



Six-Year (2021-2026) Transportation Improvement Program (TIP)

Seth Fleetwood, Mayor
Eric Johnston, Public Works Director

City Council Members

Gene Knutson - 2nd Ward, Council President
Hannah Stone – 1st Ward, Council President Pro Tempore
Pinky Vargas - 4th Ward, Mayor Pro Tempore
Dan Hammill - 3rd Ward
Michael Lilliquist – 6th Ward
Lisa Anderson - 5th Ward
Hollie Huthman - At Large Ward

Public Review Process

Draft posted on City Web site for Public Review: May 4, 2020
Transportation Commission Review: May 12, 2020
City Council Public Hearing: May 18, 2020
City Council Work Session to adopt: June 8, 2020
Submittal to Washington State: June 30, 2020

Adopted June 8, 2020

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Transportation Planning Documents

The 2021-2026 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

[2020 Transportation Report on Annual Mobility \(TRAM\)](#)

[2016 Multimodal Transportation Chapter, Bellingham Comprehensive Plan](#)

[2014 Bicycle Master Plan](#)

[2012 Pedestrian Master Plan](#)

[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 a portion of the total sales tax collected by the City of Bellingham.
- **Bellingham Real Estate Excise Tax (REET):** Comprised of **1/2 of 1%** of the total real estate revenue for a given year. REET funding is divided into first quarter (¼) and second quarter (¼) and can be used for limited types of transportation projects.
- **Transportation Benefit District (TBD) – Transportation Fund (T-Fund) :** Comprised of **0.2 cents of the total 8.7 cents per dollar** annual sales tax receipts collected within City limits to fund street resurfacing, non-motorized transportation, and implementation of Climate Action Plan and coordination with WTA Transit Plan. The Bellingham TBD 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 (*Complete Streets grants eliminated in March 2020 State transportation budget by voter approval of I-976 \$30 car tabs*).
- **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 funds administered by WSDOT, such as 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): Administered by WSDOT and WCOG;** provides federal funds to construct, maintain, and expand eligible regionally important arterial streets.
- **Transportation Alternatives Program (TA):** Provides federal funds to construct and enhance facilities for non-motorized transportation modes.

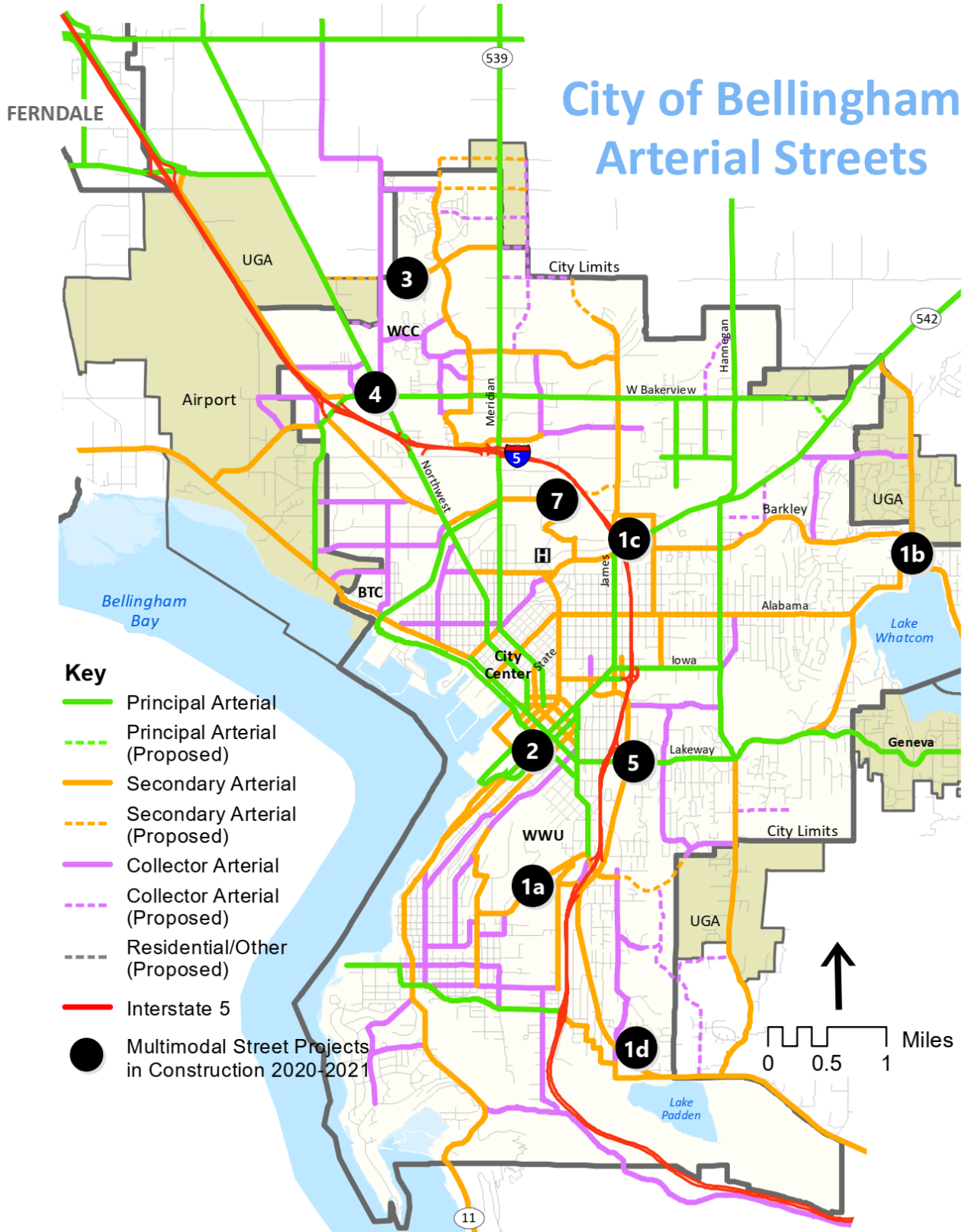
Private and Other Partnerships



- 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 2020-2021 (Fully Funded and Not Included in 2021-2026 TIP)

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous	FUNDED	
			Budget	2020	2021
1	Annual Street Resurfacing 1.a. Bill McDonald Pkwy (25th to N. Samish) 1.b. Britton Road (Northshore to City limit) 1.c. James Street (Woodstock to Barkley) 1.d. Harrison Street (40th St to Hawk Way)	Street			
		T-Fund Resurface			
				Resurface	
				Resurface	
				Resurface	
				Resurface	
		Subtotal			
2	Downtown Pedestrian Safety and Traffic Signal Improvements Holly/High; State/Maple; State/Laurel	Street	357		
		T-Fund Non-Motorized	250		
		Private Mitigation	143	Complete	
		Subtotal	750		
3	West Horton Road Multimodal Corridor Improvements - Phase 1 Pacific Rim Drive to Aldrich Road	Street	1,700		
		T-Fund Non-Motorized	800		
		Private Mitigation	1,312	Construct	
		Federal STP/Map21	1,800		
		Subtotal	5,612		
4	Northwest Avenue / Bakerview Road Intersection Safety Improvements	Street	75		
		T-Fund Non-Motorized	500	Construct	
		Subtotal	575		
5	Samish-Maple-Ellis Multimodal Safety Improvements (Interstate 5 to Lakeway Drive) Road Diet for Buffered Bike Lanes	Street	50		
		T-Fund Non-Motorized	350	Construct	
		WSDOT Ped-Bike	1,007		
		Subtotal	1,407		
6	Bicycle & Pedestrian Improvements Various locations citywide (See next page)	Street	75		
		T-Fund Non-Motorized	500	Construct	
		Subtotal	575		
7	Orchard Drive Extension (Birchwood/Squalicum to James Street) Multimodal Grade-Separated Crossing Underneath Interstate 5	Street	864		
		Federal STP-R	1,250	Construct	
		Connecting WA	3,500	6,500	
		Subtotal	0	500	

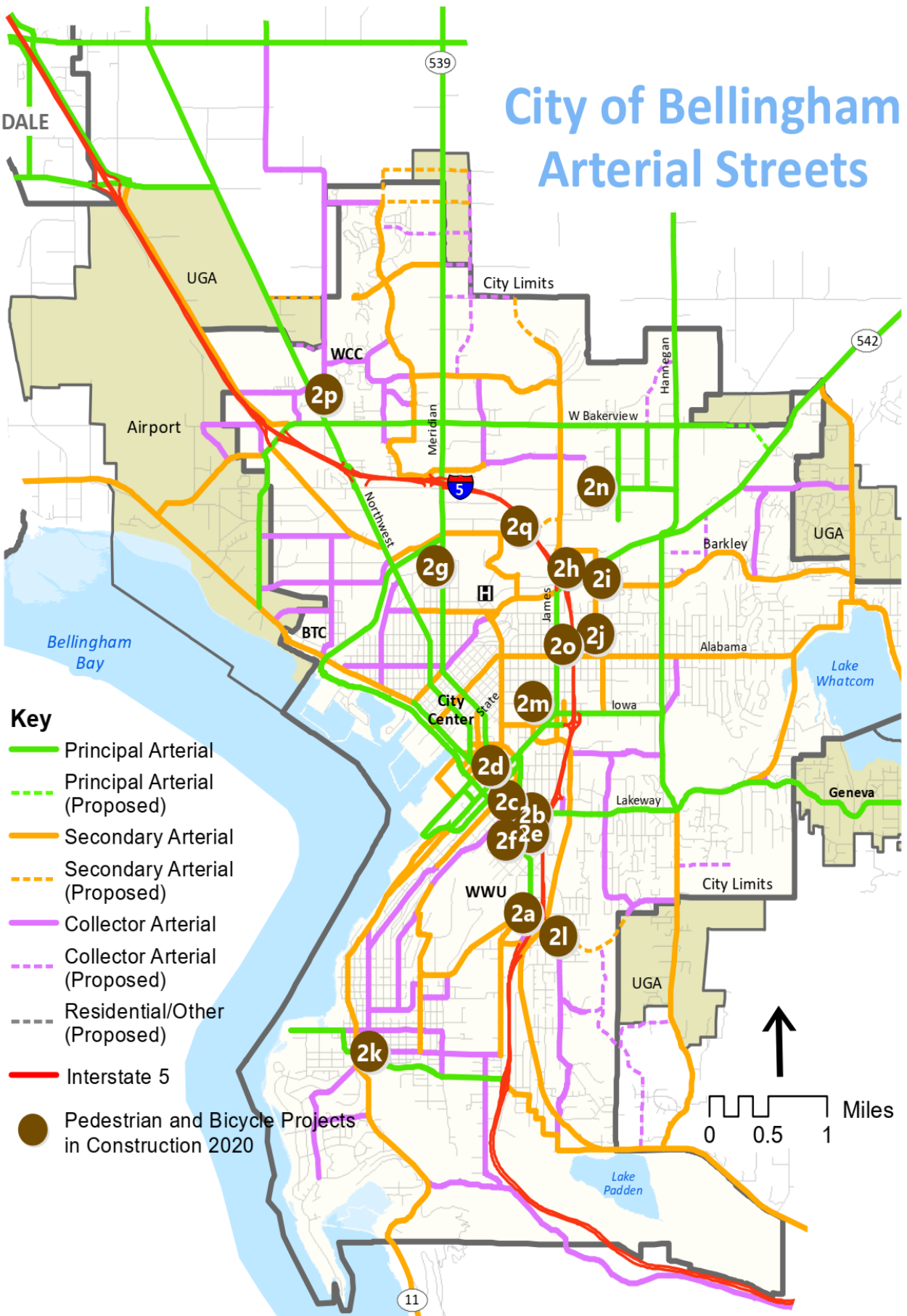
City of Bellingham Arterial Streets



	Pedestrian and Bicycle Projects in Construction 2020 (Not Included in 2021-2026 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
2020 Pedestrian and Bicycle Improvements in Construction		
2.a.) Tier 1	Bill McDonald/35th Street Pedestrian & Bicycle Crossing Improvements - Flashing Crosswalk, ADA ramps, marked crosswalks, median refuge.	WSDOT grant
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.	WSDOT grant
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	TBD
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	TBD
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	TBD
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	TBD
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.	TBD
2.h.) Tier 3	James Street Buffer Separated Bicycle Lane around west Sunset Square shopping center - Resurface/rechannelize vehicle lanes, install buffer-separated bicycle lanes on both sides.	
2.i.) Tier 3	Orleans Street Bike Markings - Shared lane markings (2,000 LF) from W. Indiana to Woodstock Way to complement James Street buffered bike lanes around Sunset Square shopping center	TBD
2.j.) n/a	Orleans Street/Railroad Trail Crossing Improvements - RRFB signal at Railroad Trail crossing on Orleans Street	TBD
2.k.) Tier 1	14th/Old Fairhaven Parkway Pedestrian & Bicycle Crossing Improvements - Flashing Crosswalk (RRFB), ADA ramps, marked crosswalks.	TBD
2.l.) 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.	TBD
2.m.) Tier 3	Grant/Kentucky Crossing Improvements - Curb extensions, ADA ramps, and 4-way stop	TBD
2.n.) 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 Squaticum Creek Trail	TBD
2.o.) 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	TBD
2.p.) 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	TBD
2.q.) 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	Federal & State grants

FERNDALE

City of Bellingham Arterial Streets



Transportation Improvement Projects 2021-2026 (Funding Page 1)

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars							PROJECT TOTALS
			Previous	FUNDED			UNFUNDED			
			Budget	2021	2022	2023	2024	2025	2026	
1	Annual Street Pavement Resurfacing ^{1,2,3} Preserving investment in public streets 1) Pre-COVID-19 direction from Finance: Increase annual sales tax 1.5 - 2.0%	Street	1,055	670	2,500	2,100	2,640	2,680	2,700	14,345
		T-Fund Resurface	2,315	1,392	2,400	2,400	2,400	2,435	2,500	15,842
		See 2020 construction list, project #1				Assumes: TBD Renewal; 15% Loss 21-22				
		Subtotal	3,370	2,062	4,900	4,500	5,040	5,115	5,200	30,187
2	Nonmotorized Transportation ^{2,3} Sidewalk and Bikeway Improvements 2) Current TBD expires 12/31/2020	T-Fund Non-Motorized	1,300	1,280	2,400	2,400	2,400	2,435	2,500	14,715
		See project sheet #2 for 2021 project list				Assumes: TBD Renewal; 15% Loss 21-22				
		Subtotal	1,300	1,280	2,400	2,400	2,400	2,435	2,500	14,715
3	Climate Action Plan & WTA Transit Plan ³ Supporting Climate Plan & WTA Plan 3) Presumes TBD renewal in Nov 2020	T-Fund Climate-Transit	0	500	500	500	500	500	500	3,000
		See project sheet #3 for 2021 project list				Assumes: TBD Renewal; 15% Loss 21-22				
		Subtotal	0	500	500	500	500	500	500	3,000
4	Ellis Street Bridge Reconstruction (Ellis - N. State Intersection)	Street	100							
		T-Fund Resurface	585							
		Federal BRAC	2,995	Build						
		Subtotal	3,680							3,680
5	F Street/BNSF Railroad Crossing Safety Improvements (Holly Street to Roeder Ave)	1st 1/4 REET	40	250						
		Federal HSIP	690	Build						
		Subtotal	730	250						980
6	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	800	800						
		T-Fund Non-Motorized	1,000	300						
		T-Fund Resurface	1,000	200						
		Private Mitigation	150	100						
		WTA	107	Build						
		Federal STBG		1,650						
		Subtotal	3,057	3,050						6,107
7	Pedestrian Master Plan Update	T-Fund Non-Motorized		100	Adopt					
		Subtotal		100						100
8	Bicycle Master Plan Update	T-Fund Non-Motorized		100	Adopt					
		Subtotal		100						100
9	Meador Avenue / Whatcom Creek Bridge Reconstruction	Street		350						
		T-Fund Resurface		404						
		Federal Hwy Bridge		3,768	Build					
		Subtotal		4,522						4,522
10	James Street / Whatcom Creek Bridge Reconstruction	Street		350						
		T-Fund Resurface		404						
		Federal Hwy Bridge		3,768	Build					
		Subtotal		4,522						4,522
11	Parkview ES Safe Route to School Sidewalks, ADA ramps, crosswalks, parking removal, bike lanes (Sunset Drive to Meridian Street)	T-Fund Non-Motorized		350						
		Bham School District								
		WSDOT Federal SRTS		1,400	Build		Pending SRTS Grant			
		Subtotal		1,750						1,750
12	W. Illinois Pedestrian and Bicycle Safety Sidewalk, parking, bike lane, intersection (Meridian Street to Lynn Street)	T-Fund Non-Motorized		320						
		WSDOT Ped-Bike		1,225	Build		Pending Ped-Bike Grant			
		Subtotal		1,545						1,545

Transportation Improvement Projects 2021-2026 (Funding Page 2)

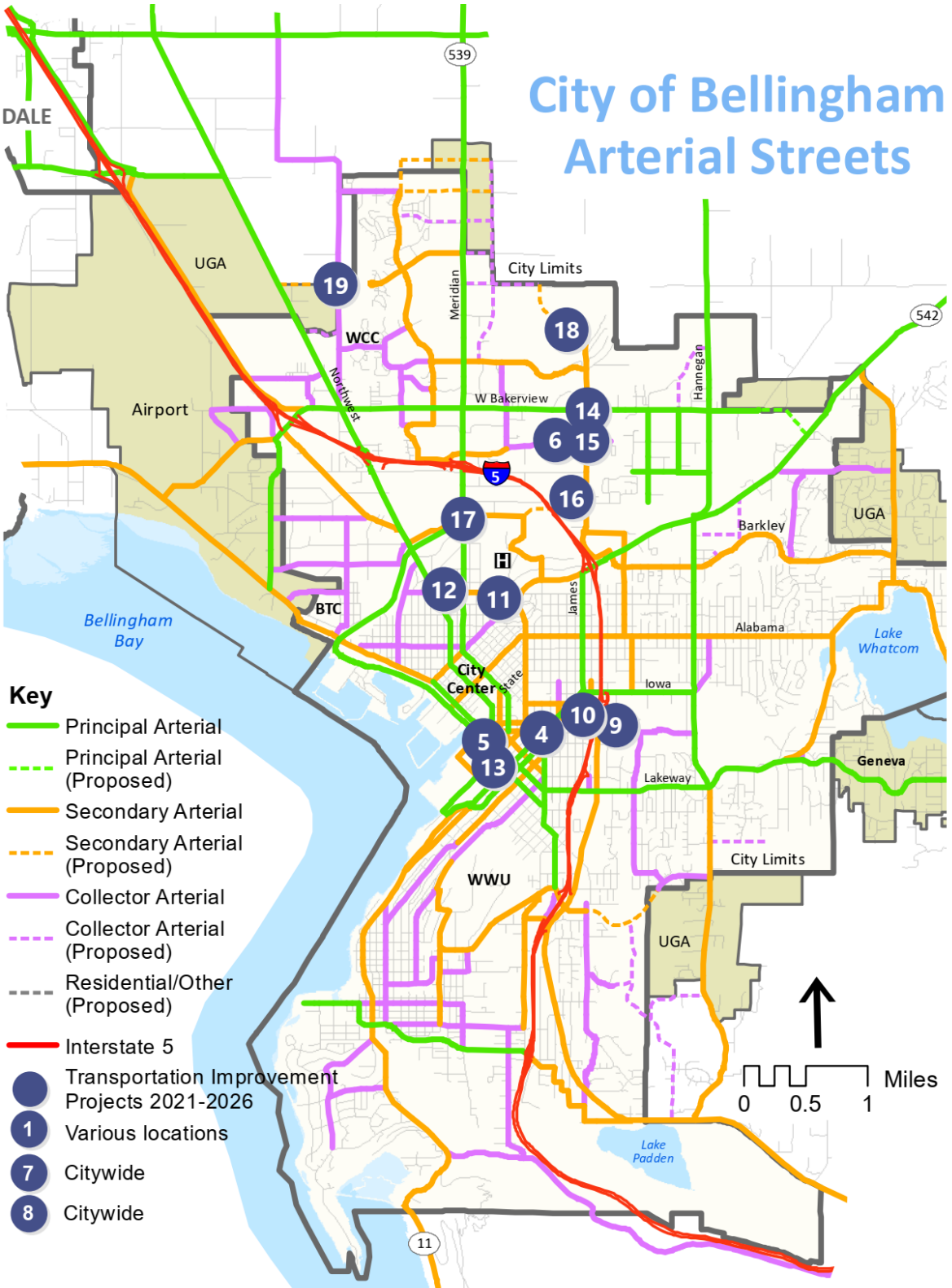
			Cost Estimates (000's) 2020 Dollars							
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous		FUNDED		UNFUNDED			PROJECT
			Budget	2021	2022	2023	2024	2025	2026	TOTALS
13	Bellingham Railroad Quiet Zones	1st 1/4 REET	210	0	250	250	250	250	250	
		Subtotal	210	0	250	250	250	250	250	1,460
14	James/Bakerview Intersection	Street	120			500				
	Safety Improvements (Expandable multimodal roundabout)	Federal STP	385			Build				
		Federal STBG				2,000				
		Federal HSIP				900	Pending WSDOT Grant			
		Subtotal	505			3,400				3,905
15	James Street Pedestrian and Bicycle	T-Fund Non-Motorized				160				
	Safety Improvements; Segment 3 Segment 3 = Telegraph to Bakerview	State				740	Pending WSDOT Grant			
		Subtotal				900				900
16	Meridian Street Roundabouts	Street Study)	160				Grants being sought			
	(Squalicum & Birchwood), Phases 1 & 2 Phase 1 = Squalicum; Phase 2 = Birchwood	Federal STBG								
		Unknown						12,000		
		Subtotal	160					12,000		12,160
17	James Street Pedestrian and Bicycle	Street (Study)	110				Grants being sought			
	Safety Improvements; Segments 1, 2, & 4 Segment 1 = Orchard to McLeod Segment 2 = McLeod to Telegraph Segment 4 = Bakerview to Gooding	T-Fund Non-Motorized								
		Pvt Mitigation								
		Unknown							14,000	
		Subtotal	110						14,000	14,110
18	North James Street	Pvt Mitigation	600				Private Construction			
	Multimodal Arterial Connection (Gooding to Van Wyck; Long Term)	Unknown							3,000	
		Subtotal	600						3,000	3,600
19	West Horton Road Multimodal	Federal Map 21	1,000				City/County Partnership			
	Corrdor Extension, Phase 2 [City-County Partnership] (Aldrich to Northwest; Long-Term)	County Road Fund	260							
		Pvt Mitigation					1,000			
		Unknown							12,000	
		Subtotal	1,260				1,000		12,000	14,260

2021-2026 TIP PROJECT FUNDING SOURCE SUMMARIES

FUNDING SOURCES	Cost Estimates (000's) 2020 Dollars							TOTALS	
	Previous	FUNDED				UNFUNDED			
	Budget	2021	2022	2023	2024	2025	2026		
STREET FUNDS	2,345	2,170	2,500	2,600	2,640	2,680	2,700	17,635	
TRANSPORTATION FUND - Resurfacing	3,900	2,400	2,400	2,400	2,400	2,435	2,500	18,435	
TRANSPORTATION FUND - Nonmotorized	2,300	2,450	2,400	2,400	2,400	2,435	2,500	16,885	
TRANSPORTATION FUND - Climate Action & WTA Transit	0	500	500	500	500	500	500	3,000	
1st & 2nd QUARTER REET FUNDS	210	250	250	250	250	250	250	1,710	
STATE FUNDS (TIB, WSDOT, Gas Tax, WWU, WCC, etc)	0	0	0	0	0	0	0	0	
FEDERAL FUNDS (STP, SR2S, HSIP, etc)	5,070	9,186	0	0	2,000	0	0	16,256	
PRIVATE MITIGATION FUNDS (SEPA-TIA; MTIF; Other)	750	100	100	100	0	0	0	1,050	
OTHER (Parks, Port, County, EDI, WTA, BSD, etc)	260	0	0		0	0	0	260	
UNKNOWN FUNDS	0	2,625	0	1,640	0	12,000	29,000	45,265	
TOTAL 2021-2026 TIP FUNDS	14,835	19,681	8,150	9,890	10,190	20,300	37,450	120,496	

FERNDALE

City of Bellingham Arterial Streets



Project #1: Annual Street Pavement Resurfacing Program

PROJECT NARRATIVE: Annual maintenance of existing public 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 may require resurfacing each year, but that goal has not been achieved due to funding shortfalls. If Bellingham voters approve the extension of the former Transportation Benefit District (TBD) sales tax as a 10-year "Transportation Fund," then revenue to supplement the City Street Fund will be used for street resurfacing through the year 2030.

MULTIMODAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network and 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) 2020 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2021	2022	2023	2024	2025	2026		
1	Annual Street Pavement Resurfacing ^{1,2,3}	Street	1,055	670	2,500	2,100	2,640	2,680	2,700	14,345
	Preserving investment in public streets	T-Fund Resurface	2,315	1,392	2,400	2,400	2,400	2,435	2,500	15,842
	1) Pre-COVID-19 direction from Finance: Increase annual sales tax 1.5 - 2.0%	See 2020 construction list, project #1				Assumes: TBD Renewal; 15% Loss 21-22				
		Subtotal	3,370	2,062	4,900	4,500	5,040	5,115	5,200	30,187

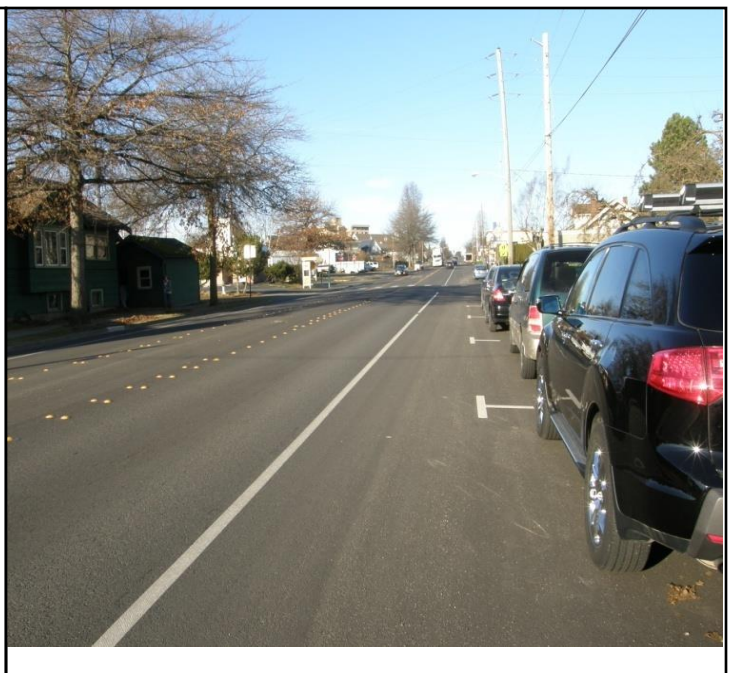
TRANSPORTATION IMPACT FEES COLLECTED

Annual 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: Non-motorized improvements are primarily prioritized through the Pedestrian Master Plan, the Bicycle Master Plan, and the ADA Transition Plan, but also through grant funding opportunities, transportation capital improvement needs, locations where development is happening, and opportunities for funding partnerships, such as those of WTA for public transit or the Bellingham School District for Safe Route to School projects. Non-motorized funding is provided by revenue from the Transportation Fund sales tax through December 31, 2030.

MULTIMODAL TRANSPORTATION BENEFITS: Additional sidewalk connections, crosswalks, ADA upgrades, 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) 2020 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2021	2022	2023	2024	2025	2026		
2	Nonmotorized Transportation ^{2,3}	T-Fund Non-Motorized	1,300	1,280	2,400	2,400	2,400	2,435	2,500	14,715
	Sidewalk and Bikeway Improvements	See project sheet #2 for 2021 project list			Assumes: TBD Renewal; 15% Loss 21-22					
	2) Current TBD expires 12/31/2020	Subtotal	1,300	1,280	2,400	2,400	2,400	2,435	2,500	14,715

TRANSPORTATION IMPACT FEES COLLECTED

Yes, citywide Complete Networks

RIGHT-OF-WAY ACQUISITION NECESSARY

Undetermined

PEDESTRIAN AND BICYCLE PROJECT LIST PROGRAMMED FOR 2021 – NEXT PAGE

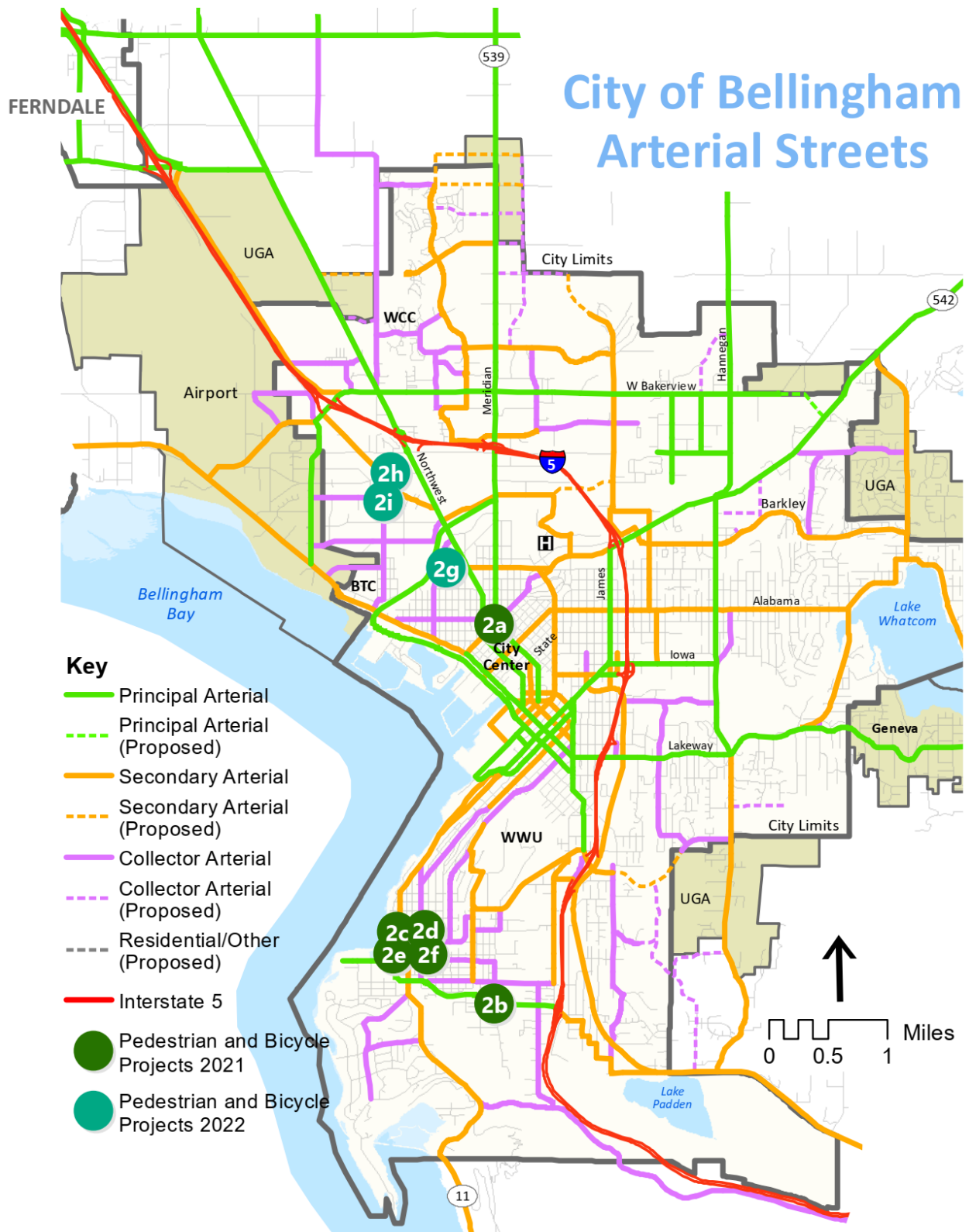




Pedestrian and Bicycle Projects Programmed for 2021 & 2022 (Project #2 in 2021-2026 TIP)



Tier Priority	2012 Pedestrian Master Plan and 2014 Bicycle Master Plan Projects (Or related improvements not identified in these plans = n/a)	Cost Estimate
2021 Pedestrian and Bicycle Improvements		TBD Funds
Notes: Planning level cost estimates; Assumes TBD renewal Nov. 2020 & 15% reduction in TBD funds (COVID-19)		
2.a.) Tier 3	Meridian-Girard Bike Lanes - Marked bike lanes (2,110 LF) from W. Illinois to Victor Street and (2,760 LF) Broadway Avenue to Young Street; <i>Pending Council decision to remove parking on one side of Meridian Street and on one side of Girard Street (WSDOT grant candidate)</i>	\$50,000
2.b.) Tier 1	Old Fairhaven Parkway/24th Street Pedestrian & Bicycle Crossing Improvements - Flashing Crosswalk (RRFB), ADA ramps, marked crosswalk. <i>(TIB grant candidate)</i>	\$30,000
2.c.) Tier 1	11th Street/Finnegan Way Intersection Safety Improvements <i>(TIB grant candidate)</i> - Intersection reconstruction, flashing Crosswalk (RRFB), ADA ramps, marked crosswalk.	\$900,000
2.d.) Tier 1	11th Street Sidewalk (Westside 11th Street to 200' north of 12th Street) - 335 LF Sidewalk, ADA ramps.	\$275,000
2.e.) Tier 1	11th Street Sidewalk (Westside 90 feet south of Gambier Ave to Mill Avenue) - 670 LF Sidewalk, ADA ramps.	\$545,000
2.f.) Fairhaven UV Growth	12th Street/Mill Avenue Traffic Signal - Full traffic signal with audible crossing warnings and ADA crosswalks	\$400,000
	Subtotal	\$2,200,000
2022 Pedestrian and Bicycle Improvements		TBD Funds
Notes: Planning level cost estimates; Assumes TBD renewal Nov. 2020 & 15% reduction in TBD funds (COVID-19)		
2.g.) Tier 1 & Tier 3	West Illinois Street Multimodal Safety Improvements - ADA upgrade to sidewalks, curb ramps, crosswalks, and bike lanes from Sunset Drive to Lynn Street - <i>See TIP Projects 11 & 12 - \$670,000 = local funds toward possible WSDOT Safe Route to School grant and Pedestrian & Bike Safety grant</i>	\$670,000
2.h.) Tier 1	Alderwood Avenue Sidewalk (Southside W. Maplewood to Shuksan MS north driveway) - 1,113 LF Sidewalk, ADA ramps.	\$900,000
2.i.) Tier 2	Cottonwood Avenue Sidewalk (Southside Pinewood to W. Maplewood) - 885 LF Sidewalk, ADA ramps.	\$700,000
	Subtotal	\$2,270,000

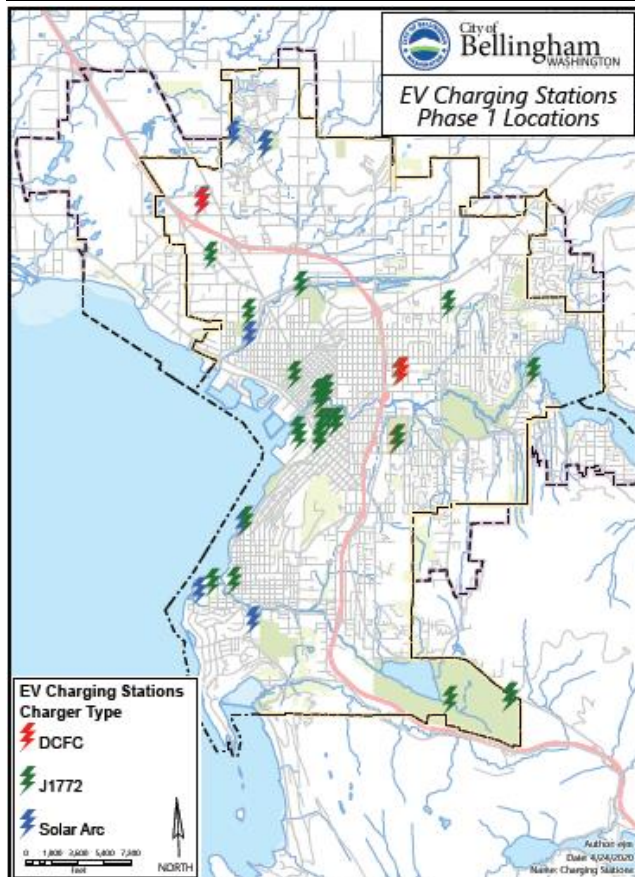


Project #3: Climate Action Plan & WTA Transit Plan

PROJECT NARRATIVE: The purpose and intent of project #3 will be programming capital improvements for transportation projects that implement transportation measures in the Climate Action Plan, as well as capital improvements to support WTA's transit system serving Bellingham. Examples of possible eligible projects may include accessible pathways to transit stops, transit bus queue jumps at traffic signals, electric-powered WTA buses, electric bus charging facilities at WTA stations, electric vehicle charging stations throughout the City, group purchase of e-bikes & e-cars, and other capital improvements that implement Bellingham's Climate Action Plan and WTA's Long-Range Transit Plan.

MULTIMODAL AND ENVIRONMENTAL TRANSPORTATION BENEFITS: Vehicles are the dominant mode choice of travelers on the multimodal transportation network and funding electric vehicle charging stations add convenience to help reduce greenhouse gas emissions. Funding capital improvements that support access to and capacity expansion for a reliable and convenient **WTA transit system** in Bellingham, both helps to reduce greenhouse gas emissions from transportation as well as promoting local transportation mode shift away from single-occupancy vehicles to transit.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2021	2022	2023	2024	2025	2026	
3	Climate Action Plan & WTA Transit Plan ³	T-Fund Climate-Transit	0	500	500	500	500	500	500	3,000
	Supporting Climate Plan & WTA Plan	See project sheet #3 for 2021 project list	Assumes: TBD Renewal; 15% Loss 21-22							
	3) Presumes TBD renewal in Nov 2020	Subtotal	0	500	500	500	500	500	500	3,000



Climate Action and Transit Projects Programmed for 2021 & 2022 (Project #3 in 2021-2026 TIP)

Each year, Public Works Engineering and Natural Resources staff will collaborate with WTA staff to recommend Transportation Fund sales tax programming for capital improvements to implement the Bellingham Climate Protection Action Plan and the WTA Long-Range Transit Plan.

Bellingham City Council has final approval of funding through annual adoption of the Six-Year TIP.

Plan Reference	2018 Climate Protection Action Plan & 2021 WTA Long-Range Transit Plan Projects (Or related improvements not identified in these plans = n/a)	Cost Estimate
2021 Projects Supporting Climate Action and WTA Transit Plans		TBD Funds
Notes: Planning level cost estimates; Assumes TBD renewal Nov. 2020 & 15% reduction in TBD funds (COVID-19)		
3.a.) Climate Action Plan	Citywide Electric Vehicle (EV) Charging Station Improvements - Approximately 10 locations funded with TBD with possibility of many more with Commerce grant.	\$500,000
3.b.) WTA Transit Plan	2020-2021 WTA Long-Range Transit Plan in process. - City transportation planning staff is directly involved in planning with WTA staff.	In-Kind
3.c.) WTA Transit Plan	2020-2021 Lincoln-Lakeway Multimodal Transportation Study in process. - City transportation planning staff is directly involved in planning with WTA, WSDOT, & WCOG.	In-Kind
	Subtotal	\$500,000
2022 Projects Supporting Climate Action and WTA Transit Plans		TBD Funds
Notes: Planning level cost estimates; Assumes TBD renewal Nov. 2020 & 15% reduction in TBD funds (COVID-19)		
3.d.) Climate Action Plan	Transportation Improvements Supporting Climate Protection Action Plan - Capital improvements recommended by PW Staff, Approved by City Council in 2021	Unknown
3.e.) WTA Transit Plan	Transportation Improvements Supporting WTA Long-Range Transit Plan - Capital Improvements recommended by WTA & PW Staff, Approved by City Council in 2021	Unknown
3.f.) Other	Yet to be Determined	Unknown
	Subtotal	\$0

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 2019. Construction 2021.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars								PROJECT TOTALS
			Previous	FUNDED			UNFUNDED				
			Budget	2021	2022	2023	2024	2025	2026		
4	Ellis Street Bridge Reconstruction	Street	100								
	(Ellis - N. State Intersection)	T-Fund Resurface	585								
		Federal BRAC	2,995	Build							
		Subtotal	3,680							3,680	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #5: 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 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 - 2016, there were 30 vehicle collisions on this segment of F Street, eleven (37%) of which were injury-related. The City 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 2019-2020. Construct 2021.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars								PROJECT TOTALS
			Previous		FUNDED		UNFUNDED				
			Budget	2021	2022	2023	2024	2025	2026		
5	F Street/BNSF Railroad Crossing	1st 1/4 REET	40	250							
	Safety Improvements	Federal HSIP	690	Build							
	(Holly Street to Roeder Ave)	Subtotal	730	250						980	

TRANSPORTATION IMPACT FEES COLLECTED

No

RIGHT-OF-WAY ACQUISITION NECESSARY

Possible



Project #6: 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) 2020 Dollars							PROJECT TOTALS
			Previous Budget	2021	2022	2023	2024	2025	2026	
6	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	800	800						
		T-Fund Non-Motorized	1,000	300						
		T-Fund Resurface	1,000	200						
		Private Mitigation	150	100						
		WTA	107	Build						
		Federal STBG		1,650						
		Subtotal	3,057	3,050						6,107

TRANSPORTATION IMPACT FEES COLLECTED
RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds
Yes



Project #7: 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.

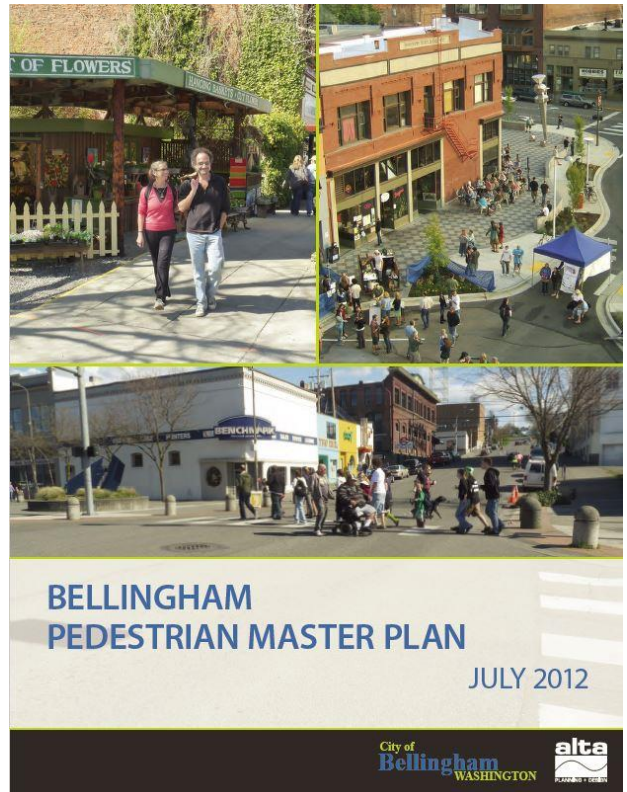
MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks and pedestrian crossing improvements.

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

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED				
			2021	2022	2023	2024	2025	2026			
7	Pedestrian Master Plan Update	T-Fund Non-Motorized		100	Adopt						
	Subtotal			100						100	

TRANSPORTATION IMPACT FEES COLLECTED
RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds
Varies by location



Project #8: 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.

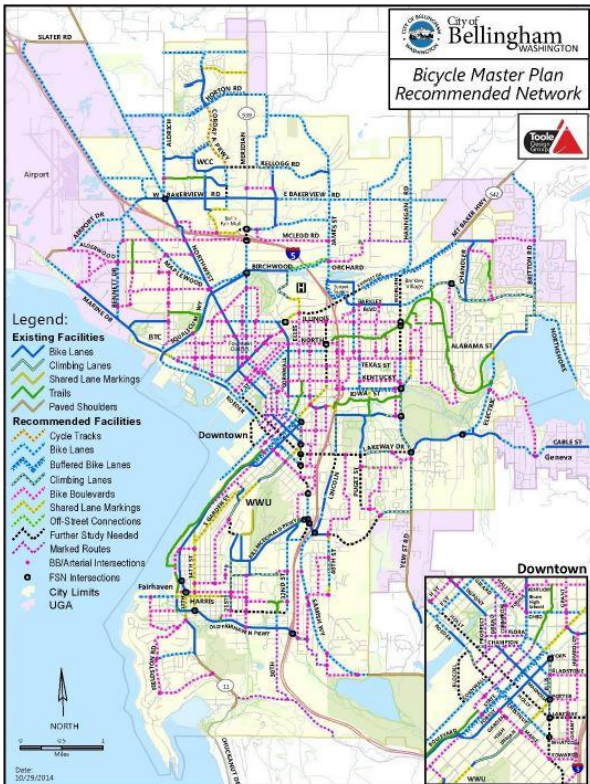
MULTIMODAL TRANSPORTATION BENEFITS: Bicycle facilities and bicycle crossing improvements.

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

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED				
				2021	2022	2023	2024	2025	2026		
8	Bicycle Master Plan Update	T-Fund Non-Motorized		100	Adopt						
		Subtotal		100						100	

TRANSPORTATION IMPACT FEES COLLECTED
RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, for local funds
 Varies by location



2014
 Bellingham Bicycle
 Master Plan



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.

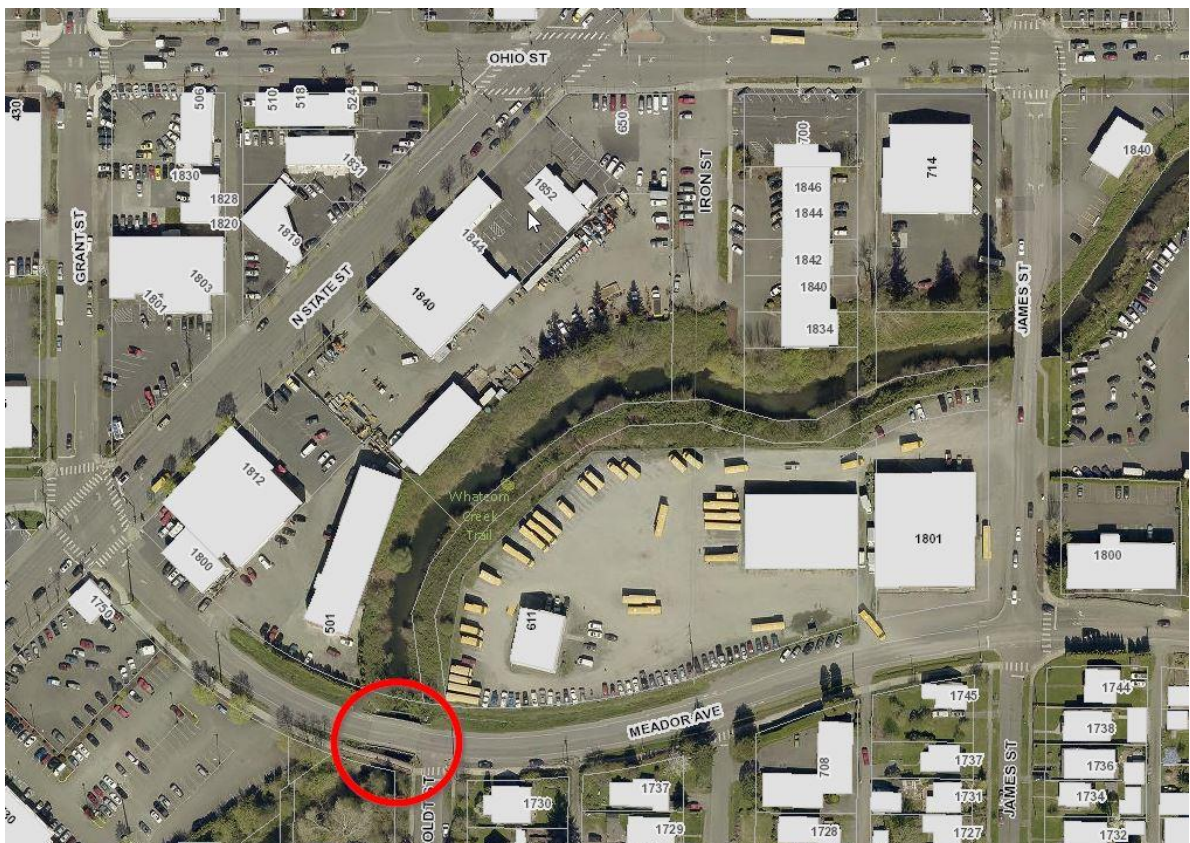
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars							PROJECT TOTALS
			Previous	FUNDED			UNFUNDED			
			Budget	2021	2022	2023	2024	2025	2026	
9	Meador Avenue / Whatcom Creek	Street		350						
	Bridge Reconstruction	T-Fund Resurface		404						
		Federal Hwy Bridge		3,768	Build					
		Subtotal		4,522						4,522

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.

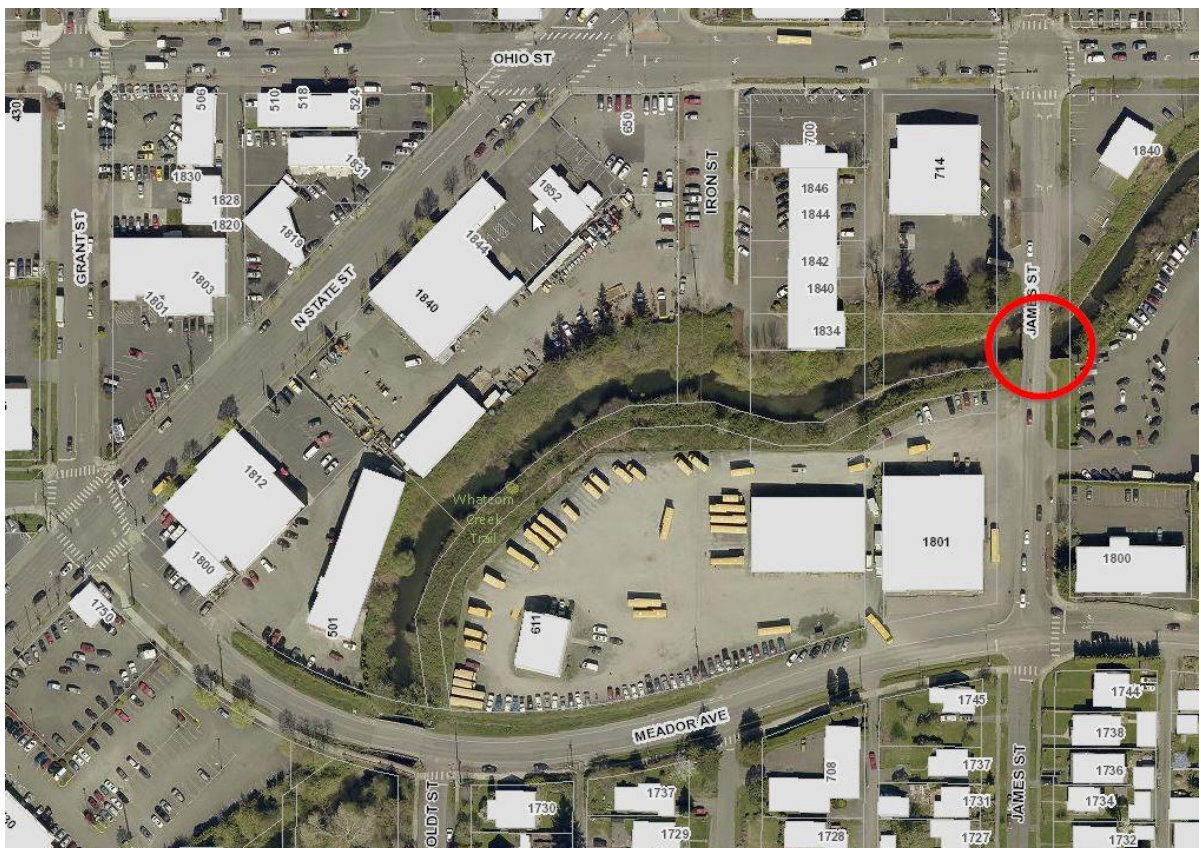
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars							PROJECT TOTALS
			Previous	FUNDED			UNFUNDED			
			Budget	2021	2022	2023	2024	2025	2026	
10	James Street / Whatcom Creek	Street		350						
	Bridge Reconstruction	T-Fund Resurface		404						
		Federal Hwy Bridge		3,768	Build					
		Subtotal		4,522						4,522

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown



Project #11: Parkview ES Safe Route to School Improvements

PROJECT NARRATIVE: Construct **Tier 3 sidewalks and Tier 3 pedestrian crossing improvements** on Cornwall Avenue, Coolidge Street, and W. Illinois Street and removal of parking on the north side of W. Illinois from Sunset to Meridian to install **Tier 1 bike lanes** on both sides of the corridor. The Bellingham School District is in the process of reconstructing Parkview Elementary School and is partnering with the City of Bellingham to apply to WSDOT for Safe Route to School grant funding. This project compliments project #12 on the western half of the W. Illinois corridor.

MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for pedestrians, bicyclists, vehicles, and freight trucks.

PROJECT STATUS: If WSDOT grant is awarded July 2021, then construction anticipated 2022.

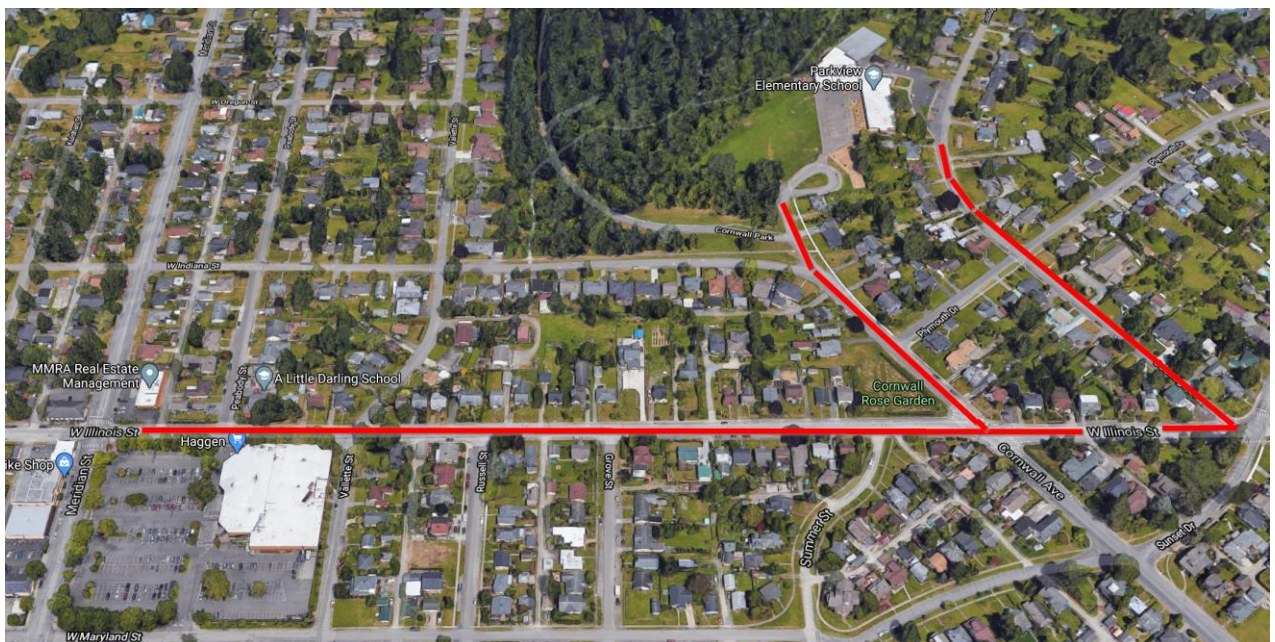
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2021	2022	2023	2024	2025	2026		
11	Parkview ES Safe Route to School	T-Fund Non-Motorized		350						
	Sidewalks, ADA ramps, crosswalks,	Bham School District								
	parking removal, bike lanes	WSDOT Federal SRTS		1,400	Build		Pending SRTS Grant			
	(Sunset Drive to Meridian Street)	Subtotal		1,750						1,750

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local public funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #12: W. Illinois Pedestrian & Bicycle Safety Improvements (Meridian Street 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. This project complements project #11 Parkview ES Safe Routes to School.

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: If WSDOT Ped & Bicycle Safety grant awarded July 2021; then construction 2022

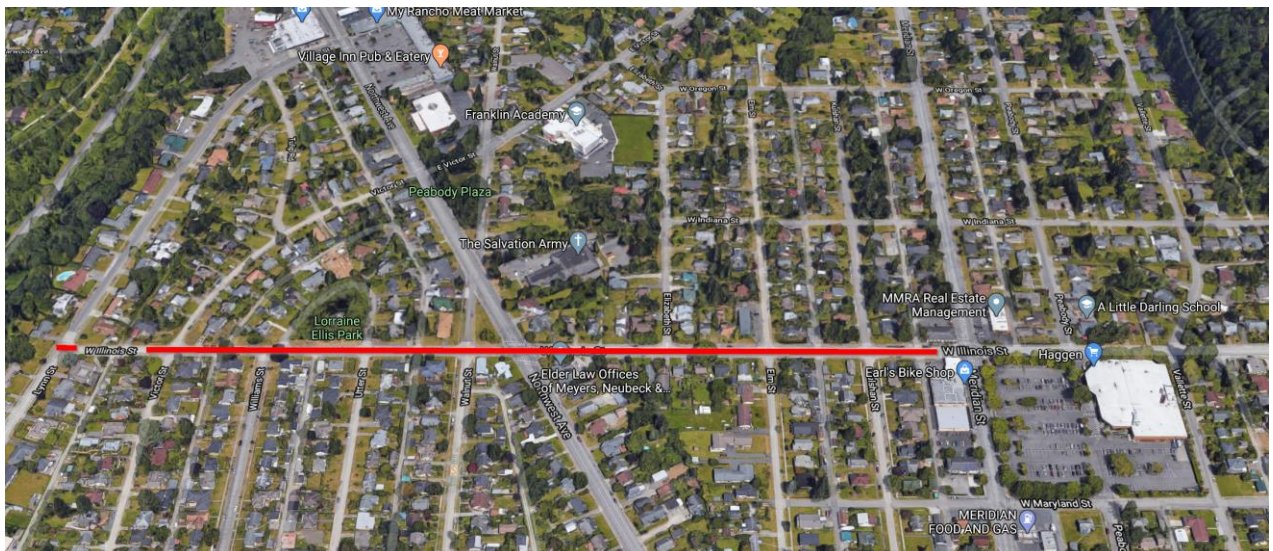
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2021	2022	2023	2024	2025	2026		
12	W. Illinois Pedestrian and Bicycle Safety	T-Fund Non-Motorized		320						
	Sidewalk, parking, bike lane, intersection	WSDOT Ped-Bike		1,225	Build		Pending Ped-Bike Grant			
	(Meridian Street to Lynn Street)	Subtotal		1,545						1,545

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Not yet known



Project #13: BNSF Railroad Quiet Zones

PROJECT NARRATIVE: The City of Bellingham will examine the possibility of making significant safety improvements for the at-grade street crossings of the Burlington Northern Sante Fe (BNSF) railroad tracks throughout the City. 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.

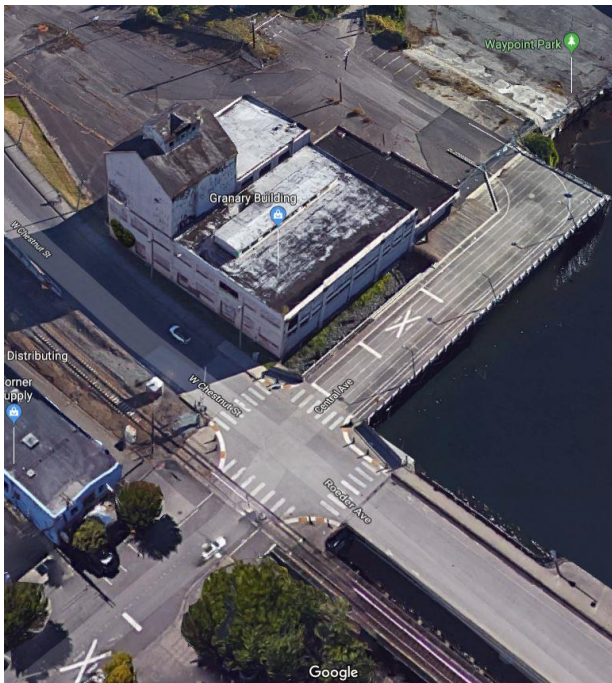
MULTIMODAL TRANSPORTATION BENEFITS: ADA-compliant surface crossing of railroad tracks and reduction of vehicle/rail conflicts.

PROJECT STATUS: REET funding identified as most-appropriate for these improvements.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2021	2022	2023	2024	2025	2026	
13	Bellingham Railroad Quiet Zones	1st 1/4 REET	210	0	250	250	250	250	250	
		Subtotal	210	0	250	250	250	250	250	1,460

TRANSPORTATION IMPACT FEES COLLECTED
RIGHT-OF-WAY ACQUISITION NECESSARY

No
Possible



Project #14: James/Bakerview Intersection Safety Improvements

PROJECT NARRATIVE: East Bakerview Road is a major arterial and trucking route between the Irongate industrial area, SR 539, and I-5. James Street is the only north-south secondary arterial between Sunset Drive and Kellogg Road. Increased traffic and lack of north-south left-turn lanes contribute to an increase in speeding and collisions at the James/Bakerview intersection. Constructing an expandable multimodal roundabout will slow speeding vehicles, reduce collisions, and improve safety for all users, while also providing long-term transportation capacity as the King Mountain area develops.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, crosswalk with pedestrian refuges, Tier 3 bicycle lanes, collision reduction, increased safety & efficiency of freight and goods movement, 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 grant funds being sought; construction 2023 pending full funding.

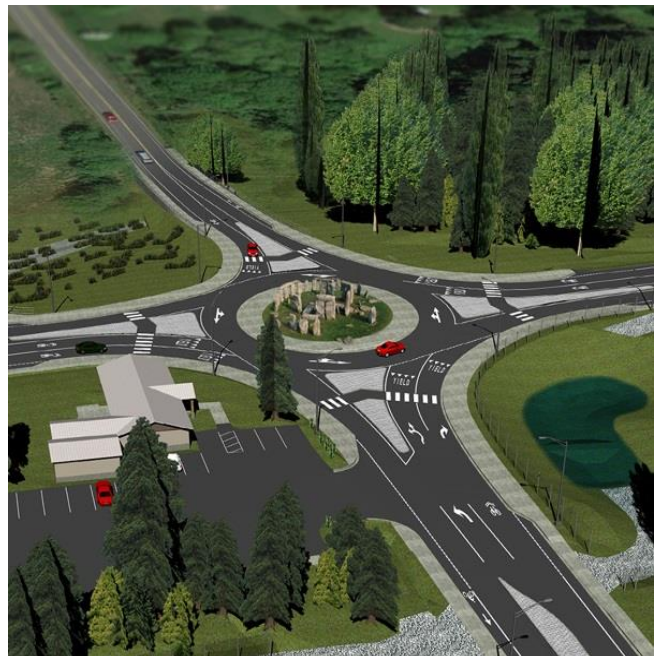
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars								PROJECT TOTALS
			Previous		FUNDED			UNFUNDED			
			Budget	2021	2022	2023	2024	2025	2026		
14	James/Bakerview Intersection	Street	120			500					
	Safety Improvements	Federal STP	385			Build					
		Federal STBG				2,000					
		(Expandable multimodal roundabout)	Federal HSIP				900	Pending WSDOT Grant			
		Subtotal	505			3,400				3,905	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #15: James Street Pedestrian & Bicycle Safety Improvements; Segment 3

(West side James Street from Telegraph Rd to E. Bakerview Rd)

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. 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. Segment 3 is the most financially feasible section to construct and if grant funding can be secured, could be completed in 2023 to complement the Telegraph Road improvements and the James/Bakerview roundabout.

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 Completed 2019. Unfunded. WSDOT grant funds applied for.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2021	2022	2023	2024	2025	2026		
15	James Street Pedestrian and Bicycle	T-Fund Non-Motorized				160				
	Safety Improvements; Segment 3	State				740	Pending WSDOT Grant			
	Segment 3 = Telegraph to Bakerview	Subtotal				900				900

TRANSPORTATION IMPACT FEES COLLECTED

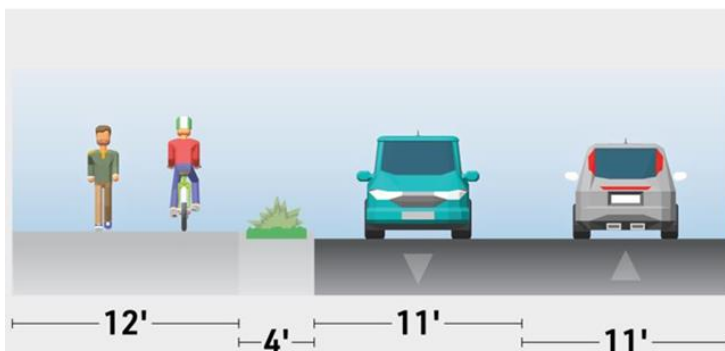
Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No

James Street Preferred Alternative

West Side Shared Use Path



SHARED USE PATH

- 11-foot vehicle lanes with a 10 to 12-foot wide bi-directional shared use path on one side
- Vegetated planting strip between path and roadway used for stormwater conveyance and treatment and separation from traffic
- Curbed shoulders in locations where additional sidewalk is needed on the other side of the road



transpogroup
WHAT TRANSPORTATION CAN BE.

Project #16: 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 2021, 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 completed 2019. Unfunded. State and federal grants, as well as public-private funding partnerships will be sought.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED				
			2021	2022	2023	2024	2025	2026			
16	Meridian Street Roundabouts (Squalicum & Birchwood), Phases 1 & 2 Phase 1 = Squalicum; Phase 2 = Birchwood	Street Study)	160				Grants being sought				
		Federal STBG									
		Unknown					12,000				
		Subtotal	160				12,000		12,160		

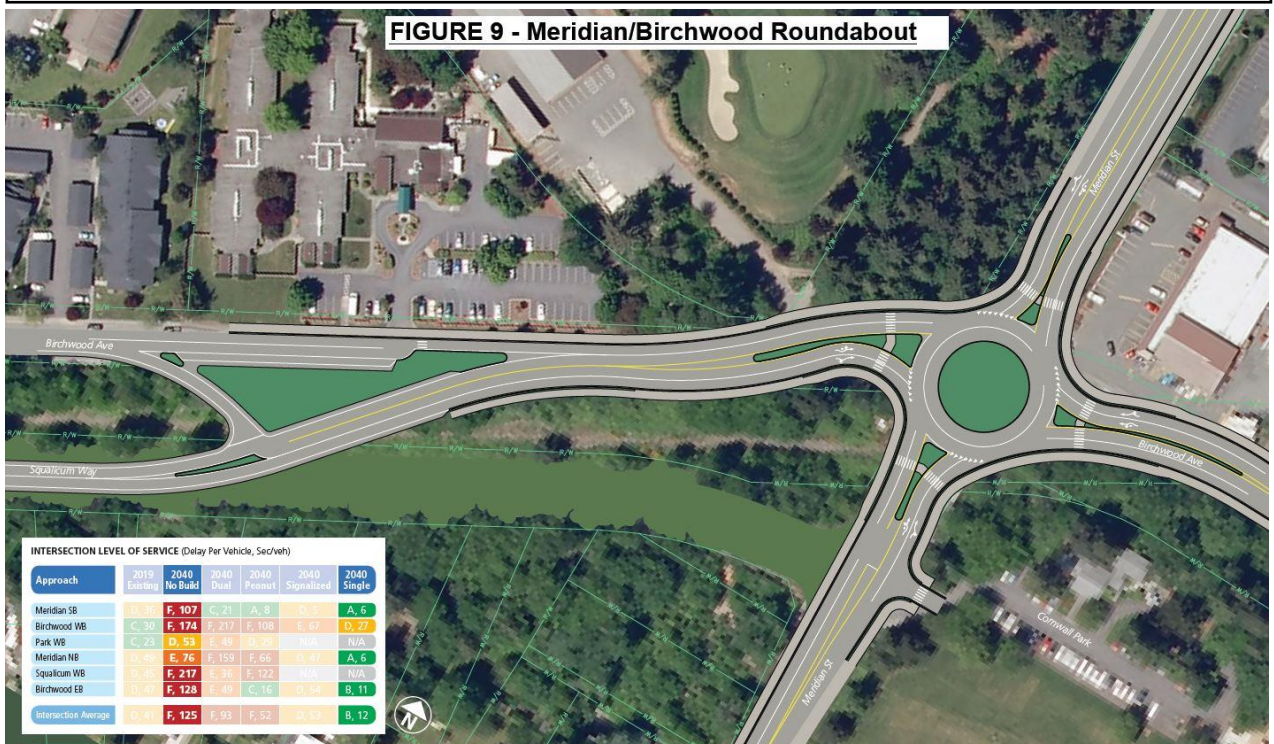
TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes: Intersection corners and railroad ROW

FIGURE 9 - Meridian/Birchwood Roundabout



Project #17: James Street Pedestrian & Bicycle Safety Improvements; Segments 1, 2, & 4 (West side James Street from E. Orchard to Gooding Rd)

PROJECT NARRATIVE: James Street is the only north- south transportation corridor serving the King Mountain Neighborhood, which is zoned for 3,000 or more housing units. James Street provides access to Squilicum Creek Trail and Sunset Pond Park between Sunset Square Shopping Center, Telegraph Rd, and East Bakerview Rd. 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. Significant costs include, removal of a vertical curve sight distance issue on the hill between Orchard and McLeod and reconstruction of culverts beneath James Street between Orchard Dr and Telegraph Rd and Bakerview Rd and Kellogg Rd will require reconstruction for fish passage improvements.

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 Completed 2019. Unfunded. Grant funds will be sought.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2021	2022	2023	2024	2025	2026		
17	James Street Pedestrian and Bicycle Safety Improvements; Segments 1, 2, & 4	Street (Study)	110				Grants being sought			
		T-Fund Non-Motorized								
	Segment 1 = Orchard to McLeod	Pvt Mitigation								
	Segment 2 = McLeod to Telegraph	Unknown						14,000		
	Segment 4 = Bakerview to Gooding	Subtotal	110						14,000	14,110

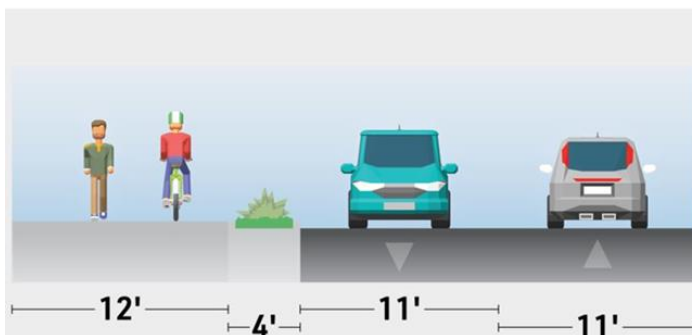
TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Possibly; yet-to-be-determined

James Street Preferred Alternative West Side Shared Use Path



SHARED USE PATH

- 11-foot vehicle lanes with a 10 to 12-foot wide bi-directional shared use path on one side
- Vegetated planting strip between path and roadway used for stormwater conveyance and treatment and separation from traffic
- Curbed shoulders in locations where additional sidewalk is needed on the other side of the road



Visualization (looking south just s/o McLeod Rd)



transpogroup **7T**
WHAT TRANSPORTATION CAN BE.

Project #18: North James Street Multimodal Arterial Connection (Gooding Avenue to Van Wyck Road)

PROJECT NARRATIVE: The Transportation Element of the Bellingham Comprehensive Plan identifies the North James Street extension to Van Wyck Road as a secondary arterial. James Street is the only north-south transportation corridor serving the King Mountain Neighborhood, which is zoned for over 3,000 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 provide multimodal access and connectivity in King Mountain.

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 is currently constructing road improvements with subdivision

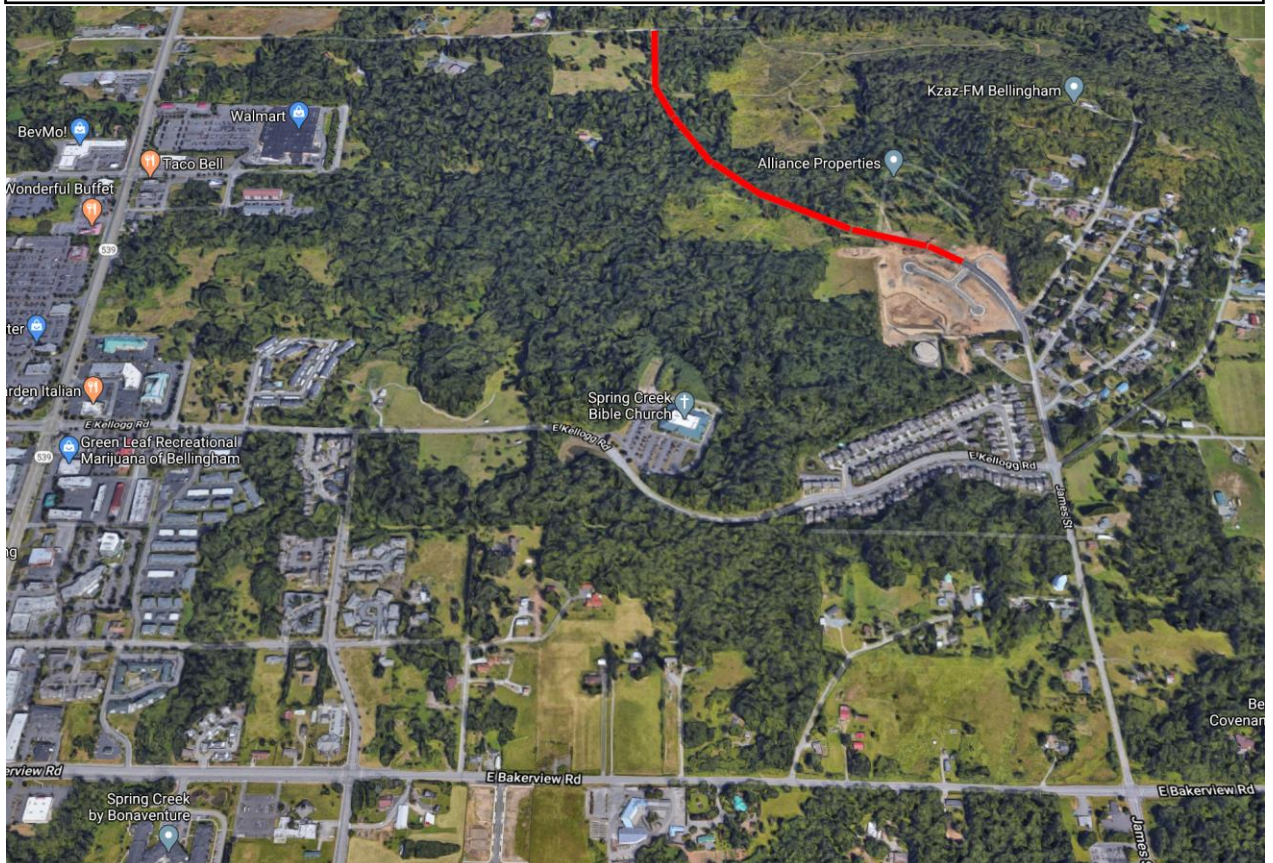
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2020 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2021	2022	2023	2024	2025	2026		
18	North James Street	Pvt Mitigation	600				Private Construction			
	Multimodal Arterial Connection	Unknown						3,000		
	(Gooding to Van Wyck; Long Term)	Subtotal	600					3,000	3,600	

TRANSPORTATION IMPACT FEES COLLECTED

No, private construction receives TIF credit

RIGHT-OF-WAY ACQUISITION NECESSARY?

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) 2020 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2021	2022	2023	2024	2025	2026		
19	West Horton Road Multimodal Corrdor Extension, Phase 2 [City-County Partnership] (Aldrich to Northwest; Long-Term)	Federal Map 21	1,000				City/County Partnership			
	County Road Fund	260								
	Pvt Mitigation					1,000				
	Unknown							12,000		
	Subtotal	1,260				1,000		12,000	14,260	

TRANSPORTATION IMPACT FEES COLLECTED

Not until annexed to City

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes

