



REVISED DRAFT
(May 21, 2012)

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 (if necessary): June 18, 2012*

***June 18, 2012 is last Council meeting prior to required July 1, 2012 adoption date**

**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:

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

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

www.cob.org/services/neighborhoods/community-planning/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.

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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 -- 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 [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**. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW [36.70A.070](#)(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 [47.30](#) 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 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.
- **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)

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

Transportation Improvement Projects 2013-2018 *DRAFT* (Page 1)

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017	2018	
1	Annual Arterial Street Pavement Resurfacing^{1,2} <i>1) Increase annual sales tax 4%</i> <i>2) Intent = 5% annual overlay goal</i>	Street	2,000	1,830	2,165	2,250	2,350	2,450	2,550	
		TBD Resurface	1,450	1,510	1,570	1,630	1,700	1,770	1,840	
		Subtotal	3,450	3,340	3,735	3,880	4,050	4,220	4,390	27,065
2	Whatcom Transit Authority¹ Contract Supplemental Transit Service In Bellingham	TBD Contract	1,217	1,000	1,000	1,000	1,000	1,000	1,000	
		Transit Reserve	233	510	570	630	700	770	840	
		Subtotal	1,450	1,510	1,570	1,630	1,700	1,770	1,840	11,470
3	Non-Motorized Transportation¹ Various Pedestrian and Bicycle Infrastructure Improvements	TBD Non-Motor	1,450	1,510	1,570	1,630	1,700	1,770	1,840	
		NonMotor Reser	0							
		Subtotal	1,450	1,510	1,570	1,630	1,700	1,770	1,840	11,470
4	Pedestrian Countdown Signals Citywide Numerical Countdowns	Federal SAFETEA	350	Build						
		Subtotal	350							350
5	West Bakerview Corridor Interchange Capacity and Safety Improvements (Fred Meyer [Dover] to Bennett Drive) <i>*Airport Master Plan Phs 1 Mitigation</i> <i>**\$300,000 Grant; \$350,000 1% Loan</i> ES-462	Street		250						
		WSDOT (VPS)	100							
		State TIB	1,500							
		Whatcom County	100							
		Port of Bham*	500							
		County EDI**	650							
		Pvt - Fred Meyer	100	Build						
Subtotal	2,950	250							3,200	
6	Alabama St Corridor, Phase 2 Safety Improvements based on Phase 1 Feasibility Study	Federal SAFETEA		1,417						
				Build						
		Subtotal		1,417						1,417
7	James Street Bridge Replacement ER-009	Street	624							
		2nd 1/4 REET	100							
		Federal BRAC	2,495		Build					
		Subtotal	3,219							3,219
8	James Street Phase 1 Multimodal Corridor Improvements (Woodstock to Orchard St) <i>[*Transferred from W. Illinois]</i> ES-318	2nd 1/4 REET		100						
		Street	100							
		State TIB	1,250							
		Federal STP-R	1,200		Build					
		Federal STP-R*	650							
Subtotal	3,200	100							3,300	
9	Wharf Street Roundabout State/Forest & Blvd/Wharf WF-1008	2nd 1/4 REET	500							
		Unknown					2,500			
		Federal STP-R		?						
		Subtotal	500				2,500			3,000
10	West Horton Road Multimodal Corridor Improvements-Phase 1 (Cordata Park to Aldrich Rd) ES-399	Pvt - Trillium	812							
		Federal STP-R		?						
		Unknown					4,500			
		Subtotal	812				4,500			5,312
Page 1 TIP Subtotal			17,381	8,127	6,875	7,140	14,450	7,760	8,070	69,803

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)

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars							PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED				
				2013	2014	2015	2016	2017	2018		
11	Boulevard Park to Cornwall Park Overwater Pedestrian Walkway (Boulevard Park to Waterfront) Parks Department	1st 1/4 REET	150								
		Federal	2,139								
		Greenways 3	100	3,900							
		Unknown					2,000				
		Subtotal	2,389	3,900				2,000			8,289
BELLINGHAM WATERFRONT DISTRICT REDEVELOPMENT PLANS											
12	Bellingham Waterfront District Transportation Infrastructure ^{3,4}										
		1st 1/4 REET	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000
	Waterfront District Arterial Streets Planned for Phases 1 and 2 of Redevelopment^{3,4}										
	a) Granary-Bloedel Ave, Phase 1 ³ (Granary 400 feet, turn corner to Bloedel, build as far as possible)										
		Federal	5,000			Build					
		Subtotal	5,000								5,000
	b) Bloedel Avenue, Phase 2 ³ (Temporary Laurel) (End of Phase 1 to Cornw all)										
		Federal	1,700			Build					
		Subtotal	1,700								1,700
	c) S. Cornwall Avenue Access ³ (Temporary Access Cornw all Beach)							3,000			
		Subtotal						3,000			3,000
	d) Commercial Green Loop ³ (Bloedel to Shoreline)								2,200		
		Subtotal							2,200		2,200
	e) South Cornwall Arterial ³ (Full Standard Street Cornw all Beach)									2,800	
		Subtotal								2,800	2,800
	Waterfront TIP Subtotal			7,700	1,000	1,000	1,000	4,000	3,200	3,800	21,700
	Page 2 TIP Subtotal			10,089	4,900	1,000	1,000	9,000	5,400	6,600	29,989

Notes:

3) Infrastructure Phasing Table & Draft Waterfront Subarea Plan Agreed to by City-Port as of May 3, 2012

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

Transportation Improvement Projects 2013-2018 *DRAFT* (Page 3)

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017	2018	
13	James/Bakerview Intersection Safety & Signal Improvements (Intersection reconstruction to include dedicated turn lanes and ADA curb ramps & crosswalks)	Street								
		Federal								
		Private								
		Unknown					1,000			
		Subtotal					1,000			1,000
14	Orchard St Multimodal Arterial and Bay to Baker Trail Grade-Separated Crossing Under (Birchwood/Squalicum to James St) <i>Associated w Squalicum Ck Reroute</i>	Street	25							
		Private								
		Greenways 3	25					2,500		
		State								
		Federal								
		Unknown						7,500		
Subtotal		50					10,000		10,050	
15	James Street Phase 2 Multimodal Improvements (Orchard -Bakerview ; includes new traffic signal at James/Telegraph)	Street								
		Private								
		Federal								
		Unknown							6,500	
		Subtotal								6,500
16	Northwest Ave / W. Bakerview Rd. Intersection Safety Improvement (North leg: W. Bakerview to Aldrich)	Street								
		Private								
		Unknown							250	
		Subtotal								250
17	Chestnut - Bay Bridge Rehabilitation & Repair (Bay Street to Granary Ave)	Federal								
		Unknown							2,500	
		Subtotal								2,500
Page 3 TIP Subtotal			50	0	0	0	1,000	10,000	9,250	20,300

2013-2018 TIP PROJECT FUNDING SOURCE SUMMARIES

TOTAL TIP FUNDING BY SOURCE	Cost Estimates (000's) 2012 Dollars							TOTALS
	Previous Budget	FUNDED			UNFUNDED			
		2013	2014	2015	2016	2017	2018	
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	2,500	0	7,775
TOTAL UNKNOWN FUNDS	0	0	0	0	13,000	9,700	12,050	34,750
TOTAL 2013-2018 TIP FUNDS	27,520	13,027	7,875	8,140	21,450	20,960	21,120	120,092

City of Bellingham Arterial Routes



2013-2018 TIP PROJECT LOCATIONS

1. Arterial Resurfacing = Varies
2. WTA Transit Enhancements = Varies
3. TBD Non-motorized = (3.a.-3.f. on map)
4. Pedestrian Numerical Countdowns = Citywide



Legend

- COLLECTOR ROUTE
- PROPOSED COLLECTOR ROUTE
- PRINCIPAL ROUTE
- PROPOSED PRINCIPAL ROUTE
- SECONDARY ROUTE
- PROPOSED SECONDARY ROUTE

*NOTE: "Proposed" Routes in UGA & County are dependent upon future development.

Miles
0 0.5 1

N

2009

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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS		
			Previous Budget	FUNDED 2013	2014	2015	UNFUNDED 2016	2017		2018	
1	Annual Arterial Street Pavement Resurfacing ^{1,2} <i>1) Increase annual sales tax 4%</i> <i>2) Intent = 5% annual overlay goal</i>	Street	2,000	1,830	2,165	2,250	2,350	2,450	2,550		
		TBD Resurface	1,450	1,510	1,570	1,630	1,700	1,770	1,840		
		Subtotal	3,450	3,340	3,735	3,880	4,050	4,220	4,390	27,065	

TRANSPORTATION IMPACT FEES COLLECTED Arterial Street Maintenance – Not Eligible
RIGHT-OF-WAY ACQUISITION NECESSARY No

PROJECT STATUS: Annual program, 2013 through 2018; 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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED 2013	2014	2015	UNFUNDED 2016	2017		2018
2	Whatcom Transit Authority ¹ Contract Supplemental Transit Service In Bellingham	TBD Contract	1,217	1,000	1,000	1,000	1,000	1,000	1,000	
		Transit Reserve	233	510	570	630	700	770	840	
		Subtotal	1,450	1,510	1,570	1,630	1,700	1,770	1,840	11,470

TRANSPORTATION IMPACT FEES COLLECTED

Transit not eligible

RIGHT-OF-WAY ACQUISITION NECESSARY

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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017	2018	
3	Non-Motorized Transportation ¹	TBD Non-Motor	1,450	1,510	1,570	1,630	1,700	1,770	1,840	
	Various Pedestrian and Bicycle Infrastructure Improvements	NonMotor Reser	0							
		Subtotal	1,450	1,510	1,570	1,630	1,700	1,770	1,840	11,470

TRANSPORTATION IMPACT FEES COLLECTED Yes, Multimodal Transportation
RIGHT-OF-WAY ACQUISITION NECESSARY Undetermined



3.a. Northwest/Elm/Dupont corridor

Marked bicycle lanes & pedestrian crosswalks **Design 2011-Build 2012**

3.b. Alabama/Yew intersection

ADA improvements and sidewalk to Texas **Design 2011-Build 2012**

3.c. Woburn/Rimland intersection

Traffic signal & marked crosswalks **Design 2011-Build 2012**

3.d. East Illinois St/James St

Flashing pedestrian crosswalk **Design 2011-Build 2012**

3.e. Pine St/Boulevard

Crosswalk & lighting enhancements **Design 2011-Build 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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED 2013	2014	2015	UNFUNDED 2016	2017		2018
4	Pedestrian Countdown Signals	Federal SAFETEA	350	Build						
	Citywide Numerical Countdowns	Subtotal	350							350

TRANSPORTATION IMPACT FEES COLLECTED

Not eligible

RIGHT-OF-WAY ACQUISITION NECESSARY

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.

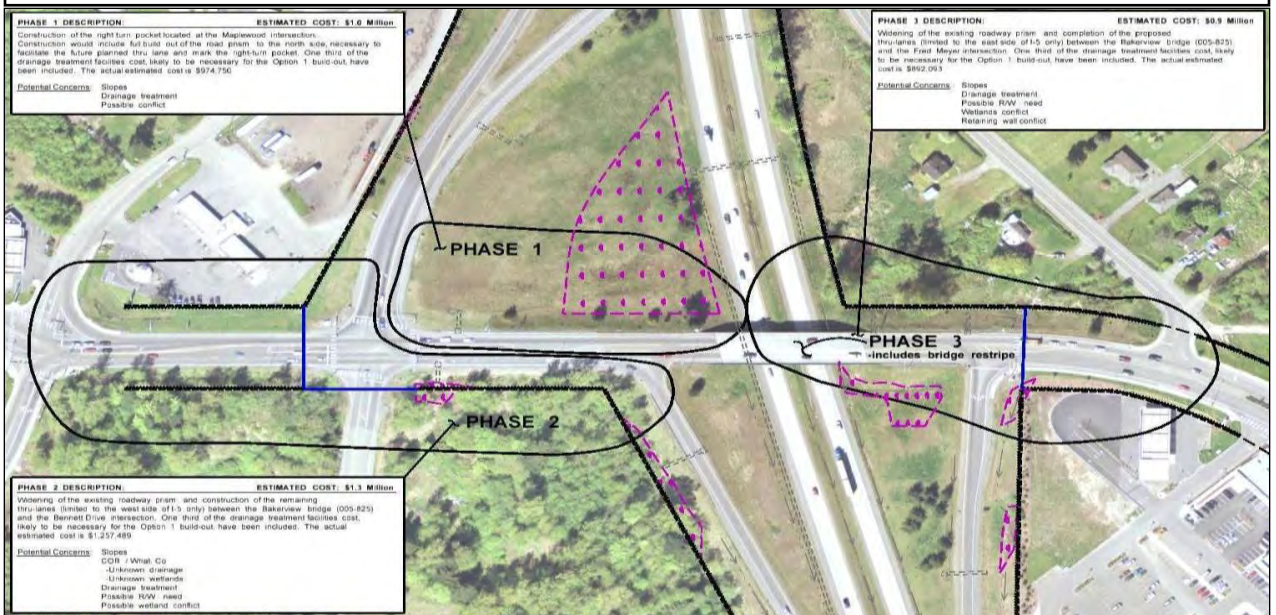
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED 2013	2014	2015	UNFUNDED 2016	2017		2018
5	West Bakerview Corridor Interchange Capacity and Safety Improvements (Fred Meyer [Dover] to Bennett Drive) *Airport Master Plan Phs 1 Mitigation **\$300,000 Grant; \$350,000 1% Loan ES-462	Street		250						
		WSDOT (VPS)	100							
		State TIB	1,500							
		Whatcom County	100							
		Port of Bham*	500							
		County EDI**	650							
		Pvt - Fred Meyer	100	Build						
		Subtotal		2,950	250					

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funding

RIGHT-OF-WAY ACQUISITION NECESSARY

Possible, but minor



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.

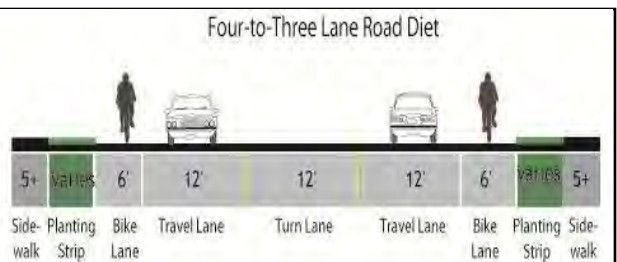
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017		2018
6	Alabama St Corridor, Phase 2	Federal SAFETEA		1,417						
	Safety Improvements based on			Build						
	Phase 1 Feasibility Study	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.

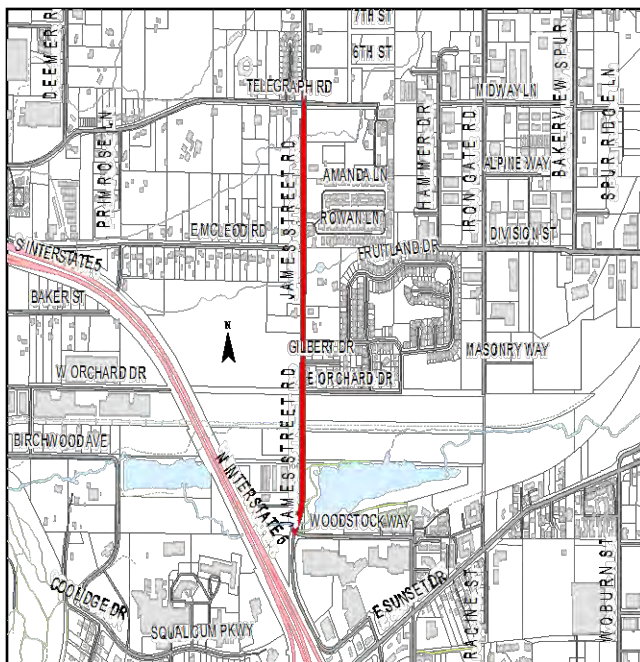
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS
			Previous Budget	FUNDED 2013	2014	2015	UNFUNDED 2016	2017	
7	James Street Bridge Replacement ER-009	Street	624						
		2nd 1/4 REET	100						
		Federal BRAC	2,495		Build				
		Subtotal	3,219						3,219

TRANSPORTATION IMPACT FEES COLLECTED

Yes

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



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.

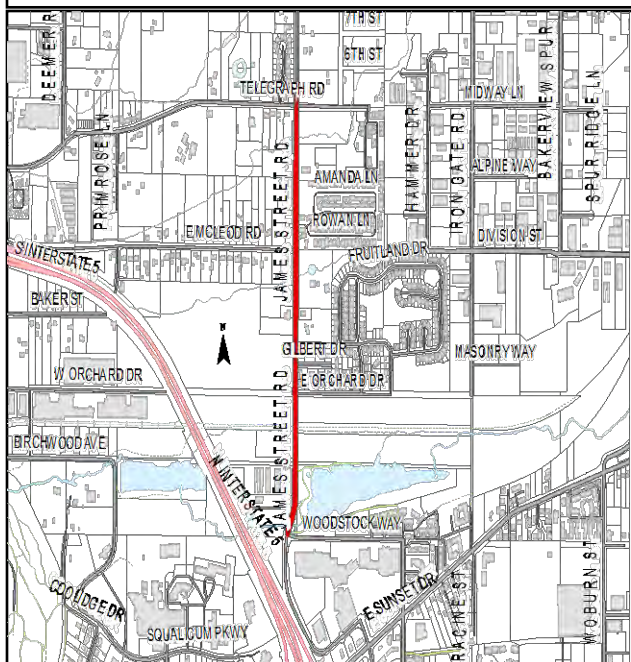
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017		2018
8	James Street Phase 1 Multimodal Corridor Improvements (Woodstock to Orchard St) <i>[*Transferred from W. Illinois]</i> ES-318	2nd 1/4 REET		100						
		Street	100							
		State TIB	1,250							
		Federal STP-R	1,200		Build					
		Federal STP-R*	650							
		Subtotal	3,200	100						3,300

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

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.

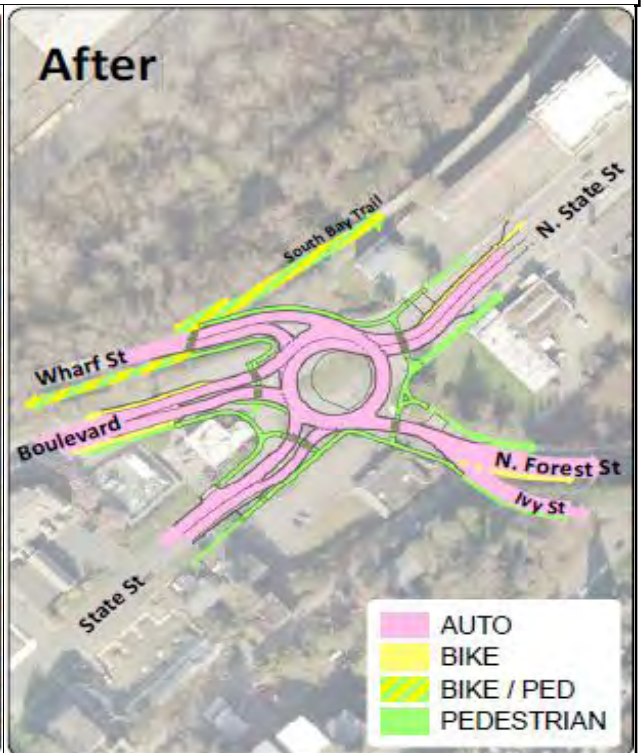
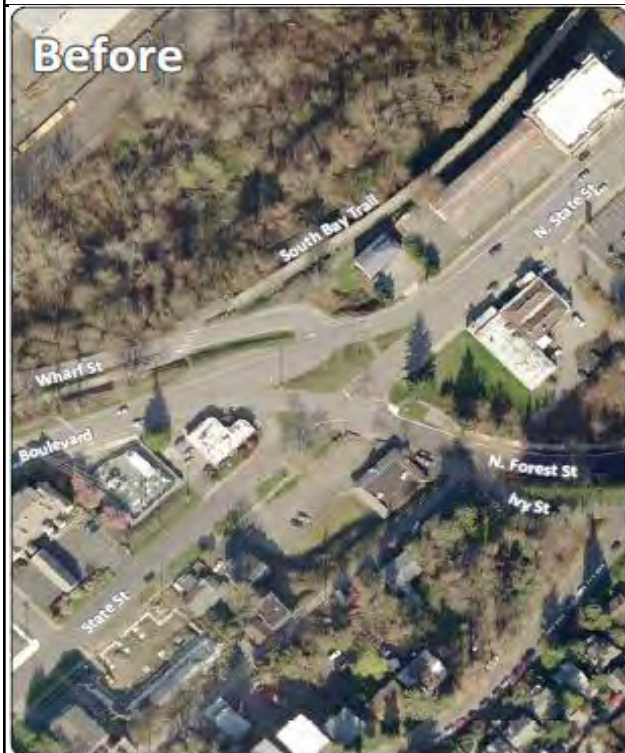
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED		
			2013	2014	2015	2016	2017	2018	
9	Wharf Street Roundabout	2nd 1/4 REET	500						
	State/Forest & Blvd/Wharf	Unknown				2,500			
	WF-1008	Federal STP-R		?					
		Subtotal	500				2,500		

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Completed



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

PROJECT NARRATIVE: Annexation of 125 acres, 344 residential units, new Cordata Elementary School, 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.

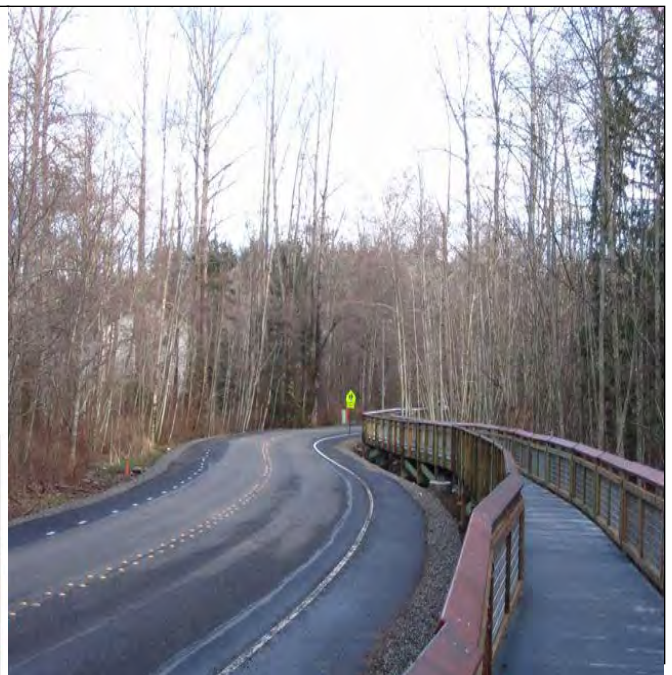
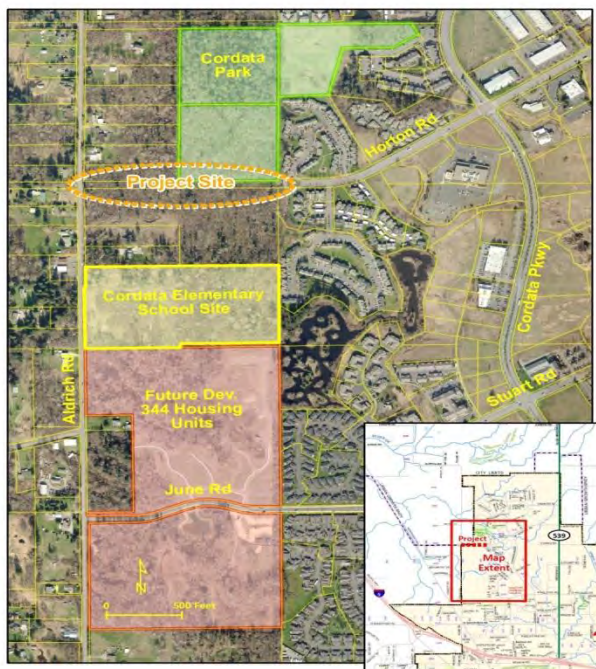
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS
			Previous Budget	FUNDED 2013	2014	2015	UNFUNDED 2016	2017	
10	West Horton Road Multimodal Corridor Improvements-Phase 1 (Cordata Park to Aldrich Rd) ES-399	Pvt - Trillium	812						
		Federal STP-R		?					
		Unknown					4,500		
		Subtotal	812				4,500		5,312

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local public funds are used

RIGHT-OF-WAY ACQUISITION NECESSARY

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.

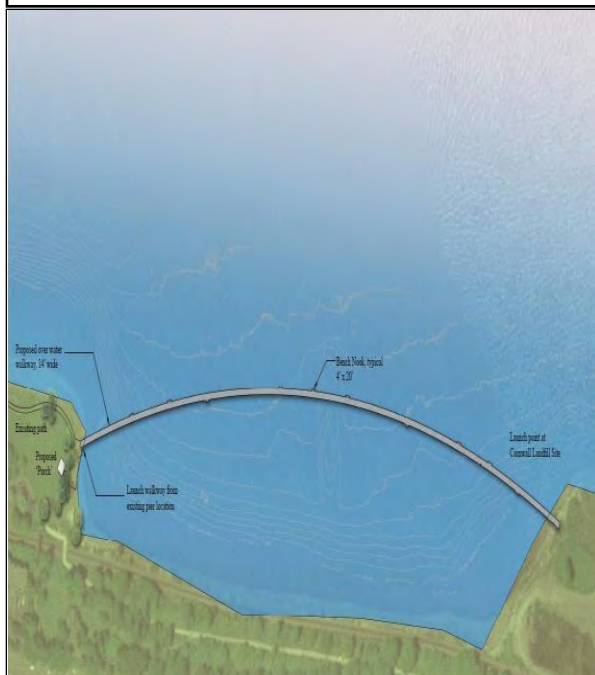
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
			2013	2014	2015	2016	2017	2018		
11	Boulevard Park to Cornwall Park Overwater Pedestrian Walkway (Boulevard Park to Waterfront) Parks Department	1st 1/4 REET	150							
		Federal	2,139							
		Greenways 3	100	3,900						
		Unknown				2,000				
		Subtotal	2,389	3,900			2,000		8,289	

TRANSPORTATION IMPACT FEES COLLECTED

Parks Project, Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #12 (Components 11.a. – 11.e.) 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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017	2018	
12	Bellingham Waterfront District Transportation Infrastructure ^{3,4}	1st 1/4 REET	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000

TRANSPORTATION IMPACT FEES COLLECTED

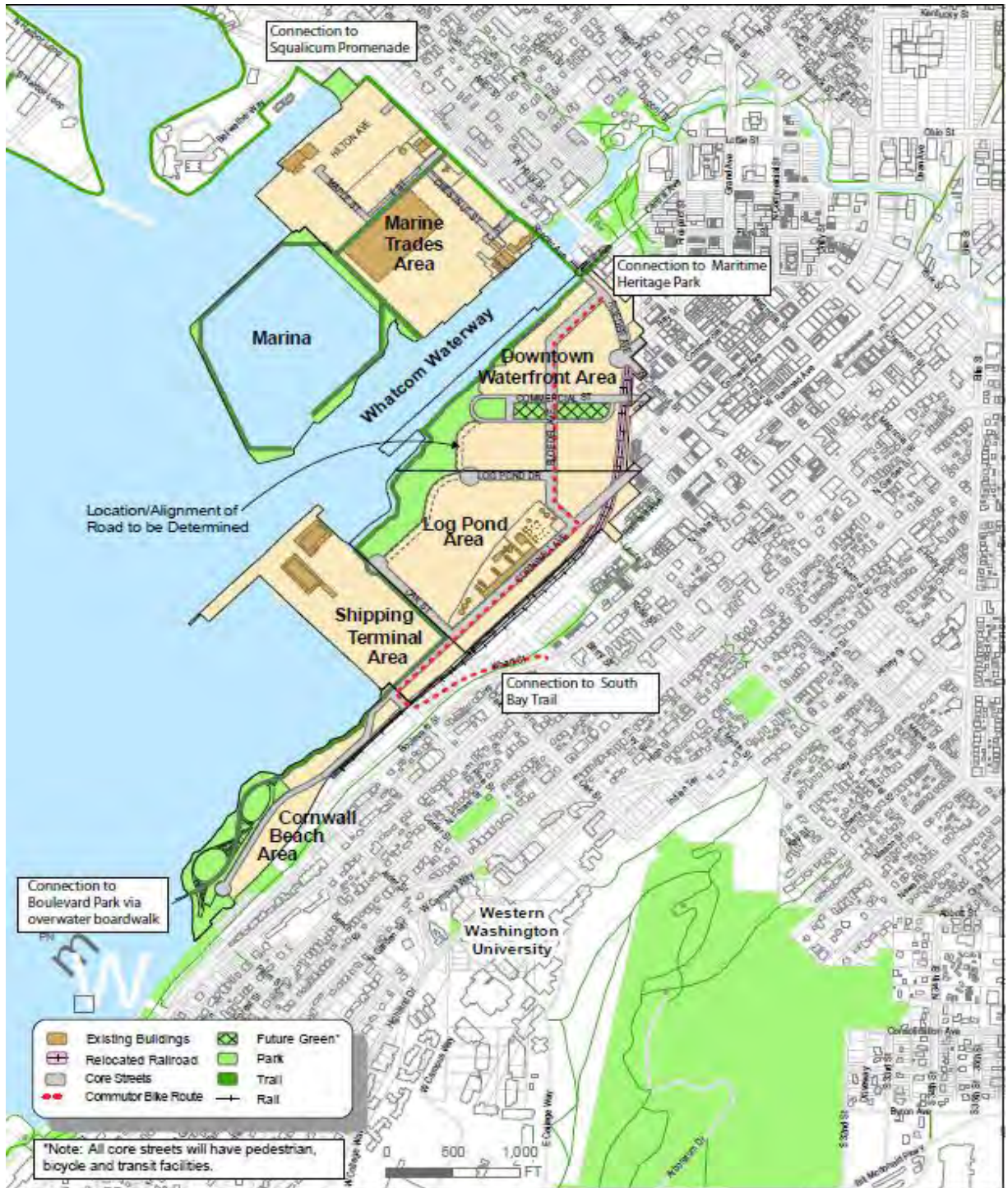
Yes, for local funds, as development occurs

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, to be dedicated by Port of Bellingham



Bellingham Waterfront District Arterial Street Plan



Multi-modal Circulation Framework

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, 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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017		2018
a)	Granary-Bloedel Ave, Phase 1 ^{3,4} (Granary 400 feet, turn corner to Bloedel, build as far as possible)	Federal	5,000			Build				
		Subtotal	5,000							5,000

TRANSPORTATION IMPACT FEES COLLECTED Not eligible, all federal funds

RIGHT-OF-WAY ACQUISITION NECESSARY Yes, Port of Bellingham to dedicate ROW



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.

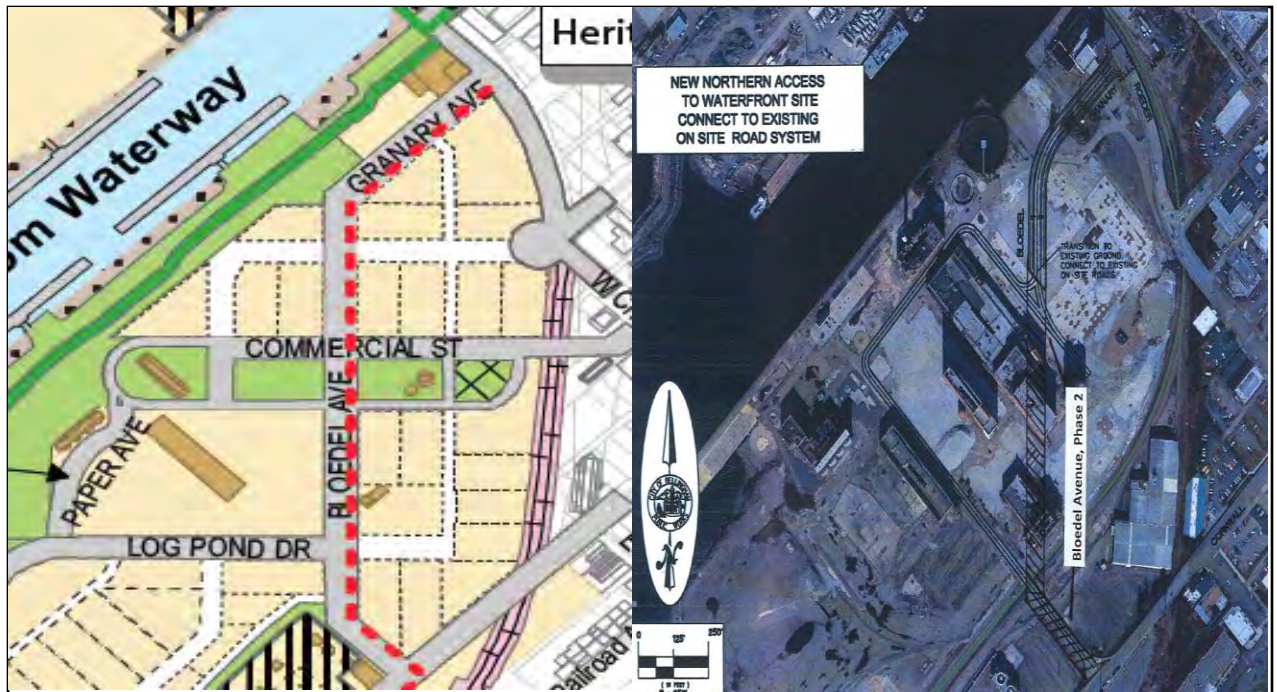
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017		2018
	b) Bloedel Avenue, Phase 2 ^{3,4} (Temporary Laurel) (End of Phase 1 to Cornwall)	Federal	1,700			Build				
		Subtotal	1,700							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: South Cornwall Avenue Phase 1, Temporary Access (Wharf Street to Park Area)

PROJECT NARRATIVE: A new southwestern extension of Cornwall Avenue will be constructed as a temporary access at minimum arterial standard from Wharf Street to the general vicinity of a new park area near the Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway. The Cornwall Avenue extension will serve as temporary access to the southern portion of the Waterfront District in the early phases of the long-term redevelopment.

MULTIMODAL TRANSPORTATION BENEFITS: Increased access, safety, mobility, & trail connectivity to overwater walkway to Boulevard Park.

PROJECT STATUS:

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

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017		2018
	c) S. Cornwall Avenue Access ^{3,4} (Temporary Access Cornwall Beach)	Unknown					3,000			
		Subtotal					3,000			3,000

TRANSPORTATION IMPACT FEES COLLECTED Yes, for local funds, as development occurs

RIGHT-OF-WAY ACQUISITION NECESSARY Yes, Port of Bellingham to dedicate ROW



Project #12d: 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.

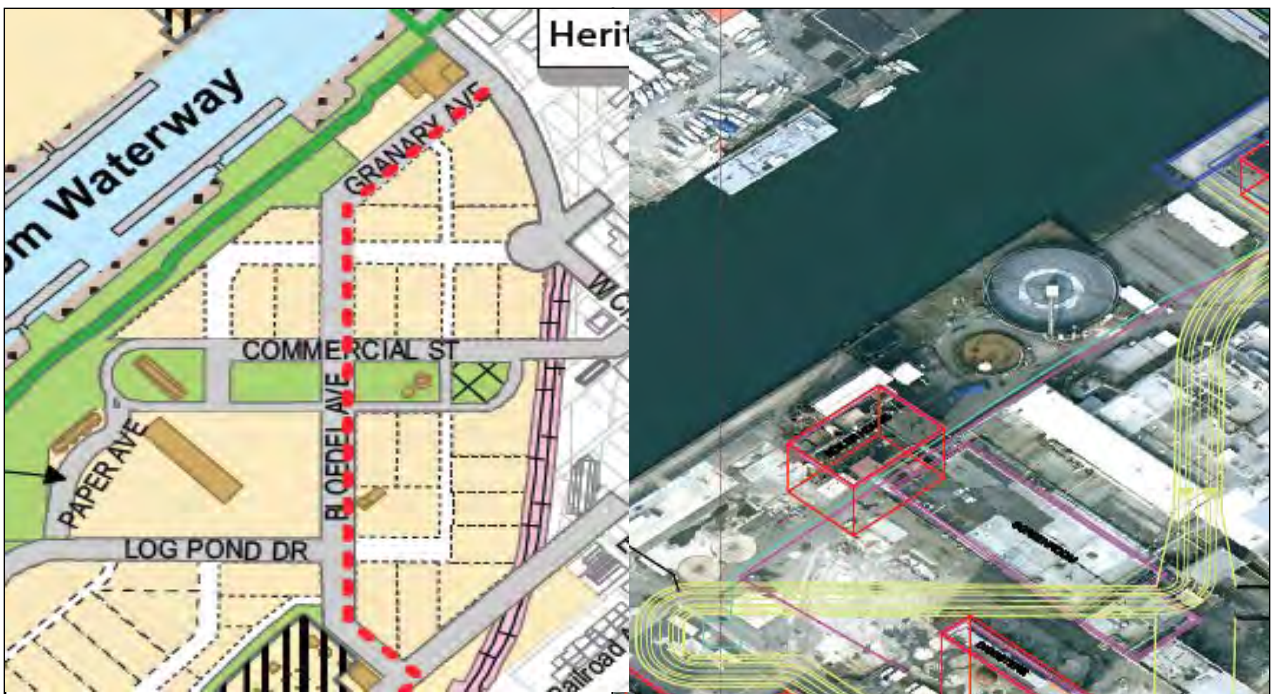
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017		2018
	d) Commercial Green Loop ^{3,4} (Bloedel to Shoreline)	Unknown						2,200		
		Subtotal						2,200	2,200	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, as development occurs

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, Port of Bellingham to dedicate



Project #12e: South Cornwall Avenue Phase 2, Multimodal Improvements (Wharf Street to Park Area)

PROJECT NARRATIVE: The temporary access of Cornwall Avenue will be upgraded to full arterial standards with sidewalks and bike lanes from Wharf Street to the general vicinity of a new park area near the Boulevard Park to Cornwall Avenue Overwater Pedestrian Walkway. The Cornwall Avenue full arterial standard upgrade will serve as the permanent multimodal access to the southern portion of the Waterfront District 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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
			2013	2014	2015	2016	2017	2018		
	e) South Cornwall Arterial ^{3,4} (Full Standard Street Cornwall Beach)	Unknown							2,800	
		Subtotal							2,800	2,800

TRANSPORTATION IMPACT FEES COLLECTED Yes, for local funds, as development occurs

RIGHT-OF-WAY ACQUISITION NECESSARY Yes, Port of Bellingham to dedicate ROW



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.

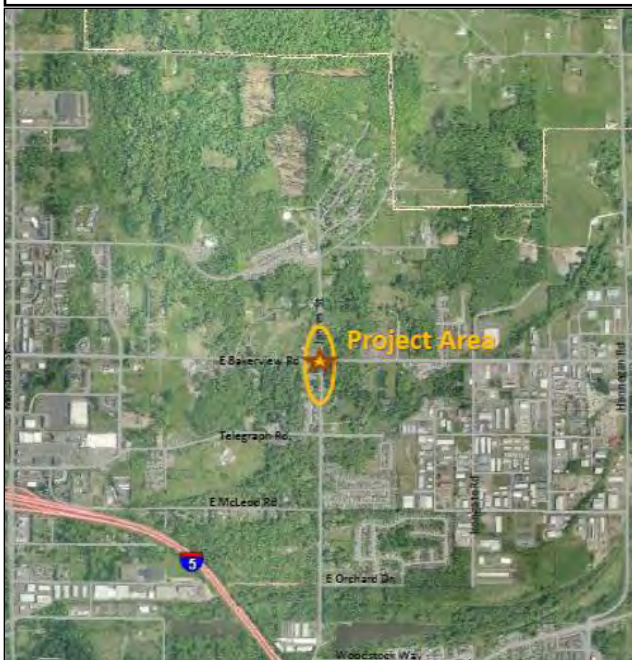
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
			2013	2014	2015	2016	2017	2018		
13	James/Bakerview Intersection Safety & Signal Improvements (Intersection reconstruction to include dedicated turn lanes and ADA curb ramps & crosswalks)	Street								
		Federal								
		Private					Mitigation			
		Unknown					1,000			
		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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017		2018
14	Orchard St Multimodal Arterial and Bay to Baker Trail Grade-Separated Crossing Under (Birchwood/Squalicum to James St) Associated w Squalicum Ck Reroute	Street	25							
		Private						Mitigation		
		Greenways 3	25					2,500		
		State								
		Federal								
		Unknown						7,500		
	Subtotal	50					10,000		10,050	

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.

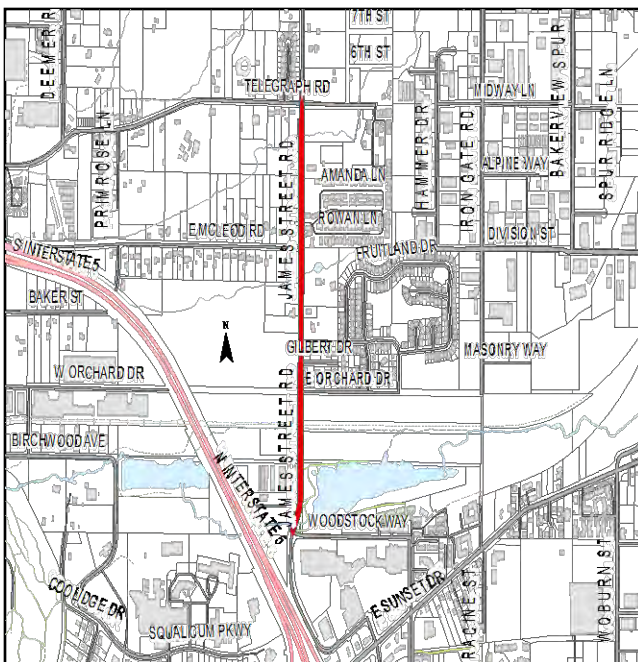
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017	2018	
15	James Street Phase 2 Multimodal Improvements (Orchard - Bakerview ; includes new traffic signal at James/Telegraph)	Street								
		Private							Mitigation	
		Federal								
		Unknown							6,500	
		Subtotal							6,500	6,500

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

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

Unfunded

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED 2013	2014	2015	UNFUNDED 2016	2017	2018	
16	Northwest Ave / W. Bakerview Rd Intersection Safety Improvement (North leg: W. Bakerview to Aldrich)	Street								
		Private							Mitigation	
		Unknown							250	
		Subtotal							250	250

TRANSPORTATION IMPACT FEES COLLECTED

Yes

RIGHT-OF-WAY ACQUISITION NECESSARY

No



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

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2012 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
				2013	2014	2015	2016	2017		2018
17	Chestnut - Bay Bridge Rehabilitation & Repair (Bay Street to Granary Ave)	Federal Unknown							2,500	2,500

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local funds are applied

RIGHT-OF-WAY ACQUISITION NECESSARY

No

