

WHATCOM COUNTY PRELIMINARY TRAFFIC ANALYSIS

Permit # _____

Project Location Bellingham International Airport

Parcel # 380210-325166 (See supplemental application for complete parcel list)

Applicant/Project Name Bellingham International Airport BSP/PUD

Contact Person/Telephone Number Sylvia Goodwin, Port of Bellingham, 676-2500

All persons applying for any of the permits and/or approvals specified in Section 1.002 of the Whatcom County Development Standards shall submit information regarding the relationship between the proposed development and the local traffic related features. Submit the following information, to be reviewed by the Division of Engineering to determine the level of needed traffic mitigation, if any, and/or the need for further traffic analysis.

EXISTING CONDITIONS

1. Property access is currently located:

East Airport Access: Ground access to the airport from the City of Bellingham and the northern part of the state is via I-5. Access to the east side of the airport from the interstate is west via West Bakerview Road. Airport Drive intersects West Bakerview ¼ mile southwest of the interstate. The main entrance road into the airport, Airport Way, intersects with Airport Drive approximately ¼ mile west of the Bakerview/Airport Drive intersection. Airport Way is the primary access into the airport terminal area and all the development on the east side of the airport including portions of the airport industrial park. The on-airport roadway system consists of Airport Way (which becomes Mitchell Way near the terminal area), West Bakerview Road, Sound Way, and Williamson Way. Mitchell Way loops around the terminal parking area, providing access to vehicular parking, rental car parking, the main terminal, the airport maintenance office, the air traffic control tower, and the ARFF facility.

West Airport Access: The west side of the airport is reached from I-5 by going around the south end of the airport. Access from the interstate is: southwesterly via West Bakerview Road and Airport Drive along the southern boundary of the airport (where Airport Drive becomes Alderwood Avenue before intersecting with Old Marine Drive); then northwest on Old Marine Drive to the intersection with Wynn Road; then north on Wynn Road to the intersection with Country Lane; and finally east on Country Lane onto the airport property and the west side of the airport. This area also can be accessed from I-5 by traveling west on Slater Road, south on Rural Avenue/Wynn Road, west on Marietta Avenue, south on Curtis Road and east on Country Lane onto the airport property and the west side of the airport.

2. Existing driveway entrance area (apron) area is constructed of asphalt, (gravel, asphalt, BST, concrete, etc.).
3. Access width is (measured at property line):

Roads	Length LF	Length Miles	Access Easement Width
Mitchell Way	6600		60'
Hangar Access	520		40'
Bakerview	1700		60'
Airport Way	1910		80'
Sound Way	1000		60'
Victoria Place	750		50'
Williamson Way	2975		60'
	15455	2.93	
Roads	Sidewalks	County Standard	
Mitchell Way	1 side	Secondary Arterial	
Hangar Access	Y	Minor Access	
Bakerview	N	850' Secondary Arterial, 850' Local Access	
Airport Way	2 sides	Secondary Arterial	
Sound Way	N	Local Access	
Victoria Place	N	Minor Access	
Williamson Way	N	Local Access	

PROPOSED CONDITIONS

Proposed access will be located on No additional access proposed at this time .
Proposed apron will be constructed of N/A ,
Proposed access width will be N/A feet (measured at property line).
Number of proposed parking spots: 3,196 .
Square footage of proposed building: See Table 1 in the attached Project Statement.
Expected construction phasing (beginning and finishing dates): Start 2008 End 2028

Assessor's section map and site plan indicating access point(s) are required. (Sheet 7)

Site plan shall include the following items: (Sheet 3)

- North arrow and scale
- Property boundaries
- Abutting roads, private or public
- Easements (existing and proposed)
- Location of buildings (existing and proposed)
- Physical features (slopes, ditches, etc.)

TRIP GENERATION INFORMATION:

Current trip generation was estimated from employee and customer information provided by the Port of Bellingham. Actual traffic counts will be collected at airport access points to identify current trips more accurately in subsequent detailed traffic studies for the project.

COMMERCIAL

	Existing A		Proposed Project B			Total
# of employees	790	x 3 = 2370	119	x 3 = 357		2727
# of customers/clients per day	830	x 2 = 1660	141	x 2 = 282		1942
# of deliveries per day (USPS, mail, parts, etc.)	50	x 2 = 100	15	x 2 = 30		130
# of service trips (repairs, etc.)	10	x 2 = 20	3	x 2 = 6		26
TOTAL		4150			675	4825

What percentage of traffic entering the site will be large truck traffic? Less than 10%

RESIDENTIAL

of Single Family Residences on parcel= N/A (Existing # x 10 plus proposed x 10)

of apartment units= N/A (Existing # x 6.5 plus proposed x 6.5)

What percentage of traffic exiting the site do you estimate will travel:
north 30 % south 40 % east 20% west 10%

What road improvements do you propose to make, if any, to serve as mitigation for this project? (items such as widening shoulder, paving apron, paving existing road or shoulder, installing curb, gutter and sidewalk, right-of-way dedication, off-site improvements related to project, etc.):

Mitigating measures are not proposed at this time, but will be addressed as needed in subsequent detailed traffic studies for the project.

The County Engineer will review all the necessary traffic report information and either accept the initial submission as final or require the applicant to submit a more detailed engineered traffic study. Applicant may submit a detailed traffic study in lieu of the preliminary traffic review.

FOR COUNTY USE ONLY:

Road classification _____
 Right-of-way width _____
 Pavement type _____
 Shoulder type _____
 Shoulder width _____
 Speed limit _____
 Zoning _____