



Six-Year (2020-2025) Transportation Improvement Program (TIP)

Kelli Linville, Mayor
Ted Carlson, Public Works Director

City Council Members

Dan Hammill - 3rd Ward, Council President
Michael Lilliquist – 6th Ward, Council President Pro Tempore
Gene Knutson - 2nd Ward, Mayor Pro Tempore
Terry Bornemann - 5th Ward
Pinky Vargas - 4th Ward
April Barker – 1st Ward
Hannah Stone - At Large Ward

Public Review Process

Draft posted on City Web site for Public Review: May 6, 2019
Transportation Commission Review: May 14, 2019
City Council Public Hearing: May 20, 2019
City Council Work Session to adopt: June 3, 2019
Submittal to Washington State: June 30, 2019

Adopted June 3, 2019

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Transportation Planning Documents

The 2020-2025 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](#)

[2019 Transportation Report on Annual Mobility \(TRAM\)](#)

[2016 Whatcom Transportation Authority \(WTA\) Strategic Transit Plan](#)

Please contact the City Transportation Planner if you have questions about the TIP or any other transportation planning information.

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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 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 (1/4) and second quarter (1/4) 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 and non-motorized transportation infrastructure. The Bellingham TBD was approved by voters, is governed by the City Council acting as the TBD Board of Directors, and is effective January 1, 2011 to December 31, 2020.
- **Bellingham Multimodal Transportation Impact Fees (TIF):** The proportional share contribution from private developments for annual transportation investments citywide per BMC 19.06.

Washington State Funding Sources

- **State:** Includes State-funded educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- **Transportation Improvement Board (TIB):** State grant funding for urban arterials and sidewalks. Includes biennial "Complete Streets" grant awards.
- **WSDOT:** State administered grant funding programs, such as WSDOT Pedestrian & Bicycle Safety grants (**Ped-Bike**) or State-funded Safe Routes to School (**SR2S**) grants.
- **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).
- **Surface Transportation Block Grant (STBG):** Provides federal funds to construct, maintain, and expand eligible regionally important arterial street systems.
- **Transportation Alternatives Program (TA):** Provides federal funds to construct and enhance facilities for non-motorized transportation modes.

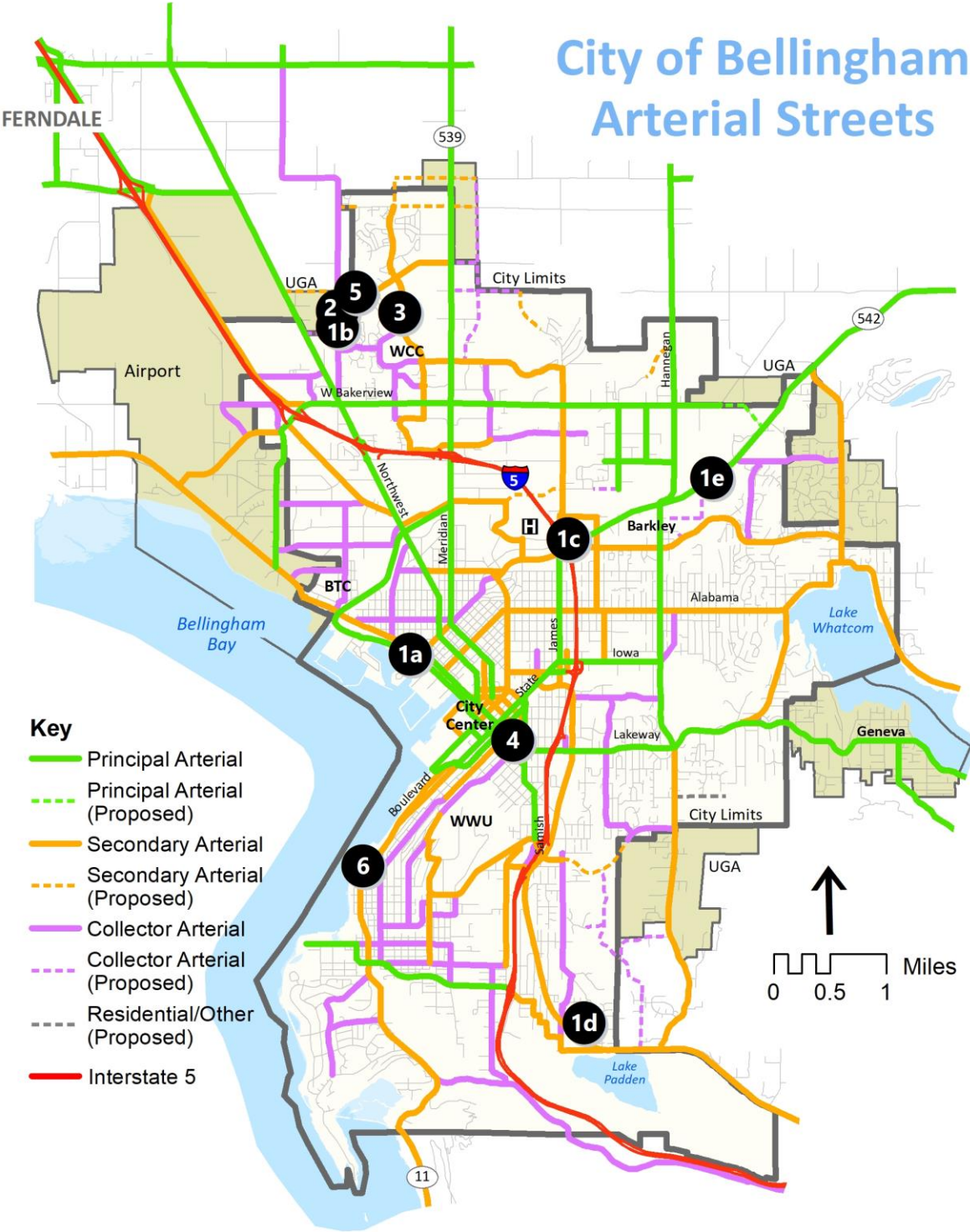
Private and Other Partnerships

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

Multimodal Street Projects in Construction 2019 (Not Included in 2020-2025 TIP)

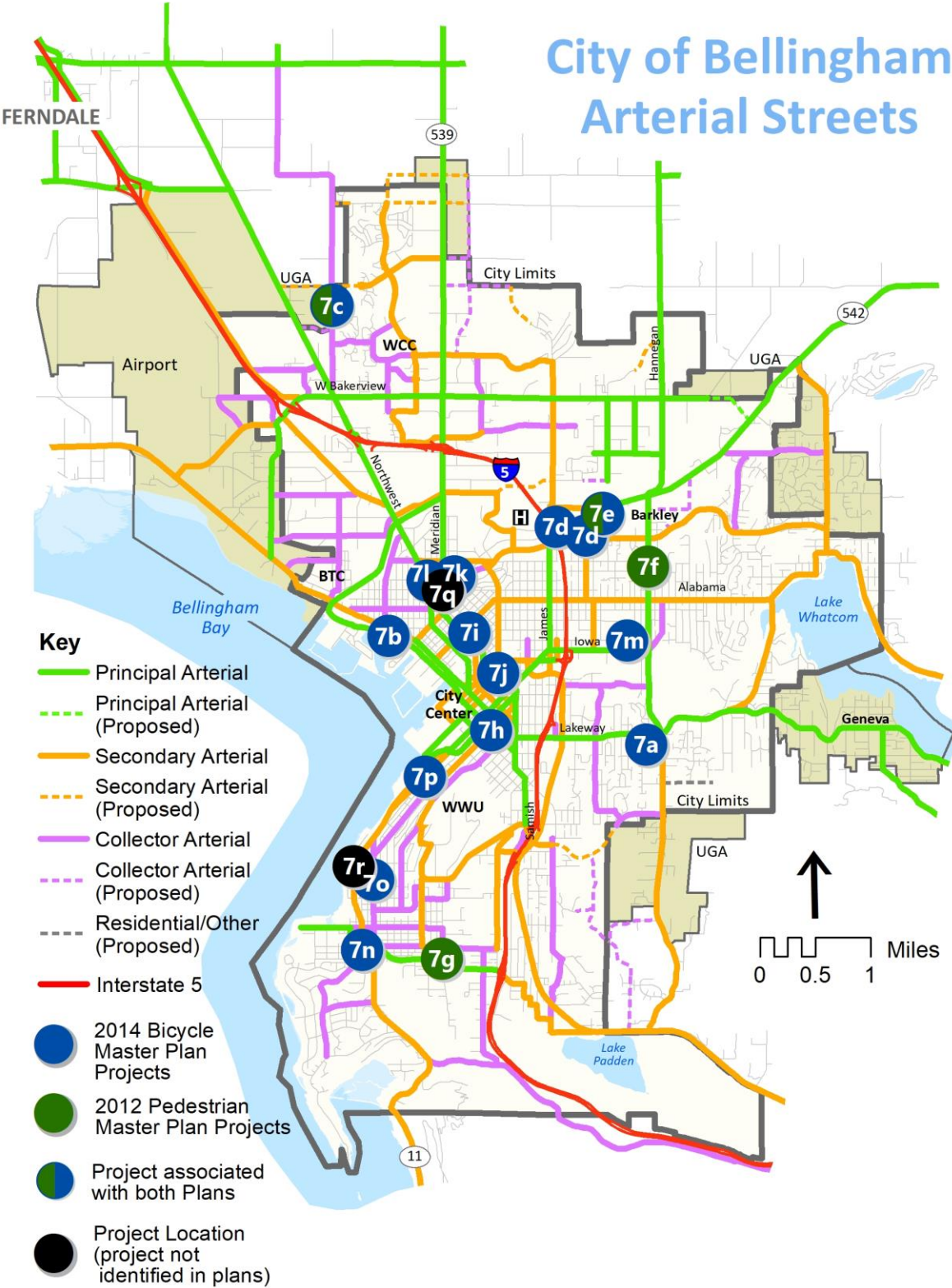
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous	FUNDED	
			Budget	2019	2020
1	Arterial Street Resurfacing 1.a. Roeder Avenue (C Street to Squalicum Pkwy) 1.b. Aldrich Road (Northwest Ave to W. Horton Rd - See below) 1.c. James Street (Woodstock Way to Barkley Blvd) 1.d. Harrison Street (40th Street to Hawk Way) 1.e. Sunset Drive/SR 542 (I-5 to Britton Road)	Street			
		TBD Resurface			
				Resurface	
				Resurface	
				Resurface	
			WSDOT	Resurface	
2	Cordata Safe Route to School [Aldrich Road - Cordata ES] (Sidewalk, bike lane east side Aldrich) <i>See 1.b. above</i>	TBD Resurface	200		
		TBD Non-Motor	900		
		BSD		75	
		Federal SRTS	778	Build	
		Subtotal	1,878	1,953	
3	Cordata-Horton-Stuart Multimodal Safety Improvements (Road Diet; Roundabout; Rechannelize; Flashing Crosswalks; Protected Bike Lanes)	TBD Non-Motor		300	
		Parks		75	
				Build	
		Subtotal		375	
4	Downtown Pedestrian Safety & Traffic Signal Improvements (Holly/High; State/Maple; State/Laurel)	Street		357	
		TBD Non-Motor		250	
		Private Mitigation		143	
				Build	
		Subtotal		750	
5	West Horton Road Multimodal Corridor Improvements-Phase 1 (Current terminus to Aldrich Road)	Street	1,700		
		TBD Non-Motor	800		
		Private Mitigation	1,312		
		Federal STP/Map 21	1,800	Build	
		Subtotal	5,612		
6	Bayview/BNSF Railroad Crossing Improvements At-grade street/rail safety improvements	REET	500		
				Build	
		Subtotal	500		
7	<i>See Pedestrian and Bicycle Projects in Construction 2019 on next page</i>				

City of Bellingham Arterial Streets



	Pedestrian and Bicycle Projects in Construction 2019 (Not Included in 2020-2025 TIP)	
Tier Priority	2012 Pedestrian Master Plan and 2014 Bicycle Master Plan Projects (Or related improvements not identified in these plans = n/a)	Funding Source
7.a.) Tier 1	Lakeway Drive Bikeway & Walking Connection from Undine Street to Yew Street - Includes 2-way off-street multiuse pathway between Undine Street and Old Lakeway Drive, shared lane markings and traffic calming features on Old Lakeway Bike Blvd <i>- Funded by Washington Transportation Improvement Board (TIB) Complete Streets Grant</i>	TIB Grant
7.b.) Tier 2	Roeder Avenue Buffer Separated Bicycle Lanes from C Street to Squalicum Parkway - Coupled with 2019 arterial resurfacing 1.a. ; includes removal of on-street parking, rechannel vehicle lanes to add a center turn lane, and buffer-separated bicycle lanes both sides	Street & TBD Resurface
7.c.) Tier 1 Tier 1 & 2	Aldrich Road Bike Lane and Sidewalk (East Side) - Completing bike lane and sidewalk coupled with 2019 arterial resurfacing 1.b. from Mahogany Avenue to Cordata ES	Resurface + SR2S Grant
7.d.) Tier 2	James Street Buffer Separated Bicycle Lanes& Orleans Street Bikeway - around Sunset Square: Woodstock Way to Barkley Blvd; SLM's on Orleans Street; Indiana-Woodstock - Coupled with arterial resurfacing 1.c. ; add buffer separated bicycle lanes both sides	Street & TBD Resurface
7.e.) Tier 3 & Tier 3	Sunset Drive (SR 542) Sidewalk (northside) Applebee's to I-5 northbound on-ramp - Includes ADA ramps north side and marked crosswalks; <i>TIB sidewalk grant</i> - Coupled with WSDOT 2019 arterial resurfacing 1.e. of Sunset Drive (SR 542) from Orleans Street to Britton Road with installation of enhanced bike lanes	WSDOT + TIB Sidewalk + TBD
7.f.) Tier 1	Woburn/Railroad Pedestrian & Bicycle Crossing Improvements - Construct Rectangular Rapid Flashing Beacon (RRFB) Crosswalk at Railroad Trail	TBD
7.g.) Tier 1	24th Street Sidewalk (east side) from Donovan Avenue to Old Fairhaven Pkwy - Includes ADA ramps north side and marked crosswalks	TBD
7.h.) Tier 1	Chestnut Street Buffer Separated Bicycle Lane from Bay Street to Ellis Street - Remove one vehicle lane to install a buffer separated uphill bike climbing lane on the SW side of Chestnut Street. <i>Note: Connects to buffer-separated bike lanes on Roeder Avenue (2019); Samish-Maple-Ellis (2020); Ellis-York (2020)</i>	TBD
7.i.) Tier 2	Halleck Street Bike Boulevard from Cornwall Avenue to Broadway Street - Includes shared lane markings and bicycle wayfinding signage	TBD
7.j.) Tier 2	Cornwall Avenue Bikeway - Shared lane markings: Ohio Street to Champion Street	TBD
7.k.) Tier 3	Vallette Street Bike Boulevard from Broadway Street to Cornwall Park - Includes bicycle shared lane markings and bicycle wayfinding signage	TBD
7.l.) Tier 3	Broadway-Connecticut-North-West Bike Blvd with Elm/Connecticut Crossing - Construct Rectangular Rapid Flashing Beacon (RRFB) Crosswalk at Elm/Connecticut - Shared lane markings; bike wayfinding signage from Cornwall Ave to Squalicum Park	TBD
7.m.) Tier 3	Kentucky Street Bike Blvd - Shared lane markings from Pacific Street to Woburn Street	TBD
7.n.) Tier 3	12th Street Bikeway - Shared lane markings from Mill Avenue to Hawthorn Road	TBD
7.o.) Tier 3	14th Street Bikeway - Shared lane markings; Boulevard-Garden; Douglas-Old Fhaven Pkwy	TBD
7.p.)Tier 2	N. State Street Bikeway - Shared lane markings from Boulevard to Wharf roundabout	TBD
7.q.) n/a	Meridian/North Pedestrian Crossing Improvements in Fountain District Urban Village Plan - Includes curb extensions, ADA ramps, and marked crosswalks	TBD
7.r.) n/a	Boulevard-S. State-11th Bicycle Lane Enhancements from Wharf Street to Mill Avenue - Includes dashed line continuation of bike lanes across all side streets	TBD
7.s.) Tier 3 & Tier 3	West Horton Road Sidewalks and Bike Lanes - Sidewalks and bike lanes both sides from Pacific Rim Drive to Aldrich Road - <i>See TIP Project #3</i>	TIP #3

City of Bellingham Arterial Streets



Transportation Improvement Projects 2020-2025 (Fund Page 1)

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars							PROJECT TOTALS	
			Previous Budget	FUNDED				UNFUNDED			
				2020	2021	2022	2023	2024	2025		
1	Annual Arterial Street Pavement Resurfacing ¹ <i>1) Increase annual sales tax 1.5 - 2.0%</i>	Street	1,055	1,685	1,665	2,100	2,640	2,680	2,700		
		TBD Resurface	2,315	1,650							
		Subtotal	3,370	3,335	1,665	2,100	2,640	2,680	2,700	18,490	
2	Nonmotorized Transportation ² Sidewalk & Bikeway Improvements <i>2) Current TBD expires 12/31/2020</i>	TBD Non-Motor	1,300	750							
		TIB Complete Street	500								
		See project sheet #2 for 2020 project list									
	Subtotal		1,800	750					2,550		
3	Orchard Drive Extension Multimodal Grade-Separated Crossing of Interstate 5 (Birchwood/Squalicum to James St)	Street	864								
		Federal STP-R	1,250	Build							
		WSDOT Gas Tax	3,500	6,500							
	Subtotal		5,614	6,500					12,114		
4	Ellis Street Bridge Reconstruction (Ellis - N. State Intersection)	Street	100								
		TBD Resurface	585								
		Federal BRAC	2,740	Build							
	Subtotal		3,425						3,425		
5	Northwest Ave / Bakerview Rd. Intersection Safety Improvements (ADA & Bike Lane Enhancements)	Street	75	Build							
		TBD Non-Motor		500							
		Subtotal		75	500					575	
6	Samish-Maple-Ellis Corridor Multimodal Safety Improvements Road Diet + Buffer-Separated Bike Lanes (Bill McDonald Pkwy to Lakeway Drive) Flashing crosswalk at 34th/Bill McDonald	Street	50								
		TBD Non-Motor		100							
		TBD Non-Motor 10%	250	Build							
	WSDOT Ped-Bike		1,007								
	Subtotal		300	1,107					1,407		
7	F Street/BNSF Railroad Crossing Safety Improvements (Holly Street to Roeder Ave)	1st 1/4 REET	40								
		Federal HSIP	690	Build							
		Subtotal		730						700	
8	Telegraph Road Multimodal Safety Improvements (2/3-mile Deemer Road to James Street) Center turn lane, traffic signals at Deemer and James, bike lanes, sidewalks, storm water, flashing crosswalks at bus stops, requires right-of-way acquisition	Street	300	500	800						
		TBD Non-Motor		1,000							
		TBD Resurface		1,000	Build						
	Private Mitigation	100	100	100	100						
	WTA			107							
	Federal STBG			1,650							
	Subtotal		400	2,600	2,657	100			5,757		
9	Meador Ave Bridge Reconstruction (Whatcom Creek)	Street			750						
		Federal Hwy Bridge			Pending Grant	3,000					
		Subtotal			750		3,000			3,750	
10	James Street Bridge Reconstruction (Whatcom Creek)	Street			750						
		Federal Hwy Bridge			Pending Grant	3,000					
		Subtotal			750		3,000			3,750	
11	Bellingham Railroad Quiet Zones	1st 1/4 REET	210	250	250	250	250	250	250		
		Subtotal		210	250	250	250	250	250	250	1,710

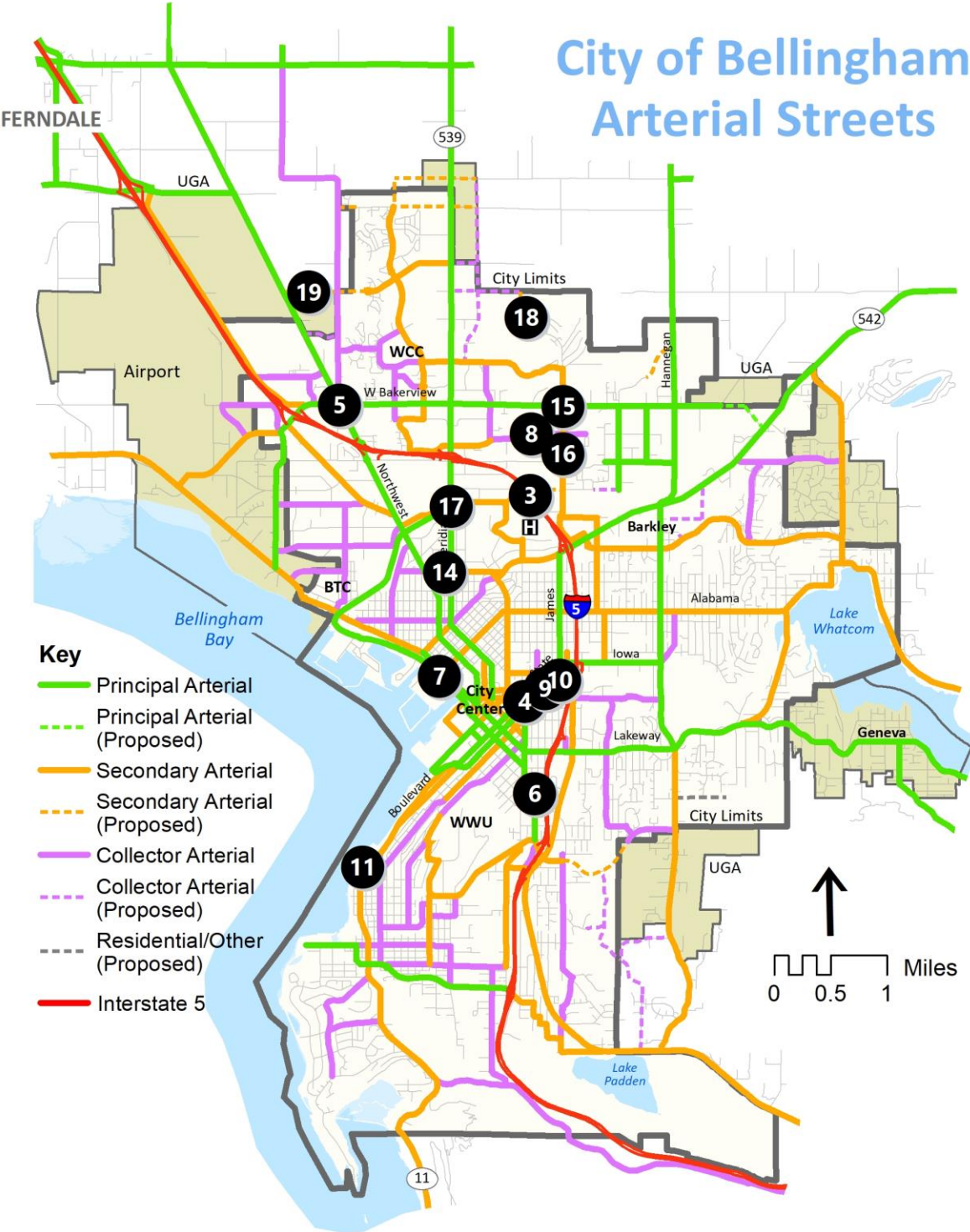
Transportation Improvement Projects 2020-2025 (Fund Page 2)

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2020	2021	2022	2023	2024	2025	
12	Pedestrian Master Plan Update	Unknown			Pending TBD Renewal					
		Subtotal					75			75
13	Bicycle Master Plan Update	Unknown			Pending TBD Renewal					
		Subtotal					75			75
14	W. Illinois Multimodal Improvements	Street					Pending Study & Funds			
	Sidewalk, parking, bike lane, intersection (Sunset Drive to Lynn Street)	Unknown					2,500			
	Subtotal						2,000			2,000
15	James/Bakerview Intersection	Street	120			500				
	Safety Improvements	Federal STP	385				2,000	Grant Pending		
	(Expandable roundabout)	Unknown					1,000			
	Subtotal		505					3,000		4,005
16	James Street Multimodal	Street	110				Feasibility Study 2019			
	Safety Improvements	Pvt Mitigation								
	(E. Orchard to Bakerview)	Unknown						8,000		
	(2019 Feasibility Study)	Subtotal		110					8,000	8,110
17	Meridian Street Roundabouts	Street	160				Feasibility Study 2019			
	(Squalicum & Birchwood)	Unknown						10,000		
	(2019 Feasibility Study)	Subtotal		160					10,000	10,160
18	North James Street	Pvt Mitigation	600				Private Construction			
	Multimodal Arterial Connection	Unknown							3,000	
	(Gooding to Van Wyck; Long Term)	Subtotal		600					3,000	3,600
19	West Horton Road Multimodal	Federal Map 21	1,000				City/County Partnership			
	Corrdor Extension, Phase 2	County Road Fund	260							
	[City-County Partnership]	Pvt Mitigation					1,000			
	(Aldrich to Northwest; Long-Term)	Unknown							12,000	
	Subtotal		1,260					1,000		12,000

2020-2025 TIP PROJECT FUNDING SOURCE SUMMARIES

FUNDING SOURCES	Cost Estimates (000's) 2019 Dollars							
	Previous	FUNDED			UNFUNDED			TOTALS
	Budget	2020	2021	2022	2023	2024	2025	
STREET FUNDS	2,459	2,185	3,965	2,600	2,640	2,680	2,700	19,229
TRANSPORTATION BENEFIT DISTRICT - Resurfacing	2,900	2,650	0	0	0	0	0	5,550
TRANSPORTATION BENEFIT DISTRICT - Nonmotorized	1,550	2,350	0	0	0	0	0	3,900
1st & 2nd QUARTER REET FUNDS	250	250	250	250	250	250	250	1,750
STATE FUNDS (TIB, WSDOT, Gas Tax, WWU, WCC, etc)	4,000	7,507	0	0	0	0	0	11,507
FEDERAL FUNDS (STP, SR2S, HSIP, etc)	6,065	0	1,650	0	2,000	0	0	9,715
PRIVATE MITIGATION FUNDS (SEPA-TIA; MTIF; Other)	700	100	100	100	0	0	0	1,000
OTHER (Parks, Port, County, EDI, WTA, etc)	260	0	107		0	0	0	367
UNKNOWN FUNDS	0	0	0	0	3,650	18,000	15,000	36,650
TOTAL 2020-2025 TIP FUNDS	18,184	15,042	6,072	2,950	8,540	20,930	17,950	89,668

City of Bellingham Arterial Streets



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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED				UNFUNDED			
				2020	2021	2022	2023	2024	2025		
1	Annual Arterial Street	Street	1,055	1,685	1,665	2,100	2,640	2,680	2,700		
	Pavement Resurfacing ¹	TBD Resurface	2,315	1,650							
	1) Increase annual sales tax 1.5 - 2.0%	Subtotal	3,370	3,335	1,665	2,100	2,640	2,680	2,700	18,490	

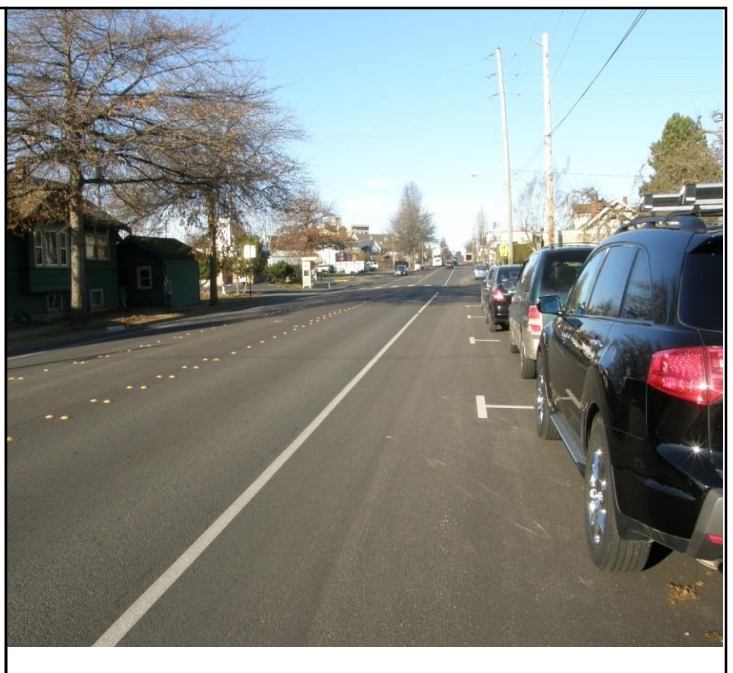
TRANSPORTATION IMPACT FEES COLLECTED

Arterial Street Maintenance – Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY

No

PROJECT STATUS: Annual program, 2019 - 2024; 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 and opportunities, such as those of WTA for public transit. Non-motorized funding is provided by revenue from the TBD through December 31, 2020.

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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars							PROJECT TOTALS	
			Previous Budget	FUNDED				UNFUNDED			
				2020	2021	2022	2023	2024	2025		
2	Nonmotorized Transportation ²	TBD Non-Motor	1,300	750							
	Sidewalk & Bikeway Improvements	TIB Complete Street	500								
		See project sheet #2 for 2020 project list									
	2) Current TBD expires 12/31/2020		Subtotal	1,800	750						2,550

2) Current TBD expires 12/31/2020

TRANSPORTATION IMPACT FEES COLLECTED

Yes, citywide Complete Networks

RIGHT-OF-WAY ACQUISITION NECESSARY

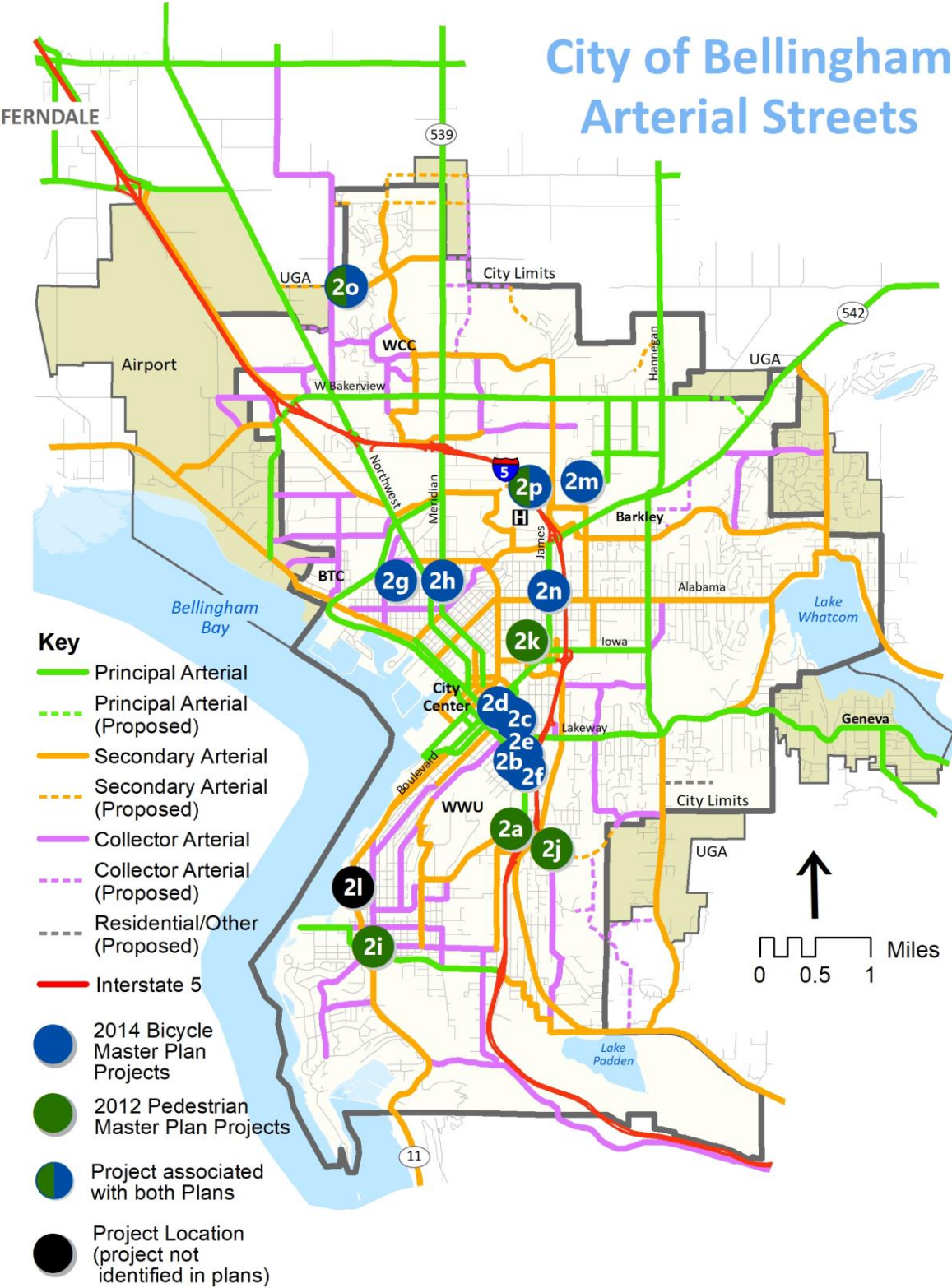
Undetermined

PEDESTRIAN AND BICYCLE PROJECT LIST PROGRAMMED FOR 2020 – NEXT PAGE



	Pedestrian and Bicycle Projects Programmed for 2020 (P.E., Design, ROW yet to occur)	
Tier Priority	2012 Pedestrian Master Plan and 2014 Bicycle Master Plan Projects (Or related improvements not identified in these plans = n/a)	Cost Estimate ¹
	2020 Pedestrian and Bicycle Improvements - (Note: 1. Planning level cost only)	TBD Funds
2.a.) Tier 1	Bill McDonald/32nd/34th Street Pedestrian & Bicycle Crossing Improvements - Flashing Crosswalk, ADA ramps, marked crosswalks, median refuge. <i>See TIP Project #7 - Funded by WSDOT Pedestrian and Bicycle Safety Grant</i>	TIP #6
2.b.) Tier 2	Samish-Maple-Ellis Buffer Separated Bicycle Lane from I-5/Samish to Lakeway Drive - Remove two vehicle lanes, install buffer-separated bicycle lanes on both sides, green dashed markings across driveways and intersections. <i>See TIP Project #7 - Funded by WSDOT Pedestrian and Bicycle Safety Grant</i>	TIP #6
2.c.) Tier 2	Ellis Street Buffer Separated Bicycle Lane from Forest Street to Lakeway Drive - Remove one vehicle lane, install buffer-separated uphill bicycle climbing lane NW side, green bike box at Magnolia/Ellis/Potter. Timed with Samish-Maple-Ellis <i>See TIP Project #7</i>	\$75,000
2.d.) Tier 2	Magnolia Street Buffer Separated Bicycle Lane from Commercial Street to Ellis Street - Rechanelize vehicle lanes, install buffer-separated uphill bicycle climbing lane SW side, green bike box at Magnolia/Ellis/Potter. Timed with Samish-Maple-Ellis <i>See TIP Project #7</i>	\$50,000
2.e.) Tier 2	Whatcom Street Bike Blvd - Shared lane markings (585 LF) from Ellis Street bike lane to Grant Street Bike Blvd; connects to Chestnut Street buffer-separated bike lane and Grant/Lakeway HAWK signal. Timed with Samish-Maple-Ellis <i>See TIP Project #7</i>	\$4,000
2.f.) Tier 3	Edwards Street Bike Blvd - Shared lane markings (800 LF) from Maple Street buffer-separated bike lane to Humboldt Street Bike Blvd; connects to Grant/Lakeway HAWK signal. Timed with Samish-Maple-Ellis <i>See TIP Project #7</i>	\$6,000
2.g.) Tier 3	Victor Street Bike Blvd - Shared lane markings (7,080 LF) from Cornwall Park and Vallette Street bike blvd to Eldridge Avenue & Carl Lobe Park; Flashing crosswalk at Meridian/Victor.	\$50,000
2.h.) Tier 3	Meridian Street Bike Lanes - Marked bike lanes (2,110 LF) from W. Illinois to Victor Street; <i>Pending parking study and Council decision to remove parking on parts of Meridian Street</i>	\$50,000
2.i.) Tier 1	14th/Old Fairhaven Parkway Pedestrian & Bicycle Crossing Improvements <i>Pending Study</i> - May include Flashing Crosswalk, ADA ramps, marked crosswalks.	\$100,000
2.j.) Tier 3	40th Street/Elwood Avenue Sidewalk Improvements - Complete the eastern edge of 40th Street with curb, gutter, and sidewalks from Fielding to the 40th/Elwood intersection.	\$450,000
2.k.) Tier 3	Grant/Kentucky Crossing Improvements - Curb extensions, ADA ramps, and 4-way stop	\$50,000
2.l.) n/a	11th Street/Taylor Avenue Crossing Improvements - RRFB signal at crossing between South Hill Neighborhood and Taylor Dock Park	\$25,000
2.m.) Tier 1	Fruitland-Orchard Bike Blvd - Shared lane markings (3,380 LF) from Division/Hammer trail along Fruitland and East Orchard Drives to James/Orchard traffic signal, bike lanes on both James and Orchard, Sunset Pond Park, and Squalicum Creek Trail - <i>See TIP Project #4</i>	\$30,000
2.n.) Tier 2	North Street Bike Blvd & James/North Crossing Improvements - Shared lane markings Cornwall Ave bike lanes to Lincoln Street and Railroad Trail; RRFB signal at James/North	\$75,000
2.o.) Tier 3 & Tier 3	Northwest/W. Bakerview Sidewalks and Bike Lanes - ADA upgrade to sidewalks, curb ramps, crosswalks, and bike lanes thru intersection to Aldrich Road - <i>See TIP Project #5</i>	TIP #5
2.p.) Tier 3 & Tier 3	Orchard-Birchwood Sidewalk and Bike Lanes - Sidewalk north side; bike lanes both sides from James Street beneath Interstate 5 to Birchwood Avenue - <i>See TIP Project #4</i>	TIP #4

City of Bellingham Arterial Streets



Project #3: Orchard Drive Extension

Multimodal Grade-Separated Crossing Beneath Interstate 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 grade-separated arterial street 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 Squalicum Creek trail, improved emergency response time to St Joseph's hospital, freight truck access, and possible future WTA transit route, .

PROJECT STATUS: Funded, 100% Design, Permitted; Squalicum Re-route completed 2015; Squalicum Creek Trail completed 2016. Orchard Drive construction scheduled 2019-2020.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars							PROJECT TOTALS	
			Previous Budget	FUNDED				UNFUNDED			
			2020	2021	2022	2023	2024	2025			
3	Orchard Drive Extension	Street	864								
	Multimodal Grade-Separated	Federal STP-R	1,250	Build							
	Crossing of Interstate 5	WSDOT Gas Tax	3,500	6,500							
	(Birchwood/Squalicum to James St)	Subtotal	5,614	6,500						12,114	

TRANSPORTATION IMPACT FEES COLLECTED

Yes for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #4: 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 has been secured for construction. Local funding is programmed for preliminary engineering, design, and local matching fund requirements for the BRAC grant. Construction scheduled for 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bikeways, transit, auto, freight.

PROJECT STATUS: Funded with Federal BRAC. Design 2018. Construction 2020.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED				UNFUNDED			
			2020	2021	2022	2023	2024	2025			
4	Ellis Street Bridge Reconstruction (Ellis - N. State Intersection)	Street	100								
		TBD Resurface	585								
		Federal BRAC	2,740	Build							
		Subtotal	3,425							3,425	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #5: Northwest/W. Bakerview Intersection Safety Improvements, Phase 1

PROJECT NARRATIVE From 2009-2015, over 150 vehicle collisions were recorded at the Northwest/Bakerview intersection and nearby driveways to businesses. An extensive alternative analysis and feasibility study was conducted in 2016-2017 and both short-term and long-term safety countermeasures were identified for the Northwest/Bakerview and Northwest/Aldrich intersections, as well as the West Bakerview Road arterial between Northwest Avenue and Interstate 5. Phase 1 will reconstruct all pedestrian facilities at Northwest/Bakerview to be ADA-compliant and to install new high-visibility crosswalks and bike lane markings to increase driver awareness of pedestrians and bicyclists trying to cross the intersection. Public Works will conduct an in-depth feasibility study for a possible Phase 2 non-traditional roundabout in 2018-2019.

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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars							PROJECT TOTALS	
			Previous Budget	FUNDED				UNFUNDED			
			2020	2021	2022	2023	2024	2025			
5	Northwest Ave / Bakerview Rd.	Street	75	Build							
	Intersection Safety Improvements	TBD Non-Motor		500							
	(ADA & Bike Lane Enhancements)	Subtotal	75	500						575	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Not for Phase 1, but possibly for Phase 2



Project #6: Samish-Maple-Ellis Multimodal Safety Improvements

PROJECT NARRATIVE: Remove vehicle lanes on the Samish-Maple-Ellis corridor to install [Tier 2 buffer-separated bike lanes](#) on both sides of the corridor from Lakeway Drive south to the Samish/I-5 overpass and connecting to bike lanes on both Lincoln Street and Elwood Avenue and the [Tier 2 bike boulevard 40th/Dumas/Ashley/Byron/44th/Nevada](#). A new [Tier 1 pedestrian-activated flashing crosswalk](#) will be constructed at Bill McDonald/34th Street to support the [Tier 1 Bike Boulevard along 34th/Otis/Humboldt/Whatcom/Grant/Potter/Humboldt](#) installed in 2018. Bike lane improvements will be extended on Ellis Street into downtown from Lakeway Drive to Cornwall using TBD funding.

MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for pedestrians, bicyclists, vehicles, freight trucks, & [WTA transit riders on routes 107 & 108](#).

PROJECT STATUS: Funded. State grant funding awarded July 2019. Construction scheduled 2020.

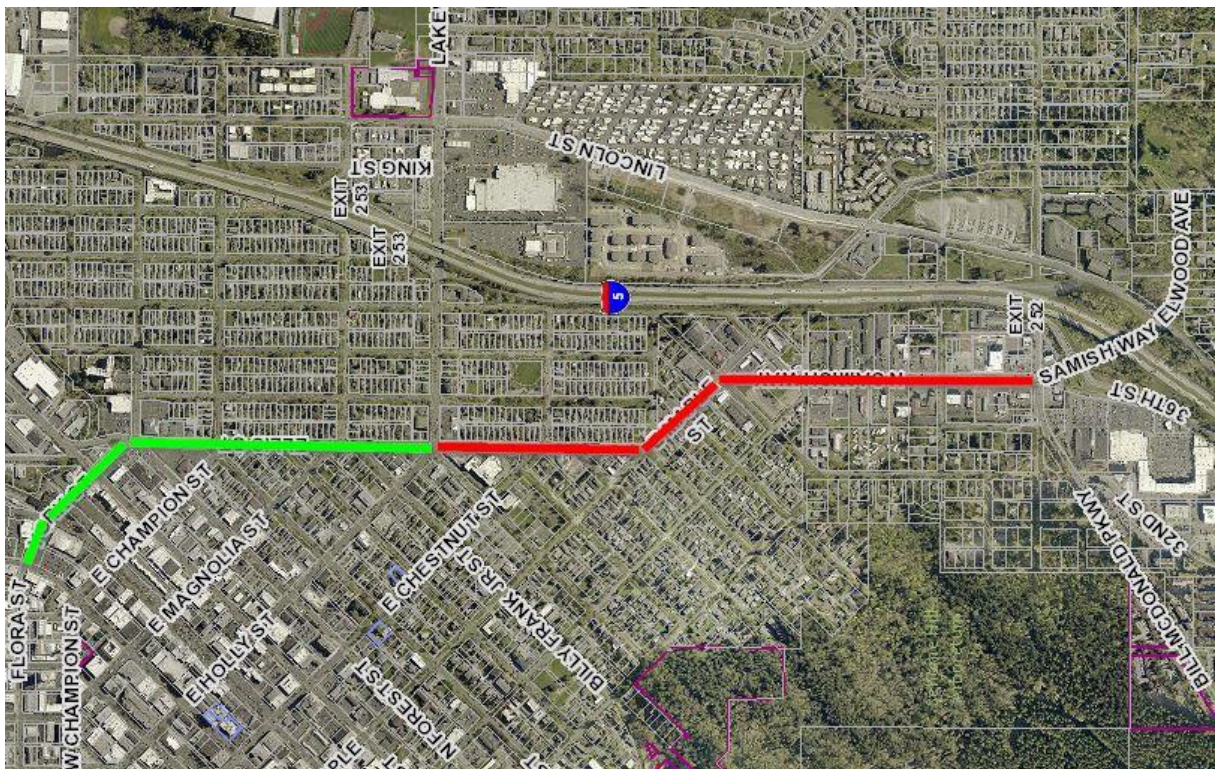
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED				UNFUNDED			
				2020	2021	2022	2023	2024	2025		
6	Samish-Maple-Elis Corridor	Street	50								
	Multimodal Safety Improvements	TBD Non-Motor		100							
	Road Diet + Buffer Separated Bike Lanes	TBD Non-Motor 10%	250	Build							
	(Bill McDonald Pkwy to Lakeway Drive)	WSDOT Ped-Bike		1,007							
	Flashing crosswalk at 34th/Bill McDonald	Subtotal	300	1,107						1,407	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, if local public funds are used

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #7: F Street/BNSF Railroad Crossing Safety Improvements (Holly Street to Roeder Avenue)

PROJECT NARRATIVE: The F Street/BNSF rail crossing is located on the 160-foot-long section of F Street between Holly Street and Roeder Avenue, which is a designated heavy freight truck route serving all of the heavy industrial and commercial uses on the Bellingham Waterfront. This section of F Street crosses three (3) BNSF railroad tracks and is between the BNSF switching yard and the mainline tracks through the 200-acre Bellingham Waterfront redevelopment site. From 2010 through 2016, there were 30 vehicle collisions on this short segment of F Street, eleven (or 37%) of which were injury-related. The City of Bellingham will construct upgrades to the F Street crossing with safety improvements that will include four quadrant gates, pedestrian and bicycle improvements, and vehicle travel lane channelization and restriction.

MULTIMODAL TRANSPORTATION BENEFITS: Bicycle and ADA-compliant surface crossing of railroad tracks and reduction of pedestrian, bicycle, vehicle, and train conflicts.

PROJECT STATUS: Funded WSDOT-administered HSIP grant. Design 2019. Construct 2020-2021.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED				UNFUNDED			
			2020	2021	2022	2023	2024	2025			
7	F Street/BNSF Railroad Crossing	1st 1/4 REET	40								
	Safety Improvements	Federal HSIP	690	Build							
	(Holly Street to Roeder Ave)	Subtotal	730							700	

TRANSPORTATION IMPACT FEES COLLECTED

No

RIGHT-OF-WAY ACQUISITION NECESSARY

Possible



Project #8: Telegraph Road Multimodal Safety Improvements (James Street to Deemer Road)

PROJECT NARRATIVE: Telegraph Road has seen an increase in vehicle traffic, as well as pedestrian, bicycle, and transit demand, as a result of annexations, growth, and development. The King Mountain Neighborhood is zoned for more high-density housing units and many development projects are in plan review and permitting stages. WTA provides high-frequency Gold GO Line Route 331 service to James Street-Telegraph Road-Deemer Road, but there are few sidewalks and crossings to bus stops.

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: Funded. Federal grant, local funds, private TIF & mitigation, WTA funding. Design, Engineering, ROW acquisition, permitting 2019-2020. Construction scheduled 2021-2022.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2020	2021	2022	2023	2024	2025		
8	Telegraph Road Multimodal	Street	300	500	800					
	Safety Improvements	TBD Non-Motor		1,000						
	(2/3-mile Deemer Road to James Street)	TBD Resurface		1,000	Build					
	Center turn lane, traffic signals at Deemer	Private Mitigation	100	100	100	100				
	and James, bike lanes, sidewalks, storm	WTA			107					
	water, flashing crosswalks at bus stops,	Federal STBG			1,650					
	requires right-of-way acquisition	Subtotal	400	2,600	2,657	100			5,757	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #9: Meador Avenue Bridge Reconstruction (Between State St and James St)

PROJECT NARRATIVE: The existing bridge has experienced major substructure deterioration and reconstruction of the bridge is necessary in the near future. Federal BRAC grant funding is being sought for construction. Local funding is programmed for preliminary engineering, design, and local matching fund requirements for the BRAC grant. If grant funding is secured, then construction could be scheduled for 2022.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bikeways, transit, auto, freight.

PROJECT STATUS: Design 2020. Construction 2022, pending Federal BRAC grant funds.

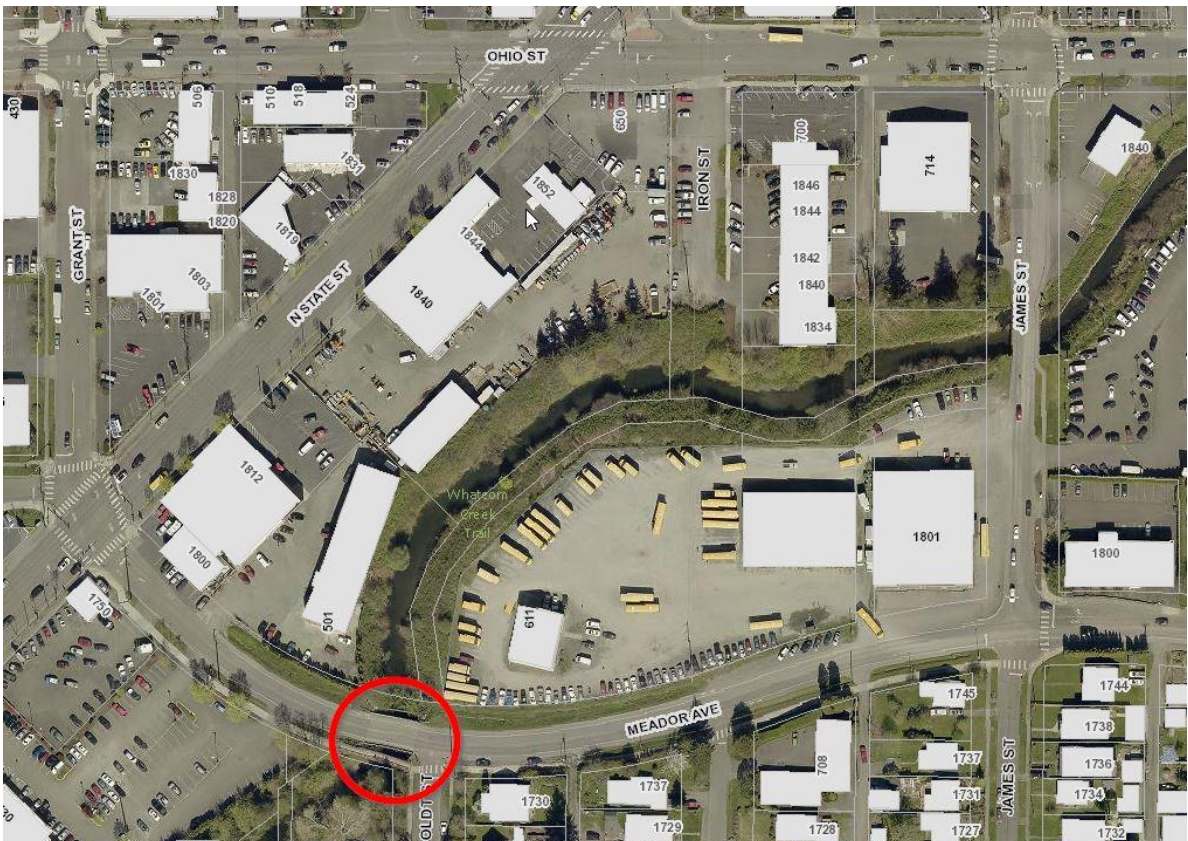
	Cost Estimates (000's) 2019 Dollars									
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous		FUNDED		UNFUNDED			PROJECT
			Budget	2020	2021	2022	2023	2024	2025	TOTALS
9	Meador Ave Bridge Reconstruction (Whatcom Creek)	Street			750					
		Federal Hwy Bridge			Pending Grant	3,000				
		Subtotal			750		3,000			3,750

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown



Project #10: James Street Bridge Reconstruction

(Between Ohio St and Meador Ave)

PROJECT NARRATIVE: The existing bridge has experienced major substructure deterioration and reconstruction of the bridge is necessary in the near future. Federal BRAC grant funding is being sought for construction. Local funding is programmed for preliminary engineering, design, and local matching fund requirements for the BRAC grant. If grant funding is secured, then construction could be scheduled for 2022.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bikeways, transit, auto, freight.

PROJECT STATUS: Design 2020. Construction 2022, pending Federal BRAC grant funds.

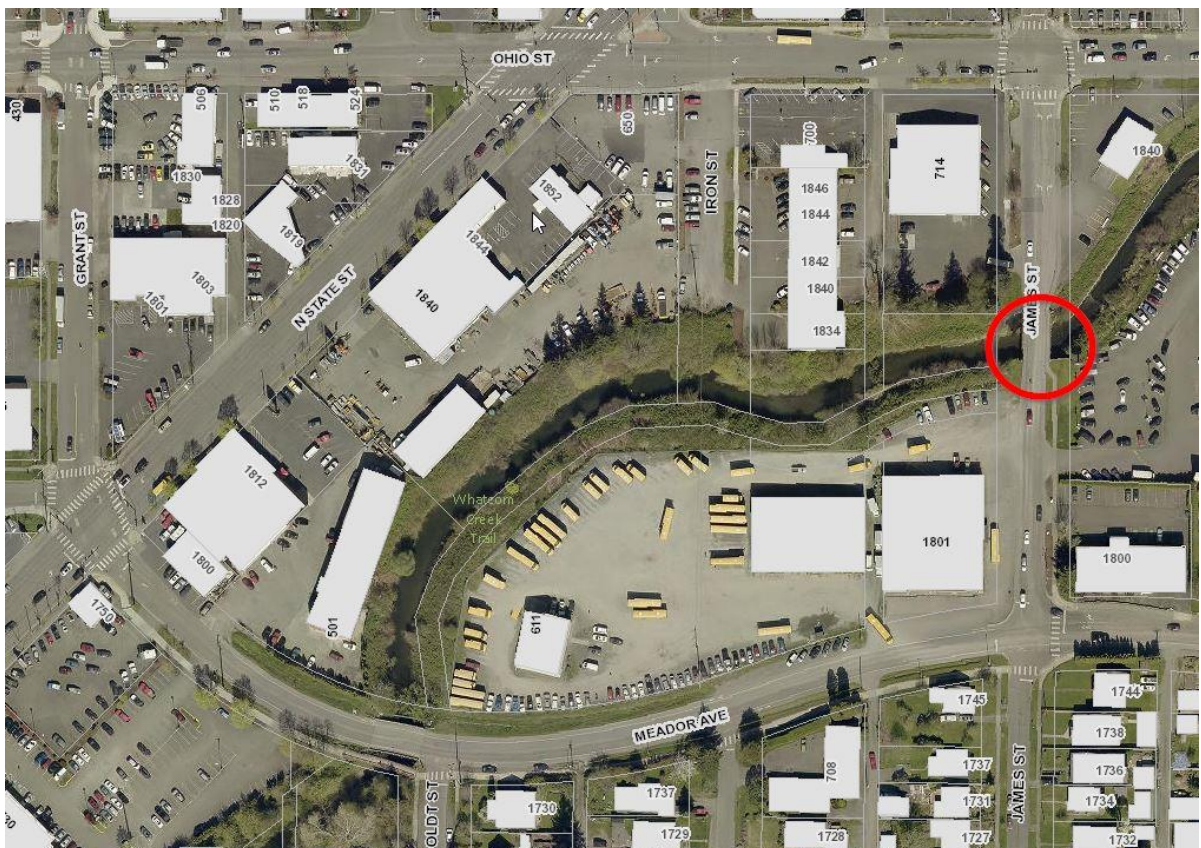
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars								PROJECT TOTALS
			Previous		FUNDED		UNFUNDED				
			Budget	2020	2021	2022	2023	2024	2025		
10	James Street Bridge Reconstruction (Whatcom Creek)	Street			750						
		Federal Hwy Bridge			Pending Grant		3,000				
		Subtotal			750		3,000			3,750	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown



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.

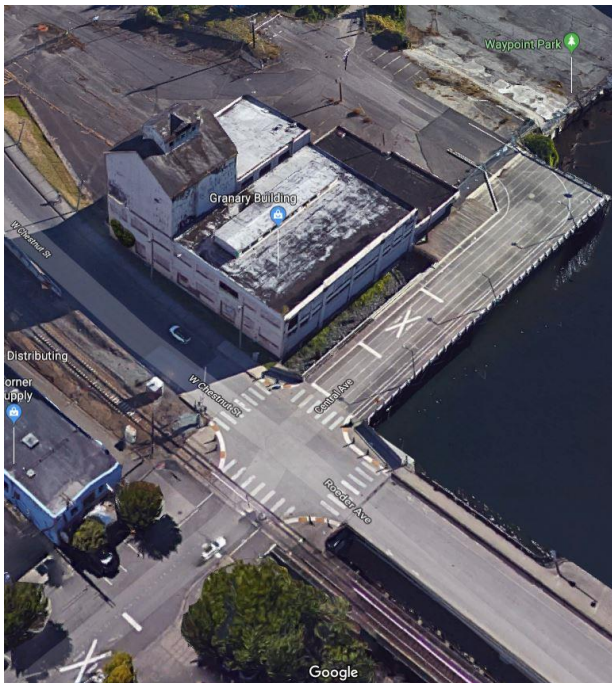
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars							PROJECT TOTALS	
			Previous Budget	FUNDED				UNFUNDED			
				2020	2021	2022	2023	2024	2025		
11	Bellingham Railroad Quiet Zones	1st 1/4 REET	210	250	250	250	250	250	250		
		Subtotal	210	250	250	250	250	250	250	1,710	

TRANSPORTATION IMPACT FEES COLLECTED

No

RIGHT-OF-WAY ACQUISITION NECESSARY

Possible



Project #12: Pedestrian Master Plan Update

(In Advance of Comp Plan Update; Pending Dedicated Funding)

PROJECT NARRATIVE: The Bellingham Pedestrian Master Plan (PMP) was created by citizens, staff, and consultants in 2011-2012 and approved by the City Council in August 2012. The PMP includes approximately 350 individual sidewalk and crossing improvement projects, as well as goals, policies, program recommendations, and design guidance. Since 2012, the City has constructed and funded 75 of the 2012 PMP projects. The PMP was adopted by reference into the Multimodal Transportation Chapter of the Bellingham Comprehensive Plan in November 2016. Bellingham Urban Growth Areas were not included in the 2012 PMP and several annexations have occurred since that time. If the TBD is renewed by voters in 2020, then it would make sense to invest in an update to the 2012 PMP in advance of the GMA-required 2023-2024 Comprehensive Plan update cycle.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks and pedestrian crossing improvements.

PROJECT STATUS: Plan update needed in 2021-2022 if there is a dedicated funding source

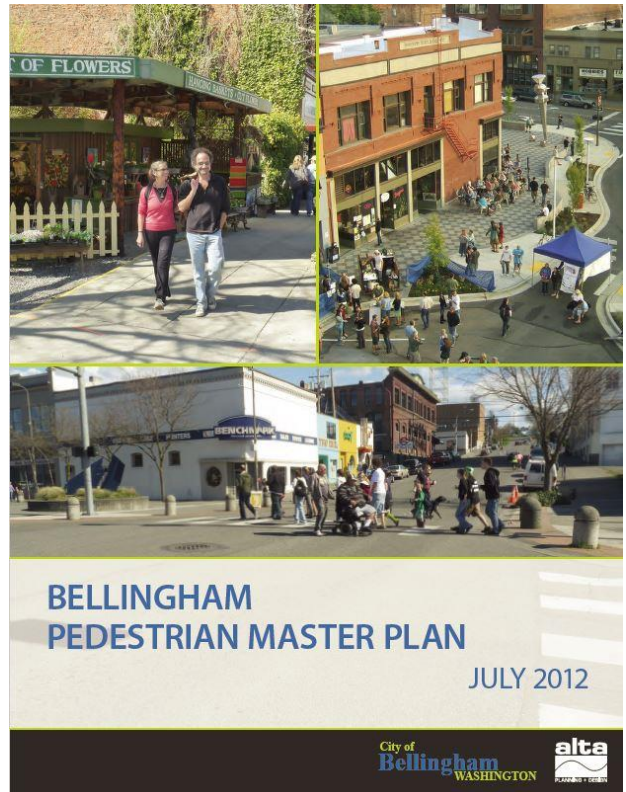
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars							PROJECT TOTALS
			Previous		FUNDED		UNFUNDED			
			Budget	2020	2021	2022	2023	2024	2025	
12	Pedestrian Master Plan Update	Unknown			Pending TBD Renewal					
	Subtotal						75			75

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Varies by location



Project #13: Bicycle Master Plan Update

(In Advance of Comp Plan Update; Pending Dedicated Funding)

PROJECT NARRATIVE: The Bellingham Bicycle Master Plan (BMP) was created by citizens, staff, and consultants in 2013-2014 and approved by the City Council in October 2014. The BMP includes approximately 186 individual bicycle facility improvements and 26 bicycle crossing improvements, as well as goals, policies, program recommendations, and design guidance. Since 2014, the City has constructed and funded 111 (52%) of the 2014 BMP projects. The BMP was adopted by reference into the Multimodal Transportation Chapter of the Bellingham Comprehensive Plan in November 2016. Bellingham Urban Growth Areas were included in the 2014 BMP. If the TBD is renewed by voters in 2020, then it would make sense to invest in an update to the 2014 BMP in advance of the GMA-required 2023-2024 Comprehensive Plan update cycle.

MULTIMODAL TRANSPORTATION BENEFITS: Bicycle facilities and bicycle crossing improvements.

PROJECT STATUS: Plan update needed in 2021-2022 if there is a dedicated funding source

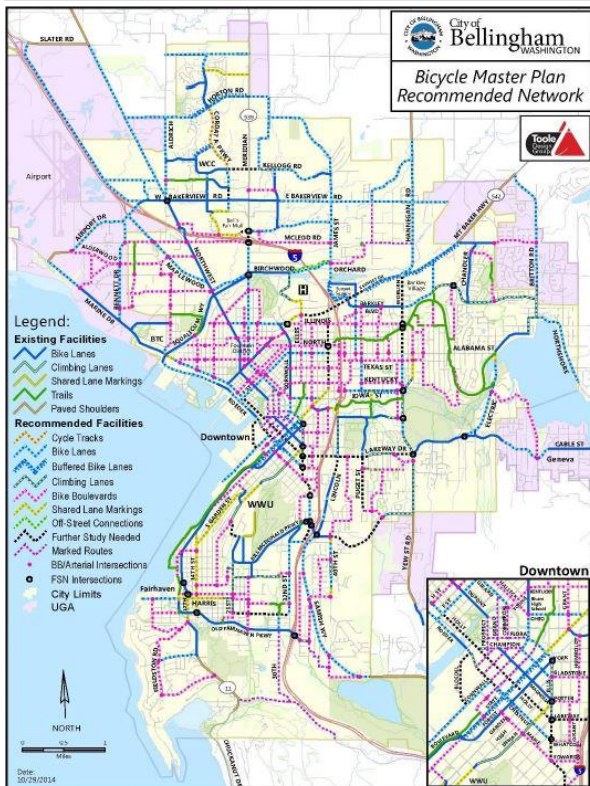
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2020	2021	2022	2023	2024	2025	
13	Bicycle Master Plan Update	Unknown			Pending TBD Renewal					
	Subtotal						75			75

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Varies by location



2014
Bellingham Bicycle
Master Plan



Project #14: W. Illinois Street Multimodal Safety Improvements (Sunset Drive to Lynn Street)

PROJECT NARRATIVE: W. Illinois Street is a major east-west connection serving west-central Bellingham between Sunset (SR 542), Cornwall, Meridian (SR 539) and Northwest Avenue. W. Illinois provides access to Cornwall Park, Parkview Elementary School, a regional grocery store, Fountain District Urban Village, and residential homes in the Cornwall Park and Columbia Neighborhoods. Pedestrian and Bicycle Master Plans call for sidewalks and bike lanes on W. Illinois Street, but installation of bike lanes will require on-street parking to be removed on at least one side of the street. Intersection geometry and operations must be studied for improvements.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 1 bicycle lanes, Tier 3 sidewalks, intersection improvements. WTA Routes 4, 15, and 232 (Green GO Line high-frequency route) serve W. Illinois.

PROJECT STATUS: Unfunded. State and federal grant funding will be sought.

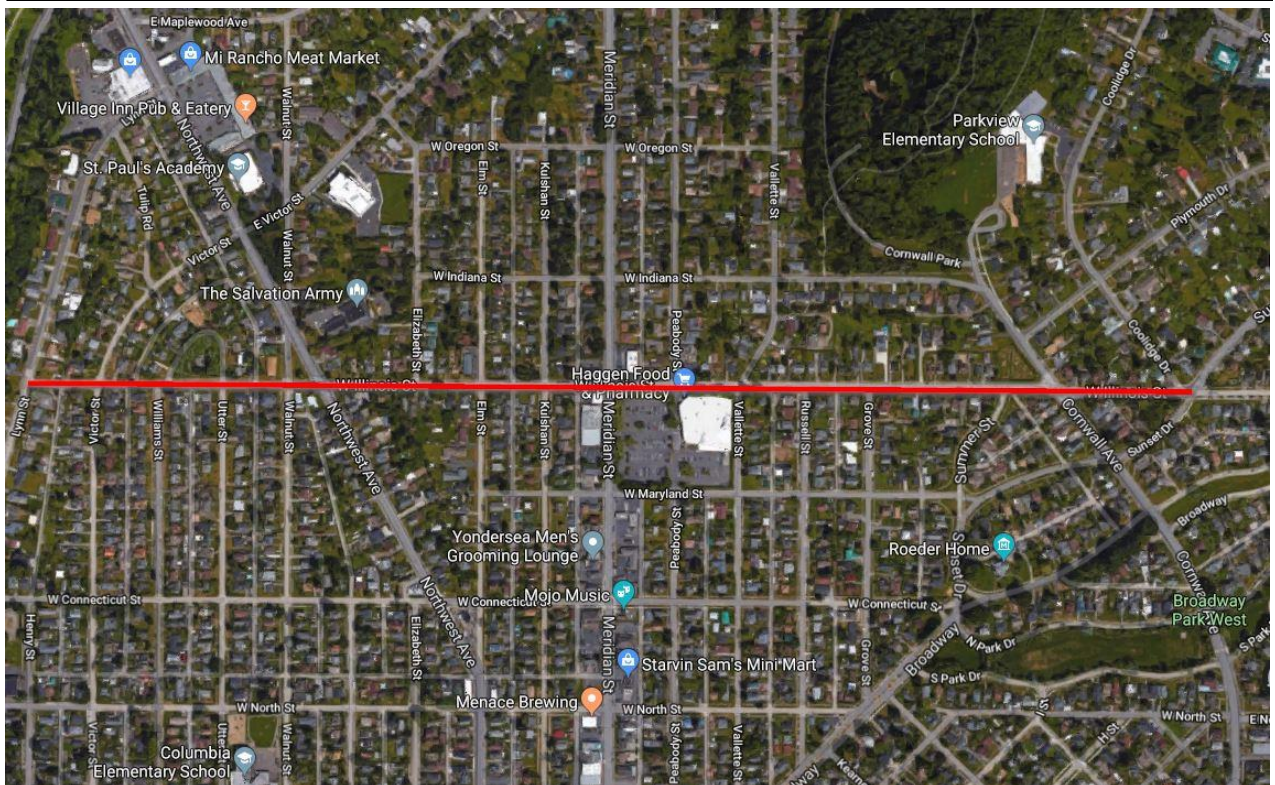
	Cost Estimates (000's) 2019 Dollars										
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous	FUNDED				UNFUNDED			PROJECT
			Budget	2020	2021	2022	2023	2024	2025	TOTALS	
14	W. Illinois Multimodal Improvements	Street					Pending Study & Funds				
	Sidewalk, parking, bike lane, intersection	Unknown					2,500				
	(Sunset Drive to Lynn Street)	Subtotal					2,000			2,000	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Not yet known



Project #15: 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. This roundabout is an integral part of the James Street Multimodal Safety Improvements (TIP #13).

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, crosswalk with pedestrian refuges, Tier 3 bicycle lanes, collision reduction, increased safety & efficiency of freight and goods movement, Greenways parks and trails planned adjacent to roundabout, WTA transit route 48 and future WTA transit routes as ridership demand increases.

PROJECT STATUS: 100% engineering and design completed; Federal and state grant funds being sought; construction pending full funding.

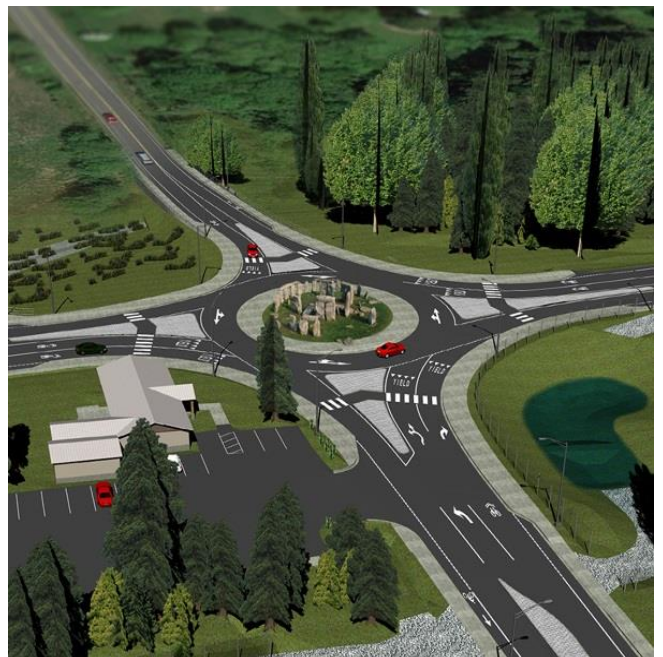
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2020	2021	2022	2023	2024	2025		
15	James/Bakerview Intersection	Street	120			500				
	Safety Improvements	Federal STP	385				2,000	Grant Pending		
	(Expandable roundabout)	Unknown					1,000			
		Subtotal	505				3,000			4,005

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #16: James Street Multimodal Safety Improvements (East Orchard Drive to East Kellogg Road)

PROJECT NARRATIVE: James Street is the only north- south transportation corridor serving north-central Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for 3,000 or more housing units. James Street provides access to Squalicum Creek Trail and Sunset Pond Park between Sunset Square Shopping Center, Telegraph Road, and East Bakerview Road. A vertical curve on the hill between Orchard and McLeod may require lowering to eliminate a sight distance issue, but more investigation is required. Pedestrian and Bicycle Master Plans call for sidewalks and bike lanes and WTA high-frequency Gold GO Line Route 331 service requires sidewalks and crossings to bus stops.

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 and future WTA transit routes as King Mountain Neighborhood continues to develop.

PROJECT STATUS: Feasibility Study 2019. Unfunded. State and federal grant funding will be sought.

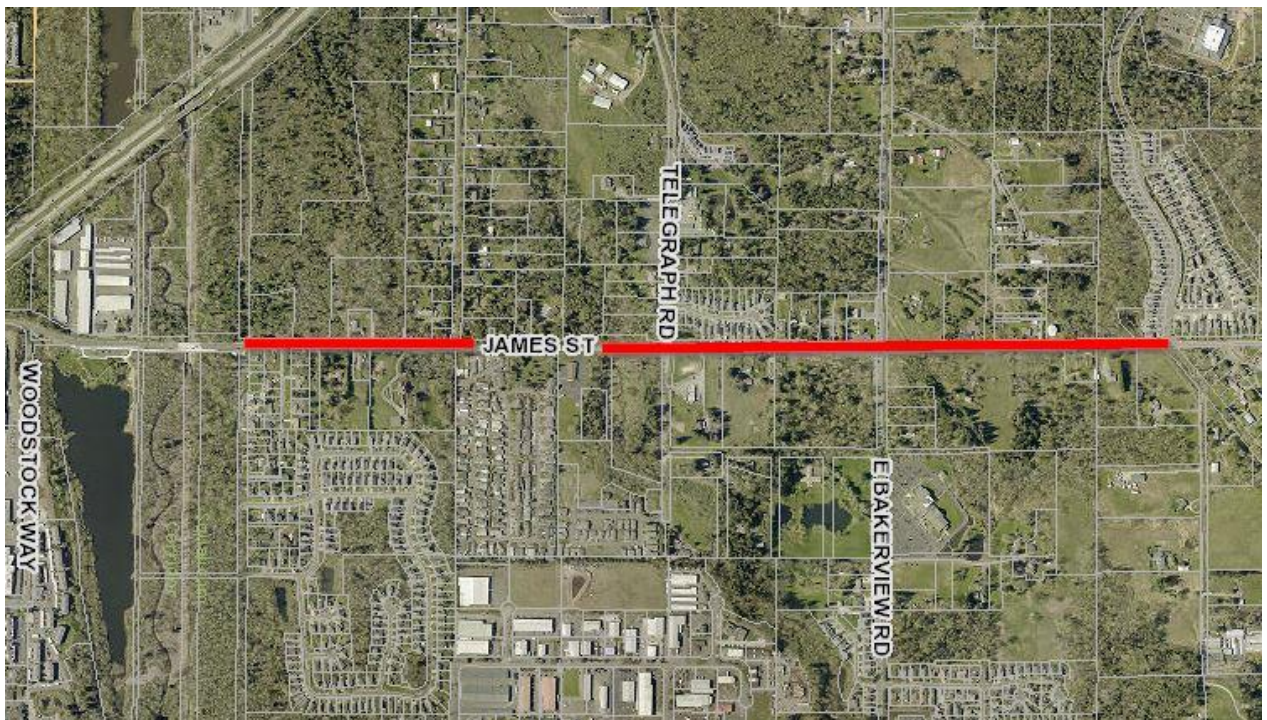
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED				UNFUNDED			
			2020	2021	2022	2023	2024	2025			
16	James Street Multimodal	Street	110				Fesibility Study 2019				
	Safety Improvements	Pvt Mitigation									
	(E. Orchard to Bakerview)	Unknow n					8,000				
	(2019 Feasibility Study)	Subtotal	110					8,000		8,110	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Not yet known



Project #17: Meridian Street Roundabouts (Meridian/Squalicum & Meridian/Birchwood)

PROJECT NARRATIVE: These two closely spaced intersections are a critical freight route and multimodal transportation link between the industrial Bellingham Waterfront and U.S.-Canadian border crossings connected by Interstate 5 and Guide-Meridian (SR 539). When the Orchard-Birchwood extension is completed in 2020, vehicle traffic volume, as well as pedestrian and bicycle demand, will increase and these intersections will become increasingly congested. Pedestrian and Bicycle Master Plans call for sidewalks and Parks plans call for a multiuse trail on the former railroad bed. WTA has indicated that Meridian is a candidate for future high-frequency GO Line service.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 2 sidewalks, Tier 3 bicycle lanes, turn lanes, increased access, safety, sight distance, and efficiency. WTA Routes 4 and 15 currently provide transit service, with future consideration for high-frequency transit on Meridian Street (SR 539).

PROJECT STATUS: Feasibility Study 2019. Unfunded. State and federal grants, as well as public-private funding partnerships will be sought.

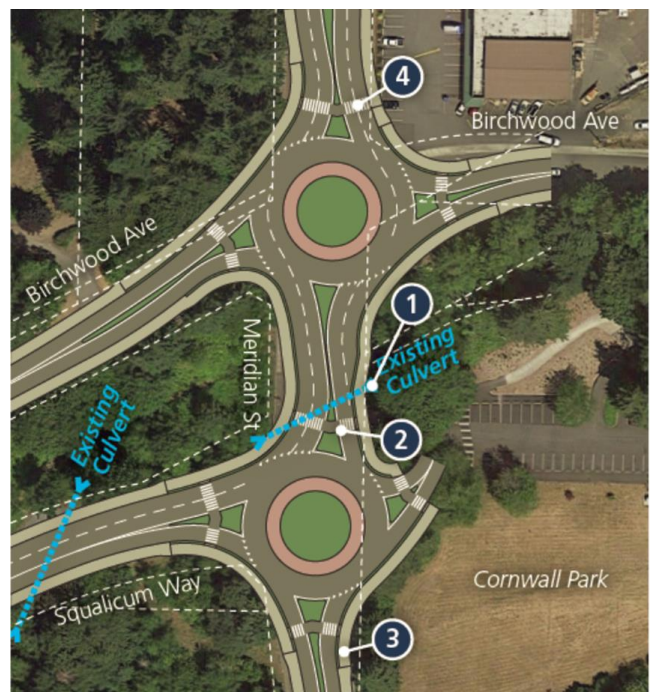
	Cost Estimates (000's) 2019 Dollars									
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous		FUNDED		UNFUNDED			PROJECT TOTALS
			Budget	2020	2021	2022	2023	2024	2025	
17	Meridian Street Roundabouts (Squalicum & Birchwood) (2019 Feasibility Study)	Street	160				Fesibility Study 2019			
		Unknow n					10,000			
		Subtotal	160				10,000		10,160	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes: Intersection corners and railroad ROW



Project #18: 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.

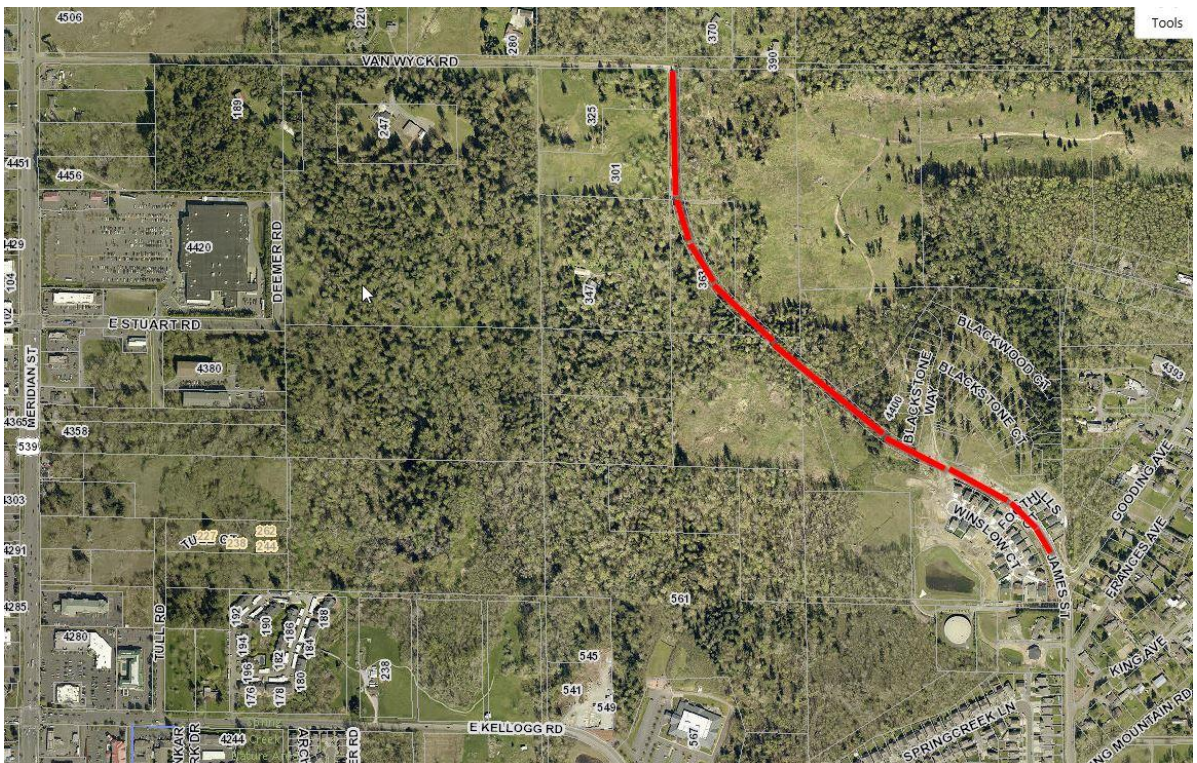
MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bike lanes, center turn lanes at intersections, regional multimodal transportation connectivity, and possible future WTA transit route.

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

	Cost Estimates (000's) 2019 Dollars									
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous		FUNDED		UNFUNDED			PROJECT
			Budget	2020	2021	2022	2023	2024	2025	TOTALS
18	North James Street	Pvt Mitigation	600				Private Construction			
	Multimodal Arterial Connection	Unknow n						3,000		
	(Gooding to Van Wyck; Long Term)	Subtotal	600					3,000	3,600	

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

No, private construction receives TIF credit
Yes, private development to dedicate



Project #19: 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, wetlands, & survey: 2017-2019; PE/Design 2019-2020; ROW acquisition & mitigation planning 2020-2024; additional funding to be sought, when appropriate. ROW acquisition and construction is responsibility of Whatcom County until alignment is annexed to City.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2019 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED 2020 2021 2022				UNFUNDED 2023 2024 2025			
19	West Horton Road Multimodal Corrdor Extension, Phase 2 [City-County Partnership] (Aldrich to Northw est; Long-Term)	Federal Map 21	1,000				City/County Partnership				
		County Road Fund	260								
		Pvt Mitigation					1,000				
		Unknow n							12,000		
		Subtotal	1,260				1,000		12,000	14,260	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes

