marina	0.1	Foot ferry and docks
Semiahmoo Spit Trail Loop	A loop trail around the entire Spit.	2.8	High & medium standard, and boardwalk
Drayton Birding Pier, Boardwalk and Bridge	Along the shore of Drayton Harbor from west end of the H St. pedestrian overpass to Cherry Street Bridge and out the birding pier.	0.6	Boardwalk
Drayton Harbor Trail	Waterside of Peace Portal from H Street around Drayton Harbor to Semiahmoo Parkway.	3.5	High Standard
Coast Millennium Trail	Birch Bay Through Semiahmoo across the harbor on the Plover then along Marine Dr to border	0.3	High standard



Regional Recreational Trail Corridor Descriptions

The follow summary of the Regional Recreational Trial Corridors provides a brief description of each route and corresponding policy direction when implementation occurs:

Downtown Boardwalk

The Downtown Boardwalk was designed in 2003. In recent years, the city has built the two outdoor plazas at the west ends of G and H Streets. These serve as the “bookends” to the 300+ ft boardwalk which will link these plazas on the western site of the buildings that front Peace Portal. The boardwalk should be designed to allow connection with commercial decks that extend form the buildings to the east. An integrating design should be established to insure visual and structural compatibility.

Boardwalk Pedestrian Bridge

As illustrated below, a pedestrian bridge is planned across the BNSF railroad to connect the H Street plaza to a proposed new park (Plover Park) near the existing boat launch. The bridge provides a critical link between the Wharf District and the Market District downtown. ADA accessibility should be considered in the design of this facility.

Preliminary architectural plans have been designed for the bridge and the city is looking for the estimated 1.3 million dollars to fund the project.



Wharf Trail Loop

The pedestrian bridge will cross the BNSF railroad to the proposed park (Plover Park) near the existing boat launch. This connects the pedestrian with a major two-mile trail loop called, appropriately, the Wharf Trail Loop. Someone walking this loop will encounter existing trails at Marine Park, including the Millennium Trail, as well as a future nature trail (or boardwalk) planned along the Cain Creek wetlands (between the new bridge and Marine Drive). The Wharf Trail Loop will be cooperatively developed and maintained by the city and the Port of Bellingham.

Plover Foot Ferry

The historic M.V. Plover foot ferry operates on a limited summer schedule between the Blaine Harbor and dock facilities at the end of Semiahmoo Spit. The distance is short, although the ferry sometimes follows a longer route for wildlife viewing and to offer passengers a more scenic and enjoyable experience on this unique vessel. The Plover

currently provides pedestrian access between downtown Blaine and the Semiahmoo Spit. The City should work with the spit developers, the Port of Bellingham and others to expand service across this waterway. This should include expanded year-round service, additional water taxi vessels, and the relocation of the docking facility to Plover Park. The city should also work cooperatively with the Drayton Harbor Maritime Society and the Port of Bellingham to ensure that the M.V. Plover's significant contribution to transportation and recreation in Blaine is maintained. (The 0.1 mile length of this facility nominally represents docking and access improvements).

Spit Trail Loop

New public trails and boardwalks are being incorporated into ongoing development activity on Semiahmoo Spit. A comprehensive trails plan has been prepared for the spit and adjacent upland area. The recommendations in this plan generally reflect the facilities envisioned under that plan. A high-standard, paved trail will extend the length of the peninsula along the south shore, while the path along the north shore includes a variety of features, from medium-standard gravel trail near the county park, to paved trail and boardwalks along the perimeter of the developed areas. The two trails converge at the end of the spit in the vicinity of the M.V. Plover dock. Various interconnecting routes are planned, as well as improved links to the Drayton Cove Trail southwest of Drayton Harbor and finally connecting to Night Heron Drive and Drayton Harbor Road.

Drayton Birding Pier, Boardwalk and Bridge

Probably the most innovative, costly and magnificent vision to come out of the trails committee is a plan to build a pedestrian pier in the location where the original Cain Wharf used to be located. This is really a combination of several components; a pedestrian overpass at the end of Cherry Street; a low impact boardwalk along the shoreline between Cherry Street and H Street; and pier or wharf which could extend out into the mudflats as far as 300 feet. This is a long range plan but, if built, would attract thousands of birders with its magnificent access and views.

Drayton Harbor Trail

The Drayton Harbor Trail is the longest continuous trail system contained in this plan. It provides water access and a critical pedestrian link between Semiahmoo and Central Blaine. The trail system is located in both the city limits and outside the city along the shoreline of Drayton Harbor. The components of the trail section inside the City include a new high standard separated path along the west side of Peace Portal from Cherry Street to Bell Road then south to Dakota Creek following State Route 548. A bicycle-pedestrian underpass beneath the railroad tracks at Bayview Avenue is also planned for connectivity to the Montfort Park neighborhood. This Section has a mid-term priority.

To the north the trail follows Peace Portal Drive through downtown and consists mostly of sidewalks and boardwalks. The trail then connects to the Downtown Boardwalk and the H Street Pedestrian overpass which in turn connects to the Wharf Loop Trail and Blaine Marina. Alternately the trail continues north and connects directly at Marine Drive to the Millennium Trail, which heads north to the Canadian Border.

To the south, the follows State Route 548 and crosses Dakota Creek, then turns west on Shipyard Road, and south on Dearborn Avenue. The trail continues south into an unopened portion of Dearborn Avenue, crosses a seasonal stream, and then connects to Drayton Harbor Road. The trail follows Drayton Harbor Road around the Harbor and finally connects to Semiahmoo Parkway and the Millennium Trail, or alternatively north

on Night Heron Drive and down the hill to the Drayton Cove Trail, which in turn, is part of the Semiahmoo Spit Loop Trail.

For many years, the public has expressed strong interest in bicycle and pedestrian facilities along Drayton Harbor Road. Limited right-of-way width and the location of the existing road immediately adjacent to the shoreline have precluded development of a separated path or even widened shoulders to more safely accommodate non-motorized use. There is no clear solution to this challenge, although the county is exploring various options in conjunction with storm repairs and planning for the Drayton Harbor Trail. This represents an especially important link between west and central Blaine and the city should work cooperatively with the county to determine an appropriate long-term solution.

Coast Millennium Trail

The Coast Millennium trail is a regional trail overlay that seeks to connect trails as far south as Skagit County all the way to the Canadian border. This plan addresses those additional pieces of trail in Blaine that will compliment and complete the Coast Millennium Trail Overlay.

3.1.1. Community Trail Corridors

Community trails are primary trail corridors that, together, create a community trail system, linking neighborhoods, major parks, schools, the downtown district and other destinations throughout the city. They are typically “off-street” trail corridors but often connect to on-street sidewalks that provide **critical pedestrian links** to the off-street trail system.

The summary map below provides the location of the Community trail system. The following table provides a comparative description of each independently identified trail route.

Community Trail Corridors			
<u>Route Name</u>	<u>Description</u>	<u>Miles New</u>	<u>Type</u>
12 th Street border connection trails	C Street north the border customs facility	0.1	Medium Standard
Athletic Field Trails	A trail system around the ball fields on Pipeline Road	1.3	Medium Standard
Birch Point Trail	Semiahmoo PRKY to UGA boundary	1.4	High Standard
Blaine Athletic Trail	New trail from Blaine Schools Complex to the athletic fields	1.6	High standard
Cain Creek Trail	A north/south trail system through an important greenway	2.3	Medium standard
Cedar Grove Trail	Birch Point Trail to Millennium Trail	0.9	Medium standard
Dakota Creek Trail	Runge Avenue to UGA boundary along north shore	1.3	High Standard
Dakota Creek Loop Trail UGA	East of the Blaine Business Park, south of Sweet Road	1.1	Medium standard

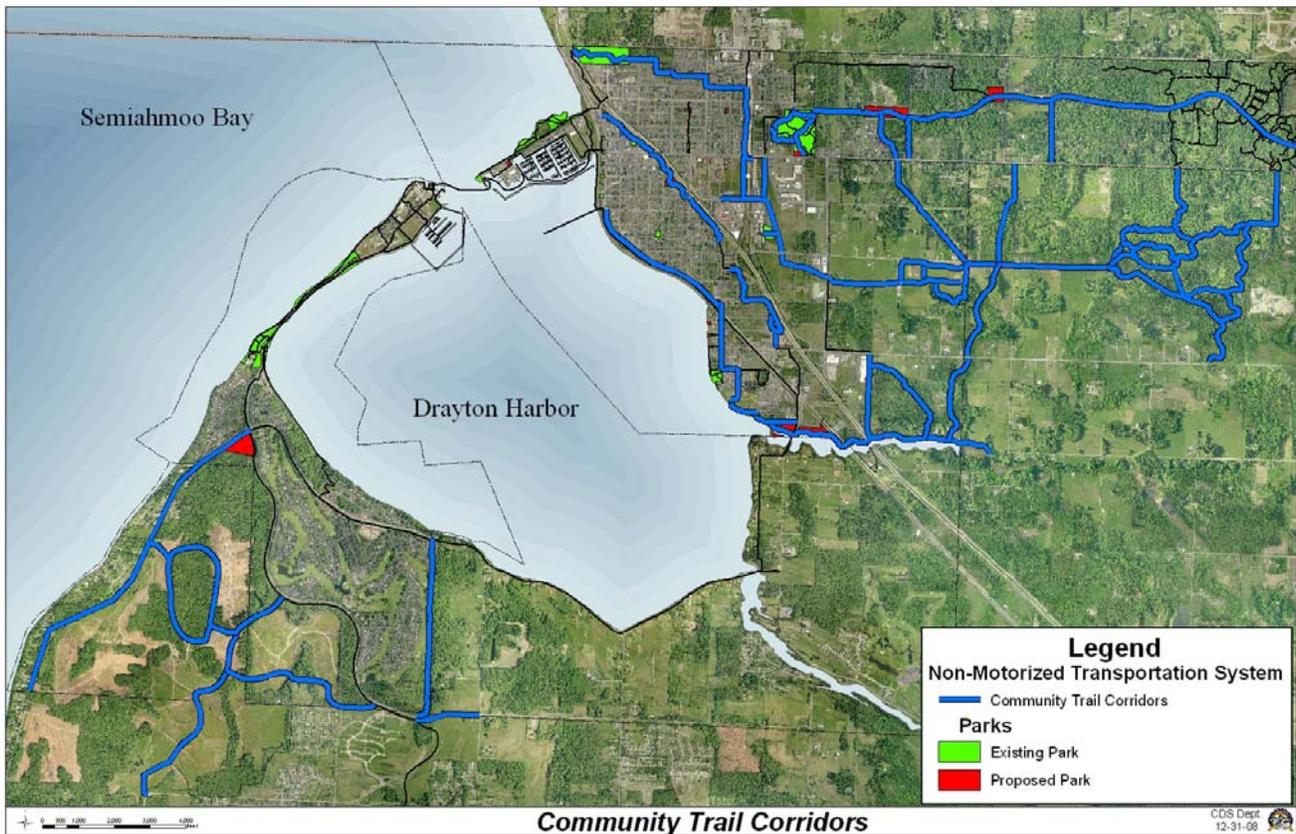
East Semiahmoo Trail	Drayton Harbor Road to Lincoln Road adjacent to Semiahmoo	1.0	Medium Standard
Gateway Entrance Path	From H St to Boblett Street through the Gateway property	0.2	High standard
H Street overpass	Pedestrian overpass of SR 543 at H Street	0.1	Bridge
Harvey Riparian UGA Trail	H Street to Dakota Creek	1.6	Medium Standard
Jerome Street Trail	E Street to H Street	0.2	Medium Standard
Lincoln Park Trails	Trails within the Park	1.9	Medium and High Standard
Montfort Park Community Trail	RR crossing at Bayview Ave through neighborhood, down Washington Ave to Bell Rd.	1.1	High Standard
Motts Hill Pkwy Trail system	From 14 th and D Streets to the Grandis Pond development	2.2	High Standard
Motts Hill connector	Motts Hill PRKY to H Street	0.3	Medium Standard
Odell Road Trail	Blaine Athletic Trail to Sweet Road	0.4	Medium Standard
Peace Arch Trail	State park to 12 th Street then south to H Street	0.6	High standard
Peace Portal Drive temporary trail	On the north side of PP from Cherry St. to Dakota Creek	0.5	Medium standard
Semiahmoo Drive Path	City limits to UGA boundary	1.6	High Standard
Semiahmoo Memorial Boardwalk	In the old treatment plant site, a boardwalk to the beach	0.1	Boardwalk
Semiahmoo Park Beach Trail	Neck of the Spit south to old treatment plant site	0.3	Beach walk
Semiahmoo UGA wetland loop trail	Birch Point Trail to Semiahmoo Drive Path, with a loop around a large wetland complex	1.6	Medium Standard
Semiahmoo Cross Spit Trails	Trails across the Spit	0.4	High standard
Semiahmoo Dock Trail	A short loop out onto the historic docks.	0.1	Boardwalk
Skallman Park Trail	Skallman Park to Blaine Athletic Trail	0.1	Medium Standard
Sweet Road Trail	Odell Road to Dakota Creek Loop Trail	0.2	Medium Standard
Transmission line trail	E Street to Pipeline Road by Athletic Fields	0.9	Medium Standard
Wellhead protection area primary route	End of Pipeline Rd to H Street by Grandis Pond Development	1.5	High Standard
Wellhead protection area trail system	Interconnected Trail System in the City's Wellhead Protection Area	3.6	Medium Standard

Critical sidewalk links

Sidewalks are a standard component of most streets in Blaine. They provide a safe means for pedestrians to travel within the community. They can be distinguished from “off-street” trail corridors and are not identified as a part of a trail system. However, they often provide **critical pedestrian links** to the off-street trail system. The following sidewalks have been identified as critical components of a planned community trail system over the next 20 years. These are noted because they function as primary pedestrian routes with strong connections to the community trail system. There are numerous secondary sidewalk links throughout the City that must be considered during the development these trails.

Critical Sidewalk Links – Primary Routes

Route	From	To	Miles	Corridor	Landowner
2nd St sidewalk	Peace Arch SP	D St.	0.2	Primary	Blaine
D St sidewalk	I-5 Highway	Lincoln Park	1.1	Primary	Blaine
H St sidewalk	Peace Portal Dr.	Allen St.	1.2	Primary	Blaine
Boblett St. sidewalk	Peace Portal	Mitchell Ave	0.4	Primary	Blaine
Boblett St. sidewalk	Mitchell Ave	Odell St.	0.4	Primary	Blaine
Mitchell Ave sidewalk	H Street	Peace Portal Dr.	0.8	Primary	Blaine
<i>Total (Primary)</i>			<i>3.1</i>		



Community Trail Corridor Descriptions

12th Street Border Connection Trail

The 12th Street border connection trail provides connectivity to the Pacific Highway Customs facility on State Route 543. The trail begins on C Street where it connects into the Peace Arch Trail which continues south on 12 Street to H Street. To the north a sidewalk or separated path is needed which will connect the existing border facility crosswalks and sidewalks. Pedestrian connectivity should be encouraged north into Canada on 176th Street.

Blaine Athletic Fields Trail

The Blaine School District athletic fields on Pipeline Road are just over a mile from the Blaine Schools Complex north of Boblett Street. Although the distance is not great, there is currently no safe route for kids to bike or walk between the school and ballfields. Substantial benefits to school children and the general public could be realized by providing a non-motorized link between these two sites (Figure 7–4). Therefore, a high-standard, paved multi-use trail system is recommended, including a safe crossing of the SR 543 truck route. As a long-term solution, a vertically separated crossing is recommended, possibly in the form of a lighted pedestrian tunnel beneath the highway. Grades south of the intersection with Boblett Street may be conducive to such a proposal. A trail overpass could be considered, although a significant vertical separation from the highway would be required and longer bridge approaches would be needed to accommodate cyclists, which means an overpass could be more costly to develop. Until such time as a separated crossing is constructed, the City should lobby WSDOT to install flashing crosswalk lights and reduce the speed limit to 25 miles per hour to increase pedestrian safety.

East of the highway, the precise trail alignment is uncertain since easements will need to be negotiated with property owners before such a trail can be developed. Within the athletic field's property, trails could be better connected to serve the various ball fields. A walking/jogging path could be extended around the perimeter of the site, and an existing trail in the forest could be improved and easily made into a loop. Public access to the trail system should be accommodated, including trailhead improvements at the west or east ends of the property. As has been done in many other communities, the city should work cooperatively with the school district to help design and locate facilities that serve the needs of the district while also offering an important amenity to the citizens.

Birch Point Trail

Birch Point Trail provides connectivity from Semiahmoo Parkway to Birch Point Road. The proposed trail calls for a high standard cross section and will be a potential commuter and north/south connector between the City of Blaine and the Birch Bay community.

Cain Creek Trail

Cain Creek Trail connects Marine Drive to the Bell Road, Peace Portal Drive intersection by winding through Blaine's downtown neighborhoods. The northern half of this trail follows the creek it is named after and the south half crosses the Brickyard neighborhood, future development sites and a protected wetland complex before emptying out onto Bell Road where a sidewalk will be necessary to provide connectivity to Peace Portal Drive. The trail traverses an unutilized green way corridor surrounding

the creek and this area offers the greatest amount of wildlife habitat within Central Blaine. This route, which was highly regarded by the Trails Committee, brings neighborhood residents into downtown and provides an alternative commuter route. It is the only significant route that bisects central Blaine and offers a natural setting separate from vehicle traffic. Steen Street future park is planned next to a section of this trail.

Cedar Grove Trail

Located at the south end of Semiahmoo, this medium standard trail wanders through a large stand of fully mature cedar trees while providing an east/west connection of Birch Point Trail and the Millennium Trail on Semiahmoo Parkway. A large portion of this trail already exists as an overgrown dirt path.

Dakota Creek Trail

Dakota Creek empties into Drayton Harbor along the southern City limits boundary and this is where the trail head is proposed to begin, at the proposed Dakota Creek Shoreline Park. This high standard trail connects with the Drayton Harbor Trail and heads east along the northern shore of Dakota Creek, under interstate 5 at the bridge and continues through the urban growth area and into the county. The trail should be encouraged to continue farther east into the county if possible. The Dakota Creek Trail provides shoreline access and would provide an excellent opportunity for wildlife viewing. Dakota Creek is home to several native species of Salmon and wildlife habitat restoration and creation opportunities should be incorporated into the construction process of the trail wherever possible.

Dakota Creek Loop Trail UGA

The short loop trail in the east Blaine urban growth area starts on the edge of the City limits next to the Blaine Business Park. The trail connects Sweet Road with Dakota Creek and the Dakota Creek Trail using the unopened Nevans right-of-way behind Nature's Path manufacturing facility. The other portion of the loop trail follows a seasonal stream connecting Dakota Creek and Nevans right-of-way.

Montfort Park Community Trail

The trail incorporates a number of existing and proposed trails and includes on-street cycling elements including trails in and near Montfort Park. To help complete this system in Blaine, a number of segments should be pursued as short-term priorities, including improvements of the trails in the Montfort Park area.

Peace Portal Temporary Trail

While the City pursues relocating Peace Portal Drive to the north, one of the first projects the City should construct is a medium standard crushed rock separated trail along the northwest side of Peace Portal Drive from Cherry Street to Mitchell Avenue. This is a low cost project along a highly used transportation route that has magnificent marine views. However, this stretch of road currently has no pedestrian access and poses a hazard to runners, walkers and casual bikers who are forced into the road. There is plenty of room for the construction of a crushed rock trail along most of this route. This relatively inexpensive improvement will provide non-motorized access along one of the most beautiful scenic vistas Blaine has to offer to all citizens and visitors alike.

Grandis Pond and Drayton Reach Trails

Planned developments and subdivisions are generally required by the city to provide facilities for non-motorized travel as well as park land and open space for recreational

enjoyment. The Grandis Pond development is an exceptionally large proposal that was under review in 2008. The project includes more than thirteen miles of trails, some of which should be designed to a high-standard (Appendix E). Trails of particular interest to the public will include those around the pond and wetlands, as well as regional links to the south, and to the west along the proposed Mott's Hill Parkway. The latter would become a major east-west corridor for the future and should be paved and enhanced with a variety of user amenities, including viewpoints and pocket parks. As this area of the city develops over time, moderately heavy trail use is expected. Precise alignments and design standards can only be approximated at this time.

Lincoln Park Trails

The existing trail system in Lincoln Park should be maintained and improvements made so that the park and the trails can be more widely enjoyed by Blaine residents. Most trails can be maintained to a medium standard with a compacted crushed rock surface. However, the west loop, should be improved to a high-standard, paved or compacted-gravel trail that can provide the principal connection through the park from H Street to D Street (where a future path would be built in conjunction with the proposed Motts Hill Parkway). A short new link to D Street at the north end of the park is also proposed. Currently, pedestrian and bicycle access to the park is inconvenient. A longer-term solution to this may be redevelopment of H Street and its sidewalk system to include a separated, high-standard path along the north or south sides of the road and extending west to SR 543 and the proposed 12th Street Trail. From there, a high-standard link could continue southward to the proposed Blaine Athletic Trail. The various alternatives that serve pedestrians and cyclists should be considered in conjunction with the design of street improvements planned for H Street. Trailhead improvements at the northeast corner of Lincoln Park and improved signing are also needed.

Montfort Park and Pearl Street Trails

Trails at Montfort Park should be upgraded and links improved to the neighborhood. A short new trail to a viewing area is recommended along the undeveloped Pearl Street right-of-way north of Montfort Park. Medium-standard compacted gravel trails are suggested, along with one or more benches, appropriate landscaping, and possible access to the beach.

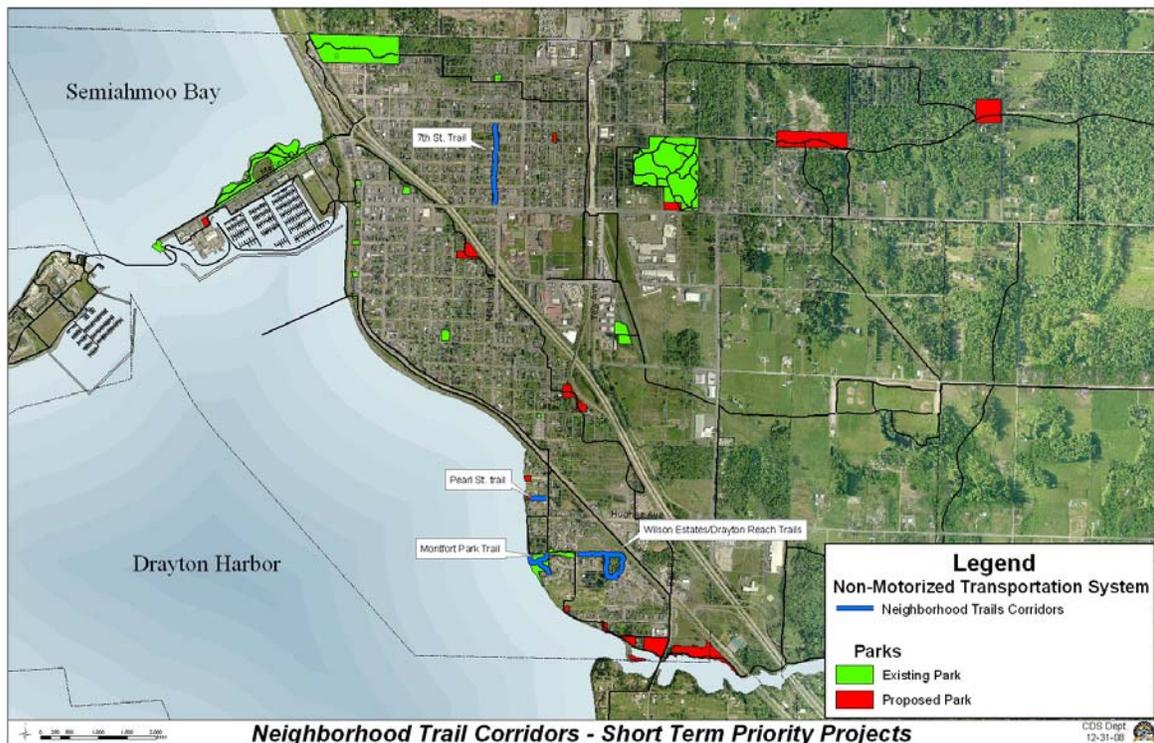
Boblett Street Trail

At the junction of Boblett Street and Mitchell Avenue, an improved bicycle-pedestrian connection is needed to enhance safety and to make it easier for kids to walk or bike to school. The site includes a critical bridge crossing of I-5 and requires careful analysis.

3.1.2. Neighborhood Trail Corridors

Neighborhood trails are intended to serve neighborhood areas. The summary map below provides the location of the regional recreation trail system. The following table provides a comparative description of each independently identified trail route.

Neighborhood Trail Corridors			
<u>Route Name</u>	<u>Description</u>	<u>Miles New</u>	<u>Type</u>
7th St Trail	Proposed new trail within the undeveloped right-of-way	0.3	Medium standard
14th St to Lincoln Park (link)	A short link from 14 th St Trail to the west loop trail in Lincoln Park	0.1	Medium standard
14th St Trail extension	Extend the existing path south to H St	0.1	High standard
Grandis Pond Trails	Proposed trails within the Grandis Pond development	13.3	Paved and gravel
Jerome St Trail	From H St. to E St.	0.2	Medium standard
Montfort Avenue Trail	Hughes Avenue from Bayview to Montfort Ave, then south to the park	0.2	Medium Standard
Montfort Park Trails	Upgrade and extend the existing trail system	0.3	Medium standard
Pearl Street Trail	From Bayview Ave to a view of the harbor	0.1	Medium standard



Neighborhood Trail Route Descriptions

These trails are often short connecting trails along undeveloped rights of way, easements or dedicated open space that are fairly narrow and natural in their condition. They are not intended to serve the community at large but, instead, the neighborhood, on evening walks, getting from one house to another, or just getting off of the streets. While some of these have been identified, most will be developed as the neighborhood develops. Their presence will require neighborhood initiative and a willingness to work collaboratively with neighbors and the city.

3.1.3. On- Street Bicycle Corridors.

The bicycle route system offers an alternative to motorized travel, provides safe routes to school, and is intended to draw serious bicyclists into the community.

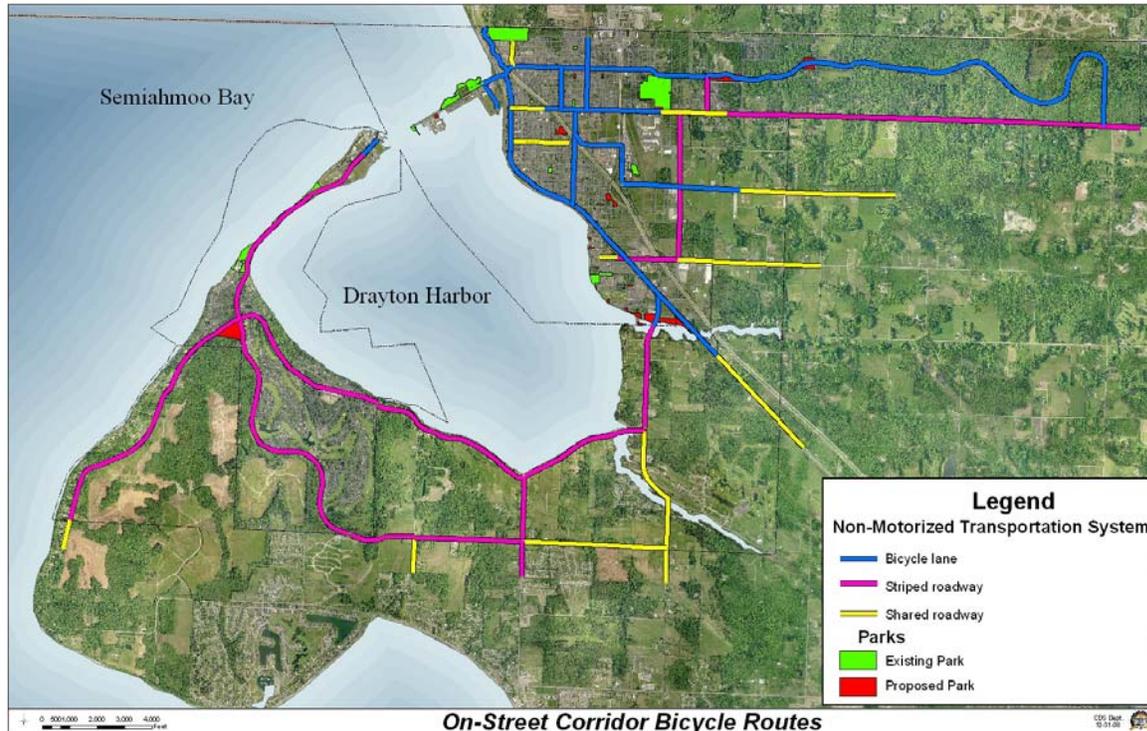
A proposed system of bikeways for the Blaine area is illustrated in the Map below. The system includes 10.8 miles of designated bikelanes, all within the city limits; 11.7 miles of striped, paved shoulders at least four feet in width, of which 7.7 miles are located within the city limits; and 10.6 miles of shared roadways (with shoulders less than four feet in width), including 3.2 miles within the city limits and 7.4 miles within the UGA. The proposed bikeways system totals 33.6 miles, with 23.9 miles in the city and the balance (9.7 miles) in the UGA.

- Bikelanes are designed travel routes for bicyclists that are marked with a bicycle symbol and are at least 4 feet in width. They are separated from vehicle traffic by either a landscape strip or a row of wheel stops, or they are adjacent to vehicle traffic and only separated by a painted line on the street surface.
- Striped shoulders are defined as a paved shoulder at least 4 feet wide separated from vehicle traffic by a white strip on the street surface.
- Shared roadways are routes that have been identified as important bicycle transportation and tourist corridors. These have either no paved shoulder or a paved shoulder less than 4 feet in width. Typically, there is little difference between Shared roadways and other City streets and usually there are no special street improvements for bicyclists. However, it is recommended that these important multi-modal transportation routes are identified with appropriate street signage to promote bicycle safety.

The information in the table represents an overall description that in some cases varies along portions of the route.

On-Street Bicycle Corridors			
Route Name	Description	Miles New	Type
2 nd Street	Peace Arch State Park to D St	0.22	Shared
8th Street	A St to H St.	0.51	Bikelane
Allen Street	D St to H St	0.25	Striped shoulder
Blaine Rd	Peace Portal to Blaine c/l	0.23	Bikelane
Blaine Rd	Drayton Harbor Rd to Loomis Trail Rd	0.90	Shared roadway
Blaine Rd	Blaine City limits to Drayton Harbor Rd	0.72	Striped shoulder
Boblett Street	Peace Portal Dr. to Mitchell Ave	0.47	Shared
Boblett Street	Mitchell Ave to Yew Ave.	0.34	Bikelane
D Street	Marine Dr. to Allan	1.45	Bikelane
Drayton Harbor Rd	Blaine Rd to City limits	2.27	Striped shoulder
H Street	Harrison Ave. to Ludwick Ave	1.00	Bikelane
H Street	Ludwick Ave to Vista Terrace	0.26	Shared
Harbor View Rd	Drayton Harbor Rd to Lincoln Rd	0.44	Striped shoulder
Hughes Ave	Odell Rd to west of railroad	0.45	Striped shoulder
Hughes Ave	West of railroad to Bayview Ave	0.11	Shared roadway
Lincoln Rd	Blaine Rd to Harbor View Rd	1.00	Shared roadway
Motts Hill Parkway	Lincoln Park to Grandis Pond	3.58	Bikelane
Mitchell Ave	H St to Peace Portal Dr.	0.66	Bikelane
Peace Portal	Cherry St to West Rd.	2.05	Bikelane
Pipeline Rd	Yew Ave. to Odell Rd.	0.40	Bikelane
Pipeline Rd.	Odell Rd to Blaine UGA	0.73	Striped shoulder
Pipeline Rd	Blaine UGA to wellhead property	0.76	Shared roadway
Portal Way	Blaine City limits to Blaine UGA	0.62	Shared roadway
Odell Rd	H St to Sweet Rd	1.02	Striped shoulder

Semiahmoo Pkwy	From Shintaffer Rd to Blaine city limits	0.45	Striped shoulder
Sweet Rd	Blaine city limits to Blaine UGA	0.50	Shared roadway
Sweet Rd	From Odell Rd to Blaine c/l	0.24	Shared roadway
Yew Ave	From SR543 to Pipeline Rd	0.28	



Major Bicycle Corridor Descriptions

Motts Hill Parkway

The largest “project” is the proposed Motts Hill Parkway (3.5 miles), a major new arterial that will serve much of East Blaine and which is anticipated to include designated bikelanes over the full length of the road.

Peace Portal

Bikelanes have been established along Peace Portal through the downtown area from near Marine Drive to Cherry Street. Bikelanes should be extended southward at least to Bayview Avenue over the short term, and possibly to Blaine Road in the future. This bikeway will be of interest to users of the Drayton Harbor Trail which also bends south at Bell Road. Given the substantial right-of-way width that exists, any redevelopment or repaving of the road, which is also a state highway (SR 548), should provide for bikelanes on each side, as well as a shift of the entire road cross section to the east in order to provide space for the Drayton Harbor Trail, a separated, high-standard multi-use path along the top of the bluff. At the north end of Peace Portal, bikelanes should be extended through a proposed roundabout intersection and beneath the I-5 overpass to D Street. Some north-bound cyclists will be turning left onto the proposed bicycle-

pedestrian path leading through the border area. The existing left-turn lane could be reconfigured to a bicycle-only turn lane if the standard turn lane is moved closer to the I-5 north-bound on-ramp. Because this area is a key connection between the Peace Portal and D Street bikeways and also provides border access for the Drayton Harbor Trail, street design should carefully consider the needs of cyclists. Pedestrians can utilize existing sidewalks and easily cross Peace Portal and D Street at crosswalks.

H Street

H Street is currently the principal east-west arterial in the city. The street cross-section varies considerably, with no bikelanes presently available. Considerable on-street parking does not leave adequate room for designated bikelanes and although there are widened lanes and shoulders in some areas, cyclists generally must ride with traffic and share the travel lanes. The schools complex is adjacent to H Street west of SR 543, thus there is substantial use of the sidewalks and parking areas by kids and parents during certain times of the day. Farther east, minimal sidewalks abut a four-lane street segment which produces an unattractive setting for both pedestrians and cyclists. The city was redesigning portions of H Street in early 2008 and expects to extend bikelanes to the east, eventually to the city limits which will provide excellent connectivity from the Grandis Pond area at least to Odell Road. From Odell Road west to I-5, future street improvements should consider enhancements for cycling despite the challenges. Special consideration should be given to intersections with the Lincoln Park and Cain Creek trail systems (existing and proposed) and the connecting paths at 7th and 12th Streets and SR 543 which all link to neighborhoods north and south.

Boblett Street and Mitchell Avenue

Boblett Street is planned for reconstruction in the near future and will include widened travel lanes that will benefit cyclists. Improved sidewalks will be provided for pedestrians. Boblett Street intersects with Mitchell Avenue near the bridge over I-5 which makes this an important east-west access between Peace Portal, west side neighborhoods, and the Blaine schools complex east of I-5. The bridge is narrow and does not provide adequate space for cyclists, while narrow sidewalks are somewhat limiting for pedestrians. Given the critical link this overpass provides for school children, substantial resources should be made available to enhance safety along this route, particularly across the bridge and across Mitchell Avenue. The Washington Safe Routes to Schools program offers an important funding source to help address this challenge.

D Street / Motts Hill Parkway

In addition to the bikelanes that would likely be integral to the development of Motts Hill Parkway, it is recommended that similar facilities be extended westward along D Street all the way to Peace Portal at Marine Drive (where a new roundabout is planned). As an alternative to striping bikelanes along the western portion of D Street, a wide curb lane design could also be considered if a parking strip is to be maintained over the long term. Bikelanes are desirable across the new bridge at SR 543, with consideration given to turning movements by cyclists entering or exiting the proposed 12th Street Trail. A new trail junction at Lincoln Park also warrants special consideration during the street design phase. In addition, if a new high-standard path is to be developed along Motts Hill Parkway, then access between the bikelanes and the path should be accommodated at appropriate intervals.

Drayton Harbor Road

The Drayton Harbor Road represents an important link between West and Central Blaine, despite the narrow roadway that currently exists. The Drayton Harbor Trail also follows this route. The south shore of Drayton Harbor has been highly rated in public surveys that address the need for improved bicycle and pedestrian facilities in the Blaine area. However, the lack of sufficient right-of-way has precluded provision of a safe and comfortable facility for non-motorized users. Two solutions have been suggested. One is to acquire additional right-of-way to accommodate redevelopment of the road with wide paved shoulders or bikelanes along both sides, or perhaps only a separated high-standard multi-use path along the water side of the road. A second option would be to convert the road to one-way travel for motorized users in order to provide space for the separated path without increasing the right-of-way width. Major traffic flows to the Birch Bay and Semiahmoo areas would be diverted to Lincoln Road. Facilities suitable for both bicycles and pedestrians should be provided over the full extent of Drayton Harbor Road, from Blaine Road to the existing path in West Blaine just inside the city limits. The city should work cooperatively with Whatcom County to resolve this issue.

7.4. Non-Motorized Transportation Priorities

Once all trail and bikeway improvements have been identified and segregated in to functional categories, they must be prioritized to within each category. This priority order will assist the City in their Capital Facility updates, and setting its six year CIP and TIP on an annual cycle. This plan has sorted priority projects into three tiers based upon value and projected timeline; they include short-term, mid-term and long-term priorities as defined below:

Short-Term Projects – 1 to 5-year outlook

These are projects offering major benefits to the public which can potentially be developed over the near term or within approximately five years after this plan is adopted. Some are already planned for development, while others may present unique opportunities or major public benefits that warrant their emphasis as top priority projects. A few projects, due to high cost, access issues, or other difficulties, may require a longer period of time to implement. It is recognized that several of these projects might not be built within five years, but they are highlighted so that city staff or others can plan for their development and begin to secure the resources needed to move forward with final design and construction.

Mid-Term Projects – 5 to 10-year outlook

These are also very attractive projects for the short term; however, it is realized that not all the best projects can be developed in just a few years. Mid-term projects could potentially be developed over a five to ten-year period. In the event that resources become available or opportunities emerge to move forward with these projects more quickly, then design/development should not be delayed.

Long-Term Projects – 10 to 20-year outlook

All projects identified in this plan are considered important to the future of recreational trails and non-motorized travel in Blaine. However, since not all the projects envisioned can realistically be developed over the next five to ten years,

long-term projects are those that may be more likely to see development over the next ten to twenty years. Again, where opportunities or resources become available to expedite their development, they should not be delayed. Long-term projects are summarized in Appendix C.

An effort was made to ensure that both short-term and mid-term priority projects are equitably distributed to serve all areas of city. The complete system includes 33.0 miles of new trails within the city limits and 13.6 miles within the UGA, for a total of 46.6 miles of new trails that could potentially be developed over the next twenty years. Combined with 10.7 miles of existing trails, the complete trail system envisioned totals 57.3 miles (43.7 miles in the city and 13.6 in the UGA). Note that trail distances are based on GIS mapping data; actual distances on the ground are likely to be somewhat greater.

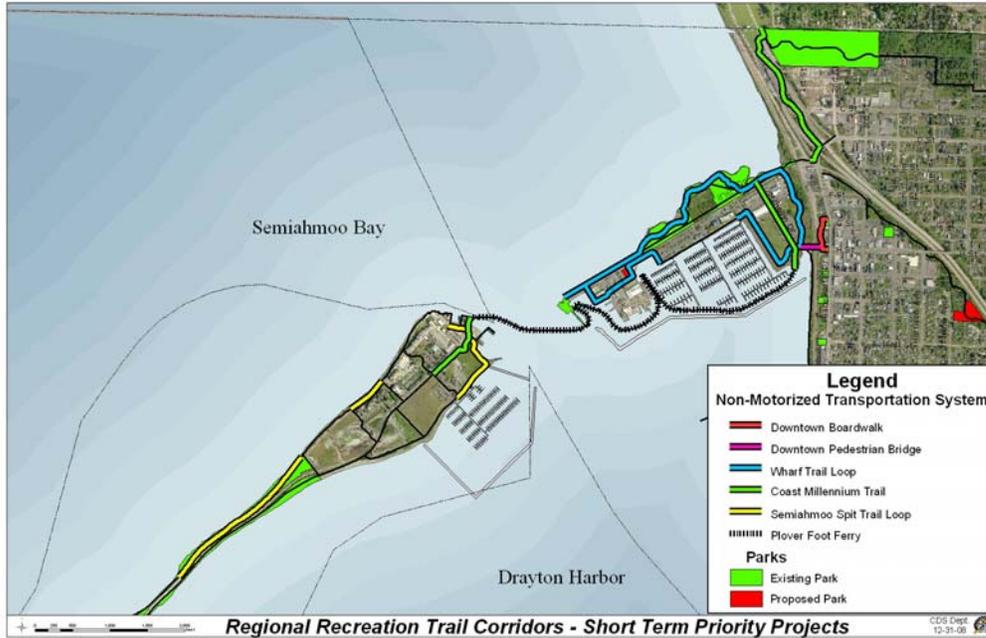
Existing trails, as well as trail destinations and potential trail corridors form the basis for the overall trail system recommended by this plan. A combination of local and regional trails is envisioned which will help to meet the goals and objectives for trails and bikeways outlined in Section 2.

3.2. Short-Term Priority Projects

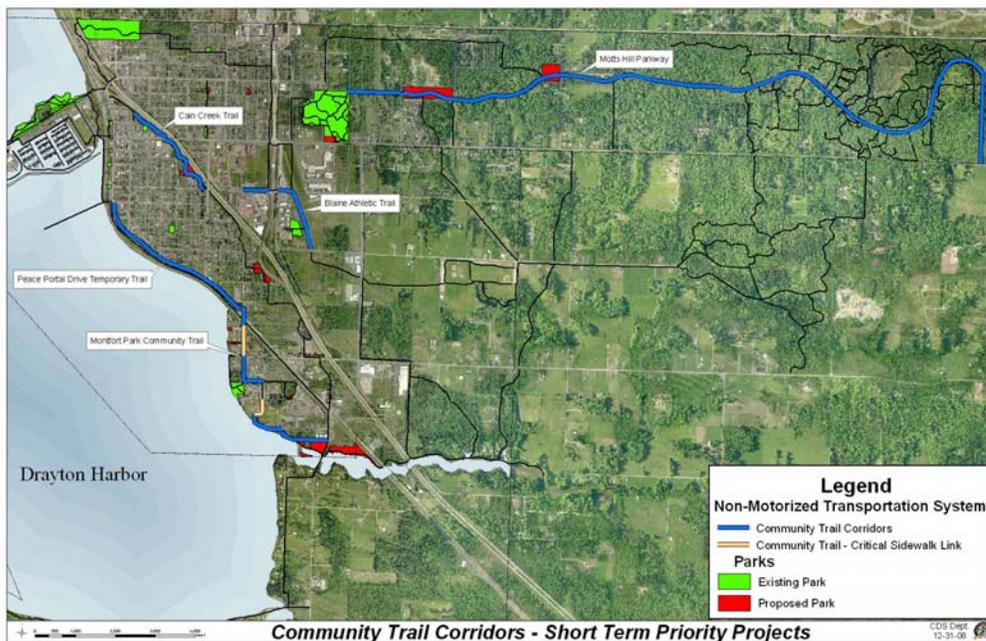
Short-term priority projects total 5.2 miles of trails and 9.8 miles of bikeways. These projects are listed in the following Tables and are described in the following pages.

Twenty two (22) projects are considered short-term priorities. All of the remaining 10.8 miles, except a portion of the Drayton Harbor Trail along Drayton Harbor Rd, would be located within the city limits.

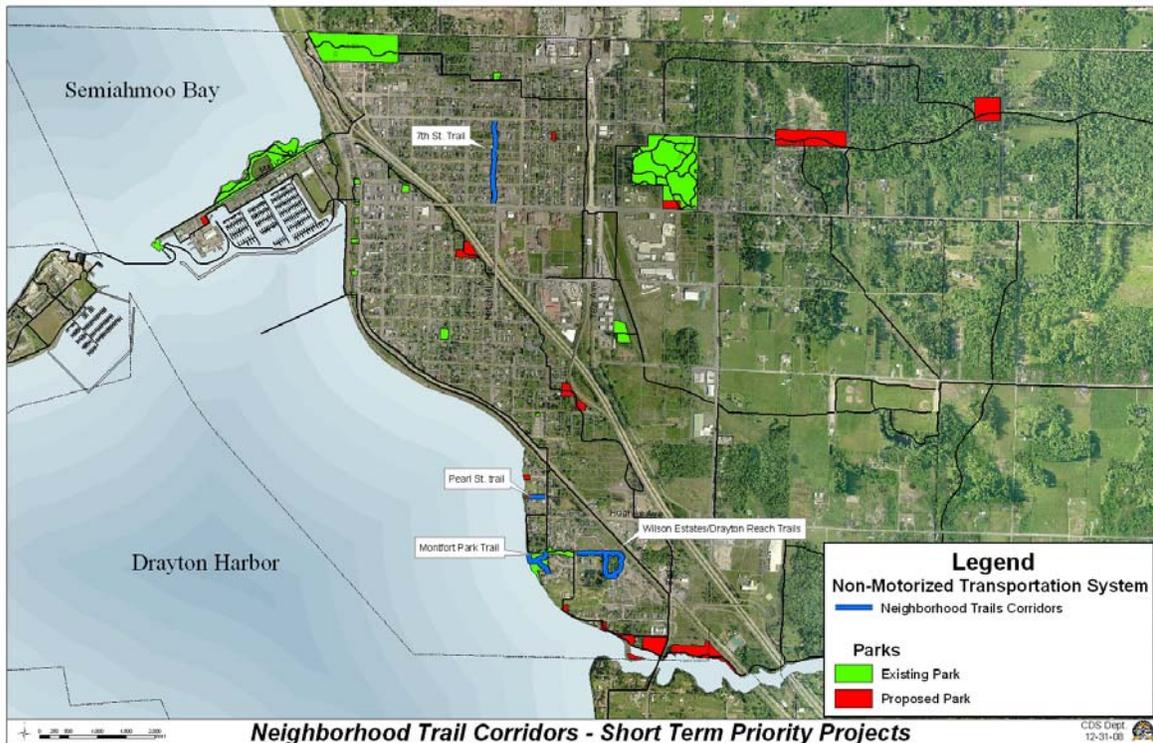
Priority Regional Recreational Corridors			
Wharf Trail Loop	G and H St Plazas to the harbor promenade and Blaine Pier	2.0	Paved and boardwalk
Plover Foot Ferry	Increase season and frequency, maintain/improve docks at Plover Park and Semiahmoo	0.1	Foot ferry and docks
Downtown Boardwalk	From G Street Plaza to H Street Plaza on waterside of buildings	0.1	Boardwalk
Pedestrian Bridge	From H Street Plaza to Wharf District	0.1	Bridge
Semiahmoo Spit Loop Trail	A loop trail around the entire Spit.	2.8	High & medium standard, and boardwalk
Coast Millennium Trail	Birch Bay through Semiahmoo across the harbor on the Plover then along Marine Dr to border	0.3	High standard



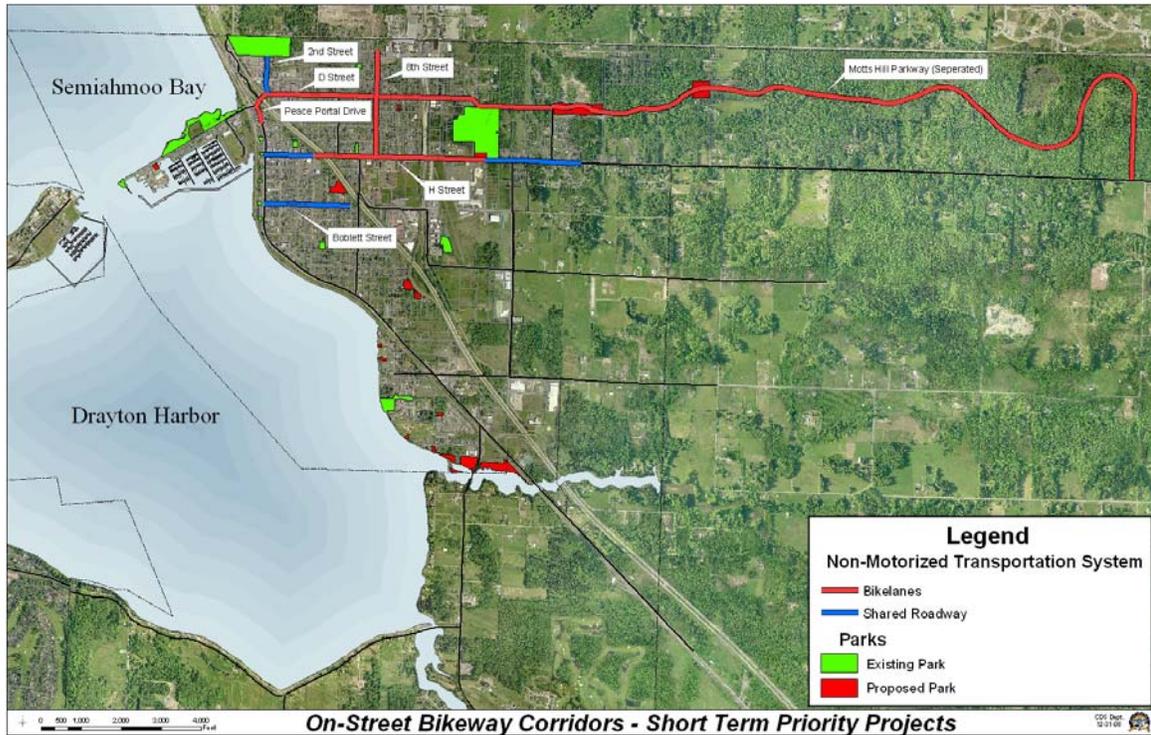
Priority Community Trail Corridors			
Blaine Athletic Trail (phase one)	From School entrance across SR543 through Gateway property	0.3	High Standard paved
Cain Creek Trail North of Boblett St.	A proposed trail system through an important greenway west of I-5	0.6	Medium standard
Montfort Park Community Trail	From RR on Bayview Ave through neighborhood to Dakota Creek bridge.	0.9	High Standard
Motts Hill Parkway	Truck Route to Grandis Pond	3.0	High standard
Peace Portal Drive temporary trail	On the north side of PP from Cherry St. to Dakota Creek	0.5	Medium standard



Priority Neighborhood Trail Corridors			
7th St Trail	Proposed new trail within the undeveloped right-of-way	0.3	Medium standard
Montfort Park Trails	Upgrade and extend the existing trail system	0.3	Gravel
Pearl Street Trail	From Bayview Ave to a view of the harbor	0.1	Gravel
Wilson Estates/Drayton Reach Trails	Trails around a high quality wetland complex	.2	Medium standard



Priority On-Street Bicycle Corridors			
2nd Street	Peace Arch State Park to D St	0.22	Shared
8 th Street	A St to H St.	0.51	Bikelane
Boblett Street	Peace Portal Dr. to Mitchell Ave	0.47	Shared
Motts Hill Parkway	East Blaine Parkway	1.60	Separated Bikelane
D Street	Marine Dr. to Motts Hill Parkway	1.45	Bikelane
H Street	Harrison Ave. to Ludwick Ave	1.00	Bikelane
H Street	Ludwick Ave to Vista Terrace	0.26	Shared



3.3. Mid-term Priorities

The largest “project” is a proposed system of 8.0 miles of high-standard trails within the Grandis Pond development (not yet approved in late 2008). Most of these trails, if built, will primarily serve residents of that development, although some routes will be of interest to the Blaine community as a whole, as explained on page 59. Mid-term priority projects are briefly described below.

Trails

Approximately 7.5 miles of proposed trails within the city are considered mid-term priorities. Many of these trails are under a half-mile in length and could potentially be developed sooner than expected.

Mid-term Priority Trail Projects in Blaine

Trail Name	Description	Miles New	Type
Regional Recreational Corridors			
Drayton Birding Pier, boardwalk and pedestrian bridge	Along the shore of Drayton Harbor from west end of the H St. pedestrian overpass to Cherry Street Bridge and out the birding pier.	0.3	Boardwalk

Drayton Harbor Trail	Waterside of Peace Portal from H Street around Drayton Harbor to Semiahmoo Parkway.	3.5	High Standard
Community Trail Corridors			
Blaine Athletic Trail	New trail from Blaine Schools Complex to the athletic fields	1.3	High standard
Cain Creek Trail South of Boblett St.	Boblett St to Adelia St in important greenway west of I-5	0.9	Medium standard
Dakota Creek Trail	Along the north shore of the creek west of I-5	0.4	High standard
Gateway Entrance Path	From H St to Boblett Street through the Gateway property	0.2	High standard
Semiahmoo North South Trail	An across spit trail in the commercial plaza area.	0.2	High standard
Semiahmoo Dock Trail and Plover Dock	A short loop out onto the historic docks. A new Plover dock.	0.1	Boardwalk
H Street overpass	Pedestrian overpass of SR 543 at H Street	0.1	Bridge
Motts Hill Pkwy Trail	From 14 th and D Streets to the Grandis Pond development	2.2	Paved and gravel
Semiahmoo Park Beach & Memorial Trails	Along Semiahmoo Bay on the north side of the narrow part of the Spit and south of the Park at the old treatment plan site.	0.5	Boardwalk, gravel and beach
Neighborhood Trail Corridors			
14th St to Lincoln Park (link)	A short link from 14 th St Trail to the west loop trail in Lincoln Park	0.1	Medium standard
14th St Trail extension	Extend the existing path south to H St	0.1	High standard
Boundary Trail (from Lincoln Park)	A proposed path serving the border area northeast of Lincoln Park	1.4	Medium standard
Grandis Pond Trails	Proposed trails within the Grandis Pond development	13.3	Paved and gravel
Jerome St Trail	From H St. to E St.	0.2	Medium standard
Lincoln Park Trails	Upgrade west loop and construct a new link to D St	0.4	Gravel
On-Street Bicycle Corridors			
Allen Street	D St to H St	0.25	Striped shoulder
Boblett Street	Mitchell Ave to Yew Ave.	0.34	Bikelane
H Street	Vista Terrace to City limits	2.87	Striped shoulder
Hughes Ave	Odell Rd to west of railroad	0.45	Striped shoulder
Hughes Ave	West of railroad to Bayview Ave	0.11	Shared roadway

Odell Rd	H St to Sweet Rd	1.02	Striped shoulder
Blaine Rd	Peace Portal to Blaine c/l	0.23	Bikelane
Peace Portal	Cherry St to West Rd.	2.05	Bikelane
Motts Hill Parkway	Lincoln Park to Grandis Pond	3.58	Bikelane
Mitchell Ave	H St to Peace Portal Dr.	0.66	Bikelane
Yew Ave	From SR543 to Pipeline Rd	0.28	Bikelane
Pipeline Rd	Yew Ave. to Odell Rd.	0.40	Bikelane
Pipeline Rd.	Odell Rd to Blaine UGA	0.73	Striped shoulder
Sweet Rd	From Odell Rd to Blaine c/l	0.24	Shared roadway
Coast Millennium Trail	End of Semiahmoo Spit and Milihollin Drive	0.34	Bikelane

3.4. Long-term Priorities

Long-term priority projects are briefly described below in Tables 7–12 and 7–13 and are highlighted in the maps in Appendix E. For more details on long-term priorities, refer to Appendix C. Approximately 4.7 miles of proposed trails within the city are considered long-term priorities, along with another 4.9 miles in the UGA, for a total of 9.6 miles. In terms of bikeways, 11.2 miles are identified, including 6.8 miles in the city and 4.4 miles in the UGA.

Long-Term Priority Trail Projects

Trail Name	Description	Miles New	Type
Regional Recreational Trails			
Unincorporated Drayton Harbor Trail	Along Drayton Harbor Rd from Blaine Rd to city limits.	2.1	High Standard
Community Trail Corridors			
None			
Neighborhood Trail Corridors			
Athletic Fields Loop	The existing trail could be upgraded and extended into a loop	0.5	Medium standard
Athletic Fields (N-S link)	A new trail between ballfields creating two walking loop options	0.1	Medium standard
Birch Point Primary Trail	Semiahmoo PRKY to Birch Point Rd.	1.2	High standard
Birch Point Secondary Trail	East to West trail connecting the Primary trail and Semiahmoo PRKY	0.9	Medium standard

Blaine Wellhead Primary Trail	Main trail system from end of Boblett than NE to H Street.	1.9	High standard
Blaine Reservoir Wellhead Trails	Interconnecting links and loops off the primary trail system.	1.5	Medium Standard
Blaine Wellhead N & S access	Alternative access to Wellhead Protection trail system area.	0.4	Medium standard
Boblett St. ped crossing of SR 543	A vertically separated crossing of SR 543.	0.1	Bridge or Tunnel
Dakota Creek Loop	Sweet Road to Dakota Creek	0.6	Medium Standard
Dakota Creek Trail	Waterfront trail along the north side of Dakota Creek from I-5 to UGA boundary.	0.5	High standard
Harvey Riparian Trail	Potential new trail west of Harvey Rd from H St to Dakota Creek.	1.5	Medium standard
Drayton Harbor trail Dakota Crk bridge	A pedestrian bridge across Dakota Creek next to Blaine Rd.	0.1	Bridge
Odell Road Trail	Athletic Fields to Hughes Ave	0.6	Medium Standard
Motts Hill Connector	From H Street to Motts Hill	0.3	Medium Standard
Transmission Lines Trail	H St to Motts Hill Pkwy	0.3	Medium Standard
Drayton Harbor Rd. Path	Along Drayton Harbor from Harborview to city limits.	0.4	High standard
Semiahmoo Wetlands Loop	West of Semiahmoo Golf Course	1.6	Medium Standard
Transmission Lines Trail	Athletic Fields to H St	0.7	Medium Standard

Long-term Priority Bikeways (UGA projects)

Name	Description	Miles New	Type
Drayton Harbor Rd	Blaine Rd to City limits	2.27	Striped shoulder
Harbor View Rd	Drayton Harbor Rd to Lincoln Rd	0.44	Striped shoulder
Blaine Rd	Blaine City limits to Drayton Harbor Rd	0.72	Striped shoulder
Lincoln Rd	Blaine Rd to Harbor View Rd	1.00	Shared roadway
Pipeline Rd	Blaine UGA to wellhead property	0.76	Shared roadway
Portal Way	Blaine City limits to Blaine UGA	0.62	Shared roadway
Semiahmoo Pkwy	From Shintaffer Rd to Blaine city limits	0.45	Striped shoulder
Sweet Rd	Blaine city limits to Blaine UGA	0.50	Shared roadway
Blaine Rd	Drayton Harbor Rd to Loomis Trail Rd	0.90	Shared roadway

7.5. Trail Access and Trail-Related Facilities

The trail and bikeway systems can be accessed at any number of locations within neighborhoods and parks in the Blaine area. As these systems develop over time, most residents will be able to access them conveniently on foot or by bike. However, many residents and visitors will also choose to access trails by car. Trailhead access will be particularly important for regional trails, such as the Semiahmoo or Drayton Harbor Trails, and along other primary routes within the city or the UGA.

Existing and planned parks are widely dispersed across the city and will likely satisfy most of the demand for parking over the short term. A distinction should be made between sites with minimal parking and perhaps a trail sign and more developed sites with significant trail-related facilities and other user amenities, such as restrooms, picnic tables, map and information kiosks, interpretive signing, viewing areas and the like. With that in mind, both “major” and “minor” sites are delineated in Figure 7–8. The map shows existing and proposed sites and facilities for trail and bikeway access. These sites are summarized in Table 7–14 below, including existing, potential, or recommended facilities. Symbols are used to indicate the following:

Status	■ Major site-existing	● Minor site-existing	□ Major site-proposed	○ Minor site-proposed
Proposed parking	■ Large	● Modest	○ Small	
Proposed signing	■ Substantial	● Modest	○ Minimal	

Table 7–14
Trail Access and Related Facilities

	Site Name	Status	Type	Agency	Parking	Restrooms	Viewpoint	Signing
1	Skallman Park	●	City park	Blaine	●	Potential	Yes	●
2	Blaine Athletic Fields W	■	Ballfields	Blaine School Dist	■	Potential	No	●
3	Blaine Athletic Fields E	■	Ballfields	Blaine School Dist	■	Potential	No	●
4	Blaine Pier	●	Fishing pier	Blaine	○	No	Yes	●
5	Blaine Harbor W	■	Parking only	Port of Bellingham	■	Yes	Yes	■
6	Blaine Harbor E	■	Parking only	Port of Bellingham	■	Yes	Yes	●
7	Peace Arch State Park	■	State park	WA State Parks	■	Yes	Yes	■
8	Cain Creek wetlands S	□	City park	Port of Bellingham	■	Yes	Yes	■
9	G St road end	○	Parking only	Blaine	○	No	No	●
10	Cherry St Overlook	●	Parking only	Blaine	○	No	Yes	○
11	Steen Street road end	○	Parking only	Blaine	○	No	No	○

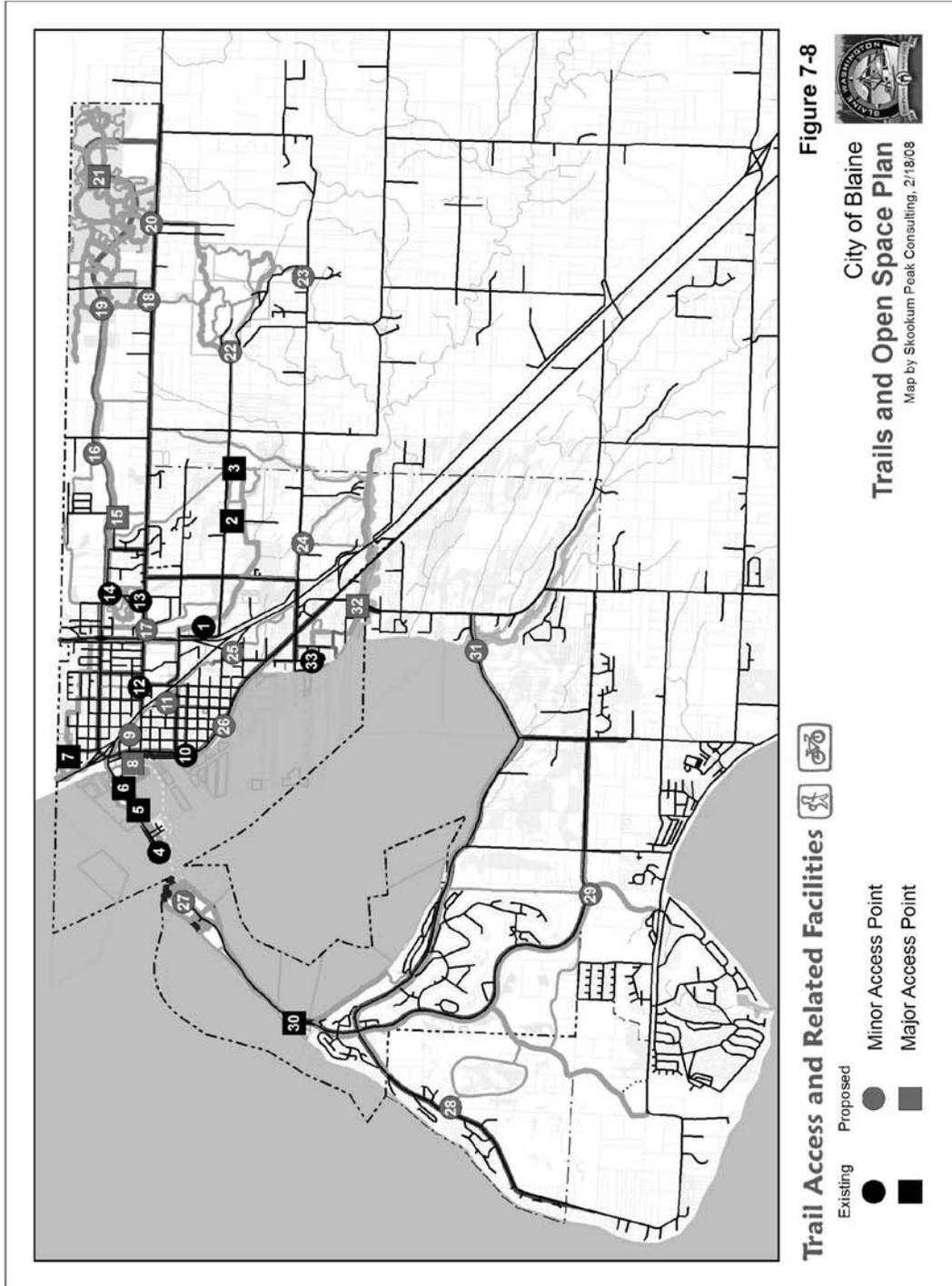


Table 7-14 (continued)
Trail Access and Related Facilities

	Site Name	Status	Type	Agency	Parking	Restrooms	Viewpoint	Signing
12	7th St Trail access	●	Street parking	Blaine	○	No	No	○
13	Lincoln Park S	●	City park	Blaine	●	Potential	No	■
14	Lincoln Park N	●	City park	B18laine	■	Potential	No	■
15	E and Jerome park	□	City park	Blaine	■	Potential	Yes	■
16	Motts Hill Pkwy W	○	Trailhead	Blaine	○	No	No	●
17	H St Airport Trail	○	Trailhead	Blaine	●	Potential	No	●
18	Grandis Pond W	○	Trailhead	Blaine	●	Potential	No	●
19	Grandis Pond NW	○	Trailhead	Blaine	●	Potential	No	●
20	Grandis Pond S	○	Trailhead	Blaine	●	Potential	No	●
21	Grandis Pond access	□	Trailhead	Blaine	■	Potential	Pot	■
22	Blaine wellhead area W	○	Trailhead	Blaine	●	Potential	No	■
23	Blaine Wellhead area S	○	Parking only	Blaine	○	No	No	○
24	Riparian trails access	○	Parking only	Blaine	○	No	No	○
25	Georgia St road end	○	City park	Blaine	●	Potential	No	●
26	4th St overlook	○	Parking only	Blaine	○	No	Yes	●
27	Semiahmoo Spit	○	Parking only	Blaine	○	No	No	○
28	Semiahmoo wetland access	○	Parking only	Blaine	○	No	No	○
29	Semiahmoo Pkwy S access	○	Parking only	Blaine	○	No	No	○
30	Semiahmoo Park	■	County park	Whatcom	■	Yes	Yes	■
31	California Creek access	○	Parking only	Blaine	○	No	Yes	●
32	Dakota Creek park site	□	City park	Blaine	●	Yes	Yes	■
33	Montfort Park - Bayview	●	Parking only	Blaine	○	No	No	○

7.6. Open Space and Conservancy Lands

An important goal of this plan is to “preserve sufficient areas of open space” through the acquisition and stewardship of parks, trails, greenways, shorelines, wetlands and other sensitive habitats, as well as buffer and reserve areas within development projects and other open space that helps protect the environment and provide connectivity within the city’s open space system. While it is difficult to quantify open space objectives in terms of how many acres or what percent of the landscape should essentially remain undeveloped, it is possible to establish criteria that can help guide the preservation of open space through outright acquisition and through the review and approval of development proposals. Open space priorities, as they are presently understood, are listed in Table 5–6 and are illustrated in Figure 5–2 (in Section 5). The areas indicated on Figure 5-2 are generalized locations for open space opportunities. The figure is not intended to indicate definitive boundaries, nor are the conservancy designations intended to be viewed as restrictions prohibiting any development in the conservancy areas.

In addition to the general recommendations for parks and open space contained in Section 7.1, the following criteria should be referenced by the city during the review of development proposals, updates of the comprehensive plan or the parks and recreation plan, or when considering the acquisition of land for public open space purposes.

Open Space Criteria

Critical areas. Existing regulations should continue to guide the protection of critical areas within the city and the UGA.

Parks. New park sites, including regional, community and neighborhood parks should be acquired and developed consistent with the Blaine Parks and Recreation Plan. (The 2004 plan identified fifteen publicly owned park and recreation properties in the Blaine area totaling 179.6 acres and found that “There is not an adequate supply of park land in Blaine to serve the existing population of the City and meet the needs for recreational land in the future.” The acquisition of new park land should be based on the current level of service within the developed portions of the city, with the assumption that all existing park sites are fully developed. Thus new development activity and increasing population will require the designation of additional sites not presently identified in the Parks and Recreation Plan. Park sites to be acquired should be located in both the city and the UGA and should generally include some open space areas that will not be developed.

Trails and Greenways. The acquisition and development of trails is system-based and will be guided by the recommendations of this plan. Whenever practical, trails should be located within greenways, which are typically narrow or wide corridors of open space that provide both recreational and environmental benefits to the community. Greenways should also be designed to enhance connectivity within the larger open space system. Trails along shorelines, around wetlands, and within riparian areas along streams should be designed as greenways whenever possible. In addition, major new trail corridors, including the “backbone system” summarized in Section 1.2, should also include significant greenway elements whenever possible. Corridor widths and locations should be designed to avoid or minimize impacts on critical nesting areas, other sensitive

habitats, water quality and slope stability, while also addressing access, public safety and compatibility with adjacent uses. Opportunities for ADA accessibility, viewing areas and interpretation within greenways should also be considered. Potential greenways are included on the open space map in Figure 5–2.

Shorelines, tidelands, wetlands and other sensitive habitats. Shoreline setbacks, wetland buffers and other regulatory means of protecting these areas should be administered under applicable polices and regulations. However, these are often minimal standards that generally apply to all such areas. Where exceptionally high values exist for habitat, recreation or connectivity to other open space, additional protections may be appropriate either through the development review process or through outright acquisitions, including land purchases and conservation easements. For example, added protection of streams and wetlands can be accomplished through the designation of open space conservancies and riparian conservation areas such as those identified in the Parks and Recreation Plan.

Other open space. In addition to parks and greenways, regulated open space such as wetlands and other critical areas, and areas that are within designated conservancies like those noted above, there are still additional needs and opportunities to protect open space in the Blaine area. For example, important forested areas such as Lincoln Park and the city’s wellhead protection area, should be largely preserved as open space. Other sites may also warrant protection in the form of an open space conservancy designation similar to what has been applied to several major wetland complexes. A development occurs within the city and the UGA, sufficient open space areas and corridors should be identified and protected from development. The amount of open space protected should be commensurate with the impacts of the proposed development and consistent with level-of-service evaluations for parks and open space as discussed in Section 6.2. Ultimately, the preservation of additional open space should serve the current and future needs of the city, including connectivity among parks, greenways and regulated open space that will help ensure that Blaine remains a livable community well into the future.

Heritage Trees. All heritage trees identified in the Parks and Recreation Plan should be protected from damage or destruction. The City should cooperate with landowners, civic groups and volunteers to help ensure that these trees are well cared for and that other trees that may be identified in the future also benefit from active stewardship. Where land disturbing activities may impact a particular tree or its root system, those conducting such activities should be required to enlist the services of an arborist or other expert to help ensure that such activities are not detrimental to the tree. Where appropriate, interpretive information should be provided to help educate the public about the tree’s significance to Blaine’s cultural or natural heritage.

8. Facility Design

A variety of design standards and guidelines for trails and bikeways have been developed over the years by a number of agencies and institutions that are involved in the design, construction, and maintenance of such facilities. Typically, a clear distinction is made between on-street and off-street systems and separate standards and guidelines are normally applied to each. “Standards” often imply fixed limits that may be required for a particular design element, such as the minimum width of a designated bikelane, while “guidelines” tend to be much more flexible, allowing design elements to be tailored to specific circumstances. Difficult topography, for example, might require a section of trail to be narrower or steeper than preferred, but still be reasonably safe and functional.

Primary sources of design standards and guidelines are noted below, along with design options and tabular information for the various trail types, followed by a brief discussion of ADA-accessible trails.

8.1. On-Street Facilities (Bikeways)

Design standards and guidelines are well developed for on-street facilities and are routinely used by city and county staff in the design, construction, and maintenance of city streets and county roads. In addition to standard guides and manuals for road development, two important and well illustrated technical sources are available for the design of bicycle and pedestrian facilities from the Washington Department of Transportation. The Design Guide to Bicycling Facilities and the Design Guide to Pedestrian Facilities are both available online at the agency's website

In Blaine bikeway design is associated with the type of bikeway as indicated below:

On Street Bicycle Corridors: Separated Bikelanes



- 4–6 foot cross section typical
- Designated for bicyclists
- Marked with a bicycle symbol
- Separated from vehicle traffic by a physical barrier



On Street Bicycle Corridors: Striped Bikelanes



- 4-6 foot cross section typical.
- designated for bicyclists.
- Marked with a bicycle symbol.
- Separated from vehicle traffic by a white strip on the street surface.



On Street Bicycle Corridors: Striped Shoulder



- 4 foot cross section typical
- Open to all vehicles, parking, Pedestrians.
- Not designated for bicyclists
- Separated from vehicle traffic by a white strip on the street surface.



On Street Bicycle Corridors: Shared Roadway

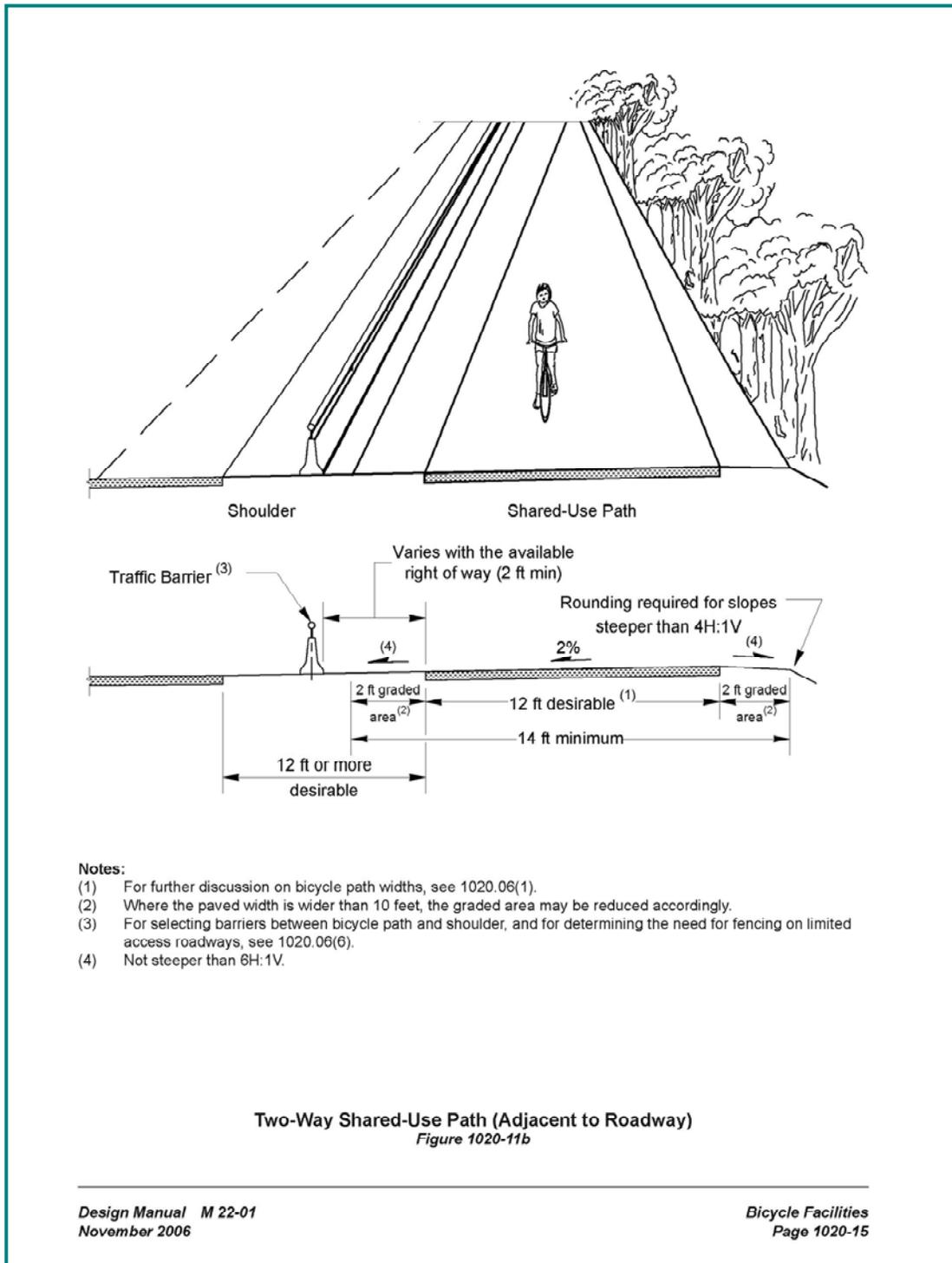


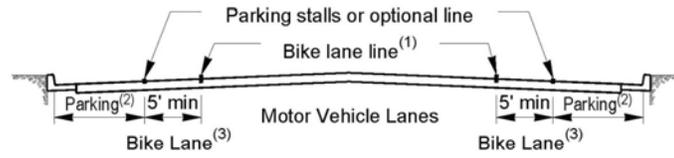
- Either no paved shoulder or a paved shoulder less than 4 feet in width.
- Identified as important bicycle corridor.
- Typically found in rural areas outside of the city.

(www.wsdot.wa.gov/bike). For convenience, several cross-sections for typical on-street improvements are included in Figures 8–1 and 8–2 on the next two pages. Figure 8–1 is an example using a hard separation or physical barrier between the roadway and the path. An attractive alternative (where sufficient right-of-way exists) is a softer separation that incorporates a landscape strip between the road shoulder and path. Width of the landscape strip is typically six feet or more, but depends on site-specific conditions, the clear zone requirements for a particular roadway, and whether curbs and railings are part of the design.

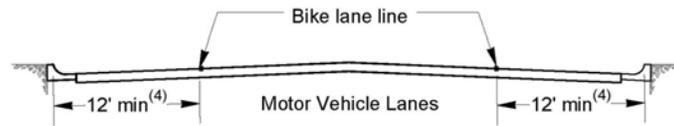
A nationally recognized source containing similar information is the AASHTO Guide for the Development of Bicycle Facilities. Other valuable resources pertaining to non-motorized transportation development are available through the Federal Highway Administration's website (www.safety.fhwa.dot.gov/ped_bike).

Figure 8–1, Typical Multi-use Path (WSDOT)

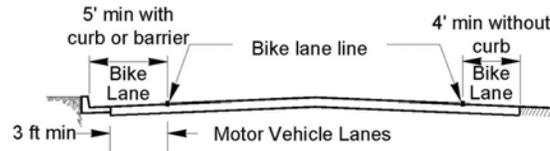




Design A marked parking



Design B parking permitted without parking line or stall



Design C parking prohibited

Post NO PARKING signs as required

Notes:

- (1) The optional line between the bike lane and the parking lane might be advisable where stalls are unnecessary (because parking is light), but there is concern that motorists might misconstrue the bike lane to be a traffic lane. (See the MUTCD and the Standard Plans for pavement marking requirements.)
- (2) For parking lane width, see Chapter 440. Consider a combined bike lane/parking lane width of 15 feet to reduce the risk of bicycle/car door collisions.
- (3) 6 feet is the minimum width when parking lane is less than 10 feet.
- (4) 13–14 feet is recommended where there is substantial parking or the turnover of parked cars is high. Consider a width of 15 feet to reduce the risk of bicycle/car door collisions.

Typical Bike Lane Cross Sections
Figure 1020-18

Figure 8–2, Typical Bikelane Cross-sections (WSDOT)

8.2. Off-Street Facilities (Trails)

Design guidelines for off-street trails are less uniformly developed overall and tend to vary among federal, state, and regional entities responsible for trail development. Major sources that are particularly relevant to the development of trails in Blaine include the U.S. Forest Service, Washington State Parks, the Washington Department of Transportation, and others. High-standard trails, such as wide, paved or unpaved rail-trails, are often designed to be consistent with the transportation-based guidelines for bicycle and pedestrian facilities noted above. Forest Service guidelines are widely utilized for trails built to a “wildland” standard in a more primitive setting which is often preferred by trail users in remote areas. Wildland trail standards are a low cost low maintenance option for the construction of neighborhood trails and in Blaine’s wellhead protection area; however, the recommendations in this plan are otherwise limited to high-standard and medium- standard trails, as defined below. Based on these and other sources, general guidelines addressing a range of facility types are suggested on the following pages to assist with the design of off-street trails in Blaine.

8.3. Trail Design Options

Trails can be divided into three general categories: high-standard, medium-standard, and neighborhood standard trails. The WSDOT design guides to bicycle and pedestrian facilities mentioned above are prime sources for high-standard trails and should generally be adhered to where a wide and well engineered multi-use trail is the desired facility. These trails are often ADA-accessible and may be paved or unpaved with a smooth, compacted surface. Minimum width is generally eight feet, with greater widths up to fourteen feet for higher-volume multi-use trails in urban environments.

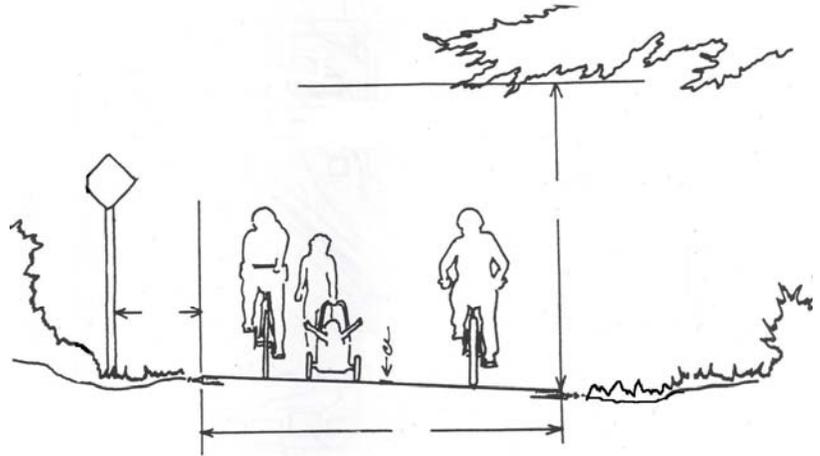
The design of medium-standard trails can vary considerably, depending on their intended purpose and expected use. Some are designed comparable to a high-standard trail, but with a much narrower tread, typically between three and six feet. These trails can also vary in terms of surface treatments, including paving, gravel and native soils, and sometimes with potentially steeper grades that may or may not be ADA-accessible. Medium-standard trails can be designed to accommodate hikers, mountain bikers, and/or equestrians, as needed (no equestrian trails were identified in this plan). Common standards for these trails are provided in Table 8–1.

Typical cross-sections for high-, medium-, and neighborhood-standard trails are provided in Figure 8–3, followed by tables that indicate some of the more commonly accepted dimensions for medium and neighborhood-standard trails.

Figure 8–3, Typical Trail Cross-Sections

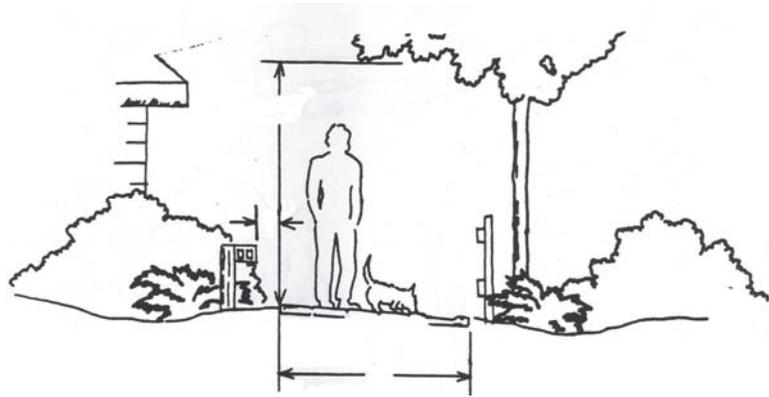
**High-Standard
Multiuse Trail**

See WSDOT/AASHTO guides
for widths and dimensions.



Medium-Standard Trail

Dimensions vary, see Table 8–1
for widths and dimensions.



Neighborhood –Standard Trail

Dimensions vary, see Table 8–2
for widths and dimensions.

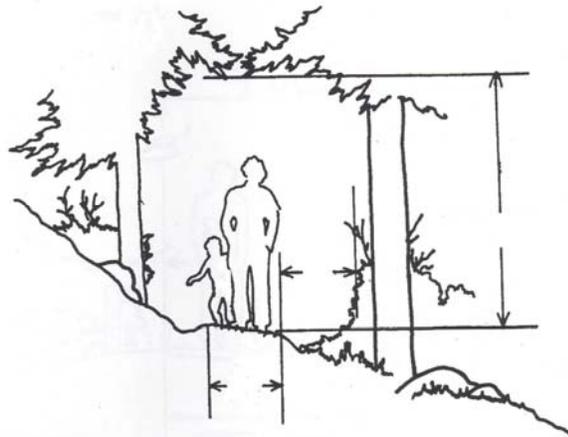


Table 8–1, Guidelines for Medium-Standard Trails

	Max. Sustained Grade	Max Short Grade	For Max Distance of	Min. Clearing Width	Min. Clearing Height	Min. Tread Width	T Tread Surface
Easy	5%	10%	50'	10'	10'	5' - 6'	Gravel or Asphalt
Moderate	8%	14%	50'	10'	10'	3' – 6'	Gravel or Asphalt
Difficult	8%	14%	200'	8'	8'	3' – 6'	Gravel, Asphalt, Steps, Stairs OK

Neighborhood trail standards can also vary considerably in their design depending on the location and neighborhood preference. Following are the recommended standards for hiker, equestrian, and mountain bike trails that are generally accepted within a wildland setting. Again, these guidelines are not typically used in urban areas but are suitable for neighborhood trails as described in this document.

Table 8–2, Guidelines for Hiker, Equestrian and Mountain Bike Trails

	Max. Sustained Grade	Max. Short Grade	For Max. Distance of	Min. Clearing Width	Min. Clearing Height	Min. Tread Width	T Tread Surface
Hiker							
Easy	8%	15%	100'	8'	10'	24"	Develop for stability
Moderate	12%	20%	200'	6'	8'	24"	Minor obstacles, Steps and stairs ok
Difficult	20%	25%	100'	6'	8'	18"	Negotiable obstacles, Steps and Stair ok
Equestrian							
Easy	8%	15%	200'	8'	10'	24"	Develop for stability
Moderate	12%	20%	200'	6'	8'	24"	Minor obstacles
Difficult	15%	25%	100'	6'	8'	18"	Negotiable obstacles ok
Bicycle							
Easy	5%	10%	100'	60"	8'	24"	Mainly smooth
Moderate	8%	20%	100'	48"	8'	18"	Minor obstacles
Difficult	10%	30%	50'	36"	8'	12"	Negotiable obstacles ok

8.4. Accessible Trail Design Standards

ADA-accessible trails are intended to benefit everyone, since we are all likely to experience a degree of mobility impairment at some point in our lives. Access for people with a range of mobility impairments should be considered for all trails, however not all trails have to be accessible. When developing new trails, accessibility guidelines require that an analysis be conducted to determine whether, and to what extent, access can be provided.

The standards are quite flexible and try to account for a variety of practical and aesthetic considerations, while at the same time providing valuable trail experiences for all. Draft standards relevant to accessible trail design are discussed in a report that is available on the website of the Access Board, U.S. Department of Justice (www.access-board.gov/outdoor). Key elements are listed in Table 8–3 below. Another general source intended for use on lands managed by the U.S. Forest Service, is that agency's Accessibility Guidebook for Outdoor Recreation and Trails (2006).

With rare exception, all high-standard trails should incorporate ADA standards. Most medium-standard trails should be able to incorporate these standards as well. Where the opportunity exists, some neighborhood trails should also be built in accordance with the standards. Signs should be posted indicating trails that are designed for ADA access and noting the length of the accessible portion of the trail.

Table 8–3, Draft Guidelines for ADA-Accessible Trails

Max. Sustained Grade	Max Short Grade ¹	For Max Distance Of	Resting Intervals	Max. Cross Slope	Tread Obstacles ²	Min. Tread Width ³	T Tread Surface
5%	8.33%	200'	200'	5%	2" ³	3'	Gravel or Asphalt
5%	10%	30'	30'	5%	2"	3'	Gravel or Asphalt
5%	12.5%	10'	10'	5%	2"	3'	Gravel, Asphalt, Steps, Stairs OK

¹ No more than 30% of the total trail length may exceed a running slope of 8.33%.

² Up to 3" high where running and cross slopes are 5% or less

³ Where trail width is less than 60", passing space must be provided at least every 1,000 feet.

9. Next Steps: Implementation and Action Items

9.1. Project Implementation

Many priority projects require similar steps to be taken for their successful implementation. Normally, the steps involved include most or all of the following (generally in this order):

1. Site planning and conceptual design
2. General cost-estimating
3. Identifying potential funding sources
4. Budgeting and scheduling/capital facilities planning
5. Securing funding
6. Right-of-way acquisition (if required)
7. Permitting/environmental review
8. Project design and engineering/construction documents
9. Final cost estimating/bid notices
10. Bid award/contract administration/project management
11. Site preparation
12. Project development
13. Volunteer coordination
14. Maintenance/restoration/stewardship

Some of the smaller and simpler projects would not need to complete every step, since they could potentially be carried out by agencies during normal operations or maintenance of existing facilities, or in conjunction with nearby construction activities when materials and equipment needs are similar. Other modest-sized projects may be good candidates for design-build contracts, for example, where only minimal structures are involved and trail construction is based on prescriptive design (with typical cross-sections) rather than detailed construction drawings along the entire trail corridor. Larger, more complex projects will likely require professional design and engineering services up front in order to evaluate alternatives, determine costs, and develop construction and bid documents.

For projects related to proposed development activities, such as new residential subdivisions or business parks, developer requirements will also need to be determined and incorporated into plans for implementing a particular trail or bikeway project. Permit conditions and agreements with developers should clarify which entity is responsible for the various steps toward implementation as well as costs. Construction bonds may be necessary to ensure that conditions and agreements are adhered to within a reasonable timeframe. Public works projects, such as new streets or utility extensions, should also consider including related trail and bikeway facilities in their design and development.

The two spreadsheets on the following pages (Tables 9–1 and 9–2) list all priority projects identified in this plan along with estimated costs (for general budgeting purposes only) and suggested timelines for implementation. This is followed by a specific list of action items for each project.

**Table 9-1
Priority Trails: Funding and Impementation**

Route Name	Description	Miles	Principal Agency	Est. Cost	Potential Sources	Design/Development					
						2008	2009	2010	2011	2012	2013
Blaine Athletic Trail	New trail from Blaine Schools Complex to the athletic fields	1.3	Blaine		TE,SRS						
Wharf Trail Loop	G and H St Plazas to the harbor promenade and Blaine Pier	1.0	Blaine		ALEA,LWCF						
Boblett Street Trail	From the end of Boblett St to and across the Mitchell Ave overpass	0.1	Blaine		TE,SRS						
Salish Coast Trail-Drayton Harbor Rd	Along Drayton Harbor Rd from Blaine Rd to Semiahmoo Pkwy	2.1	Whatcom		TE						
Drayton Reach Trails	Proposed trails within the Drayton Reach development	1.0	Blaine		DEV						
Grandis Pond Trails	Proposed trails within the Grandis Pond development	8.0	Blaine		DEV						
Lincoln Park Trails	Upgrade west loop and construct a new link to D St	0.4	Blaine		BLAINE						
Montfort Park Trails	Upgrade and extend the existing trail system	0.3	Blaine		BLAINE						
Motts Hill Pkwy Trail	From 14th and D Streets to the Grandis Pond development	2.2	Blaine		DEV						
Pearl Street Trail	From Bayview Ave to a view of the harbor	0.1	Blaine		BLAINE						
Plover Foot Ferry	Increase service, improve docks at Plover Park and Semiahmoo	0.1	Blaine		ALEA,TE						
Salish Coast Trail (Coast Millennium Trail)	Blaine Pier to Peace Portal; S to Dakota Cr, N to the border crossing	1.7	Blaine		TE,WWRP						
Semiahmoo Trails	Complete connections among existing trails	0.5	Blaine		DEV						
Existing Trails	Maintain/improve all existing facilities	N/A	Blaine		BLAINE						
Priority Trails Total Miles		18.8	Potential Funding Sources:			BLAINE	City of Blaine				
						TE	Transportation Enhancements				
						SRS	Safe Routes to Schools				
						LWCF	Land and Water Conservation Fund				
						ALEA	Aquatic Lands Enhancement Account				
						WWRP	Washington Wildlife Recreation Program				
						DEV	Development related				

**Table 9-2
Priority Bikeways: Funding and Impementation**

Route Name	Description	Miles	Principal Agency	Est. Cost	Potential Sources	Design/Development					
						2008	2009	2010	2011	2012	2013
Boblett Street	Street improvements from Peace Portal to Mitchell Ave	0.5	Blaine		BLAINE						
D Street	Bikelanes from 12th St to 14th St	0.8	Blaine		TE						
Drayton Harbor Rd	Shoulder improvements or path from Blaine Rd to Harbor View Rd	2.1	Whatcom Co		TE, WWRP						
H Street	Wide lanes and bikelanes from Peace Portal to Odell Rd	1.2	Blaine		TE						
Mitchell Avenue	Enhance school access from Cherry St to Boblett (east of Mitchell) view arterial with bikelanes from 14th and D St to Grandis Pond development	0.2	Blaine		TE, SRS						
Motts Hill Parkway		3.5	Blaine		DEV						
Peace Portal	Bikelanes from Blaine Rd to D St	1.5	WSDOT		TE						
Existing Routes	Maintain/improve existing facilities	N/A	Blaine		BLAINE						
Priority Bikeways Total Miles		9.8									

Potential Funding Sources:

- BLAINE
- TE
- SRS
- LWCF
- ALEA
- WWRP
- DEV
- City of Blaine
- Transportation Enhancements
- Safe Routes to Schools
- Land and Water Conservation Fund
- Aquatic Lands Enhancement Account
- Washington Wildlife Recreation Program
- Development related

9.2. Priority Projects: ACTION ITEMS

Wharf Trail Loop

- Finalize conceptual plans for trail system and user amenities
- Determine ADA accessibility options for bridge
- Revise cost estimates as needed
- Consider beach and wetland restoration opportunities
- Consider trailside user amenities such as benches, signing, interpretation, viewing areas, lighting, pet clean-up, and native landscaping
- Seek grant funding
- Conduct permitting and environmental review
- Complete final design/engineering, construction documents
- Revise cost estimates
- Bid notice and award
- Contracting, construction and inspection
- Project coordination with Port of Bellingham

Plover Foot Ferry

- Finalize conceptual plans for ferry dock and user amenities
- Determine ADA accessibility options for ferry access
- Revise cost estimates as needed
- Explore opportunities to extend service
- Seek grant funding
- Conduct permitting and environmental review
- Complete final design/engineering, construction documents
- Revise cost estimates
- Bid notice and award
- Contracting, construction and inspection
- Project coordination with Port of Bellingham

Lincoln Park Trails

- Maintain/improve existing trails
- Redesign existing west loop as a high-standard trail
- Complete conceptual design for north and south trailheads
- Locate/design a new link from the west loop to north trailhead
- Determine locations for future links to Motts Hill Parkway
- Consider trailside user amenities such as benches, signing, interpretation, lighting, pet clean-up, and native landscaping
- Revise cost estimates as needed
- Seek grant funding
- Conduct permitting and environmental review
- Complete final design/engineering, construction documents for trailheads
- Revise cost estimates
- Bid notice and award (optional)
- Contracting (optional), construction and inspection

Blaine Athletic Trail

- Coordinate with school district on potential trail and trailhead improvements
- Maintain/improve existing trail
- Redesign existing forest loop as a medium-standard trail
- Complete conceptual design for east and west trailheads
- Locate/design new links consistent with this plan
- Determine right-of-way needs and locations
- Determine preferred options for street and highway crossings
- Consider trailside user amenities such as benches, signing, interpretation, lighting, pet clean-up, and native landscaping
- Revise cost estimates as needed
- Seek grant funding
- Conduct permitting and environmental review
- Complete final design/engineering, construction documents
- Revise cost estimates
- Bid notice and award
- Contracting, construction and inspection

Montfort Park and Pearl Street Trails

- Maintain/improve existing trails to a medium standard
- Locate/design Pearl Street Trail with a simple overlook and beach access
- Enhance links to neighborhood
- Consider trailside user amenities such as benches, signing, interpretation, lighting, pet clean-up, and native landscaping
- Revise cost estimates as needed
- Seek grant funding (if necessary)
- Conduct permitting and environmental review (if necessary)
- Bid notice and award (optional)
- Contracting (optional), construction and inspection

Drayton Harbor Trail

- Secure funds for planning and conceptual design
- Develop a master plan/design study for the entire corridor in Blaine and the UGA, including design standards, design themes, trail access and neighborhood links
- Consider trailside user amenities such as benches, signing, interpretation, viewing areas, lighting, pet clean-up, and native landscaping
- Determine right-of-way needs and locations
- Coordinate portions of the above, as appropriate, with Whatcom County, the Port of Bellingham, Whatcom Council of Governments, the Washington Department of Transportation and Burlington Northern-Santa Fe
- Consider an at-grade railroad crossing or pedestrian underpass near Bayview
- Encourage the Department of Transportation to relocate Peace Portal a short distance eastward to accommodate a high-standard separated path and greenway along the bluff
- Maintain/improve existing trail sections
- Determine preferred options for street, highway, rail and stream crossings
- Revise cost estimates as needed
- Seek grant funding for final design and phased development
- Conduct permitting and environmental review
- Complete final design/engineering, construction documents
- Revise cost estimates
- Bid notice and award
- Contracting, construction and inspection

Semiahmoo Trails

- Maintain/improve existing trails
- Complete conceptual design for the overall trail system on the spit
- Provide a suitable link to the Plover foot ferry dock
- Consider trailside user amenities such as benches, signing, interpretation, viewing areas, lighting, pet clean-up, and native landscaping
- Revise cost estimates as needed
- Seek grant funding (if necessary)
- Conduct permitting and environmental review (if necessary)
- Complete final design/engineering, construction documents for trailheads
- Revise cost estimates
- Bid notice and award (optional)
- Contracting (optional), construction and inspection

Drayton Harbor Trail

- Due to the lack of adequate public right-of-way, the corridor along Drayton Harbor Road might not be included in the master plan/design study for the Drayton Harbor Trail. If that is the case, a similar plan/study for this portion of the trail system will be needed.
- Preceding planned or potential road improvements, encourage Whatcom County to determine right-of-way needs and locations that will accommodate development of a medium or high-standard trail parallel to the Drayton Harbor shoreline from California Creek to Harbor View Road or beyond.
- If Whatcom County or other agency obtains funding for the development of this trail, encourage the county to incorporate design features and user amenities consistent with those portions of the Drayton Harbor Trail located within the Blaine city limits.

Grandis Pond and Drayton Reach Trails

- Develop these trail systems as proposed by the developer and as approved or conditioned by the city
- Provide appropriate links from Grandis Pond to H Street, Motts Hill Parkway and future trails on the Blaine wellhead property
- Ensure adequate public access to Grandis Pond and other significant park and open space areas, including continuous greenway corridors passing through large areas of the development

Boblett Street Trail

- Determine preferred options for school children (on foot or by bike) to make a safe crossing of I-5 on Mitchell Avenue, and across Mitchell Avenue to Boblett Street
- Coordinate improvements, as necessary, with the Washington Department of Transportation
- Consider ADA accessibility in the design of these crossings
- Provide appropriate links to the Cain Creek Trail and greenway and to the Blaine Athletic Trail
- Revise cost estimates
- Seek grant funding for final design and development
- Conduct permitting and environmental review
- Complete final design/engineering, construction documents
- Revise cost estimates
- Bid notice and award
- Contracting, construction and inspection

Bikeways

D Street / Motts Hill Parkway

- Determine right-of-way needs and locations for a separated high-standard path along D Street and Motts Hill Parkway from SR 543 to Grandis Pond
- Complete conceptual design for trails and intermediate trailhead access
- Provide suitable links to Lincoln Park, other trails and adjoining developments
- Consider trailside user amenities such as benches, signing, interpretation, viewing areas, lighting, pet clean-up, and native landscaping
- Revise cost estimates as needed
- Seek grant funding for final design and possible phased development
- Conduct permitting and environmental review
- Complete final design/engineering, construction documents
- Revise cost estimates
- Bid notice and award
- Contracting, construction and inspection

H Street

- Complete conceptual design for bikelanes or striped shoulders from I-5 east to Grandis Pond, and for bikelanes or wide curb lanes from I-5 west to Peace Portal
- Provide suitable links to Lincoln Park, Grandis Pond, other trails, bikeways and adjoining developments
- Revise cost estimates as needed
- Seek grant funding for final design and possible phased development
- Conduct permitting and environmental review
- Complete final design/engineering, construction documents
- Revise cost estimates
- Bid notice and award
- Contracting, construction and inspection

Peace Portal

- Complete conceptual design for bikelanes or striped shoulders from Blaine Road to Boblett Street and in the vicinity of D Street and Marine Drive. If a roundabout is developed at Marine Drive, provide for convenient bicycle and pedestrian access through the intersection
- Provide suitable links to the Drayton Harbor Trail, Wharf Trail Loop, other trails, bikeways and adjoining developments
- Encourage the Department of Transportation to relocate Peace Portal a short distance eastward (with bikelanes) to accommodate the Drayton Harbor Trail and greenway along the bluff
- Revise cost estimates as needed
- Seek grant funding for final design and possible phased development
- Conduct permitting and environmental review
- Complete final design/engineering, construction documents
- Revise cost estimates
- Bid notice and award
- Contracting, construction and inspection

Boblett Street and Mitchell Avenue

- In addition to the I-5 and Mitchell Ave. crossings noted under trails, bicycle and pedestrian improvements should be considered along Boblett Street from Peace Portal to SR 543, and along Mitchell Ave from at least Cherry Street to H Street.
- Improvements should be coordinated with design of a safer crossing for school children of I-5 and Mitchell Ave.

Drayton Harbor Road

- Encourage Whatcom County to acquire sufficient public right-of-way for striped shoulders or bikelanes along Drayton Harbor Road from Blaine Road to Harbor View Road
- Consider bikelanes or striped shoulders along Drayton Harbor Road in any master plan or design study that may be developed for the Drayton Harbor Trail.
- If Whatcom County or other agency obtains funding for the development of bicycle or pedestrian facilities, encourage the county to incorporate design features and user amenities consistent with those portions of the Drayton Harbor Trail located within the Blaine city limits.

9.3. Capital Facilities Planning

Capital facilities planning and budgeting should incorporate short-term priority projects and other specific actions identified in this plan. Local funding as well as potential grant funding sources should be identified and pursued to ensure that all recommendations can be successfully implemented and that priority projects move forward as smoothly and expeditiously as possible. A degree of flexibility is encouraged in order to take advantage of new opportunities and changing circumstances. Cooperation among Planning and Public Works staff is essential, particularly with regard to bikeways and multi-use trails serving non-motorized transportation needs.

The short-term projects described in this section should be considered for inclusion in the city's capital facilities plan during regular updates. Additional projects could also be pursued as circumstances allow.

10. Funding Sources

The successful funding and implementation of projects envisioned by this plan will require a dedicated effort by Blaine staff as well as partnering agencies and organizations. This section begins with a brief explanation of some of the factors that go into estimating project costs for priority projects. Also in this section, potential funding sources are discussed, including a brief description of some of the more promising state and federal sources that communities often rely upon for the development of trails and non-motorized transportation facilities.

10.1. Estimating Costs

The cost estimates for priority projects (see Section 9) are intended for general planning and grant seeking purposes only. Trail costs can vary considerably and depend on a number of factors. At the citywide planning level, only conceptual information about specific projects is known. Actual costs depend on site conditions, facilities desired, final design features, bids offered, sources of funding, and other factors. A refinement of cost estimates can be expected as projects become more clearly defined in the final design phase. It is anticipated that on some projects, work will also be carried out by volunteers working with agency staff and/or contractors, which in some cases can reduce costs considerably.

Cost estimates are sometimes based on costs of completed public trail projects elsewhere in the region that are similar in nature. However, estimates should also consider average costs in the region for clearing, grubbing, excavation, drainage, surfacing, and any typical structures that might be anticipated, such as small trail bridges. A small percentage can be added to the cost of neighborhood trails to account for the difference between map-scaled trail lengths and actual constructed lengths. Approximately ten percent of the cost of construction is often added for design, contract preparation, and administration. Washington State sales tax should also be included in project costs. The cost for environmental analysis and permitting can be difficult to predict and are often excluded, although in most situations such costs are minimal for trail development.

Once the total costs for a particular project have been roughly estimated, grant applications can be prepared indicating which resources are available and what amount of support is necessary to develop the project. Upon grant approval, more detailed analysis and estimating can be conducted prior to contracting and construction. Final design and engineering tasks are sometimes paid for through approved grants, which can be helpful in developing more accurate cost estimates.

10.2. Potential Funding Sources

Funding for the facilities recommended in this plan may be available from a number of federal, state, regional, and local sources. Many of the more common sources are listed below.

- Transportation Enhancement Grants
- Safe Routes to Schools
- Traffic Safety Near Schools Grants
- Pedestrian Safety and Mobility Program
- Traffic and Hazard Elimination Safety Grants
- National Scenic Byways Grants (includes state-designated byways)
- Public Lands Highways Program
- Surface Transportation Program (STP)
- Non-highway and Off-Road Vehicle Activities (NOVA) program
- National Recreational Trails Program (NRTP)
- Washington Wildlife and Recreation Program (WWRP)
- Land and Water Conservation Fund (LWCF)
- Aquatic Lands Enhancement Account (ALEA)

Transportation Enhancements Program

Since 1992, the principal funding source for non-motorized transportation in Washington State has been the federal Transportation Enhancements (TE) program administered by the Washington Department of Transportation. This program is contained within the "Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users" (or SAFETEA-LU) that was enacted by Congress in August 2005. (TE provisions under SAFETY-LU are similar to those of its predecessor, the Transportation Equity Act for the 21st Century, or TEA-21.)

Both on and off-street facilities may qualify for TE funding except trails that are principally intended for recreational enjoyment, private use, or provide no significant value to non-motorized transportation. Details are available on the WSDOT website: www.wsdot.wa.gov/TA/ProgMgt/Grants/Enhance.htm.

Qualifying Transportation Enhancement projects in Blaine might include:

- Facilities for pedestrians and bicycles
- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation

- Rehabilitation and operation of historic transportation buildings, structures, or facilities
- Archaeological planning and research

Blaine has successfully competed for TE grants in recent years and will continue to apply for these funds as this plan is implemented. The TE program can provide much of the funding for larger projects, although local matching funds of up to twenty percent have been required in the past. The local match may or may not be required in future grant cycles. The most recent round of TE grants did not require matching funds. Where matching funds are required, a local Paths and Trails Fund may be utilized for this purpose. This fund represents approximately one-half of one percent of the state fuel tax proceeds returned to the city each year to support local transportation needs. A similar fund also exists for counties.

Washington Recreation and Conservation Funding Board (RCFB)

Several other important sources, including both state and federal funds, are administered by the Washington Recreation and Conservation Funding Board (formerly the Interagency Committee for Outdoor Recreation or IAC). Major sources include:

- NOVA Non-highway and Off-Road Vehicle Activities Program
- NRTP National Recreational Trails Program
- WWRP Washington Wildlife and Recreation Program
- ALEA Aquatic Lands Enhancement Account
- LWCF Land and Water Conservation Fund
- BFP Boating Facilities Program

Grants under these programs could be pursued to develop a number of projects identified in this plan. Some sources require that an adopted plan (such as this) and a capital facilities plan are in place in order to qualify for funding. Details on all of these programs are available on the RCFB website: www.rco.wa.gov/rcfb/grants.asp.

Safety and Education Funding

A variety of state and federal programs support safety and education efforts within local communities, especially those that benefit children. Programs include:

- Safe Routes to Schools program (www.wsdot.wa.gov/bike/Safe_Routes.htm)
- Traffic Safety Near Schools Grants
- Pedestrian Safety and Mobility Program (www.tib.wa.gov)
- Traffic and Hazard Elimination Safety Grants

Local Sources

Local sources can range from bond issues, special levies, and real estate excise taxes, to the sale of surplus properties, increasing the percentage of state motor vehicle fuel tax proceeds that are dedicated to paths and trails, and the assessment of impact fees on new development.

The *Paths and Trails Fund* has been a very important funding source in many communities for non-motorized transportation facilities. State law mandates that cities and counties reserve approximately one-half of one percent of their state fuel tax proceeds for projects that serve non-motorized users. In many communities, the Fund is utilized as a local match for state and federal grants to support the design and construction of paved shoulders, bike lanes, sidewalks, and separated pathways that provide significant benefits to non-motorized users.

The *Conservation Futures Levy* is another important source of local funding that can benefit trails. This levy makes up a small fraction of the property taxes collected each year and are used for land acquisition, including parks, trail corridors, and other recreation or open space areas. Funds cannot be used for development; however, up to fifteen percent of the funds can be used for maintenance and operations on acquired properties.

A *Real Estate Excise Tax*, or *REET*, is a locally enacted tax on the sale of property. A rate of up to 0.5 percent can be used to pay for projects identified in the capital facilities plan. A similar one percent excise tax can be used for land conservation purposes. (In San Juan County, a REET supports the San Juan County Land Bank which funds land acquisitions and conservation easements, including trail corridors. The Land Bank was originally approved by voters in 1990 who again voted in 1999 to extend the program for twelve additional years.)

Private sector funding sources also exist and should not be overlooked. Donations of land, easements or right-of-way, as well as contributions of expertise, labor, and materials by businesses, organizations, and individuals have helped some communities develop entire projects or help meet local matching requirements. Partnerships with business, property owners, user groups, trail advocates, and others can help create opportunities and leverage resources. Working in collaboration with land trusts and tourism or economic development groups can bring similar benefits. Land trusts have been instrumental in securing sites and corridors of interest to the public, often through outright land purchases, but also by negotiating conservation easements on lands having significant environmental or recreational value.

Developer requirements in many cities and counties require that new developments provide a similar level of service for public parks and trails that exists in the city or county as a whole, or may require the payment of impact fees to help pay for those services. The City of Blaine currently has such a program in place. As a result, development projects can be a significant source for new trail opportunities. Some developers view this as a positive contribution to public infrastructure that is highly marketable and benefits the bottom line for their projects. A number of studies have found that access to an attractive trail system, for example, can be a major factor in a home-buyer's purchasing decision.

Regional Park and Recreation Districts

The Northwest Parks and Recreation District includes all of Blaine and the Birch Bay area. Park District boundaries are the same as the Blaine School District. Such districts can develop and maintain a variety of facilities, from community pools and ballfields to parks, water access and trails. They are considered junior taxing districts and levies are generally kept to a fraction of the size of a typical school levy. Passage of a levy to support the park district's activities requires sixty percent approval under state law. In the fall of 2007, voters in the park district approved a two-year levy of ten cents per \$1,000 assessed valuation to "preserve natural areas, water quality, wildlife habitat and support parks, bike trails and recreational programs in Blaine and Birch Bay."

Volunteer Programs

Adopt-A-Trail programs help facilitate labor-intensive volunteer efforts such as clearing vegetation or planting trees and shrubs along trail corridors which can provide major contributions to a given project. The value of volunteer time can often be used as an in-kind local match for grants. Training for trail construction and maintenance is frequently available through the Washington Trails Association and other organizations.

Volunteer efforts can supplement the work of agency staff and outside contractors in "hybrid" projects. In this format, the agency coordinates the project, the contractor provides the technical and heavy construction, and volunteers complete much of the labor-intensive part of the work, such as clearing or relocating native plants. With the commitment of volunteer labor serving as the local match, local funds are only needed for grant-writing and project administration. Clearly, not all projects are suitable for volunteers, but where they can be effective, volunteer programs can bring very important elements of reduced costs, community ownership, and ongoing stewardship.

Technical Assistance

In lieu of funding, limited technical assistance is sometimes available from state and federal agencies. The National Park Service's Rivers and Trails Conservation Assistance Program provides support to agencies and nonprofit groups for planning and design of trails and greenways, and can also help with building community partnerships. The Washington Department of Transportation provides limited technical support for bicycle safety and education programs, as well as facility design and construction. Washington State Parks, the Department of Ecology, and IAC may also provide limited assistance. The National Center on Accessibility is a good source of technical information concerning access to trails and recreation facilities by those with disabilities.

Foundation Grants

Finally, non-profit organizations advocating for trails have had some success in Washington State obtaining modest foundation grants to support their efforts. Some programs may help pay for education, safety enhancements, support for volunteer programs, and in a few cases actual construction of facilities. Growing interest in public health issues nationally has led to improved opportunities for small grant funding for projects that contribute to public health and fitness.

Other Sources

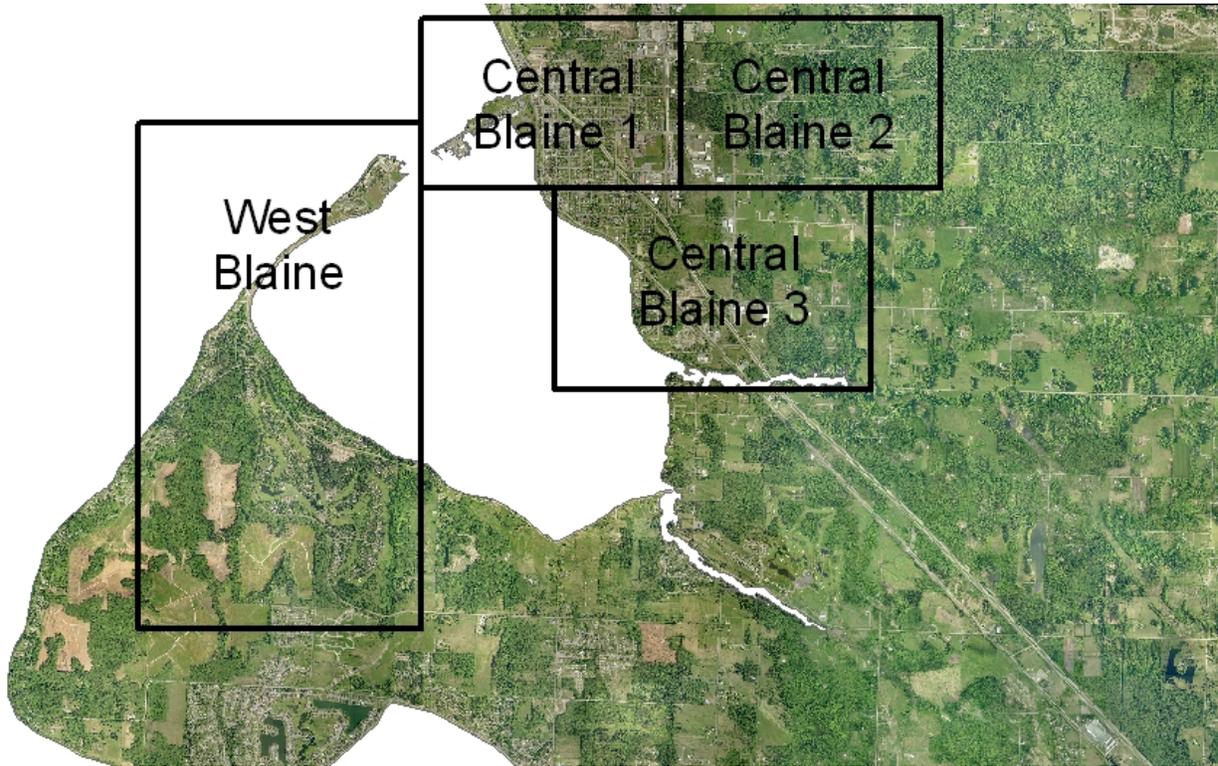
For further descriptions of these and other sources, please refer to the city's 2004 Parks and Recreation Plan.

Appendices

- A. MAPS: Blaine Trails and Bikeways
- B. Planned Trail & Bikeway Corridors
- C. Public Meeting Comments
- D. Economic Benefits of Trails and Greenways
- E. Washington Safe Routes to Schools Program

Appendix A.

MAPS: Blaine Trails and Bikeways



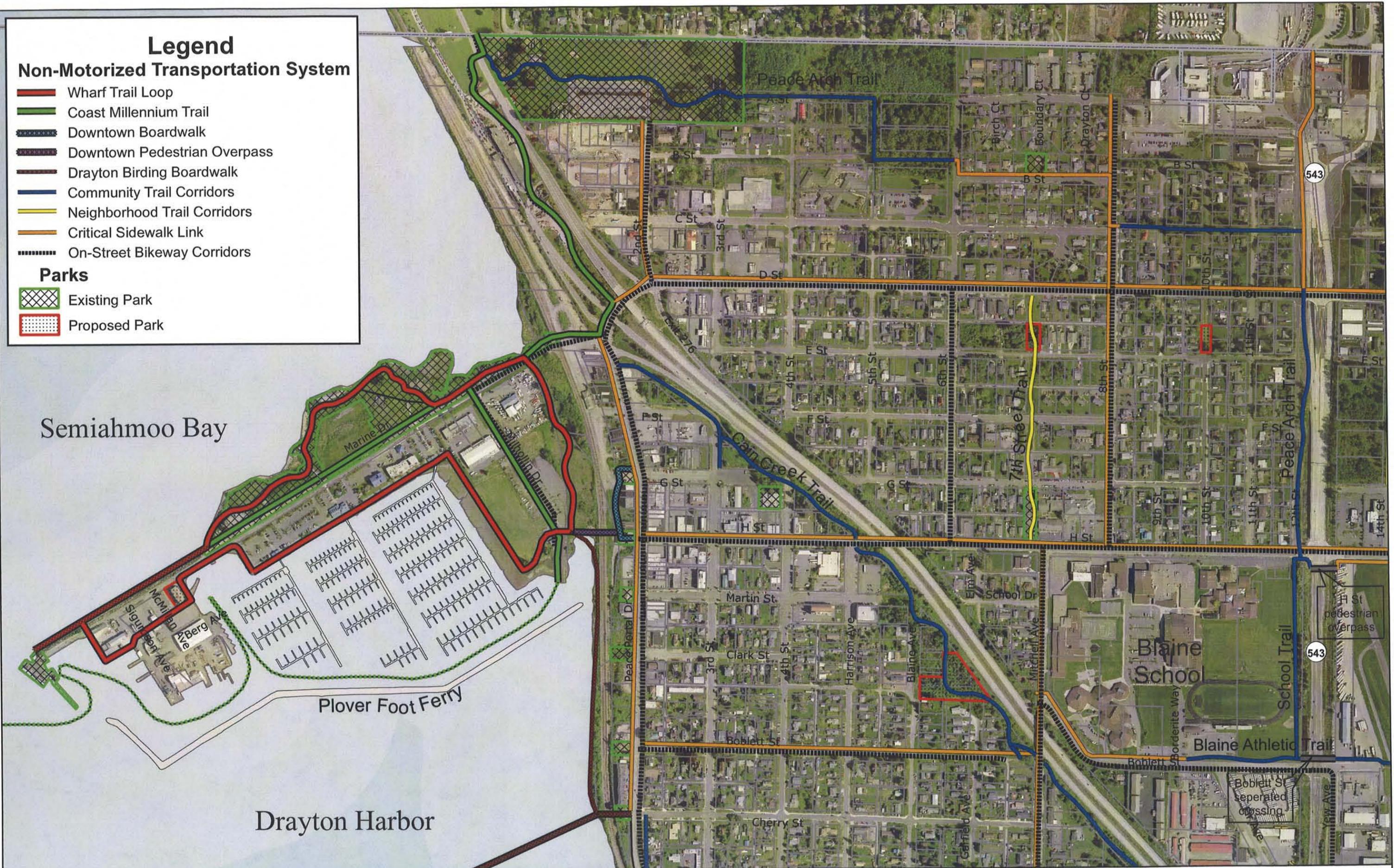
Legend

Non-Motorized Transportation System

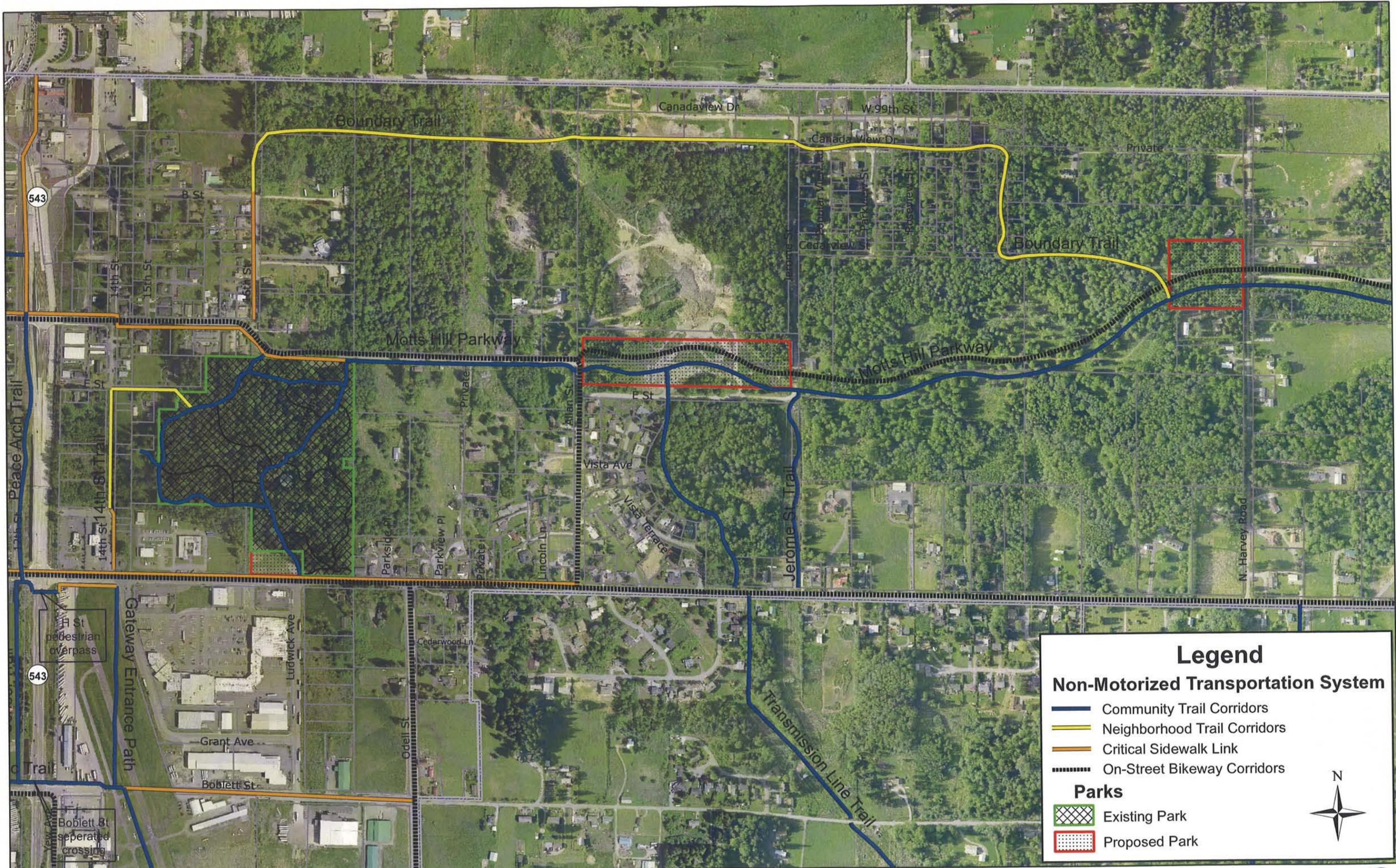
-  Wharf Trail Loop
-  Coast Millennium Trail
-  Downtown Boardwalk
-  Downtown Pedestrian Overpass
-  Drayton Birding Boardwalk
-  Community Trail Corridors
-  Neighborhood Trail Corridors
-  Critical Sidewalk Link
-  On-Street Bikeway Corridors

Parks

-  Existing Park
-  Proposed Park



Central Blaine 1 - Non-Motorized Transportation System



Legend

Non-Motorized Transportation System

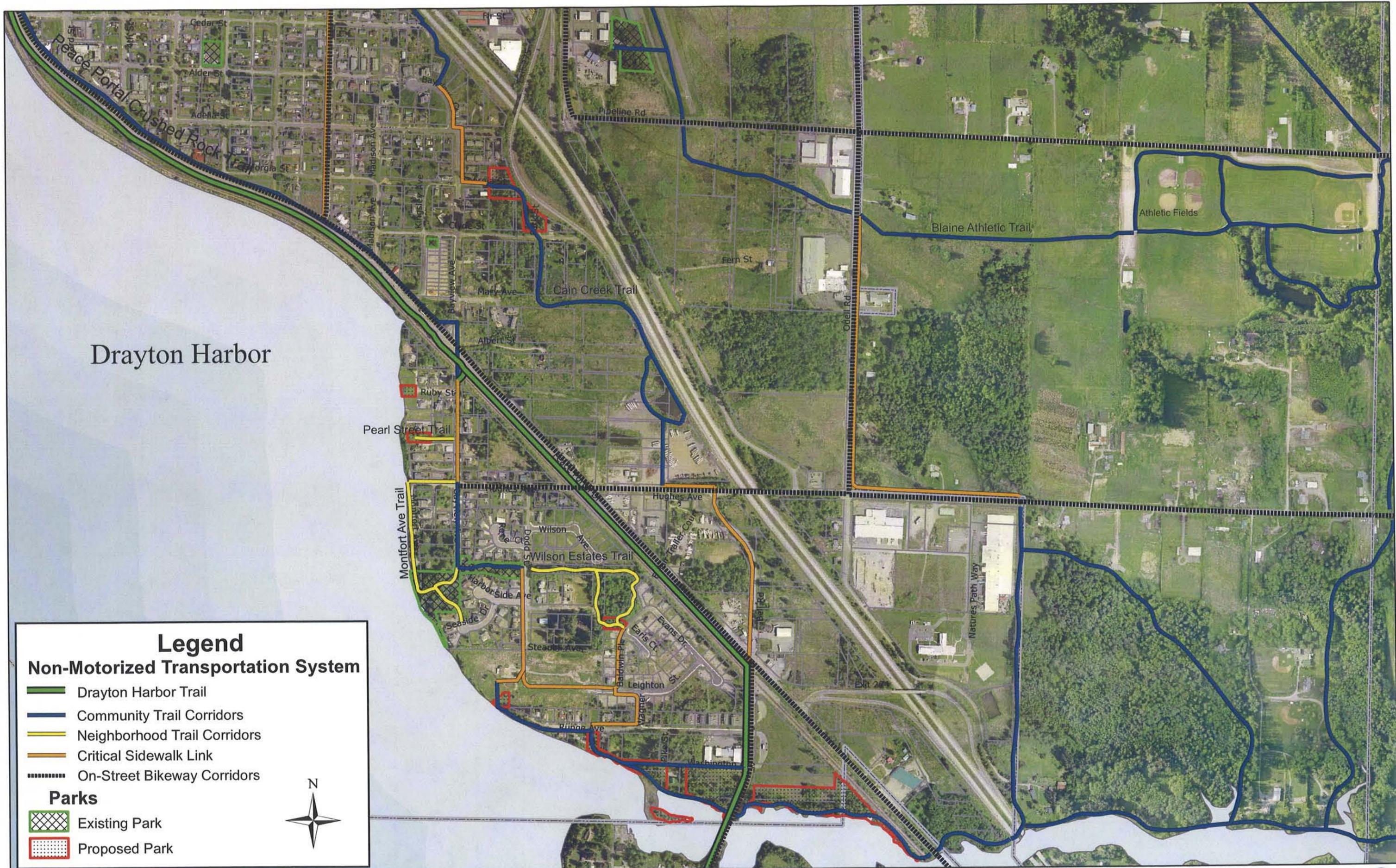
- Community Trail Corridors
- Neighborhood Trail Corridors
- Critical Sidewalk Link
- - - - - On-Street Bikeway Corridors

Parks

- ▨ Existing Park
- ▤ Proposed Park



Central Blaine 2 - Non-Motorized Transportation System



Drayton Harbor

Legend

Non-Motorized Transportation System

-  Drayton Harbor Trail
-  Community Trail Corridors
-  Neighborhood Trail Corridors
-  Critical Sidewalk Link
-  On-Street Bikeway Corridors

Parks

-  Existing Park
-  Proposed Park



Central Blaine 3 - Non-Motorized Transportation System

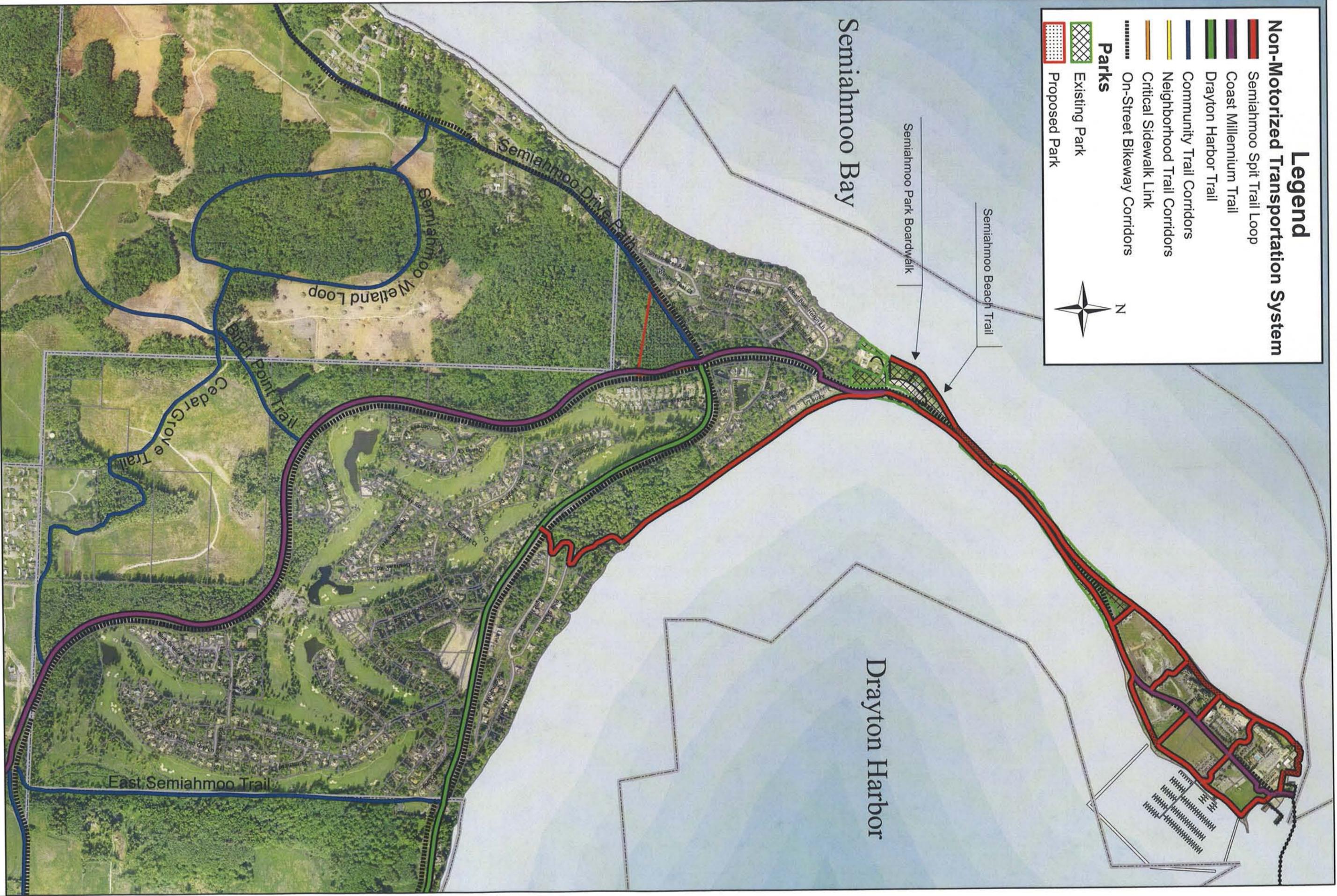
Legend

Non-Motorized Transportation System

-  Semiahmoo Spit Trail Loop
-  Coast Millennium Trail
-  Drayton Harbor Trail
-  Community Trail Corridors
-  Neighborhood Trail Corridors
-  Critical Sidewalk Link
-  On-Street Bikeway Corridors

Parks

-  Existing Park
-  Proposed Park



West Blaine Non-Motorized Transportation System

CDS Dept.
12-31-08



Appendix B

Planned Trail & Bikeway Corridors

(Summary Table)

Trail Name	Miles ¹	Type	Surface	ADA ²	Land Manager	Priority ³
Trails in Blaine						
Blaine Harbor R/R bridge	0.18	Boardwalk	Boardwalk	Pot	Port of Bham	1
Harbor Pier Boardwalk	0.23	Boardwalk	Boardwalk	Yes	Blaine	1
Semiahmoo Park boardwalk	0.04	Boardwalk	Boardwalk	Yes	Blaine	1
Semiahmoo Trail (north shore)	0.11	Boardwalk	Boardwalk	Yes	Blaine	1
Semiahmoo Trail (south shore)	0.04	Boardwalk	Boardwalk	Yes	Blaine	1
Semiahmoo Pkwy Path	0.10	Boardwalk	Boardwalk	Yes	Blaine	2
<i>Total boardwalk</i>	<i>1.03</i>					
12th St Trail	0.27	High standard	Gravel	Pot	Blaine/WSDOT	1
14th St Trail	0.07	High standard	Gravel	Pot	Blaine	1
Blaine Harbor Trail	0.25	High standard	Paved	Yes	Port of Bham	1
Wharf Trail Loop	0.29	High standard	Paved	Yes	Port of Bham	1
Boblett St Trail (Mitchell Ave link)	0.04	High standard	Paved	Pot	Blaine	1
Boblett to H St Trail (SR 543)	0.23	High standard	Paved	Pot	WSDOT	1
Blaine Athletic Trail	0.83	High standard	Paved	Yes	Blaine/Private	2
Odell Road Trail	0.43	High standard	Gravel	Pot	Blaine/Private	2
Drayton Harbor Trail	0.44	High standard	Paved	Pot	Blaine	3
Grandis Pond Trails	7.94	High standard	Paved	Pot	Blaine	2
Lincoln Park (link to D St)	0.03	High standard	Gravel	Pot	Blaine	1
Motts Hill Pkwy Trail	2.21	High standard	Gravel	Pot	Blaine/Private	2
Peace Arch bike-ped path	0.34	High standard	Paved	Pot	WSDOT	1
Peace Arch Trail	0.21	High standard	Gravel	Pot	WA St Parks	1
Peace Arch Trail (east to 12 th St)	0.64	High standard	Gravel	Pot	Blaine	1
Drayton Harbor Trail	2.38	High standard	Paved	Pot	Whatcom Co	2
Seagrass Trails (Semiahmoo)	0.28	High standard	Paved	Yes	Blaine	1
Semiahmoo Spit Trails (misc.)	1.26	High standard	Paved	Yes	Blaine	1
Semiahmoo Pkwy Path	0.10	High standard	Paved	Pot	Blaine	1
<i>Total high-standard trails</i>	<i>17.34</i>					
14th St to Lincoln Park (link)	0.08	Medium standard	Gravel	Pot	Blaine	1
7th St Trail	0.25	Medium standard	Gravel	Pot	Blaine	1
Athletic Fields (N-S link)	0.10	Medium standard	Gravel	Pot	Blaine Sch Dist	2
Birch Point Trail (near wetlands)	0.90	Medium standard	Gravel	Pot	Blaine/Private	2
Boundary Trail (from Lincoln Park)	1.43	Medium standard	Gravel	No	Blaine/Private	3
Cain Creek Trail	1.47	Medium standard	Gravel	Pot	Blaine/WSDOT	1
Pintail Marsh Wetland Trail	0.19	Medium standard	Gravel	Pot	Blaine	1
Dakota Beach Trail	0.18	Medium standard	Gravel	Pot	Blaine	3
Dakota Creek Loop	1.03	Medium standard	Gravel	Pot	Blaine	3

(continued)
Planned Trails

Trail Name	Miles ¹	Type	Surface	ADA ²	Land Manager	Priority ³
Dakota Creek Trail	0.60	Medium standard	Gravel	Pot	Blaine/Private	3
Dodd area wetland loop	0.19	Medium standard	Gravel	Pot	Blaine	3
East Semiahmoo Trail	0.97	Medium standard	Gravel	Pot	Blaine	3
Grandis Pond Trails	5.31	Medium standard	Gravel	Pot	Blaine	2
Jerome St Trail	0.23	Medium standard	Gravel	Pot	Blaine	2
Montfort Park Trails	0.13	Medium standard	Gravel	Pot	Blaine	1
Pearl St access	0.05	Medium standard	Gravel	Pot	Blaine	1
Semiahmoo Spit Trails	0.06	Medium standard	Gravel	No	Blaine	1
Transmission Lines Trail	0.57	Medium standard	Gravel	No	Blaine/Private	3
Wetland Loop (north of Hughes)	0.15	Medium standard	Gravel	Pot	Blaine	2
<i>Total medium-standard trails</i>	<i>13.89</i>					
<i>Total New Trails in Blaine</i>	<i>32.26</i>					
Trails in the UGA						
Drayton Harbor Trail	0.11	Bridge	Paved	Yes	Blaine	2
<i>Total bridge</i>	<i>0.11</i>					
Birch Point Trail	1.18	High standard	Gravel	Pot	Private	2
Blaine Athletic Trail	0.49	High standard	Paved	Pot	Blaine/Private	2
Blaine Wellhead Area Trails	1.92	High standard	Gravel	Pot	Blaine/Whatcom	2
Dakota Creek Trail	0.49	High standard	Gravel	Pot	Blaine	2
Drayton Harbor Trail	2.08	High standard	Paved	Pot	Whatcom Co	2
<i>Total high-standard paths</i>	<i>6.16</i>					
Athletic Fields Loop	0.52	Medium standard	Gravel	Pot	Blaine Sch Dist	2
Blaine Wellhead Area (Pipeline Rd)	0.79	Medium standard	Gravel	Pot	Blaine	3
Blaine Wellhead Area Trails	1.51	Medium standard	Gravel	Pot	Blaine	2,3
Motts Hill Connector (to H St)	0.33	Medium standard	Gravel	No	Blaine/Private	3
Blaine Woods N access	0.39	Medium standard	Gravel	Pot	Whatcom	2
Harvey Riparian Trail	0.99	Medium standard	Gravel	Pot	Blaine	2
Riparian Trail	0.49	Medium standard	Gravel	Pot	Blaine	2
Semiahmoo Wetlands loop	1.58	Medium standard	Gravel	Pot	Blaine	3
Transmission Lines Trail	0.37	Medium standard	Gravel	No	Blaine/Private	3
<i>Total medium-standard paths</i>	<i>7.97</i>					
<i>Total New Trails in UGA</i>	<i>13.13</i>					
Total Blaine and UGA	45.39					

¹ Miles: Figures are based on GIS data; actual distances on the ground will likely be greater² ADA accessibility: Yes = likely; Pot = potential; No = not likely³ Priority: 1 = short-term (0-5 years); 2 = mid-term (5-10 years); 3 = long-term (10-20 years)

Planned Bikeways: Primary Corridors

Route Name	From	To	Miles	Type	Priority
Bikeways in Blaine					
<i>City of Blaine</i>			11.16		
6th St	D St	H St	0.28	Bikelane	1
8th St	D St	H St	0.28	Bikelane	1
D St	Marine Dr	Allan St	1.45	Bikelane	1
H St	Harrison Ave	Ludwick Ave	1.00	Bikelane	1
H St	Ludwick Ave	Vista Ter	0.26	Shared roadway	1
H St	Vista Ter	Blaine city limits	2.87	Striped shoulder	2
Hughes Ave	Odell Rd	West of Railroad	0.42	Striped shoulder	2
Motts Hill Pkwy	Lincoln Park	Grandis Pond	3.58	Bikelane	2
Odell Rd	H St	Sweet Rd	1.02	Striped shoulder	2
<i>WSDOT</i>			2.82		
Peace Portal	Marine Dr	Bayview Ave	1.39	Bikelane	1
Portal Way	Blaine Rd.	Blaine City limits	0.60	Shared roadway	1
Blaine Rd	Peace Portal	Blaine c/l	0.23	Striped shoulder	2
Peace Portal	Bayview Ave	Blaine Rd	0.60	Striped shoulder	2
<i>Primary Corridors (Blaine)</i>			13.98		
Bikeways in the UGA					
<i>Whatcom County—not UGA</i>			3.91		
Harbor View Rd	Drayton Hbr Rd	Lincoln Rd	0.44	Striped shoulder	3
Lincoln Rd	Harbor View Rd	Shintaffer Rd	0.75	Striped shoulder	3
Semiahmoo Pkwy	Shintaffer Rd	Blaine city limits	0.45	Striped shoulder	3
Drayton Harbor Rd	Blaine Rd	Blaine city limits	2.27	Striped shoulder	3
<i>WSDOT</i>			0.72		
Blaine Rd	Blaine c/l	Drayton Hbr Rd	0.72	Striped shoulder	3
<i>Primary Corridors (UGA)</i>			4.63		
Total Primary Corridors			18.61		

Planned Bikeways: Secondary Corridors

Route Name	From	To	Miles	Type	Priority
Bikeways in Blaine					
<i>City of Blaine</i>			3.57		
2nd St	Peace Arch SP	D St	0.22	Shared roadway	1
3rd St	Near I-5	Peace Portal	0.59	Shared roadway	1
6th St	A St	D St	0.21	Shared roadway	1
8th St	C St	D St	0.07	Striped roadway	1
8th St	A St	C St	0.14	Shared roadway	1
Boblett St	Mitchell Ave	SR543	0.34	Shared roadway	1
Boblett St	Peace Portal	Near Garfield Ave	0.41	Striped shoulder	1
Mitchell Ave	H St	Peace Portal	0.66	Shared roadway	1

Pipeline Rd	Yew Ave	Odell Rd	0.40	Striped shoulder	2
Allan St	D St	H St	0.25	Striped shoulder	2
Yew Ave	SR543	Pipeline Rd	0.28	Striped shoulder	2
<i>Whatcom County</i>			<i>0.24</i>		
Sweet Rd	Odell Rd	Blaine c/l	0.24	Shared roadway	2
<i>Secondary Corridors (Blaine)</i>			<i>3.81</i>		
Bikeways in the UGA					
<i>Whatcom County</i>			<i>5.10</i>		
Pipeline Rd	Odell Rd	Blaine UGA	0.73	Striped roadway	2
Pipeline Rd	Blaine UGA	Wellhead property	0.76	Shared roadway	3
Lincoln Rd	Blaine Rd	Harbor View Rd	1.00	Shared roadway	3
Portal Way	Blaine Rd	Blaine UGA	1.22	Shared roadway	3
Sweet Rd	Blaine c/l	Blaine UGA	0.49	Shared roadway	3
<i>WSDOT</i>			<i>0.90</i>		
Blaine Rd	Drayton Harbor Rd	Loomis Trail Road	0.90	Shared roadway	3
<i>Secondary Corridors (UGA)</i>			<i>6.00</i>		
Total Secondary Corridors			9.81		

Appendix C

Public Meeting Comments

May 22, 2007 public meeting at the Blaine Library

About a dozen citizens attended in addition to many members of the Trails and Open Space Committee and a reporter with the Northern Light. Refreshments were provided.

Alex Wenger welcomed the audience and gave introductory remarks. Ken Wilcox summarized the process the City has gone through to date and explained the ongoing planning work. After a quick review of the draft vision and goals, he led the audience through a Google Earth “flight” over the city of Blaine and pointed out existing and potential trails and open spaces. He then opened up the meeting to comments and questions from the audience.

The first question was, “Where can I sign up?” This came from an E Street resident who walks to work and would like to volunteer to help maintain trails, pick up trash, etc. He said later that he considers safe crossing of D Street and SR 543 to be the most important issue facing current and future trail. He has had some close calls, especially during the winter months when visibility is a factor [*this concern has since been addressed by construction of the new D St. bridge*]. He said if other safe crossings could be assured, more people would use trails for transportation and commuting.

One citizen questioned how new projects would be financed. Ken explained that much of the funding would likely come from grants as well as local funding, depending on how quickly the City chooses to implement the plan. He mentioned types of funding, such as development impact fees, voter-approved levies such as Greenways in Bellingham, public-private partnerships and volunteer efforts. The latter would benefit considerably from a paid volunteer coordinator position. Including trails and open space in new development and making sure those improvements are well linked to nearby facilities is also very important.

One attendee noted that a campaign is needed to educate the public that trails are not just an amenity, but are a necessary part of the local transportation system. He also pointed to the relationship between government and developers and the importance of impact fees to fund trails. He said that developers need to understand that providing non-motorized facilities “is not a choice.”

Another comment came from a Sweet Road resident outside the city who was concerned about trail access, i.e. trailheads and bike lanes, particularly on county roads. Safety is a big concern for her.

Someone else expressed the need for beach access from the Blaine Harbor boat launch area to Montfort Park. Development of the proposed foot bridge west of H Street should include provision for access to the beach below the bluff.

Another observation was that bike use would likely increase if bike racks and bike lockers were available at several locations around town.

One attendee noted that “we need to take care of what we’ve got first.” Some improvements have been made but they have not been well taken care of. There was a question about who in the city is responsible for looking after trails.

It was stated that Semiahmoo and downtown Blaine need to be better linked. Ken stated that the Plover could be an important transit link, especially if it ran year-round, every day, with frequent crossings. One person suggested building a bridge across the inlet to Semiahmoo. Others felt that Drayton Harbor Road should be improved for non-motorized users.

At the close of the meeting, members of the public were given ten red “sticky dots” each and asked to place them on the trails and bikeways map to indicate areas where they were most interested in seeing improvements made. [*That map and the public’s priority preferences were reviewed by the Trails and Open Space Committee at their June 5th meeting and most of the suggestions were incorporated into this plan.*]



Appendix D

ECONOMIC BENEFITS OF TRAILS AND GREENWAYS

COMMUNITY GEMS

Like a magnificent gem on display, trails and greenways attract visitors from near and far. Many communities realize the economic potential of these highly desirable recreation destinations. Trails and greenways bring job growth in construction and maintenance as well as tourism-related opportunities like river rafting tours, bike rentals, restaurants and lodging. A National Park Service study revealed that the economic impact of a trail involves a combination of newly created trail-related jobs and the expansion of existing businesses related to travel, equipment, clothes, food, souvenirs and maps.¹ That is only the beginning of the importance these amenities can have for a community's economy. The ecological benefits of greenways can help communities mitigate costs associated with the control of water and air pollution and flood management. Dedicated trail and greenway corridors can also play a valuable role in preserving linear space for future infrastructure needs. Trails and greenways can increase perceived quality of life in a community, and consequently attract new businesses.



Service-related businesses such as equipment rental and gift shops, and cafes like the Prairie Path Delicatessen in Illinois, spring up near trails and greenways to take advantage of their popularity. (Photo: Jean Mooring)

Americans living in rural, suburban and urban communities are demanding that green places be protected as a way to maintain their quality of life. Local governments are finding they can no longer permit poorly planned development if they are to compete for residents and businesses and pay for the infrastructure costs associated with sprawling growth. Many companies seeking to relocate or establish a corporate headquarters have cited the availability of trails as a significant factor in their decision to choose one locale over another. Cities such as Providence, Rhode Island and Chattanooga, Tennessee, transformed industrial blight into beautiful and useful riverfront greenways and

WHAT ARE TRAILS AND GREENWAYS?

Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, and link nature reserves, parks, cultural features and historic sites with each other and with populated areas. Greenways can be publicly or privately owned, and some are the result of public/private partnerships. Trails are paths used for walking, bicycling, horseback riding and other forms of recreation or transportation. Some greenways include trails, while others do not. Some appeal to people, while others exist primarily as a habitat for wildlife. From the hills and plains of inland America to the beaches and barrier islands of the coast, greenways provide a vast network linking America's special places.

"IN THE LAST 12 MONTHS, WE'VE HAD MORE TOURISTS THAN IN THE LAST 30 YEARS. BEFORE, THERE WASN'T ANYTHING TO BRING THEM HERE."

— ROCKMART, GEORGIA MAYOR
CURTIS LEWIS SPEAKING OF THE
SILVER COMET TRAIL, MAY 6, 2002,
ATLANTA JOURNAL-CONSTITUTION

trails as part of strategic plans to attract businesses and residents. Many cities have sought to emulate the success of the San Antonio Riverwalk in Texas, the anchor of the city's tourism economy by virtue of its links to popular stores, restaurants and other destinations. While the Riverwalk is a truly unique urban environment that would be difficult to emulate, many communities find that trails and greenways provide the tools to turn geographic resources into community trademarks that become focal points of civic pride and key attractors of new residents and businesses.

- Pittsburgh Mayor Tom Murphy, testifying at a Congressional hearing, credited trail construction for contributing significantly to a dramatic downtown revitalization. Miles of trails now connect millions of dollars of economic development, including new stadiums, housing, office space and riverfront parks.²
- A 1998 report by the Center for the Continuing Study of the California Economy found that conservation of open space and higher density development were essential to preserve a higher quality of life, an important factor in attracting employers and employees to California localities.³
- After considering several cities, Ruby Tuesday, Inc., moved its Restaurant Support Center to a site adjacent to the Greenway Trail in Maryville, Tennessee. Samuel E. Beall, III, chairman and CEO, stated, "I was very impressed with the beauty of the park, which helps provide a sense of community to this area, as well as the many benefits it provides to our more than 300 employees."⁴

"PROPERTIES ALONG THE TRAIL HAVE TAKEN OFF...I'VE GOT A LIST OF 300 PROSPECTIVE BUYERS WAITING FOR PROPERTY ALONG THE RIVER AND TRAIL, AND THEY'RE WILLING TO WAIT JUST FOR THOSE PROPERTIES."

— SUZAN BEAL, A SALES ASSOCIATE WITH
COLDWELL BANKER REAL ESTATE

2



Cyclists stop at the Hartsburg Cafe and General Store while traveling along the Katy Trail State Park, Missouri. (Photo: Rails-to-Trails Conservancy)

AN ECONOMIC BOON FOR COMMUNITIES

The body of academic work regarding the economic benefits of trails and greenways is quite substantial. The methodology of such studies varies greatly, just as different trails vary in characteristics such as length, populations served, and the nature of adjacent residential and commercial areas. Therefore, it is difficult to apply the conclusions of one or two studies to every trail or greenway and predict what impact a new greenway might have on a given community. The fact that most greenways are multi-objective and can be viewed at different scales also makes economic evaluation more complex and difficult.⁵ However, the evidence supporting the conclusion that trails and greenways improve local economies grows greater by the day. Across the United States, trails and greenways are stimulating tourism and recreation-related spending. Trail and greenway systems have become the central focus of tourist activities in some communities and the impetus for kick-starting a stagnating economy.

- According to a 1998 study, the direct economic impact of the Great Allegheny Passage exceeded \$14 million a year—even though the trail was only half-finished at that time.⁶ In Confluence, Pennsylvania, one of the project's first trailhead towns, the trail has encouraged the development of several new businesses and a rise in real estate values.⁷
- In the months following the opening of the Mineral Belt Trail in Leadville, Colorado, the city reported a 19 percent increase in sales tax revenues.

Owners of restaurants and lodging facilities report that they are serving customers who have come into town specifically to ride the trail. The trail has helped Leadville recover from the economic blow of a mine closure in 1999.⁸

- The Mineral Wells to Weatherford Rail-Trail near Dallas, Texas attracts approximately 300,000 people annually and generates local revenues of \$2 million.⁹
- Visitors to Ohio's Little Miami Scenic Trail spend an average of \$13.54 per visit just on food, beverages and transportation to the trail. In addition, they spend an estimated \$277 per person each year on clothing, equipment and accessories to use during these trail trips. The total economic benefit is impressive considering there are an estimated 150,000 trail users per year.¹⁰
- The Mispillion River Greenway in Milford, Delaware, is credited with inspiring downtown reinvestment and a net gain in new businesses, with more than 250 people now working in a downtown that was nearly vacant 10 years ago.¹¹

IMPACTS ON PROPERTY VALUES

Trails and greenways increase the natural beauty of communities. They also have been shown to bolster property values and make adjacent properties easier to sell. Perhaps the most famous example of the ability of dedicated greenspace to have such an impact is New York City's Central Park. Within 15 years of its completion, property values doubled and the city raised millions of dollars through taxes.¹² These economic impacts are seen across the country:

- A 1998 study of property values along the Mountain Bay Trail in Brown County, Wisconsin shows that lots adjacent to the trail sold faster and for an average of 9 percent more than similar property not located next to the trail.¹³
- In a 2002 survey of recent home buyers sponsored by the National Association of Realtors and the National Association of Home Builders, trails ranked as the second most important community amenity out of a list of 18 choices.¹⁴
- Realizing the selling power of greenways, developers of the Shepherd's Vineyard housing development in Apex, North Carolina added \$5,000 to the price of 40 homes adjacent to the regional greenway. Those homes were still the first to sell.¹⁵

COMBINING ENVIRONMENTAL AND ECONOMIC BENEFITS

Trails and greenways can play an important role in improving water quality and mitigating flood damage. Greenways preserve critical open space that provides natural buffer zones to protect streams, rivers and lakes from pollution run-off caused by fertilizer and pesticide use on yards and farms. They also can serve as flood plains that absorb excess water and mitigate damage caused by floods. Such conservation efforts make good sense because they save communities money in the long run.

- The estimated annual value of the water filtration attributed to wetlands along a three-mile stretch of Georgia's Alchey River is \$3 million.¹⁶
- The lowest cost estimate for a water treatment alternative to natural water filtration created by wetlands in the Conagree Bottomland Swamp in South Carolina was \$5 million.¹⁷
- Approximately 10 million homes are located in flood plains across America. The Federal Emergency Management Agency estimates that flooding causes more than \$1 billion in property damages every year.¹⁸ Converting these areas to greenways would free that money to be spent on other needed projects. After years of devastating losses from flooding, Tulsa, Oklahoma, designed a greenway along Mingo Creek that preserved and enhanced the floodplain to include woodlands, wetlands, parks and trails. As a result of this and other important measures, flood insurance rates in Tulsa dropped by 25 percent.¹⁹

“THE TRAIL IS ALREADY ATTRACTING A LOT OF PEOPLE, AND WE’RE JUST STARTING TO MARKET IT. IT’S A MAJOR ASSET FOR OUR REGION, NOT ONLY BECAUSE OF THE TOURIST DOLLARS IT’S ATTRACTING, BUT ALSO BECAUSE IT’S A KEY PIECE OF OUR ECONOMIC REBUILDING EFFORTS.”

—U.S. CONGRESSMAN JOHN P. MURTHA (D-PENN.)
SPEAKING OF THE GREAT ALLEGHENY PASSAGE

HELPFUL RESOURCES

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ENDNOTES

1 *The Impacts of Rail-Trails, A Study of Users and Nearby Property Owners from Three Trails*, National Park Service, Rivers, Trails and Conservation Assistance Program, 1992.

2 Testimony before the Committee on the Judiciary of the U.S. House of Representatives, June 20, 2002.

3 Steve Lerner and William Poole, *The Economic Benefits of Parks and Open Space*, The Trust for Public Land, p. 4.

4 *Enhancing America's Communities: A Guide to Transportation Enhancements*, National Transportation Enhancements Clearinghouse, November 2002, p. 11.

5 Greg Lindsey and Michael Przybylski, *Economic Considerations in Planning Urban Greenways: A Brief Review*, Indiana University Purdue University at Indianapolis, Center for Urban Policy and the Environment, June 1998.

6 Stephen Farber, University of Pittsburgh and Pennsylvania Economy League, Inc., *An Economic Impact Study for the Allegheny Trail Alliance*, January 1999, i-ii.

7 *Enhancing America's Communities*, p. 17.

8 *Ibid.*, p. 11.

9 *A Guide to Transportation Enhancements*, National Transportation Enhancements Clearinghouse, 1999, p. 11.

10 Ohio-Kentucky-Indiana Regional Council of Governments, *Trail Users Study, Little Miami Scenic Trail*, 1999, p. 15-32.

11 *Enhancing America's Communities*, p. 14.

12 Neighborhood Open Space Coalition, *Urban Open Space: An Investment that Pays*, New York City, 1990.

13 *Recreation trails, Crime, and Property Values: Brown County's Mountain-Bay Trail and the Proposed Fox River Trail*, Brown County Planning Commission, Green Bay, July 6, 1998.

14 *Consumer's Survey on Smart Choices for Home Buyers*, National Association of Realtors and National Association of Home Builders, April 2002.

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17 Floodplain Management Association, "Economic Benefits of Wetlands," *MFA News*, July 1994.

18 "National Flood Insurance Program," Federal Emergency Management Agency, www.fema.gov/fima/nfip.shtm, accessed April 1, 2003.

19 "Reducing Flood Damage – Naturally – in Tulsa," *American Rivers*, www.amrivers.org/floodplainstoolkit/tulsa.htm, accessed April 1, 2003.



ABOUT THE CLEARINGHOUSE: A project of Rails-to-Trails Conservancy, the Trails and Greenways Clearinghouse provides technical assistance, information resources and referrals to trail and greenway advocates and developers across the nation. Services are available to individuals, government agencies, communities, grassroots organizations and anyone else who is seeking to create or manage trails and greenways.



TRAILS AND GREENWAYS CLEARINGHOUSE ■ 1100 17TH STREET, NW, 10TH FLOOR ■ WASHINGTON, DC 20036
TOLL FREE: 1-877-GRNWAYS ■ E-MAIL: greenways@transact.org ■ WEB SITE: www.trailsandgreenways.org



Skip Navigation

Benefits of Trails and Greenways

Hosted by AmericanTrails.org

Building a better life through greenways and trails

The environmental, health, economic, and community benefits of trails for walking and riding.

From [Trails and Greenways Clearinghouse](#)

What Are Trails and Greenways?

Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, and link nature reserves, parks, cultural features and historic sites with each other and with populated areas. Greenways can be publicly or privately owned, and some are the result of public/private partnerships. Trails are paths used for walking, bicycling, horseback riding or other forms of recreation or transportation.



Some greenways include trails, while others do not. Some appeal to people, while others attract wildlife. From the hills of inland America to the beaches and barrier islands of the coast, greenways provide a vast network linking America's special places.

Why Establish Trails and Greenways?

"To make a greenway is to make a community."

**--Charles E. Little,
Author of Greenways for
America**

Trails and greenways provide countless opportunities for economic renewal and growth. Increased property values and tourism and recreation-related spending on items such as bicycles, in-line skates and lodging are just a few of the ways trails and greenways positively impact community economies.

* In a 1992 study, the National Park Service estimated the average economic activity associated with three multi-purpose trails in Florida, California and Iowa was

\$1.5 million annually.¹

* According to a study conducted by the U.S. Fish and Wildlife Service, birdwatchers spend over \$5.2 billion annually.²

Promoting Healthy Living

Many people realize exercise is important for maintaining good health in all stages of life; however many do not regularly exercise. The U.S. Surgeon General estimates that 60% of American adults are not regularly active and another 25% are not active at all.³ In communities across the country, people do not have access to trails, parks, or other recreation areas close to their homes. Trails and greenways provide a safe, inexpensive avenue for regular exercise for people living in rural, urban and suburban areas.

"Three new gift shops have recently opened, another bike shop, a jewelry store, an antique and used furniture store, a thrift shop, a Wendy's Restaurant and a pizza and sandwich shop have also cropped up. All this is happening, and only with the PROSPECT of the trail opening in July. There is an air of excitement and anticipation now within this community. Something Connellsville has not felt for many years." - Chris Wagner, Executive Director of the Greater Connellsville Chamber of

▶ Related topics:

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[Economic impact](#)
[Health & trails](#)
[Rails to trails](#)
[Safe Trails Forum](#)
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[Bibliography](#)
[Quotations](#)
[Glossary](#)
[Acronyms](#)
[Tools](#)
[Products & services](#)

▶ For more opportunities for training on trail design, construction, and management see the [National Trails Training Partnership area](#).

Commerce, Pennsylvania

Environmental Benefits

Greenways protect important habitat and provide corridors for people and wildlife. The preserved Pinhook Swamp between Florida's Osceola National Forest and Georgia's Okefenokee National Wildlife Refuge protects a vital wildlife corridor. This important swampland ecosystem sustains numerous species including the Florida black bear, timber rattlesnake and the Florida sandhill crane.

Trails and greenways help improve air and water quality. For example, communities with trails provide enjoyable and safe options for transportation, which reduces air pollution. By protecting land along rivers and streams, greenways prevent soil erosion and filter pollution caused by agricultural and road runoff.

Greenways also serve as natural floodplains. According to the Federal Emergency Management Agency, flooding causes over \$1 billion in property damages every year. By restoring developed floodplains to their natural state, many riverside communities are preventing potential flood damage.

Finally, trails and greenways are hands-on environmental classrooms. People of all ages can see for themselves the precious and intriguing natural world from which they often feel so far removed.

Preserving Our History and Culture

Trails and greenways have the power to connect us to our heritage by preserving historic places and by providing access to them. They can give people a sense of place and an understanding of the enormity of past events, such as Native American trails and vast battle-fields. Trails and greenways draw the public to historic sites. The six-mile Bethabara Trail and Greenway in Winston-Salem, North Carolina draws people to the birthplace of the city, the original Moravian Christian village founded in the late 1700s. Other trails preserve transportation corridors. Rail-trails along historic rail corridors provide a glance at the importance of this mode of transportation. Many canal paths, preserved for their historic importance as a transportation route before the advent of railroads, are now used by thousands of people each year for bicycling, running, hiking and strolling. Many historic structures along canal towpaths, such as taverns and locks, have been preserved.

Create Greenways and Trails; Build a Better Life

As new development and suburbs are built farther and farther from cities, open spaces have disappeared at an alarming rate. People spend far too much time in traffic, detracting from time that could be better spent with their families and friends.

Through their votes, thousands of Americans have said 'yes' to preserving open spaces, greenways, farmlands and other important habitat. During the 1998 election, voters in 44 states approved over 150 conservation-related ballot initiatives. Trails and greenways provide what many Americans seek - close-to-home recreational areas, community meeting places, historic preservation, educational experiences, natural landscapes and beautification. Both trails and greenways help communities build pride by ensuring that their neighborhoods are good places to live, so that children can safely walk or bike to a park, school, or to a neighbor's home. Trails and greenways help make communities more attractive and friendly places to live.

Resources

1. The Impacts of Rail-Trails, A Study of Users and Nearby Property Owners from Three Trails, National Park Service, Rivers, Trails and Conservation Assistance Program, 1992.
2. [Economic Impacts of Protecting Rivers, Trails and Greenway Corridors](#), National Park Service, Rivers, Trails and Conservation Assistance Program, 4th edition, 1995.
3. Physical Activity and Health: A Report of the Surgeon General, U.S. Department of Health and Human Services, 1996.

Need trail skills and education? Do you provide training? Join the [National Trails Training Partnership!](#)




home what who why how where FAQs

Campaign

Issues

Champions

Products

Resources

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What is Active Transportation?

Walking

"For decades, walking has been the forgotten mode of transportation. Yet walking is a critical component of our urban transportation system and a practical transportation choice with **powerful benefits** for both individuals and their communities" ([America Walks](#)).

There is **great potential for increasing the number of walking trips** in the United States. According to the 2001 National Household Travel Survey, 8.6 percent of all trips are made on foot; however, 25 percent of trips in the United States are a quarter mile or less. Many of these shorter trips could easily be made by walking.

Walking is **easy to do** and usually requires no special gear, skills or facilities. Unsurprisingly, it is the most popular form of physical activity in the United States (Glasgow, 2001).

According to a 2002 Survey, over half of **Americans would like to walk more** for exercise or transportation. Specifically, 63 percent claimed they would like to walk more for **errands**, while 38 percent would like to **walk to work** more. While walking is mainly associated with exercise, relaxation and fun, 35 percent of respondents also cite walking as a "good way to get around."

People point out a number of reasons for not walking more. But communities, groups and individuals can often improve the walking environment through relatively simple changes.

High traffic speeds make pedestrians feel less safe and therefore deter walking. Higher speed crashes are much more dangerous for pedestrians. Traffic calming can help reduce vehicle speeds and improve pedestrian safety.

Incomplete, poorly maintained or missing sidewalks
Absent, discontinuous or blocked sidewalks deter people from walking or force pedestrians onto the street or shoulder.

Lack of safe street crossings
A number of crossing aids, either alone or in combination, can be used to help pedestrians cross streets more safely.

Crime/personal safety concerns
In some areas, the fear of crime may be a greater barrier than actual crimes. Walking with a friend is a great way to alleviate safety concerns.

Dirty or unattractive walking environment
Keep your neighborhood clean by organizing a neighborhood clean-up day or encouraging littering prevention programs. Landscaping and street improvements can also help create a more inviting pedestrian environment.

See the [PBIC website](#) or the [Resources](#) section of this site for more information on these barriers and improvements. Find inspiration from the [2005 Top Ten Best U.S. Walking Cities](#).







Appendix E



Washington State
Department of Transportation

News

Search

Contact WSDOT

WSDOT Home

TRAFFIC & ROADS

PROJECTS

BUSINESS

ENVIRONMENTAL

MAPS & DATA

BICYCLING IN WASHINGTON

BICYCLING

- [Bicycling](#)
- [Safety](#)
- [Recreation/Touring](#)
- [Commuting](#)
- [Safe Routes to School](#)
- [Organizations](#)
- [Technical Resources](#)
- [Projects](#)
- [Calendar](#)

WALKING

- [Walking](#)
- [Recreation](#)
- [Multi-Modal](#)
- [Safe Routes to School](#)
- [Technical Resources](#)
- [Projects](#)
- [Calendar](#)
- [Equestrian \(4 hoof walking\)](#)

CONTACT US

- [Charlotte Claybrooke: Safe Routes to School Coordinator](#)
360.705.7302
- [Contact WSDOT](#)

OTHER LINKS

- [Grants for Safe Routes to Schools](#)
- [Safe Routes Projects](#)

Safe Routes to School Design Resources

The Washington State Department of Transportation (WSDOT) Safe Routes to School Program provides resources to support local communities with Safe Routes to School. Safe Routes to School is a federal, state and local effort to enable and encourage children to walk and bicycle to school safely. There are three elements to Safe Routes to School -- engineering, education and enforcement. Here's how you can access resources to help establish and conduct a Safe Routes to School project in your community.



- [Safe Routes to Schools Grant Program](#)
- [Getting Safe Routes to School Technical Assistance](#)
- [Design Resources](#)
- [Developing School Walk/Bike Route Plans](#)
- [Evaluating Your School's Walk/Bike Routes](#)
- [City and County Safe Routes to Schools Contacts](#)
- [More Resources](#)

WSDOT Safe Routes to School Technical Assistance

To assist cities, counties, schools and school districts with this program, the Washington State Department of Transportation Safe Routes to School Coordinator is currently providing no-cost technical assistance to past/future grant recipients, applicants and interested communities. Contact Charlotte Claybrooke at (360) 705-7302 or email claybrc@wsdot.wa.gov. Technical assistance may include help with:

- [Walk/Bike Route Maps and Plans](#)
- [Student transportation safety audits](#)
- [Working with partner organizations and parent groups](#)
- [Design and program guidance](#)
- [Presentations to councils and committees](#)
- [School siting](#)
- [Funding opportunities](#)
- [Program evaluation](#)

[Back to Top of Page](#)

Walk Route Plans:

Washington requires School Walk Route Plans: All Washington State school districts are required to have suggested route plans for every elementary school (WAC 392-151-025).

- [Washington State's Guidebook for School Administrators](#), created by Washington's Office of the Superintendent of Public Instruction, Washington

Traffic Safety Commission and WSDOT, provides information about School Walk Route Plans:

- o direction on how to develop and implement school walk routes
- o procedures to identify pedestrian safety deficiencies along walk routes
- o ways for school administrators to work with local public works agencies

[Back to Top of Page](#)

Evaluation

- [Safe Routes to School Student In-Class Travel Tally Survey Form](#) - The Student Travel Tally Sheet is intended to help track the number of children walking and biking to and from school
- [Safe Routes to School Parent Survey Form](#) - The Parent Survey Form is intended to collect information from parents about how their children travel to and from school, what barriers there are to walking or biking to and from school, and their attitudes about walking and biking to school
- [Safe Routes to School Student In-Class Travel Survey and Parent Survey Instructions](#) - Instructions for the two forms above.
- [Safe Routes to School, School Environment Site Assessment](#) - This tool assess three aspects of a school environment, planning/policy, the physical environment and behavior, that can either encourage or discourage children and families from walking or bicycling to school.

[Back to Top of Page](#)

Funding Program

- [2005/2006 Awarded Safe Routes to School Projects](#) - This is a list of all projects that were awarded grants for funding from WSDOT in 2006.
- [2005/2006 Unfunded Safe Routes to School Projects](#) - This is a list of all projects that were not selected for funding from WSDOT in 2006.
- [2004/2005 Awarded Safe Routes to School Projects](#) - This is a list of all projects that were awarded grants for funding from WSDOT in 2005.
- [2004/2005 Unfunded Safe Routes to School Projects](#) - This is a list of the remainder of 2004 projects submitted in 2005, which did not receive an offer of funding in that cycle.
- [Washington Safe Routes to School Brochure](#) - Success stories from 2004/2005.

[Back to Top of Page](#)

Other related links:

- The [Washington Center for Safe Routes to School](#) is a clearinghouse of information hosted by the Bicycle Alliance of Washington and Feet First -- Featuring education curriculum materials.
- The [National Safe Routes to School Clearinghouse](#) a SRTS Guide, an online library and a variety of SRTS support materials. The National Safe Routes to School Clearinghouse hotline is 1-866-610-SRTS (7787)
- [Federal Highway Administration Safe Routes Program](#)
- [Washington Traffic Safety Commission School Zone Safety Program](#)

[Traffic & Roads](#) | [Site Index](#) | [Contact WSDOT](#) | [WSDOT Business](#) | [WSDOT Home](#)