

Six-Year (2010-2015) Transportation Improvement Program (TIP)

Dan Pike, Mayor Tom Rosenberg, Public Works Director

City Council Members

Barry Buchanan - 3rd Ward; 2009 Council President Stan Snapp - 4th Ward; 2009 Council President Pro Tempore Barbara Ryan – 6th Ward; 2009 Mayor Pro Tempore Jack Weiss – 1st Ward Gene Knutson - 2nd Ward Terry Bornemann - 5th Ward Louise Bjornson - At Large

Adopted June 1, 2009

Prepared by Chris Comeau, AICP Transportation Planner



Transportation Planning Documents

The 2010-2015 Transportation Improvement Program (TIP) is available from the Public Works Department at 2nd floor, Bellingham City Hall, 210 Lottie Street or on the City of Bellingham web site at:

http://www.cob.org/pw/index.htm

The Transportation Element of the 2006 Bellingham Comprehensive Plan is available on the City of Bellingham web site at:

http://www.cob.org/services/neighborhoods/communityplanning/comprehensive-plan.aspx

Public Works Transportation Planning staff may be contacted by telephone at (360) 778-7900 or by email, as listed below.

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State Law Requirements for Six-Year Transportation Improvement Program (TIP)

RCW 35.77.010 Perpetual advanced six-year plans for coordinated transportation program expenditures

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter 35.63 or 35A.63 RCW, the inherent authority of a first-class city derived from its charter, or chapter 36.70A RCW, the program shall be consistent with this comprehensive plan [Transportation Element]. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW 36.70A.70 (6) or other applicable changes that promote non-motorized transit.

Funding Source Definitions

NOTE: All funding sources listed below are affected by changing economic conditions and annual funding levels and eligibility criteria may change.

- **Federal:** Federal Highway Administration, Federal Transit Authority, or U.S. Department of Transportation administered grant funding programs.
- Federal American Reinvestment and Recovery Act (ARRA): One-time federal economic stimulus funding provided for transportation projects.
- **Federal Highway Bridge Program (HBP):** Provides federal funds for structural repair or replacement. Project oversight at the State level by the Bridge Replacement Advisory Committee (BRAC).
- **Federal Surface Transportation Program (STP):** Provides federal funds to maintain and expand eligible arterial street systems.
- **Federal Surface Transportation Program Enhancements (STP-E):** Provides federal funds to enhance facilities for alternative transportation modes on eligible street systems.
- **State:** State administered grant funding programs or State educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- **State WSDOT**: Washington State Department of Transportation biennium budget State Funding administered through WSDOT.
- State Transportation Improvement Board (TIB): State grant funding for arterials, sidewalks, and safety measures.
- **City Street:** Public Works Street Fund comprised of motor vehicle gas tax and 47% of the total sales tax collected by the City of Bellingham.
- **Real Estate Excise Tax (REET):** Comprised of 1/2 of 1% of the total real estate revenue for a given year. REET funding is divided into first 1/4% and second 1/4% and can be used for limited types of transportation projects.
- **Private & Other (Partnerships):** Transportation Impact Fees, Whatcom County, Whatcom Transportation Authority, private business investment, private mitigation, etc.

Transportation Improvement Projects 2010-2015 (Page 1)

	FUND SOURCE SUMMARY	FUNDING	Previous	Со	st Estir	nates (000's) 2	009 Dol	lars	PROJECT
No.	PROJECT	SOURCE	Budget	2010	2011	2012	2013	2014	2015	TOTALS
	McLeod Road (NW - Rusley)									
1	Pedestrian Improvements	2nd 1/4 REET		250						250
	ES-360	Subtotal		250						250
	Northwest/McLeod	2nd 1/4 REET	150	100						250
2	Phase 2 Roundabout	State TIB	1,610							1,610
	Multimodal Improvements	Federal	780							780
	ES-360	Subtotal	2,540	100						2,640
	Bill Mcdonald/25th Street	WTA		25						25
3	Intersection and Pedestrian	2nd 1/4 REET		100						100
	Improvements	WWU (State)		400						400
	ES-358	Subtotal		525						525
	James Street Road	2nd 1/4 REET			950	950				1,900
4	Reconstruction, Phase 1	Street	50	574	600	600				1,824
	Bridge Replacement and	Federal BRAC	2,500							2,500
	Multimodal Improvements									
	ES-318 (Woodstock to Orchard)	Subtotal	2,550	574	1,550	1,550				6,224
	Boulevard to Cornwall	1st 1/4 REET	150							150
5	Overwater Pedestrian Walkway	Federal STP-E	2,139							2,139
	(WA251) - Parks Department	Greenways 3		100	1,950	1,950				4,000
		Unknown					2,711			2,711
		Subtotal	2,289	100	1,950	1,950	2,711			9,000
	Bellingham Waterfront District	1st 1/4 REET	500							500
6	Multimodal Improvements	Street	1,000	308						1,308
	a) Cornwall Avenue Bridge	Federal	5,920	308						6,228
	WF-1001 (WA227)	Unknown					10,000			10,000
	b) Central Avenue	2nd 1/4 REET	450							450
	WF-1004	Unknown					4,000			4,000
	c) Wharf Street Roundabout	2nd 1/4 REET	483							483
	WF-1008	Unknown					3,000			3,000
	d) BNSF Railroad Relocation	State	5,000							5,000
		Unknown					17,500			17,500
		Subtotal	13,353	616			34,500			48,469
	James Street Road	2nd 1/4 REET	100						450	550
7	Reconstruction, Phase 2	Street					500	500	500	1,500
	Multimodal Improvements									
	ES-318 (Orchard to Telegraph)	Unknown						2,000		4,000
		Subtotal	100				500	2,500	2,950	6,050

Transportation Improvement Projects 2010-2015 (Page 2)

	FUND SOURCE SUMMARY	FUNDING	Previous		Cost Es	timates	(000's) 20	009 Dollar	s	PROJECT
No.	PROJECT	SOURCE	Budget	2010	2011	2012	2013	2014	2015	TOTALS
	West Horton Road	Street					500	500	500	1,500
8	ES-399 Multimodal Corridor	Private	812							812
	Improvements, Phase 1	Unknow n							2,000	2,000
	(Cordata Park to Aldrich Rd)	Subtotal	812				500	500	2,500	4,312
	Birchwood-James StRd	Street							1,000	1,000
9	Multimodal Corridor & Trail	Private								
		Unknow n						5,000	5,000	10,000
		Subtotal							6,000	11,000
	San Juan Boulevard	Street								
10	Multimodal Arterial Connection	Federal 117	888							888
		Federal 115	1,109							1,109
		Unknow n							7,000	7,000
	ES-19	Subtotal	1,997						7,000	8,997
	Lincoln Creek Multimodal	State/WWU	1,845							1,845
		Federal	1,943							1,943
11	Transportation Center	Unknow n							6,250	6,250
	(WWU: Not a City Project)	Subtotal	3,788						6,250	10,038
	Transportation Options	2nd 1/4 REET					450	450	450	1,350
	a) Yew St Bike/Ped									
	b) Carolina St Pedestrian									
	c) Electric Ave Pedestrian									
	d) Birchwood Ave Pedestrian									
	e) Nevada StPedestrian									
		Subtotal					450	450	450	1,350
13	Annual Pavement Resurfacing	Street		1,860	1,893	1,926	1,959	1,994	2,000	11,632
		2010-2015 PR					-			
	TOTAL FUNDING BY SOURCE		Previous				(000's) 20			2010 to
			Budget	2010	2011	2012	2013	2014	2015	2015
	TOTAL STREET FUNDS		2,910	2,742	2,493	2,526	2,959	3,494	4,000	18,214
TOTAL 1st 1/4 REET FUNDS			650	0	0	0	0	0	0	0
TOTAL 2nd 1/4 REET FUNDS			1,183	450	950	950	450	450	450	3,700
TOTAL STATE FUNDS			6,610	400	0		0	0	0	
	TOTAL FEDERAL FUNDS		15,279	308	0	0	0	0	0	308
	TOTAL PRIVATE/OTHER		812	125	1,950	1,950	0	0	0	4,025
	TOTAL UNKNOWN FUNDS		0 27,444	0	0	0	37,211	7,000	15,250	59,461
	TOTAL PROGRAM FUNDS			4,025	5,393	5,426	40,620	10,944	19,700	86,108



Project #1: McLeod Road Sidewalk

FUNDING YEAR(S)

PROJECT NARRATIVE

Construct curb, gutter and sidewalk on the north side of McLeod Road between Northwest Road and West Rusley Drive. This sidewalk project will tie into the pedestrian facilities being built for the Northwest/McLeod roundabout, as well as the roundabout and pedestrian and bicycle facilities on Northwest on the north side of Interstate 5.

MULTIMODAL TRANSPORTATION BENEFITS

2010

Sidewalk to merge with sidewalks and pedestrian crossings at Northwest/McLeod roundabout.

PROJECT STATUS (ES-360)

Construction scheduled for 2010

PROJECT FUNDING SOURCES

2nd Quarter REET

\$250,000

2010

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown





Yes

Project #2: Northwest/McLeod Roundabout and Multimodal Improvements

FUNDING YEAR(S) 2010

PROJECT NARRATIVE

Construction of a multimodal roundabout at the intersection of Northwest/McLeod in conjunction with, but subsequent to, the 2009 construction of bicycle, pedestrian, and roundabout facilities on Northwest between West Bakerview Road and Interstate 5.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks with safety refuges, bicycle ramps, transit, auto, and freight safety, & efficiency.

PROJECT STATUS: ES-360

City & H.W. Lochner, Inc. are designing and preparing roundabout for construction in 2010.

PROJECT FUNDING SOURCES	Previous Years	2010			
2nd ¼ REET	\$150,000	\$100,000			
Federal (Safe Route To School) Grant	\$780,000				
State TIB Grant	\$1,610,000				

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes Yes

Project #3—Bill McDonald Parkway & 25th Street Intersection and Pedestrian Improvements

FUNDING YEAR(S) 2010

PROJECT NARRATIVE

High student pedestrian volumes crossing Bill McDonald between Happy Valley and WWU coupled with limited sight distance due to road configuration are justification for improvements in this location. Pedestrian, bicycle, transit, and auto safety and access will be improved as part of the project.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, crosswalks, turn lanes, bus pullouts, increased safety, access, & efficiency.

2010

PROJECT STATUS

Design and construction to occur in 2010.

WTA	\$25,000
WWU	\$400,000
City 2 nd ¹ / ₄ REET	\$100,000

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes

Unknown





Project #4: James Street Road, Phase 1 Bridge Replacement and Multimodal Improvements; Woodstock to E. Orchard

FUNDING YEAR(S)

2010, 2011, 2012

PROJECT NARRATIVE

The need to replace 2 weight-restricted bridges, poor road surface, lack of multimodal facilities, Sunset Pond Park, new and future development, and annexation of 640 acres to the north requires reconstruction from a minimum standard rural road to a secondary urban arterial street with sidewalks, bicycle lanes, turn lanes, enclosed drainage and street lighting from Woodstock to East Orchard Drive.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, bus pull-outs where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS (ES-318)

In design; 2012 construction expected. City continues to explore funding sources to replace local funds.

PROJECT FUNDING SOURCES								
	Previous	2010	2011	2012				
2 nd ¹ / ₄ REET			\$950,000	\$950,000				
City Street Fund	\$50,000	\$574,000	\$600,000	\$600,000				
Federal BRAC	\$2,500,000							

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

d S. 6TH ST TELEGRAPH RD ≱ ⊔ -MIDWAY LN ERV ă 31 ALPINE WAY P R HM R O 감도 Z OWANIN F MCI FOD RD SINTERSTATE 5 BAKER ST MASONRY WAY Å W ORCHARD DR E ORCHARD DE 2 BIRCHWOOD AVE 2 HIER SANAE WOODSTOCK WAYL OBURN SOMALICUM PKW

Yes Yes

Project #5: Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway

FUNDING YEAR(S) 2010,2 011, 2012, 2013

PROJECT NARRATIVE

This Parks Department project will construct a 2,360 linear foot overwater pedestrian and bicycle boardwalk extension of the South Bay trail at Boulevard Park to the new community park planned for the Cornwall Avenue landfill site as part of the Bellingham Waterfront District redevelopment. Construction is proposed in 2013, but \$2,800,000 in additional funding will be required.

MULTIMODAL TRANSPORTATION BENEFITS

Pedestrian and bicycle connection between Fairhaven and Waterfront District.

PROJECT STATUS (WA251) – Parks Department

The Parks Department is completing preliminary project design and feasibility and is seeking additional funding. A design consultant will be hired to complete engineering design and project permitting.

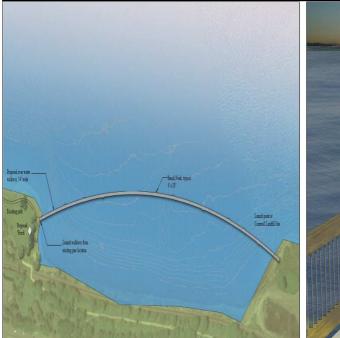
FUNDING SOURCES	Previous	2010	2011	2012	2013
1st ¹ / ₄ REET	\$150,000				
Federal STP-E	\$2,139,000				
Greenways 3		\$100,000	\$1,950,000	\$1,950,000	
Unknown/Unfunded					\$2,800,000

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

No

Parks Project, Not Eligible





Project #6 (a, b, c, d): Waterfront District Multimodal Improvements

FUNDING YEAR(S) 2010, 2013

PROJECT NARRATIVE: This project includes the construction of arterial street and/or bridge connection(s) to provide primary access to the Waterfront Restoration site, including facilities for pedestrians and bicycles. Bridge(s) will need to be constructed to allow future relocation of the BNSF railroad main line from its existing location in the middle of the Waterfront Restoration site and will also allow adequate width for future double tracking.

PROJECT STATUS:

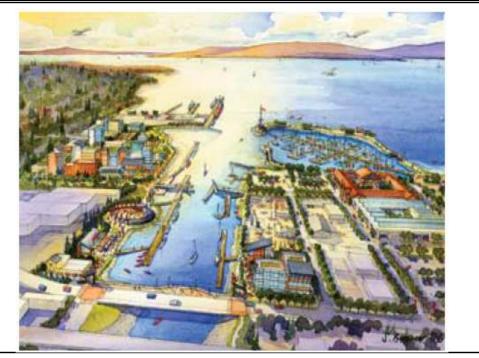
Construction schedule is uncertain pending a master plan and additional funding for all projects.

		2010	2011	0010			
			2011	2012	2013	2014	2015
1st ¹⁄4 REET \$93	933,000						
CITY STREET \$1,	1,000,000	\$308,000					
STATE \$5,	5,000,000						
FEDERAL \$5,	5,920,000	\$308,000					
UNKNOWN				\$	34,500,000		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes Yes



Project #6a: Cornwall Avenue Bridge and Multimodal Improvements

FUNDING YEAR(S) 2010, 2013

PROJECT NARRATIVE: Cornwall Avenue will serve as a key multimodal access corridor to the central portion of the redeveloped Waterfront District. A new bridge is required south of Maple Street to allow future relocation of the BNSF railroad main line from its existing location in the middle of the Waterfront Restoration site. The new bridge must be large enough to allow adequate width for future double tracking and to accommodate bicycle lanes and sidewalks along Cornwall Avenue.

PROJECT STATUS (WF-1001) [WA227]:

Bridge construction schedule is uncertain pending a master plan and additional funding.

PROJECT FUNDING SOURCES

	Previous	2010	2011	2012	2013	
2 ^{ND 1} /4 REET	\$933,000					
CITY STREET	\$1,000,000					
STATE						
FEDERAL	\$5,920,000	\$308,000				
UNKNOWN				\$	10,000,000	
TRANSPOR	FATION IMP	ACT FEES	COLLECT	ſED		Yes

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #6b: Central Avenue Multimodal Improvements

FUNDING YEAR(S)

2013

PROJECT NARRATIVE: Central Avenue will serve as a key multimodal access corridor to the northern portion of the redeveloped Waterfront District and will be one of only two access points while the Cornwall Bridge is under construction. The existing portion of Central Avenue is built over the water and the underlying superstructure will require reconstruction. A new traffic signal will be constructed at the Central/Roeder intersection with left turn lanes.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes if possible, traffic signal, turn lanes, increased access, safety, & efficiency.

2011

PROJECT STATUS (WF-1004):

Construction schedule is uncertain pending a master plan and additional funding.

PROJECT FUNDING SOURCES

Previous 2ND ¹/₄ REET

\$450.000

2012

UNKNOWN

\$4,000,000

2013

TRANSPORTATION IMPACT FEES COLLECTED

2010

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #6c: Wharf Roundabout Multimodal Improvements

FUNDING YEAR(S)

2013

PROJECT NARRATIVE: Wharf Street will serve as a key multimodal access corridor to the southern portion of the redeveloped Waterfront District and will be one of only two access points while the Cornwall Bridge is under construction. The existing intersection of Wharf/Boulevard/State/Forest will be reconstructed as a multimodal roundabout to improve safety, efficiency, and access for all transportation modes, including freight.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks with safety refuges, bicycle ramps, transit, auto, and freight safety, & efficiency.

2011

PROJECT STATUS (WF-1008):

Construction schedule is uncertain pending a master plan and additional funding.

PROJECT FUNDING SOURCES

Previous 2ND ¹/₄ REET

\$483.000

2012

UNKNOWN

\$3,000,000

2013

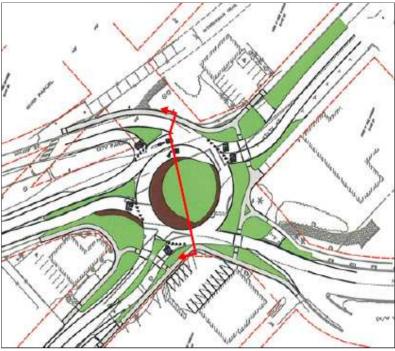
TRANSPORTATION IMPACT FEES COLLECTED

2010

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes No





Project #6d: Railroad Relocation

FUNDING YEAR(S) 2013

PROJECT NARRATIVE: This project will relocate the existing single railroad main line from the middle of the Waterfront District redevelopment site to the east and up against the embankment separating the CBD from the Waterfront District. This relocation will provide for second track (siding) through the area, and will remove 3 at-grade railroad crossings, which will increase safety and accessibility for bicycle, pedestrian, transit, and auto modes. The relocated railroad tracks will run beneath the new Cornwall Avenue Bridge and the existing Chestnut-Bay Bridge.

MULTIMODAL TRANSPORTATION BENEFITS

Railroad track relocation will increase the amount of developable land/density, which may benefit transit and non-motorized modes and should enhance arterial access, safety, & efficiency for all modes.

PROJECT STATUS:

Construction schedule is uncertain pending a master plan and additional funding.

PROJECT FUNDING SOURCES	Previous	2013
STATE	\$5,000,000	
UNKNOWN/FEDERAL		\$17,500,000

TRANSPORTATION IMPACT FEES COLLECTED **RIGHT-OF-WAY ACQUISITION NECESSARY**

Non-City, Not Eligible

Yes



Project #7: James Street Road, Phase 2 Multimodal Corridor Improvements; E. Orchard Drive to Telegraph Road

FUNDING YEAR(S)

2013, 2014, 2015

PROJECT NARRATIVE

Poor road surface, limited sight distance, lack of multimodal facilities, new and future development, and annexation of 640 acres to the north requires reconstruction from a minimum standard rural road to a secondary urban arterial street with sidewalks, bicycle lanes, turn lanes, enclosed drainage and street lighting from East Orchard Drive north to Telegraph Road.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, bus pull-outs where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS

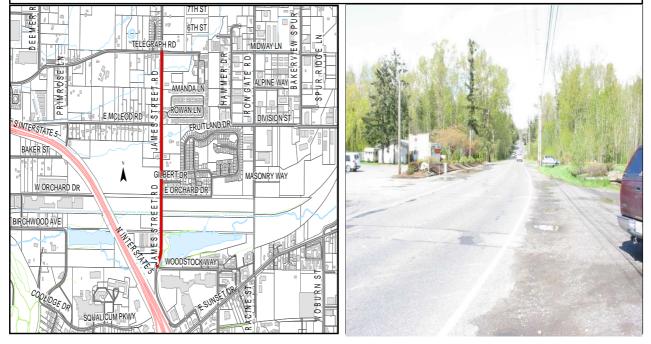
City continues to explore all possible funding sources for reconstruction.

PROJECT FUNDING SOURCES							
	Previous	2013	2014	2015			
2 nd ¹ / ₄ REET	\$100,000			\$450,000			
CITY STREET FUND		\$500,000	\$500,000	\$500,000			
UNKNOWN			\$2,000,000	\$2,000,000			

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown



Yes

Project #8: West Horton Road Multimodal Corridor Extension; Horton terminus to Aldrich Road

FUNDING YEAR(S)

2013, 2014, 2015

PROJECT NARRATIVE

The annexation of 125 acres to the south, including approximately 350 residential units and a new elementary school, as well as private transportation impact mitigation requirements, requires that West Horton Road be extended and constructed as a secondary urban arterial street with sidewalks, bicycle lanes, and turn lanes from the current terminus to Aldrich Road.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, bus pull-outs where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS

City will conduct feasibility study and explore all possible funding sources for reconstruction.

City will conduct reasonity study and explore an possible randing sources for reconstruction.								
PROJECT FUNDING SOURCES								
	Previous	2013	2014	2015				
CITY STREET FUND		\$500,000	\$500,000	\$500,000				
PRIVATE	\$812,000							
UNKNOWN/PRIVATE				\$2,000,000				

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY (Mitigation)

Yes Yes



Project #9: Birchwood Ave to James St Rd Multimodal Connector

FUNDING YEAR(S) 2014, 2015

PROJECT NARRATIVE

This project will construct a multimodal arterial connection (pedestrian, bicycle, transit, automobile) from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake) and through the railroad tunnel beneath Interstate 5 to James Street Road. This important new arterial connection will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham, St Joseph's Hospital, and central Bellingham. Construction of this arterial street will result in a separated-grade crossing of Interstate 5 and will help to ease pressure on the Interstate interchanges at Meridian and Sunset. Alternative alignments are also being considered.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, bus pull-outs if possible, separated multi-use non-motorized trail.

PROJECT STATUS

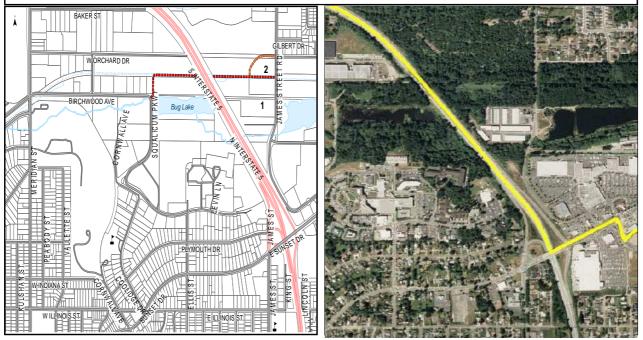
Project feasibility is being studied to determine physical space available, environmental issues, construction challenges, and possible combination of on- and off-street bike/pedestrian paths.

PROJECT FUNDING SOURCES	2014	2015
CITY STREET FUND	\$1,000,000	
UNKNOWN	\$5,000,000	\$5,000,000

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #10: San Juan Boulevard Multimodal Corridor

FUNDING YEAR(S)

PROJECT NARRATIVE

This new multimodal corridor connection between Pacificview Drive and Elwood Avenue will provide alternate access to Interstate 5 and is expected to relieve congestion along Lakeway Drive. Steep slopes, environmental features, and critical areas regulations pose significant engineering, financial, and permitting challenges for construction.

MULTIMODAL TRANSPORTATION BENEFITS

2015

Sidewalks, bicycle lanes, bus pull-outs if possible, separated multi-use non-motorized trail, if possible.

PROJECT STATUS

UNKNOWN/PRIVATE

Delayed. Right-of-way purchase is not complete. The ultimate cross section and scope of this project has yet to be determined.

1,997,000

PROJECT FUNDING SOURCES Previous

FEDERAL

\$7,000,000

2015

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Yes

Project #11: Lincoln Creek Transportation Center (WWU/WTA)

FUNDING YEAR(S)

PROJECT NARRATIVE: The Lincoln Creek Transportation Center is located along the Interstate 5 corridor within a quarter mile from Exit 252. Approximately 7.8 acres are being redeveloped for public transportation-related improvements to serve Whatcom County, including potential future capacity to serve 800 vehicles. WWU and Whatcom Transportation Authority (WTA) are working together to improve and enhance this site. WWU provides on-going site maintenance and serves as the lead partner. WTA provides 15 minute service within Bellingham and 8 round-trips daily from Bellingham to Mount Vernon. *The City of Bellingham is not a funding partner for this project.*

PROJECT STATUS

Phase 1: Financed by WWU; transit pull-out, lighting, and new site entry (completed 2004).

- Phase 2:Financed by FTA & WWU; NEPA study (completed 2006), stream restoration
(completed 2007), and storm water detention vaults.
- **Phase 3:** Re-grading, paving and safety improvements.
- Phase 4: Lincoln Street frontage improvements.

Phase 5: Increase parking capacity from 530 to 800 vehicles.

2015

PROJECT FUNDING SOURCES	Previous	2015
WESTERN WASHINGTON UNIVERSITY	\$1,845,000	
FEDERAL TRANSIT ADMINISTRATION	\$1,943,557	

UNKNOWN

\$6,250,000

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Non-City, Not Eligible

No





Project #12a: Transportation Options Yew Street Bicycle Lane & Sidewalk

FUNDING YEAR(S) 2013, 2014, 2015

PROJECT NARRATIVE: This project would construct a sidewalk and a bike lane along the south side of Yew Street adjacent to Whatcom Falls Park.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk and bicycle lane adjacent to Whatcom Falls Park would benefit non-motorized users and would better connect the Roosevelt Neighborhood to the Whatcom Creek multi-use trail system.

PROJECT STATUS

Construction depends on funding and city-wide priority.

PROJECT FUNDING SOURCE

2013 2014 2015

2nd ¼ REET

Will depend on funding and Citywide priorities

TRANSPORTATION IMPACT FEES COLLECTED

Not until funding is secured

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #12b: Transportation Options Carolina Street Sidewalks (Into Roosevelt Park)

FUNDING YEAR(S) 2013, 2014, 2015

PROJECT NARRATIVE: A sidewalk on Carolina Street would increase safety, mobility, and access to alternative transportation modes for residents on the west side of Roosevelt Park. A Carolina Street sidewalk was identified as the Roosevelt Neighborhood's "Top Priority" 6-Year TIP project from the Transportation Element of the Bellingham Comprehensive Plan. Construction depends on right-of-way issues, funding, and city-wide priority.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk would benefit many multifamily residents living along the north side of Carolina Street.

PROJECT STATUS:

On-going research into right-of-way issues and industrial development on south side of street.

2013

PROJECT FUNDING SOURCE

2014

2015

Not until funding is secured

Unknown

2nd ¼ REET

Will depend on funding and Citywide priorities

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Project #12c: Transportation Options Electric Avenue Pedestrian Improvements

FUNDING YEAR(S) 2013, 2014, 2015

PROJECT NARRATIVE

Construct a small section of sidewalk on the east side of Electric Avenue between Birch Street and Portal Way to enhance pedestrian safety between the neighborhood commercial center and WTA bus stop. Extruded asphalt curbing would be installed along the eastside of Electric between York and Bloedel Donovan Park and pedestrian crosswalks would be installed at Birch/Electric, Kansas/Electric, and at the trail entrance to Whatcom Falls Park from Bloedel Donovan Park.

MULTIMODAL TRANSPORTATION BENEFITS

Pedestrian improvements and crossings would benefit park users and residents in Whatcom Falls.

PROJECT STATUS:

On-going research into funding opportunities.

PROJECT FUNDING SOURCE

2013

2015

2nd ¼ REET

Will depend on funding and Citywide priorities

2014

TRANSPORTATION IMPACT FEES COLLECTED

Not until funding is secured

No

RIGHT-OF-WAY ACQUISITION NECESSARY

YNN ST Å YORK S WILLOWBROO -FIR ST I AKEWAY DE



Project #12d: Transportation Options Birchwood Avenue Sidewalk

FUNDING YEAR(S) 2013, 2014, 2015

PROJECT NARRATIVE: A sidewalk on the south side of Birchwood Avenue in the vicinity of Morrie's Restaurant would increase safety, mobility, and access to commercial services for pedestrians and residents of the Birchwood Neighborhood. Issues include right-of-way, parking, and potential remodel of the restaurant. Construction depends on funding, right-of-way issues, redevelopment of the restaurant site, and city-wide priority.

2013

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk would improve pedestrian safety along the south side of Birchwood Avenue.

PROJECT STATUS:

On-going research into right-of-way issues, parking needs, and redevelopment potential.

PROJECT FUNDING SOURCE

2015

2nd ¼ REET

Will depend on funding and Citywide priorities

2014

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Not until funding is secured







Project #12e: Transportation Options Nevada Street Sidewalks

FUNDING YEAR(S) 2013, 2014, 2015

PROJECT NARRATIVE: Nevada Street sidewalks would increase safety, mobility, and access to commercial services for pedestrians and residents of the Puget Neighborhood. Nevada Street sidewalks could be constructed in 2013 and there may be an opportunity to do further traffic calming with chicane curb treatments.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk would improve pedestrian safety along the Nevada Street.

PROJECT STATUS:

On-going research into right-of-way issues, parking needs, and redevelopment potential in area.

PROJECT FUNDING SOURCE

2013

Will depend on funding and Citywide priorities

2nd ¼ REET

win depend on funding and Citywide prio

2014

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Not until funding is secured Unknown

2015





Project #13: Annual Arterial Pavement Resurfacing Program

FUNDING YEAR(S)

2010, 2011, 2012, 2013, 2014, 2015

PROJECT NARRATIVE

This program maintains existing arterial streets and bicycle lanes to protect the initial investment in the street and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost. Where possible, the City may combine pavement resurfacing with the addition of bicycle lanes on the arterial street. Approximately 5% of the City's streets require rehabilitation each year.

MULTIMODAL TRANSPORTATION BENEFITS

Adding bicycle lanes to an arterial street, where possible, when pavement resurfacing occurs expands the citywide bicycle network and increases bicycle safety.

PROJECT STATUS

Active and on-going 2010-2015.

PROJECT FUNDING SOURCES

	2010	2011	2012	2013	2014	2015	
City Street Fund	\$1,860,000	\$1,893,000	\$1,926,000	\$1,959,000	\$1,994,000	\$2,000,000	

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Maintenance – Not Eligible

No

<complex-block>









Six-Year (2011-2016) Transportation Improvement Program (TIP)

Dan Pike, Mayor Ted Carlson, Public Works Director

City Council Members

Gene Knutson - 2nd Ward, 2010 Council President Stan Snapp - 4th Ward; 2010 Council President Pro Tempore Terry Bornemann - 5th Ward, 2010 Mayor Pro Tempore Jack Weiss – 1st Ward Barry Buchanan - 3rd Ward Michael Lilliquist – 6th Ward Seth Fleetwood - At Large

Transportation Commission Approval: May 11, 2010 Public Works Advisory Board Discussion: May 11, 2010 City Council Public Hearing: May 24, 2010 City Council Work Session: June 7, 2010

Adopted June 21, 2010

Prepared by Chris Comeau, AICP Transportation Planner

Transportation Planning Documents

The 2011-2016 Transportation Improvement Program (TIP) is available from the Public Works Department at 2nd floor, Bellingham City Hall, 210 Lottie Street or on the City of Bellingham web site at:

http://www.cob.org/pw/index.htm

The Transportation Element of the 2006 Bellingham Comprehensive Plan is available on the City of Bellingham web site at:

http://www.cob.org/services/neighborhoods/communityplanning/comprehensive-plan.aspx

Public Works Transportation Planning staff may be contacted by telephone at (360) 778-7900 or by email, as listed below.

Chris Comeau, AICP, Transportation Planner ccomeau@cob.org

Brent Baldwin, AICP, Development Manager bbaldwin@cob.org

State Law Requirements for Six-Year Transportation Improvement Program (TIP)

RCW 35.77.010

Perpetual advanced six-year plans for coordinated transportation program expenditures -- Nonmotorized transportation -- Railroad right-of-way.

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter <u>35.63</u> or <u>35A.63</u> RCW, the inherent authority of a first-class city derived from its charter, or chapter <u>36.70A</u> RCW, the program shall be consistent with this comprehensive plan. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW <u>36.70A.070(6)</u> or other applicable changes that promote nonmotorized transit.

The program shall be filed with the secretary of transportation not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city transportation needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive transportation program before July 1st of each year, and each one-year extension and revision shall be filed with the secretary of transportation not more than thirty days after its adoption. The purpose of this section is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six-year plan for each city or town shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town will expend its moneys, including funds made available pursuant to chapter <u>47.30</u> RCW, for nonmotorized transportation purposes.

(3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction.

Funding Source Definitions

NOTE: All funding sources listed below are affected by changing economic conditions and annual funding levels and eligibility criteria may change.

- **City Street:** Public Works Street Fund comprised of motor vehicle gas tax and **42.5%** of the total sales tax collected by the City of Bellingham.
- **Real Estate Excise Tax (REET):** Comprised of 1/2 of 1% of the total real estate revenue for a given year. REET funding is divided into first ¹/₄ and second ¹/₄ and can be used for limited types of transportation projects.
- **Federal:** Federal Highway Administration, Federal Transit Authority, or U.S. Department of Transportation administered grant funding programs.
- Federal American Reinvestment and Recovery Act (ARRA): One-time federal economic stimulus funding provided for transportation projects.
- **Federal Highway Bridge Program (HBP):** Provides federal funds for structural repair or replacement. Project oversight at the State level by the Bridge Replacement Advisory Committee (BRAC).
- **Federal Surface Transportation Program (STP):** Provides federal funds to maintain and expand eligible arterial street systems.
- Federal Surface Transportation Program Enhancements (STP-E): Provides federal funds to enhance facilities for alternative transportation modes on eligible street systems.
- State: State administered grant funding programs or State educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- **WSDOT**: Washington State Department of Transportation biennium budget State Funding administered through WSDOT.
- Washington Transportation Improvement Board (TIB): State grant funding for arterials, sidewalks, and safety measures.
- **Private & Other (Partnerships):** Transportation Impact Fees, Whatcom County, Whatcom Transportation Authority, private business investment, private mitigation, etc.

Previously Funded Transportation Improvement Projects in Design/Construction during 2010-2011 (Not included in 2011-2016 TIP)

FUND SOURCE SUMMARY	FUNDING	Prev.	. Estimated Project Cost in 2010 Dollars (00					
PROJECT	SOURCE	Budget	2010	2011	2012	2013	2014	2015
Northwest Avenue Phase 1	2nd 1/4 REET	550						
Bicycle & Pedestrian	Street	950						
Roundabout I-5 Northbound	WSDOT	867						
ES-315	TIB	300						
	STP-E	602						
	Subtotal	3,269	Build					
West Illinois Street	Street	400						
Multimodal Corridor	County	160						
and Industrial Arterial	County EDI	350						
Improvements	Private (Morse)	122						
	State (BTC)	369						
	STP-R	1,101						
	Subtotal	2,502	Bu	ild				
Bill McDonald/25th Street	WTA		25					
Traffic Signal Construction	2nd 1/4 REET		100					
Pedestrian Improvements	WWU (State)		400					
-	Subtotal		525					
			Build					
Ohio St/King St	WSDOT		1,300					
Interstate 5 Corridor								
Safety Improvements			Build					
ES-071	Subtotal		1,300					
Arterial Overlay Program	Street		1,860					
Various Arterial Streets	Subtotal		1,860					
a.) Grand Avenue: W. Champi	on St to Girard S	st	Repave					
b.) Lottie Street: Grand Ave to			Repave					
c.) Ohio Street: N. State St to H	lumboldt St		Repave					
d.) Kellogg Street: Meridian (S	R539) to Cordat	a Pkwy	Repave					
e.) 11th Street: Douglas Ave to	Easton Ave		Repave					
One Time Supplemental	Federal ARRA		1,600					
Arterial Overlay Program	Subtotal		1,600					
Bakerview & Hannegan			Repave					
_								

Transportation Improvement Projects 2011-2016 (Page 1)

	Cost Estimates (000's) 2010 Dollars									
		FUNDING	Previous FUNDED UNFUNDED						PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
1	Annual Pavement Resurfacing	Street	n/a	2,046	2,250	2,475	2,725	3,000	3,300	15,796
	Meador-Kansas-Ellis	2nd 1/4 REET	550							
2	Bicycle Lanes & Sidewalks	Street	200							
	Bike-Ped Bridge Whatcom Crk	State TIB	175	Build						
	ES-413	Subtotal	925							925
	Northwest Ave/McLeod Rd	2nd 1/4 REET	250							
3	Multimodal Roundabout	State TIB	1,610							
	Southbound Interstate 5	Federal STRS	780	Build						
	ES-360	Subtotal	2,640							2,640
4	McLeod Road Sidewalk ES-434	2nd 1/4 REET	250	Build						
	N. side: Northwest to Rusley	Subtotal	250							250
5	Eliza Avenue Connector	Street		250						
	Eliza Ave to Bellis Fair Pkwy	Subtotal		250						250
	James Street	2nd 1/4 REET			100					
6	Bridge Replacement	Street	624							
	ER-009	Federal BRAC	2,495		Build					
		Subtotal	3,119		100					3,219
	James Street Phase 1	2nd 1/4 REET		100		100	100			
7	Multimodal Corridor	Street	100		500	500	500	300		
	Improvements ES-318	Unknown						700		
	(Woodstock to Orchard)	Subtotal	100	100	500	600	600	1,000		2,900
	Bellingham Waterfront District	1st 1/4 REET		1,000	1,000	1,000	1,000	1,000	1,000	6,000
8		1st 1/4 REET	500							
	a) Cornwall Avenue Bridge	Street	1,515							
	Demolition/Reconstruction	Federal	6,700							
	WF-1001 (WA227)	Unknown					13,285			
		Subtotal	8,715				13,285			22,000
	b) Central Avenue	2nd 1/4 REET	450							
	Roeder to W. Chestnut	Unknown					2,050			
	WF-1004	Subtotal	450				2,050			2,500
	c) Wharf Street Roundabout	2nd 1/4 REET	483							
	State/Forest & Blvd/Wharf	Unknown					2,717			
	WF-1008	Subtotal	483				2,717			3,200
	d) BNSF Railroad Relocation	1st 1/4 REET	450							
	Utility Relocation WF-1002	State				5,000				
	Track Relocation WF-1010	Unknown					9,550			
		Subtotal	450			5,000	9,550			15,000
	e) C Street - WF-1006	Unknown					2,600			
	Phase 1: Roeder to Maple	Subtotal					2,600			2,600
	f) C Street	Unknown					1,300			
	Phase 2: Roeder to Bancroft	Subtotal					1,300			1,300
	Page 1 Waterfront District	Subtotal	10,098	1,000	1,000	6,000	32,502	1,000	1,000	52,600
	Page 1 TIP Subtotal		17,132			9,075	35,827	5,000		78,580

Transportation Improvement Projects 2011-2016 (Page 2)

	Cost Estimates (000's) 2010 Dollars									
		FUNDING	Previous FUNDED				UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	Be	llingham Wat		trict Cor	ntinued	from Pa	aae 1			
8	age 1 Waterfront District Subtota	-	10,098	1,000	1,000	6,000	32,502	1,000	1,000	52,600
	g) Granary Avenue	Unknow n	-,		,		2,380	,		. ,
С	Roeder to Bloedel	Subtotal					2,380			2,380
0	h) Bloedel Avenue	Unknow n					840			
n	Chestnut to Commercial	Subtotal					840			840
t	i) Commercial Green Loop	Unknow n					2,240			
i	Bloedel to Bloedel	Subtotal					2,240			2,240
n	j) South Cornwall Avenue	Unknow n					2,800			
u	Wharf St to Park Area	Subtotal					2,800			2,800
е	k) F Street	Unknow n					1,820			
d	Roeder to Maple	Subtotal					1,820			1,820
	Page 2 Waterfront District S	ubtotal	0	0	0	0	10,080	0	0	10,080
	Waterfront District Grand	Total	10,098	1,000	1,000	6,000	42,582	1,000	1,000	62,680
	Boulevard to Cornwall	1st 1/4 REET	150							
9	Overwater Pedestrian Walkway	Federal STP-E	2,139							
	(Boulevard Park to Waterfront)	Greenways 3	100		3,900					
	(WA251) - Parks Department	Unknow n					2,000			
		Subtotal	2,389		3,900		2,000			8,289
	N.Samish Way Pedestrian Safety	Street			100					
10	Flashing Crosswalks & Median	State								
	Abbott St & Consolidation Ave	Unknow n					400			
		Subtotal			100		400			500
	West Horton Road Multimodal	Street	010			300	500	500	500	
11	Corridor Improvements-Phase 1		812				1 000	1 000	1 000	
	(Cordata Park to Aldrich Rd) ES-399	Subtotal	812			300	1,000 1,500	1,000 1,500	1,000 1,500	5,612
	James Street Phase 2	Street	012			300	200	1,500 500	1,500 500	5,012
12	Multimodal Improvements	Private					200	500	500	
12	ES-318 (Orchard to Telegraph)	Unknow n					1,500	1,500	1,500	
		Subtotal					1,700	2,000	2,000	5,700
-	Barkley Boulevard	Private					.,	_,	_,	-,
13	Arterial Safety & Circulation	Unknow n					400			
	(Howe to Woburn)	Subtotal					400			400
	Birchwood Ave-James Street	Street								
14	Multimodal Arterial Corridor	Private								
	and Bay-to-Baker Trail	Greenw ays 3								
		Unknow n					1,500	1,500	1,500	
		Subtotal					1,500	1,500	1,500	4,500
	Page 1 TIP Subtotal		17,132	3,396	3,850	9,075	35,827	5,000	4,300	78,580
	Page 2 TIP Subtotal		3,201	0	4,000	300	17,580	5,000	5,000	35,081
	Pages 1 & 2 TIP Subtotal		20,333	3,396	7,850	9,375	53,407	10,000	9,300	113,661

Transportation Improvement Projects 2011-2016 (Page 3)

	Cost Estimates (000's) 2010 Dollars								_	
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	WWU Lincoln Creek Multimodal	State/WWU	1,845							
15	Transportation Center	Federal	1,943							
	(Not a City Project; No City Funds)	Unknow n							6,250	
		Subtotal	3,788						6,250	10,038
	Non-Motorized									
16	Transportation Options*	Unknow n					500	500	500	1,500
	Note* There is currently no fundir	ng for this cate	egory and t	he Tran	sportati	ion Com	mission	will re-p	rioritize t	he
	non-motorized project list for this	s category du	ring the Co	mprehe	ensive P	lan upda	ate proce	SS.		
	Transit Enhancement Options*									
17		Unknow n					1,000	1,000	1,000	3,000
	Note* There is currently no fundir	ng for this cate	egory and t	he City	will furt	her defi	ne the so	cope of th	nis projec	xt.
	Page 1 TIP Subtotal		17,132	3,396	3,850	9,075	35,827	5,000	4,300	78,580
	Page 2 TIP Subtotal		3,201	0	4,000	300	17,580	5,000	5,000	35,081
	Page 3 TIP Subtotal		3,788	0	0	0	1,500	1,500	7,750	14,538
	TIP GRAND TOTAL		24,121	3,396	7,850	9,375	54,907	11,500	17,050	128,199
	20)11-2016 PROJ	ect fundin	ig sour	CESUMI	MARIES				
	TOTAL FUNDING BY SOURCE		Previous	F	UNDE	D	UNFUNDED			
	Cost Estimates (000's) 2010 D	ollars	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	TOTAL STREET FUNDS		2,439	2,296	2,850	3,275	3,925	4,300	4,300	23,385
	TOTAL 1st 1/4 REET FUNDS	6	1,100	1,000	1,000	1,000	1,000	1,000	1,000	7,100
	TOTAL 2nd 1/4 REET FUND	S	1,983	100	100	100	100			2,383

3,630

14,057

912

24,121

3,396

TOTAL STATE FUNDS

TOTAL FEDERAL FUNDS

TOTAL PRIVATE/OTHER

TOTAL UNKNOWN FUNDS

TOTAL PROGRAM FUNDS

5,000

9,375

49,882

54,907

6,200

11,500

11,750

17,050 **128,199**

3,900

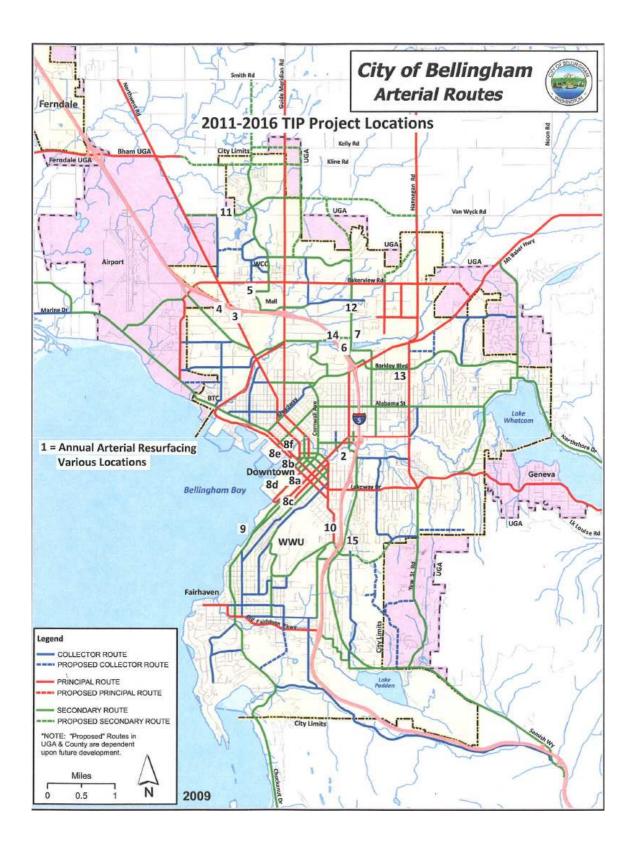
7,850

8,630

14,057

67,832

4,812



Project #1: Annual Arterial Pavement Resurfacing Program

(Goal: 5% of Arterial Street Network Per Year)

PROJECT NARRATIVE

This program maintains existing arterial streets and bicycle lanes to protect the initial investment in the street and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost. Where possible, the City may combine pavement resurfacing with the addition of bicycle lanes on the arterial street. Approximately 5% of the City's arterial streets require resurfacing each year.

MULTIMODAL TRANSPORTATION BENEFITS

Adding bicycle lanes to an arterial street, where possible, when pavement resurfacing occurs expands the citywide bicycle network and increases bicycle safety.

			Cost Estimates (000's) 2010 Dollars											
	FUND SOURCE SUMMARY	FUNDING	Previous	FUNE	ED	UN	FUND	ED	PROJECT					
No.	PROJECT	SOURCE	Budget 2011 2012 2013 2014 2015 2016											
1	Annual Pavement Resurfacing													
	(5% of Arterial Network/Year)	Street	1,860	2,046 2,25	0 2,475	2,725	3,000	3,300	17,656					

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Maintenance – Not Eligible

No

PROJECT STATUS

Active and on-Going 2011 through 2016; Goal 5% of arterial street network per year



Project #2: Meador-Kansas-Ellis Bicycle Lanes, Sidewalks, Bike-Ped Bridge

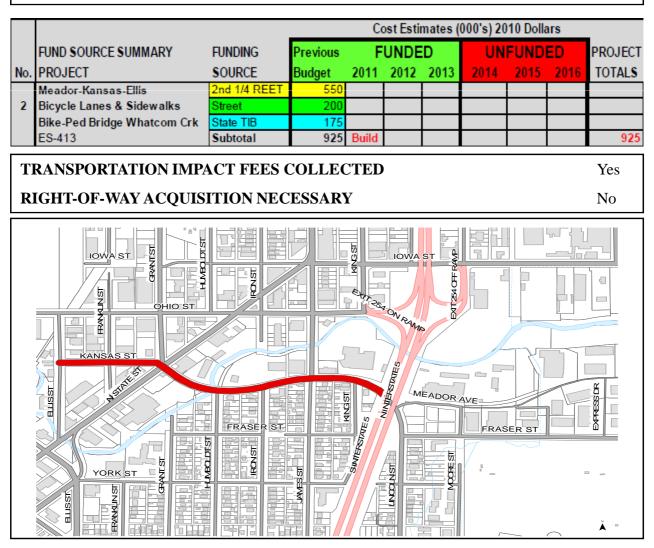
(On-Street Portion of Whatcom Creek Trail)

PROJECT NARRATIVE

This project will provide the final on-street connection for the long planned Whatcom Creek Trail system between Lake Whatcom and Bellingham Bay. In 2009, the Parks Department completed the trail section between Racine Street and beneath Interstate 5 along the creek. This project will provide on-street bicycle and pedestrian facilities between Meador Avenue and Ellis Street. Right-of-way and narrow bridges over Whatcom Creek create challenges, but bicycle facilities will be included where physically possible.

PROJECT STATUS (ES-413)

Construction scheduled for late 2010 with completion anticipated in Spring 2011.



Project #3: Northwest/McLeod Roundabout and Multimodal Improvements

PROJECT NARRATIVE

Construction of a multimodal roundabout at the intersection of Northwest/McLeod in conjunction with, but subsequent to, the 2009 construction of bicycle, pedestrian, and roundabout facilities on Northwest between West Bakerview Road and Interstate 5.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks with safety refuges, bicycle ramps, transit, auto, and freight safety, & efficiency.

PROJECT STATUS: (ES-360)

Construction scheduled for Spring 2011.

				Co	ost Estir	nates (000's)20	10 Dolla	irs	
	FUND SOURCE SUMMARY	FUNDING	Previous	F	UNDE	D	UN	FUND	ED	PROJECT
No.	PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	Northwest Ave/McLeod Rd	2nd 1/4 REET	250							
3	Multimodal Roundabout	State TIB	1,610							
	Southbound Interstate 5	Federal STRS	780							
	ES-360	Subtotal	2,640	Build						2,640

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes

Project #4: McLeod Road Sidewalk

PROJECT NARRATIVE

Construct curb, gutter and sidewalk on the north side of McLeod Road between Northwest Road and West Rusley Drive. This sidewalk project will tie into the pedestrian facilities being built for the Northwest/McLeod roundabout, as well as the roundabout and pedestrian and bicycle facilities on Northwest on the north side of Interstate 5.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk to merge with sidewalks and pedestrian crossings at Northwest/McLeod roundabout.

PROJECT STATUS (ES-434)

Construction scheduled for Spring 2011 in conjunction with McLeod/Northwest Roundabout

			Cost Estimates (000's) 2010 Dollars										
	FUND SOURCE SUMMARY	FUNDING	Previous	F	UNDE	D	UN	FUND	ED	PROJECT			
No.	PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS			
	McLeod Road Sidewalk ES-434	2nd 1/4 REET	250										
4	N. side: Northwest to Rusley	Subtotal	250	Build						250			

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

FEES COLLECTED

Unknown





Project #5 – Eliza Avenue Multimodal Connector

PROJECT NARRATIVE

Construct an arterial street connection from the northwest corner of Bellis Fair Parkway to the southern terminus of Eliza Avenue to 3/4 of a collector arterial standard with a 5-foot concrete sidewalk on the south side, curb and gutter, two 14-foot travel lanes, and a minimum shoulder on the north side. This low-cost, high value project will provide significant transportation network connectivity and will ease traffic congestion on both Cordata Parkway and West Bakerview Road.

MULTIMODAL TRANSPORTATION BENEFITS

Collector arterial connection with sidewalk on south side, 14'-wide shared lanes, crosswalks, stop control, transit bus access, increased transportation connectivity and network efficiency.

PROJECT STATUS

Design and construction to occur in Spring/Summer 2011.

			Cost Estimates (000's) 2010 Dollars									
	FUND SOURCE SUMMARY	FUNDING	Previous	D	UN	ED	PROJECT					
No	. PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS		
	Eliza Avenue	Street		250								
5	Multimodal Connector ES			Build								
	Eliza Ave to Bellis Fair Pkwy	Subtotal		250						250		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes; Dedicated by Bellis Fair Mall



Project #6: James Street Bridge Replacement

PROJECT NARRATIVE

Two weight-restricted and deteriorating bridges over Squalicum Creek tributaries will be replaced with new bridge spans. The new bridges will include be constructed to urban secondary arterials standards with sidewalks, bicycle lanes, and turn lanes to match with those being planned for James Street Phase 1 Multimodal Corridor Improvements.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, turn lanes for future east-west arterial connection.

PROJECT STATUS (ER-009)

On-going engineering and design with bridge reconstruction expected in 2012.

			Cost Estimates (000's) 2010 Dollars										
	FUND SOURCE SUMMARY	FUNDING	Previous	PROJECT									
No.	PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS			
	James Street	2nd 1/4 REET			100								
6	Bridge Replacement	Street	624										
	ER-009	Federal BRAC	2,495		Build								
		Subtotal	3,119		100					3,219			

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes Yes

SPUR 6TH ST z TELEGRAPH RD Ņ -MIDWAY LN (EIR V R -R ID G h HAMMFRDF 27 ALPINE WAY P R HM R O A C AMANDA R. L. RON OWANTN F MCI FOD RD SINTERSTATE.5 ERIIIT A M-F BAKER ST Å MASONRY WAY W ORCHARD DR E ORCHARD DR 2 R **BIRCHWOOD AVE** HITER STR. S II WOODSTOCK WAYL OBURN SQUALICUM PKW

Project #7: James Street, Phase 1 Multimodal Corridor Improvements

(Woodstock to E. Orchard)

PROJECT NARRATIVE

James Street is a major transportation corridor with poor surface and no sidewalks or shoulders that provides access to Sunset Pond Park between Sunset and East Bakerview. Up to 1,500 new housing units are expected from the surrounding 860-acres annexed to Bellingham in 2009. Reconstruction is needed from a minimum rural standard to urban secondary arterial street with sidewalks, bicycle lanes, turn lanes, enclosed drainage, and street lighting from Woodstock to East Orchard Drive.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, bus pull-outs where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS (ES-318)

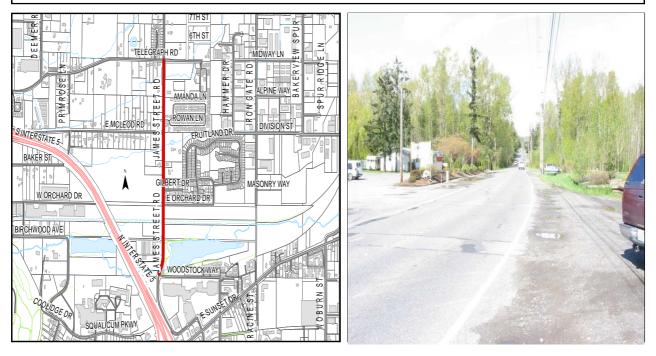
UNFUNDED. City continues to explore State and federal funding sources to supplement local funds.

				Co	ost Estir	nates (000's) 20	10 Dolla	irs	_
	FUND SOURCE SUMMARY	FUNDING	Previous	PROJECT						
No.	PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	James Street Phase 1	2nd 1/4 REET		100		100	100			
7	Multimodal Corridor	Street	100		500	500	500	300		
	Improvements ES-318	Unknown						700		
	(Woodstock to Orchard)	Subtotal	100	100	600	600	600	1,000		3,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes

RIGHT-OF-WAY ACQUISITION NECESSARY



Project #8 (a, b, c, d, e, f, g, h, i, j, k) Waterfront District Multimodal Improvements

PROJECT NARRATIVE: Construction of arterial street and/or bridge connection(s) to provide primary access to the Waterfront Restoration site, including facilities for pedestrians and bicycles. Bridge(s) will need to be constructed to allow future relocation of the BNSF railroad main line from its existing location and to allow adequate width for future double tracking.

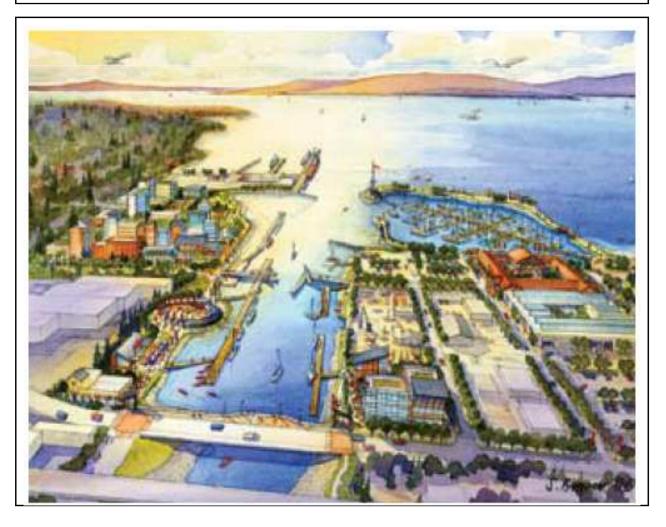
PROJECT STATUS: Construction uncertain pending master plan & additional funding for all projects.

			Cost Estimates (000's) 2010 Dollars										
	FUND SOURCE SUMMARY	Previous	F	UNDE	D	UN	FUND	ED	PROJECT				
No.	PROJECT	SOURCE	Budget 2011 2012 2013 2014 2015 2016						TOTALS				
	Bellingham Waterfront District	1st 1/4 REET		1,000	1,000	1,000	1,000	1,000	1,000				
	Waterfront District	15,169	1,000	1,000	1,000	38,300			56,469				

TRANSPORTATION IMPACT FEES COLLECTED

Yes

RIGHT-OF-WAY ACQUISITION NECESSARY



Project #8a: Cornwall Avenue Bridge and Multimodal Improvements

PROJECT NARRATIVE: Cornwall Avenue will serve as a key multimodal access corridor to the central portion of the redeveloped Waterfront District. A new bridge is required south of Maple Street to allow future relocation of the BNSF railroad main line from its existing location in the middle of the Waterfront Restoration site. The new bridge must be large enough to allow adequate width for future double tracking and to accommodate bicycle lanes and sidewalks along Cornwall Avenue.

PROJECT STATUS (WF-1001) [WA227]:

Bridge construction schedule is uncertain pending a master plan and additional funding.

				C	ost Esti	mates (000's) 20	10 Dolla	irs	
	FUND SOURCE SUMMARY	FUNDING	Previous	F	UNDE	D	UN	FUND	ED	PROJECT
No.	PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
8		1st 1/4 REET	500							
	a) Cornwall Avenue Bridge	Street	1,515							
	Demolition/Reconstruction	Federal	6,700							
	WF-1001 (WA227)	Unknown					13,285			
		Subtotal	8,715				13,285			22,000

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes No



Project #8b: Central Avenue Multimodal Improvements

PROJECT NARRATIVE: Central Avenue will serve as a key multimodal access corridor to the northern portion of the redeveloped Waterfront District and will be one of only two access points while the Cornwall Bridge is under construction. The existing portion of Central Avenue is built over the water and the underlying superstructure will require reconstruction. A new traffic signal will be constructed at the Central/Roeder intersection with left turn lanes.

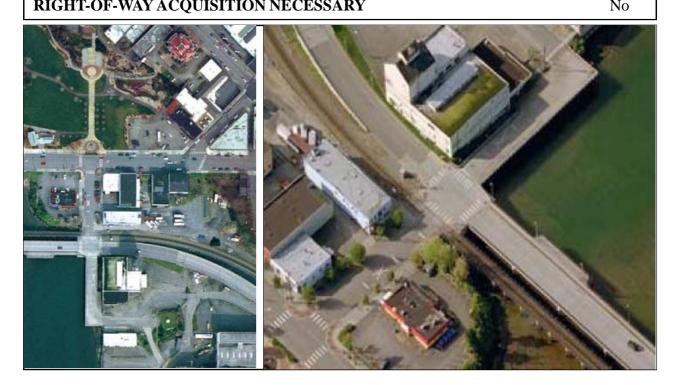
MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes if possible, traffic signal, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS (WF-1004):

Construction schedule is uncertain pending a master plan and additional funding.

				Co	ost Esti	mates (000's) 20	10 Dolla	ars	_
	FUND SOURCE SUMMARY	FUNDING	Previous	ED	PROJECT					
No.	PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	b) Central Avenue	2nd 1/4 REET	450							
	Roeder to W. Chestnut	Unknown					2,050			
	WF-1004	Subtotal	450				2,050			2,500
TRANSPORTATION IMPACT FEES COLLECTED Y								Yes		
RIGHT-OF-WAY ACOUISITION NECESSARY								No		



Project #8c: Wharf Roundabout Multimodal Improvements

PROJECT NARRATIVE: Wharf Street will serve as a key multimodal access corridor to the southern portion of the redeveloped Waterfront District and will be one of only two access points while the Cornwall Bridge is under construction. The existing intersection of Wharf/Boulevard/State/Forest will be reconstructed as a multimodal roundabout to improve safety, efficiency, and access for all transportation modes, including freight.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks with safety refuges, bicycle ramps, transit, auto, and freight safety, & efficiency.

PROJECT STATUS (WF-1008):

Construction schedule is uncertain pending a master plan and additional funding.

				C	ost Esti	mates (000's) 20	10 Dolla	ars	_
	FUND SOURCE SUMMARY	FUNDING	Previous	F	UNDE	D	UN	FUND	ED	PROJECT
No.	PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	c) Wharf Street Roundabout	2nd 1/4 REET	483							
	State/Forest & Blvd/Wharf		100				2,717			
	WF-1008	Subtotal	483				2,717			3,200
T	RANSPORTATION IMP	ACT FEES (COLLE	CTED)					Yes
R	IGHT-OF-WAY ACQUIS	ITION NEC	CESSAR	Y						No
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Project #8d: Railroad Relocation

PROJECT NARRATIVE: This project will relocate the existing single railroad main line from the middle of the Waterfront District redevelopment site to the east and up against the embankment separating the CBD from the Waterfront District. This relocation will provide for second track (siding) through the area, and will remove 3 at-grade railroad crossings, which will increase safety and accessibility for bicycle, pedestrian, transit, and auto modes. The relocated railroad tracks will run beneath the new Cornwall Avenue Bridge and the existing Chestnut-Bay Bridge.

MULTIMODAL TRANSPORTATION BENEFITS

Railroad track relocation will increase the amount of developable land/density, which may benefit transit and non-motorized modes and should enhance arterial access, safety, & efficiency for all modes.

PROJECT STATUS: Utility Relocation (WF-1002); RR Track Relocation (WF-1010)

Construction schedule is uncertain pending a master plan and additional funding.

				C	ost Esti	mates (000's) 20	10 Dolla	ars	
	FUND SOURCE SUMMARY	FUNDING	Previous	F	UNDE	D	UN	FUND	ED	PROJECT
No.	PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	d) BNSF Railroad Relocation	1st 1/4 REET	450							
	Utility Relocation WF-1002	State				5,000				
	Track Relocation WF-1010	Unknown					9,550			
		Subtotal	450			5,000	9,550			15,000

TRANSPORTATION IMPACT FEES COLLECTED

Non-City, Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #8e: C Street, Phase 1 Multimodal Improvements

(Roeder Ave to Maple Ave)

PROJECT NARRATIVE: C Street, Phase 1 will serve as a key multimodal access corridor to the Marine Trades Area of the redeveloped Waterfront District. The existing minimum standard street access will be improved to industrial collector arterial standards, including sidewalks, shared travel lanes, crosswalks, and a new traffic signal at C St/Roeder Ave.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks, bicycle access, transit, auto, and freight safety, & efficiency.

PROJECT STATUS (WF-1006):

Construction schedule is uncertain pending a master plan and additional funding.

				C	ost Esti	imates (000's) 20	10 Dolla	ars	-
	FUND SOURCE SUMMARY	FUNDING	Previous	F	UND	D	UN	FUND	ED	PROJECT
No.	PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	e) C Street - WF-1006	Unknown					2,600			
	Phase 1: Roeder to Maple	Subtotal					2,600			2,600

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes No



Project #8f: C Street, Phase 2 Multimodal Improvements

(Roeder Ave to Bancroft Ave)

PROJECT NARRATIVE: C Street, Phase 2 will serve as a key multimodal access corridor between the Marine Trades Area of the redeveloped Waterfront District and the Old Town Urban Village. The existing street will be improved to urban collector arterial standards, including sidewalks, shared travel lanes, crosswalks, and a new traffic signal at C St/Holly St.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks with safety refuges, bicycle access, transit, auto, and freight safety, & efficiency.

PROJECT STATUS (WF-1008):

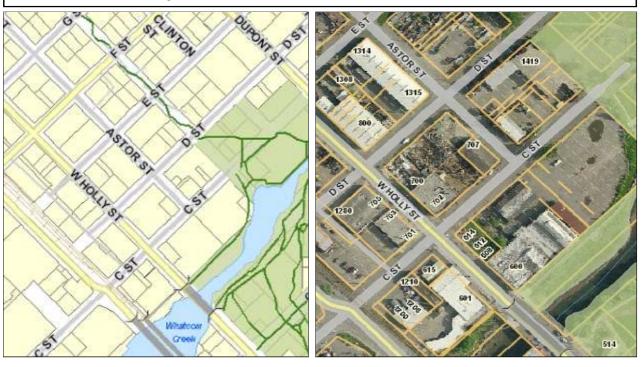
Construction schedule is uncertain pending a master plan and additional funding.

				C	ost Esti	mates (000's) 20	10 Dolla	irs	-
	FUND SOURCE SUMMARY	FUNDING	Previous	F	UNDE	D	UN	FUND	ED	PROJECT
No.	PROJECT	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	f) C Street	Unknown					1,300			
	Phase 2: Roeder to Bancroft	Subtotal					1,300			1,300

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes No



Project #8g: Granary Avenue Multimodal Improvements (Roeder Avenue to Bloedel Avenue)

PROJECT NARRATIVE: A new arterial connection will be constructed immediately south of the historic Granary building from Roeder Avenue to Bloedel Avenue and will serve as the primary multimodal access corridor to the northern portion of the redeveloped Waterfront District when Central Avenue is closed to vehicle traffic. A new traffic signal with left-turn lanes will be constructed at the Granary/Roeder intersection, which will need to be coordinated with the signal at C St/Roeder Avenue.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks, bicycle lanes, traffic signal, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS (WF-10_):

Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 20	010 Dollar	'S	_	
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	Budget 2011 2012 2013 2014 2015 2016 T							
	g) Granary Avenue	Unknow n					2,380				
С	Roeder to Bloedel	Subtotal	2,380 2								

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

No: Unfunded





Project #8h: Bloedel Avenue Multimodal Improvements (Chestnut Street to Commercial Street)

PROJECT NARRATIVE: A new arterial connection will be constructed from the Chestnut Street right-of-way to the Commercial Street right-of-way and will serve as the primary north-south multimodal arterial corridor between the Whatcom Waterway and Commercial Street in the first phase of redevelopment of the Waterfront District. A future phase will construct the remainder of Bloedel Avenue to connect with the Laurel Street right-of-way and Cornwall Avenue .

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks, bicycle lanes, turn lanes, bus pull-outs where possible, increased access, safety, & efficiency.

PROJECT STATUS (WF-10_):

Construction schedule is uncertain pending a master plan and additional funding.

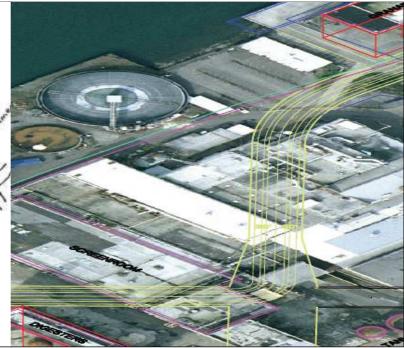
					Cost Es	timates	(000's) 2	010 Dollar	s	_
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
0	h) Bioedel Avenue	Unknow n					840			
n	Chestnut to Commercial	Subtotal	840							840

TRANSPORTATION IMPACT FEES COLLECTED

No: Unfunded

No

RIGHT-OF-WAY ACQUISITION NECESSARY



Project #8i: Commercial Green Loop Multimodal Improvements (Bloedel Avenue to Bloedel Avenue)

PROJECT NARRATIVE: A new arterial loop connection will be constructed west of Bloedel Avenue with park greens in the center of the loop. The Commercial Green Loop will serve as the primary western multimodal access in the early phases of the long-term redevelopment of the Waterfront District.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks, bicycle lanes, bus pullouts where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS (WF-10_):

Construction schedule is uncertain pending a master plan and additional funding.

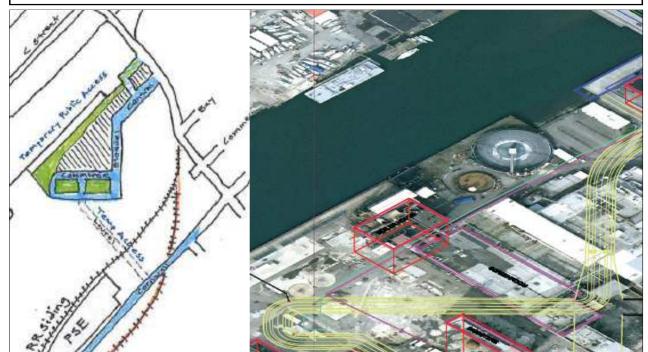
					Cost Es	timates	(000's) 2	010 Dollar	s	_		
		FUNDING	Previous FUNDED UNFUNDED									
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS		
t.	i) Commercial Green Loop	Unknow n					2,240					
- i -	Bloedel to Bloedel	Subtotal					2,240			2,240		

TRANSPORTATION IMPACT FEES COLLECTED

No: Unfunded

No

RIGHT-OF-WAY ACQUISITION NECESSARY



Project #8j: South Cornwall Avenue Multimodal Improvements (Wharf Street to Park Area)

PROJECT NARRATIVE: A new southwestern extension of Cornwall Avenue will be constructed from Wharf Street to the general vicinity of a new park area near the Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway (Project #9). The Cornwall Avenue extension will serve as the primary multimodal access to the southern portion of the Waterfront District in the early phases of the long-term redevelopment.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks, bicycle lanes, increased access, safety, & efficiency.

PROJECT STATUS (WF-10_):

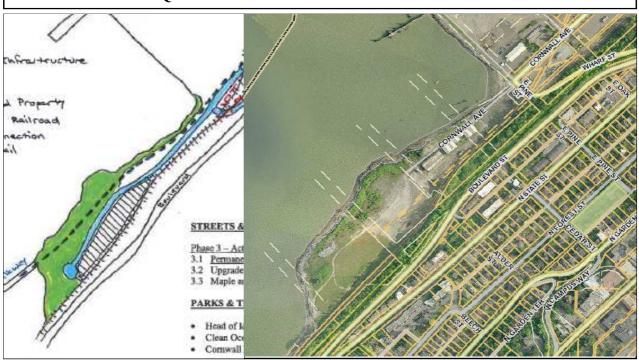
Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 20	10 Dollar	s	-		
		FUNDING	Previous FUNDED UNFUNDED PI									
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS		
n	j) South Cornwall Avenue	Unknow n					2,800					
u	Wharf St to Park Area	Subtotal					2,800			2,800		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

No: Unfunded



Project #8k: F Street Multimodal Improvements (Roeder Avenue to Maple Street)

PROJECT NARRATIVE: A new F Street arterial connection will be constructed southwest of Roeder Avenue to the Maple Street right-of-way. This southwestern extension of F Street will serve as one of the primary multimodal access corridors for the Marine Trades Area in the early phases of the long-term redevelopment of the Waterfront District.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks, bicycle lanes, traffic signal improvements, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS (WF-10_):

Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 2	010 Dollar	'S		
		FUNDING	Previous FUNDED UNFUNDED P								
No.	PROJECT DESCRIPTION	SOURCE	Budaet	2011	2012	2013	2014	2015	2016	TOTALS	
е	k) F Street	Unknow n					1,820				
d	Roeder to Maple	Subtotal					1,820			1,820	

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

No: Unfunded

Project #9: Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway

PROJECT NARRATIVE

This Parks Department project will construct a 2,360 linear foot overwater pedestrian and bicycle boardwalk extension of the South Bay trail at Boulevard Park to the new community park planned for the Cornwall Avenue landfill site as part of the Bellingham Waterfront District redevelopment. Construction is proposed in 2013, but \$2,800,000 in additional funding will be required.

MULTIMODAL TRANSPORTATION BENEFITS

Pedestrian and bicycle connection between Fairhaven and Waterfront District.

PROJECT STATUS (WA251) – Parks Department

The Parks Department is completing preliminary project design and feasibility and is seeking additional funding. A design consultant will be hired to complete engineering design and project permitting.

					Cost Est	timates	(000's) 20)10 Dolla	s	_		
		FUNDING										
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS		
	Boulevard to Cornwall	1st 1/4 REET	150									
9	Overwater Pedestrian Walkway	Federal STP-E	2,139									
	(Boulevard Park to Waterfront)	Greenways 3	100		3,900							
	(WA251) - Parks Department	Unknow n					2,000					
		Subtotal	2,389		3,900		2,000			8,289		

TRANSPORTATION IMPACT FEES COLLECTED

Parks Project, Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #10: N. Samish Way Pedestrian Safety Improvements

(N. Samish/Abbott and N. Samish/Consolidation)

PROJECT NARRATIVE

Only one marked crosswalk exists on North Samish Way between Bill McDonald Parkway and Maple Street. Over the past five years, there have been some pedestrian-vehicle collisions. Abbott and Consolidation are both envisioned as major future crossing points in the Samish Urban Village Plan. This project would construct flashing crosswalks on a center median/pedestrian refuge set back from these two intersections to allow left-turn pockets. Eventually, these intersections will be signalized.

MULTIMODAL TRANSPORTATION BENEFITS

Pedestrian/bike-activated flashing crosswalks, center median/refuge, left turn lanes, overhead lighting.

PROJECT STATUS

Total estimated cost for tw project locations is \$500,000. City will apply for WSDOT Bicycle-Pedestrian Safety Grant funding for 2012 grant cycle with \$100,000 proposed in local matching funds.

					Cost Es	timates	(000's) 20	010 Dollai	'S	_
		FUNDING	Previous FUNDED UNFUNDED							
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	N.Samish Way Pedestrian Safety	Street			100					
10	Flashing Crosswalks & Median	State								
	Abbott St & Consolidation Ave	Unknow n					400			
		Subtotal								500

TRANSPORTATION IMPACT FEES COLLECTED

Safety-related, not eligible

No

RIGHT-OF-WAY ACQUISITION NECESSARY (Mitigation)



Project #11: West Horton Road Multimodal Corridor Extension, Phase 1; (Horton terminus to Aldrich Road)

PROJECT NARRATIVE

The annexation of 125 acres to the south, including approximately 350 residential units and a new elementary school, the City's purchase of 20-acres for Cordata Park with vehicle access to parking from Horton requires that West Horton Road be extended and constructed as a secondary urban arterial street with sidewalks, bicycle lanes, and turn lanes from the current terminus to Aldrich Road. Significant environmental constraints will require mitigation and perhaps alternative design for pin-pile sidewalks. Dedicated left-turn lanes will be needed at the intersection of W. Horton/Aldrich.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, bus pull-outs where possible, turn lanes, increased access, safety, & efficiency.

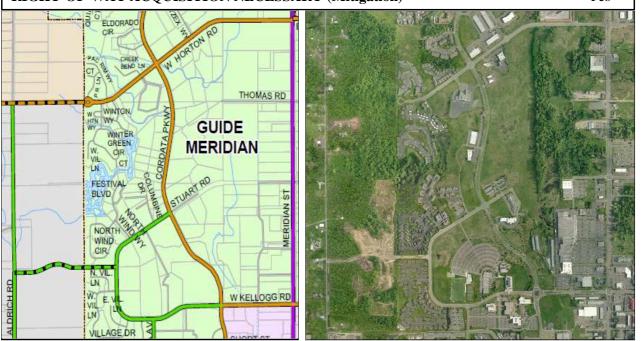
PROJECT STATUS

City will conduct feasibility study and explore all possible funding sources for reconstruction.

					Cost Es	timates	(000's) 20	10 Dollar	s			
		FUNDING	Previous FUNDED UNFUNDED Previous									
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS		
	West Horton Road Multimodal	Street				300	500	500	500			
11	Corridor Improvements-Phase 1	Private	812									
	(Cordata Park to Aldrich Rd)	Unknown					1,000	1,000	1,000			
	ES-399	Subtotal	812			300	1,500	1,500	1,500	5,612		

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY (Mitigation)

Yes



Project #12: James Street, Phase 2 Multimodal Corridor Improvements;

(E. Orchard Drive to Telegraph Road)

PROJECT NARRATIVE

James Street is a major transportation corridor with poor surface and no sidewalks or shoulders that provides access to Sunset Pond Park between Sunset and East Bakerview. Up to 1,500 new housing units are expected from the surrounding 860-acres annexed to Bellingham in 2009. Reconstruction is needed from a minimum rural standard to urban secondary arterial street with sidewalks, bicycle lanes, turn lanes, enclosed drainage, and street lighting from East Orchard Drive to Telegraph Road.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, bus pull-outs where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS

City continues to explore all possible funding sources for reconstruction.

					Cost Es	timates	(000's) 20)10 Dollar	s	
		FUNDING	Previous	F	UNDE	D	UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	James Street Phase 2	Street					200	500	500	
12	Multimodal Improvements	Private								
	ES-318 (Orchard to Telegraph)	Unknow n					1,500	1,500	1,500	
		Subtotal					1,700	2,000	2,000	5,700

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes Unknown



Project #13: Barkley Boulevard Arterial Safety & Circulation Improvements

(Howe Place to Woburn Street)

PROJECT NARRATIVE

Construct a new eastbound through/right-turn lane from Howe Place to Woburn Street to enhance safety, reduce existing traffic congestion, and accommodate additional infill development in the Barkley Urban Village. This arterial enhancement will provide additional safety for both bicyclists and vehicles crossing Woburn Street, will reduce the significant amount of existing eastbound traffic congestion that backs up along Barkley from the intersection each day, and will benefit regional transportation circulation for all modes in the northeastern portion of Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, improved safety, reduced congestions, regional circulation benefits.

PROJECT STATUS

Unfunded, private partnerships being pursued.

					Cost Es	timates	(000's) 2	010 Dollai	' <mark>S</mark>	_
		FUNDING								PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	Barkley Boulevard	Private								
13	Arterial Improvements	Unknow n					400			
	(Howe to Woburn)	Subtotal					400			400

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes Yes



Project #14: Birchwood Ave to James St Multimodal Arterial Connector beneath I-5

PROJECT NARRATIVE

Construct a multimodal arterial connection (pedestrian, bicycle, transit, automobile) from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake), through the railroad tunnel beneath Interstate 5, to a new intersection at James St/E. Orchard Dr. This new east-west arterial connection will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham, St Joseph's Hospital, and central Bellingham. Construction of this arterial street will ease pressure on the Interstate interchanges at Meridian and Sunset.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, bus pull-outs if possible, separated multi-use non-motorized trail.

PROJECT STATUS

Project feasibility is being studied to determine physical space available, environmental issues, construction challenges, and possible combination of on- and off-street bike/pedestrian paths.

					Cost Es	timates	(000's) 2	010 Dollar	S	
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	Birchwood Ave-James Street	Street								
14	Multimodal Arterial Corridor	Private								
	and Bay-to-Baker Trail	Greenways 3								
		Unknow n					1,500	1,500	1,500	
		Subtotal					1,500	1,500	1,500	4,500
T	RANSPORTATION IMPA	CT FEES CO	OLLECT	ED						Yes
R	IGHT-OF-WAY ACQUISI	FION NECE	ESSARY							Yes
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Project #15: Lincoln Creek Transportation Center (WWU/WTA)

PROJECT NARRATIVE: The Lincoln Creek Transportation Center is located along the Interstate 5 corridor within a quarter mile from Exit 252. Approximately 7.8 acres are being redeveloped for public transportation-related improvements to serve Whatcom County, including potential future capacity to serve 800 vehicles. WWU and Whatcom Transportation Authority (WTA) are working together to improve and enhance this site. WWU provides on-going site maintenance and serves as the lead partner. WTA provides 15 minute service within Bellingham and 8 round-trips daily from Bellingham to Mount Vernon. *The City of Bellingham is not a funding partner for this project.*

PROJECT STATUS

- **Phase 1:** Financed by WWU; transit pull-out, lighting, and new site entry (completed 2004).
- Phase 2:Financed by FTA & WWU; NEPA study (completed 2006), stream restoration
(completed 2007), and storm water detention vaults.
- Phase 3: Re-grading, paving and safety improvements.
- Phase 4: Lincoln Street frontage improvements.

Phase 5: Increase parking capacity from 530 to 800 vehicles.

		Cost Estimates (000's) 2010 Dollars								
		FUNDING	Previous	FUNDED		UNFUNDED		ED	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2011	2012	2013	2014	2015	2016	TOTALS
	WWU Lincoln Creek Multimodal	State/WWU	1,845							
15	Transportation Center	Federal	1,943						0.050	
	(Not a City Project; No City Funds)	Subtotal	3,788						6,250 6,250	10,038
								~		
TRANSPORTATION IMPACT FEES COLLECTED Non-City, Not Eligible										ble
R	IGHT-OF-WAY ACQUISIT	TION NECE	ESSARY							No

Project #16: Non-Motorized Transportation Options

PROJECT NARRATIVE: There is currently no 2nd Quarter REET funding for this project category and the Bellingham Transportation Commission will re-prioritize the non-motorized project list for this category during the Comprehensive Plan update process.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk connections, flashing crosswalks, and bicycle facilities to benefit the city-wide non-motorized transportation network.

PROJECT STATUS: Construction depends on funding and city-wide priority.

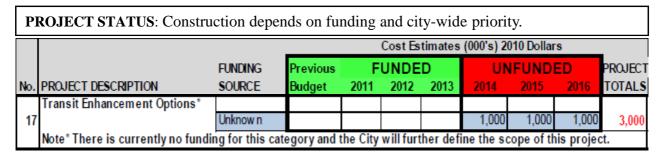


Project #17: Transit Enhancement Options

PROJECT NARRATIVE: While there is currently not a funding source for this project, the intent is to enhance capital facilities and capacity for public transit in order to decrease traffic congestion and reliance on single occupant private automobiles, consistent with the Bellingham Comprehensive Plan Transportation Element goals and policies.

MULTIMODAL TRANSPORTATION BENEFITS

Additional transit capacity will reduce traffic congestion to benefit the city-wide transportation network.



TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Transit not eligible













Six-Year (2012-2017) Transportation Improvement Program (TIP)

Dan Pike, Mayor Ted Carlson, Public Works Director

City Council Members

Stan Snapp - 4th Ward, 2011 Council President Terry Bornemann - 5th Ward, 2011 Council President Pro Tempore Michael Lilliquist – 6th Ward; 2011 Mayor Pro Tempore Jack Weiss – 1st Ward Gene Knutson - 2nd Ward Barry Buchanan - 3rd Ward Seth Fleetwood - At Large

Public Review Process

Posted on City Web site for Public Review: May 9, 2011 Transportation Commission Discussion: May 10, 2011 Public Works Advisory Board Discussion: May 10, 2011 City Council Public Hearing: June 6, 2011 Transportation Commission Recommendation: June 14, 2011 City Council Work Session: June 20, 2011

Adopted June 20, 2011

Prepared by Chris Comeau, AICP Transportation Planner

Transportation Planning Documents

The 2012-2017 Transportation Improvement Program (TIP) is available from the Public Works Department at 2nd floor, Bellingham City Hall, 210 Lottie Street or on the City of Bellingham web site at:

<u>www.cob.org/services/neighborhoods/community-</u> <u>planning/transportation/tip.aspx</u>

The Transportation Element of the 2006 Bellingham Comprehensive Plan is available on the City of Bellingham web site at:

www.cob.org/services/neighborhoods/communityplanning/transportation/long-range-planning.aspx

Public Works Transportation Planning staff may be contacted by telephone at (360) 778-7900 or by email, as listed below.

Chris Comeau, AICP, Transportation Planner ccomeau@cob.org

Brent Baldwin, AICP, Development Manager bbaldwin@cob.org

State Law Requirements for Six-Year Transportation Improvement Program (TIP)

RCW 35.77.010

Perpetual advanced six-year plans for coordinated transportation program expenditures -- Nonmotorized transportation -- Railroad right-of-way.

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter <u>35.63</u> or <u>35A.63</u> RCW, the inherent authority of a first-class city derived from its charter, or chapter <u>36.70A</u> RCW, the program shall be consistent with this comprehensive plan. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW <u>36.70A.070(6)</u> or other applicable changes that promote nonmotorized transit.

The program shall be filed with the secretary of transportation not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city transportation needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive transportation program before July 1st of each year, and each one-year extension and revision shall be filed with the secretary of transportation not more than thirty days after its adoption. The purpose of this section is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six-year plan for each city or town shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town will expend its moneys, including funds made available pursuant to chapter <u>47.30</u> RCW, for nonmotorized transportation purposes.

(3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction.

Funding Source Definitions

- **NOTE:** All funding sources listed below are affected by changing economic conditions and annual funding levels and eligibility criteria may change.
- **City Street:** Public Works Street Fund comprised of motor vehicle gas tax and **42.5%** of the total sales tax collected by the City of Bellingham.
- **Real Estate Excise Tax (REET):** Comprised of **1/2 of 1%** of the total real estate revenue for a given year. REET funding is divided into first ¹/₄ and second ¹/₄ and can be used for limited types of transportation projects.
- Bellingham Transportation Benefit District (TBD): Comprised of 2/10 of 1% of the total annual sales tax receipts collected within City limits to fund the following specific transportation needs: arterial resurfacing, WTA bus service, and non-motorized transportation infrastructure. The Bellingham TBD was approved by voters, is governed by the TBD Board of Directors, and is effective January 1, 2011 to December 31, 2020.
- **Federal:** Federal Highway Administration, Federal Transit Authority, or U.S. Department of Transportation administered grant funding programs.
- Federal American Reinvestment and Recovery Act (ARRA): One-time federal economic stimulus funding provided for transportation projects.
- **Federal Highway Bridge Program (HBP):** Provides federal funds for structural repair or replacement. Project oversight at the State level by the Bridge Replacement Advisory Committee (BRAC).
- **Federal Surface Transportation Program (STP):** Provides federal funds to maintain and expand eligible arterial street systems.
- **Federal Surface Transportation Program Enhancements (STP-E):** Provides federal funds to enhance facilities for alternative transportation modes on eligible street systems.
- **State:** State administered grant funding programs or State educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- **WSDOT**: Washington State Department of Transportation biennium budget State Funding administered through WSDOT.
- Washington Transportation Improvement Board (TIB): State grant funding for arterials, sidewalks, and safety measures.
- **Private & Other (Partnerships):** Transportation Impact Fees, Whatcom County, Whatcom Transportation Authority, private business investment, private mitigation, etc.

Projects in Design/Construction during 2011 (Not included in 2012-2017 TIP)

FUNDING							
2011 CONSTRUCTION PROJECTS	SOURCE	Project Budget	2011				
Meador-Kansas-Ellis	2nd 1/4 REET	550,000					
Bicycle Lanes & Sidewalks	Street	200,000					
Bike-Ped Bridge over Whatcom Creek	State TIB	175,000					
ES-413	Project Total	925,000	Build 2011				
Northwest Ave/McLeod Rd	2nd 1/4 REET	250,000					
Multimodal Roundabout	State TIB	1,610,000					
Southbound Interstate 5	Federal STRS	780,000					
ES-360	Project Total	2,640,000	Build 2011				
McLeod Road Sidewalk ES-434	2nd 1/4 REET	250,000					
North side: Northwest Ave to Rusley Dr	Project Total	250,000	Build 2011				
Barkley Blvd							
Arterial Safety & Circulation	Private	400,000	Private Development				
(Add Thru/Right-turn Lane: Howe to Woburn)	Project Total	400,000	Build 2011				
Central Avenue Seismic Rehabilitation	1st 1/4 REET	2,240,000					
and Signal at Central/Roeder	2nd 1/4 REET	517,000					
WF-1004	Street	120,000					
	Water Fund	57,000					
	Project Total	2,934,000	Build 2011				
Arterial Overlay Resurfacing Program	Street	2,046,000					
Various Arterial Streets	TBD	600,000					
	Project Total	2,646,000					
a.) Lakeway Drive: 230' E. of Kenoyer to City limit			Resurface 2011				
b.) Woburn: Sunset Dr to Barkley Blvd	(Resurface 2011				
c.) 40th Street: Elwood Ave to Dumas Ave			Resurface 2011				
d.) Old Samish Hwy: Chuckanut to 32nd St (Chips	seal)		Resurface 2011				
e.) Samish Way: Fielding Ave to Elwood Ave	/		Resurface 2011				
f.) Prospect Street: Bay St to Lottie St			Resurface 2011				
g.) Birchwood Ave: Squalicum Pkwy to Creek (ma	rked bike lanes t	to Meridian)	Resurface 2011				
h.) Alley Undergrounding Restoration			Resurface 2011				
i.) Pacific Street: Iowa St to Virginia Ave			Resurface 2011				
Whatcom Transit Authority	TBD	560,000	Fund & Contract 2011				
Contract for Sunday Service in Bellingham	100						
Non-Motorized Transportation Options	TBD	600,000	RECOMMENDATIONS				
Various Pedestrian and Bicycle Projects			Build 2011				
a.) Meridian/Birchwood intersection - sidewalk and	ents	Build 2011 Build 2011					
b.) Meridian/Connecticut intersection - pedestrian	Build 2011						
c.) Electric Avenue/Birch St - sidewalks and flashi	Build 2011						
d.) Electric Avenue/Bloedel Park - crosswalk with	Build 2011						
e.) Alabama/Undetermined Location - flashing cros	Design 2011-Build 2012						
f.) Alabama/Yew intersection - ADA improvements	Design 2011-Build 2012						
g.) Woburn/Rimland intersection - flashing crossw	Design 2011-Build 2012 Design 2011-Build 2012						
h.) E. Illinois St/James St - flashing crosswalk							
i.) Pine St/Boulevard - Crosswalk enhancements	Design 2011-Build 2012						
	Design 2011-Build 2012						
j.) State St/Maple St intersection - pedestrian bulb-			Design 2011-Build 2012 Design 2011-Build 2012				
 k.) Ohio Avenue - marked bicycle lanes from Corn l.) Northwest/Elm/Dupont corridor - marked bicycle 			Design 2011-Build 2012				
I.) Northwest/Elm/Dupont corridor - marked bicycle	Design 2011-Dunu 2012						

Transportation Improvement Projects 2012-2017 (Page 1)

			Cost Estimates (000's) 2011 Dollars							
		FUNDING	Previous	FL	JNDE	D	UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012		2014	2015	2016		TOTALS
	Annual Arterial Street	Street	2,046		2,000			3,400		
1	Pavement Resurfacing	TBD Resurface	600		1,450				1,450	
-	(Intent to reach 5% annual goal)	Subtotal	2,646		3,450			4,850		27,661
	Whatcom Transit Authority		_,	-,		-,	.,	.,		
2	Contract Supplemental Transit	TBD Contract	560	1,000	1.000	1,000	1,000	1.000	500	
_	Service in Bellingham	Transit Reserve	0	450	450	450	450	450	950	
		Subtotal	560		1,450		1,450			9,260
	Non-Motorized Transportation			.,	.,	.,	.,	.,	.,	-,
3	Various Pedestrian and Bicycle	TBD Non-Motor	600	1350*	1 4 5 0	1,450	1 4 5 0	1,450	1,450	
Ũ	Infrastructure Improvements	*2012 Costs y			1,100	1,100	1,100	1,100	1,100	
		Subtotal	600	1,350	1,450	1,450	1.450	1,450	1.450	9,200
	N.Samish Way Pedestrian Safety	TBD Non-Motor		100*	.,	.,	.,	.,	.,	•,=••
4	Flashing Crosswalks & Median	State (WSDOT)		400						
-	Abbott St. / N. Samish Way			Build						
	Consolidation Ave / N. Samish Way	Subtotal		500						500
	Indian Street Bicycle-Pedestrian	TBD Resurface		285*						
5	Safety Improvements	State (WSDOT)		193						
Ũ	(Chestnut to Oak St)			Build						
		Subtotal		478						478
	Eliza Avenue Connector	Street	250							
6	(Eliza Ave to Bellis Fair Pkwy)	Private	ROW value	Build						
-	(Subtotal		250						250
	Roeder Avenue Bridge	Storm & Sewer	700							
7	Multimodal Improvements	State DOE	935							
	ER-12	Federal STP-E	400	Build						
		Subtotal	2,035							2,035
	James Street	Street	624							
8	Bridge Replacement	2nd 1/4 REET		100						
	ER-009	Federal BRAC	2,495		Build					
		Subtotal	3,119	100						3,219
	James Street Phase 1	2nd 1/4 REET			100					
	Multimodal Corridor	Street	100		Build					
9	Improvements	State TIB		1,250						
	(Woodstock to Orchard St)	Federal STP-R		1,200						
	[*Transferred from W. Illinois]	Federal STP-R*		650						
	ES-318	Subtotal	100	3,100	100					3,300
	Boulevard to Cornwall	1st 1/4 REET	150							
	Overwater Pedestrian Walkway	Federal STP-E	2,139							
10	(Boulevard Park to Waterfront)	Greenways 3	100	3,900						
	(WA251) - Parks Department	Unknown					2,000			
		Subtotal	2,389	3,900			2,000			8,289
	Page 1 TIP Subtotal		11,449	14,293	6,450	6,750	9,450	7,750	8,050	64,192

Transportation Improvement Projects 2012-2017 (Page 2)

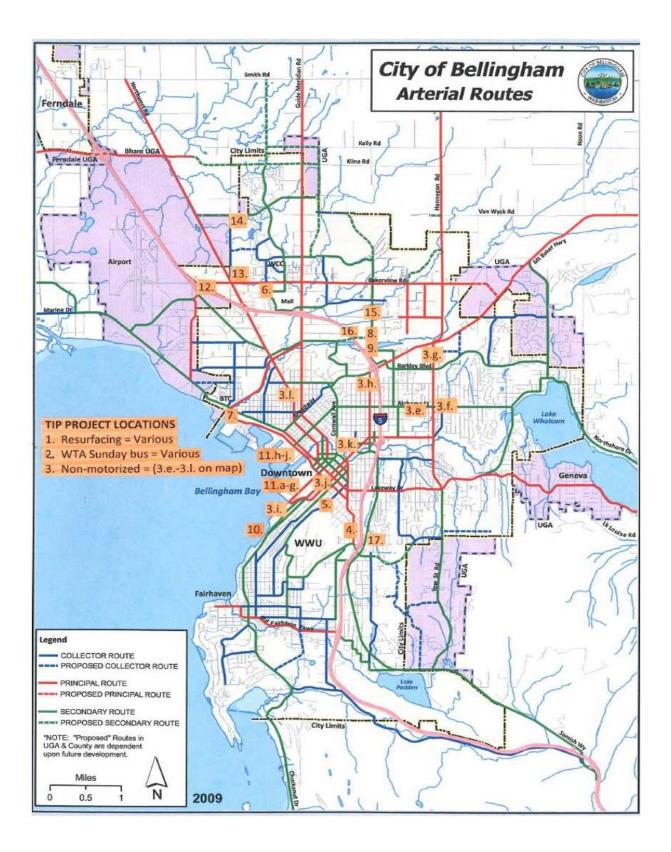
		Cost Estimates (000's) 2011 Dollars								
		FUNDING	Previous	vious FUNDED			UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	Bellingham Waterfront District									
11	Transportation Infrastructure	1st 1/4 REET	0	1,000	1,000	1,000	1,000	1,000	1,000	6,000
	Downtown Waterfront	, Log Pond, Sh	nipping Terr	minal, aı	nd Corn	wall Bea	ach Area	Arterial S	treets	
	a) Granary-Bloedel Ave, Phase 1									
	(Granary 400 feet, turn corner to	Federal	6,700		Bu	ild				Î
	Bloedel, build as far as possible)	Subtotal	6,700							6,700
	b) Bloedel Avenue, Phase 2	Unknow n			e		10,000			÷
	(End of Phase 1 to Cornw all)	Subtotal					10,000			10,000
	c) Cornwall Avenue Bridge	Street	500	570						
	Demolition/Reconstruction	Unknow n				2	22,930			
	WF-1001 (WA227)	Subtotal	500	570			22,930			24,000
	d) BNSF Railroad Relocation	1st 1/4 REET	260							
	Utility Relocation WF-1002	State					5,000			
	Track Relocation WF-1010	Unknow n					9,740			
		Subtotal	260				14,740			15,000
	e) Commercial Green Loop	Unknow n					2,240			
	(Bloedel to Shoreline)	Subtotal					2,240			2,240
	f) South Cornwall Avenue	Unknow n						5,356		
	(Wharf St to Park Area)	Subtotal						5,356		5,356
	g) Wharf Street Roundabout	2nd 1/4 REET	483							
	State/Forest & Blvd/Wharf	Unknow n							2,717	
	WF-1008	Subtotal	483			-			2,717	3,200
	Marine Trades Area Arterial Streets									
	h) C Street - Phase 1	Unknow n				0			2,600	
	(Roeder to Maple) WF-1006	Subtotal							2,600	2,600
	i) C Street - Phase 2	Unknow n							1,300	
	(Roeder to Bancroft)	Subtotal			°				1,300	1,300
	j) F Street	Unknow n							1,820	
	(Roeder to Maple)	Subtotal				1			1,820	1,820
	Page 2 TIP Subtotal		7,943	1,570	1,000	1,000	50,910	6,356	9,437	78,216

Transportation Improvement Projects 2012-2017 (Page 3)

				1	Cost Est	imates	(000's) 20	011 Dollar	s	
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	West Bakerview Corridor	Street			500	400				
	Interchange Capacity and	State	100							
12	Intersection Safety Improvements	Private								
	(Pacific Hwy to Bennett Drive)	Port of Bham*								
	*Airport Master Plan Mitigation for	Unknow n					2,200			
	Phases 1 & 2	Subtotal	100		500	400	2,200			3,200
	Northwest Ave / W. Bakerview Rd.	Street								
13	Intersection Safety Improvement	Private								
	(North leg: W. Bakerview to Aldrich)	Unknow n					150			
							150			150
	West Horton Road Multimodal	Street								
	Corridor Improvements-Phase 1	Private	812							
14	(Cordata Park to Aldrich Rd)	State								
	ES-399	Unknow n						4,800		
		Subtotal	812					4,800		5,612
	James Street Phase 2	Street								
15	Multimodal Improvements	Private	Frontage							
	(Orchard to Telegraph)	Unknow n							5,700	
		Subtotal							5,700	5,700
	Orchard Street Multimodal	Street	25							
	Arterial Connection (beneath I-5)	Private	ROW value							
16	and Bay to Baker Trail	Greenways 3	25						1,850	
	(Birchw ood/Squalicum to James St)	Unknow n							7,100	
	ES-441	Subtotal	50						8,950	9,000
	WWU Lincoln Creek Multimodal	State/WWU	1,845							
17	Transportation Center	Federal	1,943							
	(Not a City Project; No City Funds)	Unknow n							6,250	
		Subtotal	3,788						6,250	10,038
	Page 3 TIP Subtotal		4,750	0	500	400	2,350	4,800	20,900	33,700

2012-2017 TIP PROJECT FUNDING SOURCE SUMMARIES

	Cost Estimates (000's) 2011 Dollars								
TOTAL FUNDING BY SOURCE	Previous	F	UNDE	D	UN	IFUND	ED		
	Budget	2012	2013	2014	2015	2016	2017	TOTALS	
TOTAL STREET FUNDS	3,665	2,570	2,500	2,800	3,100	3,400	3,700	21,735	
TOTAL TRANSPORTATION BENEFIT DISTRICT FUNDS	1,760	4,350	4,350	4,350	4,350	4,350	4,350	27,860	
TOTAL 1st 1/4 REET FUNDS	410	1,000	1,000	1,000	1,000	1,000	1,000	6,410	
TOTAL 2nd 1/4 REET FUNDS	483	100	100	0	0	0	0	683	
TOTAL STATE FUNDS	935	3,788	0	0	5,000	0	0	9,723	
TOTAL FEDERAL FUNDS	13,677	1,200	0	0	0	0	0	14,877	
TOTAL PRIVATE	812	0	0	0	0	0	0	812	
TOTAL OTHER (Greenways, Port, WTA, etc)	2,325	4,060	0	0	0	0	1850	8,235	
TOTAL UNKNOWN FUNDS	0	0	0	0	49,260	10,056	27,487	86,803	
TOTAL 2012-2017 TIP FUNDS	24,067	17,068	7,950	8,150	62,710	18,806	38,387	177,138	



Project #1: Annual Arterial Pavement Resurfacing Program (Goal: 5% of Arterial Street Network Per Year)

PROJECT NARRATIVE: Annual maintenance of existing arterial streets and bicycle lanes to protect the City's investment in these facilities and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost. Presuming a 20-year life cycle, approximately 5% of the City's arterial streets require resurfacing each year, but that goal has not been achieved due to funding shortfalls. In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of using TBD revenue to supplement the City Street Fund for arterial resurfacing through the year 2020. Where possible, the City may combine pavement resurfacing with the addition of bicycle lanes and pedestrian improvements on the arterial street.

MULTIMODAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, but adding bicycle lanes when pavement resurfacing occurs also helps to expand the citywide bicycle network and increases bicycle safety.

				Cost	t Estima	ates (O	00's) 20	11 Doll	ars	
		FUNDING	Previous	FU	INDE	D	UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	Annual Arterial Street	Street	2,046	2,000	2,000	2,400	3,100	3,400	3,700	
1	Pavement Resurfacing	TBD Resurface	600	1,165*	1,450	1,450	1,450	1,450	1,450	
	(Intent to reach 5% annual goal)	Subtotal	2,646	3,165	3,450	3,850	4,550	4,850	5,150	27,661

TRANSPORTATION IMPACT FEES COLLECTEDArterial Street Maintenance – Not Eligible**RIGHT-OF-WAY ACQUISITION NECESSARY**No

PROJECT STATUS: Annual program, 2012 through 2017; Goal 5% of arterial street network per year



Project #2: Transit Service Enhancements

PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding the restoration of Sunday public transit service in Bellingham. The City of Bellingham has a contract with WTA to achieve this with annual funding provided by TBD revenue through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: The restoration of Sunday bus service will add transit capacity, which may reduce traffic congestion to benefit the city-wide transportation network.

PROJECT STATUS: WTA will restore Sunday bus service in Bellingham in mid-June 2011.

		Cost Estimates (000's) 2011 Dollars								_
		FUNDING Pro			JNDE	D	UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	Whatcom Transit Authority									
2	Contract Supplemental Transit	TBD Contract	560	1,000	1,000	1,000	1,000	1,000	500	
	Service in Bellingham	Transit Reserve	0	450	450	450	450	450	950	
		Subtotal	560	1,450	1,450	1,450	1,450	1,450	1,450	9,260

TRANSPORTATION IMPACT FEES COLLECTED

Transit not eligible

No

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #3: Non-Motorized Transportation Improvements

PROJECT NARRATIVE: An annual list of non-motorized improvements will be approved by the TBD Board of Directors with annual funding provided by revenue from the TBD through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Additional sidewalk connections, crosswalks, and bicycle facilities will help to complete the city-wide non-motorized transportation network.

PROJECT STATUS: TBD Board approved the 2011 list of non-motorized improvements, as shown on previous page titled "Transportation Improvement Projects in Design/Construction during 2011." In addition to the projects listed below for construction in 2012, the TBD Board will examine funding available and approve a list of projects to be constructed in 2013.

			Cost Estimates (000's) 2011 Dollars								
		FUNDING	Previous	FU	INDE	D	UN	FUND	ED	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS	
	Non-Motorized Transportation										
3	Various Pedestrian and Bicycle	TBD Non-Motor	600	1350*	1,450	1,450	1,450	1,450	1,450		
	Infrastructure Improvements	*2012 Costs j	vet to be dete	mined							
		Subtotal	600	1,350	1,450	1,450	1,450	1,450	1,450	9,200	

TRANSPORTATION IMPACT FEES COLLECTED

Only if part of a street project

RIGHT-OF-WAY ACQUISITION NECESSARY

Undetermined





Alabama/Undetermined Location - flashing crosswalk	Design 2011-Build 2012
Alabama/Yew intersection –	
ADA improvements and sidewalk to Texas	Design 2011-Build 2012
Woburn/Rimland intersection –	
flashing crosswalk and median refuge	Design 2011-Build 2012
East Illinois St/James St - flashing crosswalk	Design 2011-Build 2012
Pine St/Boulevard - Crosswalk enhancements	Design 2011-Build 2012
State St/Maple St intersection –	
pedestrian bulb-outs and crosswalks	Design 2011-Build 2012
Ohio Avenue - marked bicycle lanes from	
Cornwall to undetermined location	Design 2011-Build 2012
Northwest/Elm/Dupont corridor –	
marked bicycle lanes & pedestrian crosswalks	Design 2011-Build 2012

Project #4: N. Samish Way Pedestrian Safety Improvements (N. Samish/Abbott and N. Samish/Consolidation)

PROJECT NARRATIVE: Only one marked crosswalk exists on North Samish Way between Bill McDonald Parkway and Maple Street . Over the past five years, there have been some pedestrian-vehicle collisions and Bellingham has been awarded WSDOT grant funding to make improvements., Abbott and Consolidation are both identified as major crossing points in the Samish Urban Village Plan and, after significant long-term future development occurs, both intersections will need to be signalized. In the interim, the City will construct flashing crosswalks on a center median/pedestrian refuge set back from these two intersections to allow left-turn pockets at the intersections.

MULTIMODAL TRANSPORTATION BENEFITS: Pedestrian/bike-activated flashing crosswalks, center median/refuge, left turn lanes, overhead lighting.

PROJECT STATUS: Funded. In engineering & design phase. Construction scheduled for 2012.

				Cost	t Estim	ates (O	00's) 20	11 Doll	ars	
		FUNDING	Previous	FU	INDE	D	UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	N.Samish Way Pedestrian Safety	TBD Non-Motor		100*						
4	Flashing Crosswalks & Median	State (WSDOT)		400						
	Abbott St. / N. Samish Way			Build						
	Consolidation Ave / N. Samish Way	Subtotal		500						500

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Safety-related, not eligible



Project #5: Indian Street Bicycle & Pedestrian Safety Improvements (Chestnut Street to Oak Street/WWU)

PROJECT NARRATIVE: Indian Street is a major route to WWU for pedestrians, bicyclists, high-frequency transit busses, and vehicle drivers. Indian has an uphill dedicated bike lane, but lacks a dedicated downhill bike lane due to high-demand on-street parking and there have been several injuries to bicyclists on this busy multimodal corridor. WSDOT has awarded Bellingham a grant to improve sight distance, street lighting, advisory signage, and pedestrian crosswalks at the Maple, Myrtle, and Ivy intersections on Indian Street. Public Works will also collaborate with Bellingham Police, WWU, WTA, and surrounding Neighborhood Associations on community education and law enforcement to improve bicycle and pedestrian safety along the Indian Street corridor.

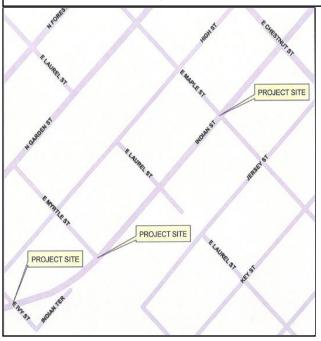
MULTIMODAL TRANSPORTATION BENEFITS: Resurfacing the Indian Street arterial and bicycle lane and improvements to crosswalks and intersections will benefit all transportation modes.

PROJECT STATUS: Funded. In engineering & design phase. Construction scheduled for 2012.

				Cost	t Estim	ates (O	00's) 20	11 Doll	ars	
		FUNDING	Previous	FU	JNDE	D	UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	Indian Street Bicycle-Pedestrian	TBD Resurface		285*						
5	Safety Improvements	State (WSDOT)		193						
	(Chestnut to Oak St)			Build						
		Subtotal		478						478

TRANSPORTATION IMPACT FEES COLLECTE Safety & maintenance related, not eligible

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #6 – Eliza Avenue Multimodal Arterial Connection

PROJECT NARRATIVE: Construct an arterial street connection from the northwest corner of Bellis Fair Parkway, across the northwestern parking lot, to the southern terminus of Eliza Avenue to 3/4 of a collector arterial standard with a 5-foot concrete sidewalk on the south side, curb and gutter, two 14-foot travel lanes, and a minimum shoulder on the north side. This low-cost, high value project will provide significant multimodal transportation network connectivity and will ease traffic congestion on both Cordata Parkway and West Bakerview Road. Future development of the properties on the north and east sides of Eliza Avenue will be required to construct a 5-foot bike lane and 5-foot sidewalk from West Bakerview to Bellis Fair Parkway.

MULTIMODAL TRANSPORTATION BENEFITS: Collector arterial connection with sidewalk on south side, 14'-wide shared lanes, crosswalks, stop control, transit bus access, increased transportation connectivity and network efficiency.

PROJECT STATUS: In ROW dedication, engineering & design. Construction scheduled 2012.

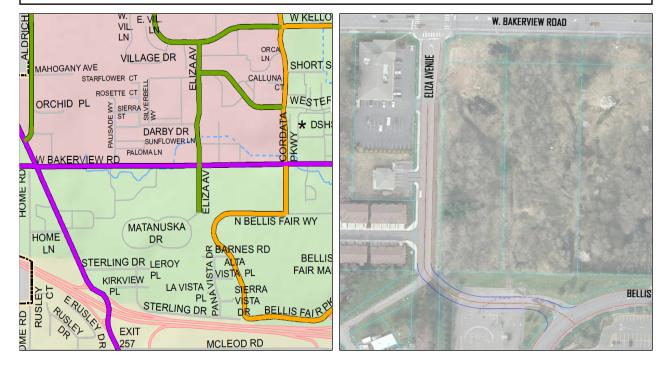
			Cost Estimates (000's) 2011 Dollars								
		FUNDING	Previous	FU	JNDE	D	UN	FUND	ED	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS	
	Eliza Avenue Connector	Street	250								
6	(Eliza Ave to Bellis Fair Pkwy)	Private	ROW value	Build							
		Subtotal		250						250	

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes; To be dedicated by Bellis Fair Mall

Yes



Project #7: Roeder Avenue Bridge Multimodal Improvements

PROJECT NARRATIVE: This project will provide transportation benefit for a wide range of users, including pedestrians, bicyclists, automobile drivers, commercial service delivery vehicles, and commercial and industrial freight trucks. The existing Roeder Avenue Bridge does not have space for either pedestrians or bicyclists and the existing bridge constricts the flow of Squalicum Creek, which forces floodwater over Squalicum Parkway – the primary trucking route to Interstate 5 from the Bellingham waterfront. Bridge improvements also include stream and fish passage enhancements, which will provide environmental benefits for endangered salmon and bull trout, a wide variety of aquatic, riparian, estuarine, and marine species in Squalicum Creek and Bellingham Bay.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, all-weather safe passage for freight trucks, service delivery vehicles, and automobiles.

PROJECT STATUS (ER-12): In engineering & design. Bridge reconstruction scheduled 2012-2013.

				Cost	t Estim	ates (O	00's) 20	11 Doll	ars	_
		FUNDING	Previous	FU	JNDE	D	UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	Roeder Avenue Bridge	Storm & Sewer	700							
7	Multimodal Improvements	State DOE	935							
	ER-12	Federal STP-E	400	Build						
		Subtotal	2,035							2,035

TRANSPORTATION IMPACT FEES COLLECTED

No, local match is not Street fund

RIGHT-OF-WAY ACQUISITION NECESSARY

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 Winter output
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 Winter output
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Project #8: James Street Bridge Replacement

PROJECT NARRATIVE

Two weight-restricted and deteriorating bridges over Squalicum Creek tributaries will be replaced with new bridge spans. The new bridges will include be constructed to urban secondary arterials standards with sidewalks, bicycle lanes, and turn lanes to match with those being planned for James Street Phase 1 Multimodal Corridor Improvements.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, turn lanes for future east-west arterial connection.

PROJECT STATUS (ER-009) Engineering & design. Bridge reconstruction scheduled 2012-2013.

				Cost	Estim	ates (0	00's) 20	11 Doll	ars	
		FUNDING	Previous	FU	INDE	D	UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	James Street	Street	624							
8	Bridge Replacement	2nd 1/4 REET		100						
	ER-009	Federal BRAC	2,495	Bui	ld					
		Subtotal	3,119	100						3,219

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

a EEWER 6th st RD TEL EI . ù R ID C R R HW R O S E S.P œ AT PINE A œ đ, å EMCLEOD RD DIVISION ST SINTERSTATES FRU BAKERST Å MASONRY WAY GIBE W ORCHARD DR 0 2 E OR CHARD DR STREET BIRCHWOOD AVE ALL PORT ŝ WOODSTOCKWAY 0 B U R N FSUNS DGR

Yes

Yes

Project #9: James Street, Phase 1 Multimodal Corridor Improvements

(Woodstock to E. Orchard)

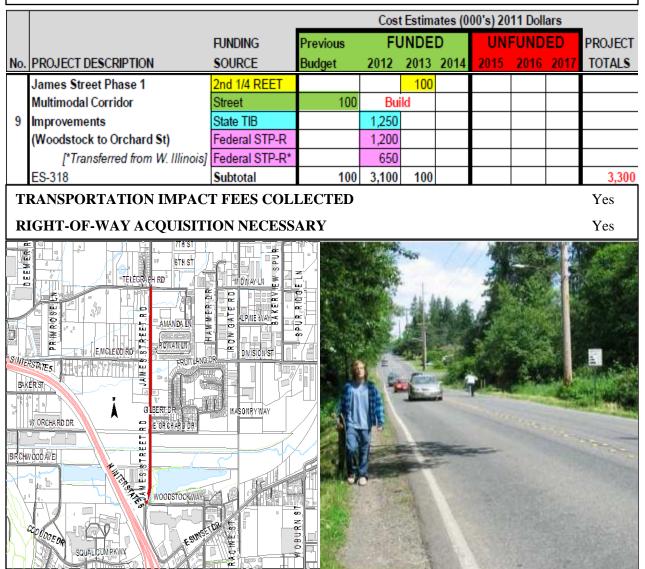
PROJECT NARRATIVE

James Street is a major transportation corridor with poor surface and no sidewalks or shoulders that provides access to Sunset Pond Park between Sunset and East Bakerview. Up to 1,500 new housing units are expected from the surrounding 860-acres annexed to Bellingham in 2009. Reconstruction is needed from a minimum rural standard to urban secondary arterial street with sidewalks, bicycle lanes, turn lanes, enclosed drainage, and street lighting from Woodstock to East Orchard Drive.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, bus pull-outs where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS (ES-318): In engineering & design. Bridge reconstruction scheduled 2012-2013.



Project #10: Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway

PROJECT NARRATIVE

This Parks Department project will construct a 2,360 linear foot overwater pedestrian and bicycle boardwalk extension of the South Bay trail at Boulevard Park to the new community park planned for the Cornwall Avenue landfill site as part of the Bellingham Waterfront District redevelopment. Construction has been proposed in 2013, but an additional \$2,000,000 in funding will be required before construction can occur.

MULTIMODAL TRANSPORTATION BENEFITS

Pedestrian and bicycle connection between Fairhaven and Waterfront District.

PROJECT STATUS (WA251) – Parks Department. In engineering, design, permitting phase. Additional funding needed for construction.

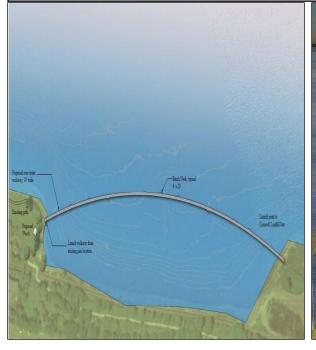
			Cost Estimates (000's) 2011 Dollars								
		FUNDING	Previous	FU	INDE	D	UN	FUND	ED	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS	
	Boulevard to Cornwall	1st 1/4 REET	150								
	Overwater Pedestrian Walkway	Federal STP-E	2,139								
11	(Boulevard Park to Waterfront)	Greenways 3	100	3,900							
	(WA251) - Parks Department	Unknown					2,000				
		Subtotal	2,389	3,900			2,000			8,289	

TRANSPORTATION IMPACT FEES COLLECTED

Parks Project, Not Eligible

No

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #11 (Components 11.a. – 11.k.) Waterfront District Multimodal Improvements

PROJECT NARRATIVE: Construction of arterial street and bridge connections to provide primary access to the Waterfront District, including facilities for pedestrians and bicycles. Bridges will need to be constructed to allow future relocation of the BNSF railroad main line from its existing location and to allow adequate width for future double tracking.

PROJECT STATUS: Construction of Central in 2011, Granary-Bloedel 2012-2013, all other arterial street construction uncertain pending master plan & additional funding for all projects.

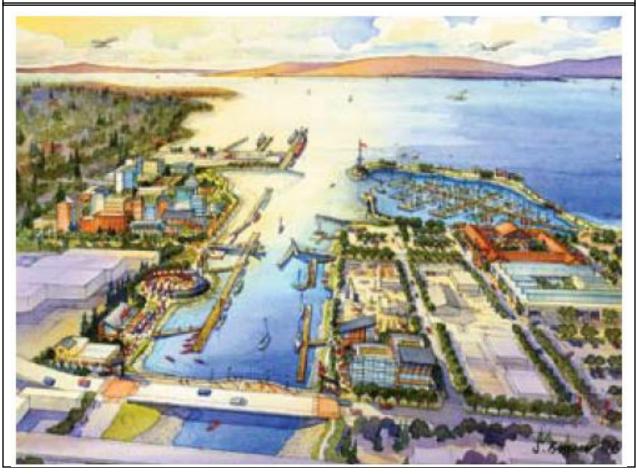
					Cost Est	timates	(000's) 20)11 Dollar	s	
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	Bellingham Waterfront District									
11	Transportation Infrastructure	1st 1/4 REET	0	1,000	1,000	1,000	1,000	1,000	1,000	6,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes, as development occurs

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, dedicated by Port of Bellingham



Bellingham Waterfront District Arterial Street Plan Connection to Squalicum Promenade Marine Trades Area Connection to Maritim Heritage Park Whatcom Waterway Marina Downtown Waterfront Area Location/Alignment of og Pond Area Road to be Determined Shipping Terminal Area Connection to South Bay Trail Cornwall Beach Aréa Connection to Boulevard Park via Western overwater boardwalk Washington University Existing Buildings Future Green æ Relocated Raliroad C Park Core Streets Trail 63 Commutor Bike Rall "Note: All core streets will have pedestrian, 500 1 000 bicycle and transit facilities. Multi-modal Circulation Framework

Project #11a: Granary - Bloedel Avenue (Phase 1) Multimodal Improvements (Roeder to Commercial Street)

PROJECT NARRATIVE: A new full standard arterial with sidewalks and bike lanes will be constructed on the southeast side of the Granary building and will serve as the primary multimodal access corridor to the northern portion of the redeveloped Waterfront District when Central Avenue is closed to vehicle traffic. Granary will be constructed from Roeder Avenue to Bloedel Avenue and then as close to Commercial Street as possible to allow the required transition down to existing waterfront grade. A new traffic signal with left-turn lanes will be constructed at the Granary/Roeder intersection, which will need to be coordinated with the signal at Central/Roeder Avenue.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, bicycle lanes, traffic signal, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS: Funded. In engineering & design. Construction scheduled 2013-2014.

					Cost Es	timates	(000's) 2	011 Dolla	rs	_
		FUNDING	Previous	F	UNDE	D	Û	NFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	a) Granary-Bloedel Ave, Phase 1									
	(Granary 400 feet, turn corner to	Federal	6,700		Bu	ild				
	Bloedel, build as far as possible)	Subtotal	6,700							6,700
T	RANSPORTATION IMPA	ACT FEES	COLLE	CTE	D		N	o, all fe	ederal f	unds
R	IGHT-OF-WAY ACQUIS	ITION NE	CESSAF	RY	Y	es, Poi	rt of Be	llingha	m to de	dicate
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Project #11b: Bloedel Avenue, Phase 2 Multimodal Improvements (Commercial to Cornwall Avenue)

PROJECT NARRATIVE: A new arterial connection will be constructed from the terminus of Granary-Bloedel south to Cornwall Avenue and will serve as the primary multimodal arterial street through the center of the redeveloped Waterfront District. A new traffic signal with left-turn lanes will be constructed at the Bloedel/Cornwall intersection.

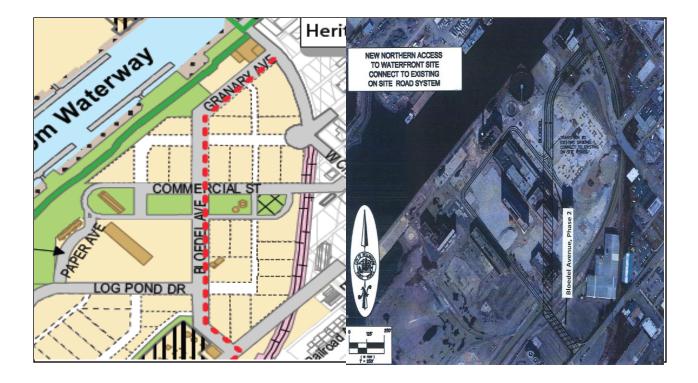
MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks, bicycle lanes, traffic signal, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS:

Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 20)11 Dolla	rs	_
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	b) Bloedel Avenue, Phase 2	Unknow n					10,000			
	(End of Phase 1 to Cornw all)	Subtotal					10,000			10,000
T	RANSPORTATION IMP	ACT FEES	COLLE	CTE	D	1	Yes, as c	levelop	oment o	occurs
R	IGHT-OF-WAY ACQUIS	ISITION NECESSARY Yes, Port of Bellingham to dedicate								



Project #11c: Cornwall Avenue Bridge Demolition, Reconstruction, and Multimodal Improvements

PROJECT NARRATIVE: Cornwall Avenue will serve as a key multimodal access corridor to the central portion of the redeveloped Waterfront District. A new bridge is required south of Maple Street to allow future relocation of the BNSF railroad main line from its existing location in the middle of the Waterfront Restoration site. The new Cornwall Avenue bridge must be long enough to allow adequate width for future double tracking and must be wide enough to accommodate a drop-right-turn lane to Maple Street, as well as bicycle lanes and sidewalks along Cornwall Avenue.

PROJECT STATUS (WF-1001) [WA227]:

Bridge construction schedule is uncertain pending a master plan and significant additional funding.

					Cost Es	timates	(000's) 20	011 Dollar	ſS	_
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	c) Cornwall Avenue Bridge	Street	500	570						
	Demolition/Reconstruction	Unknow n					22,930			
	WF-1001 (WA227)	Subtotal	500	570			22,930			24,000

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, as development occurs

Yes, at Maple Street approach



Project #11d: Railroad Relocation

PROJECT NARRATIVE: This project will relocate the existing single railroad main line from the middle of the Waterfront District redevelopment site to the east and up against the embankment separating the CBD from the Waterfront District. This relocation will provide for second track (siding) through the area, and will remove 3 at-grade railroad crossings, which will increase safety and accessibility for bicycle, pedestrian, transit, and auto modes. The relocated railroad tracks will run beneath the new Cornwall Avenue Bridge and the existing Chestnut-Bay Bridge.

MULTIMODAL TRANSPORTATION BENEFITS: Railroad track relocation will increase the amount of developable land/density, which may benefit transit and non-motorized modes and should enhance arterial access, safety, & efficiency for all modes.

PROJECT STATUS: Utility Relocation (WF-1002); RR Track Relocation (WF-1010)

Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 2	011 Dollar	rs	-
		FUNDING	Previous	F	UNDE	D	U	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	d) BNSF Railroad Relocation	1st 1/4 REET	260							
	Utility Relocation WF-1002	State					5,000			
	Track Relocation WF-1010	Unknow n					9,740			
		Subtotal	260				14,740			15,000

TRANSPORTATION IMPACT FEES COLLECTED

Non-City, Not Eligible

Yes





Project #11e: Commercial Green Loop Multimodal Improvements (Bloedel Avenue to Bloedel Avenue)

PROJECT NARRATIVE: A new arterial loop connection will be constructed west of Bloedel Avenue with park greens in the center of the loop. The Commercial Green Loop will serve as the primary western multimodal access in the early phases of the long-term redevelopment of the Waterfront District.

MULTIMODAL TRANSPORTATION BENEFITS:

Sidewalks, crosswalks, bicycle lanes, bus pullouts where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS:

Construction schedule is uncertain pending a master plan and additional funding.

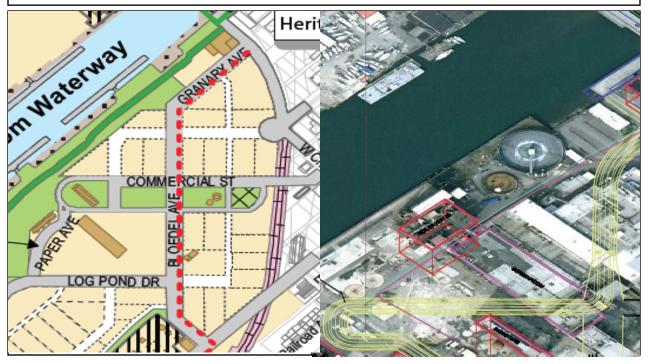
					Cost Es	timates	(000's) 20)11 Dollai	'S	-
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	e) Commercial Green Loop	Unknow n					2,240			
	(Bloedel to Shoreline)	Subtotal					2,240			2,240

TRANSPORTATION IMPACT FEES COLLECTED

Yes, as development occurs

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, Port of Bellingham to dedicate



Project #11f: South Cornwall Avenue Multimodal Improvements (Wharf Street to Park Area)

PROJECT NARRATIVE: A new southwestern extension of Cornwall Avenue will be constructed from Wharf Street to the general vicinity of a new park area near the Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway (Project #9). The Cornwall Avenue extension will serve as the primary multimodal access to the southern portion of the Waterfront District in the early phases of the long-term redevelopment.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, bicycle lanes, increased access, safety, & efficiency. Trail connection to overwater walkway to Boulevard Park.

PROJECT STATUS:

Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 2	011 Dollars	5	
		FUNDING	Previous	F	UNDE	D	U	NFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	f) South Cornwall Avenue	Unknow n						5,356		
	(Wharf St to Park Area)	Subtotal						5,356		5,356

TRANSPORTATION IMPACT FEES COLLECTED

Yes, as development occurs

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, Port of Bellingham to dedicate



Project #11g: Wharf Roundabout Multimodal Improvements

PROJECT NARRATIVE: Wharf Street will serve as a key multimodal access corridor to the southern portion of the redeveloped Waterfront District and will be one of only two access points while the Cornwall Bridge is under construction. The existing intersection of Wharf/Boulevard/State/Forest will be reconstructed as a multimodal roundabout to improve safety, efficiency, and access for all transportation modes, including freight.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks with safety refuges, bicycle ramps, transit, auto, and freight safety, & efficiency.

PROJECT STATUS (WF-1008): Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 2	011 Dolla	rs	_
		FUNDING	Previous	F	UNDE	D	U	NFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
Γ	g) Wharf Street Roundabout	2nd 1/4 REET	483							
	State/Forest & Blvd/Wharf	Unknow n							2,717	
	WF-1008	Subtotal	483						2,717	3,200
T	RANSPORTATION IMPA	ACT FEES	COLLL	ECTI	ED	Ŋ	Yes, as	develop	oment c	occurs
R	IGHT-OF-WAY ACQUIS	TION NE	CESSAF	RY					Ро	ssibly
	Connection to Sour Coast Millennium 2025. Thereafter, gr or closed.	Trail) until					Line of the second seco		i i de la companya de	

Project #11h: C Street, Phase 1 Multimodal Improvements (Roeder Ave to Maple Ave)

PROJECT NARRATIVE:

C Street, Phase 1 will serve as a key multimodal access corridor to the Marine Trades Area of the redeveloped Waterfront District. The existing minimum standard street access will be improved to industrial collector arterial standards, including sidewalks, shared travel lanes, crosswalks, and a new traffic signal at C St/Roeder Ave.

MULTIMODAL TRANSPORTATION BENEFITS:

Sidewalks, crosswalks, bicycle access, transit, auto, and freight safety, & efficiency.

PROJECT STATUS (WF-1006):

Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 2	011 Dollai	'S	-
		FUNDING	Previous	F	UNDE	D	U	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	i) C Street - Phase 2	Unknow n							1,300	
	(Roeder to Bancroft)	Subtotal							1,300	1,300

TRANSPORTATION IMPACT FEES COLLECTED

Yes, as development occurs

RIGHT-OF-WAY ACQUISITION NECESSARY



Project #11i: C Street, Phase 1 Multimodal Improvements (Roeder Ave to Bancroft Ave)

PROJECT NARRATIVE: C Street, Phase 2 will serve as a key multimodal access corridor between the Marine Trades Area of the redeveloped Waterfront District and the Old Town Urban Village. The existing street will be improved to urban collector arterial standards, including sidewalks, shared travel lanes, crosswalks, and a new traffic signal at C St/Holly St.

MULTIMODAL TRANSPORTATION BENEFITS:

Sidewalks, crosswalks with safety refuges, bicycle access, transit, auto, and freight safety, & efficiency.

PROJECT STATUS:

Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 20)11 Dollar	s	_
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	i) C Street - Phase 2	Unknow n					1,300			
	(Roeder to Bancroft)	Subtotal					1,300			1,300

TRANSPORTATION IMPACT FEES COLLECTED

Yes, as development occurs

RIGHT-OF-WAY ACQUISITION NECESSARY



Project #11j: F Street Multimodal Improvements (Roeder Avenue to Maple Street)

PROJECT NARRATIVE: A new F Street arterial connection will be constructed southwest of Roeder Avenue to the Maple Street right-of-way. This southwestern extension of F Street will serve as one of the primary multimodal access corridors for the Marine Trades Area in the early phases of the long-term redevelopment of the Waterfront District.

MULTIMODAL TRANSPORTATION BENEFITS:

Sidewalks, crosswalks, bicycle lanes, traffic signal improvements, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS:

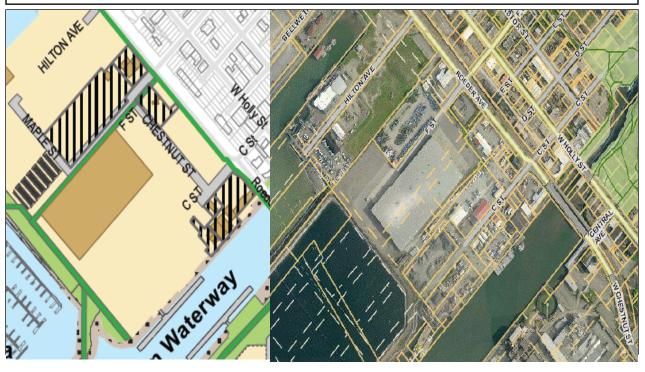
Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 2	011 Dollar	'S	_
		FUNDING	Previous	F	UNDE	D	U	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	j) F Street	Unknow n							1,820	
	(Roeder to Maple)	Subtotal							1,820	1,820

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, as development occurs



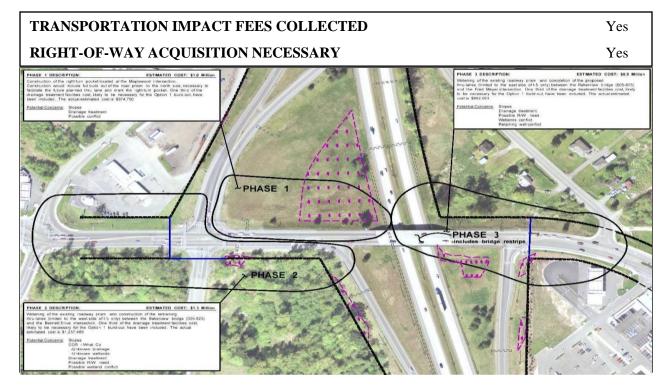
Project #12: West Bakerview Road Arterial Safety & Overpass Improvements (Pacific Highway to Bennett Drive)

PROJECT NARRATIVE: Construct a new westbound through lane from Pacific Highway to the Interstate 5 Overpass, construct a new dedicated right-turn lane from the Interstate 5 Overpass to the northbound on-ramp at Maplewood, re-channelize the travel lanes to accommodate two lanes of travel in each direction with turn-lanes at on/off-ramps and intersections, and add a new left-turn lane at the Fred Meyer western driveway to accommodate dual left-turns onto Bakerview. The improvements listed above would require funding from multiple jurisdictions, as well as contributions from private developers and property owners petitioning the City for annexation. The improvements will improve safety, reduce significant existing westbound traffic congestion that backs up across the Interstate 5 Overpass each day and will benefit regional transportation circulation in northwestern Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS: Pedestrian sidewalk across Interstate 5, reduced vehicle congestion, maintain on-time transit service.

		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	West Bakerview Corridor	Street			500	400				
	Interchange Capacity and	State	100							
12	Intersection Safety Improvement	Private								
	(Pacific Hwy to Bennett Drive)	Port of Bham*								
	*Airport Master Plan Mitigation for	Unknow n					2,200			
	Phases 1 & 2	Subtotal	100		500	400	2,200			3,200

PROJECT STATUS: Unfunded, public-private partnerships being pursued.



Project #13: Northwest/W. Bakerview Intersection Safety Improvements (North leg: W. Bakerview to Aldrich)

PROJECT NARRATIVE

Construct a new northbound drop/right-turn lane from West Bakerview to Aldrich Road to enhance safety, reduce existing traffic congestion, and accommodate additional infill development in the Bakerview corridor. This arterial enhancement will provide additional safety for both bicyclists and vehicles crossing Bakerview, will reduce the significant amount of existing northbound traffic congestion that backs up along Northwest Avenue from the intersection each day, and will benefit regional transportation circulation for all modes in the northwestern portion of Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, improved safety, reduced congestions, regional circulation benefits.

PROJECT STATUS

Unfunded.

		FUNDING	Previous	FUNDED			UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS
	Northwest Ave / W. Bakerview Rd.	Street								
13	Intersection Safety Improvement	Private								
	(North leg: W. Bakerview to Aldrich)	Unknow n					150			
							150			150
T	TRANSPORTATION IMPACT FEES COLLECTED									

RIGHT-OF-WAY ACQUISITION NECESSARY



Project #14: West Horton Road Multimodal Corridor Extension, Phase 1; (Horton terminus to Aldrich Road)

PROJECT NARRATIVE: The annexation of 125 acres to the south, including approximately 350 residential units and a new elementary school, the City's purchase of 20-acres for Cordata Park with vehicle access to parking from Horton requires that West Horton Road be extended and constructed as a secondary urban arterial street with sidewalks, bicycle lanes, and turn lanes from the current terminus to Aldrich Road. Significant environmental constraints will require mitigation and perhaps alternative design for pin-pile sidewalks. Dedicated left-turn lanes will be needed at the intersection of W. Horton/Aldrich.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, bus pull-outs where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS: Additional feasibility study in 2011; exploration of all possible funding sources.

1			Cost Estimates (000's) 2011 Dollars									
		FUNDING	Previous	FUNDED		UNFUNDED			PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS		
	West Horton Road Multimodal	Street										
	Corridor Improvements-Phase 1	Private	812									
13		State										
		Federal										
	(Cordata Park to Aldrich Rd)	Unknow n						4,800				
	ES-399	Subtotal	812					4,800		5,612		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Off-site land acquisition for mitigation

Yes





Project #15: James Street, Phase 2 Multimodal Corridor Improvements; (E. Orchard Drive to Telegraph Road)

PROJECT NARRATIVE: James Street is a major transportation corridor with poor surface and no sidewalks or shoulders that provides access to Sunset Pond Park between Sunset and East Bakerview. Up to 1,500 new housing units are expected from the surrounding 860-acres annexed to Bellingham in 2009. Reconstruction is needed from a minimum rural standard to urban secondary arterial street with sidewalks, bicycle lanes, turn lanes, enclosed drainage, and street lighting from East Orchard Drive to Telegraph Road.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, bus pull-outs where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS: City continues to explore all possible funding sources for reconstruction.

			Cost Estimates (000's) 2011 Dollars									
		FUNDING	Previous	FUNDED			UNFUNDED			PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS		
1	James Street Phase 2	Street										
14	Multim odal Improvements	Private	Frontage									
	(Orchard to Telegraph)	Unknow n							5,700			
		Subtotal							5,700	5,700		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes

Unknown



Project #16: Orchard Street Multimodal Arterial & Bay to Baker Trail Connection beneath I-5

PROJECT NARRATIVE: Construct a multimodal arterial connection (pedestrian, bicycle, transit, automobile) from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake), through the railroad tunnel beneath Interstate 5, to a new intersection at James St/E. Orchard Dr. This new east-west arterial connection will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham, St Joseph's Hospital, and central Bellingham. Construction of this arterial street will ease pressure on the Interstate interchanges at Meridian and Sunset. Last opportunity for grade-separated crossing of Interstate 5 in Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, separated multi-use non-motorized trail, new transit route, emergency access, all modes grade-separated across Interstate 5.

PROJECT STATUS: "Orchard Street Extension Pre-Design Study" completed, jointly funded by Bellingham Parks and Public Works. *NOTE: This project will have an additional work session with Council to further develop scope and alternatives.*

		Cost Estimates (000's) 2011 Dollars										
		FUNDING	Previous	FUNDED			U	PROJECT				
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS		
	Orchard Street Multimodal	Street	25									
	Arterial Connection (beneath I-5)	Private	ROW value									
15	and Bay to Baker Trail	Greenw ays 3	25						1,850			
	(Birchw ood/Squalicum to James St)	Unknow n							8,000			
	ES-441	Subtotal	50						9,850	9,900		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes Yes





Project #17: Lincoln Creek Transportation Center (WWU/WTA)

PROJECT NARRATIVE: The Lincoln Creek Transportation Center is located along the Interstate 5 corridor within a quarter mile from Exit 252. Approximately 7.8 acres are being redeveloped for public transportation-related improvements to serve Whatcom County, including potential future capacity to serve 800 vehicles. WWU and Whatcom Transportation Authority (WTA) are working together to improve and enhance this site. WWU provides on-going site maintenance and serves as the lead partner. WTA provides 15 minute service within Bellingham and 8 round-trips daily from Bellingham to Mount Vernon. *The City of Bellingham is not a funding partner for this project.*

PROJECT STATUS

- **Phase 1:** Financed by WWU; transit pull-out, lighting, and new site entry (completed 2004).
- Phase 2:Financed by FTA & WWU; NEPA study (completed 2006), stream restoration
(completed 2007), and storm water detention vaults.
- Phase 3: Re-grading, paving and safety improvements.
- Phase 4: Lincoln Street frontage improvements.

Phase 5: Increase parking capacity from 530 to 800 vehicles.

		Cost Estimates (000's) 2011 Dollars									
		FUNDING	Previous	FUNDED			UNFUNDED			PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2012	2013	2014	2015	2016	2017	TOTALS	
	WWU Lincoln Creek Multimodal	State/WWU	1,845								
16	Transportation Center	Federal	1,943								
	(Not a City Project; No City Funds)	Unknow n							6,250		
		Subtotal	3,788						6,250	10,038	
TRANSPORTATION IMPACT FEES COLLECTED Non-City, Not Eligible										ble	
R	RIGHT-OF-WAY ACQUISITION NECESSARY									No	













Six-Year (2013-2018) Transportation Improvement Program (TIP)

Kelli Linville, Mayor

Ted Carlson, Public Works Director

City Council Members

Terry Bornemann - 5th Ward, 2012 Council President Seth Fleetwood - At Large, 2011 Council President Pro Tempore Cathy Lehman - 3rd Ward, 2011 Mayor Pro Tempore Jack Weiss – 1st Ward Gene Knutson - 2nd Ward Stan Snapp - 4th Ward Michael Lilliquist – 6th Ward

Public Review Process

Posted on City Web site for Public Review: May 7, 2012 Transportation Commission Discussion: May 8, 2012 Public Works Advisory Board Discussion: May 8, 2012 Mayor's Neighborhood Advisory Commission: May 16, 2012 City Council Public Hearing: May 21, 2012 Transportation Commission Recommendation: May 21, 2012 City Council Work Session: June 4, 2012 City Council Work Session: June 18, 2012

Adopted June 18, 2012

Prepared by Chris Comeau, AICP Transportation Planner

Transportation Planning Documents

The 2013-2018 Transportation Improvement Program (TIP) is available from the Public Works Department at 2nd floor, Bellingham City Hall, 210 Lottie Street or on the City of Bellingham web site at:

<u>www.cob.org/services/neighborhoods/community-</u> <u>planning/transportation/tip.aspx</u>

The Transportation Element of the 2006 Bellingham Comprehensive Plan is available on the City of Bellingham web site at:

www.cob.org/services/neighborhoods/communityplanning/transportation/long-range-planning.aspx

Public Works Transportation Planning staff may be contacted by telephone at (360) 778-7900 or by email, as listed below.

Chris Comeau, AICP, Transportation Planner ccomeau@cob.org

Brent Baldwin, AICP, Development Manager bbaldwin@cob.org

State Law Requirements for Six-Year Transportation Improvement Program (TIP)

RCW 35.77.010

Perpetual advanced six-year plans for coordinated transportation program expenditures -- Nonmotorized transportation -- Railroad right-of-way.

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter <u>35.63</u> or <u>35A.63</u> RCW, the inherent authority of a first-class city derived from its charter, or chapter <u>36.70A</u> RCW, the program shall be consistent with this comprehensive plan. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW <u>36.70A.070(6)</u> or other applicable changes that promote nonmotorized transit.

The program shall be filed with the secretary of transportation not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city transportation needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive transportation program before July 1st of each year, and each one-year extension and revision shall be filed with the secretary of transportation not more than thirty days after its adoption. The purpose of this section is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six-year plan for each city or town shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town will expend its moneys, including funds made available pursuant to chapter <u>47.30</u> RCW, for nonmotorized transportation purposes.

(3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction.

Funding Source Definitions

- **NOTE:** All funding sources listed below are affected by changing economic conditions and annual funding levels and eligibility criteria may change.
- **City Street:** Public Works Street Fund comprised of motor vehicle gas tax and **42.5%** of the total sales tax collected by the City of Bellingham.
- **Real Estate Excise Tax (REET):** Comprised of 1/2 of 1% of the total real estate revenue for a given year. REET funding is divided into first ¹/₄ and second ¹/₄ and can be used for limited types of transportation projects.
- Bellingham Transportation Benefit District (TBD): Comprised of 2/10 of 1% of the total annual sales tax receipts collected within City limits to fund the following specific transportation needs: arterial resurfacing, WTA bus service, and non-motorized transportation infrastructure. The Bellingham TBD was approved by voters, is governed by the TBD Board of Directors, and is effective January 1, 2011 to December 31, 2020.
- **Federal:** Federal Highway Administration, Federal Transit Authority, or U.S. Department of Transportation administered grant funding programs.
- Federal American Reinvestment and Recovery Act (ARRA): One-time federal economic stimulus funding provided for transportation projects.
- Federal Highway Bridge Program (HBP): Provides federal funds for structural repair or replacement. Project oversight at the State level by the Bridge Replacement Advisory Committee (BRAC).
- Federal Surface Transportation Program (STP): Provides federal funds to maintain and expand eligible arterial street systems.
- Federal Surface Transportation Program Enhancements (STP-E): Provides federal funds to enhance facilities for alternative transportation modes on eligible street systems.
- State: State administered grant funding programs or State educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- **WSDOT**: Washington State Department of Transportation biennium budget State Funding administered through WSDOT.
- Washington Transportation Improvement Board (TIB): State grant funding for arterials, sidewalks, and safety measures.
- **Private & Other (Partnerships):** Transportation Impact Fees, Whatcom County, Whatcom Transportation Authority, private business investment, private mitigation, etc.

Projects in Design/Construction during 2012 (Not included in *DRAFT* 2013-2018 TIP)

	FUNDING	PROJECT	
2012 CONSTRUCTION PROJECTS	SOURCE	BUDGET	2012 ACTIVITY
Northwest Avenue Multmodal Improvements	TBD Non-Motorized	450,000	
Bicycle Lanes & Pedestrian Crossings	TBD Resurfacing	637,000	
(ES-447: Whatcom Creek to Interstate 5)	Project Total	1,087,000	Build Summer 2012
Northwest Ave/McLeod Rd	2nd 1/4 REET	250,000	
Multimodal Roundabout	State TIB	1,610,000	
(ES-360: Southbound Interstate 5 on- & off-ramps	Federal STRS	780,000	
	Project Total	2,640,000	Build Summer/Fall 2012
McLeod Road Sidewalk	2nd 1/4 REET	250,000	
(ES-434: N. side: Northwest Ave to Rusley Dr	Project Total	250,000	Build Summer/Fall 2012
Barkley Blvd Arterial Safety & Circulation	Private	400,000	Private Development
(Add Thru/Right-turn Lane: Howe to Woburn)	Project Total	400,000	Build Summer 2012
Indian Street	TBD Resurfacing	285,000	
Pedestrian & Bicycle Safety Improvements	WSDOT Safety	193,000	Build Summer 2012
(ES-448: Indian: Chestnut to Oak)	Project Total	478,000	
Eliza Avenue Multimodal Arterial Connector	Street	250,000	
(Eliza ave to Bellis Fair Pkwy)	Private	ROW Value	Build Summer 2012
	Project Total	250,000	
N.Samish Way Pedestrian Safety	TBD Non-Motorized	100,000	
Flashing Crosswalks, Median, & Left-turn lane	WSDOT Safety	400,000	Build Fall 2012
(N. Samish/Abbott and N. Samish/Consolidation)	Project Total	500,000	
Arterial Overlay Resurfacing Program	Street	2,000,000	
Various Arterial Streets (ES-459) 2012 Overlay	TBD Resurfacing	1,450,000	
	Revenue Total	3,450,000	
a.) Elm/Dupont (Whatcom Creek - Connecticut)			Resurface 2012
b.) Indian (Chestnut - Oak Street)			Resurface 2012
c.) Monroe: Broadway-Cherry; Lafayette; Eldrige			Resurface 2012
d.) Woburn: Alabama to Lakeway			Resurface 2012
Whatcom Transit Authority	TBD Transit		
Sunday & Supplemental Transit Service in Bham	Transit Contract	1,210,000	Contract 2011, Fund 2012
	Transit Reserve	233,000	
Non-Motorized Transportation Projects	TBD Non-Motorized		
Various Pedestrian and Bicycle Projects	Revenue Total	1,450,000	
a.) Northwest/Elm/Dupont - bike lanes, flashing cro	osswalk, curb exter	nsions	Build 2012
b.) Woburn/Rimland - Traffic signal & marked cross	rkley Village)	Build 2012	
c.) E. Illinois/James - Flashing Crosswalk at Sunn	Build 2012		
d.) State/Maple - Pedestrian bulb-outs & marked c	Build 2012		
e.) N. Samish/ Abbott & Consolidation - 2 Flashing	an, turn lane	Build 2012	
f.) Yew (Alabama to Texas) - ADA ramps, south si	sions, storm	Build 2012	
Alabama Street Corridor, Phase 1	Federal SAFETEA	45,000	
Road Diet Feasibility Study	WTA Transit	5,000	Study 2012
(Cornwall to St Claire)	Project Total	50,000	

Transportation Improvement Projects 2013-2018 DRAFT (Page 1)

			Cost Estimates (000's) 2012 Dollars							
		FUNDING	Previous	FU	JNDE	D	UN	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017		TOTALS
	Annual Arterial Street	Street	2,000		2,165		2,350	2,450		
1	Pavement Resurfacing ^{1, 2}	TBD Resurface	1,450		1,570			1,770		
	1) Increase annual sales tax 4%		· · · ·	,	,	,		,	,	
		Subtotal	3,450	3,340	3,735	3,880	4,050	4,220	4,390	27,065
	Whatcom Transit Authority ¹	TBD Contract	1,217	1,000	1,000	1,000	1,000	1,000	1,000	
2	Contract Supplemental Transit	Transit Reserve	233	510	570	630	700	· ·	840	
	Service In Bellingham	Subtotal	1,450	1,510	1,570	1,630	1,700	1,770	1,840	11,470
	Non-Motorized Transportation ¹	TBD Non-Motor	1,450	1,510	1,570	1,630	1,700	1,770	1,840	
3	Various Pedestrian and Bicycle	NonMotor Reser	0	,	,	,		,	,	
	Infrastructure Improvements	Subtotal	1,450	1,510	1,570	1,630	1,700	1,770	1,840	11,470
4	Pedestrian Countdown Signals	Federal SAFETEA		Build						
	Citywide Numerical Countdowns	Subtotal	350							350
	West Bakerview Corridor	Street		250						
	Interchange Capacity and	WSDOT (VPS)	100							
	Safety Improvements	State TIB	1,500							
5	(Fred Meyer [Dover] to Bennett Drive)	Whatcom County	100							
	Airport Master Plan Phs 1 Mitigation	Port of Bham	500							
	\$300,000 Grant; \$350,000 1% Loan	County EDI	650							
		Pvt - Fred Meyer	100	Build						
	ES-462	Subtotal	2,950	250						3,200
	Alabama St Corridor, Phase 2	Federal SAFETEA		1,417						
6	Safety Improvements based on			Build						
	Phase 1 Feasibility Study	Subtotal		1,417						1,417
	James Street	Street	624							
7	Bridge Replacement	2nd 1/4 REET	100							
	ER-009	Federal BRAC	2,495		Build					
		Subtotal	3,219							3,219
	James Street Phase 1	2nd 1/4 REET		100						
8	Multimodal Corridor	Street	100							
	Improvements	State TIB	1,250		D. 11.1					
	· /	Federal STP-R	1,200		Build					
	[*Transferred from W. Illinois]		650	400						2 200
	ES-318 Wharf Street Roundabout	Subtotal	3,200	100						3,300
9	State/Forest & Blvd/Wharf	2nd 1/4 REET	500				2 500			
9	SIGLE/FUIESI & DIVU/WIIdII	Unknown Federal STP P					2,500			
	WF-1008	Federal STP-R Subtotal	500				2,500			3,000
	West Horton Road Multimodal	Pvt - Trillium	812				2,500			3,000
10	Corridor Improvements-Phase 1	Federal STP-R	012							
10	(Cordata Park to Aldrich Rd)	Unknown					4,500			
	ES-399	Subtotal	812				4,500			5,312
	Page 1 TIP Subtotal	Cabiotal	17,381	8 1 2 7	6.875	7 1 4 0	4,300		8 070	69,803
	Page 1 TIP Subtotal							1,100	0,070	09,003

Notes: 1) TIP presumes annual sales tax increase of 4% consistent with historical trends

2) Intent of Overlay Program is to resurface approximately 5% of citywide arterial lanes miles

Transportation Improvement Projects 2013-2018 DRAFT (Page 2)

					Cost Es	timates	(000's) 20)12 Dollar	s	_
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
	Boulevard Park to Cornwall Park	1st 1/4 REET	150							
	Overwater Pedestrian Walkway	Federal	2,139							
11	(Boulevard Park to Waterfront)	Greenways 3	100	3,900						
	Parks Department	Unknow n					2,000			
		Subtotal	2,389	3,900		Đ	2,000			8,289
	BELLING	HAM WATERF	RONT DISTR	RICT REE	DEV EL OF	PMENT P	LANS			
	Bellingham Waterfront District									
12	Transportation Infrastructure ³	1st 1/4 REET	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000
	Waterfront Distr	ict Arterial Str	eets Plann	ed for P	hases 1	and 2 o	f Redeve	lopment [®]	3	
	a) Granary-Bloedel Ave, Phase 1					Þ				
	(Granary 400 feet, turn corner to	Federal	5,000			Build				
	Bloedel, build as far as possible)	Subtotal	5,000							5,000
	b) Bloedel Avenue, Phase 2									
	(Temporary Laurel)	Federal	1,700			Build				
	(End of Phase 1 to Cornw all)	Subtotal	1,700							1,700
	c) Commercial Green Loop	Unknow n						2,200		
	(Bloedel to Shoreline)	Subtotal				Þ		2,200		2,200
	Waterfront TIP Subtot	al	7,700	1,000	1,000	1,000	1,000	3,200	1,000	15,900
	Page 2 TIP Subtotal		10,089	4,900	1,000	1,000	3,000	3,200	1,000	24,189

Notes:

3) Wharf Roundabout (Project #8) provides associated benefit & improved southern access to Waterfront District

Transportation Improvement Projects 2013-2018 DRAFT (Page 3)

					Cost Est	timates	(000's) 2	012 Dollar	'S	
		FUNDING	Previous	F	UNDE	D	U	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
	James/Bakerview Intersection	Street								
13	Safety & Signal Improvements	Federal								
	(Intersection reconstruction to	Private					Mitigation			
	include dedicated turn lanes and	Unknow n					1,000			
	ADA curb ramps & crossw alks)	Subtotal					1,000			1,000
	Orchard St Multimodal Arterial	Street	25							
	and Bay to Baker Trail	Private						Mitigation		
14	Grade-Separated Crossing Under	Greenways 3	25					1,500		
	(Birchw ood/Squalicum to James St)	State								
	Associated w Squalicum Ck Reroute	Federal								
		Unknow n						7,500		
		Subtotal	50					9,000		9,050
	James Street Phase 2	Street								
15	Multimodal Improvements	Private							Mitigation	
	(Orchard -Bakerview; includes new	Federal								
	traffic signal at James/Telegraph)	Unknow n							6,500	
		Subtotal							6,500	6,500
	Northwest Ave / W. Bakerview Rd	Street								
16	Intersection Safety Improvement	Private							Mitigation	
	(North leg: W. Bakerview to Aldrich)	Unknow n							250	
		Subtotal							250	250
	Chestnut - Bay Bridge	Federal								
17	Rehabilitation & Repair	Unknow n							2,500	
	(Bay Street to Granary Ave)								2,500	2,500
	Page 3 TIP Subtotal		50	0	0	0	1,000	9,000	9,250	19,300

2013-2018 TIP PROJECT FUNDING SOURCE SUMMARIES

Cost Estimates (000's) 2012 Dollars

					(000 0) =	one boniai	-	-
TOTAL TIP FUNDING BY SOURCE	Previous	F	UNDE	D	UN	IFUND	ED	
	Budget	2013	2014	2015	2016	2017	2018	TOTALS
TOTAL STREET FUNDS	2,749	2,080	2,165	2,250	2,350	2,450	2,550	16,594
TOTAL TRANSPORTATION BENEFIT DISTRICT FUNDS	4,350	4,530	4,710	4,890	5,100	5,310	5,520	34,410
TOTAL 1st 1/4 REET FUNDS	1,150	1,000	1,000	1,000	1,000	1,000	1,000	7,150
TOTAL 2nd 1/4 REET FUNDS	600	100	0	0	0	0	0	700
TOTAL STATE FUNDS	2,850	0	0	0	0	0	0	2,850
TOTAL FEDERAL FUNDS	13,534	1,417	0	0	0	0	0	14,951
TOTAL PRIVATE	912	0	0	0	0	0	0	912
TOTAL OTHER (Greenways, Port, EDI, WTA, etc)	1,375	3,900	0	0	0	1,500	0	6,775
TOTAL UNKNOWN FUNDS	0	0	0	0	10,000	7,500	9,250	26,750
TOTAL 2013-2018 TIP FUNDS	27,520	13,027	7,875	8,140	18,450	17,760	18,320	111,092



Project #1: Annual Arterial Pavement Resurfacing Program (Goal: 5% of Arterial Street Network Per Year)

PROJECT NARRATIVE: Annual maintenance of existing arterial streets and bicycle lanes to protect the City's investment in these facilities and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost. Presuming a 20-year life cycle, approximately 5% of the City's arterial streets require resurfacing each year, but that goal has not been achieved due to funding shortfalls. In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of using TBD revenue to supplement the City Street Fund for arterial resurfacing through the year 2020. Where possible, the City may combine pavement resurfacing with the addition of bicycle lanes and pedestrian improvements on the arterial street.

MULTIMODAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, but adding bicycle lanes when pavement resurfacing occurs also helps to expand the citywide bicycle network and increases bicycle safety.

				Cost	Estima	ntes (O	00's) 20	12 Doll	ars	
		FUNDING	Previous	FU	INDE	0	UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
	Annual Arterial Street	Street	2,000	1,830	2,165	2,250	2,350	2,450	2,550	
1	Pavement Resurfacing ^{1, 2}	TBD Resurface	1,450	1,510	1,570	1,630	1,700	1,770	1,840	
	1) Increase annual sales tax 4%									
L	2) Intent = 5% annual overlay goal	Subtotal	3,450	3,340	3,735	3,880	4,050	4,220	4,390	27,065
	RANSPORTATION IMPAC	FEES COL	LECTED	Arte	erial St	reet N	Aainter	nance	– Not	Eligible
R	IGHT-OF-WAY ACQUISIT	ION NECESS	ARY							No
P]	ROJECT STATUS: Annual pr	rogram, 2013 tl	hrough 201	8; Goa	l 5% o	of arte	rial str	eet ne	twork	per year
	City of Bellingh during a second seco									

Project #2: Transit Service Enhancements

PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding the restoration of Sunday public transit service in Bellingham. The City of Bellingham has a contract with WTA to achieve this with annual funding provided by TBD revenue through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: The restoration of Sunday bus service will add transit capacity, which may reduce traffic congestion to benefit the city-wide transportation network.

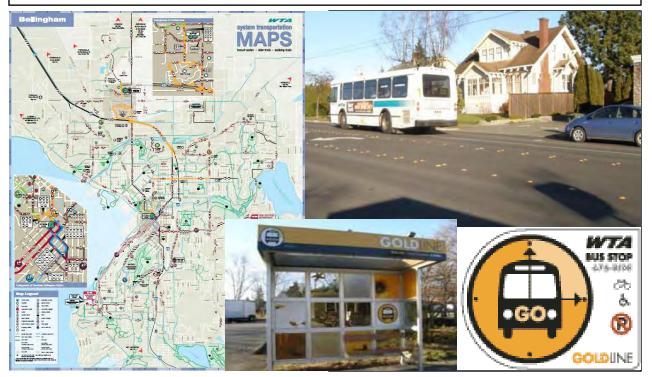
PROJECT STATUS: WTA will restore Sunday bus service in Bellingham in mid-June 2011.

				Cost	Estima	ates (O	00's) 20'	12 Dolla	ars	
		FUNDING	UNDING Previous FUNDED UNFUNDED							PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
	Whatcom Transit Authority ¹	TBD Contract	1,217	1,000	1,000	1,000	1,000	1,000	1,000	
2	Contract Supplemental Transit	Transit Reserve	233	510	570	630	700	770	840	
	Service In Bellingham	Subtotal	1,450	1,510	1,570	1,630	1,700	1,770	1,840	11,470

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Transit not eligible

No



Project #3: Non-Motorized Transportation Improvements

PROJECT NARRATIVE: An annual list of non-motorized improvements will be approved in September 2012 by the TBD Board of Directors with annual funding provided by revenue from the TBD through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Additional sidewalk connections, crosswalks, and bicycle facilities will help to complete the city-wide non-motorized transportation network.

PROJECT STATUS: In 2011, the TBD Board approved a biennial list of non-motorized improvement projects, shown below and on previous page titled "Transportation Improvement Projects in Design/Construction during 2012." The TBD Board will meet in September 2012 to examine funding available and approve a biennial list of projects to be designed in 2013 and constructed in 2014.

			Cost Estimates (000's) 2012 Dollars FUNDING Previous FUNDED UNFUNDED PROJEC									
			FUNDING	Previous				UNDED	PROJECT			
No.	PROJECT DESCRIPTIO)N	SOURCE	Budget	2013	2014 2015		2017 201	TOTALS			
	Non-Motorized Transp		TBD Non-Motor	1,450	1,510	1,570 1,630	1,700	1,770 1,84	0			
3	Various Pedestrian and	d Bicycle	NonMotor Reser									
	Infrastructure Improven	nents	Subtotal	1,450	1,510	1,570 1,630	1,700	1,770 1,84	0 11,470			
Т	RANSPORTATI	ON IMPA	ACT FEES CO	OLLECT	ED	Yes, Mu	ltimoda	ıl Transpo	ortation			
R	RIGHT-OF-WAY	ACQUIS	ITION NECE	CSSARY				Undete	rmined			
		3.a. Nor	thwest/Elm/Dup	oont corrid	or							
		Marked I	picycle lanes & p	edestrian cr	osswal	lks	Desi	gn 2011-B	uild 2012			
			Dama/Yew inter	Desi	gn 2011-B	uild 2012						
L	<u> </u>	3.c. Wot	ourn/Rimland ir	ntersection								
		Traffic si	ignal & marked o	crosswalks			Desi	gn 2011-B	uild 2012			
	(TO)		t Illinois St/Jam pedestrian cross				Desi	gn 2011-B	uild 2012			
			St/Boulevard	ancements			Desi	gn 2011-B	uild 2012			

3.f. State St/Maple St intersection – Pedestrian bulb-outs and crosswalks

Design 2011-Build 2012

Project #4: Citywide Pedestrian Countdown Signals (Conversion from Traditional Hand Signal to Numerical Countdown)

PROJECT NARRATIVE: Bellingham has been awarded \$350,000 in federal SAFETEA-LU funding for a comprehensive conversion of all traditional incandescent-graphic pedestrian crossing signals to LED-illuminated numerical countdown signals at all signalized intersections in Bellingham, as well as changing the clearance intervals of all pedestrian crossing signals throughout Bellingham from 4.0 feet to 3.5 feet per second in compliance with new federal Manual on Uniform Traffic Control Device (MUTCD) standards. Both of these measures are listed in *Washington State's Strategic Highway Safety Plan 2010 Target Zero* goals as proven methods to reduce vehicle collisions involving pedestrians at intersections and improve pedestrian facilities to increase pedestrian safety.

MULTIMODAL TRANSPORTATION BENEFITS: Pedestrian/bike-activated flashing crosswalks, center median/refuge, left turn lanes, overhead lighting.

PROJECT STATUS: Funded. In engineering & design phase. Construction July-December 2012.

				ars					
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous Budget		2014		FUND 2017		PROJECT TOTALS
4	Pedestrian Countdown Signals	Federal SAFETEA	350	Build				1000	
	Citywide Numerical Countdowns	Subtotal	350						350

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Not eligible

No



Project #5: West Bakerview Road Arterial Safety & Overpass Improvements (Pacific Highway to Bennett Drive)

PROJECT NARRATIVE: Install dual left-turn lanes at Dover/Fred Meyer /Bakerview, minor widening on Bakerview between Pacific Hwy and the I-5 overpass, install a new WB through lane from Pacific Highway to Maplewood, construct a new dedicated right-turn lane from the overpass to the NB I-5 on-ramp at Maplewood, re-channelize overpass travel lanes to accommodate two lanes of WB travel with turn-lanes at on/off-ramps and intersections. The funded improvements listed above include contributions from City, County, Port, WSDOT, TIB, EDI, Fred Meyer Corporation, and TIF assessments from private developers. This project will improve multimodal safety and mobility, reduce significant traffic congestion across the Interstate 5 Overpass each day, enhance regional multimodal transportation circulation, and will support economic development in northwestern Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS: Pedestrian sidewalk across Interstate 5, reduced vehicle congestion, maintain freight and goods movement and on-time WTA transit service.

PROJECT STATUS: Fully funded public-private partnership. PE & Design 2012; Construction 2013.

1			_	Cost	Estim	ates (O	00's) 20	12 Dol	lars	
		FUNDING	Previous	FU	INDE	D	UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
1	West Bakerview Corridor	Street		250		Provide St.	1 m. 1 l	1.1	1.00	· · · · ·
	Interchange Capacity and	WSDOT (VPS)	100						11	1
	Safety Improvements	State TIB	1,500	2-24	1 - 1			· · · · · · · · · · · · · · · · · · ·	·	
5	(Fred Meyer [Dover] to Bennett Drive	Whatcom Count	100		1					
	Airport Master Plan Phs 1 Mitigation	Port of Bham	500	1 II		1				
	\$300,000 Grant; \$350,000 1% Loan	County EDI	650	12.1	1 - 11			· · · · · · · · · · · · · · · · · · ·	1.	
		Pvt - Fred Meyer	100	Build	1.00.11					
	ES-462	Subtotal	2,950	250	t			-		3,200
	e te khoe parnet thu bee and man the optical packed, the file of the statement folders call have a set of the statement folders and the statement folders and the statement of t		A	1	-	Dost is \$892 O	63	N need	an C	lood we Lodge (005-825) of lacities cost, likely en actual estimated
1		PHASE 1		X	t	PHASE	3			
	A DESCRIPTION.	PHASE 2	R	2		includes b	ridge restrip			X
Widenin thru-ian and the likely to estimate	Z DESCRIPTION Zentre survey grandway preven and construction of MENINATED CONT (1) Management Zentre survey grandway preven and construction and analogy (0) 05 65) Enverted Tollway, brancescho, Oron third of the dramage treatment bacines cost, be mocessity for the Optimit 1 buildiout, have been includes: Xentre State (1) 10 0000 Zentre State (1) 10 0000 Zent	-				a the			in the second	

Project #6: Alabama Street Corridor, Phase 2 Multimodal Safety Improvements

(Based on Conclusions of Phase 1 Feasibility Study)

PROJECT NARRATIVE: 100% federal SAFETEA-LU Safety Funds secured by invitation-only grant application in 2011. Alabama is a busy 4-lane east-west corridor bisecting the Sunnyland and Roosevelt Neighborhoods, which presents a challenge to north-south travel for pedestrians, transit riders, and bicyclists. Traffic volumes approach 20,000 vehicles per day near Woburn Street, 85th % speed averages 38.5 mph vs posted 35 mph speed limit, and from 2004 through 2010 there were 93 vehicle collisions with known or possible injuries. Critically important is WTA Route 331 Gold GO Line - the most productive route in the entire WTA system - which relies on Alabama Street capacity to maintain average transit speed and on-time performance. A 2012 Phase 1 Feasibility Study will determine the actual scale and scope of Phase 2 multimodal safety improvements. WTA has committed \$5,000 toward the Phase 1 Feasibility Study.

MULTIMODAL TRANSPORTATION BENEFITS

Possible: Center two-way left-turn lane, bicycle lanes, bus pull-out zones, crosswalk improvements.

PROJECT STATUS: Phase 1 Feasibility Study 2012; Phase 2 Construction scheduled 2013.

				Cost	Estim	ates (O	00's) 20	12 Doll	ars	
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous Budget	FL 2013	2014	D 2015		FUND 2017		PROJECT TOTALS
19	Alabama St Corridor, Phase 2	Federal SAFETEA		1,417						1
6	Safety Improvements based on			Build						
	Phase 1 Feasibility Study	Subtotal		1,417						1,417

TRANSPORTATION IMPACT FEES COLLECTED

No, 100% federally funded

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown until conclusion of Phase 1 Study



Project #7: James Street Bridge Replacement

PROJECT NARRATIVE

Two weight-restricted and deteriorating bridges over Squalicum Creek tributaries will be replaced with one new bridge span. The new bridge will be constructed to urban secondary arterials standards with sidewalks, bicycle lanes, and turn lanes to match with those being planned for James Street Phase 1 Multimodal Corridor Improvements.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, new weight-bearing bridge for freight vehicles, accommodation of future Bay to Baker Trail crossing, and new intersection for future east-west arterial connection.

PROJECT STATUS (ER-009) 90% PE & Design. Bridge reconstruction scheduled 2013-2014.

-		t Estima	ates (O	00's) 20	12 Dol	ars				
No	PROJECT DESCRIPTION	FUNDING SOURCE	Previous Budget	FL 2013	JNDE	D 2015		FUND		PROJECT TOTALS
NO.	James Street	Street	624	2015	2014	2013	2010	2017	2010	TUTALS
7	Bridge Replacement	2nd 1/4 REET	100		-		-	-	*	-
	ER-009	Federal BRAC	2,495		Build	-				-
	LINGUS	Subtotal	3,219	-	Dunu					3,219
Т	RANSPORTATION IMP	ACT FEES COL	LECTED							Yes
R	IGHT-OF-WAY ACQUIS	SITION NECESS	SARV							Yes
										105
	KERST WORCHARD DR					The second secon			IN THE INCLUSION	IGHT MIT 15T 19T

Project #8: James Street, Phase 1 Multimodal Corridor Improvements

(Woodstock to E. Orchard)

PROJECT NARRATIVE

James Street is a major transportation corridor with poor surface and no sidewalks or shoulders that provides access to Sunset Pond Park between Sunset and East Bakerview. Up to 1,500 new housing units are expected from the surrounding 860-acres annexed to Bellingham in 2009. Reconstruction is needed from a minimum rural standard to urban secondary arterial street with sidewalks, bicycle lanes, turn lanes, enclosed drainage, and street lighting from Woodstock to East Orchard Drive.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, center turn lanes, accommodation of future Bay to Baker Trail crossing, intersection safety and efficiency.

PROJECT STATUS (ES-318): 90% PE & Design. Construction scheduled 2013-2014.

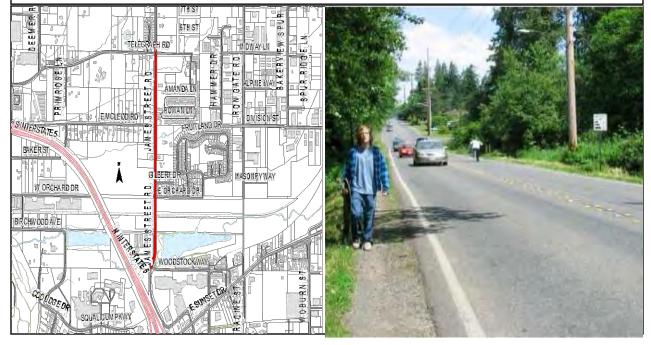
				Cost	t Estim	ates (0	00's) 20	12 Dol	ars	
		FUNDING	Previous	FL	INDE	D	UN	FUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
15	James Street Phase 1	2nd 1/4 REET	1	100		10				
8	Multimodal Corridor	Street	100							
	Improvements	State TIB	1,250							
	(Woodstock to Orchard St)	Federal STP-R	1,200		Build					
	[*Transferred from W. Illinois]	Federal STP-R*	650							
	ES-318	Subtotal	3,200	100			-			3,300

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds

Yes



Project #9: Wharf Street Roundabout Multimodal Improvements

PROJECT NARRATIVE: Wharf Street will serve as a key multimodal access corridor and as a gateway to the southern portion of the redeveloped Waterfront District and will be one of only two access points while the Cornwall Bridge is under construction. The existing dual intersections of Wharf/Boulevard/State and State/Forest will be reconstructed as a multimodal roundabout to improve safety, efficiency, and access for all transportation modes, including freight and South Bay trail users.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks with safety refuges, bicycle ramps, transit, auto, freight safety, & efficiency, improved trail connections.

PROJECT STATUS (WF-1008): Construction ready, pending additional grant funding.

				Cos	t Estim	ates (O	00's) 20	Cost Estimates (000's) 2012 Dollars								
		FUNDING	Previous	F	UNDE	D	UNF	UND	ED	PROJECT						
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS						
	Wharf Street Roundabout	2nd 1/4 REET	500	1 - 1	1											
9	State/Forest & Blvd/Wharf	Unknown	1		1		2,500			1						
5		Federal STP-R	Sec. 14		1.7-1	1	10.77			10000						
-	WF-1008	Subtotal	500		1-1		2,500	. her		3,000						

TRANSPORTATION IMPACT FEES COLLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds

Completed



Project #10: West Horton Road Multimodal Corridor Extension, Phase 1; (Horton terminus to Aldrich Road)

PROJECT NARRATIVE: Regional growth and development, including the development of a 20-acre Cordata Park with parking access from Horton requires that West Horton Road be extended as a "minimum footprint" secondary arterial street with bicycle lanes from the current terminus to Aldrich Road. Environmental impacts require land acquisition, off-site mitigation, minimum road prism footprint, and alternative design for a pin-pile pedestrian boardwalk similar to Fraser Street (pictured below). Dedicated left-turn lanes will be needed at the intersection of W. Horton/Aldrich.

MULTIMODAL TRANSPORTATION BENEFITS: Increased access, safety, and connectivity for school children, pedestrians, park and trail users, bicyclists, transit riders, vehicles, and freight trucks.

PROJECT STATUS: Feasibility studies, wetland delineations, & survey completed 2009 & 2011; land acquisition & mitigation planning 2012; PE & Design pending additional funding.

1			Cost Estimates (000's) 2012 Dollars									
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous Budget	Fl 2013	JNDE 2014		UNI 2016	UND 2017		PROJECT TOTALS		
	West Horton Road Multimodal	Pvt - Trillium	812		1							
10	Corridor Improvements-Phase 1	Federal STP-R										
	(Cordata Park to Aldrich Rd)	Unknown					4,500					
	ES-399	Subtotal	812				4,500			5,312		

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used No



Project #11: Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway

PROJECT NARRATIVE

This Parks Department project will construct a 2,360 linear foot overwater pedestrian and bicycle boardwalk extension of the South Bay Trail at Boulevard Park to the new community park planned for the Cornwall Avenue landfill site as part of the Bellingham Waterfront District redevelopment. Construction has been proposed in 2013, but an additional \$2,000,000 in funding will be required before construction can occur.

MULTIMODAL TRANSPORTATION BENEFITS

Pedestrian and bicycle connection between Fairhaven and Waterfront District.

PROJECT STATUS – Parks Department. PE, Design, and Permitting. Construction pending additional funding.

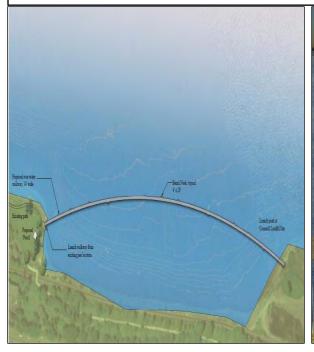
		100	Cost Estimates (000's) 2012 Dollars									
		FUNDING	Previous	F	UNDE	D	U	IFUND	ED	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS		
1	Boulevard Park to Cornwall Park	1st 1/4 REET	150					1	1			
	Overwater Pedestrian Walkway	Federal	2,139						1	1		
11	(Boulevard Park to Waterfront)	Greenways 3	100	3,900	1	1) = = = =	¢	5.0.23		
	Parks Department	Unknow n	1	1		1	2,000			1		
	and the second	Subtotal	2,389	3,900			2,000		1	8,289		

TRANSPORTATION IMPACT FEES COLLECTED

Parks Project, Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY

No





Project #12 (Components 12.a. – 12.c.) Waterfront District Multimodal Improvements

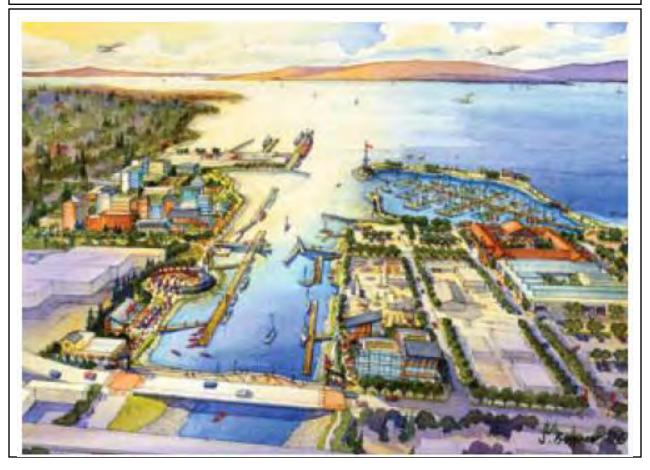
PROJECT NARRATIVE: City construction of Phase 1 and 2 arterial street connections to provide primary access to the Waterfront District, including facilities for pedestrians and bicycles. In future Waterfront redevelopment phases, bridges will need to be constructed if the BNSF railroad main line is to be relocated from its existing location to allow adequate width for future double tracking.

PROJECT STATUS: Construction of Central in 2011-12, Granary-Bloedel 2014-2015, all other arterial street & bridge construction uncertain pending master plan & additional funding for all projects.

		Cost Estimates (000's) 2012 Dollars								
		FUNDING	Previous	F	UNDE	D	UN	IFUNDI	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
	Bellingham Waterfront District									
12	Transportation Infrastructure ³	1st 1/4 REET	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY Yes, for local funds, as development occurs

Yes, to be dedicated by Port of Bellingham



Bellingham Waterfront District Arterial Street Plan



Project #12a: Granary - Bloedel Avenue (Phase 1) Multimodal Improvements (Roeder to Commercial Street)

PROJECT NARRATIVE: A new full standard arterial with sidewalks and bike lanes will be constructed on the southeast side of the Granary building and will serve as the primary multimodal access corridor to the northern portion of the redeveloped Waterfront District when Central Avenue is closed to vehicle traffic. Granary will be constructed from Roeder Avenue to Bloedel Avenue and then as close to Commercial Street as possible to allow the required transition down to existing waterfront grade. A new traffic signal with left-turn lanes will be constructed at the Granary/Roeder intersection.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, bicycle lanes, traffic signal, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS: Funded. In engineering & design. Construction scheduled 2013-2014.

		-	-	_	Cost Es	tim ata c	(000'e) 2	012 Dolla	re .	
		FUNDING	Previous		UNDE			NFUND		PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
	a) Granary-Bloedel Ave, Phase 1									
	(Granary 400 feet, turn corner to	Federal	5,000			Build				
	Bloedel, build as far as possible)	Subtotal	5,000							5,000
	RANSPORTATION IMPA	CT FEES C	OLLECT	ΈD			Not eli	gible, al	l federa	l funds
D.	IGHT-OF-WAY ACQUISIT	TION NECT	SSADV		Vec	Port of	Belling	- ham to o	ladicate	ROW
	Iont-or-wat acquisit		SSANI		105,	1 011 01	Dennig		leureate	, KO W
AND AND	or more the second seco			CONNEC	THERN ACCE ERFRONT SI TTO EXISTIN ROAD SYSTE	IG		and the second se		

Project #12b: Bloedel Avenue, Phase 2 Multimodal Improvements (Commercial to Cornwall Avenue)

PROJECT NARRATIVE: A new arterial connection will be constructed from the terminus of Granary-Bloedel south to Cornwall Avenue and will serve as the primary multimodal arterial street through the center of the redeveloped Waterfront District. A new traffic signal with left-turn lanes will be constructed at the Bloedel/Cornwall intersection.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, crosswalks, bicycle lanes, traffic signal, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS:

Construction schedule is uncertain pending a master plan and additional funding.

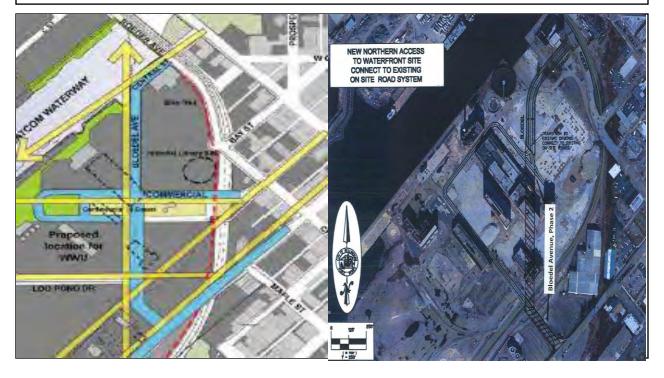
			_		Cost Es	timates	(000's) 2	012 Dolla	rs	_
		FUNDING	Previous	F	UNDE	D	U	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
	b) Bloedel Avenue, Phase 2									
	(Temporary Laurel)	Federal	1,700			Build				
	(End of Phase 1 to Cornw all)	Subtotal	1,700							1,700

TRANSPORTATION IMPACT FEES COLLECTED

Not eligible, all federal funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, Port of Bellingham to dedicate ROW



Project #12c: Commercial Green Loop Multimodal Improvements (Bloedel Avenue to Shoreline)

PROJECT NARRATIVE: A new arterial loop connection will be constructed west of Bloedel Avenue with park greens in the center of the loop. The Commercial Green Loop will serve as the primary western multimodal access in the early phases of the long-term redevelopment of the Waterfront District.

MULTIMODAL TRANSPORTATION BENEFITS:

Sidewalks, crosswalks, bicycle lanes, bus pullouts where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS:

Construction schedule is uncertain pending a master plan and additional funding.

					Cost Es	timates	(000's) 2	012 Dollar	s	_
		FUNDING	Previous	F	UNDE	D	U	IFUNDI	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
	c) Commercial Green Loop	Unknow n						2,200		
	(Bloedel to Shoreline)	Subtotal						2,200		2,200

TRANSPORTATION IMPACT FEES COLLECTED

Yes, as development occurs

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, Port of Bellingham to dedicate



Project #13: James/Bakerview Intersection Improvements

(Roundabout or Turn Lanes with Traffic Signal Reconstruction)

PROJECT NARRATIVE: East Bakerview is a principal arterial and major trucking route between the Irongate industrial area to I-5 and James Street is the only north-south secondary arterial between Sunset Drive and Kellogg Road. Existing zoning in the King Mountain Neighborhood allows over 1,500 new housing units and the King Mountain Urban Village proposes an additional 1,500 housing units and 40,000 SF of office and commercial development. Increasing traffic volumes and lack of north-south left-turn lanes on James have contributed to an increase in collisions at James/Bakerview. Constructing dedicated left-turn lanes on James will help vehicle traffic, but a multimodal roundabout will improve conditions for all transportation users, including trucks, as the King Mountain area develops over time.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalk with pedestrian refuges, bicycle lanes, vehicle collision reduction, increased safety & efficiency of freight and goods movement.

PROJECT STATUS: City has applied for federal STP-R funds for PE and Design.

					Cost Es	tim ate s	; (000's) 20)12 Dollai	'S		
		FUNDING	Previous	F	UNDE	D	UN	IFUND	ED	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS	
	James/Bakerview Intersection	Street			1	[].	-	·	· · · · · · · · · · · · · · · · · · ·	Sec.	
13	Safety & Signal Improvements	Federal		1.000	in di		a in the second s		1	(
	(Intersection reconstruction to	Private		1.00			Mitigation	-	1000	1	
	include dedicated turn lanes and	Unknow n		E-H		1	1,000		1-6-1		
5	ADA curb ramps & crossw alks)	Subtotal	-				1,000			1,000	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown, but probable



Project #14: Orchard Street Multimodal Arterial & Bay to Baker Trail Connection beneath I-5

PROJECT NARRATIVE: Construct a multimodal arterial and trail connection from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake), through the railroad tunnel beneath Interstate 5, to James/Orchard north of Sunset Pond Park These new east-west arterial and trail connections will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham, St Joseph's Hospital, and central Bellingham. Construction of this arterial street will ease pressure on the Interstate interchanges at Meridian and Sunset and is the last opportunity for a grade-separated crossing of Interstate 5 in Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, separated multi-use trail, new transit route, emergency access to hospital, all modes grade-separated across Interstate 5.

PROJECT STATUS: "Orchard St Extension Pre-Design Study" completed, jointly funded by Parks & Public Works. Next: Form a Public-Private partnership to fund and construct trail & street extension.

					Cost Es	timates	(000's) 2	2012 Dollars	5	_
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous Budget	F 2013	UNDE 2014	D 2015	U 2016	NFUNDE 2017	D 2018	PROJECT TOTALS
	Orchard St Multimodal Arterial	Street	. 25							
	and Bay to Baker Trail	Private						Mitigation		
14	Grade-Separated Crossing Under	Greenw ays 3	25					1,500		
	(Birchwood/Squalicum to James St)	State)			
	Associated w Squalicum Ck Reroute	Federal					-			
		Unknow n						7,500		
		Subtotal	50					9,000		9,050

TRANSPORTATION IMPACT FEES COLLECTED Yes, if local transportation funds are applied

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for both trail and street





Project #15: James Street, Phase 2 Multimodal Corridor Improvements; (E. Orchard Drive to Telegraph Road)

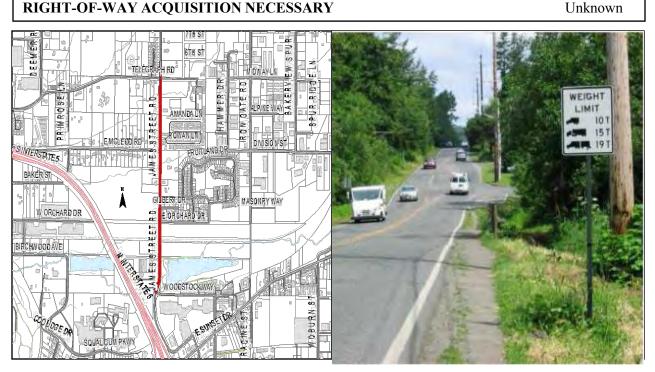
PROJECT NARRATIVE: James Street is a major transportation corridor with poor surface and no sidewalks or shoulders that provides access to Sunset Pond Park between Sunset and East Bakerview. Up to 1,500 new housing units are expected from the surrounding 860-acres annexed to Bellingham in 2009. Reconstruction is needed from a minimum rural standard to urban secondary arterial street with sidewalks, bicycle lanes, turn lanes, enclosed drainage, and street lighting from East Orchard Drive to Telegraph Road.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, bus pull-outs where possible, turn lanes, increased access, safety, & efficiency.

		Cost Estimates (000's) 2012 Dollars								_
Na		FUNDING	Previous		UNDE	_		NFUND		PROJECT
NO.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
14.1	James Street Phase 2	Street		1.1	1	(m)	<u>0</u>	1.00	1	Q
15	Multimodal Improvements	Private		1					Mitigation	
	(Orchard -Bakerview ; includes new	Federal		·	1	í				
	traffic signal at James/Telegraph)	Unknow n		1001		1. E	15.00	ti. T	6,500	-
-		Subtotal				1.2.1			6,500	6,500

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds Unknown



Project #16: Northwest/W. Bakerview Intersection Safety Improvements (North leg: W. Bakerview to Aldrich)

PROJECT NARRATIVE

Construct a new northbound drop/right-turn lane from West Bakerview to Aldrich Road to enhance safety, reduce existing traffic congestion, and accommodate additional infill development in the Bakerview corridor. This arterial enhancement will provide additional safety for both bicyclists and vehicles crossing Bakerview, will reduce the significant amount of existing northbound traffic congestion that backs up along Northwest Avenue from the intersection each day, and will benefit regional transportation circulation for all modes in the northwestern portion of Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, bicycle lanes, improved safety, reduced congestions, regional circulation benefits.

PROJECT STATUS

Cost Estimates (000's) 2012 Dollars FUNDED UNFUNDED FUNDING Previous PROJECT 2014 No. PROJECT DESCRIPTION SOURCE 2015 2016 TOTALS Budget 2013 Northwest Ave / W. Bakerview Rd Street Mitigation 16 Intersection Safety Improvement Private (North leg: W. Bakerview to Aldrich) 250 Unknow n Subtotal 250 TRANSPORTATION IMPACT FEES COLLECTED Yes **RIGHT-OF-WAY ACQUISITION NECESSARY** No 4130 4120 4116 MAHOGANYAVE 4100 0121 DARBY DR RD

Unfunded

Project #17: Chestnut-Bay Bridge Rehabilitation

PROJECT NARRATIVE

The L-shaped Chestnut-Bay Bridge spanning the BNSF railroad tracks between Bay Street and Roeder Avenue is currently weight-restricted and requires bridge deck rehabilitation and repair of failing expansion joints. The bridge surface will be scarified and overlaid with a modified latex concrete and the failing expansion joints will be replaced with joints that can accommodate more extreme temperatures ranges.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, new weight-bearing bridge for freight vehicles, transit busses, accommodation of future downtown and Waterfront traffic.

PROJECT STATUS: Seeking federal grant funds in 2012-2013

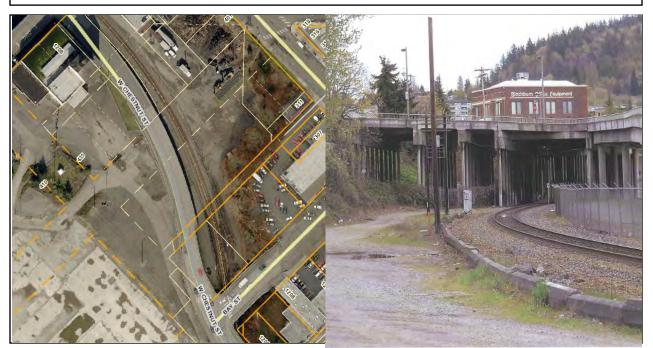
					Cost Es	timates	(000's) 2	012 Dollar	s	
		FUNDING	Previous	F	UNDE	D	U	IFUND	ED	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2013	2014	2015	2016	2017	2018	TOTALS
(a. 1.)	Chestnut - Bay Bridge	Federal					Au	200	1 and	
17	Rehabilitation & Repair	Unknow n		1771					2,500	
1	(Bay Street to Granary Ave)		n (*	1		12	-		2,500	2,500

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local funds are applied

No





Six-Year (2014-2019) Transportation Improvement Program (TIP)

Kelli Linville, Mayor

Ted Carlson, Public Works Director

City Council Members

Seth Fleetwood - At Large, 2013 Council President Michael Lilliquist – 6th Ward, 2013 Council President Pro Tempore Stan Snapp - 4th Ward, 2013 Mayor Pro Tempore Jack Weiss – 1st Ward Gene Knutson - 2nd Ward Cathy Lehman - 3rd Ward Terry Bornemann - 5th Ward

Public Review Process

Posted on City Web site for Public Review: May 3, 2013 Transportation Commission Discussion: May 14, 2013 Public Works Advisory Board Discussion: May 14, 2013 City Council Public Hearing: May 20, 2013 Transportation Commission Recommendation: May 20, 2013 City Council Work Session to adopt: June 3, 2013 City Council revision: June 17, 2013

Adopted June 17, 2013

Prepared by Chris Comeau, AICP, Transportation Planner







Transportation Planning Documents

The 2014-2019 Transportation Improvement Program (TIP) is available from the Public Works Department at 2nd floor, Bellingham City Hall, 210 Lottie Street or on the City of Bellingham web site at:

http://www.cob.org/services/planning/transportation/tip.aspx

The Transportation Element of the 2006 Bellingham Comprehensive Plan is available on the City of Bellingham web site at:

http://www.cob.org/documents/planning/comprehensiveplan/2006-chapter3.pdf

Public Works Transportation Planning staff may be contacted by telephone at **(360) 778-7900** or by email, as listed below.

Chris Comeau, AICP, Transportation Planner ccomeau@cob.org

Brent Baldwin, AICP, Development Manager bbaldwin@cob.org

State Law Requirements for Six-Year Transportation Improvement Program (TIP)

RCW 35.77.010

Perpetual advanced six-year plans for coordinated transportation program expenditures -- Nonmotorized transportation -- Railroad right-of-way.

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter <u>35.63</u> or <u>35A.63</u> RCW, the inherent authority of a first-class city derived from its charter, or chapter <u>36.70A</u> RCW, the program shall be consistent with this comprehensive plan. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW <u>36.70A.070(6)</u> or other applicable changes that promote nonmotorized transit.

The program shall be filed with the secretary of transportation not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city transportation needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive transportation program before July 1st of each year, and each oneyear extension and revision shall be filed with the secretary of transportation not more than thirty days after its adoption. The purpose of this section is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six-year plan for each city or town shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town will expend its moneys, including funds made available pursuant to chapter <u>47.30</u> RCW, for nonmotorized transportation purposes.

(3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction.

Funding Source Definitions

- **NOTE:** All funding sources listed below are affected by changing economic conditions. Annual funding levels and eligibility criteria change often.
- **Bellingham Street Fund:** Public Works Street Fund comprised of motor vehicle gas tax and **42.5%** of the total sales tax collected by the City of Bellingham.
- Bellingham Real Estate Excise Tax (REET): Comprised of 1/2 of 1% of the total real estate revenue for a given year. REET funding is divided into first ¼ and second ¼ and can be used for limited types of transportation projects.
- **Bellingham Transportation Benefit District (TBD):** Comprised of **2/10 of 1%** of the total annual sales tax receipts collected within City limits to fund the following specific transportation needs: arterial resurfacing, WTA bus service, and non-motorized transportation infrastructure. The Bellingham TBD was approved by voters, is governed by the TBD Board of Directors, and is effective January 1, 2011 to December 31, 2020.
- **Bellingham Transportation Impact Fees (TIF):** The proportional share contribution from private developments for annual transportation investments citywide per BMC 19.06. TIF revenue currently covers about 20% of annual City transportation improvements.
- **Federal:** Federal Highway Administration, Federal Transit Authority, or U.S. Department of Transportation administered grant funding programs.
- **Federal American Reinvestment and Recovery Act (ARRA):** One-time federal economic stimulus funding provided for transportation projects.
- Federal Highway Bridge Program (HBP): Provides federal funds for structural repair or replacement. Project oversight at the State level by the Bridge Replacement Advisory Committee (BRAC).
- Federal Surface Transportation Program Regional (STP-R): Provides federal funds to maintain and expand eligible regionally important arterial street systems.
- **Federal Surface Transportation Program (TAP):** Provides federal funds to enhance facilities for non-motorized transportation modes on eligible street systems.
- State: State administered grant funding programs or State educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- **WSDOT**: Washington State Department of Transportation biennium budget State Funding administered through WSDOT.
- Washington Transportation Improvement Board (TIB): State grant funding for arterials, sidewalks, and safety measures.
- **Private & Other (Partnerships):** Transportation Impact Fees, Whatcom County, Whatcom Transportation Authority, private business investment, private mitigation, etc.

Projects in Design/Construction during 2013 (Not included in 2014-2019 TIP)

	FUNDING	PROJECT	2013
2013 CONSTRUCTION PROJECTS	SOURCE	BUDGET	ACTIVITY
Arterial Resurfacing Program	Street	2,785,425	
Various Streets 2013 Overlay	TBD Resurfacing	1,855,425	
a.) Woburn Street: Alabama St. to Lakeway Dr.			Resurface Spring 2013
b.) Highland Drive: W. College Way to Taylor Ave.			Resurface Summer 2013
c.) W. College Way: N. Garden St. to Bill McDonald Pkwy			Resurface Summer 2013
D.) Hannegan Road: E. Bakerview Rd. to City limits			Resurface Summer 2013
	Project Total	4,640,850	
Northwest Ave/McLeod Rd	2nd 1/4 REET	250,000	
Multimodal Roundabout	State TIB	650,000	
(ES-360: Southbound Interstate 5 on- & off-ramps)	Federal STRS/STP	1,530,000	
	Project Total	2,430,000	Completed Spring 2013
McLeod Road Sidewalk	2nd 1/4 REET	250,000	
(ES-434: North sidewalk: Northwest Ave to Rusley Dr	Project Total	250,000	Completed Spring 2013
Eliza Avenue Multimodal Arterial Connector	Street	250,000	
New sidewalk, bike lanes, travel lanes into NW mall	Private (Bellis Fair)	ROW Value	Completed Spring 2013
(ES-441: Eliza Ave to Bellis Fair Pkwy)	Project Total	250,000	
Wharf/State/Forest/Blvd Roundabout	Street	327,746	
Multimodal roundabout, crosswalks, safety	Federal	2,100,000	Construct Summer 2013
(WF-1008: Wharf Roundabout)	Project Total	2,427,746	
West Bakerview Arterial Safety and Overpass	Street	250,000	
(ES-462: Dover Street across I-5 to Bennett Drive)	State TIB	1,500,000	
Bellingham Airport Master Plan Phase 1 Mitigation	Port of Bellingham	500,000	Construct Summer 2013
Whatcom County 2013-2018 TIP; County Road Fund	Whatcom County	100,000	
EDI \$300,000 grant/\$350,000 loan at 1% interest	County EDI	650,000	
Fred Meyer \$100,000 for dual left-turn lanes at Dover	Private (Fred Meyer)	100,000	
	Project Total	3,100,000	
Whatcom Transit Authority	TBDTransit Contract	1,000,000	
Sunday & Supplemental Transit Service in Bham	Transit Reserve	540,000	Contract 2011, Fund 2012-16
Non-Motorized Transportation Projects	TBD Non-Motorized	1,855,425	
Various Sidewalk and Intersection Projects	Non-Motor Reserve	0	
a.) State/Maple - Pedestrian bulb-outs & marked crosswalks	\$		Construct Summer 2013
b.) E. Illinois/James - Pedestrain bulb-outs & marked cross	walks - Sunnyland ES		Construct Summer 2013
c.) Bill McDonald Parkway Sidewalk (North side: 35th St to B	irnham Wood)		Construct Summer 2013
d.) Cornwall/Maple - Pedestrian bulb-outs & marked crossw	alks		Construct Summer 2013
Alabama Street Corridor, Phase 1	Street	44,000	Phase 1 Study
Road Diet Feasibility Study	WTA Transit	5,000	Complete Summer 2013
(Cornwall to St Claire)	Project Total	49,000	

Important Non-City Transportation Improvements									
WSDOT SR-539 (Guide-Meridian) I-5 to Kellogg Rd	WSDOT	2,687,000	Complete Summer 2013						

	Transportation I	mprovem	ent Pro	jects	201	4-20	19 (F	und P	age 1)
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous Budget	F 2014	UNDED 2015	2016	UI 2017	NFUNDED 2018	2019	PROJECT TOTALS
	Annual Arterial Street	Street	1,330	2,165	2,230	2,300	2,370	2,440	2,515	
1	Pavement Resurfacing ¹	TBD Resurface	1,855	1,540	1,580	1,630	1,680	1,730	1,780	
	1) Increase annual sales tax 3%	Subtotal	3,185	3,705	3,810	3,930	4,050	4,170	4,295	27,145
	Whatcom Transit Authority ¹	TBD Contract	1,000	1,000	1,000	1,000	0	0	0	
2	Contract Supplemental Transit	Transit Reserve	493	540	580	630	1,680	1,730	1,780	
	Service In Bellingham (Expires 3/14/16)	Subtotal	1,493	1,540	1,580	1,630	1,680	1,730	1,780	11,433
	Non-Motorized Transportation ¹	TBD Non-Motor	1,855	1,540	1,580	1,630	1,680	1,730	1,780	
3	Various Pedestrian and Bicycle	NonMtr Reserv	0	0	0	0	0	0	0	
	Infrastructure Improvements	Subtotal	1,855	1,540	1,580	1,630	1,680	1,730	1,780	11,795
	James Street Bridge	Street	624							
4	Replacement	2nd 1/4 REET	100							
	ER-009	Federal BRAC	2,495	Build						
		Subtotal	3,219							3,219
	James Street Phase 1	2nd 1/4 REET	100							
	Multimodal Corridor	Street	100							
5	Improvements	State TIB	1,250							
	(Woodstock to Orchard St)	Federal STP-R	1,850	Build						
	ES-318	Subtotal	3,300							3,300
6	Chestnut - Bay Bridge	Federal BRAC	2,647	Build						
	Rehabilitation & Repair	Subtotal	2,647							2,647
	Carl Cozier Safe School Routes	Street	27							
7	Lincoln/Potter Intersection & Crossing	Federal SR2S	237		Build					
	Gladstone sidew alk (north side)	Subtotal	264							264
	Alabama St Corridor, Phase 2	Federal SAFETEA	1,417							
8	ES-466 Safety Improvements based				Build					
	on Phase 1 Feasibility Study outcome	Subtotal	1,417							1,417
9	State/Laurel Pedestrian Safety	Federal SAFETEA	350		Build					
	Curb extensions, crossw alks, sidew alk	Subtotal	350							350
10	Granary-Bloedel Ave, Phase 1	Federal	833	5,867	Bu	ild				
	(Roeder to Bloedel to Commercial)	Subtotal	833	5,867						6,700
11	Bloedel Avenue, Phase 2	Street	1,500		Bu	ild				
	(Commercial to Cornw all)	Subtotal	1,500							1,500
	James/Bakerview Intersection	Street	60							
12	Safety Improvements	Federal STP-R	385							
	(Intersection reconstruction with	Private Mitigation								
	turn lanes or roundabout)	Unknow n					1,500			
	ES-473	Subtotal	445				1,500			1,945
	Dover St Multimodal Arterial	Street								
13	North-South arterial access from	Private Mitigation								
-	W. Bakerview Rd to Division St	Unknow n					3,000			
		Subtotal					3,000			3,000
	West Horton Road Multimodal	Street					.,			3,000
	Corridor Improvements-Phase 1	Pvt - Trillium	812							
14	(Current terminus to Aldrich Road)	Federal STP-R	500							
		Unknow n	000				4,000			
	ES-399	Subtotal	1,312				4,000			5,312

	Transportation I	mprovem	ent Pr	oject	s 20	14-2	2019	(Fund]	Page 2)		
	Cost Estimates (000's) 2013 Dollars										
		FUNDING	Previous	F	UNDED			UNFUNDE	D	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS	
	Boulevard Park to Cornwall Park	1st 1/4 REET	150								
	Overwater Pedestrian Walkway	Federal	2,139								
15	(Boulevard Park to Waterfront)	Greenways 3	100	3,900							
-	Parks Department	ParkImpactFee		600							
		Unknow n					2,500				
		Subtotal	2,389	4,500			2,500			9,389	
	Orchard Drive Extension	Street	425	.,			_,			-,	
	and Bay to Baker Trail	Pvt Mitigation	120					Mitigation			
16	(ES440) Multimodal Grade-Separated	Greenways 3	125					1,500			
10	Crossing of Interstate 5 from	Unknow n	120					7,500			
	Birchw ood/Squalicum to James St	Subtotal	550					9,000		9,550	
	Division St Multimodal Arterial	Street	000					3,000		0,000	
17	East-West arterial access between	Pvt Mitigation							Mitigation		
17	Northwest Ave and Pacific Highway	Unknow n							5,000		
	Northwest Ave and Fachic highway	Subtotal							5,000	5,000	
	James Street Corridor	Street							3,000	5,000	
40		Pvt Mitigation							Mitigation		
18	Non-motorized Improvements Phase 2 = Orchard -Bakerview	Unknow n							Mitigation		
									7,500	7 500	
	Phase 3 = Bakerview - Kellogg	Subtotal							7,500	7,500	
40	North James Street	Pvt Mitigation							0.000		
19	Multimodal Arterial Connection	Unknow n							3,000		
	(Gooding to Van Wyck)	Subtotal							3,000	3,000	
	Northwest Ave / W. Bakerview Rd.	Pvt Mitigation							0.50		
20	Intersection Safety Improvement	Unknow n							250		
	(North leg: W. Bakerview to Aldrich)	Subtotal							250	250	
	Commercial Green Loop	Street									
21	(Bloedel Ave to Shoreline)	Unknow n							2,200		
		Subtotal							2,200	2,200	
	Northshore Drive	TBD Non-Motor									
22	Non-motorized Improvements	Unknow n							7,000		
	(Britton Road to City limits)	Subtotal							7,000	7,000	
	20	14-2019 TIP PROJ	ect fundin	g Sourc	ESUM	MARIES	i				
				C	ost Est	timates	(000's)	2013 Dolla	rs		
	TOTAL TIP FUNDING BY SOU	RCE	Previous	F	UNDED			UNFUNDE	D		
			Budget	2014	2015	2016	2017	2018	2019	TOTALS	
тот	TOTAL STREET FUNDS			2,165	2,230	2,300	2,370	2,440	2,515	18,086	
тот	AL TRANSPORTATION BENEFIT DISTRI	СТ	5,203	4,620	4,740	4,890	5,040	5,190	5,340	35,023	
тот	AL 1st 1/4 REET FUNDS		350	0	0	0	0	0	0	350	
тот	AL 2nd 1/4 REET FUNDS		0	0	0	0	0	0	0	0	
тот	AL STATE FUNDS		1,250	0	0	0	0	0	0	1,250	
тот	AL FEDERAL FUNDS		12,853	5,867		0	0	0	0	18,720	
тот	AL PRIVATE FUNDS		812	0	0	0	0	0	0	812	
тот	AL OTHER (Greenways, Port, EDI, WT	A, etc)	225	4,500	0	0	0	1,500	0	6,225	
	AL UNKNOWN FUNDS		0	0	0	0	11,000	7,500	24,950	43,450	
			24 750	17 152				16 630	22 905	122 016	

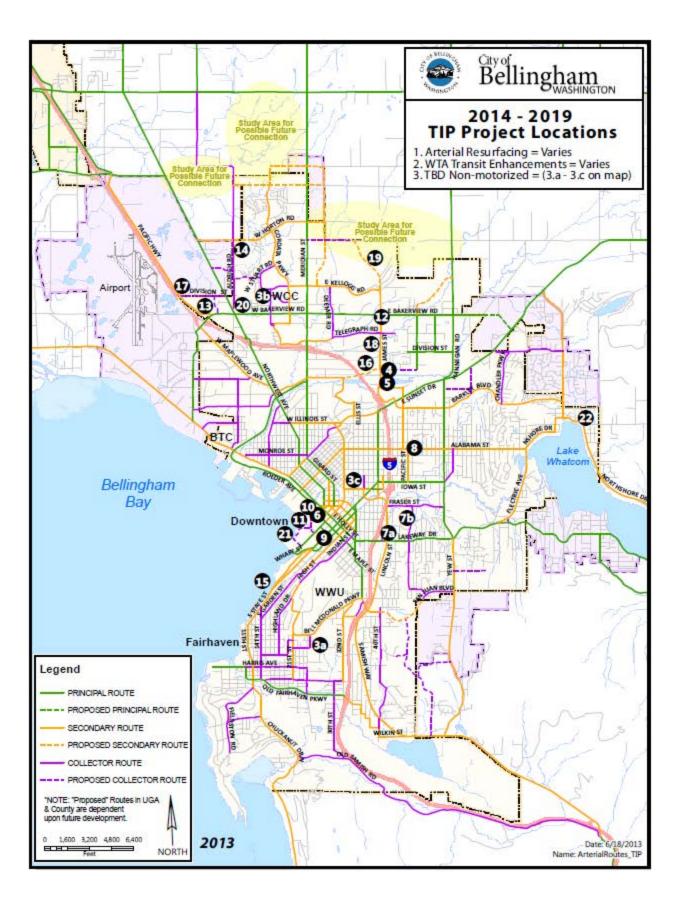
TOTAL 2014-2019 TIP FUNDS

24,759 17,152 6,970 7,190 18,410

32,805

16,630

123,916



Project #1: Annual Arterial Pavement Resurfacing Program (Goal: 5% of Arterial Street Network Per Year)

PROJECT NARRATIVE: Annual maintenance of existing arterial streets and bicycle lanes to protect the City's investment in these facilities and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost. Presuming a 20-year life cycle, approximately 5% of the City's arterial streets require resurfacing each year, but that goal has not been achieved due to funding shortfalls. In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of using TBD revenue to supplement the City Street Fund for arterial resurfacing through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, but adding bicycle lanes and curb extensions and crosswalks – where possible - when arterial pavement resurfacing occurs also helps to expand the citywide bicycle and pedestrian networks and increases safety for all users.

		FUNDING	Previous	FUNDED			U	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Annual Arterial Street	Street	1,330	2,165	2,230	2,300	2,370	2,440	2,515	
1	Pavement Resurfacing ¹	TBD Resurface	1,855	1,540	1,580	1,630	1,680	1,730	1,780	
	1) Increase annual sales tax 3%	Subtotal	3,185	3,705	3,810	3,930	4,050	4,170	4,295	27,145

TRANSPORTATION IMPACT FEES COLLECTEDArterial Street Maintenance – Not Eligible**RIGHT-OF-WAY ACQUISITION NECESSARY**No

PROJECT STATUS: Annual program, 2014 through 2019; Goal 5% of arterial street network per year



Project #2: Transit Service Enhancements

PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding the restoration of Sunday public transit service in Bellingham. The City of Bellingham has contracted WTA to provide Sunday service through March 14 of 2016, as well as some additional transit routes.

MULTIMODAL TRANSPORTATION BENEFITS: Restoration of Sunday bus service has added transit capacity, which may reduce traffic congestion to benefit the city-wide transportation network.

PROJECT STATUS: The TBD revenue for transit is available through the year 2020.

		FUNDING	Previous	FUNDED			U	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Whatcom Transportation Authority ¹	TBD Contract	1,000	1,000	1,000	1,000	0	0	0	
2	Contract Supplemental Transit	Transit Reserve	493	540	580	630	1,680	1,730	1,780	
	Service In Bellingham (Expires 3/14/16)	Subtotal	1,493	1,540	1,580	1,630	1,680	1,730	1,780	11,433

Transit not eligible

No

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Project #3: Non-Motorized Transportation Improvements

PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding arterial resurfacing, transit, and non-motorized improvements in Bellingham. Non-motorized improvements are primarily prioritized through the Pedestrian and Bicycle Master Plans, but also through grant funding opportunities and other capital improvement needs. Non-motorized funding is provided by revenue from the TBD through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Additional sidewalk connections, crosswalks, and bicycle facilities will help to complete the city-wide non-motorized transportation network.

PROJECT STATUS: The TBD Board meets quarterly to discuss the status of TBD funds, projects in construction and/or design/engineering, and possible future projects.

		FUNDING	Previous FUNDED		U	PROJECT				
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Non-Motorized Transportation ¹	TBD Non-Motor	1,855	1,540	1,580	1,630	1,680	1,730	1,780	
3	Various Pedestrian and Bicycle	NonMtr Reserv	0	0	0	0	0	0	0	
	Infrastructure Improvements	Subtotal	1,855	1,540	1,580	1,630	1,680	1,730	1,780	11,795

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, Multimodal Transportation

Undetermined



3.a. 25th Street Sidewalks and Bike Lanes

Both sides: Bill McDonald Pkwy to Douglas Ave

This project will provide bicycle lanes and sidewalks on both sides of 25th Street between Western Washington University and the Happy Valley Neighborhood . 25th Street is a WTA transit bus route.

3.b. Eliza Avenue Sidewalk

West side: Westerly Road to Kellogg Road

This project will fill the sidewalk gap between Westerly and Kellogg and complete the sidewalk network on the south end of Whatcom Community College campus. Eliza Avenue is a WTA transit bus route.

3.c. Ohio/Ellis intersection

Curb extensions and marked crosswalks

Design 2013-Build 2014

Design 2013-Build 2014

This project will provide curb extensions, ADA ramps, and marked crosswalks at the Ohio/Ellis intersection, where Bellingham High School, the Railroad Trail, and the Food Bank meet.



Design 2013-Build 2014

Project #4: James Street Bridge Replacement

PROJECT NARRATIVE: Two weight-restricted and deteriorating bridges over Squalicum Creek tributaries will be replaced with one new bridge span. The new bridge will be constructed to urban secondary arterials standards with sidewalk on the east side, bicycle lanes on both sides, and turn lanes to match with those being planned for James Street Phase 1 Multimodal Corridor Improvements. In order to accommodate the re-routing of Squalicum Creek between Sunset Pond and Bug Lake, the new bridge and road surface will need to be elevated approximately 8 feet higher than the current surface.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk east side, bicycle lanes, new weight-bearing bridge for freight vehicles, center turn lane on James Street.

PROJECT STATUS (ER-009) 90% PE & Design. Bridge reconstruction scheduled 2014.

		FUNDING	Previous	F	FUNDED		UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	James Street Bridge	Street	624							
4	Replacement	2nd 1/4 REET	100							
	ER-009	Federal BRAC	2,495	Build						
		Subtotal	3,219							3,219

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds only

Yes



Project #5: James Street, Phase 1 Multimodal Corridor Improvements (Woodstock to E. Orchard)

PROJECT NARRATIVE: James Street is the only north- south transportation corridor serving northcentral Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. James Street also provides access to Sunset Pond Park between Sunset and East Bakerview. In 2014, James will be reconstructed to urban secondary arterial street standards with sidewalks, bicycle lanes, turn lanes, enclosed drainage, and street lighting from Woodstock to East Orchard Drive. Sight distance and safety improvements at the intersection of James/Woodstock will allow through traffic to flow to Woodstock by adding stop-control at northbound James from Sunset.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, center turn lane, intersection safety and efficiency, improvements to Sunset Pond Park access and parking lot.

PROJECT STATUS (ES-318): 90% PE & Design. Construction scheduled 2014.

		FUNDING	Previous		FUNDED		ι	INFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	James Street Phase 1	2nd 1/4 REET	100							
	Multimodal Corridor	Street	100							
5	Improvements	State TIB	1,250							
	(Woodstock to Orchard St)	Federal STP-R	1,850	Build						
	ES-318	Subtotal	3,300							3,300

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds only

Yes



Project #6: Chestnut-Bay Bridge Rehabilitation

PROJECT NARRATIVE: Bellingham has been awarded a \$2,647,000 federal grant to rehabilitate the deck and repair the expansion joints of Chestnut-Bay Bridge spanning the BNSF railroad tracks between Bay Street and Roeder Avenue. The bridge deck surface will be scarified and overlaid with a modified latex concrete and the failing expansion joints will be replaced with joints that can accommodate more extreme temperatures ranges. These improvements will allow the City to remove the current weight-restrictions for freight trucks and will significantly enhance freight truck access for industrial development in the Bellingham Waterfront District.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, new weight-bearing bridge for freight vehicles, transit busses, accommodation of future downtown and Waterfront traffic.

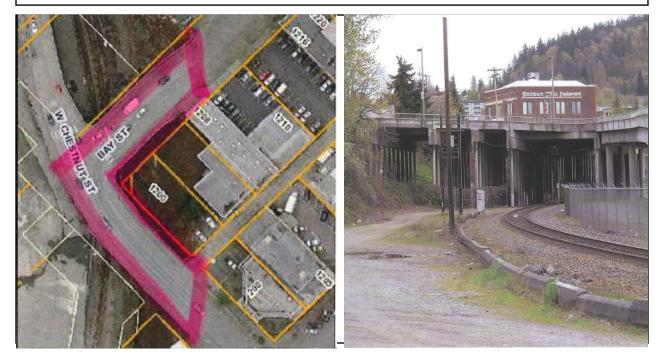
PROJECT STATUS: Funded; In design and engineering 2013, construction scheduled 2014

		FUNDING	Previous	F	UNDED		U	INFUNDED)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
6	Chestnut - Bay Bridge	Federal BRAC	2,647	Build						
	Rehabilitation & Repair	Subtotal	2,647							2,647

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

No, 100% federal, not eligible

No



Project #7: Carl Cozier Safe School Routes (Lincoln/Potter intersection and Gladstone north sidewalk)

PROJECT NARRATIVE: Bellingham has been awarded \$237,000 in federal Safe Route To School funding to complete a safe walking route in the Carl Cozier Elementary School attendance area. The project includes two separate elements, as follows: 1.) Curb extensions, ADA ramps, and marked crosswalks at the intersection of Lincoln/Potter at the north end of Carl Cozier Elementary School; and 2.) Construction of a new sidewalk with ADA ramp on the north side of Gladstone Street from Puget Street to St. Paul Street. Federal funds include design, engineering, and construction as well as funds specifically for a Safe Route To School education campaign.

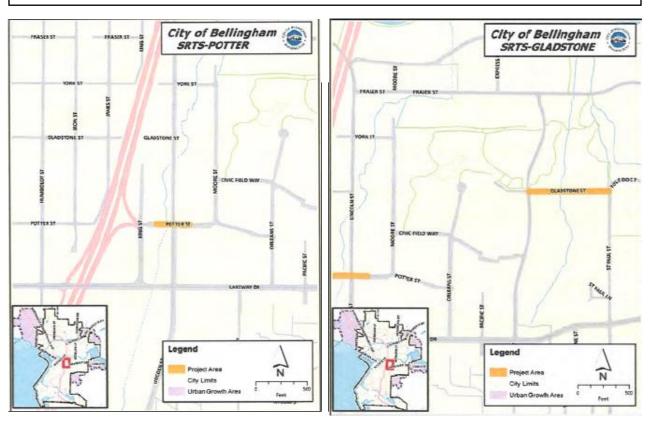
MULTIMODAL TRANSPORTATION BENEFITS: Curb extensions, ADA ramps, marked crosswalks, and sidewalk.

PROJECT STATUS: Funded. In engineering & design phase. Construction July-August 2013.

		FUNDING	Previous		FUNDED		U	INFUNDED)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Carl Cozier Safe School Routes	Street	27							
7	Lincoln/Potter Intersection & Crossing	Federal SR2S	237		Build					
	Gladstone sidew alk (north side)	Subtotal	264							264
TRANSPORTATION IMPACT FEES COLLECTED Yes, for local f					funds	only				

No

RIGHT-OF-WAY ACQUISITION NECESSARY



Project #8: Alabama Street Corridor, Phase 2 Multimodal Safety Improvements

(Based on Conclusions of Phase 1 Feasibility Study)

PROJECT NARRATIVE: 100% federal SAFETEA-LU funds secured by 2011 invitation-only grant. From 2004 – 2011, Alabama experienced more vehicle collisions than any other road in Whatcom County except Guide-Meridian (SR 539), which WSDOT is construction safety and access management improvements on in 2013. Heavy traffic on Alabama presents a challenge to north-south travel for pedestrians, bicyclists, and transit riders, on Whatcom Transportation Authority (WTA) Route 331 Gold GO Line, which is the most productive transit route in the entire WTA system. Public Works is working with Fire, Police, WTA, Whatcom Council of Governments, consultants, and the public through a Phase 1 Feasibility Study, which will make technical recommendations for reducing vehicle collisions and improving safety for all users of the Alabama corridor. A public hearing will be held before the Bellingham City Council and Council will direct Public Works as to which specific safety improvements should be designed and constructed during Phase 2 in 2015.

MULTIMODAL TRANSPORTATION BENEFITS: Unknown until conclusion of Phase 1 Study

PROJECT STATUS:

Phase 1 - Feasibility Study 2012-2013;

Phase 2 – Design/Engineering 2014; Construction scheduled 2015.

		FUNDING	Previous	F	UNDED		U	NFUNDED)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Alabama St Corridor, Phase 2	Federal SAFETEA	1,417							
8	ES-466 Safety Improvements based				Build					
	on Phase 1 Feasibility Study outcome	Subtotal	1,417							1,417

TRANSPORTATION IMPACT FEES COLLECTED

No, 100% federally funded

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown until conclusion of Phase 1 Study





Project #9: State/Laurel Intersection Pedestrian Safety Improvements

PROJECT NARRATIVE: The intersection of State/Laurel will be reconstructed with curb extensions, new ADA ramps, marked crosswalks, and landscaping identical to pedestrian safety improvements at the State/Maple intersection. In addition, a new sidewalk will be constructed on the south side of Laurel from State Street to the alley, which routes the South Bay trail onto Laurel and then to the non-auto portion of Railroad Avenue to Maple Street and Depot Market Square.

MULTIMODAL TRANSPORTATION BENEFITS: Curb extensions, ADA ramps, marked crosswalks, sidewalk south side of Laurel.

PROJECT STATUS: Funded, but construction not possible before 2015.

		FUNDING	Previous	I	FUNDED		l	INFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
9	State/Laurel Pedestrian Safety	Federal SAFETEA	350		Build					
	Curb extensions, crossw alks, sidew alk	Subtotal	350							350

TRANSPORTATION IMPACT FEES COLLECTED

No, 100% federally funded

No

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #10: Granary - Bloedel Avenue (Phase 1) Multimodal Arterial Improvements (Roeder to Commercial Street)

PROJECT NARRATIVE: A new full standard arterial with sidewalks and bike lanes will be constructed on the southeast side of the Granary building and will serve as the primary multimodal access corridor to the northern portion of the redeveloped Waterfront District when Central Avenue is closed to vehicle traffic. Granary will be constructed from Roeder Avenue to Bloedel Avenue and then as close to Commercial Street as possible to allow the required transition down to existing waterfront grade. A new traffic signal with left-turn lanes will be constructed at the Granary/Roeder intersection. Actual alignment of this new arterial is subject to decisions made about the Granary building through the public process for the Waterfront District Master Plan.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, bicycle lanes, traffic signal, turn lanes, increased access, safety, & efficiency.

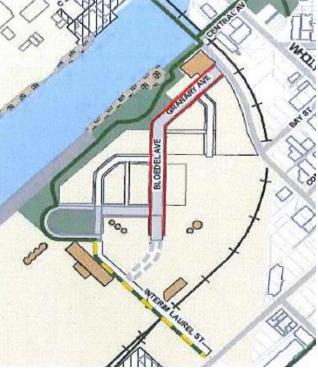
PROJECT STATUS: Funded. In engineering & design. Construction scheduled 2015-2016.

		FUNDING	Previous	F	UNDED	l	INFUNDEL)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015 2016	2017	2018	2019	TOTALS
10	Granary-Bloedel Ave, Phase 1	Federal	833	5,867	Build				
	(Roeder to Bloedel to Commercial)	Subtotal	833	5,867					6,700

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY No, 100% federal funds

Yes, Port of Bellingham to dedicate ROW





Project #11: Bloedel Avenue, Phase 2 Multimodal Arterial Improvements (Commercial to Cornwall Avenue)

PROJECT NARRATIVE: A new minimum standard arterial connection will be constructed from the terminus of Granary-Bloedel south to Laurel Street and then to Cornwall Avenue. This interim connection will provide connectivity until a full-fledged arterial can be justified with new development in the redeveloped Waterfront District. A new railroad crossing will be necessary on interim Laurel and a traffic signal with left-turn lanes will be constructed at the Bloedel/Cornwall intersection.

MULTIMODAL TRANSPORTATION BENEFITS

Crosswalks, traffic signal, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS: Funded. In engineering & design. Construction scheduled 2015-2016.

		FUNDING	Previous	F	UNDED		U	NFUNDEL)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
11	Bloedel Avenue, Phase 2	Street	1,500		Bu	ild				
	(Commercial to Cornw all)	Subtotal	1,500							1,500

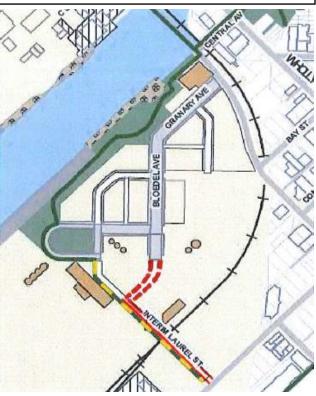
TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, local funds

Yes, Port of Bellingham to dedicate ROW





Project #12: James/Bakerview Intersection Safety Improvements (Roundabout or Turn Lanes with Traffic Signal Reconstruction)

PROJECT NARRATIVE: East Bakerview is a principal arterial and major trucking route between the Irongate industrial area to I-5 and James Street is the only north-south secondary arterial between Sunset Drive and Kellogg Road. Existing zoning in the King Mountain Neighborhood allows over 1,500 new housing units and the King Mountain Urban Village proposes an additional 1,500 housing units and 40,000 SF of office and commercial development. Increasing traffic volumes and lack of north-south left-turn lanes on James have contributed to an increase in collisions at James/Bakerview. Constructing dedicated left-turn lanes on James will help vehicle traffic, but a multimodal roundabout will improve conditions for all transportation users, including trucks, as the King Mountain area develops over time.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalk with pedestrian refuges, bicycle lanes, vehicle collision reduction, increased safety & efficiency of freight and goods movement.

PROJECT STATUS: Funded for Preliminary Engineering and Design 2013; Construction unfunded.

		FUNDING	Previous	l	FUNDED		l	INFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	James/Bakerview Intersection	Street	60							
12	Safety Improvements	Federal STP-R	385							
	(Intersection reconstruction with	Private Mitigation								
	turn lanes or roundabout)	Unknow n					1,500			
	ES-473	Subtotal	445				1,500			1,945

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown, but probable



Project #13: Dover Street Multimodal Arterial Connection (W. Bakerview to Division)

PROJECT NARRATIVE: Dover Street will create needed multimodal arterial access to serve land that has been zoned for commercial and industrial development since West Bakerview was constructed in the mid-1990's. This project complements improvements that the City is constructing in 2013 on the West Bakerview overpass of Interstate 5 and will support significant economic development in the northwestern portion of Bellingham and the Urban Growth Area.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, marked bicycle lanes, vehicle travel lanes, turn lanes, and possible future WTA transit route if ridership demand warrants.

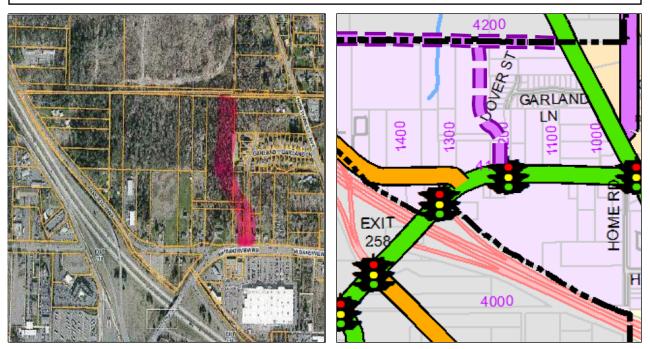
PROJECT STATUS: Unfunded. Possible State & federal grants focused on economic development.

		FUNDING	Previous	F	UNDED		U	NFUNDED)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Dover St Multimodal Arterial	Street								
13	North-South arterial access from	Private Mitigation								
	W. Bakerview Rd to Division St	Unknow n					3,000			
		Subtotal					3,000			3,000

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local funds are applied

Yes



Project #14: West Horton Road Multimodal Corridor Extension, Phase 1; (Horton terminus to Aldrich Road)

PROJECT NARRATIVE: Regional growth and development, including the development of a 20-acre Cordata Park with parking access from Horton requires that West Horton Road be extended as a "minimum footprint" secondary arterial street with bicycle lanes from the current terminus to Aldrich Road. Environmental impacts require land acquisition, off-site mitigation, minimum road prism footprint, and alternative design for a pin-pile pedestrian boardwalk similar to Fraser Street (pictured below). Dedicated left-turn lanes will be needed at the intersection of W. Horton/Aldrich.

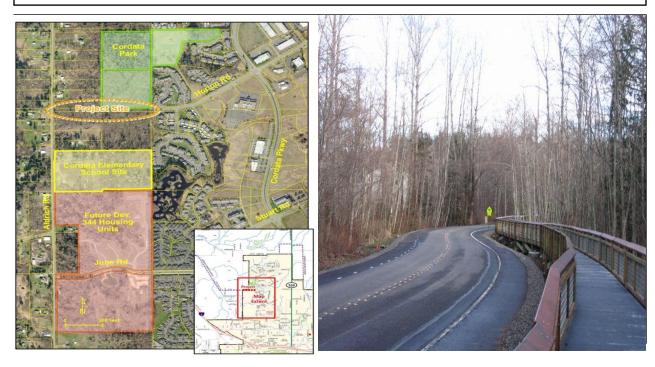
MULTIMODAL TRANSPORTATION BENEFITS: Increased access, safety, and connectivity for school children, pedestrians, park and trail users, bicyclists, transit riders, vehicles, and freight trucks.

PROJECT STATUS: Feasibility studies, wetland delineations, & survey completed 2009 & 2011; land acquisition & mitigation planning 2012; PE & Design pending additional funding.

		FUNDING	Previous	FUNDED			U)	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	West Horton Road Multimodal	Street								
	Corridor Improvements-Phase 1	Pvt - Trillium	812							
14	(Current terminus to Aldrich Road)	Federal STP-R	500							
		Unknow n					4,000			
	ES-399	Subtotal	1,312				4,000			5,312

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used No



Project #15: Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway

PROJECT NARRATIVE: This Parks Department project will construct a 2,360 linear foot overwater pedestrian and bicycle boardwalk extension of the South Bay Trail at Boulevard Park to the new Cornwall Beach Park as part of the Bellingham Waterfront District redevelopment. An additional \$2,500,000 in funding will be required before construction can occur.

MULTIMODAL TRANSPORTATION BENEFITS

Pedestrian and bicycle connection between Fairhaven and Waterfront District.

PROJECT STATUS – Parks Department. PE, Design, and Permitting. Construction pending additional funding.

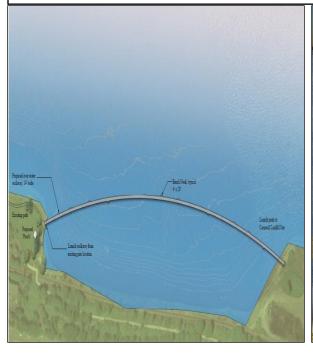
				C	ost Est	timates	(000's) 2	2013 Dolla	rs	
		FUNDING	Previous	F	UNDED			UNFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Boulevard Park to Cornwall Park	1st 1/4 REET	150							
	Overwater Pedestrian Walkway	Federal	2,139							
15	(Boulevard Park to Waterfront)	Greenways 3	100	3,900						
	Parks Department	ParkImpactFee		600						
		Unknow n					2,500			
		Subtotal	2,389	4,500			2,500			9,389

TRANSPORTATION IMPACT FEES COLLECTED

Parks Project, Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY







Project #16: Orchard Drive Multimodal Arterial & Bay to Baker Trail Connection beneath I-5

PROJECT NARRATIVE: Construct a multimodal arterial and trail connection from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake), through the railroad tunnel beneath Interstate 5, to James/Orchard north of Sunset Pond Park These new east-west arterial and trail connections will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham, St Joseph's Hospital, and central Bellingham. Construction of this arterial street will ease pressure on the Interstate interchanges at Meridian and Sunset and is the last opportunity for a grade-separated crossing of Interstate 5 in Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalk north side, on-street bicycle lanes both sides, off-street multi-use Bay-to-Baker trail, improved access and emergency response time to St Joseph hospital, potential transit route, grade-separated multimodal crossing of Interstate 5 barrier.

PROJECT STATUS: "Orchard St Extension Pre-Design Study" completed in 2011, jointly funded by Bellingham Parks & Public Works. RFP issued 2012, consultant selected for Design and Engineering.

Next: 2013-2014, form a Public-Private partnership to fund and construct trail & street extension.

				(Cost Est	timates	(000's)	2013 Dolla	rs	
		FUNDING	Previous	F	FUNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Orchard Drive Extension	Street	425							
	and Bay to Baker Trail	Pvt Mitigation						Mitigation		
16	(ES440) Multimodal Grade-Separated	Greenways 3	125					1,500		
	Crossing of Interstate 5 from	Unknow n						7,500		
	Birchwood/Squalicum to James St	Subtotal	550					9,000		9,550

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local public funds are used

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for both trail and street



Project #17: Division Street Multimodal Arterial Connection (Northwest Avenue to Pacific Highway)

PROJECT NARRATIVE: Division Street will create needed multimodal arterial access to serve land that has been zoned for commercial and industrial development since West Bakerview was constructed in the mid-1990's. This project creates east-west connectivity between Northwest Avenue and Pacific Highway and will support economic development in the northwestern portion of Bellingham and the Urban Growth Area.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, marked bicycle lanes, vehicle travel lanes, turn lanes at intersections, service and freight delivery, and possible future WTA transit route if ridership demand warrants.

PROJECT STATUS: Unfunded. Possible State & federal grants focused on economic development.

			Cost Estimates (000's) 2013 Dollars									
		FUNDING	Previous					UNFUNDE	Ð	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS		
	Division St Multimodal Arterial	Street										
17	East-West arterial access between	Pvt Mitigation							Mitigation			
	Northwest Ave and Pacific Highway	Unknow n							5,000			
		Subtotal							5,000	5,000		

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local funds are applied

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #18: James Street Corridor Non-Motorized Safety Improvements;

(Phase 2 = E. Orchard to Telegraph; Phase 3 = Bakerview to Kellogg)

PROJECT NARRATIVE: James Street is the only north- south transportation corridor serving northcentral Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. James Street also provides access to Sunset Pond Park between Sunset and East Bakerview. Resurfacing, elimination of a sight distance issue on a hill, and improvement to urban secondary arterial street standards with sidewalks, bicycle lanes, turn lanes, enclosed drainage, and street lighting from East Orchard Drive north to Kellogg Road.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, turn lanes, increased access, safety, sight distance, and efficiency.

PROJECT STATUS: City will seek State and federal grant funding sources for improvements.

			Cost Estimates (000's) 2013 Dollars									
		FUNDING	Previous	F	UNDED			UNFUNDE	D	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS		
	James Street Corridor	Street										
18	Non-motorized Improvements	Pvt Mitigation							Mitigation			
	Phase 2 = Orchard -Bakerview	Unknow n							7,500			
	Phase 3 = Bakerview - Kellogg	Subtotal							7,500	7,500		

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds Unknown



Project #19: North James Street Multimodal Arterial Connection (Gooding Avenue to Van Wyck Road)

PROJECT NARRATIVE: James Street currently terminates at Gooding Avenue, but the Transportation Element of the Bellingham Comprehensive Plan identifies the need for James to be extended north to Van Wyck Road as a full standard secondary arterial. James Street is the only north-south transportation corridor serving north-central Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. In addition to supporting the development planned for the King Mountain Neighborhood, this northern extension of James Street will provide another north-south corridor parallel to Meridian (SR 539), which will help to ease some of the northbound evening and weekend traffic congestion.

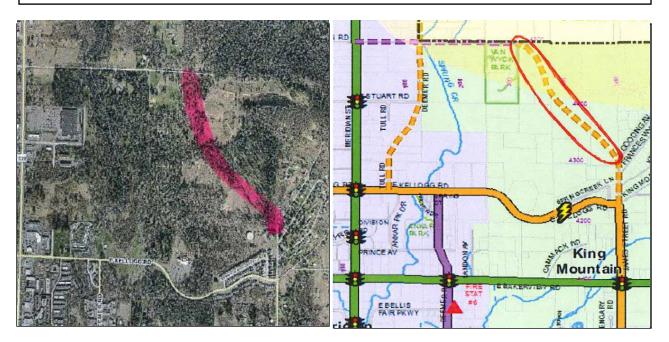
MULTIMODAL TRANSPORTATION BENEFITS: Pedestrian sidewalks, bike lanes, center turn lanes at intersections, regional multimodal transportation connectivity, and potential future transit route.

				C	ost Est	imates	(000's)	2013 Dolla	rs	
		FUNDING	Previous	F	UNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	James Street Extension	Street								
19	Multimodal Secondary Arterial	Pvt Mitigation								
	(Gooding to Van Wyck)	Unknow n							3,000	
		Subtotal							3,000	3,000

PROJECT STATUS: Unfunded

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used Yes



Project #20: Northwest/W. Bakerview Intersection Safety Improvements (North leg: W. Bakerview to Aldrich)

PROJECT NARRATIVE

Construct a new northbound drop/right-turn lane from West Bakerview to Aldrich Road to enhance safety, reduce existing traffic congestion, and accommodate additional infill development in the Bakerview corridor. This arterial enhancement will provide additional safety for both bicyclists and vehicles crossing Bakerview, will reduce the significant amount of existing northbound traffic congestion that backs up along Northwest Avenue from the intersection each day, and will benefit regional transportation circulation for all modes in the northwestern portion of Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk, bicycle lane, improved safety, reduced congestion, regional circulation benefits.

PROJECT STATUS: Unfunded

				(Cost Est	imates	(000's)	2013 Dolla	rs	
		FUNDING	Previous	I	UNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Northwest Ave / W. Bakerview Rd.	Street								
20	Intersection Safety Improvement	Unknow n							250	
	(North leg: W. Bakerview to Aldrich)	Subtotal							250	250

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used

No





Project #21: Commercial Green Loop Multimodal Improvements (Bloedel Avenue to Shoreline)

PROJECT NARRATIVE: A new arterial loop connection will be constructed west of Bloedel Avenue with park greens in the center of the loop. The Commercial Green Loop will serve as the primary western multimodal access in the early phases of the long-term redevelopment of the Waterfront District.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, bicycle lanes, bus pullouts where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS:

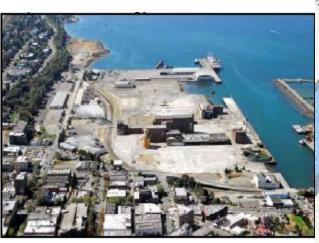
Construction schedule is uncertain pending a master plan, additional funding, and actual development.

				0	Cost Est	timates	(000's)	2013 Dolla	rs	
		FUNDING	Previous	F	UNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Commercial Green Loop	Street								
21	(Bloedel Ave to Shoreline)	Unknow n							2,200	
		Subtotal							2,200	2,200

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used

Yes, Port of Bellingham to dedicate





Project #22: Northshore Drive Non-Motorized Improvements (Britton Rd to City limits)

PROJECT NARRATIVE: A 5-foot sidewalk currently exists on the north side of Northshore Drive from Britton Road to Academy Street 1,580 linear feet (0.3 mile). This project would add a pervious concrete sidewalk and bike lane to the east side of Northshore Drive from Academy to the City limits 3,800 linear feet (0.72 mile) and a pervious bike lane to the west side of Northshore Drive from Britton Road to the City limits 5,460 linear feet (1.03 mile). This would result in the same cross section that exists on Northshore Drive between Alabama and Poplar. Storm water treatment, landscaping impacts, driveway slopes, topography and utility pole relocation are expected to be challenging and expensive along this section of Northshore Drive.

MULTIMODAL TRANSPORTATION BENEFITS

Pervious concrete sidewalk and bike lanes in addition to existing vehicle travel lanes.

PROJECT STATUS: Unfunded.

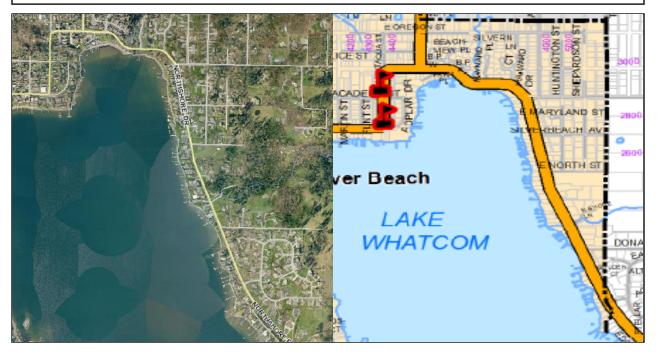
				(Cost Est	timates	(000's)	2013 Dolla	rs	
		FUNDING	Previous	F	FUNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2014	2015	2016	2017	2018	2019	TOTALS
	Northshore Drive Non-Motorized	Street								
22	Safety Improvements	Unknow n							7,000	
	(Britton Road to City Limits)	Subtotal							7,000	7,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local transportation funds used

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown





Six-Year (2015-2020) Transportation Improvement Program (TIP)

Kelli Linville, Mayor

Ted Carlson, Public Works Director

City Council Members

Cathy Lehman - 3rd Ward, 2014 Council President Terry Bornemann - 5th Ward, 2014 Council President Pro Tempore Gene Knutson - 2nd Ward, 2014 Mayor Pro Tempore Jack Weiss – 1st Ward Pinky Vargas - 4th Ward Michael Lilliquist – 6th Ward Roxanne Murphy - At Large

Public Review Process

Posted on City Web site for Public Review: May 6, 2014 Transportation Commission Discussion: May 13, 2014 Public Works Advisory Board Discussion: May 13, 2014 City Council Public Hearing: June 9, 2014 City Council Work Session to adopt: June 23, 2014 Submittal to Washington State: June 24, 2014

Adopted June 23, 2014

Prepared by Chris Comeau, AICP, Transportation Planner







Transportation Planning Documents

The 2015-2020 Transportation Improvement Program (TIP) is available from the Public Works Department at 2nd floor, Bellingham City Hall, 210 Lottie Street or on the City of Bellingham web site at:

http://www.cob.org/services/planning/transportation/tip.aspx

The Transportation Element of the 2006 Bellingham Comprehensive Plan is available on the City of Bellingham web site at:

http://www.cob.org/documents/planning/comprehensiveplan/2006-chapter3.pdf

Public Works Transportation Planning staff may be contacted by telephone at **(360) 778-7946** or by email, as listed below.

Chris Comeau, AICP, Transportation Planner ccomeau@cob.org

State Law Requirements for Six-Year Transportation Improvement Program (TIP)

RCW 35.77.010

Perpetual advanced six-year plans for coordinated transportation program expenditures -- Nonmotorized transportation -- Railroad right-of-way.

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter <u>35.63</u> or <u>35A.63</u> RCW, the inherent authority of a first-class city derived from its charter, or chapter <u>36.70A</u> RCW, the program shall be consistent with this comprehensive plan. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW <u>36.70A.070(6)</u> or other applicable changes that promote nonmotorized transit.

The program shall be filed with the secretary of transportation not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city transportation needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive transportation program before July 1st of each year, and each oneyear extension and revision shall be filed with the secretary of transportation not more than thirty days after its adoption. The purpose of this section is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six-year plan for each city or town shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town will expend its moneys, including funds made available pursuant to chapter <u>47.30</u> RCW, for nonmotorized transportation purposes.

(3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction.

Funding Source Definitions

NOTE: All funding sources listed below are affected by frequent changes in economic conditions, funding levels, and eligibility and funding criteria.

Local Funding Sources

- **Bellingham Street Fund:** Public Works Street Fund comprised of motor vehicle gas tax and **42.5%** of the total sales tax collected by the City of Bellingham.
- Bellingham Real Estate Excise Tax (REET): Comprised of 1/2 of 1% of the total real estate revenue for a given year. REET funding is divided into first ¼ and second ¼ and can be used for limited types of transportation projects.
- Bellingham Transportation Benefit District (TBD): Comprised of 0.2 cents of the total 8.7 cents per dollar annual sales tax receipts collected within City limits to fund the following specific transportation needs: arterial resurfacing, WTA bus service, and non-motorized transportation infrastructure. The Bellingham TBD was approved by voters, is governed by the TBD Board of Directors, and is effective January 1, 2011 to December 31, 2020.
- **Bellingham Transportation Impact Fees (TIF):** The proportional share contribution from private developments for annual transportation investments citywide per BMC 19.06.

Washington State Funding Sources

- **Transportation Improvement Board (TIB):** State grant funding for urban arterials and sidewalks. TIB is one of Bellingham's primary grant funding sources.
- State: State administered grant funding programs, such as WSDOT Bicycle and Pedestrian grants or State-funded Safe Routes to School (SR2S) grants. Also includes State-funded educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- **WSDOT**: Washington State Department of Transportation biennium budget State Funding administered through WSDOT.

Federal Funding Sources

- **Federal:** Federal Highway Administration (FHWA), Federal Transit Authority (FTA), or U.S. Department of Transportation (USDOT) administered grant funding programs, including federal Safe Routes to School (SR2S) and Highway Safety Improvement Program (HSIP) funding.
- **Highway Bridge Program (HBP):** Provides federal funds for structural repair or replacement administered by Washington State Bridge Replacement Advisory Committee (BRAC).
- **Surface Transportation Program (STP):** Provides federal funds to construct, maintain, and expand eligible regionally important arterial street systems.
- **Transportation Alternatives Program (TAP):** Provides federal funds to construct and enhance facilities for non-motorized transportation modes.

Private and Other Partnerships

• Transportation Impact Fees, Whatcom County, Economic Development Investment (EDI), Whatcom Transportation Authority (WTA), private business investment, private mitigation, etc.

Projects in Design/Construction during 2014 (Not included in 2015-2020 TIP)

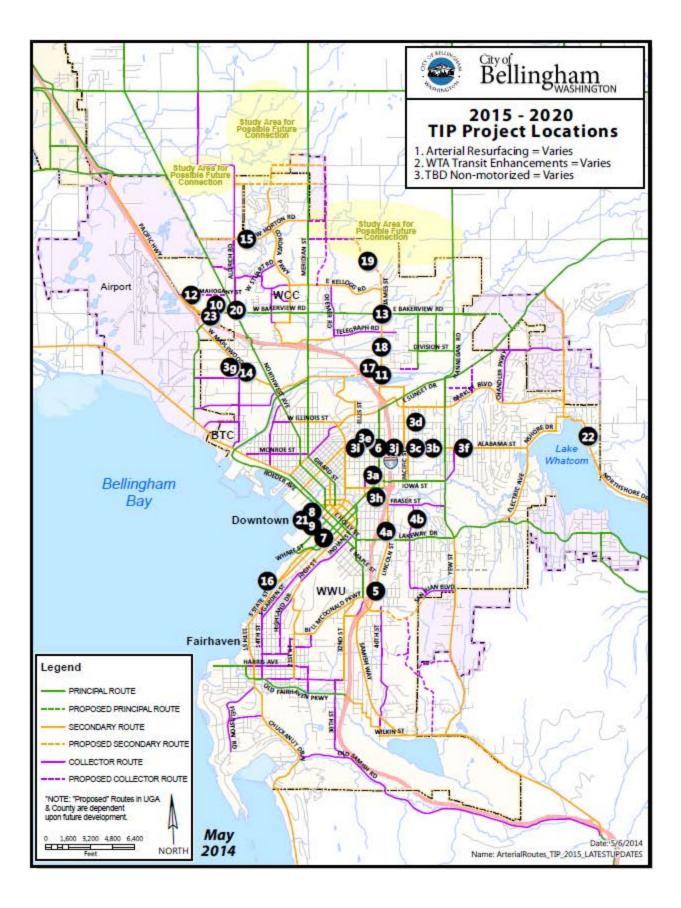
2014 CONSTRUCTION DRO IECTS	FUNDING	PROJECT BUDGET	2014 ACTIVITY
2014 CONSTRUCTION PROJECTS	Street		ACTIVITY
Arterial Resurfacing Program Various Streets 2013 Overlay	TBD Resurfacing	1,330,000	
a.) Electric Ave: Ohio St. to Arbor St.	TOD Resunacing	1,540,000	Resurface Summer 2014
b.) 14th Street: S. Garden to Bennett			Resurface Summer 2014
c.) Hawthorn: Fielston to 12th St.			Resurface Summer 2014
d.) Kellogg: Meridian to Deemer		<u>.</u>	Resurface Summer 2014
d.) Kenogg. Wendian to Deemer	Project Total	2,870,000	Resultace Summer 2014
James Street Bridge Replacement	Street	624,000	
[Requires 6-month closure of James Street]	1st 1/4 REET	100,000	
(ER-009)	Federal BRAC	2,495,000	
(ER-005)	Project Total	3,219,000	Completed December 2014
James Street Phase 1 Multimodal Corridor	Street	100,000	Completed December 2014
Improvements (turn lane, sidewalk, bike lanes)	1st 1/4 REET	100,000	
(Orchard to Sunset Pond Park)	State TIB	1,250,000	
(ES-318)		1,450,000	Completed December 2014
Chestnut-Bay Bridge Rehabilitation & Repair	Project Total Federal BRAC	2,647,000	Completed December 2014
Add bike lanes, remove weight restrictions	Project Total	2,647,000	Completed Summer 2014
		Contraction of the second	Completed Summer 2014
Whatcom Transit Authority	TBDTransit Contract Transit Reserve	1,540,000	Contract 2044 Engl 2042 40
Sunday & Supplemental Transit Service in Bham		4.540.000	Contract 2011, Fund 2012-16
Non-Motorized Transportation Projects	TBD Non-Motorized Non-Motor Reserve	1,540,000	
Various Sidewalk and Intersection Projects		0	Construct Commerce 2044
a.) 25th Street sidewalks and bike lanes - both sides (Bi			Construct Summer 2014
b.) Eliza Avenue sidewalk and bike lane - west side (West a) Object Ellis interrection crossing improvements	steny - Kellogg)		Delayed to Summer 2015* Delayed to Summer 2015*
c.) Ohio/Ellis intersection crossing improvements	arrowall to State)		
 d.) Ohio Street bike lanes - parking removal one side (Co e.) Whatcom Creek Multiuse Trail bridge reconstruction 	ornwail to State)	· · · · · · · · · · · · · · · · · · ·	Delayed to Summer 2015* Construct Summer 2014
f.) Railroad Crossing Safety Improvements South Bay Tr	ail at Boulevard Dark		Construct Summer 2014
r, randad crossing salety improvements south bay in	the second se	cts delayed due	to loss of project engineering staff
Alabama Street Corridor, Phase 1	Street	44,000	Phase 1 Study 2012-2014
Road Diet Feasibility & Safety Improvement Analysis	WTA Transit	5,000	Study Complete March 2014
(Cornwall to St Claire)	Project Total	49,000	Council Decision June 2014

	Transportation I	mprovem	ent Proj	jects	201	5-20	20 (F	und Pa	nge 1)
				Co	st Estir	nates (000's) 20	14 Dollar	s	
		FUNDING	Previous	F	UNDED		U	FUNDED		PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	Annual Arterial Street	Street	1,390	790	980	2,300	2,370	2,440	2,515	
1	Pavement Resurfacing ¹	TBD Resurface	1,540	1,607	843	1,667	1,700	1,733	1,767	
	1) Increase annual sales tax 1.5 - 2.0%	Subtotal	2,930	2,397	1,823	3,967	4,070	4,173	4,282	23,642
	Whatcom Transportation Authority ¹	TBD Contract	1,540	1,000	1,000	0	0	0	0	
2	Contract Supplemental Transit	Transit Reserve		607	633	1,667	1,700	1,733	1,767	
2	Service In Bellingham (Expires 3/14/16)	Subtotal	1,540	1,607	1,633	1,667	1,700	1,733	1,767	11,647
-	Non-Motorized Transportation ¹	TBD Non-Motor	1,540	1,447	1,473	1,502	1,530	1,563	1,592	N.
3	Various Pedestrian and Bicycle	10% Reserve	0	160	160	165	170	170	175	
	Infrastructure Improvements	Subtotal	1,540	1,607	1,633	1,667	1,700	1,733	1,767	11,647
4	Carl Cozier Safe School Routes	Street	27							
	Lincoln/Potter Intersection & Crossing	Federal SR2S	237	Build						
	Gladstone sidew alk (north side)	Subtotal	264				1	1		264
27	Lincoln Street Sidewalk	Street	15					1		16
	Improvements	WWU	50							
5	(WWU-WTA Park-N-Ride)	WTA	15					13		
	(Byron to Maple)	State TIB	270	Build						
		Subtotal	350							350
1	Alabama St Corridor, Phase 2	Street (Resurface)		875			94 - 14 1			
6	ES-466 Safety Improvements	Federal HSIP	1,461	Build						
		Subtotal	1,461	875						2,336
7	State/Laurel Pedestrian Safety	Federal HSIP	350	Build						1000
	Ourb extensions, crossw alks, sidew alk	Subtotal	350							350
8	Granary-Bloedel Ave, Phase 1	Federal	6,700	Bui	ild					
~	(Roeder to Bloedel to Commercial)	Subtotal	6,700		-					6,700
9	Bloedel Avenue, Phase 2	Street	1,500	Bui	ild					
	(Commercial to Cornw all)	Subtotal	1,500							1,500
10	Arctic Avenue Multimodal Arterial	Private Mitigation	2,100	Bui	ld					
	W. Bakerview Rd to Mahogany Ave	Subtotal	2,100							2,100
11		Federal STP-R	1,850		Build		·			1
325	Safety Improvements (ES-318)	Subtotal	1,850							1,850
	Mahogany Avenue	Street	.,	500	1,250		1			10.00
	Multimodal Arterial	Federal STP	1,250							
12	East-West arterial access between	State TIB	2,250							
	Northwest Ave and Pacific Highway	Private/Unknow n				-	750			8
		Subtotal	3,500	500	1,250		750			6,000
	James/Bakerview Intersection	2nd 1/4 REET	120							
	Safety Improvements	Federal STP-R	385		i i				-	
13	(Expandable roundabout)	Private Mitigation								
	ES-473	Unknown					3,420			
	36 8d	Subtotal	505				3,420			3,925
	West Maplewood Avenue	TBD Resurface			790		4.40			-1
14		Unknown					895			0
	(Northwest to Alderwood)	Subtotal			790		895			1,685

			-	C	ost Est	imates	(000's)	2014 Dollar	S	
		FUNDING	Previous	F	UNDED	(UNFUNDED)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	West Horton Road Multimodal	Street								
	Corridor Improvements-Phase 1	Pvt - Trillium	812							
15	(Current terminus to Aldrich Road)	Federal STP-R	500							
		Unknow n					4,000			
	ES-399	Subtotal	1,312				4,000			5312
	Boulevard Park to Cornwall Park	1st 1/4 REET	150							
	Overwater Pedestrian Walkway	Federal	2,139							
16	(Boulevard Park to Waterfront)	Greenways 3	100		3,900					
	Parks Department	ParkImpactFee			600					
		Unknow n					2,500			
		Subtotal	2,389		4,500		2,500			9,389
	Orchard Drive Extension	Street	825						2	
	and Bay to Baker Trail	Federal STP-R	1,000							
17	(ES440) Multimodal Grade-Separated	Greenways 3	375	800			1,500			
	Crossing of Interstate 5 from	Pvt Mitigation								
1	Birchwood/Squalicum to James St	Unknow n					6,500			
	<u>م</u> م	Subtotal	2,200	800			8,000			11,000
	James Street	Street			Ĵ.					
18	Multimodal Improvements	Pvt Mitigation					_	Mtigation		
	(East Orchard to Bakerview)	Unknown						7,500		
	ES-498	Subtotal						7,500		7,500
	North James Street	Pvt Mitigation								
19	Multimodal Arterial Connection	Unknow n				с.			3,000	
	(Gooding to Van Wyck)	Subtotal				2	2		3,000	3,000
	Northwest Ave / W. Bakerview Rd.	Pvt Mitigation						i i		
20	Intersection Safety Improvement	Unknow n							250	
	(North leg: W. Bakerview to Aldrich)	Subtotal				<u></u>			250	250
	Commercial Green Loop	Street								
21	(Bloedel Ave to Shoreline)	Unknow n							2,200	
	and a second second second second second	Subtotal							2,200	2,200
	Northshore Drive	TBD Non-Motor								
22	Non-motorized Improvements	Unknown							7,000	
	(Britton Road to City limits)	Subtotal							7,000	7,000
	West Bakerview/Interstate 5	WSDOT								
23		Pvt Mitigation			1					
	(east side of freew ay)	Unknown							10,000	
	(Subtotal	-		-	<u></u>			10,000	10,000

			-	C	ost Est	imates	(000's) 2	014 Dollar	s	
		FUNDING	Previous	F	UNDED			UNFUNDED		PROJECT
No. I	PROJECT DESCRIPTION	SOURCE	Budget*	2015	2016	2017	2018	2019	2020	TOTALS
		2015-2020 TIP PI	ROJECT FUNDIN	G SOURC	ESUM	ARIES	Ê	1000000	1.1.1	
				C	Cost Est	imates	(000's) 2	014 Dollar	S	
	TOTAL TIP FUNDING	BY SOURCE	Previous	F	UNDED			UNFUNDED		
			Budget*	2015	2016	2017	2018	2019	2020	TOTALS
TOTA	AL STREET FUNDS		5,855	2,165	2,230	2,300	2,370	2,440	2,515	19,875
TOTA	AL TRANSPORTATION BENEFIT	DISTRICT	4,620	4,821	4,899	5,001	5,100	5,199	5,301	34,941
TOTA	AL 1st 1/4 REET FUNDS		350	0	0	0	0	0	0	350
TOTA	AL 2nd 1/4 REET FUNDS		120	0	0	0	0	0	0	120
TOTA	AL STATE FUNDS		3,820	0	0	0	0	0	0	3,820
TOTA	AL FEDERAL FUNDS		21,014	0	0	0	0	0	0	21,014
TOTA	AL PRIVATE FUNDS		2,912	0	0	0	0	0	0	2,912
TOTA	AL OTHER (Greenways, Port, E	DI, WTA, etc)	495	800	4,500	0	1,500	0	0	7,295
TOTA	AL UNKNOWN FUNDS	1944	0	0	0	0	16,950	7,500	22,450	46,900
	TOTAL 2015-2020 T	IP FUNDS	39,186	7,786	11,629	7,301	25,920	15,139	30,266	137,227

*Note: "Previous Budget" includes 2014 Construction Projects



Project #1: Annual Arterial Pavement Resurfacing Program (Goal: 5% of Arterial Street Network Per Year)

PROJECT NARRATIVE: Annual maintenance of existing arterial streets and bicycle lanes to protect the City's investment in these facilities and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost. Presuming a 20-year life cycle, approximately 5% of the City's arterial streets require resurfacing each year, but that goal has not been achieved due to funding shortfalls. In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of using TBD revenue to supplement the City Street Fund for arterial resurfacing through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, but adding bicycle lanes and curb extensions and crosswalks – where possible - when arterial pavement resurfacing occurs also helps to expand the citywide bicycle and pedestrian networks and increases safety for all users.

				Co	st Estim	ates (000's) 20	14 Dollar	s	
		FUNDING	Previous	F	UNDED		U	NFUNDED		PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	Annual Arterial Street	Street	1,330	665	980	2,300	2,370	2,440	2,515	
1	Pavement Resurfacing ¹	TBD Resurface	1,540	1,607	843	1,667	1,700	1,733	1,767	
	1) Increase annual sales tax 1.5 - 2.0%	Subtotal	2,870	2,272	1,823	3,967	4,070	4,173	4,282	23,457
T	RANSPORTATION IMPAC	T FEES COL	LECTED	Art	erial S	treet]	Mainte	nance –	- Not]	Eligible
R	IGHT-OF-WAY ACQUISIT	ION NECESS	SARY							No
P	ROJECT STATUS: Annual p	rogram, 2015	- 2020; Goa	ıl 5% o	farter	ial str	eet net	work p	er yea	r
	City of Bellingh Arterial Routes									

Project #2: Transit Service Enhancements

PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding the restoration of Sunday public transit service in Bellingham. The City of Bellingham has contracted WTA to provide Sunday service through March 14 of 2016, as well as some additional transit routes.

MULTIMODAL TRANSPORTATION BENEFITS: Restoration of Sunday bus service has added transit capacity, which may reduce traffic congestion to benefit the city-wide transportation network.

PROJECT STATUS: The TBD revenue for transit is available through the year 2020.

				Co	st Estir	nates (000's) 20)14 Dolla	ſS	_
		FUNDING	Previous	I	FUNDED		U	INFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	Whatcom Transit Authority ¹	TBD Contract	1,540	1,000	1,000	0	0	0	0	
2	Contract Supplemental Transit	Transit Reserve		607	633	1,667	1,700	1,733	1,767	
	Service In Bellingham (Expires 3/14/16)	Subtotal	1,540	1,607	1,633	1,667	1,700	1,733	1,767	11,647

Transit not eligible

No

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

<image>



Project #3: Non-Motorized Transportation Improvements



PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding arterial resurfacing, transit, and non-motorized improvements in Bellingham. Non-motorized improvements are primarily prioritized through the Pedestrian and Bicycle Master Plans, but also through grant funding opportunities and other capital improvement needs. Non-motorized funding is provided by revenue from the TBD through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Additional sidewalk connections, crosswalks, and various bicycle facilities will help to complete the city-wide non-motorized transportation network.

PROJECT STATUS: The TBD Board meets quarterly to discuss the status of TBD funds, projects in construction and/or design/engineering, and possible future projects.

		Cost Estimates (000's) 2014 Dollars									
		FUNDING	Previous	FUNDED		U	NFUNDEL)	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS	
	Non-Motorized Transportation ¹	TBD Non-Motor	1,540	1,447	1,473	1,502	1,530	1,563	1,592		
3	Various Pedestrian and Bicycle	10% Reserve	0	160	160	165	170	170	175		
	Infrastructure Improvements	Subtotal	1,540	1,607	1,633	1,667	1,700	1,733	1,767	11,647	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, Transportation System

Undetermined

RIGHT-OF-WAY ACQUISITION NECESSARY

Eliza Avenue and Ohio Street bicycle lanes originally scheduled for 2014 delayed until Summer 2015

Recommended Non-Motorized Projects for 2015 and 2016 – Details on next page

Note: Plan estimates from Pedestrian and Bicycle Master Plans (minus cost of signalized crossings of Alabama) and may be too high; Design and construction timing will depend on Public Works Engineering staff work load capacity.

2015 Recommended Improvements	Plan Estimate	PE/Design/Construction
3.a. Kentucky/Nevada/Texas Bike Boulevard	\$130,000	Design 2014-Build 2015
3.b. Undine Street Sidewalks and Bike Boulevard	\$525,000	Design 2014-Build 2015
3.c. St. Paul Street Sidewalk and Bike Boulevard	\$525,000	Design 2014-Build 2015
3.d. Illinois Street Bicycle Boulevard	\$225,000	Design 2014-Build 2015
3.e. Grant Street Bike Boulevard: Illinois to Ohio	\$10,000	Design 2014-Build 2015
3.f. Michigan St Bike Boulevard: Maryland to Texas	\$12,000	Design 2014-Build 2015
10% Non-motorized Reserve – Local Match for Grants	s \$160,000	2014 Grant Applications

2016 Recommended Improvements	Plan Estimate	PE/Design/Construction
3.g. Alderwood Avenue Sidewalk and Bike Boulevard	\$350,000 (PE estimate)	Design 2015-Build 2016
3.h. Lincoln/Meador/Grant/Ohio Climb/Shared Lanes	\$63,120	Design 2015-Build 2016
3.1. Ellis Street Bike Boulevard: Illinois to Kentucky	\$25,000	Design 2015-Build 2016
3.j. Moore-Texas Bike Boulevard: RR Trail to Nevada	\$12,000	Design 2015-Build 2016
10% Non-motorized Reserve – Local Match for Grants	s \$160,000	2015 Grant Applications



Project #3: Non-Motorized Transportation Improvements

|--|

Recommended TBD Non-Motorized Projects for 2015 3.a. Kentucky/Nevada/Texas Bike Boulevard: Woburn to Cornwall \$130,000 Design 2014-Build 2015 Regional bicycle boulevard crossing of I-5 along 1.62 miles on Texas Street from Woburn to Nevada, Kentucky, under I-5 to flashing crosswalk at James, to Cornwall Avenue bike lanes into downtown Bellingham. Top scoring Tier 1 project in Draft Bicycle Master Plan, connects to Undine, St. Paul, Moore, and Illinois bike boulevards. 3.b. Undine St Sidewalks and Bike Boulevard: Alabama to Texas \$525,000 Design 2014-Build 2015 Sidewalks both sides of Undine connecting to pedestrian hybrid beacon (HAWK) signal constructed at Alabama/Undine in 2015. Tier 1 sidewalk gap and Tier 2 bicycle connection between the Railroad Trail, Roosevelt Park, and Kentucky/Nevada/Texas bicycle boulevard. 3.c. St. Paul St Sidewalks and Bike Boulevard: Alabama to Texas \$525.000 Design 2014-Build 2015 Sidewalks both sides of St. Paul connecting to 4-way traffic signal to be constructed at Alabama/Undine in 2015 with marked crosswalks. Tier 1 sidewalk gap and Tier 2 bicycle connection between the Railroad Trail and the Kentucky/Nevada/Texas and Illinois bicycle boulevards. 3.d. Illinois St Bike Boulevard: Woburn to Cornwall \$225,000 Design 2014-Build 2015 Regional bicycle boulevard crossing of I-5 along 1.65 miles on Illinois Street from Woburn west over I-5 to Cornwall Avenue bike lanes into downtown Bellingham. Fourth highest scoring Tier 1 project connects to Undine, St. Paul, and Kentucky/Nevada/Texas bike boulevards. 3.e. Grant Street Bike Boulevard: Illinois to Ohio \$10,000 Design 2014-Build 2015 Tier 2 bicycle connection to Illinois bike boulevard, flashing crosswalk across Alabama, bike boulevard on Kentucky, bike lanes on Ohio and Meador, and planned climbing/shared lanes on Lincoln to Lakeway. 3.f. Michigan Street Bike Boulevard: Maryland to Texas \$12,000 Design 2014-Build 2015 Tier 2 bicycle connection to Texas bike boulevard via pedestrian hybrid beacon (HAWK) signal constructed at Alabama/Michigan in 2015. Recommended TBD Non-Motorized Projects for 2016 3.g. Alderwood Ave Sidewalk and Bike Boulevard: W. Maplewood to MS \$350,000 Design 2015-Build 2016 Tier 1 sidewalk gap, Tier 3 bicycle connection to bike lanes on Northwest and W. Maplewood. Completes sidewalk and bicycle network surrounding Shuksan Middle School and supports State grant application for sidewalk on east side of West Maplewood (TIP project #14). 3.h. Lincoln/Meador/Grant/Ohio Climbing Lane and Shared Lanes \$163,120 Design 2015-Build 2016 Regional bicycle facility crossing of I-5 from Lakeway along Lincoln to Meador, State, Grant to bike lanes on Ohio Street, and west to Cornwall Avenue bike lanes into downtown Bellingham. Third highest scoring Tier 1 project in Draft Bicycle Master Plan, connects to Ohio St bike lanes, Grant, Ellis, and Kentucky/Nevada/Texas bike boulevards. Requires intersection improvements at Ohio/Grant. 3.i. Ellis Street Bike Boulevard: Illinois to Kentucky \$25,000 Design 2015-Build 2016 Completes Tier 2 bicycle connection to Illinois bike boulevard, flashing crosswalk constructed across Alabama in 2015, bike boulevard on Kentucky, bike lanes on Ohio, intersection improvements at Ohio/Ellis, and multiuse trail over Whatcom Creek. 3.j. Moore-Texas Bike Boulevard: RR Trail to Nevada \$12,000 Design 2015-Build 2016

Tier 3 bicycle connection to Texas bike boulevard via pedestrian hybrid beacon (HAWK) signal constructed at Alabama/Moore in 2015.

Project #4: Carl Cozier Safe School Routes (Lincoln/Potter intersection and Gladstone north sidewalk)

PROJECT NARRATIVE: Bellingham has been awarded \$237,000 in federal Safe Route To School funding to complete a safe walking route in the Carl Cozier Elementary School attendance area. The project includes two separate elements, as follows: 1.) Curb extensions, ADA ramps, and marked crosswalks at the intersection of Lincoln/Potter at the north end of Carl Cozier Elementary School; and 2.) Construction of a new sidewalk with ADA ramp on the north side of Gladstone Street from Puget Street to St. Paul Street. Federal funds include design, engineering, and construction as well as funds specifically for a Safe Route To School education campaign.

MULTIMODAL TRANSPORTATION BENEFITS: Curb extensions, ADA ramps, marked crosswalks, and sidewalk.

PROJECT STATUS: Funded. In engineering & design phase. Construction July-August 2015.

		Cost Estimates (000's) 2014 Dollars								
		FUNDING	Previous	FUNDED		UNFUNDED			PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
4	Carl Cozier Safe School Routes	Street	27							
	Lincoln/Potter Intersection & Crossing	Federal SR2S	237	Build						
	Gladstone sidew alk (north side)	Subtotal	264							264

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds only

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #5: Lincoln Street Park-N-Ride Sidewalk Improvements

PROJECT NARRATIVE: This porous concrete sidewalk will provide ADA-compliant sidewalk connectivity along the entire property frontage of Western Washington University's (WWU) Lincoln Creek Transportation Center, which is a park and ride facility that is served by Whatcom Transportation Authority (WTA) transit to WWU, downtown, and Mt. Vernon in Skagit County. This is a multi-agency partnership between the City, WWU, WTA, and the Washington State Transportation Improvement Board (TIB) to construct ADA sidewalk on Bellingham's Primary Pedestrian Network.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, transit stops.

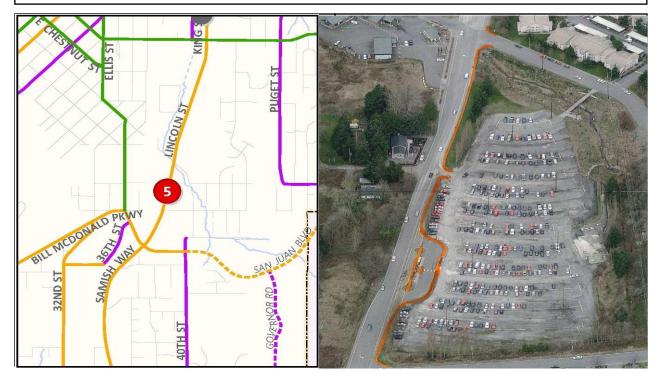
PROJECT STATUS: Interlocal Agreements 2014; PE & Design 2014; Construction scheduled 2015.

		Cost Estimates (000's) 2014 Dollars									
		FUNDING	Previous	FUNDED		UNFUNDED			PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS	
	Lincoln Street Sidewalk	Street	15								
	Improvements	WWU	50								
5	(WWU-WTA Park-N-Ride)	WTA	15								
	(Byron to Maple)	State TIB	270	Build							
		Subtotal	350							350	

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds only

No



Project #6: Alabama Street Corridor, Phase 2 **Multimodal Safety Improvements**

(Based on Conclusions of Phase 1 Feasibility Study)

PROJECT NARRATIVE: Federal safety funds from invitation-only grant. From 2006 – 2011, Alabama experienced more vehicle collisions than any other road in Whatcom County except Guide-Meridian (SR 539). Heavy traffic on Alabama presents a challenge to north-south travel for pedestrians, bicyclists, and transit riders on Whatcom Transportation Authority (WTA) Route 331 Gold GO Line, which is the most productive transit route in the entire WTA system. From 2012-2014, Public Works worked with Fire, Police, WTA, Whatcom Council of Governments, consultants, and the public through a Phase 1 Feasibility Study, which made technical recommendations for reducing vehicle collisions and improving safety for all users of the Alabama corridor. On June 9, 2014, the Bellingham City Council directed Public Works to construct specific safety improvements on Alabama in 2015.

MULTIMODAL TRANSPORTATION BENEFITS: Significant reduction in vehicle collisions; Five new signalized crossings for pedestrians, bicyclists, and transit riders; Bus stops relocated to crossings.

PROJECT STATUS: Feasibility Study Completed 2012-2014; Council public hearing and direction to PW staff April-June 2014; Design/Engineering 2014; Construction scheduled June-September 2015.

	Cost Estimates (000's) 2014 Dollars									
		FUNDING	Previous	FUNDED		UNFUNDED			PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	Alabama St Corridor, Phase 2	Street (Resurface)		875						
6	ES-466 Safety Improvements	Federal HSIP	1,461	Build						
		Subtotal	1,461	875						2,336

TRANSPORTATION IMPACT FEES COLLECTED

No, 100% federal & resurface funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Not on Alabama corridor





Project #7: State/Laurel Intersection Pedestrian Safety Improvements

PROJECT NARRATIVE: The intersection of State/Laurel will be reconstructed with curb extensions, new ADA ramps, marked crosswalks, and landscaping identical to pedestrian safety improvements at the State/Maple intersection. In addition, a new sidewalk will be constructed on the south side of Laurel from State Street to the alley, which routes the South Bay trail onto Laurel and then to the non-auto portion of Railroad Avenue to Maple Street and Depot Market Square.

MULTIMODAL TRANSPORTATION BENEFITS: Curb extensions, ADA ramps, marked crosswalks, sidewalk south side of Laurel from State to alley/South Bay Trail.

PROJECT STATUS: Funded, in design and engineering, construction summer 2015.

			Cost Estimates (000's) 2014 Dollars									
		FUNDING	Previous	FUNDED		UNFUNDED			PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS		
7	State/Laurel Pedestrian Safety	Federal SAFETEA	350	Build								
	Curb extensions, crossw alks, sidew alk	Subtotal	350							350		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

HISTINGS - LIGHT - LIG



No, 100% federally funded

Project #8: Granary - Bloedel Avenue (Phase 1) Multimodal Arterial Improvements (Roeder to Commercial Street)

PROJECT NARRATIVE: A new full standard arterial with sidewalks and bike lanes will be constructed on the southeast side of the Granary building and will serve as the primary multimodal access corridor to the northern portion of the redeveloped Waterfront District when Central Avenue is closed to vehicle traffic. Granary will be constructed from Roeder Avenue to Bloedel Avenue and then as close to Commercial Street as possible to allow the required transition down to existing waterfront grade. A new traffic signal with left-turn lanes will be constructed at the Granary/Roeder intersection. Actual alignment of this new arterial is subject to decisions made about the Granary building through the public process for the Waterfront District Master Plan.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, bicycle lanes, traffic signal, turn lanes, increased access, safety, & efficiency.

	PROJECT STATUS: Funded. In engineering & design. Construction scheduled 2015-2016.										
	Cost Estimates (000's) 2014 Dollars										
		FUNDING	Previous	FUNDED		UNFUNDED			PROJECT		
N	D. PROJECT DESCRIPTION	SOURCE	Budget	2015 2016	2017	2018	2019	2020	TOTALS		
8	Granary-Bloedel Ave, Phase 1	Federal	6,700	Build							

6.700

TRANSPORTATION IMPACT FEES COLLECTED

Subtotal

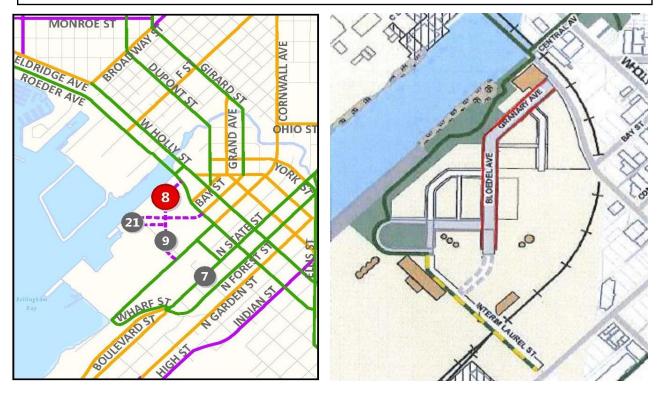
No, 100% federal funds

6.70

RIGHT-OF-WAY ACQUISITION NECESSARY

(Roeder to Bloedel to Commercial)

Yes, Port of Bellingham to dedicate ROW



Project #9: Bloedel Avenue, Phase 2 Multimodal Arterial Improvements (Commercial to Cornwall Avenue)

PROJECT NARRATIVE: A new minimum standard arterial connection will be constructed from the terminus of Granary-Bloedel south to Laurel Street and then to Cornwall Avenue. This interim connection will provide connectivity until a full-fledged arterial can be justified with new development in the redeveloped Waterfront District. A new railroad crossing will be necessary on interim Laurel and a traffic signal with left-turn lanes will be constructed at the Bloedel/Cornwall intersection.

MULTIMODAL TRANSPORTATION BENEFITS

Crosswalks, traffic signal, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS: Funded. In engineering & design. Construction scheduled 2015-2016.

				Co	st Estir	nates (000's) 20)14 Dolla	rs	
		FUNDING	Previous	F	FUNDED		U	INFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
9	Bloedel Avenue, Phase 2	Street	1,500	Bui	ild					
	(Commercial to Cornw all)	Subtotal	1,500							1,500

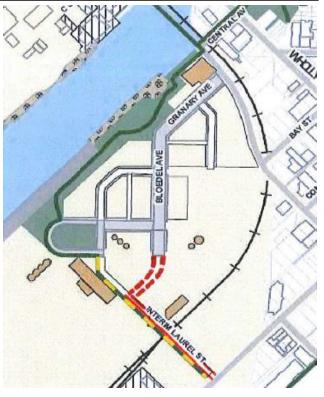
TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, local funds

Yes, Port of Bellingham to dedicate ROW





Project #10: Arctic Avenue Multimodal Arterial Connection (W. Bakerview to Mahogany)

PROJECT NARRATIVE: Arctic Avenue will create needed multimodal arterial access to serve land that has been zoned for commercial and industrial development since West Bakerview was constructed in the mid-1990's. Arctic Avenue will connect West Bakerview Road to Mohogany Avenue and will include sidewalks and bike lanes on both sides. This project complements improvements that the City constructed in 2013 on the West Bakerview overpass of Interstate 5 and will support significant economic development in the northwestern portion of Bellingham and the Urban Growth Area.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, marked bicycle lanes, vehicle travel lanes, turn lanes, and possible future WTA transit route if ridership demand warrants.

PROJECT STATUS: To be funded and constructed by private development in 2015-2016.

			Cost Estimates (000's) 2014 Dollars									
		FUNDING	Previous	F	FUNDED		U	NFUNDE)	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS		
10	Arctic Avenue Multimodal Arterial	Private Mitigation	2,100	Bui	ild							
	W. Bakerview Rd to Mahogany Ave	Subtotal	2,100							2,100		

TRANSPORTATION IMPACT FEES COLLECTED

No, privately funded and constructed

RIGHT-OF-WAY ACQUISITION NECESSARY?

Yes, to be dedicated by private development





Project #11: James/Woodstock Intersection Safety Improvements (Woodstock/James)

PROJECT NARRATIVE: James Street is being reconstructed as an urban multimodal corridor in 2014 between East Orchard Drive and Sunset Pond Park. In 2015, Squalicum Creek will be re-routed from its current outlet at the Woodstock/James intersection to a new stream channel flowing beneath the new bridge on James Street. Once the stream re-route is complete, the existing outlet can be blocked off and reconstruction of James/Woodstock will improve sight distance and safety by allowing through traffic to flow to Woodstock with stop-control installed at northbound James from Sunset Square.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, center turn lane, intersection safety and efficiency, improvements to Sunset Pond Park access and parking lot.

PROJECT STATUS (ES-318): PE & Design Complete. Construction scheduled 2016. This project must be purposely delayed until completion of both the 2014 James Street bridge and road reconstruction, as well as the 2015 Sqaulicum Creek Re-route between Sunset Pond and Bug Lake, which will mitigate impacts from James/Woodstock.

				Co	st Estin	nates (000's) 20)14 Dolla	'S	
		FUNDING	Previous	I	FUNDED		U	INFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
11	James/Woodstock Intersection	Federal STP-R	1,850		Build					
	Safety Improvements (ES-318)	Subtotal	1,850							1,850

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds only

Yes



Project #12: Mahogany Avenue Multimodal Arterial Connection (Northwest Avenue to Pacific Highway)

PROJECT NARRATIVE: Mahogany Avenue will create needed multimodal arterial access to serve land that has been zoned for commercial and industrial development since West Bakerview was constructed in the mid-1990's as well as land zoned for residential development annexed to the City in 2013. This project creates east-west connectivity between Northwest Avenue and Pacific Highway and will support significant economic development in the northwestern portion of Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, marked bicycle lanes, vehicle travel lanes, turn lanes at intersections, service and freight delivery, and possible future WTA transit route if ridership demand warrants.

PROJECT STATUS: Partially funded. Possible mitigation funding from private development.

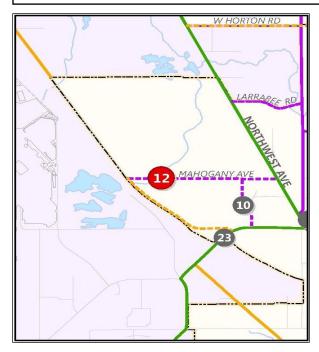
				Co	st Estir	nates (000's) 20	14 Dolla	ſS	
		FUNDING	Previous	F	UNDED		U	NFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	Mahogany Avenue	Street		500	1,250					
	Multimodal Arterial	Federal STP	1,250							
12	East-West arterial access between	State TIB	2,250							
	Northwest Ave and Pacific Highway	Private/Unknow n					750			
		Subtotal	3,500	500	1,250		750			6,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds expended

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes





Project #13: James/Bakerview Intersection Safety Improvements

PROJECT NARRATIVE: East Bakerview is a principal arterial and major trucking route between the Irongate industrial area to I-5 and James Street is the only north-south secondary arterial between Sunset Drive and Kellogg Road. Increasing traffic volumes and lack of north-south left-turn lanes on James have contributed to an increase in speeding and collisions at the James/Bakerview intersection. Constructing an expandable multimodal roundabout will slow speeding vehicles, reduce collisions, and improve safety for all transportation users, including trucks and recreational trail users, while also providing long-term transportation capacity, as the King Mountain area continues develops over time.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalk with pedestrian refuges, bicycle lanes, vehicle collision reduction, increased safety & efficiency of freight and goods movement.

PROJECT STATUS: 60% Engineering and Design 2013-2014; State and federal safety grant applications pending; If grants awarded, construction possible in 2017.

				Co	st Estin	nates (000's) 20	14 Dolla	rs	
		FUNDING	Previous	I	FUNDED		U	NFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	James/Bakerview Intersection	2nd 1/4 REET	120							
	Safety Improvements	Federal STP-R	385							
13	(Expandable roundabout)	Private Mitigation								
	ES-473	Unknow n					3,420			
		Subtotal	505				3,420			3,92
T	RANSPORTATION IMPAC	T FEES COL	LECTED					Yes, fo	r local	funds
R	IGHT-OF-WAY ACQUISIT	ION NECESS	ARY							Yes
	YMMAS ST								-16	

E ORCHARD DR

17

Project #14: West Maplewood Avenue Multimodal Corridor Improvements (Northwest Avenue to Alderwood Avenue)

PROJECT NARRATIVE: West Maplewood Avenue is an old concrete section of the former Pacific Highway through Bellingham that is in need of arterial resurfacing, marked bicycle lanes on both sides, and construction of new concrete curb, gutter, storm drains, and sidewalk that is missing along the east side from Northwest Avenue to Alderwood Avenue. Shuksan Middle School abuts West Maplewood and Birchwood Elementary School is less than ¹/₄-mile away, which means that hundreds of school children walk along West Maplewood. WTA runs three individual transit routes (3, 4, and 55) along West Maplewood, all of which connect downtown to Cordata Station in north Bellingham. A major shopping center is located at the south end of West Maplewood at Northwest Avenue.

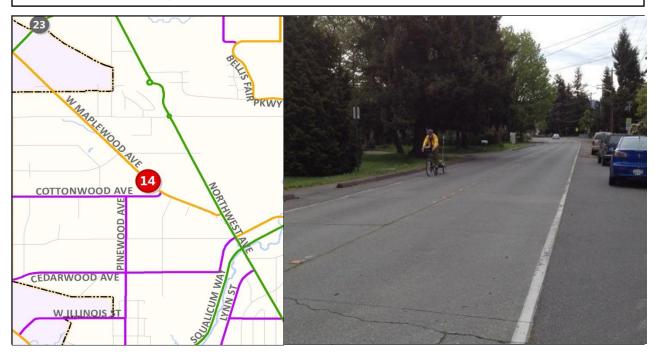
MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk (east side), ADA curb ramps, crosswalks, marked bicycle lanes, and arterial resurfacing.

PROJECT STATUS: Unfunded; Design & engineering 2015; State bicycle and pedestrian grant application pending; Construction scheduled July-August 2016 (Sidewalks depend on grant funding).

				Co	ost Estir	nates (000's) 20)14 Dolla	rs	
		FUNDING	Previous		funded		U	INFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	West Maplewood Avenue	TBD Resurface			790					
14	Multimodal Improvements	Unknow n					895			
	(Northw est to Alderw ood)	Subtotal			790		895			1,685

TRANSPORTATION IMPACT FEES COLLECTED? Resurfacing not eligible, Yes for sidewalks**RIGHT-OF-WAY ACQUISITION NECESSARY**No



Project #15: West Horton Road Multimodal Corridor Extension, Phase 1; (Horton terminus to Aldrich Road)

PROJECT NARRATIVE: Regional growth and development, including the development of a 30-acre Cordata Park with parking access from Horton requires that West Horton Road be extended as a "minimum footprint" secondary arterial street with bicycle lanes from the current terminus to Aldrich Road. Environmental impacts require land acquisition, off-site mitigation, minimum road prism footprint, and alternative design for a pin-pile pedestrian boardwalk similar to Fraser Street (pictured below). Dedicated left-turn lanes will be needed at the intersection of W. Horton/Aldrich.

MULTIMODAL TRANSPORTATION BENEFITS: Increased access, safety, and connectivity for school children, pedestrians, park and trail users, bicyclists, transit riders, vehicles, and freight trucks.

PROJECT STATUS: Feasibility studies, wetland delineations, & survey completed 2009-2011; land acquisition & mitigation planning 2012-2014; 60% PE & Design 2014; additional funding being sought.

				(Cost Est	imates	(000's)	2014 Dolla	rs	
		FUNDING	Previous	I	FUNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	West Horton Road Multimodal	Street								
	Corridor Improvements-Phase 1	Pvt - Trillium	812							
15	(Current terminus to Aldrich Road)	Federal STP-R	500							
		Unknow n					4000			
	ES-399	Subtotal	1,312				4000			5312

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local public funds are used

RIGHT-OF-WAY ACQUISITION NECESSARY







Project #16: Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway

PROJECT NARRATIVE: This Parks Department project will construct a 2,360 linear foot overwater pedestrian and bicycle boardwalk extension of the South Bay Trail at Boulevard Park to the new Cornwall Beach Park as part of the Bellingham Waterfront District redevelopment. An additional \$2,500,000 in funding will be required before construction can occur.

MULTIMODAL TRANSPORTATION BENEFITS

Pedestrian and bicycle connection between Fairhaven and Waterfront District.

PROJECT STATUS – Parks Department. PE, Design, and Permitting. Construction pending additional funding.

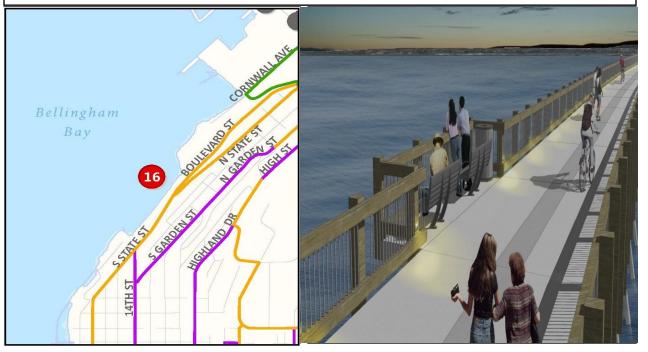
				C	ost Est	imates	(000's) 2	2014 Dolla	rs	
		FUNDING	Previous	F	UNDED			UNFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	Boulevard Park to Cornwall Park	1st 1/4 REET	150							
	Overwater Pedestrian Walkway	Federal	2,139							
16	(Boulevard Park to Waterfront)	Greenways 3	100		3,900					
	Parks Department	ParkImpactFee			600					
		Unknow n					2,500			
		Subtotal	2,389	4,500			2,500			9,389

TRANSPORTATION IMPACT FEES COLLECTED

Parks Project, Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #17: Orchard Drive Multimodal Arterial & Bay to Baker Trail Connection beneath I-5

PROJECT NARRATIVE: Construct a multimodal arterial and trail connection from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake), through the railroad tunnel beneath Interstate 5, to James/Orchard north of Sunset Pond Park These new east-west arterial and trail connections will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham, St Joseph's Hospital, and central Bellingham. Construction of this arterial street will ease pressure on the Interstate interchanges at Meridian and Sunset and is the last opportunity for a grade-separated crossing of Interstate 5 in Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalk north side, on-street bicycle lanes both sides, off-street multi-use Bay-to-Baker trail, improved access and emergency response time to St Joseph hospital, potential transit route, grade-separated multimodal crossing of Interstate 5 barrier.

PROJECT STATUS: 60% Design Engineering 2014; Squalicum Re-route scheduled 2015; Additional funding being sought and Public-Private partnerships being explored.

				C	ost Est	timates	(000's)	2014 Dolla	rs	_
		FUNDING	Previous	F	UNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	Orchard Drive Extension	Street	825							
	and Bay to Baker Trail	Federal STP-R	1,000							
17	(ES440) Multimodal Grade-Separated	Greenways 3	375	800			1,500			
	Crossing of Interstate 5 from	Pvt Mitigation								
	Birchwood/Squalicum to James St	Unknow n					6,500			
		Subtotal	2,200	800			8,000			11,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local public funds are used

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for both trail and street



Project #18: James Street Multimodal Safety Improvements (East Orchard to East Bakerview)

PROJECT NARRATIVE: James Street is the only north- south transportation corridor serving northcentral Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. James Street also provides access to Sunset Pond Park between Sunset and East Bakerview. Resurfacing, elimination of a sight distance issue on a hill, and improvement to urban secondary arterial street standards with sidewalks, bicycle lanes, turn lanes, enclosed drainage, and street lighting from East Orchard Drive north to Kellogg Road.

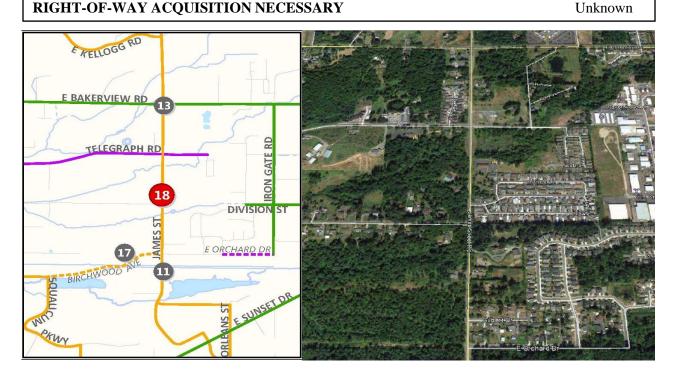
MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, turn lanes, increased access, safety, sight distance, and efficiency.

PROJECT STATUS: PE, Design beginning 2014. Additional funding will be sought.

				C	ost Est	imates	(000's)	2014 Dollar	'S	
		FUNDING	Previous	F	UNDED			UNFUNDED)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	James Street Phase 2	Street								
18	Multimodal Improvements	Pvt Mitigation						Mitigation		
	Phase 2 = Orchard -Telegraph	Unknow n						7,500		
	ES-498	Subtotal						7,500		7,500

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds Unknown



Project #19: North James Street Multimodal Arterial Connection (Gooding Avenue to Van Wyck Road)

PROJECT NARRATIVE: James Street currently terminates at Gooding Avenue, but the Transportation Element of the Bellingham Comprehensive Plan identifies the need for James to be extended north to Van Wyck Road as a full standard secondary arterial. James Street is the only north-south transportation corridor serving north-central Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. In addition to supporting the development planned for the King Mountain Neighborhood, this northern extension of James Street will provide another north-south corridor parallel to Meridian (SR 539), which will help to ease some of the northbound evening and weekend traffic congestion.

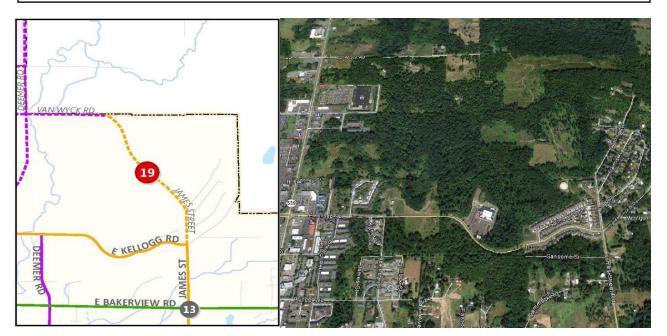
MULTIMODAL TRANSPORTATION BENEFITS: Pedestrian sidewalks, bike lanes, center turn lanes at intersections, regional multimodal transportation connectivity, and potential future transit route.

PROJECT STATUS: Private developer constructing first phase 2014 with King Mountain subdivision

				(Cost Est	timates	(000's)	2014 Dolla	rs	
		FUNDING	Previous	I	FUNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	North James Street	Pvt Mitigation								
19	Multimodal Arterial Connection	Unknow n							3,000	
	(Gooding to Van Wyck)	Subtotal							3,000	3,000

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY?

Yes, if local public funds are used Yes, private development to dedicate



Project #20: Northwest/W. Bakerview Intersection Safety Improvements (North leg: W. Bakerview to Aldrich)

PROJECT NARRATIVE

Construct a new northbound drop/right-turn lane from West Bakerview to Aldrich Road to enhance safety, reduce existing traffic congestion, and accommodate additional infill development in the Bakerview corridor. This arterial enhancement will provide additional safety for both bicyclists and vehicles crossing Bakerview, will reduce the significant amount of existing northbound traffic congestion that backs up along Northwest Avenue from the intersection each day, and will benefit regional transportation circulation for all modes in the northwestern portion of Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk, bicycle lane, improved safety, reduced congestion, regional circulation benefits.

PROJECT STATUS: Unfunded

				0	Cost Est	timates	(000's)	2014 Dolla	rs	
		FUNDING	Previous	F	UNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	Northwest Ave / W. Bakerview Rd.	Pvt Mitigation								
20	Intersection Safety Improvement	Unknow n							250	
	(North leg: W. Bakerview to Aldrich)	Subtotal							250	250

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used

No



Project #21: Commercial Green Loop Multimodal Improvements (Bloedel Avenue to Shoreline)

PROJECT NARRATIVE: A new arterial loop connection will be constructed west of Bloedel Avenue with park greens in the center of the loop. The Commercial Green Loop will serve as the primary western multimodal access in the early phases of the long-term redevelopment of the Waterfront District.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, bicycle lanes, bus pullouts where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS:

Construction schedule is uncertain pending a master plan, additional funding, and actual development.

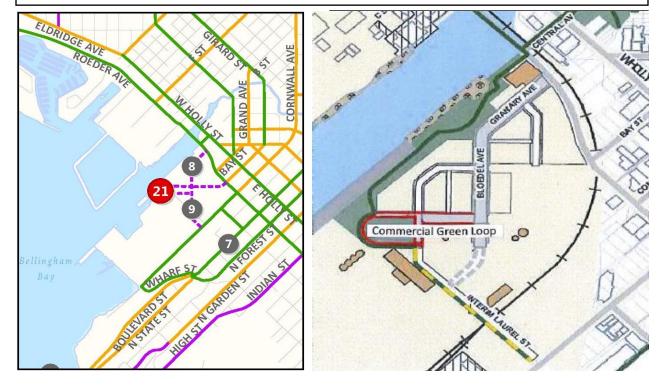
				0	Cost Est	timates	(000's)	2014 Dolla	rs	
		FUNDING	Previous	F	UNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	Commercial Green Loop	Street								
21	(Bloedel Ave to Shoreline)	Unknow n							2,200	
		Subtotal							2,200	2,200

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local public funds are used

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, Port of Bellingham to dedicate



Project #22: Northshore Drive Non-Motorized Improvements (Britton Rd to City limits)

PROJECT NARRATIVE: A 5-foot sidewalk currently exists on the north side of Northshore Drive from Britton Road to Academy Street 1,580 linear feet (0.3 mile). This project would add a pervious concrete sidewalk and bike lane to the east side of Northshore Drive from Academy to the City limits 3,800 linear feet (0.72 mile) and a pervious bike lane to the west side of Northshore Drive from Britton Road to the City limits 5,460 linear feet (1.03 mile). This would result in the same cross section that exists on Northshore Drive between Alabama and Poplar. Storm water treatment, landscaping impacts, driveway slopes, topography and utility pole relocation are expected to be challenging and expensive along this section of Northshore Drive.

MULTIMODAL TRANSPORTATION BENEFITS

Pervious concrete sidewalk and bike lanes in addition to existing vehicle travel lanes.

PROJECT STATUS: Unfunded.

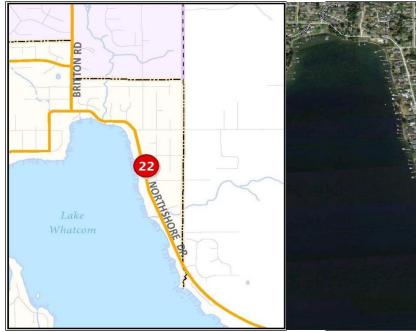
				C	ost Est	imates	(000's)	2014 Dolla	rs	
		FUNDING	Previous	F	UNDED			UNFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	Northshore Drive	TBD Non-Motor								
22	Non-motorized Improvements	Unknow n							7,000	
	(Britton Road to City limits)	Subtotal							7,000	7,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local transportation funds used

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown





Project #23: West Bakerview/Interstate 5 New Northbound On-Ramp

(Eastside of freeway: Pacific Highway to mainline Interstate 5)

PROJECT NARRATIVE: The 2011 WSDOT Value Planning Study (VPS) for the West Bakerview/I-5 Interchange identified alternatives to the recommended \$45 million Single Point Urban Interchange (SPUI) in recognition that it is unlikely to ever be funded. The VPS identified \$3.5 million in low-cost improvements, which were constructed by Bellingham in 2013 with funding contributions from Whatcom County, EDI, Port of Bellingham, Fred Meyer, TIF assessments from private developers, and Washington TIB. The VPS also identified a new northbound on-ramp on the east side of I-5 as a viable alternative that would improve multimodal safety and mobility, reduce significant traffic congestion across the I-5 overpass, enhance regional multimodal transportation circulation, and would continue to support economic development in northwestern Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS: Reduced traffic congestion on I-5 overpass, maintain freight and goods movement and on-time WTA transit service.

PROJECT STATUS: Unfunded. Work with WSDOT to complete Interchange Justification Report.

				Cost Estimates (000's) 2014 Dollars						
		FUNDING	Previous	I	FUNDED			UNFUNDE	Ð	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2015	2016	2017	2018	2019	2020	TOTALS
	West Bakerview/Interstate 5	WSDOT								
23	New Northbound On-Ramp	Pvt Mitigation								
	(east side of freew ay)	Unknow n							10,000	
		Subtotal							10,000	10,000

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funding

Yes











Six-Year (2016-2021) Transportation Improvement Program (TIP)

Kelli Linville, Mayor

Ted Carlson, Public Works Director

City Council Members

Gene Knutson - 2nd Ward, 2015 Council President Pinky Vargas - 4th Ward, 2015 Council President Pro Tempore Roxanne Murphy - At Large, 2015 Mayor Pro Tempore Jack Weiss – 1st Ward Dan Hammill - 3rd Ward Terry Bornemann - 5th Ward Michael Lilliquist – 6th Ward

Public Review Process

Posted on City Web site for Public Review: April 28, 2015 Transportation Commission Discussion: May 5, 2015 Public Works Advisory Board Discussion: May 5, 2015 City Council Public Hearing: June 1, 2015 City Council Work Session to adopt (optional): June 15, 2015 Submittal to Washington State: June 30, 2015

Adopted June 15, 2015

Prepared by Chris Comeau, AICP-CTP Transportation Planner Public Works Engineering

Transportation Planning Documents

The 2016-2021 Transportation Improvement Program (TIP) is informed by all of the following documents available on the City of Bellingham web site at:

2006 Bellingham Comprehensive Plan Chapter 3 - Transportation Element http://www.cob.org/documents/planning/comprehensive-plan/2006-chapter3.pdf

2012 Pedestrian Master Plan http://www.cob.org/services/planning/transportation/pedestrian-masterplanning.aspx

2014 Bicycle Master Plan http://www.cob.org/services/planning/transportation/bike-master-planning.aspx

2015-2016 Transportation Benefit District Approved Projects (Nov. 24, 2014) http://www.cob.org/documents/tbd/approved-tbd-projects-2015-2016.pdf

2015 Transportation Report on Annual Mobility (TRAM) http://www.cob.org/documents/pw/transportation/2015-tram.pdf

Please contact Public Works staff listed below if you have questions about the TIP or any other transportation planning information.

Chris Comeau, AICP-CTP, Transportation Plannerccomeau@cob.orgBellingham Public Works Engineering(360) 778-7946

State Law Requirements for Six-Year Transportation Improvement Program (TIP)

RCW 35.77.010

Perpetual advanced six-year plans for coordinated transportation program expenditures -- Nonmotorized transportation -- Railroad right-of-way.

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter <u>35.63</u> or <u>35A.63</u> RCW, the inherent authority of a first-class city derived from its charter, or chapter <u>36.70A</u> RCW, the program shall be consistent with this comprehensive plan. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW <u>36.70A.070</u>(6) or other applicable changes that promote nonmotorized transit.

The program shall be filed with the secretary of transportation not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city transportation needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive transportation program before July 1st of each year, and each oneyear extension and revision shall be filed with the secretary of transportation not more than thirty days after its adoption. The purpose of this section is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six-year plan for each city or town shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town will expend its moneys, including funds made available pursuant to chapter <u>47.30</u> RCW, for nonmotorized transportation purposes.

(3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction.

Funding Source Definitions

NOTE: All funding sources listed below are affected by frequent changes in economic conditions, funding levels, and eligibility and funding criteria.

Local Funding Sources

- **Bellingham Street Fund:** Public Works Street Fund comprised of motor vehicle gas tax and **42.5%** of the total sales tax collected by the City of Bellingham.
- **Bellingham Real Estate Excise Tax (REET):** Comprised of **1/2 of 1%** of the total real estate revenue for a given year. REET funding is divided into first quarter (¼) and second quarter (¼) and can be used for limited types of transportation projects.
- Bellingham Transportation Benefit District (TBD): Comprised of 0.2 cents of the total 8.7 cents per dollar annual sales tax receipts collected within City limits to fund the following specific transportation needs: arterial resurfacing, WTA bus service, and non-motorized transportation infrastructure. The Bellingham TBD was approved by voters, is governed by the TBD Board of Directors, and is effective January 1, 2011 to December 31, 2020.
- **Bellingham Transportation Impact Fees (TIF):** The proportional share contribution from private developments for annual transportation investments citywide per BMC 19.06.

Washington State Funding Sources

- **Transportation Improvement Board (TIB):** State grant funding for urban arterials and sidewalks. TIB is one of Bellingham's primary grant funding sources.
- State: State administered grant funding programs, such as WSDOT Bicycle and Pedestrian grants or State-funded Safe Routes to School (SR2S) grants. Also includes State-funded educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- **WSDOT**: Washington State Department of Transportation biennium budget State Funding administered through WSDOT.

Federal Funding Sources

- **Federal:** Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or U.S. Department of Transportation (USDOT) administered grant funding programs, including federal Safe Routes to School (SR2S) and Highway Safety Improvement Program (HSIP) funding.
- **Highway Bridge Program (HBP):** Provides federal funds for structural repair or replacement administered by Washington State Bridge Replacement Advisory Committee (BRAC).
- **Surface Transportation Program (STP):** Provides federal funds to construct, maintain, and expand eligible regionally important arterial street systems.
- **Transportation Alternatives Program (TAP):** Provides federal funds to construct and enhance facilities for non-motorized transportation modes.

Private and Other Partnerships

• Transportation Impact Fees (TIF), Whatcom County, Economic Development Investment (EDI), Whatcom Transportation Authority (WTA), private business investment, private mitigation, etc.

Transportation Projects Under Construction during 2015 (Not included in 2016-2021 TIP)

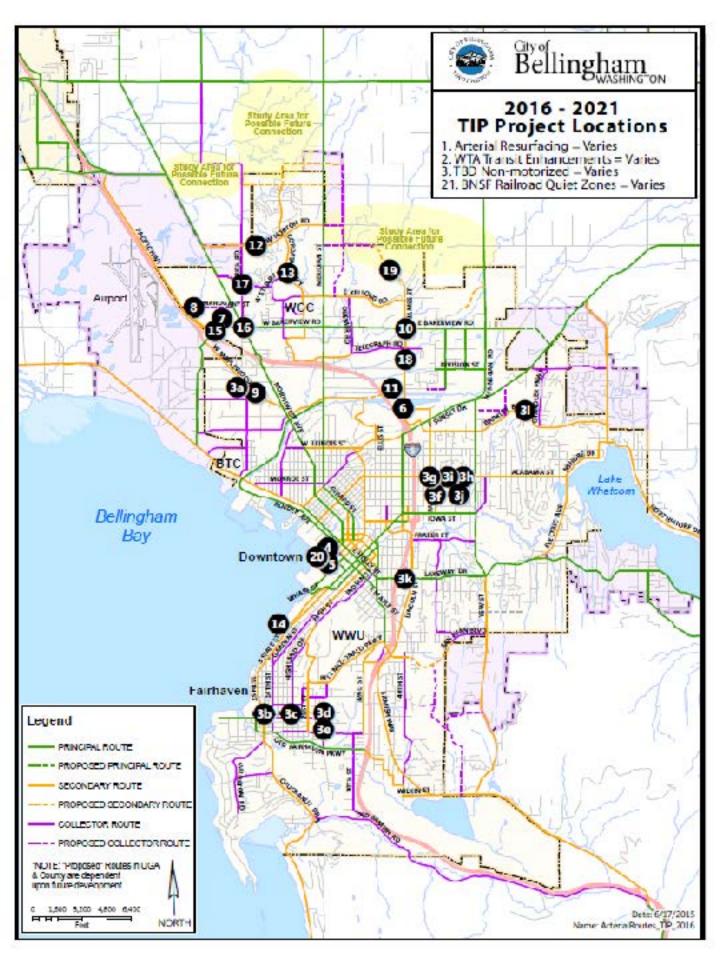
2015 CONSTRUCTION PROJECTS ACTIVITY Arterial Resurfacing Program		2015
Various Streets 2015 Overlay Resurface Summer 2015 a.) Alabama Street: Cornwall Ave to St. Clair St. Resurface Summer 2015 b.) Eliza Avenue: Westerly Rd. to Kellogg Rd. Resurface Summer 2015 c.) Kellogg Road: Eliza Ave. to Cordata Pkwy. Resurface Summer 2015 Chestnut-Bay Bridge Rehabilitation & Repair Resurface Summer 2015 Remove weight restrictions, add bike lanes Construct Summer 2015 Alabama Corridor Multimodal Safety Improvement Construct Summer 2015 5 pedestrian signals, bike lanes, access management Construct Summer 2015 Carl Cozier Safe School Routes Construct Summer 2015 Lincoln/Potter intersection and crosswalk Construct Summer 2015 Gladstone sidewalk: Puget to St. Paul Construct Summer 2015 Lincoln Street Park-N-Ride Improvement WWU, City, WTA, TIB funding partnership Lincoln sidewalk: Maple to Byron Construct Summer 2015 State/Laurel Pedestrian Safety Construct Summer 2015 Curb extensions, crosswalks at State/Laurel Construct Summer 2015 Laurel sidewalk: State - trail; Bike Bird - State - Railroad Construct Summer 2015 Yew Street Sidewalk Improvement Sunday & Supplemental Transit Service in Bham Construct Summer 2015 Various Pedestrian an		ACTIVITY
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	d.) Grant Street Bike Boulevard: Illinois to N. State	Construct summer 2015
e.) Ellis Street Bike Boulevard: Squalicum to Ohio Construct summer 2015	e.) Ellis Street Bike Boulevard: Squalicum to Ohio	Construct summer 2015
f.) Birchwood Avenue sidewalk: Northwest to Cedarwood Construct summer 2015		Construct summer 2015
g.) Nevada-Kentucky Bike Boulevard: Moore to Halleck Construct summer 2015	g.) Nevada-Kentucky Bike Boulevard: Moore to Halleck	Construct summer 2015
h.) Illinois Street Bike Boulevard: Valencia to Sunset Construct summer 2015		
i.) Michigan Street Bike Boulevard: Illinois to Texas Construct summer 2015	i.) Michigan Street Bike Boulevard: Illinois to Texas	Construct summer 2015
j.) Lincoln-Meador Climbing Bike Lane + Shared Lane Construct summer 2015		Construct summer 2015
	k) Holly Street Bicycle Facility Feasibility Study	

Transportation Improvement Projects 2016-2021 (Fund Page 1)

				Co	st Estir	nates (000's) 20	15 Dollar	s	
		FUNDING	Previous		UNDED			NFUNDED		PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Annual Arterial Street	Street	665	980	2,300	2,370	2,440	2,515	2,565	
1	Pavement Resurfacing ¹	TBD Resurface	1,580	633		1,700	1,733		1,800	
	1) Increase annual sales tax 1.5 - 2.0%	Subtotal	2,245	1,613	3,967	4,070	4,173	4,282	4,365	24,715
	Whatcom Transit Authority ¹	TBD Contract	1,000	1,000	0	0	0	0	0	
2	Contract Supplemental Transit	Transit Reserve	580	633	1,667	1,700	1,733	1,767	1,800	
	Service In Bellingham (Expires 3/14/16)	Subtotal	1,580	1,633	1,667	1,700	1,733	1,767	1,800	11,880
	Non-Motorized Transportation ¹	TBD Non-Motor	1,422	1,473	1,502	1,530	1,563	1,592	1,620	
3	Various Pedestrian and Bicycle	10% Reserve	158	160	165	170	170	175	180	
	Infrastructure Improvements	Subtotal	1,580	1,633	1,667	1,700	1,733	1,767	1,800	11,880
4	Granary-Bloedel Ave, Phase 1	Federal	6,700	Build						
	(Roeder to Bloedel to Commercial)	Subtotal	6,700							6,700
5	Bloedel Avenue, Phase 2	Street	1,500	Build						
	(Commercial to Cornw all)	Subtotal	1,500							1,500
6	James/Woodstock Intersection	Federal STP-R	1,850	Build						
	Safety Improvements (ES-318)	Subtotal	1,850							1,850
7	Arctic Avenue Multimodal Arterial	Private Mitigation	2,100	Build						
	W. Bakerview Rd to Mahogany Ave	Subtotal	2,100							2,100
	Mahogany Avenue	Street	500	1,250						
	Multimodal Arterial	Federal STP	1,250							
8	East-West arterial access betw een	State TIB	2,250	Build						
	Northwest Ave and Pacific Highway	Private Mitigation		850						
		Subtotal	4,000	2,100						6,100
	West Maplewood Avenue	TBD Resurface		790						
9	Multimodal Improvements	Federal SRTS		895						
		Unknow n								
		Subtotal		1,685						1,685
	James/Bakerview Intersection	Street	120							
	Safety Improvements	Federal STP-R	385							
10	(Expandable roundabout)	State TIB	1,400							
		Unknow n					1,900			
		Subtotal	1,905				1,900			3,805
	Orchard Drive Extension	Street	864							
	and Bay to Baker Trail	Federal STP-R	1,250							
11	Multimodal Grade-Separated	Greenw ays 3	3,890							
	Crossing of Interstate 5 from	Unknow n					8,500			
	Birchw ood/Squalicum to James St	Subtotal	5,260				8,500			13,760
	West Horton Road Multimodal	Street								
	Corridor Improvements-Phase 1	Private Mitigation	812							
12	(Current terminus to Aldrich Road)	Federal STP-R	500							
		Unknow n					4,000			
		Subtotal	1,312				4,000			5,312
	Cordata/Stuart Roundabout	Street								ļ
13	Public-Private Partnership	Unknow n					2,000			
		Private Mitigation								
		Subtotal					2,000			2,000

Transportation Improvement Projects 2016-2021 (Fund Page 2)

				C	ostEst	imates	(000's) 2	2015 Dolla	ſS	
		FUNDING Previous FUNDED UNFUN						UNFUNDED		PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Boulevard Park to Cornwall Park	1st 1/4 REET	150							
	Overwater Pedestrian Walkway	Federal STP-E	2,319							
14	(Boulevard Park to Waterfront)	Greenways & PIF	100	4,500						
	Parks Department	Unknow n					2,500			
		Subtotal	2,389	4,500			2,500			9,389
	West Bakerview/Interstate 5 Street 15 New Northbound On-Ramp WSDOT		·							
15										
	(east side of freew ay)	Unknow n						10,000		
		Subtotal						10,000		10,000
	Northwest Ave / Bakerview Rd. Street									
16 Intersection Safety Improvement Pvt Mitigation										
	(North leg- W. Bakerview to Aldrrich)	Unknow n						500		
	, , , , , , , , , , , , , , , , , , ,	Subtotal						500		500
	Aldrich Road Phased	Street								
17	Multimodal Arterial Improvement	Pvt Mitigation								
	(Mahogany to W. Horton)	Unknow n						4,000		
	, , , , , , , , , , , , , , , , , , ,	Subtotal						4,000		2,200
	James Street	Street								
18	Multimodal Improvements	Pvt Mitigation								
	(East Orchard to Bakerview)	Unknow n							7,500	
	· · · · · · · · · · · · · · · · · · ·	Subtotal							7,500	7,500
North James Street Pvt Mitigation								3,000		
19	19 Multimodal Arterial Connection Unknow n								-,	
	(Gooding to Van Wyck)	Subtotal							3,000	3,000
	Commercial Green Loop	Street								
20	(Bloedel Ave to Shoreline)	Unknow n							2,200	
		Subtotal							2,200	2,200
	Bellingham Railroad Quiet Zones	Street								
21	Upgrading at-grade street crossings	Unknow n							5,500	
		Subtotal							5,500	5,500
	Northshore Drive	Unknow n							7,000	
22	Non-motorized Improvements	Subtotal							7,000	7,000
	(Britton Road to City limits)								.,	.,
2016-2021 TIP PROJEC				g Sour	RCE S	JMMA	RIES			
STREET FUNDS			3,649					2,515	2,565	18,069
TRANSPORTATION BENEFIT DISTRICT			4,821	4,690				5,300	5,400	35,511
1st 1/4 REET FUNDS			150	-,000 0	0,000	0,100	0,200	0,000	0,400	150
2nd 1/4 REET FUNDS			0	0	0	0	0	0	0	130
STATE FUNDS			3,650	0				0	0	3,650
FEDERAL FUNDS			14,254	895	-	-	0	0	0	15,149
PRIVATE FUNDS			2,912	850	0	0	0	0	3,000	6,762
	OTHER (Parks, Port, EDI, WTA, etc)			4,500	0	0	0	0	0,000	8,490
	UNKNOWN FUNDS			0	0	0	18,900	14,500	22,200	55,600
_	TAL 2016-2021 TIP FUNDS		0 33,426	•	-					
		55,420	15,105	1,300	1,410	20,340	22,313	55,105	140,001	



Project #1: Annual Arterial Pavement Resurfacing Program (Goal: 5% of Arterial Street Network Per Year)

PROJECT NARRATIVE: Annual maintenance of existing arterial streets and bicycle lanes to protect the City's investment in these facilities and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost. Presuming a 20-year life cycle, approximately 5% of the City's arterial streets require resurfacing each year, but that goal has not been achieved due to funding shortfalls. In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of using TBD revenue to supplement the City Street Fund for arterial resurfacing through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, but adding bicycle lanes, curb extensions, and crosswalks (where possible) when arterial pavement resurfacing occurs, also helps to expand the citywide bicycle and pedestrian networks and increases safety for all users.

	Cost Estimates (000's) 2015 Dollars									
		FUNDING	Previous	F	UNDED		U	NFUNDED		PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Annual Arterial Street	Street	665	980	2,300	2,370	2,440	2,515	2,565	
1	Pavement Resurfacing ¹	TBD Resurface	1,580	633	1,667	1,700	1,733	1,767	1,800	
	1) Increase annual sales tax 1.5 - 2.0%	Subtotal	2,245	1,613	3,967	4,070	4,173	4,282	4,365	24,715

TRANSPORTATION IMPACT FEES COLLECTEDArterial Street Maintenance – Not Eligible**RIGHT-OF-WAY ACQUISITION NECESSARY**No

PROJECT STATUS: Annual program, 2016 - 2021; Goal 5% of arterial street network per year



Project #2: Transit Service Enhancements

PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding the restoration of Sunday public transit service in Bellingham. The City of Bellingham has contracted WTA to provide Sunday service, as well as some additional transit routes, through 2015. The TBD Board will need to decide how, or whether, to fund transit with TBD funding beyond 2015. WTA is currently in the process of updating the agency Strategic Plan with completion expected by the end of 2016.

MULTIMODAL TRANSPORTATION BENEFITS: Restoration of Sunday bus service has added transit capacity, which may reduce traffic congestion to benefit the city-wide transportation network.

PROJECT STATUS: The TBD revenue for transit is available through the year 2020.

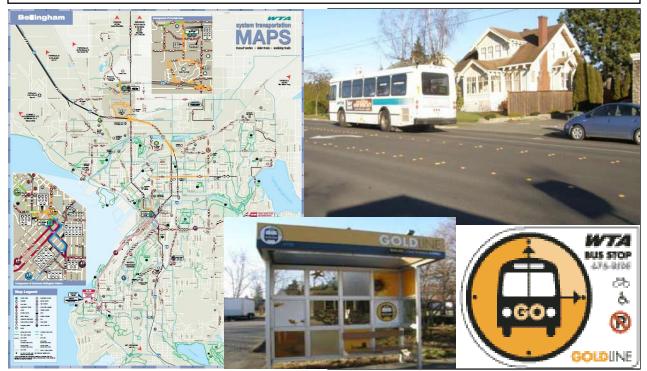
	Cost Estimates (000's) 2015 Dollars							_		
		FUNDING	Previous	F	UNDED		U	NFUNDEC)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Whatcom Transit Authority ¹	TBD Contract	1,000	1,000	0	0	0	0	0	
2	Contract Supplemental Transit	Transit Reserve	580	633	1,667	1,700	1,733	1,767	1,800	
	Service In Bellingham (Expires 3/14/16)	Subtotal	1,580	1,633	1,667	1,700	1,733	1,767	1,800	11,880

TRANSPORTATION IMPACT FEES COLLECTED

Transit not eligible

No

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #3: Non-Motorized Transportation Improvements



PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding arterial resurfacing, transit, and non-motorized improvements in Bellingham. Non-motorized improvements are primarily prioritized through the Pedestrian and Bicycle Master Plans, but also through grant funding opportunities and other capital improvement needs. Non-motorized funding is provided by revenue from the TBD through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Additional sidewalk connections, crosswalks, and various bicycle facilities will help to complete the citywide non-motorized transportation network.

PROJECT STATUS: The TBD Board meets quarterly to discuss the status of TBD funds, projects in construction and/or design/engineering, and possible future projects.

			Cost Estimates (000's) 2015 Dollars							
		FUNDING	Previous	F	UNDED		U	NFUNDED		PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Non-Motorized Transportation ¹	TBD Non-Motor	1,422	1,473	1,502	1,530	1,563	1,592	1,620	
3	Various Pedestrian and Bicycle	10% Reserve	158	160	165	170	170	175	180	
	Infrastructure Improvements	Subtotal	1,580	1,633	1,667	1,700	1,733	1,767	1,800	11,880

TRANSPORTATION IMPACT FEES COLLECTED

Yes, Transportation System

RIGHT-OF-WAY ACQUISITION NECESSARY

Undetermined

TBD Board Approved Non-Motorized Projects for 2016 – Details on next page

2016 Recommended Improvements	Pre-Estimate ¹	PE/Design/Construction
3.a. Alderwood Sidewalk & Bike Blvd: W. Maplewood to Shuksan MS	\$350,000	Design 2015-Build 2016
3.b 12th/Mill Intersection Realignment & Crossing Improvements	\$525,000	Design 2015-Build 2016
3.c. Mill Avenue Bike Boulevard: 12th Street to 24th Street	\$175,000	Design 2015-Build 2016
3.d. Mill/24 th Intersection Crossing Improvements	\$100,000	Design 2015-Build 2016
3.e. 24th Street Bike Boulevard: Old Fairhaven Parkway to Douglas Street	\$22,000	Design 2015-Build 2016
3.f. Pacific Street Bicycle Lanes and Bicycle Boulevard	\$175,000	Design 2015-Build 2016
3.g. Orleans Street Bicycle Lanes and Bicycle Boulevard	\$58,000	Design 2015-Build 2016
3.h. Undine St Sidewalks and Bike Boulevard: Alabama to Texas	\$200,000	Design 2016-Build 2017
3.i. St. Paul St Sidewalks and Bike Boulevard: Alabama to Texas	\$200,000	Design 2016-Build 2017
3.j. Texas St Sidewalk and Bike Boulevard: Valencia to Pacific	\$Unknown	Design 2016-Build 2017
3.k. Lakeway Drive Feasibility Study for Bicycle Facilities	\$40,000	PE/Design 2016-Build ?
3.1. Barkley/Sussex Feasibility Study for Crossing Improvements	\$Unknown	PE/Design 2016-Build ?
10% Non-motorized Reserve – Local Match for Grants	\$160,000	2015 Grant Applications
Notes:		

1.) Preliminary estimates of project costs are primarily from Pedestrian and Bicycle Master Plans, although Alderwood, Undine, and St. Paul sidewalk cost estimates are based on preliminary engineering estimates.



Project #3: Non-Motorized Transportation Improvements

|--|

2016 Recommended Improvements	Pre-Estimate	PE/Design/Construction				
3.a. Alderwood Ave Sidewalk and Bike Boulevard: W. Maplewood to Shuksan MS	\$350,000	Design 2015-Build 2016				
Tier 1 sidewalk gap, Tier 3 bicycle connection to bike lanes on Northwest and W. Maple surrounding Shuksan Middle School and supports State grant application for sidewalk on	-	•				
3.b. 12th/Mill Intersection Realignment & Crossing Improvements	\$525,000	Design 2015-Build 2016				
3.c. Mill Avenue Bike Boulevard: 12th Street to 24th Street	\$175,000	Design 2015-Build 2016				
Tier 1 Bicycle Boulevard - Shared lane markings and intersection crossing improvements for bicyclists at 12 th Street, 14 th Street, 21 st S and 24 th Street between Fairhaven Urban Village and Happy Valley Elementary School.						
3.d. Mill/24 th Intersection Crossing Improvements	\$100,000	Design 2015-Build 2016				
Tier 1 intersection crossing improvements including ADA-compliant marked crosswalks school zone on 24 th Street. To be constructed in summer 2016 and completed prior to op Elementary School.						
3.e. 24th Street Bike Boulevard: Old Fairhaven Parkway to Douglas Street	\$22,000	Design 2015-Build 2016				
Tier 1 Bicycle Boulevard – Shared lane markings and intersection crossing improvement lanes on Old Fairhaven Parkway to bike lanes at Douglas/25 th Street.	s for bicyclists at Mill	Avenue connecting the bike				
3.f. Pacific Street Bicycle Lanes and Bicycle Boulevard	\$175,000	Design 2015-Build 2016				
2015 Parking Study to determine feasibility of removing on-street parking between Iowa Tier 3 Bicycle Boulevard - shared lane markings between Alabama and Illinois Street bic		l Tier 3 marked bicycle lanes.				
3.g. Orleans Street Bicycle Lanes and Bicycle Boulevard	\$58,000	Design 2015-Build 2016				
2015 Parking Study to determine feasibility of removing on-street parking between Alaba lanes. Tier 3 Bicycle Boulevard - shared lane markings between Alabama and Texas Stre	•	tall Tier 3 marked bicycle				
3.h. Undine St Sidewalks and Bike Boulevard: Alabama to Texas	\$200,000	Design 2016-Build 2017				
Sidewalk east side of Undine connecting to pedestrian hybrid beacon (HAWK) signal considewalk gap and Tier 2 bicycle connection between the Railroad Trail, Roosevelt Park, a						
3.i. St. Paul St Sidewalks and Bike Boulevard: Alabama to Texas \$200,000	Design 2016-Build 20	017				
Sidewalk west side of St. Paul connecting to pedestrian hybrid beacon (HAWK) signal to marked crosswalks. Tier 1 sidewalk gap and Tier 2 bicycle connection between the Railr Illinois bicycle boulevards.						
3.j. Texas Sidewalk & Bike Boulevard: Valencia to Pacific (South side)	\$ Unkown	Design 2016-Build 2017				
Tier 1 sidewalk and bicycle boulevard crossing of I-5 along 1.62 miles on Texas Street fr flashing crosswalk at James, to Cornwall Avenue bike lanes into downtown Bellingham.		n, Kentucky, under I-5 to				
3.k. Lakeway Drive Feasibility Study for Bicycle Facilities	\$40,000	Study/Design 2016-Build ?				
Tier 1 Feasibility Study to determine what type of bicycle facility can be installed on Lak	keway Drive between E	Ellis/Holly and Queen Street.				
3.1. Barkley/Sussex Feasibility Study for Crossing Improvements	\$ Unknown	PE/Design 2016-Build ?				
Tier 3 Feasibility Study to consider what type of intersection crossing improvements can	be made.					

Project #4: Granary Ave - Bloedel Ave (Phase 1) Multimodal Arterial Improvements (Roeder Avenue to Commercial Street)

PROJECT NARRATIVE: A new full standard arterial with sidewalks and bike lanes will be constructed on the southeast side of the Granary building and will serve as the primary multimodal access corridor to the northern portion of the redeveloped Waterfront District when Central Avenue is closed to vehicle traffic. Granary Avenue will be constructed from Roeder Avenue to Bloedel Avenue and then as close to Commercial Street as possible to allow the required transition down to existing waterfront grade. A new traffic signal with left-turn lanes will be constructed at the Granary/Roeder intersection. Actual alignment of this new arterial is subject to decisions made about the Granary building through the public process for the Waterfront District Master Plan.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, bicycle lanes, traffic signal, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS: Funded. In engineering & design. Construction scheduled 2015-2016.

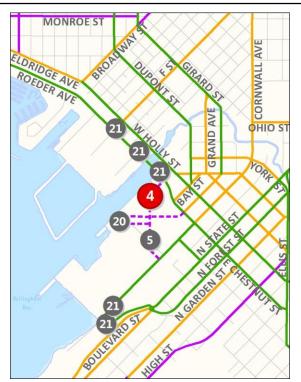
			Cost Estimates (000's) 2015 Dollars									
		FUNDING	Previous FUNDED UNFUNDED)	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS		
4	Granary-Bloedel Ave, Phase 1	Federal	6,700	Build								
	(Roeder to Bloedel to Commercial)	Subtotal	6,700							6,700		

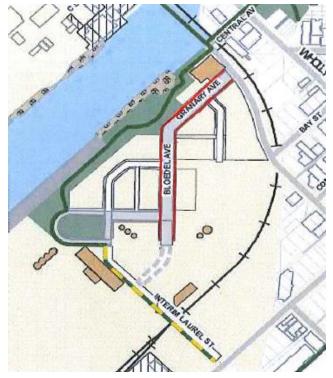
TRANSPORTATION IMPACT FEES COLLECTED

No, 100% federal funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, Port of Bellingham to dedicate ROW





Project #5: Bloedel Avenue, Phase 2 Multimodal Arterial Improvements (Commercial Street to Cornwall Avenue)

PROJECT NARRATIVE: A new minimum standard arterial connection will be constructed from the terminus of Granary-Bloedel south to Laurel Street and then to Cornwall Avenue. This interim connection will provide connectivity until a full-fledged arterial can be justified with new development in the redeveloped Waterfront District. A new railroad crossing will be necessary on interim Laurel and a traffic signal with left-turn lanes will be constructed at the Bloedel/Cornwall intersection.

MULTIMODAL TRANSPORTATION BENEFITS

Crosswalks, traffic signal, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS: Funded. In engineering & design. Construction scheduled 2015-2016.

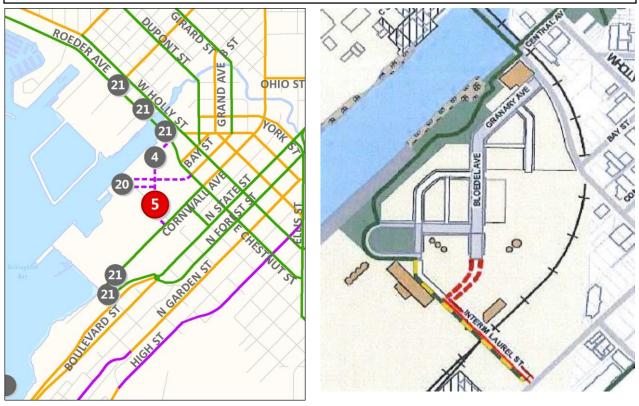
			Cost Estimates (000's) 2015 Dollars									
		FUNDING	Previous FUNDED UNFUNDED)	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS		
5	Bloedel Avenue, Phase 2	Street	1,500	Build								
	(Commercial to Cornw all)	Subtotal	1,500							1,500		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, local funds

Yes, Port of Bellingham to dedicate ROW



Project #6: James/Woodstock Intersection Safety Improvements (Woodstock/James)

PROJECT NARRATIVE: James Street was reconstructed in 2014-15 as an urban multimodal corridor between East Orchard Drive and Sunset Pond Park. In 2015, Squalicum Creek will be re-routed from its current outlet at the Woodstock/James intersection to a new stream channel flowing beneath the new bridge on James Street. Once the stream re-route is complete, the existing outlet from Sunset Pond can be blocked off and reconstruction of the James/Woodstock intersection will improve sight distance and safety by allowing through traffic to flow to Woodstock with stop-control installed at northbound James from Sunset Square.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, center turn lane, intersection safety and efficiency, improvements to Sunset Pond Park access and parking lot.

PROJECT STATUS (ES-318): PE & Design Complete. Construction scheduled 2016. This project must be purposely delayed until completion of both the 2014 James Street bridge and road reconstruction, as well as the 2015 Sqaulicum Creek re-route between Sunset Pond and Bug Lake, which will mitigate impacts from James/Woodstock.

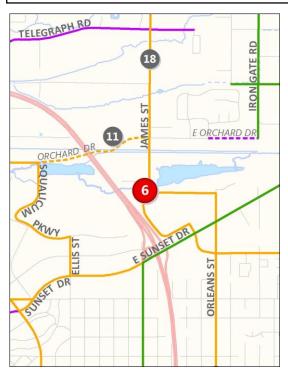
				Co	stEstin	nates (000's)20)15 Dollai	'S	_
		Previous	FUNDED			U	PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
6	James/Woodstock Intersection	Federal STP-R	1,850	Build						
	Safety Improvements (ES-318)	Subtotal	1,850							1,850

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

No, 100% federal funds

Yes





Project #7: Arctic Avenue Multimodal Arterial Connection (W. Bakerview to Mahogany)

PROJECT NARRATIVE: Arctic Avenue will create needed multimodal arterial access to serve land that has been zoned for commercial and industrial development since West Bakerview was constructed in the mid-1990's. Arctic Avenue will connect West Bakerview Road to Mohogany Avenue and will include sidewalks and bike lanes on both sides. This project complements improvements that the City constructed in 2013 on the West Bakerview overpass of Interstate 5 and will support significant economic development in the northwestern portion of Bellingham and the Urban Growth Area.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, marked bicycle lanes, vehicle travel lanes, turn lanes, and possible future WTA transit route if ridership demand warrants.

PROJECT STATUS: To be funded and constructed by private development in 2015-2016.

	Cost Estimates (000's) 2015 Dollars										
		FUNDING	Previous	F	UNDED		U	NFUNDE)	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS	
7	Arctic Avenue Multimodal Arterial	Private Mitigation	2,100	Build							
	W. Bakerview Rd to Mahogany Ave	Subtotal	2,100							2,100	

TRANSPORTATION IMPACT FEES COLLECTED **RIGHT-OF-WAY ACQUISITION NECESSARY?**

No, privately funded and constructed

Yes, to be dedicated by private development





Project #8: Mahogany Avenue Multimodal Arterial Connection (Northwest Avenue to Pacific Highway)

PROJECT NARRATIVE: Mahogany Avenue will create needed multimodal arterial access to serve land that has been zoned for commercial and industrial development since West Bakerview was constructed in the mid-1990's as well as land zoned for residential development annexed to the City in 2013. This project creates east-west connectivity between Northwest Avenue and Pacific Highway and will support significant economic development in the northwestern portion of Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, marked bicycle lanes, vehicle travel lanes, turn lanes at intersections, service and freight delivery, and possible future WTA transit route if ridership demand warrants.

PROJECT STATUS: Partially funded. Possible mitigation funding from private development.

			Cost Estimates (000's) 2015 Dollars									
		FUNDING	ING Previous FUNDED				U	PROJECT				
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS		
	Mahogany Avenue	Street	500	1,250								
	Multimodal Arterial	Federal STP	1,250									
8	East-West arterial access betw een	State TIB	2,250	Build								
	Northw est Ave and Pacific Highw ay	Private Mitigation		850								
		Subtotal	4,000	2,100						6,100		

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds expended Yes





Project #9: West Maplewood Avenue Multimodal Corridor Improvements (Northwest Avenue to Alderwood Avenue)

PROJECT NARRATIVE: West Maplewood Avenue is an old concrete section of the former Pacific Highway through Bellingham that is in need of arterial resurfacing, marked bicycle lanes on both sides, and construction of new concrete curb, gutter, storm drains, and sidewalk that is missing along the east side from Northwest Avenue to Alderwood Avenue. Shuksan Middle School abuts West Maplewood and Birchwood Elementary School is less than ¹/₄-mile away, which means that hundreds of school children walk along West Maplewood. WTA runs three individual transit routes (3, 4, and 55) along West Maplewood, all of which connect downtown to Cordata Station in north Bellingham. A major shopping center is located at the south end of West Maplewood at Northwest Avenue.

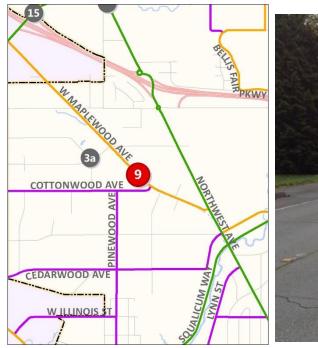
MULTIMODAL TRANSPORTATION BENEFITS

Sidewalk (east side), ADA curb ramps, crosswalks, marked bicycle lanes, and arterial resurfacing.

PROJECT STATUS: Funded \$895,000 Safe Route to School grant award; P.E./Design 2015; Corridor reconstruction scheduled summer 2016.

		Cost Estimates (000's) 2015 Dollars									
		FUNDING	Previous	ous FUNDED UNFUNDED							
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS	
1	West Maplewood Avenue	TBD Resurface		790							
9	Multimodal Improvements	Federal SRTS		895							
		Unknow n									
		Subtotal		1,685						1,685	

TRANSPORTATION IMPACT FEES COLLECTED? Resurfacing not eligible, Yes for sidewalks**RIGHT-OF-WAY ACQUISITION NECESSARY**No





Project #10: James/Bakerview Intersection Safety Improvements

PROJECT NARRATIVE: East Bakerview Road is a principal arterial and major trucking route between the Irongate industrial area to I-5. James Street is the only north-south secondary arterial between Sunset Drive and Kellogg Road. Increasing traffic volumes and lack of north-south left-turn lanes on James have contributed to an increase in speeding and collisions at the James/Bakerview intersection. Constructing an expandable multimodal roundabout will slow speeding vehicles, reduce collisions, and improve safety for all transportation users, including trucks and recreational trail users, while also providing long-term transportation capacity, as the King Mountain area develops over time.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalk with pedestrian refuges, bicycle lanes, vehicle collision reduction, increased safety & efficiency of freight and goods movement.

PROJECT STATUS: 60% engineering and design 2013-2015; State and federal safety grant applications pending; If grants awarded, construction possible in 2017.

		Cost Estimates (000's) 2015 Dollars										
		FUNDING	Previous	s FUNDED			U	PROJECT				
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS		
	James/Bakerview Intersection	Street	120									
	Safety Improvements	Federal STP-R	385									
10	(Expandable roundabout)	State TIB	1,400									
		Unknow n					1,900					
		Subtotal	1,905				1,900			3,805		

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes





Project #11: Orchard Drive Multimodal Arterial & Bay to Baker Trail Connection Beneath I-5

PROJECT NARRATIVE: Construct a multimodal arterial and trail connection from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake), through the railroad tunnel beneath Interstate 5, to James/Orchard north of Sunset Pond Park These new east-west arterial and trail connections will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham, St Joseph's Hospital, and central Bellingham. Construction of this arterial street will ease pressure on the Interstate interchanges at Meridian and Sunset and is the last opportunity for a grade-separated crossing of Interstate 5 in Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalk north side, on-street bicycle lanes both sides, off-street multi-use Bay-to-Baker trail, improved access and emergency response time to St Joseph hospital, potential transit route, grade-separated multimodal crossing of Interstate 5 barrier.

PROJECT STATUS: 60% design engineering 2014; Squalicum Re-route scheduled 2015; Additional funding being sought and public-private partnerships being explored.

		Cost Estimates (000's) 2015 Dollars									
		FUNDING	Previous	s FUNDED			U	PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS	
	Orchard Drive Extension	Street	864								
	and Bay to Baker Trail	Federal STP-R	1,250								
11	Multimodal Grade-Separated	Greenways 3	3,890								
	Crossing of Interstate 5 from	Unknow n					8,500				
	Birchwood/Squalicum to James St	Subtotal	5,260				8,500			13,760	

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used Yes, for both trail and street



Project #12: West Horton Road Multimodal Corridor Extension, Phase 1; (Horton terminus to Aldrich Road)

PROJECT NARRATIVE: Regional growth and development, including the development of a 30-acre Cordata Park with parking access from Horton requires that West Horton Road be extended as a secondary arterial street with sidewalks and bicycle lanes on both sides from the current terminus to Aldrich Road. Environmental impacts require land acquisition, off-site mitigation, and attempts to minimize the road prism footprint. Dedicated left-turn lanes will be needed at the intersection of W. Horton/Aldrich.

MULTIMODAL TRANSPORTATION BENEFITS: Increased access, safety, and connectivity for school children, pedestrians, park and trail users, bicyclists, transit riders, vehicles, and freight trucks.

PROJECT STATUS: Feasibility studies, wetland delineations, & survey completed 2009-2011; land acquisition & mitigation planning 2012-2015; 60% PE & Design 2015; additional funding being sought.

	Cost Estimates (000's) 2015 Dollars										
		FUNDING	Previous	FUNDED			U	PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	20 19	2020	2021	TOTALS	
	West Horton Road Multimodal	Street									
	Corridor Improvements-Phase 1	Private Mitigation	812								
12	(Current terminus to Aldrich Road)	Federal STP-R	500								
		Unknow n					4,000				
		Subtotal	1,312				4,000			5,312	

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used No



Project #13: Cordata/Stuart Intersection Safety Improvements

PROJECT NARRATIVE: Cordata Parkway is the major north-south secondary arterial through the Cordata Neighborhood and Stuart Road provides east-west access to Whatcom Community College (WCC). Development is proposed on all four corners and the Parks Department purchased 27 acres for a regional park on the northeast side of this intersection. Increasing traffic volumes will make northbound left-turns difficult, create vehicle queues, and block access to WCC and residential driveways. A multimodal roundabout will slow vehicles, reduce collisions, and improve safety for all transportation users, while also providing long-term transportation capacity, as the Cordata Neighborhood continues to develop over time.

MULTIMODAL TRANSPORTATION BENEFITS: Crosswalks with pedestrian refuges, bicycle lanes, vehicle collision reduction, increased safety & efficiency of freight and goods movement.

PROJECT STATUS: Unfunded, excellent grant funding candidate, private mitigation contribution

				Co	st Estin	nates (000's) 20	15 Dollar	'S	
		FUNDING	Previous							
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Cordata/Stuart Roundabout	Street								
13	Public-Private Partnership	Unknow n					2,000			
		Private Mitigation								
		Subtotal					2,000			2,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

Yes

RIGHT-OF-WAY ACQUISITION NECESSARY

Cogle earth

Project #14: Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway

PROJECT NARRATIVE: This Parks Department project will construct a 2,360 linear foot overwater pedestrian and bicycle boardwalk extension of the South Bay Trail at Boulevard Park to the new Cornwall Beach Park as part of the Bellingham Waterfront District redevelopment. An additional \$2,500,000 in funding will be required before construction can occur.

MULTIMODAL TRANSPORTATION BENEFITS

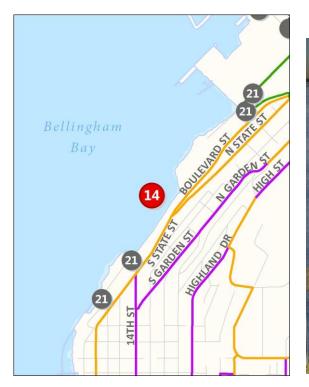
Pedestrian and bicycle connection between Fairhaven and Waterfront District.

PROJECT STATUS – Parks Department. PE, Design, and Permitting. Construction pending additional funding.

		Cost Estimates (000's) 2015 Dollars								
		FUNDING	Previous	revious FUNDED				UNFUNDE	2	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Boulevard Park to Cornwall Park	1st 1/4 REET	150							
	Overwater Pedestrian Walkway	Federal STP-E	2,319							
14	(Boulevard Park to Waterfront)	Greenways & PIF	100	4,500						
	Parks Department	Unknow n					2,500			
		Subtotal	2,389	4,500			2,500			9,389

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Parks Project, Not Eligible No





Project #15: West Bakerview/Interstate 5 New Northbound On-Ramp

(Eastside of freeway: Pacific Highway to mainline Interstate 5)

PROJECT NARRATIVE: The 2011 WSDOT Value Planning Study (VPS) for the West Bakerview/I-5 Interchange identified alternatives to the recommended \$45 million Single Point Urban Interchange (SPUI) in recognition that it is unlikely to ever be funded. The VPS identified \$3.5 million in low-cost improvements, which were constructed by Bellingham in 2013 with funding contributions from Whatcom County, Economic Development Investment Board, Port of Bellingham, Fred Meyer, TIF assessments from private developers, and Washington TIB. The VPS also identified a new northbound on-ramp on the east side of I-5 as a viable alternative that would improve multimodal safety and mobility, reduce significant traffic congestion across the I-5 overpass, enhance regional multimodal transportation circulation, and would continue to support economic development in northwestern Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS: Reduced traffic congestion on I-5 overpass, maintain freight and goods movement and on-time WTA transit service.

PROJECT STATUS: Unfunded. Work with WSDOT to complete Interchange Justification Report.

		Cost Estimates (000's) 2015 Dollars									
		FUNDING	Previous FUNDED				UNFUNDED)	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS	
	West Bakerview/Interstate 5	Street									
15	New Northbound On-Ramp	WSDOT									
	(east side of freew ay)	Unknow n						10,000			
		Subtotal						10,000		10,000	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funding

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes





Project #16: Northwest/W. Bakerview Intersection Safety Improvements (North leg: W. Bakerview to Aldrich)

PROJECT NARRATIVE

Construct a new northbound drop/right-turn lane from West Bakerview Road to Aldrich Road to enhance safety, reduce existing traffic congestion, and accommodate additional infill development in the Bakerview corridor. This arterial enhancement will provide additional safety for both bicyclists and vehicles crossing Bakerview, will reduce the significant amount of existing northbound traffic congestion that backs up along Northwest Avenue from the intersection each day, and will benefit regional transportation circulation for all modes in the northwestern portion of Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS

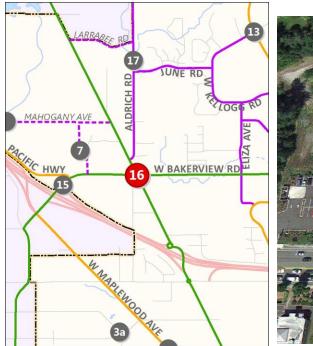
Sidewalk, bicycle lane, improved safety, reduced congestion, regional circulation benefits.

PROJECT STATUS: Unfunded

				C	ost Est	imates	(000's)	2015 Dolla	rs	
		FUNDING	Previous					UNFUNDED	C	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Northwest Ave / Bakerview Rd.	Street								
16	Intersection Safety Improvement	Pvt Mitigation								
	(North leg- W. Bakerview to Aldrrich)	Unknow n						500		
		Subtotal						500		500

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used No





Project #17: Aldrich Road Multimodal Safety Improvements (Mahogany Avenue to West Horton Road)

PROJECT NARRATIVE: Aldrich Road is an old rural standard County road that was added to the City in a 2009 annexation. Several improvements are needed to bring this road up to urban arterial standards, including reconstruction of the roadbed, new asphalt overlay to replace chip seal surface, bicycle lanes, curb, gutter, and sidewalk on both sides of the road, as well as adequate street lighting. These improvements will take time and will be very expensive due to requirements to mitigate impacts to environmental features (wetlands, streams) and are likely to be completed in distinct phases depending on the availability of State and federal grants.

MULTIMODAL TRANSPORTATION BENEFITS: Road reconstruction, sidewalks, bicycle lanes, street lighting.

PROJECT STATUS: PE, Design beginning 2015-2016. Additional funding will be sought.

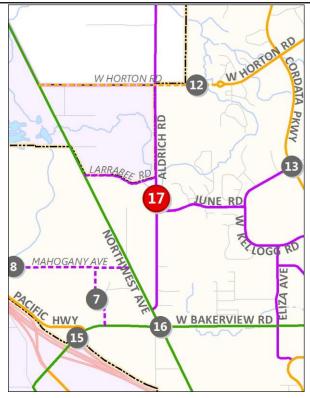
				С	ostEst	imates	(000's)	2015 Dolla	rs	
		FUNDING	Previous	F	UNDED			UNFUNDED	C	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Aldrich Road Phased	Street								
17	Multimodal Arterial Improvement	Pvt Mitigation								
	(Mahogany to W. Horton)	Unknow n						4,000		
		Subtotal						4,000		2,200

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds

Unknown





Project #18: James Street Multimodal Safety Improvements (East Orchard Drive to East Bakerview Road)

PROJECT NARRATIVE: James Street is the only north- south transportation corridor serving northcentral Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. James Street also provides access to Sunset Pond Park between Sunset and East Bakerview. Resurfacing, elimination of a sight distance issue on a hill, and improvement to urban secondary arterial street standards with sidewalks, bicycle lanes, turn lanes, enclosed drainage, and street lighting from East Orchard Drive north to Kellogg Road.

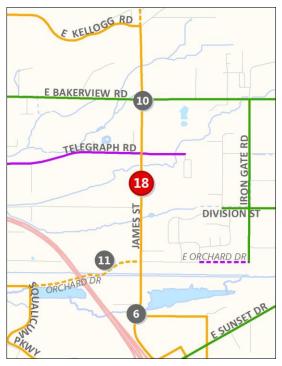
MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, turn lanes, increased access, safety, sight distance, and efficiency.

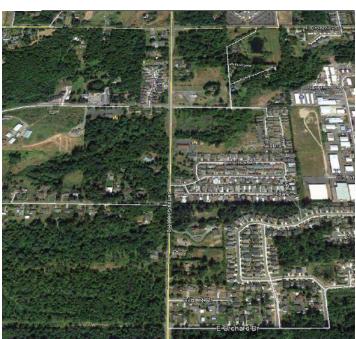
PROJECT STATUS: PE, Design beginning 2014. Additional funding will be sought.

		Cost Estimates (000's) 2015 Dollars								
		FUNDING	Previous	F	UNDED			UNFUNDE)	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	James Street	Street								
18	Multimodal Improvements	Pvt Mitigation								
	(East Orchard to Bakerview)	Unknow n							7,500	
		Subtotal							7,500	7,500

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds Unknown





Project #19: North James Street Multimodal Arterial Connection (Gooding Avenue to Van Wyck Road)

PROJECT NARRATIVE: James Street currently terminates at Gooding Avenue, but the Transportation Element of the Bellingham Comprehensive Plan identifies the need for James to be extended north to Van Wyck Road as a full standard secondary arterial. James Street is the only north-south transportation corridor serving north-central Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. In addition to supporting the development planned for the King Mountain Neighborhood, this northern extension of James Street will provide another north-south corridor parallel to Meridian (SR 539), which will help to ease some of the northbound evening and weekend traffic congestion.

MULTIMODAL TRANSPORTATION BENEFITS: Pedestrian sidewalks, bike lanes, center turn lanes at intersections, regional multimodal transportation connectivity, and potential future transit route.

PROJECT STATUS: Private developer constructed first phase 2014 with King Mountain subdivision

		Cost Estimates (000's) 2015 Dollars								
		FUNDING	Previous		FUNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	North James Street	Pvt Mitigation							3,000	
19	Multimodal Arterial Connection	Unknow n								
	(Gooding to Van Wyck)	Subtotal							3,000	3,000

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY?

Yes, if local public funds are used

Yes, private development to dedicate



Project #20: Commercial Green Loop Multimodal Improvements (Bloedel Avenue to Shoreline)

PROJECT NARRATIVE: A new arterial loop connection will be constructed west of Bloedel Avenue with park greens in the center of the loop. The Commercial Green Loop will serve as the primary western multimodal access in the early phases of the long-term redevelopment of the Waterfront District.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, bicycle lanes, bus pullouts where possible, turn lanes, increased access, safety, & efficiency.

PROJECT STATUS:

Construction schedule is uncertain pending a master plan, additional funding, and actual development.

		Cost Estimates (000's) 2015 Dollars								
		FUNDING	Previous	1	FUNDED			UNFUNDED	C	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Commercial Green Loop	Street								
20	(Bloedel Ave to Shoreline)	Unknow n							2,200	
		Subtotal							2,200	2,200

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local public funds are used

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, Port of Bellingham to dedicate



Project #21: BNSF Railroad Quiet Zones (Upgrading at-grade street/rail crossings)

PROJECT NARRATIVE: The City of Bellingham will examine the possibility of making significant safety improvements for three or four at-grade street crossings of the Burlington Northern Sante Fe (BNSF) railroad tracks, which run between Bellingham Bay and several residential neighborhoods. If safety improvements can be made that meet BNSF and federal guidelines, then a "Railroad Quiet Zone" could be established that would allow train engineers not to blow train horns unless there was an emergency. Several different types of at-grade crossing improvements can be used, depending on the circumstances and needs of the specific site. The exact locations and type of safety improvements needed have not yet been determined and no funding sources have yet been identified. Preliminary cost estimates are approximately \$400,000 to \$500,000 per at-grade crossing.

MULTIMODAL TRANSPORTATION BENEFITS: ADA-compliant surface crossing of railroad tracks and reduction of vehicle/rail conflicts.

PROJECT STATUS: Unfunded.

				С	ost Est	imates	(000's)	2015 Dolla	rs	
		FUNDING	Previous	1	FUNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Bellingham Railroad Quiet Zones	Street								
21	Upgrading at-grade street crossings	Unknow n							5,500	
		Subtotal							5,500	5,500
T	RANSPORTATION IMPAC	T FEES COL	LECTE	D						No

RIGHT-OF-WAY ACQUISITION NECESSARY



Crossing Closure



No

Four Quadrant Gate System



Gates with Channelization Devices Gates with Medians

Project #22: Northshore Drive Non-Motorized Improvements (Britton Road to City limits)

PROJECT NARRATIVE: A 5-foot sidewalk currently exists on the north side of Northshore Drive from Britton Road to Academy Street 1,580 linear feet (0.3 mile). This project would add a pervious concrete sidewalk and bike lane to the east side of Northshore Drive from Academy to the City limits 3,800 linear feet (0.72 mile) and a pervious bike lane to the west side of Northshore Drive from Britton Road to the City limits 5,460 linear feet (1.03 mile). This would result in the same cross section that exists on Northshore Drive between Alabama and Poplar. Storm water treatment, landscaping impacts, driveway slopes, topography and utility pole relocation are expected to be challenging and expensive along this section of Northshore Drive.

MULTIMODAL TRANSPORTATION BENEFITS

Pervious concrete sidewalk and bike lanes in addition to existing vehicle travel lanes.

PROJECT STATUS: Unfunded.

				C	ost Est	imates	(000's)	2015 Dolla	rs	_
		FUNDING	Previous		FUNDED			UNFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2016	2017	2018	2019	2020	2021	TOTALS
	Northshore Drive	Unknow n							7,000	
22	Non-motorized Improvements	Subtotal							7,000	7,000
	(Britton Road to City limits)									

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local transportation funds used Unknown







Six-Year (2017-2022) Transportation Improvement Program (TIP)

Kelli Linville, Mayor Ted Carlson, Public Works Director

City Council Members

Pinky Vargas - 4th Ward, Council President Roxanne Murphy - At Large, Council President Pro Tempore Terry Bornemann - 5th Ward, Mayor Pro Tempore April Barker – 1st Ward Gene Knutson - 2nd Ward Dan Hammill - 3rd Ward Michael Lilliquist – 6th Ward

Public Review Process

Posted on City Web site for Public Review: May 2, 2016 Transportation Commission Review: May 10, 2016 Public Works Advisory Board Review: May 10, 2016 City Council Public Hearing: June 6, 2016 City Council Work Session to adopt: June 20, 2016 Submittal to Washington State: June 30, 2016

Adopted June 20, 2016

Prepared by Chris Comeau, AICP-CTP Transportation Planner Public Works Engineering

Transportation Planning Documents

The 2017-2022 Transportation Improvement Program (TIP) is informed by all of the following documents available on the City of Bellingham web site at:

2006 Bellingham Comprehensive Plan Chapter 3 - Transportation Element http://www.cob.org/documents/planning/comprehensive-plan/2006-chapter3.pdf

2012 Pedestrian Master Plan http://www.cob.org/services/planning/transportation/pedestrian-master-planning.aspx

2014 Bicycle Master Plan <u>http://www.cob.org/services/planning/transportation/bike-master-planning.aspx</u>

2016 Transportation Report on Annual Mobility (TRAM) http://www.cob.org/documents/pw/transportation/2015-tram.pdf

Please contact Public Works staff listed below if you have questions about the TIP or any other transportation planning information.

Chris Comeau, AICP-CTP, Transportation Plannerccomeau@cob.orgBellingham Public Works Engineering(360) 778-7946

State Law Requirements for Six-Year Transportation Improvement Program (TIP)

RCW 35.77.010

Perpetual advanced six-year plans for coordinated transportation program expenditures -- Nonmotorized transportation -- Railroad right-of-way.

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter <u>35.63</u> or <u>35A.63</u> RCW, the inherent authority of a first-class city derived from its charter, or chapter <u>36.70A</u> RCW, the program shall be consistent with this comprehensive plan. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW <u>36.70A.070</u>(6) or other applicable changes that promote nonmotorized transit.

The program shall be filed with the secretary of transportation not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city transportation needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive transportation program before July 1st of each year, and each one-year extension and revision shall be filed with the secretary of transportation not more than thirty days after its adoption. The purpose of this section is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six-year plan for each city or town shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town will expend its moneys, including funds made available pursuant to chapter $\frac{47.30}{20}$ RCW, for nonmotorized transportation purposes.

(3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction.

Funding Source Definitions

NOTE: All funding sources listed below are affected by frequent changes in economic conditions, funding levels, and eligibility and funding criteria.

Local Funding Sources

- **Bellingham Street Fund:** Public Works Street Fund comprised of motor vehicle gas tax and **39%** of the total sales tax collected by the City of Bellingham.
- Bellingham Real Estate Excise Tax (REET): Comprised of 1/2 of 1% of the total real estate revenue for a given year. REET funding is divided into first quarter (¼) and second quarter (¼) and can be used for limited types of transportation projects.
- Bellingham Transportation Benefit District (TBD): Comprised of 0.2 cents of the total 8.7 cents per dollar annual sales tax receipts collected within City limits to fund the following specific transportation needs: arterial resurfacing, WTA bus service, and non-motorized transportation infrastructure. The Bellingham TBD was approved by voters, is governed by the TBD Board of Directors, and is effective January 1, 2011 to December 31, 2020.
- **Bellingham Transportation Impact Fees (TIF):** The proportional share contribution from private developments for annual transportation investments citywide per BMC 19.06.

Washington State Funding Sources

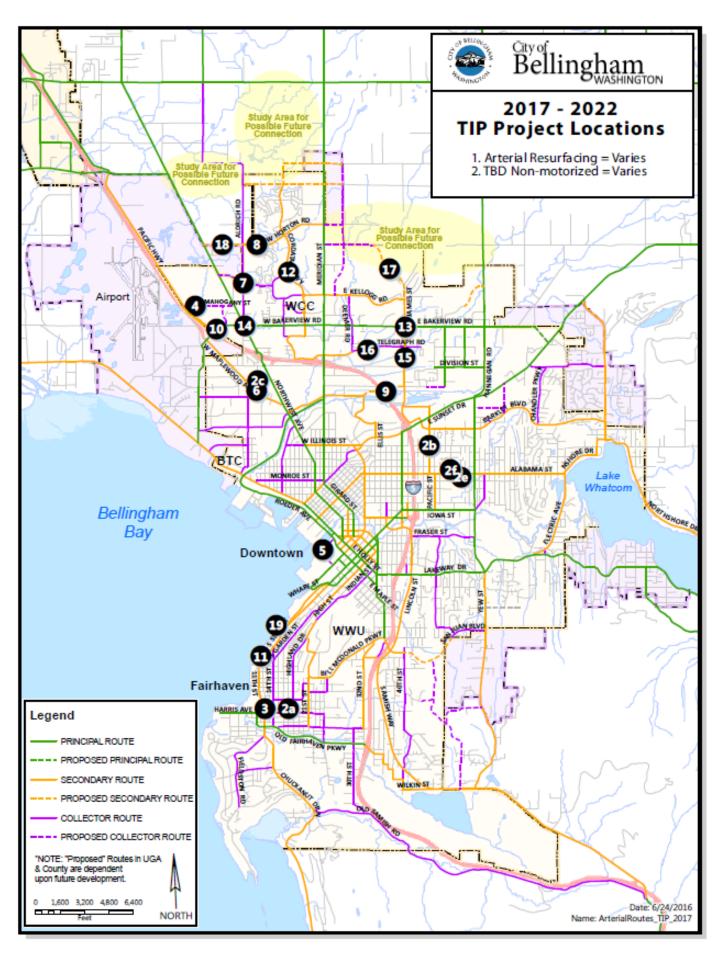
- **Transportation Improvement Board (TIB):** State grant funding for urban arterials and sidewalks. TIB is one of Bellingham's primary grant funding sources.
- State: State administered grant funding programs, such as WSDOT Bicycle and Pedestrian grants or State-funded Safe Routes to School (SR2S) grants. Also includes State-funded educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- **Connecting Washington:** Washington state gas tax 15-year funding package.
- **WSDOT**: Washington State Department of Transportation biennium budget State Funding administered through WSDOT.

Federal Funding Sources

- **Federal:** Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or U.S. Department of Transportation (USDOT) administered grant funding programs, including federal Safe Routes to School (SR2S) and Highway Safety Improvement Program (HSIP) funding.
- **Highway Bridge Program (HBP):** Provides federal funds for structural repair or replacement administered by Washington State Bridge Replacement Advisory Committee (BRAC).
- **MAP-21 (formerly STP):** Provides federal funds to construct, maintain, and expand eligible regionally important arterial street systems.
- Transportation Alternatives Program (TAP): Provides federal funds to construct and enhance facilities for non-motorized transportation modes.

Private and Other Partnerships

• Transportation Impact Fees (TIF), Whatcom County, Economic Development Investment (EDI), Whatcom Transportation Authority (WTA), private business investment, private mitigation, etc.



Transportation Projects Under Construction during 2016 (Not included in 2017-2022 TIP)

	2016
2016 CONSTRUCTION PROJECTS	ACTIVITY
Arterial Resurfacing Program	
Various Streets 2015 Overlay	
a.) Bill McDonald Pkwy: W. College Way to 21st Street	Resurface Summer 2016
b.) 30th Street: Old Fairhaven Pkwy to Connelly Avenue	Resurface Summer 2016
c.) Billy Frank Jr. Street: Holly Street to Chestnut Street	Resurface Summer 2016
James/Woodstock Intersection Reconstruction	
Safety Improvements (ES-318)	Construct Summer 2016
Arctic Avenue Multimodal Arterial	
W. Bakerview Rd to Mahogany Ave	Private Construction Summer 2016
Non-Motorized Transportation Projects	
Various Pedestrian and Bicycle Facility Projects	
a.) Holly Street Bikeway Feasibility Study	On-going 2015-2016
b.) Lakeway Drive Bikeway Feasibility Study	Spring/Summer/Autumn 2016
c.) Moore-Nevada-Kentucky-Young Bike Boulevard	Construct summer 2016
d.) 24th/Mill crosswalk and sidewalk construction	Construct summer 2016
e.) 24th Street Bike Blvd: Old Fairhaven Pkwy to Douglas Avenue	Construct summer 2016
f.) Birchwood Avenue sidewalk	Construct autumn 2016

	Transportation Improvement Projects 2017-2022 (Fund Page 1)												
	PROJECT DESCRIPTION	FUNDING	Previous		FUNDED)	U	NFUNDE	D	PROJECT			
No.	Cost Estimates (000's) 2016 dollars	SOURCE	Budget	2017	2018	2019	2020	202 1	2022	TOTALS			
	Annual Arterial Street	Street	980	925	1,670	2,440	2,515	2,565	2,600				
1	Pavement Resurfacing ^{1,2}	TBD Resurface	1,630	2,000	2,550	2,600	2,650	750					
	1) Increase annual sales tax 1.5 - 2.0%	Subtotal	2,610	2,925	4,220	5,040	5,165	3,315	2,600	25,875			
	Nonmotorized Transport ^{1,2}	TBD Non-Motor	1,470	1,110	900	2,350	2,400	650					
2	Sidew alk & Bikew ay Improvements	10% Grant Reserve	160	250	250	250	250	100					
	2) Current TBD expires 12/31/2020	Subtotal	1,630	1,360	1,150	2,600	2,650	750		10,140			
	12th Street Sidewalk and	TBD Non-Motor	200										
3	Multimodal Improvements	State TIB	300	Build									
	(12th/Mill in Fairhaven)	Private Mitigation	150							650			
	Mahogany Avenue	Street	1,750	1,000									
	Multimodal Arterial	TBD Non-Motor		250									
4	East-West arterial access betw een	Federal STP	1,250										
	Northw est Ave to Pacific Highw ay	State TIB	2,250	Build									
		Sew er-Water-Storm		2,000									
		Subtotal	5,250	3,250						8,500			
	Granary Avenue-Laurel Street	Street	1,000										
5	(Roeder Ave to Cornw all Ave)	Federal	8,200										
		County EDI	1,100	Build									
		Subtotal	10,300							10,300			
	West Maplewood Avenue	TBD Resurface	790	500									
6	Multimodal Improvements	TBD Non-Motor	475	640									
	(Sidew alk, bike lanes, resurfacing)	Federal SRTS	895	Build									
		Subtotal	2,160	1,140						3,300			
	Cordata Safe Route to School	Street			200								
7	(Sidew alk, bike lane east side Aldrich)	TBD Non-Motor			900								
		BSD		75									
		Federal SRTS	778		Build								
		Subtotal	778	75	1,100					1,953			
	West Horton Road Multimodal	Street			500								
	Corridor Improvements-Phase 1	TBD Non-Motor			400								
8	(Current terminus to Aldrich Road)	Private Mitigation	812	500									
		Federal STP-R	500	2,700	Build								
		Subtotal	1,312	3,200	900					5,412			
	Orchard Drive Extension	Street	864										
9	Multimodal Grade-Separated	Federal STP-R	1,250		Bu	ild							
	Crossing of Interstate 5 from	State Gas Tax			10,000								
	Birchw ood/Squalicum to James St	Subtotal	2,114		10,000					12,114			
	West Bakerview /Interstate 5	Street	250			Bu	ild						
10	Interchange Improvements	State Gas Tax				10,000							
		Subtotal	250			10,000				10,250			
11	Bellingham Railroad Quiet Zone	1st 1/4 REET		250	250	250							
	Boulevard Park at-grade street crossing	Subtotal		250	250	250				750			

	Transportation In	nprovement F	rojects	2017	7-202	2 (Fu	nd Pa	ige 2)		
	PROJECT DESCRIPTION	FUNDING	Previous		FUNDED)	U	INFUNDE	Đ	PROJECT
No.	Cost Estimates (000's) 2016 dollars	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS
	Cordata/Stuart Roundabout	Street		333						
12	Public-Private Partnership	State TIB	1,500							
	(WCC & Private Development)	Pvt Mitigation					299			
		Subtotal	1,500	333						2,132
	James/Bakerview Intersection	Street	120							
	Safety Improvements	Federal STP	385							
13	(Expandable roundabout)	State TIB	1,400							
		Unknow n					1,900			
		Subtotal	1,905				1,900			3,805
	Northwest Ave / Bakerview Rd.	Street		75						
14	Intersection Safety Improvements	Unknow n					500			
	(Safety & Feasibility Study)	Subtotal		75			500			575
	James Street	Pvt Mitigation								
15	Multimodal Improvements	Unknow n						7,500		
	(East Orchard to Bakerview)	Subtotal							7,500	7,500
	Telegraph Road	Street								
16	Multimodal Improvements	Unknow n						7,500		750
	(Deemer to James)	Subtotal								
17	North James Street	Unknow n							6,000	
	Multimodal Arterial Connection	Subtotal							6,000	6,000
	West Horton Road Multimodal	Federal Map 21		1,000						
	Corrdor Extension, Phase 2	County Road Fund		260						
18	City-County Partnership	Pvt Mitigation					1,000			
	(Aldrich to Northw est)	Unknow n					10,000			
		Subtotal	1,260				11,000			12,260
	Boulevard Park to Cornwall Park	1st 1/4 REET	150							
19	Overwater Pedestrian Walkway	Greenw ays & PIF	4,600							
	(Boulevard Park to Waterfront)	Unknow n							4,750	
	Parks Department	Subtotal	4,750						4,750	9,500
	2017-2022	TIP PROJECT FU	JNDING S	OURCI	E SUM	MARIE	S			
STR	REET FUNDS		4,964	2,333	2,370	2,440	2,515	2,565	2,600	19,787
TRA	NSPORTATION BENEFIT DISTRICT		6,175	4,750	5,000	5,200	5,300	1,500	0	27,925
<mark>1st</mark>	& 2nd QUARTER REET FUNDS		150	250	250	250	0	0	0	900
STA	TE FUNDS (TIB, Gas Tax, WWU, WCC	, etc)	5,450	0	10,000	10,000	0	0	0	25,450
FED	ERAL FUNDS (STP, SR2S, HSIP, etc)		12,758	3,700	0	0	0	0	0	16,458
PRI	VATE FUNDS		962	500	0	0	1,299	0	0	2,761
OTH	IER (Parks, Port, County, EDI, WTA, et	tc)	5,700	2,335	0	0	0	0	0	8,035
UNM	(NOWN FUNDS		0	0	0	0	12,400	15,000	10,750	38,150
тот	AL 2017-2022 TIP FUNDS		36,159	13,868	17,620	17,890	21,514	19,065	13,350	139,466

Project #1: Annual Arterial Pavement Resurfacing Program (Goal: 5% of Arterial Street Network Per Year)

PROJECT NARRATIVE: Annual maintenance of existing arterial streets and bicycle lanes to protect the City's investment in these facilities and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost. Presuming a 20-year life cycle, approximately 5% of the City's arterial streets require resurfacing each year, but that goal has not been achieved due to funding shortfalls. In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of using TBD revenue to supplement the City Street Fund for arterial resurfacing through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, but adding bicycle lanes, sidewalks, curb extensions, and crosswalks (where possible) when arterial pavement resurfacing occurs, also helps to expand and enhance the citywide pedestrian, bicycle, and WTA transit networks and increases safety for all users.

	Cost Estimates (000's) 2016 Dollars									
		FUNDING	Previous				UN	IFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS
	Annual Arterial Street	Street	980	925	1,670	2,440	2,515	2,565	2,600	
1	Pavement Resurfacing ^{1,2}	TBD Resurface	1,630	2,000	2,550	2,600	2,650	750		
	1) Increase annual sales tax 1.5 - 2.0%	Subtotal	2,610	2,925	4,220	5,040	5,165	3,315	2,600	25,875
Т	TRANSPORTATION IMPACT FEES COLLECTED Arterial Street Maintenance – Not Eligible									
RIGHT-OF-WAY ACQUISITION NECESSARY									No	

RIGHT-OF-WAY ACQUISITION NECESSARY

PROJECT STATUS: Annual program, 2017 - 2022; Goal 5% of arterial street network per year





Project #2: Non-Motorized Transportation Improvements



PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding arterial resurfacing, transit, and non-motorized improvements in Bellingham. Non-motorized improvements are primarily prioritized through the Pedestrian and Bicycle Master Plans, but also through grant funding opportunities and other capital improvement needs, such as those of WTA for public transit. Non-motorized funding is provided by revenue from the TBD through the 1st quarter of 2021.

MULTIMODAL TRANSPORTATION BENEFITS: Additional sidewalk connections, crosswalks, and various bicycle facilities will help to complete and enhance the citywide non-motorized transportation network and the citywide transit network.

PROJECT STATUS: The TBD Board meets quarterly to discuss the status of TBD funds, projects in construction and/or design/engineering, and possible future projects.

		Cost Estimates (000's) 2016 Dollars									
		FUNDING	Previous	ous FUNDED		U	FUNDE	PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS	
	Nonmotorized Transport ^{1,2}	TBD Non-Motor	1,470	1,110	900	2,350	2,400	650			
2	Sidew alk & Bikew ay Improvements	10% Grant Reserve	160	250	250	250	250	100			
	2) Current TBD expires 12/31/2020	Subtotal	1,630	1,360	1,150	2,600	2,650	750		10,140	

New Meterined Desirets for 0047

TRANSPORTATION IMPACT FEES COLLECTED

Yes, Transportation System

RIGHT-OF-WAY ACQUISITION NECESSARY

Undetermined

Non-Motorized Projects to	or 2017 – 2018	
2017-2018 Recommended Improvements	Pre-Estimate ¹	PE/Design/Construction
<u>2017</u>		
Reserve 10% Non-motorized Fund – Local Match for Grants	\$250,000	2017 Grant Applications
2.a. Mill Ave. Bike Blvd & Crossing at 14 th & 21 st (B1)	\$400,000	Design 2016-Build 2017
2.b. Illinois/Orleans Crossing (B1) & Orleans St. Bike Lanes (B2)	\$400,000	Design 2016-Build 2017
2.c. Alderwood Ave. Bike Blvd (B1)	\$200,000	Design 2016-Build 2017
2.d. Various Bike Blvds and Bike Lanes as funding allows	\$110,000	Design 2016-Build 2017
<u>2018</u>		
Reserve 10% Non-motorized Fund – Local Match for Grants	\$250,000	2018 Grant Applications
2.e. Undine St Sidewalk (P1) and Bike Blvd (B2)	\$700,000	Design 2017-Build 2018
2.f. St. Paul St Bike Blvd (B2)	\$50,000	Design 2017-Build 2018
2.g. Various Bike Blvds and Bike Lanes as funding allows	\$150,000	Design 2017-Build 2018
Notes:		

1.) Preliminary estimates of project costs are primarily from Pedestrian and Bicycle Master Plans 2.) B 1, 2, 3 and P 1, 2, 3 refers to Tier 1, 2, or 3 scores in the Bicycle and Pedestrian Master Plans

Project #2: Non-M Transportation Imp		ts
2017 Recommended Improvements	Pre-Estimate	PE/Design/Construction
2.a. Mill Avenue Bike Boulevard: 12th Street to 24th Street Tier 1 Bike Boulevard - Shared lane markings and intersection crossing improveme	\$400,000	Design 2016-Build 2017
Fairhaven Urban Village and Happy Valley Elementary School. The Mill Ave. Bik Boulevard and the marked bike lanes on Finnegan Way. Bicycle wayfinding signs i connections. Serves WTA transit routes 14 and 401.	e Boulevard connects to t	he Tier 1 24th Street Bike
2.b. Illinois/Orleans Crossing & Orleans Street Bicycle Lanes	\$400,000	Design 2016-Build 2017
2016 Parking Study to determine feasibility of removing on-street parking between will shorten pedestrian and bicycle crossing distance across Orleans Street on the Ti Tier 3 marked bicycle lanes on Orleans Streets between Barkley and Alabama and T Alabama and the Tier 1 Texas Street Bike Boulevard. Bicycle wayfinding signs and connections. Serves WTA transit routes 331, 540,525, 49, 72X.	ier 1 Illinois Bike Bouleva Fier 3 Bike Boulevard - sh	ard. This project will also install nared lane markings between
2.c. Alderwood Avenue Bike Boulevard: Northwest Avenue to Bennett Drive	\$200,000	Design 2015-Build 2016
Tier 3 Bike Boulevard connection to Tier 1 marked bike lanes on Northwest and W. Shuksan Middle School and supports the Tier 1 sidewalk and bike lanes on West M bike lanes on Bennett Drive and pedestrian crossing improvements at Alderwood/B County Public Works. Bicycle wayfinding signs and street markings will be installe 3, 4, 50.	aplewood (TIP project #7 ennett scheduled for cons), as well as the Tier 2 marked truction in 2017 by Whatcom
2.d. Various Pedestrian Crossing Improvements or Bike Boulevards	\$110,000	Design 2016-Build 2017
As TBD funding allows, other opportunities for small-scale pedestrian crossing imp	provements and bike bould	evards will be sought.
2018 Recommended Improvements	Pre-Estimate	PE/Design/Construction
2.e. Undine St Sidewalk and Bike Boulevard: Alabama to Texas	\$700,000	Design 2017-Build 2018
Tier 1 sidewalk east side of Undine connecting to pedestrian hybrid beacon (HAWK Tier 2 Bike Boulevard will connect to the multiuse Railroad Trail and the Tier 1 Ke signs and street markings will be installed with all of these connections. Serves WT	ntucky/Nevada/Texas Bil	
2.f. St. Paul St Bike Boulevard: Alabama to Texas	\$50,000	Design 2017-Build 2018
Tier 2 Bike Boulevard on St. Paul connecting to pedestrian hybrid beacon (HAWK) 2 Bike Boulevard will connect to the multiuse Railroad Trail and the Tier 1 Kentucl signs and street markings will be installed with all of these connections. Serves WT	ky/Nevada/Texas Bike Bo	oulevard. Bicycle wayfinding

Project #3: 12th Street Sidewalk and Multimodal Improvements

PROJECT NARRATIVE: The intersection of 12th/Mill in Fairhaven will be reconstructed with curb extensions, new ADA ramps, marked crosswalks, and landscaping improvements in conjunction with a new 15,000 square foot mixed use building being constructed by private developers in 2016. These intersection improvements will also support the Tier 1 Mill Avenue Bike Boulevard, which will also be constructed in 2017 between Mill/10th/South Bay Trail and Mill/24th/Happy Valley Elementary School. The publicly funded sidewalk improvements will not be constructed until private developers complete their code-required street frontage and sidewalk improvements on 12th Street and Mill Avenue.

MULTIMODAL TRANSPORTATION BENEFITS: Curb extensions, ADA ramps, marked crosswalks, sidewalk east side of 12th Street, Tier 1 Mill Ave Bike Blvd., WTA Red GO Line Route 401.

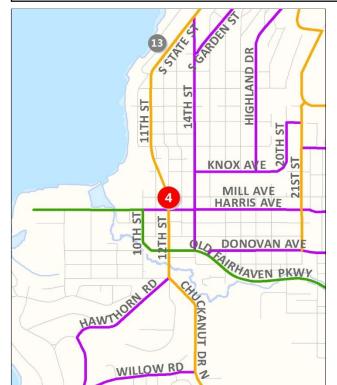
PROJECT STATUS: Funded, PE-Design, waiting for private development, construction 2017.

		Cost Estimates (000's) 2016 Dollars									
		FUNDING	Previous	Previous FUNDED			U	PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS	
	12th Street Sidewalk and	TBD Non-Motor	200								
3	Multimodal Improvements	State TIB	300	Build							
	(12th/Mill in Fairhaven)	Private Mitigation	150							650	

TRANSPORTATION IMPACT FEES COLLLECTED

No, 100% federally funded

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #4: Mahogany Avenue Multimodal Arterial Connection (Northwest Avenue to Pacific Highway)

PROJECT NARRATIVE: Mahogany Avenue will create needed multimodal arterial access to serve land that has been zoned for commercial and industrial development since West Bakerview was constructed in the mid-1990's as well as land zoned for residential development annexed to the City in 2013. This project creates east-west connectivity between Northwest Avenue and Pacific Highway and will support significant economic development in the northwestern portion of Bellingham.

MULTIMODAL TRANSPORTATION BENEFITS

Sidewalks, Tier 3 marked bicycle lanes, vehicle travel lanes, turn lanes at intersections, service and freight delivery, and possible future WTA transit route if ridership demand warrants.

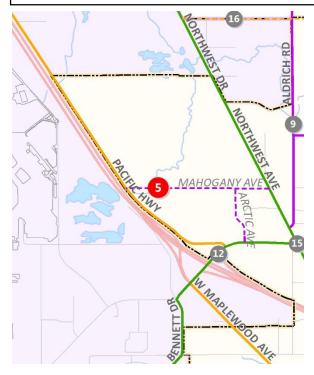
PROJECT STATUS: Partially funded. Possible mitigation funding from private development.

				с	ost Estir	nates (0	00's) 20 [,]	16 Dollar	s	
		FUNDING	Previous		UNDED		U	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS
	Mahogany Avenue	Street	1,750	1,000						
	Multimodal Arterial	TBD Non-Motor		250						
4	East-West arterial access betw een	Federal STP	1,250							
	Northwest Ave to Pacific Highway	State TIB	2,250	Build						
		Sew er-Water-Storm		2,000						
		Subtotal	5,250	3,250						8,500

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds expended

Yes





Project #5: Granary Avenue – Laurel Street Multimodal Arterial Improvements (Roeder Avenue to Cornwall Avenue)

PROJECT NARRATIVE: A new full standard arterial with sidewalks and bikeways will be constructed on the southeast side of the Granary building and will serve as the primary multimodal access corridor to the northern portion of the redeveloped Waterfront District. Granary Avenue will be constructed from Roeder Avenue to Laurel Street and then Laurel Street will be constructed to Cornwall Avenue. New traffic signals with left-turn lanes will be constructed at the Granary/Roeder and Laurel/Cornwall intersections. Quiet Zone crossing improvements will be constructed at the BNSF railroad crossing on Laurel Street. Adaptations for WTA transit busses will be considered over time as redevelopment of the Waterfront District occurs and transit demand and ridership increases.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, crosswalks, Tier 3 bikeways, traffic signals, turn lanes, increased access, safety, & efficiency, and possible future WTA transit route when ridership demand warrants.

PROJECT STATUS: Funded. In engineering & design. Construction scheduled 2017-2018.

	Cost Estimates (000's) 2016 Dollars										
		FUNDING	Previous	revious FUNDED			U	PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS	
	Granary Avenue-Laurel Street	Street	1,000								
5	(Roeder Ave to Cornwall Ave)	Federal	8,200								
		County EDI	1,100	Build							
		Subtotal	10,300							10,300	

TRANSPORTATION IMPACT FEES COLLECTED

No, 100% federal funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, Port of Bellingham to dedicate ROW



Project #6: West Maplewood Avenue Multimodal Corridor Improvements (Northwest Avenue to Alderwood Avenue)

PROJECT NARRATIVE: West Maplewood Avenue is an old concrete section of the former Pacific Highway through Bellingham that is in need of arterial resurfacing, Tier 1 marked bicycle lanes on both sides, and construction of new concrete curb, gutter, storm drains, and Tier 1 sidewalk that is missing along the east side from Northwest Avenue to Alderwood Avenue. Shuksan Middle School abuts West Maplewood and Birchwood Elementary School is less than ¼-mile away, which means that hundreds of school children walk along West Maplewood. WTA runs three individual transit routes (3, 4, and 55) along West Maplewood, all of which connect downtown to Cordata Station in north Bellingham. A major shopping center is located at the south end of West Maplewood at Northwest Avenue.

MULTIMODAL TRANSPORTATION BENEFITS

Tier 1 Sidewalk (east side), ADA curb ramps, crosswalks, Tier 1 marked bicycle lanes, arterial resurfacing, and WTA transit routes 3, 4, and 50.

PROJECT STATUS: Funded \$895,000 Safe Route to School grant award; P.E./Design 2015-2016; Corridor reconstruction scheduled summer 2017.

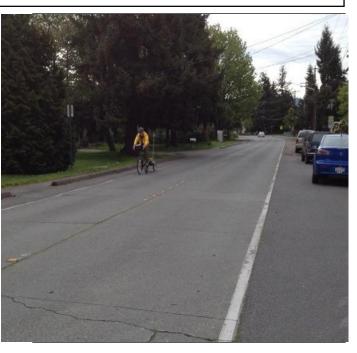
			_	c	ost Esti	mates (0	00's) 20 [.]	16 Dollar	s	
		FUNDING	Previous	FUNDED			U	NFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS
	West Maplewood Avenue	TBD Resurface	790	500						
6	Multimodal Improvements	TBD Non-Motor	475	640						
	(Sidew alk, bike lanes, resurfacing)	Federal SRTS	895	Build						
		Subtotal	2,160	1,140						3,300

TRANSPORTATION IMPACT FEES COLLECTED?

Resurfacing not eligible, Yes for sidewalks

No





Project #7: Cordata Safe Route to School (Mahogany Avenue to Cordata ES)

PROJECT NARRATIVE: Aldrich Road is an old rural standard County road that was annexed to the City in 2009. Cordata Elementary School was opened on Aldrich Road in 2011, but school children, staff, and visitors cannot walk or bike to school because there are not complete sidewalks on Aldrich. A private developer constructed sections of sidewalk and bike lane on the east side of Aldrich Road in 2013 as mitigation requirements for a large multifamily complex, but significant gaps remain in the sidewalk and bike lane. There is no sidewalk or bike lane on the west side of Aldrich. This Safe Route to School project will fill the Tier 1 sidewalk and Tier 1 bike lane gaps on the east side of Aldrich, install flashing 20 mph school zone signs, and improve street lighting. Mitigation will be required for impacts to environmental features (wetlands, streams).

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalk, bicycle lane, school zone, street lighting, possible future WTA transit route as W. Horton Road and MF & SF developments are completed.

PROJECT STATUS: Funded. PE-Design-ROW 2016-2017. Construction 2018.

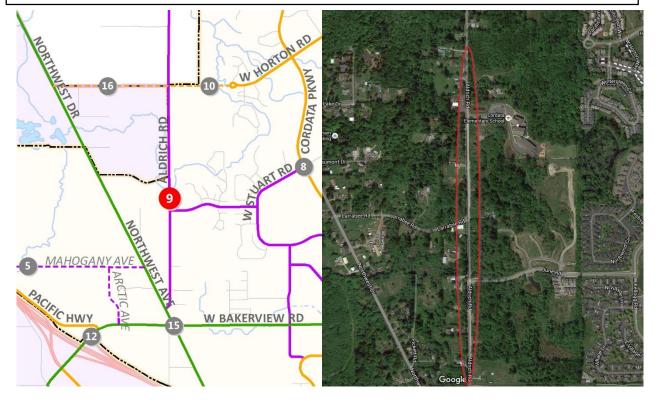
			Cost Estimates (000's) 2016 Dollars									
		FUNDING	Previous	I	FUNDED		U	PROJECT				
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS		
	Cordata Safe Route to School	Street			200							
7	(Sidew alk, bike lane east side Aldrich)	TBD Non-Motor			900							
		BSD		75								
		Federal SRTS	778		Build							
		Subtotal	778	75	1,100					1,953		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds

Probable



Project #8: West Horton Road Multimodal Corridor Extension, Phase 1 (Horton terminus to Aldrich Road)

PROJECT NARRATIVE: Regional growth and development and the 30-acre Cordata Park with parking access from Horton requires that West Horton Road be extended as a secondary arterial street with Tier 1 sidewalks and Tier 1 bicycle lanes on both sides from the current terminus to Aldrich Road. Environmental impacts require land acquisition, off-site mitigation, and attempts to minimize the road prism footprint. Dedicated left-turn lanes will be needed at the intersection of W. Horton/Aldrich.

MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for school children, pedestrians, park and trail users, bicyclists, vehicles, freight trucks, & possible future WTA transit route.

PROJECT STATUS: Feasibility studies, wetland delineations, & survey completed 2009-2011; land acquisition & mitigation planning 2012-2015; 60% PE & Design 2016; construction anticipated 2018.

				c	ost Estir	nates (0	00's) 201	16 Dollar	s		
		FUNDING	FUNDING Previous FUNDED					UNFUNDED			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS	
	West Horton Road Multimodal	Street			500						
	Corridor Improvements-Phase 1	TBD Non-Motor			400						
8	(Current terminus to Aldrich Road)	Private Mitigation	812	500							
		Federal STP-R	500	2,700	Build						
		Subtotal	1,312	3,200	900					5,412	

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used

No





Project #9: Orchard Drive Extension Multimodal Grade-Separated Crossing of I-5

PROJECT NARRATIVE: Construct a multimodal arterial from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake), through the railroad tunnel beneath Interstate 5, to James/Orchard north of Sunset Pond Park This new east-west arterial will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham, St Joseph's Hospital, and central Bellingham. Construction of this arterial street will ease pressure on the Interstate interchanges at Meridian and Sunset and is the last opportunity for a gradeseparated crossing of Interstate 5 in Bellingham. The WA legislature has allocated \$10 million in "Connecting Washington" gas tax funds for this important regional connection.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalk north side, Tier 1 bicycle lanes both sides, off-street multi-use Bay-to-Baker trail, improved emergency response time to St Joseph hospital, Tier 3 grade-separated multimodal crossing of Interstate 5, and possible future WTA transit route, .

PROJECT STATUS: Funded. 90% design engineering 2016; Squalicum Re-route completed 2015; Bay to Baker Trail construction 2016. Orchard Drive construction anticipated 2018.

	Cost Estimates (000's) 2016 Dollars											
		FUNDING	Previous	l	FUNDED		U	NFUNDE	D	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS		
	Orchard Drive Extension	Street	864									
9	Multimodal Grade-Separated	Federal STP-R	1,250		Bu	ild						
	Crossing of Interstate 5 from	State Gas Tax			10,000							
	Birchw ood/Squalicum to James St	Subtotal	2,114		10,000					12,114		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY



Yes for local funds

Yes

Project #10: West Bakerview/Interstate 5 Interchange Improvements

PROJECT NARRATIVE: The 2011 WSDOT Value Planning Study (VPS) for the West Bakerview/I-5 Interchange identified \$3.5 million in low-cost improvements, which were constructed by Bellingham in 2013 with funding partners (County, EDI Board, Port of Bellingham, Fred Meyer, and TIB). Further improvements have required the City to engage in an Interchange Justification Report (IJR) process with WSDOT, FHWA, County, Port, WTA, Ferndale, and Lummi Nation. A set of 17 alternatives has been narrowed to 5 alternatives for in-depth transportation analysis to identify the best option for improving multimodal safety, mobility, and circulation while reducing traffic congestion across the I-5 overpass to support economic development in northwestern Bellingham. The WA legislature has allocated \$10 million in "Connecting Washington" gas tax funds for future interchange improvements.

MULTIMODAL TRANSPORTATION BENEFITS: Reduced traffic congestion on I-5 overpass, freight and goods movement, on-time performance for WTA transit routes 3, 4, and 55, sidewalk (south side) and bikeways possible if bridge is widened.

PROJECT STATUS: Working with WSDOT to complete Interchange Justification Report, 2015 - 2016.

	Cost Estimates (000's) 2016 Dollars									
		FUNDING	Previous		FUNDED		U	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS
	West Bakerview /Interstate 5	Street	250			Bu	iild			
10	Interchange Improvements	State Gas Tax				10,000				
		Subtotal	250			10,000				10,250

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funding Yes



Project #11: BNSF Railroad Quiet Zone (Boulevard Park at-grade street/rail crossing)

PROJECT NARRATIVE: The City of Bellingham will examine the possibility of making significant safety improvements for the at-grade street crossing of the Burlington Northern Sante Fe (BNSF) railroad tracks on the Bayview Drive vehicular entrance into Boulevard Park. If safety improvements can be made that meet BNSF and federal guidelines, then a "Railroad Quiet Zone" may be established that would allow train engineers not to blow train horns unless there was an emergency. Several different types of at-grade crossing improvements can be used, depending on the circumstances and needs of the specific site. Preliminary cost estimates are approximately \$500,000 to \$750,000 per at-grade crossing, depending on the improvements made.

MULTIMODAL TRANSPORTATION BENEFITS: ADA-compliant surface crossing of railroad tracks and reduction of vehicle/rail conflicts.

PROJECT STATUS: REET funding identified as most-appropriate for these improvements.

			Cost Estimates (000's) 2016 Dollars									
		FUNDING	Previous		FUNDED	•	U	NFUNDE	D	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS		
11	Bellingham Railroad Quiet Zone	1st 1/4 REET		250	250	250						
	Boulevard Park at-grade street crossing	Subtotal		250	250	250				750		

No

No

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Project #12: Cordata/Stuart Intersection Safety Improvements

PROJECT NARRATIVE: Cordata Parkway is the major north-south secondary arterial through the Cordata Neighborhood and Stuart Road provides east-west access to Whatcom Community College (WCC). Development is proposed on all four corners and the Parks Department purchased 27 acres for a regional park on the northeast side of this intersection. Intersection operations are approaching the LOS E/F threshold and left-turns from Stuart to Cordata have become difficult. A multimodal roundabout will slow vehicles, reduce collisions, and improve safety for all transportation users as the Cordata Neighborhood continues to develop over time. Tier 3 intersection crossing improvement.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 1 crosswalks with pedestrian refuges, Tier 3 bikeways, vehicle collision reduction, increased safety & efficiency of freight and goods movement, and WTA Transit Route 24.

PROJECT STATUS: TIB grant received, private mitigation contribution required, not yet fully funded

	PROJECT DESCRIPTION	FUNDING	Previous FUNDED			UNFUNDED			PROJECT	
No.	Cost Estimates (000's) 2016 dollars	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS
	Cordata/Stuart Roundabout	Street		333						
12	Public-Private Partnership	State TIB	1,500							
	(WCC & Private Development)	Pvt Mitigation					299			
		Subtotal	1,500	333						2,132

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

Yes

RIGHT-OF-WAY ACQUISITION NECESSARY

COULCERT

Project #13: James/Bakerview Intersection Safety Improvements

PROJECT NARRATIVE: East Bakerview Road is a major arterial and trucking route between the Irongate industrial area, SR 539, and I-5. James Street is the only north-south secondary arterial between Sunset Drive and Kellogg Road. Increased traffic and lack of north-south left-turn lanes contribute to an increase in speeding and collisions at the James/Bakerview intersection. Constructing an expandable multimodal roundabout will slow speeding vehicles, reduce collisions, and improve safety for all users, while also providing long-term transportation capacity, as the King Mountain area develops.

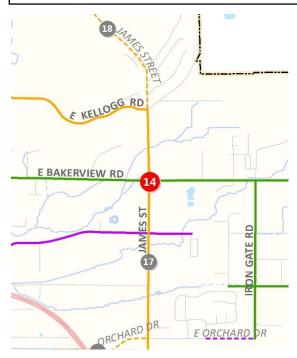
MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, crosswalk with pedestrian refuges, Tier 3 bicycle lanes, collision reduction, increased safety & efficiency of freight and goods movement, WTA transit route 48 and possible future WTA transit routes as ridership demand increases.

PROJECT STATUS: 90% engineering and design 2013-2016; TIB grant secured; other grant being sought; construction pending full funding.

		Cost Estimates (000's) 2016 Dollars									
		FUNDING	Previous FUNDED				UNFUNDED			PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS	
	James/Bakerview Intersection	Street	120								
	Safety Improvements	Federal STP	385								
13	(Expandable roundabout)	State TIB	1,400								
		Unknow n					1,900				
		Subtotal	1,905				1,900			3,805	

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds Yes





Project #14: Northwest/W. Bakerview Intersection Safety Improvements (Safety & Feasibility Study)

PROJECT NARRATIVE From 2009-2015, over 150 vehicle collisions were recorded at the Northwest/Bakerview intersection. This high collision rate is likely to continue as more development occurs in northwest Bellingham in the future unless safety countermeasures can be installed or improvements made to the intersection. The nearby intersection of Northwest/Aldrich may also require a new northbound drop/right-turn lane from West Bakerview Road to Aldrich Road to enhance safety, reduce existing traffic congestion, and accommodate additional infill development in the Bakerview corridor. A feasibility study will be conducted in 2016-2017 to examine the situation, possible alternatives, and recommend safety countermeasures in this location.

MULTIMODAL TRANSPORTATION BENEFITS Tier 3 sidewalk, Tier 3 bikeways, collision reduction, improved safety, reduced congestion, regional circulation benefits, safety and on-time performance for WTA transit routes 3, 4, 27, 55, and 232.

PROJECT STATUS: Feasibility study 2016 – 2017; Construction unfunded.

		Cost Estimates (000's) 2016 Dollars								
		FUNDING	Previous	1	FUNDED	,	U	NFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS
	Northwest Ave / Bakerview Rd.	Street		75						
14	Intersection Safety Improvements	Unknow n					500			
	(Safety & Feasibility Study)	Subtotal		75			500			575

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used

No





Project #15: James Street Multimodal Safety Improvements (East Orchard Drive to East Bakerview Road)

PROJECT NARRATIVE: James Street is the only north- south transportation corridor serving northcentral Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. James Street also provides access to Sunset Pond Park between Sunset and East Bakerview. A vertical curve on the hill between Orchard and McLeod may require elimination of a sight distance issue, but more investigation is required. Pedestrian and Bicycle Master Plans call for sidewalks and bike lanes on James Street and WTA is re-routing the high-frequency Gold GO Line to travel on James Street-Telegraph Road-Deemer Road with service beginning in March 2017.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bicycle lanes, turn lanes, increased access, safety, sight distance, and efficiency. WTA Gold GO Line high-frequency transit route 331 in 2017 and possible future WTA transit routes as King Mountain Neighborhood develops.

PROJECT STATUS: Unfunded. State and federal grant funding will be sought.

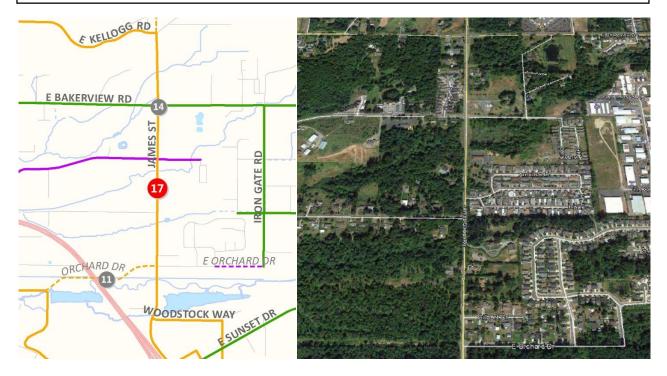
		Cost Estimates (000's) 2016 Dollars								
		FUNDING	Previous		FUNDED		U	NFUNDE	D	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS
	James Street	Pvt Mitigation								
15	Multimodal Improvements	Unknow n						7,500		
	(East Orchard to Bakerview)	Subtotal							7,500	7,500

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local funds are used

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown

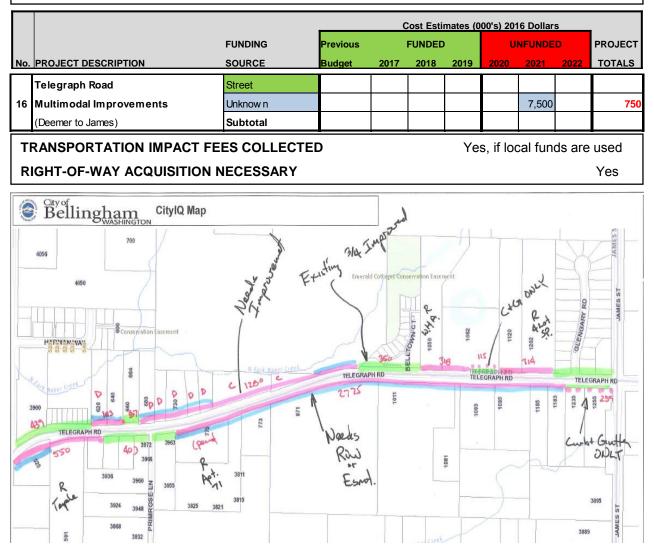


Project #16: Telegraph Road Multimodal Safety Improvements (James Street to Deemer Road)

PROJECT NARRATIVE: Telegraph Road has been experiencing a significant increase in vehicle traffic, as well as pedestrian, bicycle, and transit demand, as a result of annexations, growth, and development of commercial retail and multifamily housing. Vacant land along Telegraph Road is zoned for more high-density housing units and there are additional development projects in plan review and permitting stages. Pedestrian and Bicycle Master Plans call for sidewalks and bike lanes on Telegraph Road and WTA is re-routing the high-frequency Gold GO Line to travel on James Street-Telegraph Road-Deemer Road with service beginning in March 2017.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bicycle lanes, transit shelters, pedestrian crossing, center turn lane, access management, safety, LED street lights, and traffic signals.

PROJECT STATUS: Unfunded. State & federal grants as well as private & WTA funding will be sought.



Project #17: North James Street Multimodal Arterial Connection (Gooding Avenue to Van Wyck Road)

PROJECT NARRATIVE: James Street currently terminates at Gooding Avenue, but the Transportation Element of the Bellingham Comprehensive Plan identifies the need for James to be extended north to Van Wyck Road as a full standard secondary arterial. James Street is the only north- south transportation corridor serving north-central Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. In addition to supporting the development planned for the King Mountain Neighborhood, this northern extension of James Street will provide another north-south corridor parallel to Meridian (SR 539), which will help to ease some of the northbound evening and weekend traffic congestion.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bike lanes, center turn lanes at intersections, regional multimodal transportation connectivity, and possible future WTA transit route.

PROJECT STATUS: Private developer constructed first phase 2014 with King Mountain subdivision

			Cost Estimates (000's) 2016 Dollars									
		FUNDING	Previous	I	FUNDED		U	NFUNDE	D	PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS		
17	North James Street	Unknow n							6,000			
	Multimodal Arterial Connection	Subtotal							6,000	6,000		

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY?

Yes, if local public funds are used Yes, private development to dedicate





Project #18: West Horton Road Multimodal Corridor Extension, Phase 2 (Aldrich Road to Northwest Avenue)

PROJECT NARRATIVE: City – County partnership to extend an east-west regional transportation connection in northern Bellingham. Phase 2 extends West Horton for one-half mile west as an arterial street with sidewalks and bicycle lanes on both sides from Aldrich Road to Northwest Avenue. Environmental impacts require land acquisition, off-site mitigation, and minimizing the road footprint.

MULTIMODAL TRANSPORTATION BENEFITS: Increased access, safety, and connectivity for pedestrians, bicyclists, transit riders, and vehicles. Tier 1 sidewalks, Tier 1 bike lanes, possible future WTA transit route as W. Horton Road, annexations, and MF & SF developments are completed.

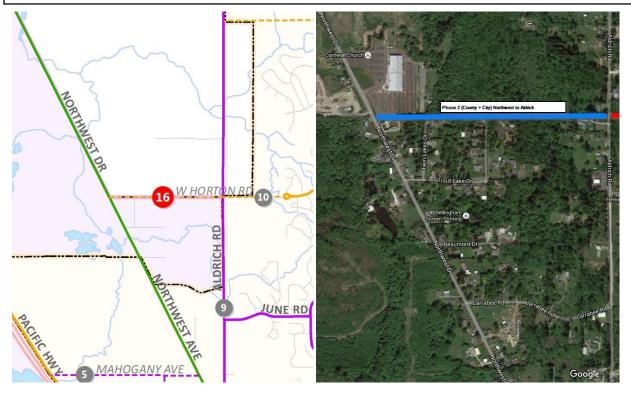
PROJECT STATUS: Feasibility studies, wetland delineations, & survey: 2017; land acquisition & mitigation planning 2017-2018; PE & Design 2018-2020; additional funding being sought.

				c	ost Esti	mates (0	00's) 201	6 Dollar	s	
		FUNDING	Previous	evious FUNDED				UNFUNDED		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS
	West Horton Road Multimodal	Federal Map 21		1,000						
	Corrdor Extension, Phase 2	County Road Fund		260						
18	City-County Partnership	Pvt Mitigation					1,000			
	(Aldrich to Northw est)	Unknow n					10,000			
		Subtotal	1,260				11,000			12,260

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used

Yes



Project #19: Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway

PROJECT NARRATIVE: This unfunded Parks Department project will construct a 2,360 linear foot overwater pedestrian and bicycle boardwalk extension of the South Bay Trail at Boulevard Park to the new Cornwall Beach Park as part of the Bellingham Waterfront District redevelopment. Similar to the Taylor Dock structure, this overwater walkway would link to the pedestrian and bicycle network between downtown and Fairhaven.

MULTIMODAL TRANSPORTATION BENEFITS

Parks multiuse pedestrian and bicycle connection between Fairhaven and Waterfront District.

PROJECT STATUS – Parks Department. PE, Design, and Permitting. Additional grant funding opportunities being sought.

		Cost Estimates (000's) 2016 Dollars									
		FUNDING	Previous	FUNDED			UNFUNDED			PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2017	2018	2019	2020	2021	2022	TOTALS	
	Boulevard Park to Cornwall Park	1st 1/4 REET	150								
19	Overwater Pedestrian Walkway	Greenways & PIF	4,600								
	(Boulevard Park to Waterfront)	Unknown							4,750		
	Parks Department	Subtotal	4,750						4,750	9,500	

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Parks Project, Not Eligible No











Six-Year (2018-2023) Transportation Improvement Program (TIP)

Kelli Linville, Mayor

Ted Carlson, Public Works Director

City Council Members

Michael Lilliquist – 6th Ward, Council President Roxanne Murphy - At Large, Council President Pro Tempore April Barker – 1st Ward, Mayor Pro Tempore Gene Knutson - 2nd Ward Dan Hammill - 3rd Ward Pinky Vargas - 4th Ward Terry Bornemann - 5th Ward

Public Review Process

Posted on City Web site for Public Review: May 2, 2017 Transportation Commission Review: May 9, 2017 City Council Public Hearing: May 22, 2017 City Council Work Session to adopt: June 5, 2017 Submittal to Washington State: June 30, 2017

Adopted June 5, 2017

Prepared by Chris Comeau, AICP-CTP Transportation Planner Public Works Engineering

Transportation Planning Documents

The 2018-2023 Transportation Improvement Program (TIP) is informed by the transportation planning documents listed below, which are available on the City of Bellingham web site by clicking on the links

2016 Bellingham Comprehensive Plan, Multimodal Transportation Chapter

2012 Pedestrian Master Plan

2014 Bicycle Master Plan

2017 Transportation Report on Annual Mobility (TRAM)

2016 Whatcom Transportation Authority (WTA) Strategic Transit Plan

Please contact Public Works staff listed below if you have questions about the TIP or any other transportation planning information.

Chris Comeau, AICP-CTP, Transportation Plannerccomeau@cob.orgBellingham Public Works Engineering(360) 778-7946

State Law Requirements for Six-Year Transportation Improvement Program (TIP)

RCW 35.77.010

Perpetual advanced six-year plans for coordinated transportation program expenditures -- Nonmotorized transportation -- Railroad right-of-way.

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter <u>35.63</u> or <u>35A.63</u> RCW, the inherent authority of a first-class city derived from its charter, or chapter <u>36.70A</u> RCW, the program shall be consistent with this comprehensive plan. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW <u>36.70A.070</u>(6) or other applicable changes that promote nonmotorized transit.

The program shall be filed with the secretary of transportation not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city transportation needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive transportation program before July 1st of each year, and each one-year extension and revision shall be filed with the secretary of transportation not more than thirty days after its adoption. The purpose of this section is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six-year plan for each city or town shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town will expend its moneys, including funds made available pursuant to chapter $\frac{47.30}{20}$ RCW, for nonmotorized transportation purposes.

(3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction.

Funding Source Definitions

NOTE: All funding sources listed below are affected by frequent changes in economic conditions, funding levels, and eligibility and funding criteria.

Local Funding Sources

- **Bellingham Street Fund:** Public Works Street Fund comprised of motor vehicle gas tax and **39%** of the total sales tax collected by the City of Bellingham.
- Bellingham Real Estate Excise Tax (REET): Comprised of 1/2 of 1% of the total real estate revenue for a given year. REET funding is divided into first quarter (¼) and second quarter (¼) and can be used for limited types of transportation projects.
- Bellingham Transportation Benefit District (TBD): Comprised of 0.2 cents of the total 8.7 cents per dollar annual sales tax receipts collected within City limits to fund the following specific transportation needs: arterial resurfacing, WTA bus service, and non-motorized transportation infrastructure. The Bellingham TBD was approved by voters, is governed by the TBD Board of Directors, and is effective January 1, 2011 to December 31, 2020.
- Bellingham Transportation Impact Fees (TIF): The proportional share contribution from private developments for annual transportation investments citywide per BMC 19.06.

Washington State Funding Sources

- **Transportation Improvement Board (TIB):** State grant funding for urban arterials and sidewalks. TIB is one of Bellingham's primary grant funding sources.
- WSDOT: State administered grant funding programs, such as WSDOT Bicycle and Pedestrian grants (BP) or State-funded Safe Routes to School (SR2S) grants. Also includes State-funded educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- WSDOT Connecting Washington (CW): Washington state gas tax 15-year funding package.

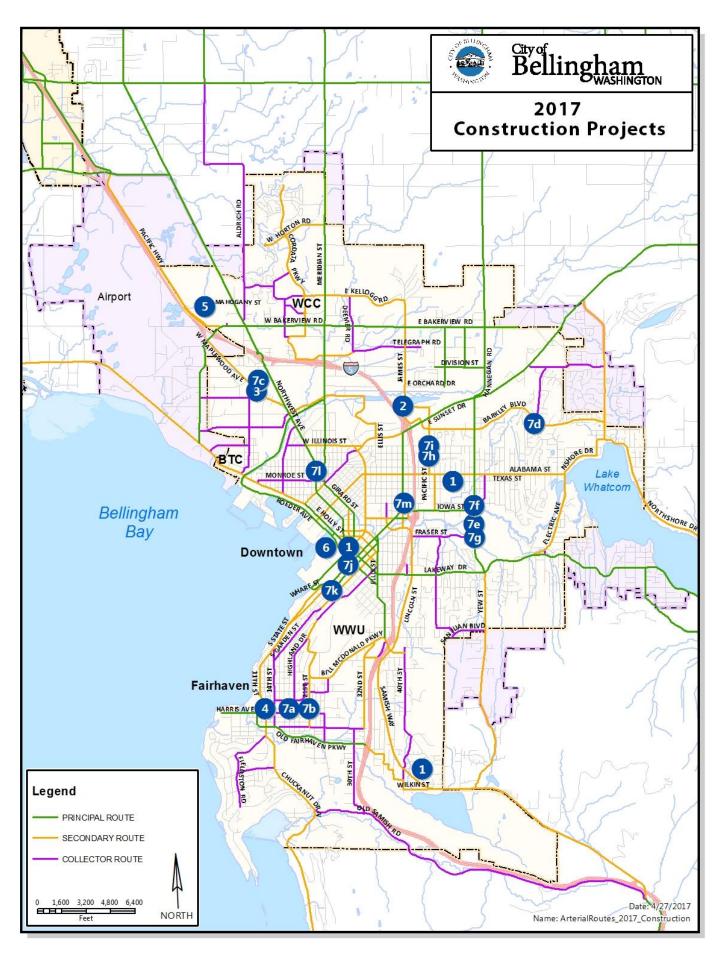
Federal Funding Sources

- **Federal:** Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or U.S. Department of Transportation (USDOT) administered grant funding programs, including federal Safe Routes to School (SR2S) and Highway Safety Improvement Program (HSIP) funding.
- **Highway Bridge Program (HBP):** Provides federal funds for structural repair or replacement administered by Washington State Bridge Replacement Advisory Committee (BRAC).
- **STBG (formerly STP & MAP-21):** Surface Transportation Block Grant provides federal funds to construct, maintain, and expand eligible regionally important arterial street systems.
- **Transportation Alternatives Program (TAP):** Provides federal funds to construct and enhance facilities for non-motorized transportation modes.

Private and Other Partnerships

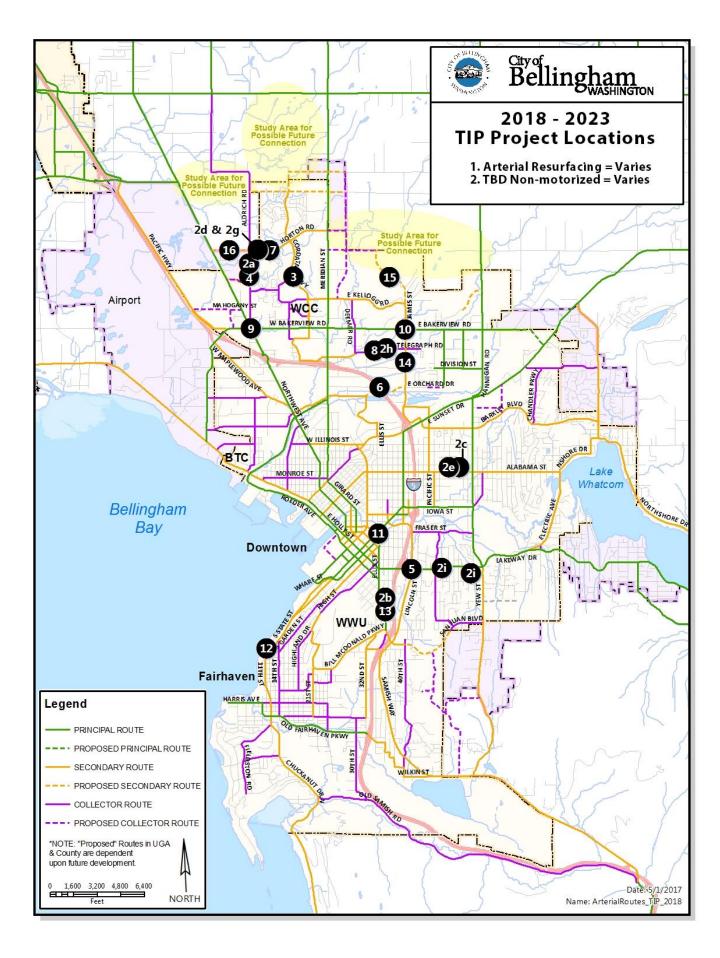
• Transportation Impact Fees (TIF), Whatcom County, Economic Development Investment (EDI), Whatcom Transportation Authority (WTA), private business investment, private mitigation, etc.

Transportation Projects Under Construction 2017-2018 (Not Included in 2018-2023 TIP)											
	(Not Include	d in 2018-202	23 TIP)								
		FUNDING	Previous	FUNDED							
No.	(Not Included PROJECT DESCRIPTION Arterial Street Resurfacing Holly Street (Railroad) Texas Street (Pacific Str Harrison Avenue (40th) James-Woodstock Intersection Reconstruction West Maplewood Avenue Multim odal Im provements (Sidew alk, bike lanes, resurfacing) 12th Street Sidewalk and Multim odal Im provements (12th/Mill in Fairhaven) Mahogany Avenue Multim odal Arterial East-West arterial access betw een Northw est Ave to Pacific Highw ay Granary Avenue-Laurel Street (Roeder Ave to Cornw all Ave) Mill Avenue Bike Blvd (10th Street to 2011) Mill Avenue Bike Blvd (10th Street to 2011) Mill Avenue Bike Blvd (Northw est 10) Barkley Blvd Bike Lanes (Woburn St 10) Woburn/Kentucky Pedestrian Safety Imp	SOURCE	Budget	2017	2018						
		Street									
1	Arterial Street Resurfacing	TBD Resurface									
	Holly Street (Railroad	Avenue to Bay Street)									
	Texas Street (Pacific Str	eet to Valencia Street)									
	Harrison Avenue (40t	h Street to Haw k Way)									
2	James-Woodstock	Federal STP	1,850	Build							
	Intersection Reconstruction	Subtotal		1,850							
	West Maplewood Avenue	TBD Resurface	790	500							
3	Multimodal Improvements	TBD Non-Motor	475	640							
	(Sidew alk, bike lanes, resurfacing)	Federal SRTS	895	Build							
		Subtotal	2,160	1,140							
	12th Street Sidewalk and	TBD Non-Motor	200								
4	Multimodal Improvements	State TIB	300	Build							
	(12th/Mill in Fairhaven)	Private Mitigation	150								
		Subtotal	650	650							
	Mahogany Avenue	Street	350	500							
	Multimodal Arterial	TBD Non-Motor		250							
5	East-West arterial access betw een	Federal STP / Map 21	2,650								
	Northwest Ave to Pacific Highway	State TIB (UAP+CS)	2,750	Bu	ild						
		Sew er-Water-Storm		2,000							
		Subtotal	5,750	2,750	8,500						
	Granary Avenue-Laurel Street	Street	1,000								
6	(Roeder Ave to Cornwall Ave)	Federal	8,200								
		County EDI	1,100	Bu	ild						
		Subtotal	10,300		10,300						
7	Non-Motorized (Pedestrian & Bic	ycle) Projects	_								
a) Tier 1	Mill Avenue Bike Blvd (10th Street to a	24th Street) - Bicycle S	hared Lane M	arkings & Wa	yfinding						
b) Tier 1	Mill Ave/21st St Pedestran Safety Imp	provements - ADA ramp	s & Marked C	rossw alks							
c) Tier 3	Alderwood Ave Bike Blvd (Northwes	st Avenue to Bennett D	rive) Bicycle S	Shared Lane N	Markings						
d) Tier 1	Barkley Blvd Bike Lanes (Woburn St	to Britton Rd) Enhancen	nent to Substa	andard Bike La	anes						
e) Tier 2	Woburn Street Bike Lanes (Texas St	to Lakew ay Drive) Park	king Removed	West Side							
f) n/a	Woburn/Kentucky Pedestrian Safety	Improvements - Sidew a	alk West Side;	Marked Cross	sw alk						
g) Tier 1	Woburn/Fraser Pedestrian Safety Imp	provements - Flashing C	Crossw alk Inst	talled							
h) Tier 2	Orleans Street Bike lanes (Sunset Dr	ive to Alabama Street) I	Parking Remov	ved One Side							
i) Tier 1	Orleans/Illinois Pedestrian & Bicycle S	Safety Improvements - C	Curb Extension	ns; Marked Cr	ossw alks						
j) Tier 1	State Street marked bike lane enhance	ed to Buffered Bike Lar	ne (York St to	Wharf Round	labout)						
k) n/a	Forest Street lane reduction, parking	installation, and Buffere	ed Bike Lane (S. State St to	Rose St)						
l) n/a	Bicycle Wayfinding on Prospect-Dupo	ont-Elm-Northwest Ave	nue (Dow ntow	v n to north C	ity limit)						
m)n/a	Bicycle Wayfinding on Young-Kentuc	ky-Nevada-Texas-Mich	nigan (Dow nto	wn to Barkle	y Village)						



	Transportation Improvement Projects 2018-2023 (Fund Page 1)												
			_	Co	stEstim	ates (0	00's) 20)17 Dolla	ars				
		FUNDING	Previous		FUNDED		U	NFUNDE	Đ	PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS			
	Annual Arterial Street	Street	1,425	1,320	1,465	2,515	2,565	2,600	2,640				
1	Pavement Resurfacing ^{1,2,3}	TBD Resurface	1,500	2,000	2,315	2,650							
	1) Increase annual sales tax 1.5 - 2.0%	Subtotal	2,925	3,320	3,780	5,165	2,565	2,600	2,640	22,995			
	Nonmotorized Transport ^{1,2,3}	TBD Non-Motor	1,110	1,300	850	2,400							
2	Sidew alk & Bikew ay Improvements	10% Grant Reserve			250	250							
	3) Current TBD expires 12/31/2020	Subtotal	1,110	1,300	1,100	2,650				6,160			
	Cordata/Stuart Roundabout	Street	300										
3	Public-Private Partnership	State TIB	1,500	Build									
	(WCC & Private Development)	Private Mitigation	300										
		Subtotal	1,800	300						2,100			
	Cordata Safe Route to School	TBD Resurface		200									
	[Aldrich Road - Cordata ES]	TBD Non-Motor	250	650									
4	(Sidew alk, bike lane east side Aldrich)	BSD		75									
		Federal SRTS	778	Build									
		Subtotal	778	1,175						1,953			
	Lakeway Drive and Lincoln Street	10% Grant Reserve	250										
5	Pedestrian - Bicycle Safety & Mobility	WSDOT Ped-Bike	1,250	Build									
	(HAWK signals, sidew alks, bike blvds)	Subtotal	1,500							1,500			
	Orchard Drive Extension	Street	864										
6	Multimodal Grade-Separated	Federal STP-R	1,250		ild								
	Crossing of Interstate 5	WSDOT Gas Tax		10,0									
	(Birchw ood/Squalicum to James St)	Subtotal	2,114		000					12,114			
	West Horton Road Multimodal	Street		1,100	600								
	Corridor Improvements-Phase 1	TBD Non-Motor		300	500								
7	(Current terminus to Aldrich Road)	Private Mitigation	812	500									
		Federal STP/Map 21	500	1,300						5.040			
		Subtotal	1,312	3,200	1,100					5,612			
	Telegraph Road Multimodal	Street		150	250								
	Safety Improvements	TBD Non-Motor		250	1,000								
8	(James Street to Deemer Road)	Private Mitigation WTA	50	115	115								
		Federal STBG			62								
		State TIB UAP & CS											
		Unknow n					3,850						
		Subtotal	50	515	1,427		3,850			5,842			
	Northwest Ave / Bakerview Rd.	Street	75	010	.,		0,000			0,072			
9	Intersection Safety Improvements	Unknow n					4,000						
	(Multimodal Roundabout)	Subtotal	75				4,000			4,075			
	James/Bakerview Intersection	Street	120				.,			.,			
10	Safety Improvements	Federal STP	385										
	(Expandable roundabout)	Unknow n					3,300						
		Subtotal	505				3,300			3,805			

	Transportation Ir	nprovement l	Projects	2018	3-202	3 (Fu	nd Pa	nge 2)		
		FUNDING	Previous	Co	stEstim	<u> </u>	,)17 Dolla		PROJECT
No	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS
NO.		Street	Duuget	100	2013	2020	2021		2023	TOTALS
11	Ellis Street Bridge Reconstruction (Ellis - N. State Intersection)	TBD Resurface		300	285					
''		Federal BRAC		300	200		2,740			
		Subtotal		400	285		2,740			3,425
40	Pallingham Pailsand Quiat Zanaa		250	250	205	250	2,740			3,423
12	Bellingham Railroad Quiet Zones	1st 1/4 REET								4 000
		Subtotal	250	250	250	250				1,000
	Samish-Maple-Elis Corridor	Street	50							
13	Multimodal Safety Improvements	TBD Non-Motor								
	(Bill McDonald Pkwy to Lakeway Drive)	Unknow n					3,000			
		Subtotal					3,000			3,000
	Meridian/Birchwood/Squalicum	Street			75					
14	Intersection Safety Improvements	Unknow n						7,000		
	(Safety & Feasibility Study)	Subtotal			50					
	James Street Multimodal	Street			50					
15	Safety Improvements	Pvt Mitigation								
	(E. Orchard to Bakerview)	Unknow n						7,000		
		Subtotal						7,000		7,000
	North James Street	Pvt Mitigation								
16	Multimodal Arterial Connection	Unknow n							6,000	
	(Gooding to Van Wyck)	Subtotal							6,000	6,000
	West Horton Road Multimodal	Federal Map 21		1,000						
	Corrdor Extension, Phase 2	County Road Fund		260						
17	[City-County Partnership]	Pvt Mitigation					1,000			
	(Aldrich to Northw est)	Unknow n							10,000	
		Subtotal	1,260				1,000		10,000	12,260
	2018-2023	TIP PROJECT F	JNDING S	OURC	E SUMI	MARIE	S			
				Co	stEstim	ates (0	00's) 20)17 Dolla	ars	
			Previous		FUNDED			INFUNDE		
	FUNDING SOURCES		Budget	2018	2019	2020	2021	2022	2023	TOTALS
STR	REET FUNDS		2,834	2,620		2,515	2,565		2,640	18,214
	ANSPORTATION BENEFIT DISTRICT - F	Resurfacing	1,500			2,650				8,950
	ANSPORTATION BENEFIT DISTRICT - N		1,610			2,650				9,360
1st & 2nd QUARTER REET FUNDS		250	2,000		2,000		0	0	1,000	
	STATE FUNDS (TIB, WSDOT, Gas Tax, WWU, WCC, etc)		2,750			230				12,750
	FEDERAL FUNDS (STP, SR2S, HSIP, etc)			2,300	0	0				5,213
				390	115	0		-		1,667
-	PRIVATE MITIGATION FUNDS OTHER (Parks, Port, County, EDI, WTA, etc)			390	0	0				335
	<u>·</u>		0							
			-	0	-				16,000	46,890
101	TAL 2017-2022 TIP FUNDS		13,019	10,595	18,005	8,065	19,455	16,600	18,640	104,379



Project #1: Annual Arterial Pavement Resurfacing Program (Goal: 5% of Arterial Street Network Per Year)

PROJECT NARRATIVE: Annual maintenance of existing arterial streets and bicycle lanes to protect the City's investment in these facilities and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost. Presuming a 20-year life cycle, approximately 5% of the City's arterial streets require resurfacing each year, but that goal has not been achieved due to funding shortfalls. In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of using TBD revenue to supplement the City Street Fund for arterial resurfacing through the year 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, but adding bicycle lanes, sidewalks, curb extensions, and crosswalks (where possible) when arterial pavement resurfacing occurs, also helps to expand and enhance the citywide pedestrian, bicycle, and WTA transit networks and increases safety for all users.

		Cost Estimates (000's) 2017 Dollars									
		FUNDING	Previous	vious FUNDED			U	PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS	
	Annual Arterial Street	Street	1,425	1,320	1,465	2,515	2,565	2,600	2,640		
1	Pavement Resurfacing ^{1,2,3}	TBD Resurface	1,500	2,000	2,315	2,650					
	1) Increase annual sales tax 1.5 - 2.0%	Subtotal	2,925	3,320	3,780	5,165	2,565	2,600	2,640	22,995	

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Arterial Street Maintenance – Not Eligible No

PROJECT STATUS: Annual program, 2017 - 2022; Goal 5% of arterial street network per year





Project #2: Non-Motorized Transportation Improvements



PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding arterial resurfacing, transit, and non-motorized improvements in Bellingham. Non-motorized improvements are primarily prioritized through the Pedestrian and Bicycle Master Plans, but also through grant funding opportunities and other capital improvement needs, such as those of WTA for public transit. Non-motorized funding is provided by revenue from the TBD through the 1st quarter of 2021.

MULTIMODAL TRANSPORTATION BENEFITS: Additional sidewalk connections, crosswalks, and various bicycle facilities will help to complete and enhance the citywide Pedestrian and Bicycle non-motorized transportation network and the WTA transit network throughout Bellingham.

PROJECT STATUS: The TBD Board meets quarterly to discuss the status of TBD funds, projects in construction and/or design/engineering, and possible future projects.

		Cost Estimates (000's) 2017 Dollars										
		FUNDING	Previous	ous FUNDED			UNFUNDED			PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS		
	Nonmotorized Transport ^{1,2,3}	TBD Non-Motor	1,110	1,300	850	2,400						
2	Sidew alk & Bikew ay Improvements	10% Grant Reserve			250	250						
	3) Current TBD expires 12/31/2020	Subtotal	1,110	1,300	1,100	2,650				6,160		

TRANSPORTATION IMPACT FEES COLLECTED

Yes, citywide Complete Networks

Undetermined

RIGHT-OF-WAY ACQUISITION NECESSARY

Recommended TBD Nonmotorized Improvements	Cost-Estimate ¹	PE/Construction
<u>2018</u>		
Reserve 10% Non-motorized Fund – Local Match for Grant applications	\$250,000	2017 Grant Applications
2.a. Aldrich Road sidewalk (P1) and bike lane (B1) (east side)	\$650,000	Design 2017-Build 2018
2.b. Otis/Maple Amber Flashing Crosswalk & Bike Blvd (B1)	\$400,000	Design 2017-Build 2018
2.c. Undine St Sidewalk (P1) and Bike Blvd (B2)	\$700,000	Design 2017-Build 2018
2.d. West Horton Sidewalks (P1) and Bike Lanes (B3)	\$300,000	Design 2017-Build 2018
2.e. St. Paul Bike Blvd (B1)	\$100,000	Design 2017-Build 2018
2.f. Various Bike Blvds and Bike Lanes as funding allows	<u>\$100,000</u>	Design 2017-Build 2018
	2,500,000	
<u>2019</u>		
Reserve 10% Non-motorized Fund – Local Match for Grants	\$250,000	2018 Grant Applications
2.g. West Horton Sidewalks (P1) and Bike Lanes (B3)	\$500,000	Design 2018-Build 2019
2.h. Telegraph Road Sidewalks (P3) and Bike Lanes (B3)	\$1,000,000	Design 2018-Build 2019
2.ii. Lakeway Bike Lane (B2) and Old Lakeway Bike Blvd (B2)	\$750,000	Design 2018-Build 2019
2.j. Various Bike Blvds and Bike Lanes as funding allows	<u>\$100,000</u>	Design 2018-Build 2019
	\$2,600,000	
Notes:		

Notes:

1.) Preliminary estimates of project costs are primarily from Pedestrian and Bicycle Master Plans 2.) P 1, 2, 3 and B 1, 2, 3 refers to Tier 1, 2, or 3 scores in the Pedestrian and Bicycle Master Plans

Project #2: Non-Mo Transportation Impro		
2018 Recommended TBD Nonmotorized Improvements	Cost-Estimate ¹	PE/Construction
2.a. Aldrich Road sidewalk (P1) and bike lane (B1) (east side)	\$650,000	Design 2017-Build 2018
Tier 1 sidewalk and Tier 1 Bike Lane east side of Aldrich Road (See TIP Project #4). Por	ssible future WTA tran	sit service route.
2.b. Otis/Maple Amber Flashing Crosswalk & Bike Blvd (B1)	\$400,000	Design 2017-Build 2018
Install amber flashing crosswalk at Otis/Maple in support of rerouted Tier 2 Bike Housing Authority redevelopment of Aloha Motel site for affordable housing (Integrated WTA transit route 107 and 108	Boulevard across N. Sa	
2.c. Undine St Sidewalk (P1) and Bike Blvd (B2)	\$700,000	Design 2017-Build 2018
Tier 1 sidewalk east side of Undine connecting to pedestrian hybrid beacon (HAWK) sig Tier 2 Bike Boulevard will connect to the multiuse Railroad Trail and the Tier 1 Kentuck wayfinding signs and street markings will be installed with all of these connections. Serv	ky/Nevada/Texas Bike	Boulevard. Bicycle
2.d. West Horton Sidewalks (P1) and Bike Lanes (B3)	\$300,000	Design 2017-Build 2018
Tier 1 sidewalk and Tier 3 Bike Lane both sides of West Horton Road (See TIP Project #	#7). Possible future W	TA transit service route.
2.e. St. Paul Bike Blvd (B1) Tier 2 Bike Boulevard on St. Paul connecting to pedestrian hybrid beacon (HAWK) sign 2 Bike Boulevard will connect to the multiuse Railroad Trail and the Tier 1 Kentucky/No signs and street markings will be installed with all of these connections. Serves WTA tra	evada/Texas Bike Boul	evard. Bicycle wayfinding
2.f. Various Bike Blvds and Bike Lanes, as TBD funding allows	\$100,000	Design 2017-Build 2018
2019 Recommended TBD Nonmotorized Improvements	Cost-Estimate ¹	PE/Construction
2.g. West Horton Sidewalks (P1) and Bike Lanes (B3)	\$500,000	Design 2018-Build 2019
Tier 1 sidewalk and Tier 3 Bike Lane both sides of West Horton Road (See TIP Project #	#7). Possible future W7	ΓA transit service route.
2 h. Talawash Baad Sidawalka (P2) and Bika Lanas (P2)	¢4,000,000	Desire 2010 Duild 2010
2.h. Telegraph Road Sidewalks (P3) and Bike Lanes (B3) Tier 3 sidewalks and Tier 3 Bike Lane both sides of Telegraph Road (See TIP Project #8	\$1,000,000	Design 2018-Build 2019
housing in King Mountain Neighborhood and WTA Gold GO Line (Route 331) to allow		
2.ii. Lakeway Bike Lane (B2) and Old Lakeway Bike Blvd (B2)	\$750,000	Design 2018-Build 2019
As a result of the Tier 1 Lakeway Drive Bikeway Study, Phase 1 recommendation Lakeway Drive between Yew Street and Lakeway Drive and a Tier 2 protected 2 new Tier 1 pedestrian HAWK crossing (See TIP Project #5) between Undine and installed on Lakeway from the HAWK to Puget for interim connectivity benefit un	2-way bike lane betw d Toledo. Tier 2 ma	een Old Lakeway and the rked bike lanes can be
2.j. Various Bike Blvds and Bike Lanes, as TBD funding allows	\$100,000	Design 2018-Build 2019
Notes:		
1.) Preliminary estimates of project costs are primarily from Pedestrian and Bicy	cle Master Plans	
2.) P 1, 2, 3 and B 1, 2, 3 refers to Tier 1, 2, or 3 scores in the Pedestrian and B	Bicycle Master Plans	

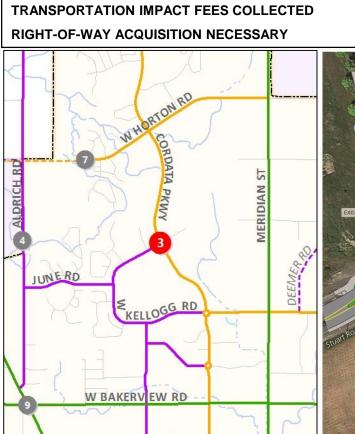
Project #3: Cordata/Stuart Intersection Safety Improvements

PROJECT NARRATIVE: Cordata Parkway is the major north-south secondary arterial through the Cordata Neighborhood and Stuart Road provides east-west access to Whatcom Community College (WCC). Development is proposed on all four corners and the Parks Department purchased 27 acres for a regional park on the northeast side of this intersection. Intersection operations are approaching the LOS E/F threshold and left-turns from Stuart to Cordata have become difficult. A multimodal roundabout will slow vehicles, reduce collisions, and improve safety for all transportation users as the Cordata Neighborhood continues to develop over time. Tier 3 intersection crossing improvement.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 1 crosswalks with pedestrian refuges, Tier 3 bikeways, vehicle collision reduction, increased safety & efficiency of freight and goods movement, and WTA Transit Route 24.

PROJECT STATUS: TIB grant received, private mitigation contribution required

	Cost Estimates (000's) 2017 Dollars										
		FUNDING	Previous FUNDED				U	PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS	
	Cordata/Stuart Roundabout	Street	300								
3	Public-Private Partnership	State TIB	1,500	Build							
	(WCC & Private Development)	Private Mitigation	300								
		Subtotal	1,800	300						2,100	





Yes, for local funds

Figure 1

Project #4: Cordata Safe Route to School (Mahogany Avenue to Cordata ES)

PROJECT NARRATIVE: Aldrich Road is an old rural standard County road that was annexed to the City in 2009. Cordata Elementary School was opened on Aldrich Road in 2011, but school children, staff, and visitors cannot walk or bike to school because there are not complete sidewalks on Aldrich. A private developer constructed sections of sidewalk and bike lane on the east side of Aldrich Road in 2013 as mitigation requirements for a large multifamily complex, but significant gaps remain in the sidewalk and bike lane. There is no sidewalk or bike lane on the west side of Aldrich. This Safe Route to School project will fill the Tier 1 sidewalk and Tier 1 bike lane gaps on the east side of Aldrich, install flashing 20 mph school zone signs, and improve street lighting. Mitigation will be required for impacts to environmental features (wetlands, streams).

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalk, bicycle lane, school zone, street lighting, possible future WTA transit route as W. Horton Road and MF & SF developments are completed.

PROJECT STATUS: Funded. PE-Design-ROW 2016-2017. Construction 2018.

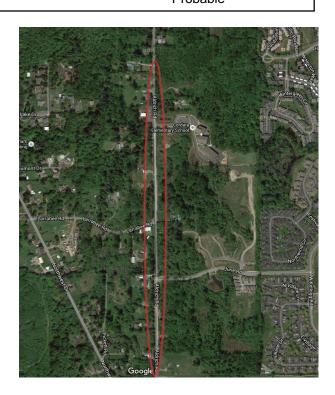
		Cost Estimates (000's) 2017 Dollars									
		FUNDING			FUNDED			UNFUNDED			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS	
	Cordata Safe Route to School	TBD Resurface		200							
	[Aldrich Road - Cordata ES]	TBD Non-Motor	250	650							
4	(Sidew alk, bike lane east side Aldrich)	BSD		75							
		Federal SRTS	778	Build							
		Subtotal	1,028	925						1,953	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds Probable

RIGHT-OF-WAY ACQUISITION NECESSARY





Project #5: Lakeway & Lincoln Pedestrian and Bicycle Safety and Mobility Improvements

PROJECT NARRATIVE: Upgrade existing amber flashing crosswalks to pedestrian hybrid beacon (HAWK) signals at Lakeway/Grant, Lakeway/Ellis, and Lincoln/Fred Meyer and construct a new HAWK signal near Lakeway/Toledo, which is a Tier 1 crossing in the Pedestrian Master Plan. Tier 1 sidewalk on the east side of Nevada Street from Lakeway to Thimbleberry and Tier 2 sidewalk on the west side of Orleans from Lakeway to Potter. Tier 1 bike boulevard 34th/Otis/Humboldt/Grant/Humboldt and Tier 2 bike boulevard 40th/Dumas/Ashley/Byron/44th/Nevada.

MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for school children, pedestrians, bicyclists, vehicles, freight trucks, & WTA high-frequency Plum GO Line transit riders.

PROJECT STATUS: Grant pending June 2017; PE & Design 2017; construction anticipated 2018.

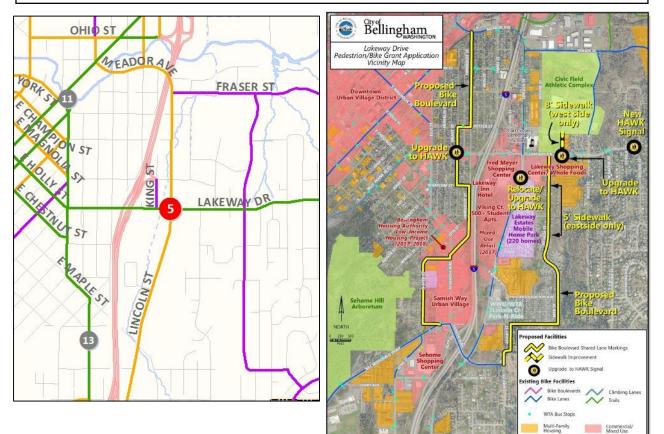
	Cost Estimates (000's) 2017 Dollars										
		FUNDING	Previous	FUNDED			UNFUNDED			PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS	
	Lakeway Drive and Lincoln Street	10% Grant Reserve	250								
5	Pedestrian - Bicycle Safety & Mobility	WSDOT Ped-Bike	1,250	Build							
	(HAWK signals, sidew alks, bike blvds)	Subtotal	1,500							1,500	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local public funds are used

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #6: Orchard Drive Extension Multimodal Grade-Separated Crossing of I-5

PROJECT NARRATIVE: Construct a multimodal arterial from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake), through the railroad tunnel beneath Interstate 5, to James/Orchard north of Sunset Pond Park This new east-west arterial will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham, St Joseph's Hospital, and central Bellingham. Construction of this arterial street will ease pressure on the Interstate interchanges at Meridian and Sunset and is the last opportunity for a gradeseparated crossing of Interstate 5 in Bellingham. The WA legislature has allocated \$10 million in "Connecting Washington" gas tax funds for this important regional connection.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalk north side, Tier 1 bicycle lanes both sides, off-street multi-use Bay-to-Baker trail, improved emergency response time to St Joseph hospital, Tier 3 grade-separated multimodal crossing of Interstate 5, and possible future WTA transit route, .

PROJECT STATUS: Funded. 90% design engineering 2017; Squalicum Re-route completed 2015; Bay to Baker Trail completed 2016. Orchard Drive construction anticipated 2018-2019.

	Cost Estimates (000's) 2017 Dollars										
		FUNDING	Previous		FUNDED)	U	PROJECT			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS	
	Orchard Drive Extension	Street	864								
6	Multimodal Grade-Separated	Federal STP-R	1,250	Bu	ild						
	Crossing of Interstate 5	WSDOT Gas Tax		10,000							
	(Birchw ood/Squalicum to James St)	Subtotal	2,114	10,000						12,114	

Yes for local funds

Yes

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

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Project #7: West Horton Road Multimodal Corridor Extension, Phase 1 (Horton terminus to Aldrich Road)

PROJECT NARRATIVE: Regional growth and development and the 30-acre Cordata Park with parking access from Horton requires that West Horton Road be extended as a secondary arterial street with Tier 1 sidewalks and Tier 1 bicycle lanes on both sides from the current terminus to Aldrich Road. Environmental impacts require land acquisition, off-site mitigation, and attempts to minimize the road prism footprint. Dedicated left-turn lanes will be needed at the intersection of W. Horton/Aldrich.

MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for school children, pedestrians, park and trail users, bicyclists, vehicles, freight trucks, & possible future WTA transit route.

PROJECT STATUS: Feasibility studies, wetland delineations, & survey completed 2009-2011; land acquisition & mitigation planning 2012-2015; 60% PE & Design 2016; construction anticipated 2018.

		Cost Estimates (000's) 2017 Dollars									
		FUNDING	Previous	FUNDED			UNFUNDED			PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS	
	West Horton Road Multimodal	Street		1,100	600						
	Corridor Improvements-Phase 1	TBD Non-Motor		300	500						
7	(Current terminus to Aldrich Road)	Private Mitigation	812	500							
		Federal STP/Map 21	500	1,300	Build						
		Subtotal	1,312	3,200	1,100					5,612	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local public funds are used

No





Project #8: Telegraph Road Multimodal Safety Improvements (James Street to Deemer Road)

PROJECT NARRATIVE: Telegraph Road has seen a significant increase in vehicle traffic, as well as pedestrian, bicycle, and transit demand, as a result of annexations, growth, and development of commercial retail and multifamily housing. Vacant land along Telegraph Road is zoned for more high-density housing units and there are several development projects in plan review and permitting stages. Pedestrian and Bicycle Master Plans call for sidewalks and bike lanes on Telegraph Road and WTA rerouted the high-frequency Gold GO Line to James Street-Telegraph Road-Deemer Road in March 2017.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bicycle lanes, pedestrian crossing, center turn lane, access management, safety, LED street lights, traffic signals, and transit shelters for WTA Gold GO Line (Route 331).

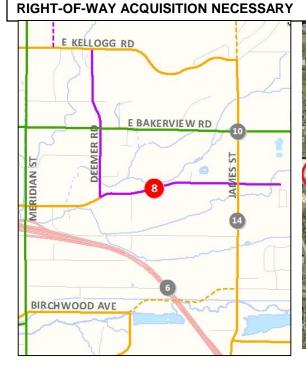
PROJECT STATUS: Unfunded. State & federal grants as well as private & WTA funding will be sought.

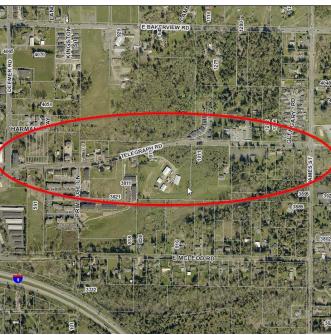
				Co	st Estim	nates (0)00's) 20)17 Dolla	ar s	
		FUNDING	Previous		FUNDED		U	INFUNDE	Ð	PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS
	Telegraph Road Multimodal	Street		150	250					
	Safety Improvements	TBD Non-Motor		250	1,000					
8	(James Street to Deemer Road)	Private Mitigation	50	115	115					
		WTA			62					
		Federal STBG								
		State TIB UAP & CS								
		Unknow n					3,850			
		Subtotal	50	515	1,427		3,850			5,842

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local funds are used

Yes





Project #9: Northwest/W. Bakerview Intersection Safety Improvements

PROJECT NARRATIVE From 2009-2015, over 150 vehicle collisions were recorded at the Northwest/Bakerview intersection. This high collision rate is likely to continue as more development occurs in northwest Bellingham in the future unless safety countermeasures can be installed or improvements made to the intersection. The nearby intersection of Northwest/Aldrich may also require a new northbound drop/right-turn lane from West Bakerview Road to Aldrich Road to enhance safety, reduce existing traffic congestion, and accommodate additional infill development in the Bakerview corridor. A feasibility study was conducted in 2016-2017 and both short-term and long-term safety countermeasures have been identified for these intersections.

MULTIMODAL TRANSPORTATION BENEFITS Tier 3 sidewalk, Tier 3 bikeways, collision reduction, improved safety, reduced congestion, regional circulation benefits, safety and on-time performance for WTA transit routes 3, 4, 27, 55, and 232.

PROJECT STATUS: Feasibility study 2016 – 2017; Construction unfunded.

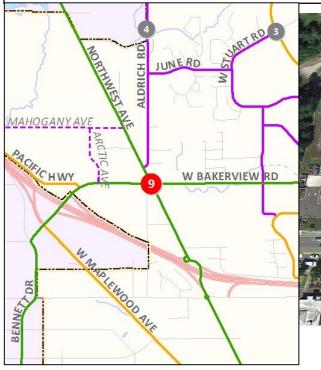
		Cost Estimates (000's) 2017 Dollars									
		FUNDING Pre					U	NFUNDE	Ð	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS	
	Northwest Ave / Bakerview Rd.	Street	75								
9	Intersection Safety Improvements	Unknow n					4,000				
		Subtotal	75				4,000			4,075	

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used

Possibly





Project #10: James/Bakerview Intersection Safety Improvements

PROJECT NARRATIVE: East Bakerview Road is a major arterial and trucking route between the Irongate industrial area, SR 539, and I-5. James Street is the only north-south secondary arterial between Sunset Drive and Kellogg Road. Increased traffic and lack of north-south left-turn lanes contribute to an increase in speeding and collisions at the James/Bakerview intersection. Constructing an expandable multimodal roundabout will slow speeding vehicles, reduce collisions, and improve safety for all users, while also providing long-term transportation capacity, as the King Mountain area develops.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, crosswalk with pedestrian refuges, Tier 3 bicycle lanes, collision reduction, increased safety & efficiency of freight and goods movement, WTA transit route 48 and possible future WTA transit routes as ridership demand increases.

PROJECT STATUS: 90% engineering and design 2013-2016; TIB grant secured; other grant being sought; construction pending full funding.

		Cost Estimates (000's) 2017 Dollars										
		FUNDING				FUNDED			UNFUNDED			
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS		
	James/Bakerview Intersection	Street	120									
10	Safety Improvements	Federal STP	385									
	(Expandable roundabout)	Unknow n					3,300					
		Subtotal	505				3,300			3,805		

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds

Yes





Project #11: Ellis Street Bridge Reconstruction (Ellis Street/N. State Street Intersection)

PROJECT NARRATIVE The existing bridge was constructed in 1940 and has experienced major substructure deterioration. Major repairs were made in the year 2000 when new pilings were driven in, but the overall deterioration has continued. Temporary shoring allows the bridge to remain open, but reconstruction of the bridge is necessary in the near future. Federal BRAC grant funding for construction has been applied for with funding awards anticipated for Autumn 2017. Local funding is programmed here for preliminary engineering, design, and local matching fund requirements for the BRAC grant., which would allow construction to occur in 2019.

MULTIMODAL TRANSPORTATION BENEFITS Sidewalks, bikeways,

PROJECT STATUS: Unfunded; Federal BRAC grant funding application pending.

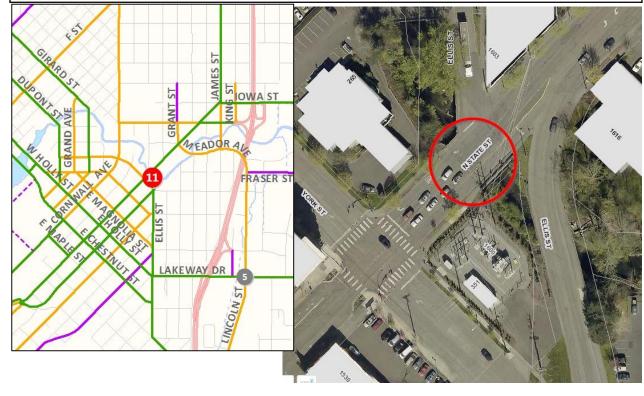
		Cost Estimates (000's) 2017 Dollars										
		FUNDING	Previous		FUNDED			UNFUNDED				
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS		
	Ellis Street Bridge Reconstruction	Street		100								
11	(Ellis - N. State Intersection)	TBD Resurface		300	285							
		Federal BRAC	Pending		2,740							
		Subtotal		400	3,025					3,425		
-												

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used

No



Project #12: BNSF Railroad Quiet Zone (Boulevard Park at-grade street/rail crossing)

PROJECT NARRATIVE: The City of Bellingham will examine the possibility of making significant safety improvements for the at-grade street crossing of the Burlington Northern Sante Fe (BNSF) railroad tracks on the Bayview Drive vehicular entrance into Boulevard Park. If safety improvements can be made that meet BNSF and federal guidelines, then a "Railroad Quiet Zone" may be established that would allow train engineers not to blow train horns unless there was an emergency. Several different types of at-grade crossing improvements can be used, depending on the circumstances and needs of the specific site. Preliminary cost estimates are approximately \$500,000 to \$750,000 per at-grade crossing, depending on the improvements made.

MULTIMODAL TRANSPORTATION BENEFITS: ADA-compliant surface crossing of railroad tracks and reduction of vehicle/rail conflicts.

PROJECT STATUS: REET funding identified as most-appropriate for these improvements.

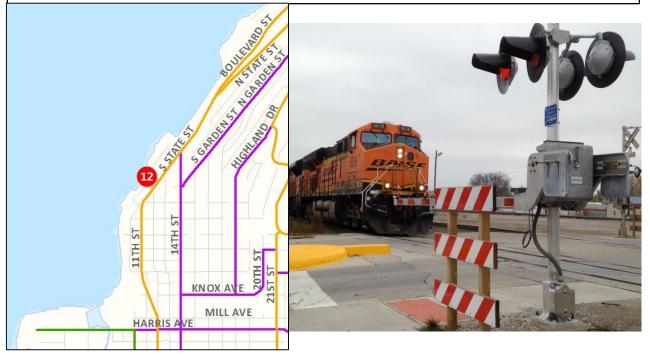
			Cost Estimates (000's) 2017 Dollars									
		FUNDING	Previous		FUNDED		U	PROJECT				
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS		
12	Bellingham Railroad Quiet Zones	1st 1/4 REET	250	250	250	250						
		Subtotal	250	250	250	250				1,000		

No

No

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY



Project #13: Samish-Maple-Ellis Corridor Pedestrian and Bicycle Safety Improvements

PROJECT NARRATIVE: Rechannelize the Samish-Maple-Ellis corridor to install on-street parking and a protected bike lane along the east side, a buffered bike lane on the west side, a new pedestrian-activated flashing crosswalk at Otis/Maple, and where possible, driveway consolidation to reduce turning movement conflicts for pedestrians and bicyclists. Tier 2 bike lanes on Samish Way will be integrated with the 2018 Tier 1 bike boulevard along 34th/Otis/Humboldt/Grant/Humboldt and Tier 2 bike boulevard 40th/Dumas/Ashley/Byron/44th/Nevada (See Project #5 Lakeway-Lincoln Pedestrian-Bicycle Safety)

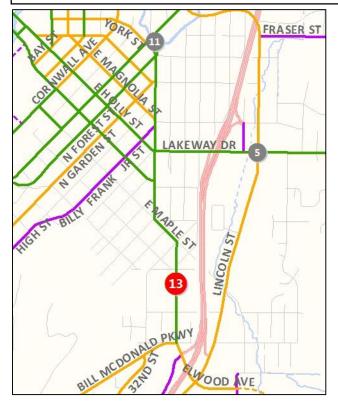
MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for pedestrians, bicyclists, vehicles, freight trucks, & WTA transit riders on routes 107 & 108.

PROJECT STATUS: Unfunded; State grant funding sought 2018.

		Cost Estimates (000's) 2017 Dollars										
		FUNDING	FUNDING Previous FUNDED			U	NFUNDE	PROJECT				
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS		
	Samish-Maple-曰lis Corridor	Street	50									
13	Pedestrian and Bicycle Safety	TBD Non-Motor										
	Improvements	Unknow n					3,000					
	(Bill McDonald to Lakew ay Drive)	Subtotal					3,000			3,000		

TRANSPORTATION IMPACT FEES COLLECTED

RIGHT-OF-WAY ACQUISITION NECESSARY



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Yes, if local public funds are used

No

Project #14: James Street Multimodal Safety Improvements (East Orchard Drive to East Bakerview Road)

PROJECT NARRATIVE: James Street is the only north- south transportation corridor serving northcentral Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. James Street also provides access to Sunset Pond Park between Sunset and East Bakerview. A vertical curve on the hill between Orchard and McLeod may require elimination of a sight distance issue, but more investigation is required. Pedestrian and Bicycle Master Plans call for sidewalks and bike lanes on James Street and WTA rerouted the high-frequency Gold GO Line Route 331 to travel on James Street-Telegraph Road-Deemer Road in both directions in March 2017.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bicycle lanes, turn lanes, increased access, safety, sight distance, and efficiency. WTA Gold GO Line high-frequency transit route 331 in 2017 and possible future WTA transit routes as King Mountain Neighborhood develops.

PROJECT STATUS: Unfunded. State and federal grant funding will be sought.

		Cost Estimates (000's) 2017 Dollars									
		FUNDING	Previous		FUNDED	1	U	NFUNDE	D	PROJECT	
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS	
	James Street Multimodal	Street			50						
14	Safety Improvements	Pvt Mitigation									
	(E. Orchard to Bakerview)	Unknow n						7,000			
		Subtotal						7,000		7,000	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local funds are used

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown

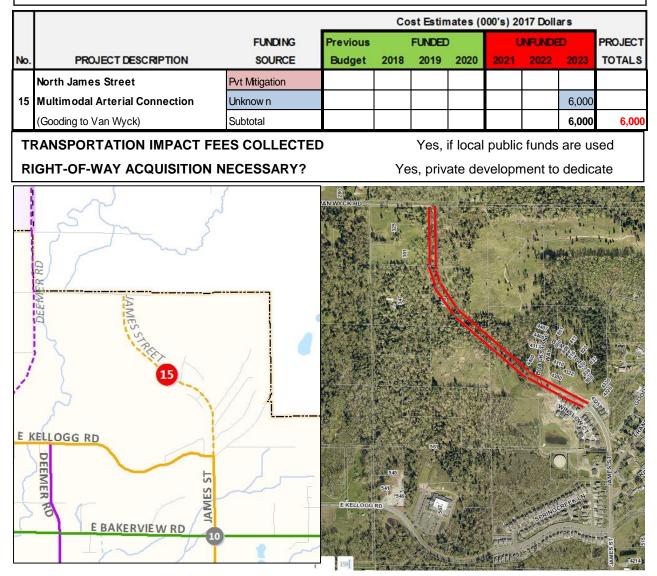


Project #15: North James Street Multimodal Arterial Connection (Gooding Avenue to Van Wyck Road)

PROJECT NARRATIVE: James Street currently terminates at Gooding Avenue, but the Transportation Element of the Bellingham Comprehensive Plan identifies the need for James to be extended north to Van Wyck Road as a full standard secondary arterial. James Street is the only north- south transportation corridor serving north-central Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. In addition to supporting the development planned for the King Mountain Neighborhood, this northern extension of James Street will provide another north-south corridor parallel to Meridian (SR 539), which will help to ease some of the northbound evening and weekend traffic congestion.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bike lanes, center turn lanes at intersections, regional multimodal transportation connectivity, and possible future WTA transit route.

PROJECT STATUS: Private developer constructed first phase in 2014 with King Mountain subdivision



Project #16: West Horton Road Multimodal Corridor Extension, Phase 2 (Aldrich Road to Northwest Avenue)

PROJECT NARRATIVE: City – County partnership to extend an east-west regional transportation connection in northern Bellingham. Phase 2 extends West Horton for one-half mile west as an arterial street with sidewalks and bicycle lanes on both sides from Aldrich Road to Northwest Avenue. Environmental impacts require land acquisition, off-site mitigation, and minimizing the road footprint.

MULTIMODAL TRANSPORTATION BENEFITS: Increased access, safety, and connectivity for pedestrians, bicyclists, transit riders, and vehicles. Tier 1 sidewalks, Tier 1 bike lanes, possible future WTA transit route as W. Horton Road, annexations, and MF & SF developments are completed.

PROJECT STATUS: Feasibility studies, wetland delineations, & survey: 2017; land acquisition & mitigation planning 2017-2018; PE & Design 2018-2020; additional funding being sought.

			Cost Estimates (000's) 2017 Dollars									
		FUNDING	Previous		FUNDED)	UNFUNDED			PROJECT		
No.	PROJECT DESCRIPTION	SOURCE	Budget	2018	2019	2020	2021	2022	2023	TOTALS		
	West Horton Road Multimodal	Federal Map 21		1,000								
	Corrdor Extension, Phase 2	County Road Fund		260								
16	[City-County Partnership]	Pvt Mitigation					1,000					
	(Aldrich to Northw est)	Unknow n							10,000			
		Subtotal	1,260				1,000		10,000	12,260		

TRANSPORTATION IMPACT FEES COLLECTED RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used

Yes



