Transportation Report on Annual Mobility

Published annually in support of Bellingham's:

- **Comprehensive Plan Multimodal Transportation Chapter;**
- **BMC 13.70 Multimodal Transportation Concurrency Program;**
- **Primary Pedestrian Network & Pedestrian Master Plan;**
- **Primary Bicycle Network & Bicycle Master Plan;**
- **Transportation Fund (Former Transportation Benefit District);**
- **Bicycle Friendly Greenways Trail Network;**
- **Whatcom Transportation Authority Long-Range Plan;**
- **BMC 19.06 Multimodal Transportation Impact Fee Program;**
- **BMC 19.06.040 Urban Village TIF Reduction Program; and**
- **Waterfront Biennial Monitoring Program (per WF Plan).**

March 3, 2023

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2023 TRAM TABLE OF CONTENTS

Executive Summary

Since 2006, the Transportation Report on Annual Mobility (TRAM) has provided an annual assessment of Bellingham's multimodal transportation system in terms of its ability to accommodate the amount of growth and development planned for in the Land Use Element of the Bellingham Comprehensive Plan. This is done by measuring the multimodal transportation needs of new growth and development against the adopted "Level of Service (LOS) Standard" in the Multimodal Transportation Chapter of the Bellingham Comprehensive Plan, as required by the Washington State Growth Management Act (GMA).

In addition to tracking transportation impacts from new development, the TRAM:

- Provides an opportunity to identify **'over the horizon'** concurrency issues proactively and offer recommendations for changes to the program, when and where necessary.
- Is an annual progress report on how Bellingham provides mobility for people, goods, and services.
- Helps the City plan future transportation infrastructure investments in the annual 6-Year Transportation Improvement Program (TIP). RCW 35.77.010 requires that the City adopt the 6-Year TIP by July 1 each year and the TIP must be consistent with the Transportation Element of the Comprehensive Plan.
- Documents progress made toward completion of Bellingham's pedestrian, bicycle, transit, and vehicle networks as well as recognizing that the multiuse Greenways trails provide a secondary transportation function that is integrated with these networks.
- Documents projects completed primarily with voter-approved Transportation Funds (former TBD).
- Provides up-to-date information on issues affecting WTA transit in Bellingham.
- Documents the economic incentive benefits of Urban Village Transportation Impact Fee Reductions.
- Fulfills the Planned Action Ordinance requirement for the Port of Bellingham to complete a Biennial Monitoring Report for the Waterfront District Master Plan.

In addition to the TRAM, information specific to Bellingham's multimodal transportation planning programs and resources are available on the City of Bellingham Transportation Planning web page.

In March 2022, the City began a lengthy public process for the Pedestrian and Bicycle Master Plan Updates. As of March 1, 2023, the Pedestrian Master Plan is nearing the final phases of the update process and the Bicycle Master Plan is expected to begin the initial phases of the update process in March 2023. In-person and virtual public engagement efforts have been extensive, broad-based, and inclusive. The timeline for completing the plan updates, including amendment of the Comprehensive Plan to incorporate the new plans, may extend into 2024.

CHANGES TO TRAM: For the past few years, the City of Bellingham has been dealing with the unprecedented circumstances from the COVID-19 global pandemic and its effect on transportation, the local economy, and public health. The long-term effects on individual mobility and the multimodal transportation system are still being assessed and will be reported on as trends emerge, but the City is using this transition period as an opportunity to reorganize the TRAM to be more user-friendly for those seeking ***basic information in short chapters*** while retaining the comprehensive breadth for those seeking more ***detailed information in appendices***.

Chapter 1: Observations and Implications of the 2022 TRAM

Urban Villages (Green): As **Table 3.1** shows, there are more Person Trips Available (PTA) [8,467] in the central urban core **CSA #7**, which includes the Downtown, Old Town, Samish, and Fountain Urban Villages, than in any other part of the City. This is due to the high degree of completeness of the primary pedestrian network **(91%)**, availability of bicycle facilities planned in the Bicycle Master Plan **(67%)**, the presence of multiuse recreational trail connections relative to the planned bicycle facilities **(14%)**, and the prevalence of high-frequency transit routes running through the core urban villages to the downtown WTA transit station on Railroad Avenue.

Institutional Master Planned Areas (Blue): There are 3 Institutional Master Plan areas in Bellingham, which have distinct mixed-use characteristics and special populations that they are serving: Western Washington University; St. Joseph's Hospital; and Whatcom Community College.

Transition Areas (Yellow): Prior to 2020, the Bellingham Waterfront District **CSA #6** had the lowest number of PTA for any of the Type 2 transition areas in Bellingham, but in July 2019, the City opened the Granary-Laurel arterial street, sidewalk, and off-street cycle track from Roeder Avenue to Cornwall Avenue. While this has added significant multimodal capacity, CSA #6 cannot evolve to a Type 1 CSA merging with the 4 core urban villages in CSA #7 until WTA high-frequency transit service is available. A transit ridership base will not develop in the Waterfront District until there is significant new development, which is in process, but will take many years.

Suburban Areas (Red): In 2018, the City annexed CSA #19 "Airport Industrial," which has fewer PTA than other CSAs as it is heavily auto-oriented. WTA did initiate transit service to the Airport, however. It should also be noted that the 2012 Pedestrian Master Plan (PMP) did not include the Bellingham UGA and annexations completed after 2012 are not part of the primary pedestrian network. This is currently being addressed in the updates to the PMP and BMP.

Citywide: Over time, private development will continue to contribute toward the completion of sidewalks on public streets and bicycle facilities along arterial streets. This occurs through private funding and construction of street frontage improvements and through the payment of multimodal transportation impact fees. All these future improvements will add PTA to CSA's, but if there are not enough PTA to serve new development at the time of concurrency evaluation, then developers may need to earn PTA through ***concurrency mitigation*** in order for the City to issue a Certificate of Concurrency. Concurrency mitigation can include off-site construction of sidewalk or bicycle facilities identified in the Primary Pedestrian and Bicycle Networks in the Pedestrian and Bicycle Master Plans.

Over time, the City will continue to construct capital street improvements, adding sidewalks, bicycle facilities, streets, and transit connections (Examples: Birchwood Avenue Extension under I-5 and Telegraph Road) – all of which adds person trip availability to the citywide multimodal transportation system, but much of this depends on grant funding available from state and federal agencies.

The most important ingredient of the significant progress that Bellingham has made in completing pedestrian and bicycle infrastructure has been the Bellingham Transportation Fund (T-Fund) *[See Chapter 6]*, which was renewed by voters in November 2020 with 82% approval. The T-Fund will continue to provide dedicated local sales tax funding for street resurfacing, non-motorized transportation, transit-supportive capital improvements, and transportation-related climate change initiatives through December 2030.

General Conclusion: The 2023 TRAM demonstrates that Bellingham's BMC 13.70 Multimodal Transportation Concurrency Management program is integrating multimodal transportation system capacity within various land use contexts. This innovative program was designed to intentionally promote the Bellingham Comprehensive Plan and GMA goals to direct new development toward compact, mixed use urban areas where adequate multimodal transportation services and facilities are most available.

TRAM Recommendations Completed and Moving Forward

Each year, the TRAM reports on what was accomplished over the past year and what type of transportation planning is recommended for staff to focus on in the year ahead.

A. Actions Taken, Considered, or Recommended from 2022 TRAM

1) Maintain and Update the Concurrency Evaluation Tracking Tool with new data

- New citywide arterial street traffic counts have not been collected since 2018, but Public Works staff is scheduled to collect new traffic counts in 2023
- WTA ridership has been significantly reduced since COVID-19, but WTA is increasingly using technology to track and monitor transit ridership on buses and at bus stops.

2) Monitor Multimodal Transportation Concurrency Methodology for Effectiveness

- Continue to publish TRAM report with observations of system effectiveness. *All TRAM documents 2006 - 2023 are available at* http://www.cob.org/services/planning/transportation/Pages/multi-modal-trac.aspx

B. 2023 recommendations

1) Update Pedestrian and Bicycle Master Plans

- On-going: In March 2022, the City began public process to update the 2012 Pedestrian Master Plan and 2014 Bellingham Master Plan to incorporate the 2021 ADA Transition Plan and the entire Bellingham Urban Growth Area (UGA). Completion of plan updates is expected in early 2024.

2) Update Transportation Impact Analysis (TIA) for Development Review

- *Bellingham's TIA guidelines are in need of revision and will be updated in 2023.*
- *Policy direction included in adopted Transportation Chapter of the 2016 Bellingham Comprehensive Plan:*

  Policy T-25
  Develop innovative new methodology to measure, forecast, and mitigate negative impacts that new vehicle traffic may have on pedestrians, bicyclists, and public transit bus service when Transportation Impact Analyses are completed for new development.

- In January 2023, the Institute of Transportation Engineers (ITE) published *Multimodal Transportation Impact Analysis for Site Development (MTIASD) – an ITE Recommended Practice*, which includes state of the art methodology and best practices that the City should reference and incorporate

3) Simplify Concurrency Tracking and Monitoring System and Consolidation of CSA's

- Simplify the automobile and transit inputs to the Concurrency Evaluation Tracking Tool to reduce the amount of time required to collect, analyze, and prepare the TRAM document each year.
- Reduce the overall number of CSAs from 20 to 15 by combining some of the CSA's that are of similar typology and are unlikely to experience noticeable changes from year-to-year. Examples: Retain the 3 Type 1 CSAs and the 3 Type 1a CSAs, but consolidate Type 2 CSAs into just 4 and Type 3 into just 5, for a total of 15 CSAs citywide.

Complete Networks Policies

Individual web pages explain Bellingham's Complete Networks Program and Transportation Modal Hierarchy, see Figure 2.1 below, which are adopted in the Multimodal Transportation Chapter of the Comprehensive Plan.

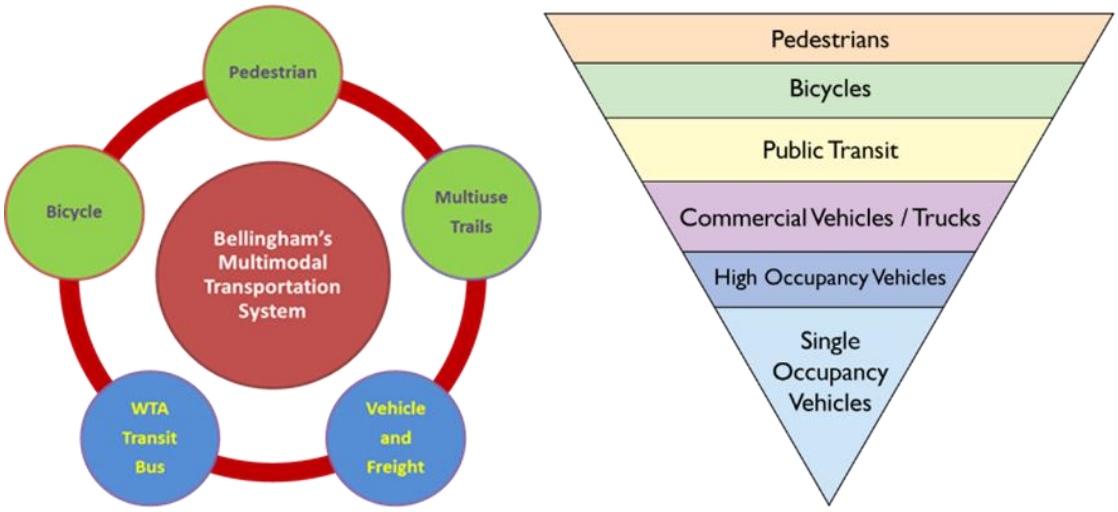


Figure 2.1. - Bellingham's Complete Networks and Transportation Modal Hierarchy

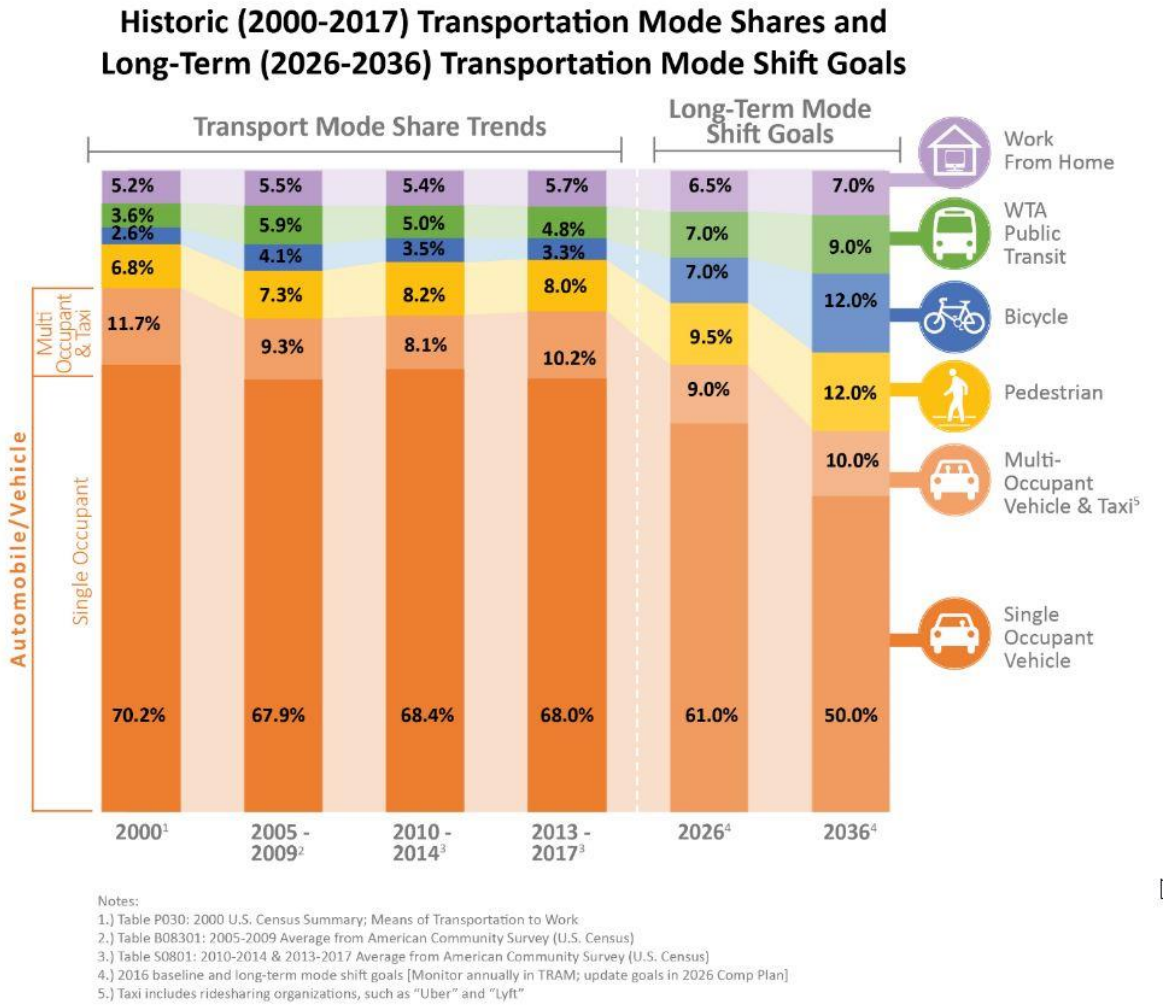
Transportation Mode Share Trends and Mode Shift Goals

In 2006, Bellingham worked with WTA to adopt long-term transportation mode shift goals, which were readopted in the 2016 Bellingham Comprehensive Plan. These transportation mode shift goals are consistent with City Council Legacies and Strategic Commitments and aspire to increase mode shares for people walking, biking, riding transit, and sharing rides to work, while decreasing the number of people driving single occupant vehicles (SOVs).

Figure 2.2 (next page) illustrates transportation mode share trends for work trips from 2000 through 2017 (pre-COVID) based on American Community Survey data published by the U.S. Census Bureau. These long-term trends established Bellingham's baseline and the *aspirational targets are goals to aim for in the future*. However, many factors that affect individual transportation mode choice are beyond the control of City of Bellingham policies and some of the aspirational goals may not be achievable without significant changes to regional land use and economic realities that currently make vehicle travel the dominant transportation mode choice.

Advancements in technology allow an increase in the number of people working from home, which can reduce single occupant vehicle trips to work. The ACS data in Table 2.1, below, shows that ***more people than ever (10%) are working from home***. Bellingham expects walking and bicycling for short, local, and non-work trips to increase in tandem with sidewalk and bicycle network completeness as well as increases in land use density citywide. The ACS data in Table 2.1 also shows that ***more people than ever (4.6%) are bicycling to work***.

Figure 2.2.



The U.S. Census American Community Survey (ACS) data is reported as a rolling 5-year average, which allows consideration of data trends from a standardized source, rather than isolated point-in-time data collected in a variety of methods and contexts. ***The ACS 5-year average data is "work/commute-oriented" and does not account for non-work trips by various modes. However, this is the same data source used by the League of American Bicyclists and People for Bikes because it is standardized and provides an apples-to-apples comparison of all communities.***

Table 2.1 and Figure 2.3 provide a closer look at the rolling 5-year averages 2017-2021, which show that:

- Overall vehicle mode share **decreased** (-1.5%) to **75.8%**
- Single Occupant Vehicle (SOV) mode share **decreased** (-1.4%) to **67.8%**
- Multi-Occupant Vehicle (MOV) mode share decreased (-0.9%) to a historic low of **8.0%**
- WTA Public Transit mode share decreased (+1.4%) to a historic low of **3.7%** *[COVID-19 impacts]*
- Bicycle mode share **increased** (+0.7%) to a historic high of **4.6%**
- Pedestrian mode share decreased (-1.0%) to a historic low of **5.5%**, and
- Work at home mode shares **increased** (+0.9%) to a historic high of **10%**.

Table 2.1. Transport Mode Share Trends 2005 - 2021 and Long-Term Mode Shift Goals (2026 & 2036)															
Transport Mode to Work	**2005 to 2009**	**2006 to 2010**	**2007 to 2011**	**2008 to 2012**	**2009 to 2013**	**2010 to 2014**	**2011 to 2015**	**2012 to 2016**	**2013 to 2017**	**2014 to 2018**	**2015 to 2019**	**2016 to 2020**	**2017 to 2021**	**2026 Goal**	**2036 Goal**
Pedestrian	**7.3%**	**7.4%**	**8.2%**	**8.2%**	**8.3%**	**8.2%**	**8.3%**	**8.3%**	**8.0%**	**7.1%**	**6.5%**	n/a	**5.5%**	**9.5%**	**12.0%**
Bicycle	**4.1%**	**4.2%**	**4.3%**	**4.0%**	**3.4%**	**3.5%**	**3.7%**	**3.3%**	**3.3%**	**3.6%**	**3.9%**	n/a	**4.6%**	**7.0%**	**12.0%**
WTA Public Transit	**5.9%**	**5.6%**	**5.8%**	**5.8%**	**5.8%**	**5.0%**	**5.2%**	**5.5%**	**4.8%**	**4.8%**	**5.1%**	n/a	**3.7%**	**7.0%**	**9.0%**
Automobile/Vehicle	**76.9%**	**76.8%**	**75.6%**	**75.9%**	**75.7%**	**74.7%**	**74.9%**	**75.3%**	**75.9%**	**79.0%**	**77.3%**	n/a	**75.8%**	**70.0%**	**60.0%**
Single Occupant	*67.6%*	*69.1%*	*67.6%*	*68.6%*	*68.7%*	*69.8%*	*67.1%*	*66.9%*	*68.0%*	*70.1%*	*69.2%*	n/a	*67.8%*	*61.0%*	*50.0%*
Multi-Occupant + Taxi	*10.0%*	*9.1%*	*9.2%*	*8.3%*	*8.5%*	*8.1%*	*9.0%*	*9.8%*	*10.1%*	*8.9%*	*8.9%*	n/a	*8.0%*	*9.0%*	*10.0%*
Work Home or Remote	**5.0%**	**4.6%**	**4.9%**	**5.0%**	**5.3%**	**5.4%**	**6.7%**	**6.1%**	**5.7%**	**5.5%**	**6.4%**	n/a	**10.0%**	**6.5%**	**7.0%**
Bellingham + UGA Total Population	**90,741**	**91,251**	**91,403**	**91,715**	**92,661**	**93,092**	**95,015**	**96,952**	**98,816**	**100,500**	**101,058**	**99,436**	**103,508**	**109,726**	**124,107**
Workers 16 Years +	**39,326**	**39,090**	**40,585**	**39,549**	**39,726**	**40,660**	**41,568**	**41,865**	**43,049**	**44,493**	**45,003**	n/a	**48,114**	**~**	**~**

NOTES ON DATA IN TABLE 2.1:

1.) Years 2005-2019 = Table S0801 U.S. Census American Community Survey 5-Year Averages Means of Transportation to Work

2.) Years 2016-2020 = Table S0801 Data unusable due to sample errors, reduced sample sizes, reduced response rates attributed to COVID-19 global pandemic

3.) Years 2026 and 2036 = Adopted Long-Term *Aspirational* Mode Shift Goals *[Monitor annually in TRAM; Update goals in 2026 Comp Plan]*

4.) "Multi-Occupant + Taxi includes ridesharing companies, such as "Uber" and "Lyft"

5.) Average vehicle occupancy rate = 1.06 persons per vehicle

6.) Source: Bellingham + UGA Total Population = Washington Office of Financial Management "Small Area Estimates

7.) 2016-2020 decrease in population due to remote attendance for WWU students due to COVID-19 pandemic WA state protocols

8.) Historic Mode Share High = Low =

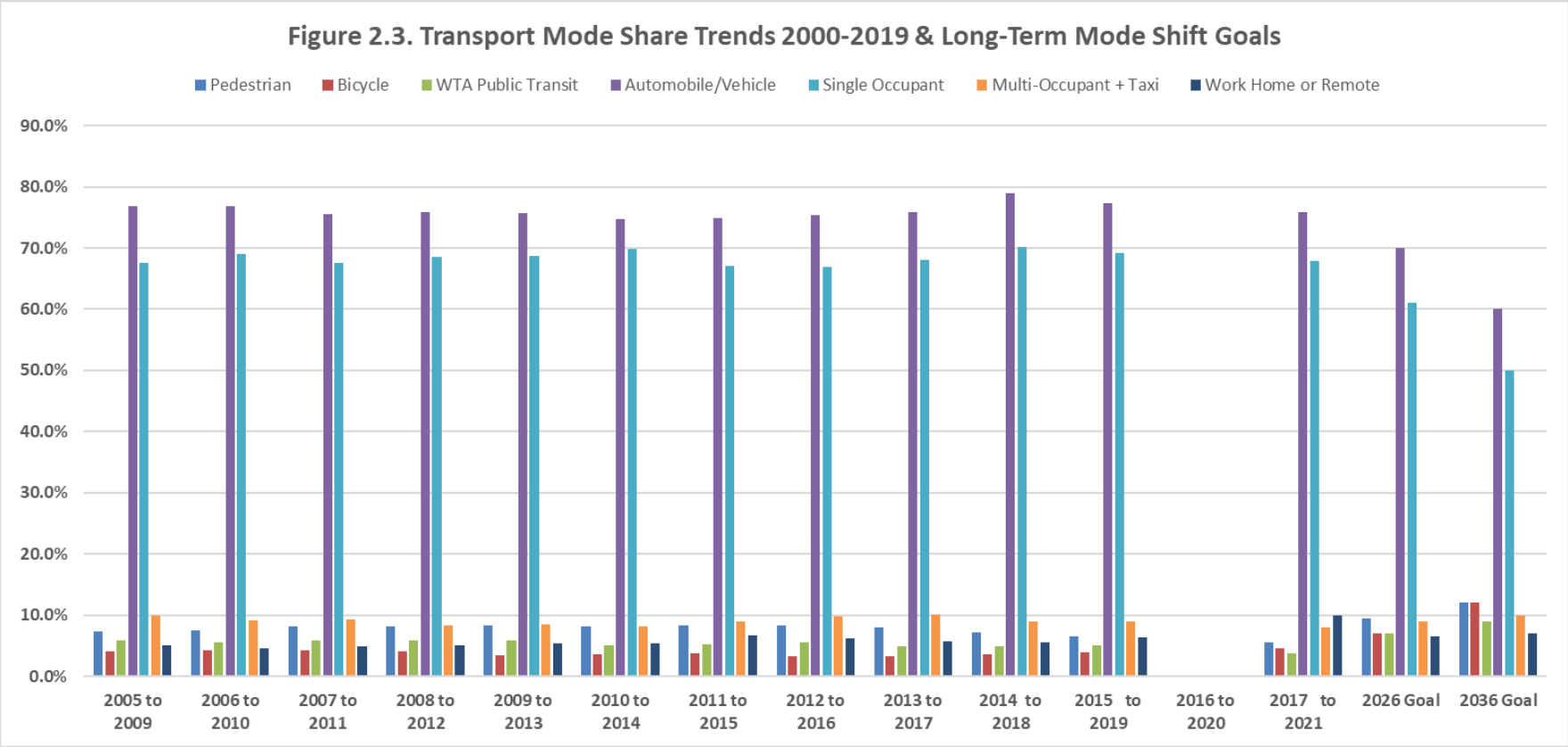


Figure 2.3. Transport Mode Share Trends 2000-2019 & Long-Term Mode Shift Goals
Pedestrian
Bicycle
WTA Public Transit
Automobile/Vehicle
Single Occupant
Multi-Occupant + Taxi
Work Home or Remote
90.0%
80.0%
70.0%
60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%
2005 to 2009
2006 to 2010
2007 to 2011
2008 to 2012
2009 to 2013
2010 to 2014
2011 to 2015
2012 to 2016
2013 to 2017
2014 to 2018
2015 to 2019
2016 to 2020
2017 to 2021
2026 Goal
2036 Goal

Chapter 3: Multimodal Transportation Concurrency Program in 2023

Evolution From Auto-based to Multimodal Transportation Metrics

In 2005, Bellingham transportation planners recognized that traditional auto-oriented level of service (LOS) methodology from the national Highway Capacity Manual (HCM) would not help Bellingham achieve its land use goals for infill development. In 2008, Bellingham staff and TranspoGroup consultants devised a multimodal method to meet the Washington State's GMA transportation concurrency requirements in a:

Transportation element that implements, and is consistent with, the land use element (RCW 36.70A.70 (6)) and

***After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6) "concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six* years.* (RCW 36.70A.70 (6) (b)).**

**NOTE: Bellingham requires financial commitment within 3 years consistent with project funding on 6-Year TIP*

In 2008, Bellingham adopted BMC 13.70 Multimodal Transportation Concurrency Management to implement the first Multimodal Transportation Concurrency Program in Washington, which received the **2009 APA/PAW Award for Transportation Planning in Washington State**. A full account of Bellingham's evolution from traditional auto-based transportation performance metrics to innovative multimodal transportation metrics is available in an article titled *Moving Beyond the Automobile* on the City web site.

The Bellingham Comprehensive Plan Multimodal Transportation Chapter adopts a multimodal level of service (LOS) standards and BMC 13.70 as its Multimodal Transportation Concurrency Ordinance, as follows:

Policy T-21 Calculate "**Person Trips Available by Concurrency Service Area**" as Bellingham's adopted LOS standard to serve planned growth in different parts of the City. Per BMC 13.70 Multimodal Transportation Concurrency, Bellingham and the UGA are divided into Concurrency Service Areas (CSA) based on differing land use contexts and multimodal LOS is calculated for each CSA using the following performance measurements:

- Completeness of sidewalk network;
- Completeness of bicycle network;
- WTA transit capacity, transit route frequency, and transit ridership;
- Vehicle traffic volume to capacity; and
- Access to multiuse trails.

Policy T-22 Publish an annual report on adopted LOS standards and adequacy of the Citywide transportation system according to its Multimodal Transportation Concurrency Program (BMC 13.70) and the TRAM.

Bellingham's Multimodal Transportation Concurrency Program annually measures sidewalks, bikeways, multiuse trails, WTA transit service, and arterial street capacity in the context of various land use environments found within 20 Concurrency Service Areas (CSA) across the city ***(Figure 3.1 and Table 3.1)***.

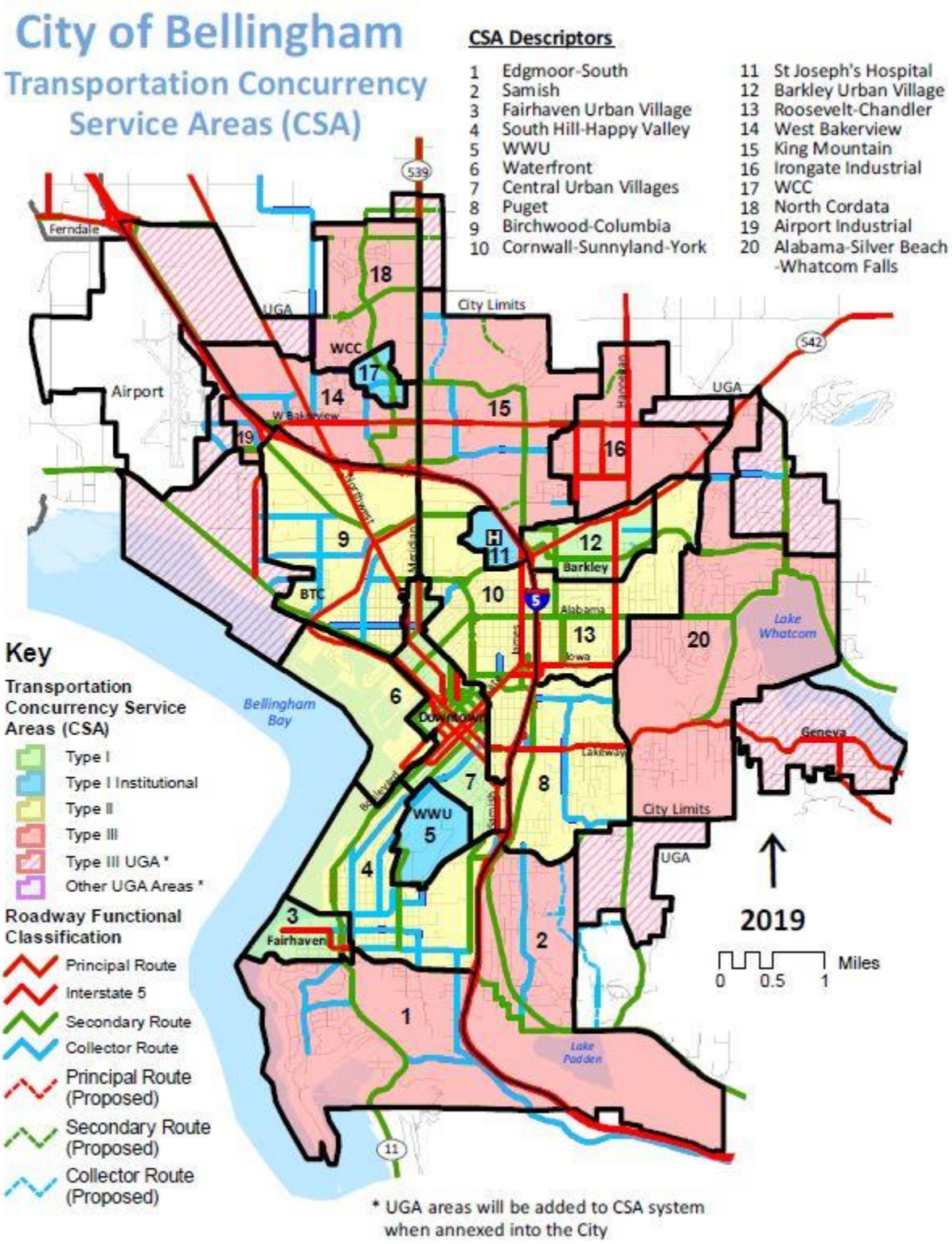


Figure 3.2. Bellingham's 20 Concurrency Service Areas (CSA) in 2023

Table 3.1 Person Trips Available (PTA) by Concurrency Service Area (CSA) in 2023									
	Sidewalks[1]		Multiuse Trails*		Bikeways[2]		WTA[3,4]	Auto[4]	2023
Concurrency Service Area (CSA)	%	Credit	%	Credit	%	Credit	Transit	Arterial	Net
	Complete	PTA	Complete	PTA	Complete	PTA	PTA	PTA	PTA[5]
1. Edgemoor/South	33%	0	51%	506	40%	0	50	795	**1,351**
2. Samish	26%	0	54%	507	89%	621	20	1,930	**3,078**
3. Fairhaven Urban Village	89%	780	63%	625	45%	0	250	1,040	**2,695**
4. South Hill-Happy Valley	61%	194	24%	237	44%	0	170	1,314	**1,915**
5. WWU IMP	87%	748	65%	653	75%	504	650	2,207	**4,762**
6. Waterfront District	58%	151	94%	939	81%	562	0	2,997	**4,649**
7. Urban Core (4 Villages)	91%	814	14%	144	67%	340	1,500	5,669	**8,467**
8. Puget	64%	229	33%	333	60%	154	220	2,934	**3,870**
9. Birchwood-Columbia	64%	245	16%	164	56%	101	400	1,688	**2,598**
10. Cornwall-Sunnyland-York	85%	628	27%	273	68%	324	700	2,656	**4,581**
11. St. Joseph's Hospital IMP	60%	208	50%	500	75%	500	150	2,091	**3,449**
12. Barkley Urban Village	86%	652	27%	273	76%	470	500	5,132	**7,027**
13. Roosevelt-Sussex-Chandler	75%	397	25%	254	68%	290	250	2,080	**3,271**
14. W. Bakerview-S. Cordata	69%	302	7%	69	66%	294	800	5,653	**7,118**
15. King Mountain	58%	125	12%	124	60%	160	400	4,304	**5,113**
16. Irongate Industrial Area	3%	0	0%	0	27%	0	0	3,387	**3,387**
17. WCC IMP	100%	800	0%	0	90%	645	550	2,559	**4,554**
18. North Cordata	72%	357	50%	500	87%	597	650	3,285	**5,389**
19. Airport Industrial	78%	398	0%	0	0%	0	100	772	**1,270**
20. Whatcom-Alabama-Silver	60%	155	91%	914	60%	152	350	1,619	**3,190**
Totals	**66%**	**7,183**		**7,015**	**44%**	**5,714**	**7,710**	**54,112**	**81,734**
* *Includes only "bicycle-friendly" trails as defined in TRAM Chapter 7*									

Notes:

1.) "Percent complete" sidewalks reflects degree of completeness by CSA of "Primary Pedestrian Network" in 2012 Pedestrian Master Plan from the list of 357 sidewalk infill and crosswalk projects.

2.) "Percent complete" bikeways reflects degree of completeness by CSA of "Primary Bicycle Network" in 2014 Bicycle Master Plan from the list of 215 Bikeway improvement projects.

3.) In June 2021, WTA adjusted transit service on some routes in Bellingham. In February 2022, the WTA Board approved a 20-year long-range transit plan titled WTA 2040.

4.) PTA for WTA transit and Auto/Vehicle are derived from select transit and vehicle data collection measurement points on arterial streets throughout the City. Transit data is collected by WTA and Auto data is collected by Public Works. WTA and auto count data from 2019 due to radical changes in transit ridership and auto travel from COVID-19 global pandemic.

5.) Annual net PTA is derived from the compilation of all five variables (Sidewalk, Bikeway, Multiuse Trails, WTA Transit, and arterial traffic counts); minus PTA used by development proposals; minus a 500 PTA reserve in each CSA to avoid violating Bellingham's adopted multimodal LOS standards.

The **2023 TRAM** demonstrates that Bellingham's Multimodal Transportation Concurrency methodology is integrating multimodal transportation system capacity within various land use contexts in Bellingham and is further promoting both the Comprehensive Plan and GMA goal of directing new development toward compact, mixed-use urban areas where adequate transportation services and facilities are most available.

Chapter 4: Primary Pedestrian Network Completeness - 2023

The **2012 Pedestrian Master Plan** (PMP) defines a 260-mile Primary Pedestrian Network (Figure 4.1) and identifies 415 sidewalk and crossing improvements on a prioritized project list. Since 2012, the City has implemented 92, or 22%, of the total PMP projects, including those scheduled for construction in 2023. The City is currently conducting the public engagement process for Pedestrian and Bicycle Master Plan Updates.

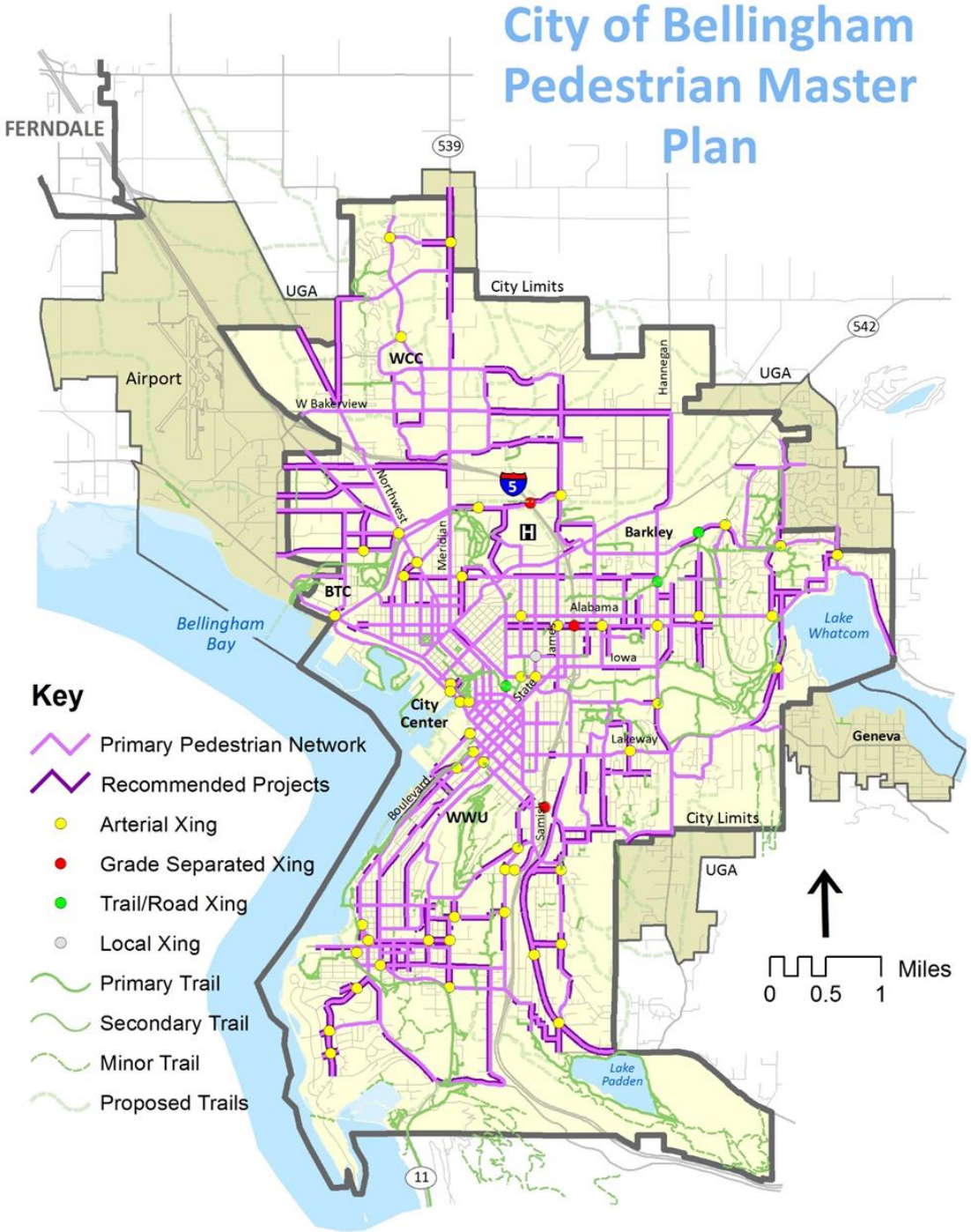


Figure 4.1. Citywide 2012 Pedestrian Master Plan

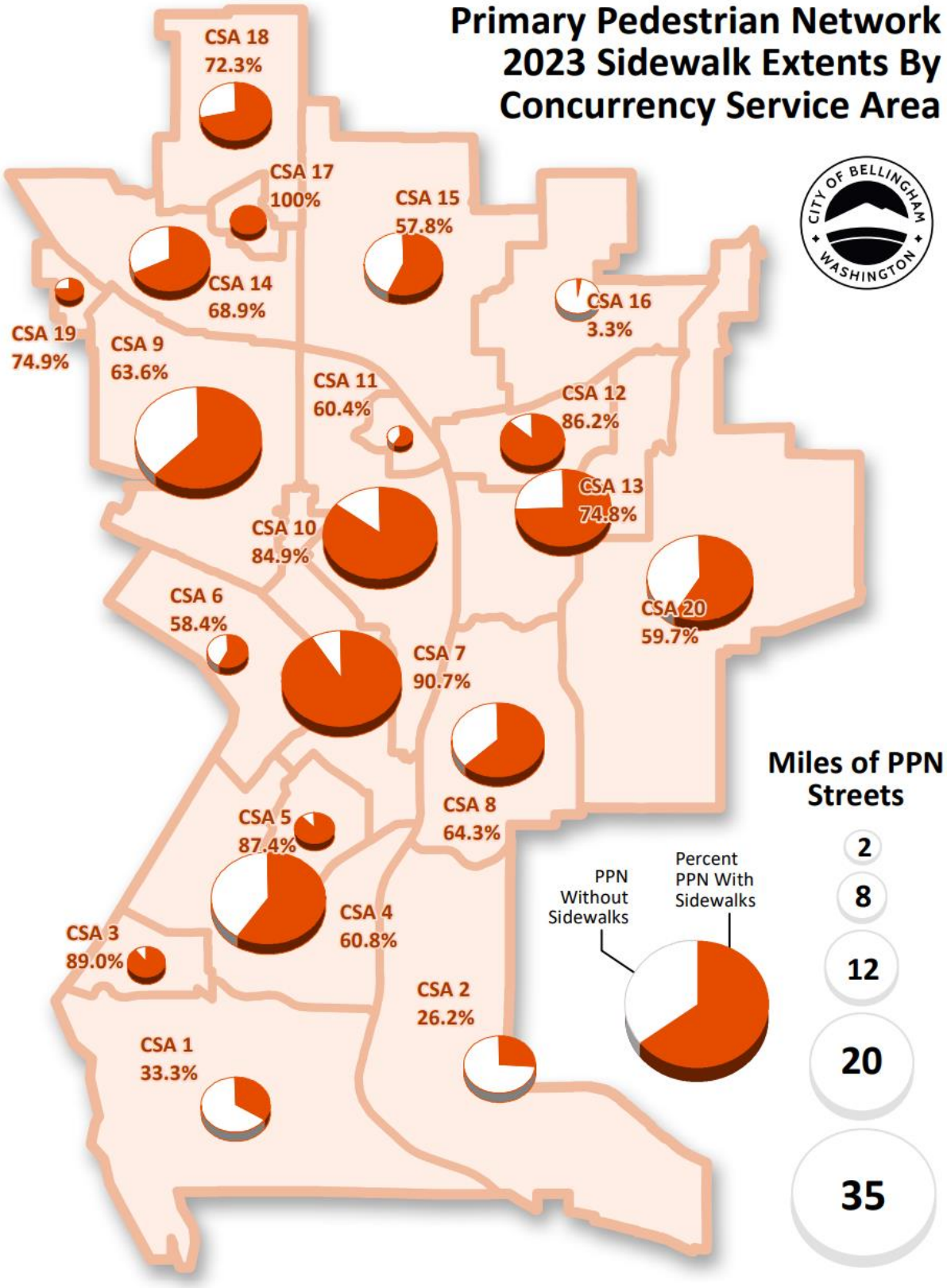
Citywide, the 260-mile Primary Pedestrian Network is 67.5% complete, but the degree of network completeness varies in different parts of the City (Table 4.1 below and Figure 4.2 next page).

Table 4.1
Primary Pedestrian Network Sidewalk Extents by Concurrency Service Area
2023

CSA	Current PPN* Street Length Both Sides (Miles)	Adopted PPN Sidewalk Length Completed (Miles)	Adopted PPN Sidewalk Length Recommended (Miles)	Current PPN* Sidewalk Percent Complete
CSA 1	9.8	3.3	6.5	33.3%
CSA 2	10.6	2.8	7.7	26.2%
CSA 3	3.0	2.6	0.3	89.0%
CSA 4	26.8	16.3	10.6	60.8%
CSA 5	3.1	2.7	0.4	87.4%
CSA 6	3.4	2.0	1.5	58.4%
CSA 7	29.3	26.6	2.6	90.7%
CSA 8	17.5	11.3	6.2	64.3%
CSA 9	32.8	20.9	11.9	63.6%
CSA 10	26.6	22.6	4.0	84.9%
CSA 11	1.3	0.8	0.5	60.4%
CSA 12	8.4	7.3	1.2	86.2%
CSA 13	18.8	14.1	4.7	74.8%
CSA 14	13.2	9.1	4.2	68.9%
CSA 15	12.6	7.3	5.4	57.8%
CSA 16	3.9	0.1	3.7	3.3%
CSA 17	2.6	2.6	0.0	100.0%
CSA 18	10.6	7.7	3.0	72.3%
CSA 19	1.6	1.2	0.5	74.9%
CSA 20	23.0	13.7	9.3	59.7%
Total	**259.0**	**174.9**	**84.3**	**67.5%**

** Current Primary Pedestrian Network includes the PPN adopted in the 2012 Master Plan as well as segments*

Figure 4.2


Primary Pedestrian Network
2023 Sidewalk Extents By
Concurrency Service Area
CITY OF BELLINGHAM
WASHINGTON
CSA 18
72.3%
CSA 17
100%
CSA 15
57.8%
CSA 14
68.9%
CSA 16
3.3%
CSA 19
74.9%
CSA 9
63.6%
CSA 11
60.4%
CSA 12
86.2%
CSA 13
74.8%
CSA 10
84.9%
CSA 20
59.7%
CSA 6
58.4%
CSA 7
90.7%
CSA 8
64.3%
CSA 5
87.4%
CSA 4
60.8%
CSA 3
89.0%
CSA 2
26.2%
CSA 1
33.3%
PPN
Without
Sidewalks
Percent
PPN With
Sidewalks
Miles of PPN
Streets
2
8
12
20
35

The 415 total PMP prioritized projects include 58 crossing improvements and 357 sidewalk improvements. Over half (62%) of the 58 crossings (Table 4.2) have been completed or are funded for construction in 2023. Many of these also support bike boulevards and have been implemented with Bicycle Master Plan (BMP) projects. In contrast, only a small portion (16%) of the 357 sidewalk projects (Table 4.3) have been constructed in 2023.

Table 4.2 Pedestrian Crossing Improvements				
	Tier 1	**Tier 2**	**Tier 3**	**Total**
Percent Completed	76%	53%	58%	62%
Projects Completed	**13**	**8**	**15**	**36**
Projects Not Yet Completed	4	7	11	25
Total Crossing Projects	17	15	26	**58**

Table 4.3 Sidewalk Improvements				
	Tier 1	**Tier 2**	**Tier 3**	**Total**
Percent Completed	35%	23%	13%	16%
Projects Completed	**15**	**8**	**37**	**58**
Projects Not Yet Completed	28	27	244	299
Total Sidewalk Projects	43	35	279	**357**
**Some sidewalk projects divided into pieces for funding and constructability*				

How is Pedestrian Infrastructure Funded?

- Many projects are constructed with Bellingham Transportation Funds (See Chapter 6).
- Bellingham Municipal Code street standards (BMC 13.04/.08) require private developers to construct ADA-compliant sidewalks and curb ramps for any new development abutting public streets.
- State and federal grant funding agencies require sidewalks and ADA ramps to be included on all projects.
- Pedestrian improvements can be added to other City-funded work (sidewalk repair/maintenance; sewer/water/storm water utility upgrades, Parks projects, etc.) that is being conducted.
- Pedestrian improvements can be funded by other public agencies or private development interests.
- Most often, pedestrian infrastructure is funded with a combination of the sources listed above.

Low-income housing, social services, and public transit needs were emphasized in pedestrian project prioritization. Figure 4.3. below shows Bellingham's Low to Moderate Income Neighborhoods and Figure 4.4 next page shows that 68.6% of pedestrian projects have been constructed in lower-income neighborhoods.

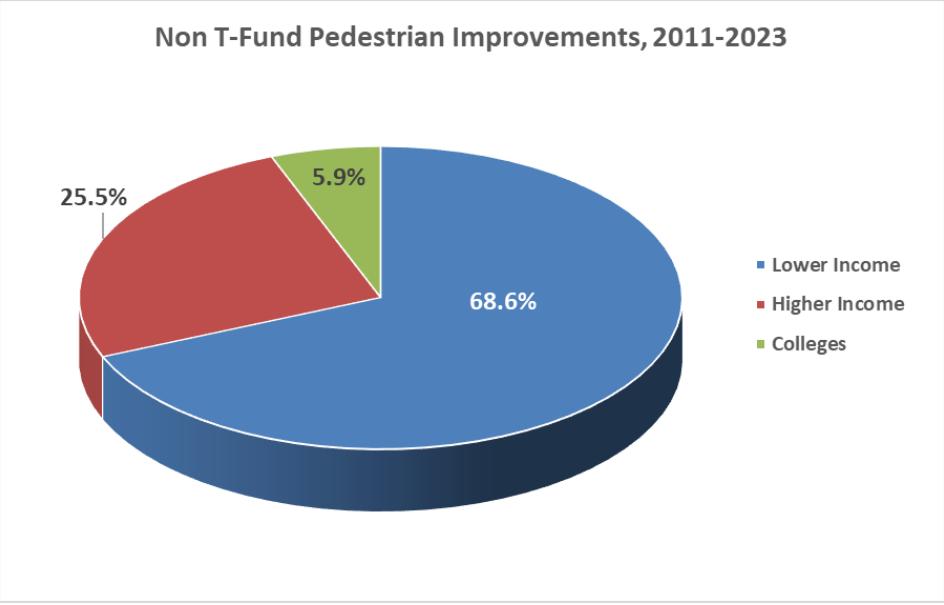


Figure 4.3 - 74% of Non TBD/T-Fund pedestrian projects have been in lower income neighborhoods 14

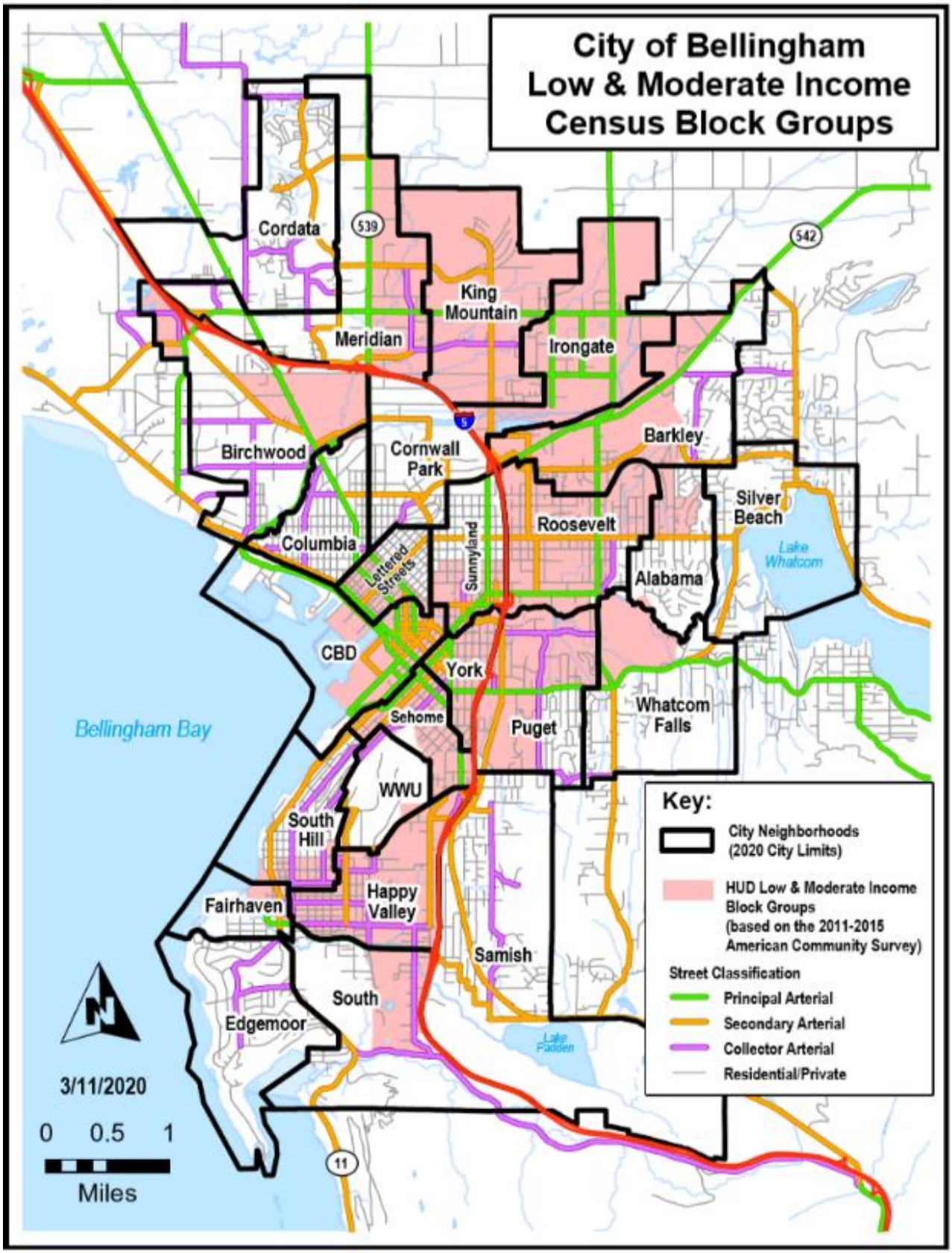


Figure 4.4. Low to Moderate Income Neighborhoods in Bellingham ***(Map applies to Chapters 4, 5, and 6)***

Chapter 5: Primary Bicycle Network Completeness - 2023

The **2014 Bicycle Master Plan** (BMP) defines a 170-mile Primary Bicycle Network (Figure 5.1) and identifies 229 bikeway and crossing improvements on a prioritized project list. Since 2014, the City has implemented 132, or 58%, of the total BMP projects, including those scheduled for construction in 2023. The City is currently conducting the public engagement process for Pedestrian and Bicycle Master Plan Updates.

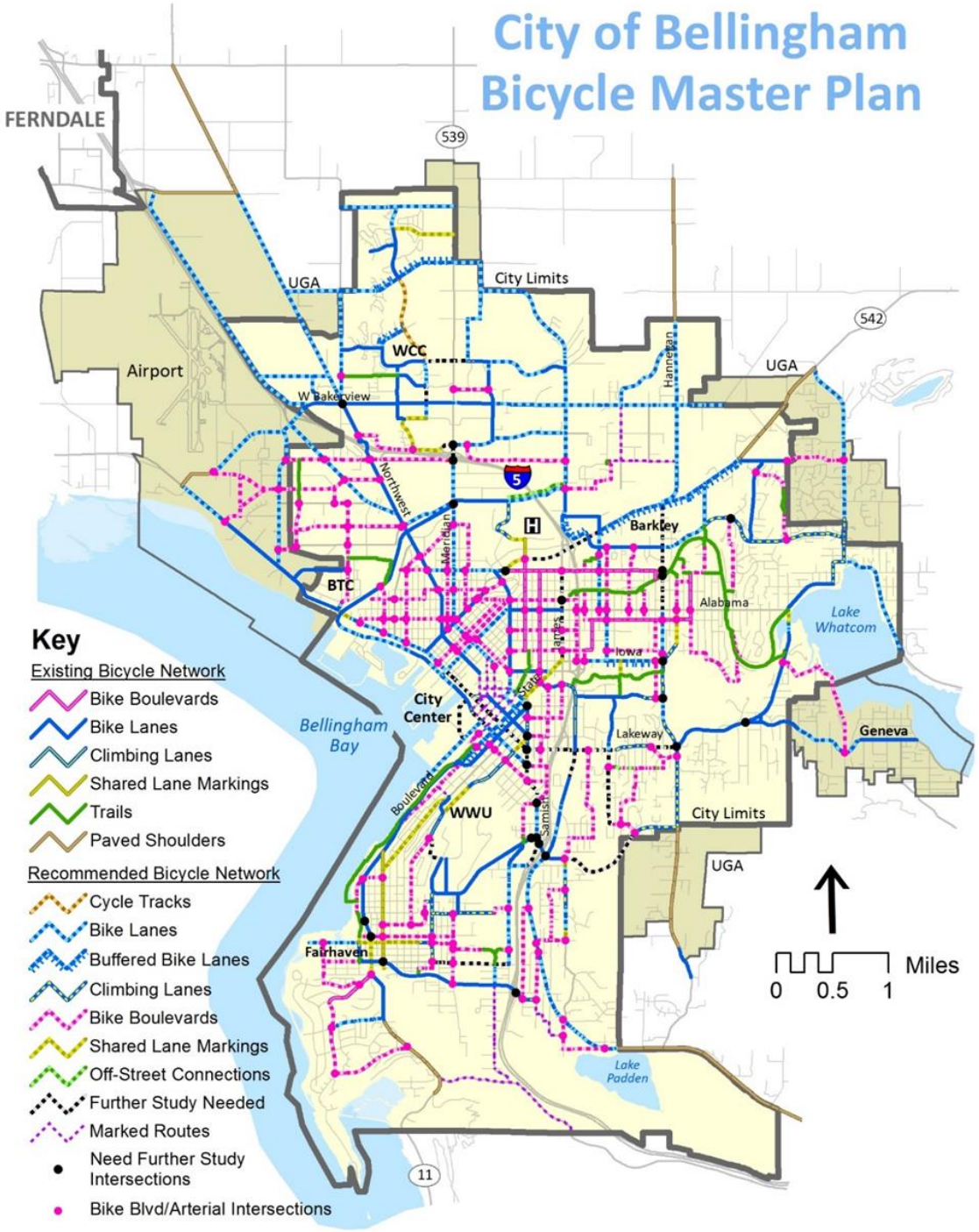


Figure 5.1 2014 Citywide Bicycle Master Plan

Citywide, the 170-mile Primary Bicycle Network is 61% complete, but the degree of network completeness varies in different parts of the City (Table 5.1 below and Figure 5.2 next page).

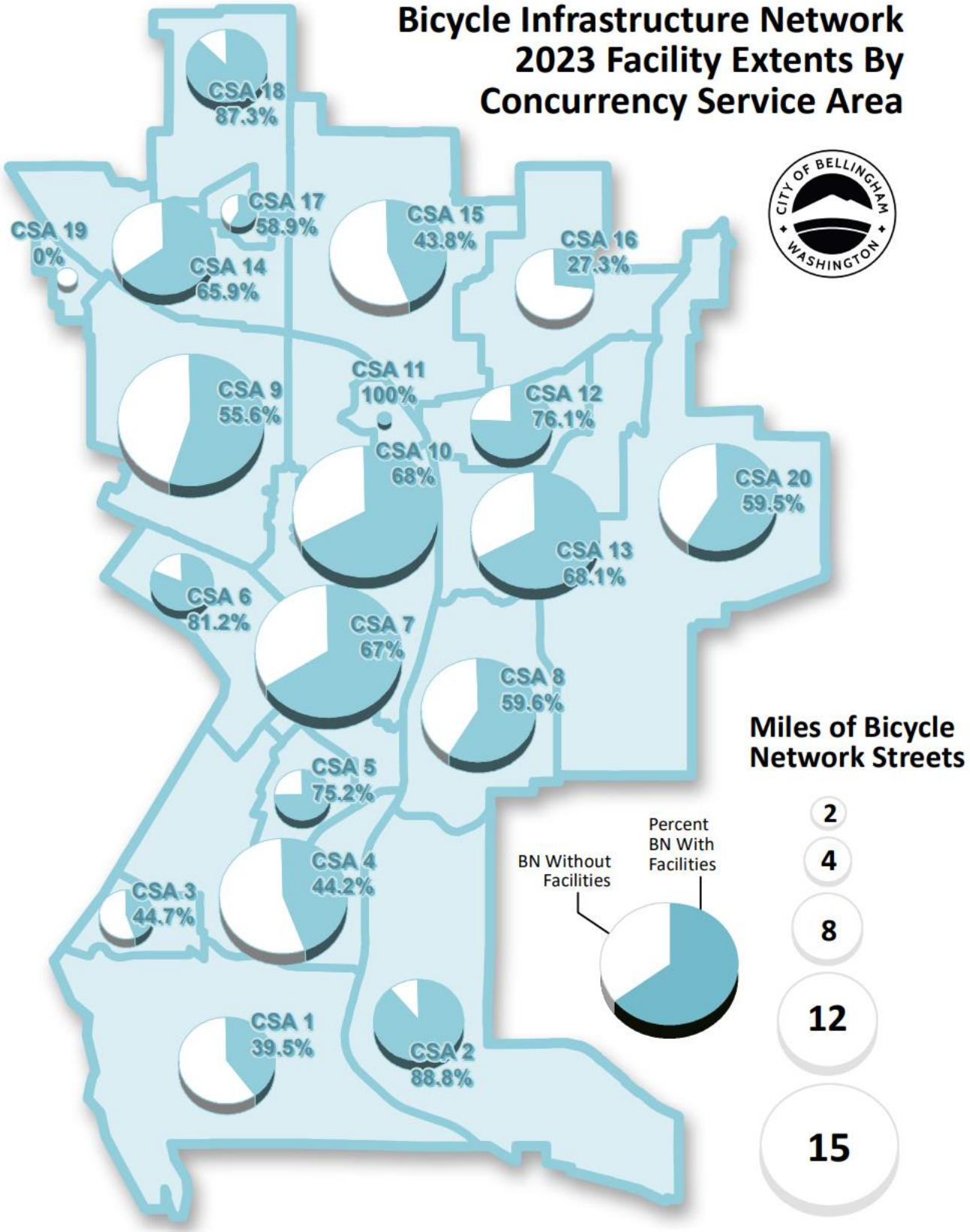
Table 5.1.

Bicycle Infrastructure Extents by Concurrency Service Area

2023

CSA	Total Recommended Network Length	Existing Facility Miles	Recommended Upgrade Facility Miles	Recommended New Facility Miles	Recommended Network Percent Complete
CSA 1	7.7	3.0	0.0	4.6	39.5%
CSA 2	6.7	6.0	0.0	0.7	88.8%
CSA 3	2.4	1.1	0.0	1.3	44.7%
CSA 4	13.5	6.0	0.0	7.5	44.2%
CSA 5	2.6	1.9	0.0	0.6	75.2%
CSA 6	3.3	2.6	0.0	0.6	81.2%
CSA 7	17.8	11.9	0.0	5.9	67.0%
CSA 8	10.8	6.5	0.3	4.4	59.6%
CSA 9	17.7	9.8	0.0	7.8	55.6%
CSA 10	17.4	11.9	0.0	5.6	68.0%
CSA 11	0.2	0.2	0.0	0.0	100.0%
CSA 12	5.5	4.1	0.4	1.3	76.1%
CSA 13	13.8	9.4	0.4	4.4	68.1%
CSA 14	8.7	5.7	0.0	3.0	65.9%
CSA 15	11.3	4.9	0.0	6.3	43.8%
CSA 16	5.1	1.4	0.0	3.7	27.3%
CSA 17	1.0	0.6	0.1	0.4	58.9%
CSA 18	5.4	4.7	0.9	0.7	87.3%
CSA 19	0.4	0.0	0.0	0.4	0.0%
CSA 20	11.6	6.9	0.0	4.7	59.5%
Total	**162.7**	**98.6**	**2.2**	**64.1**	**60.6%**

Figure 5.2


Bicycle Infrastructure Network
2023 Facility Extents By
Concurrency Service Area
CITY OF BELLINGHAM
WASHINGTON
CSA 18
87.3%
CSA 17
58.9%
CSA 19
0%
CSA 14
65.9%
CSA 15
43.8%
CSA 16
27.3%
CSA 9
55.6%
CSA 11
100%
CSA 12
76.1%
CSA 10
68%
CSA 20
59.5%
CSA 13
68.1%
CSA 6
81.2%
CSA 7
67%
CSA 8
59.6%
CSA 5
75.2%
CSA 4
44.2%
CSA 3
44.7%
CSA 1
39.5%
CSA 2
88.8%
Percent
BN With
Facilities
BN Without
Facilities
Miles of Bicycle
Network Streets
2
4
8
12
15

The 229 total BMP prioritized projects include 203 bikeway links and 26 crossing improvements. Since 2014, over half, 106/203 or 52%, of the bikeway links (Table 5.2) have been completed, including 7 major studies (Table 5.3). Almost three-quarters, 18/26 or 70% of the bicycle crossing improvements (Table 5.4) have been completed and 2 bikeway crossings are funded for construction in 2024 and 2025, which will bring the completion total to 77%.

Table 5.2. Bicycle Network Links	Tier 1	Tier 2	Tier 3	Total
Percent Completed	75%	61%	43%	52%
Projects Completed	**18**	**35**	**53**	**106**
Projects Not Yet Completed	6	22	69	97
Total Bike Network Link Projects*	24	57	122	203
**Includes "Further Study Needed" Links*				
NOTE: 106 Network Links & 18 Crossings Complete = 132/229 = 57.6% of BMP complete				

Table 5.3. Bicycle Link Further Studies	Total
Percent Completed	32%
Studies Completed/In-Process	**7***
Studies Not Yet Completed	15
Total Corridor Studies	22
** Lakeway Drive corridor has been studied 3 times*	

Table 5.4. Bicycle Crossing Improvements	Total
Percent Completed	70%
Projects Completed	**18**
Projects Not Yet Completed	6*
Total Crossing Projects	26
** Two crossings funded for construction 2024 & 2025*	

Most of these bicycle improvements have been constructed with T-Fund/TBD funds (TRAM Chapter 6), but some bikeways are constructed with non-TBD funds, such as grants, partnerships, and mitigation funds. See **Bellingham Bikeways Illustrated** for examples and photographs of local bikeway facility types and location criteria.

Why Have There Been More Bike Projects Than Pedestrian Projects?

There are several reasons why bikeway improvement projects have out-paced pedestrian improvement projects for completion and funding from 2011-2023, including:

- The adopted Primary Pedestrian Network is 260 miles vs. the 170-mile adopted Primary Bicycle Network;
- The Pedestrian Master Plan has 415 individual projects vs. 229 projects in the Bicycle Master Plan;
- On-street bikeway improvements are primarily between curbs on existing streets with little-to-no new environmental impacts and can be made in several ways, as listed below;
  - Resurfacing existing roadways sometimes allows bikeway facilities to be installed at relatively low cost;
  - Rechannelizing existing roadways allows bikeway facilities to be installed at relatively low cost;
  - Road diets (removal of vehicle lanes) can allow bikeway facility installation at relatively low cost;
  - Removal of on-street arterial parking can allow bikeway facility installation at relatively low cost;
  - Some bikeway improvements are funded with a combination of water/sewer/storm water funds, as well as other public agencies and/or private development interests;
- New sidewalks always create new impervious surface, which must be treated for storm water quantity and quality and require underground storm water drains and conveyance system tied into a network;
- New sidewalks may require additional right-of-way (property) to be purchased, which is extremely time-intensive, expensive, or in some cases, not financially feasible;
- New sidewalks in sloped areas may require retaining walls on one or both sides, which is very expensive;
- While all new arterial streets are required to have both sidewalks and bike lanes, whether by local, state, federal, or private funding, there are environmental circumstances (see above) where having sidewalk on only one side of a street may be the only financially feasible way to provide a pedestrian pathway.

Improving Social Equity by Providing Bikeways in Low-Income Neighborhoods

As in Chapter 4. Primary Pedestrian Network Completeness, Figure 4.3. shows Bellingham's "Low to Moderate Income Neighborhoods" from the 2013-2017 Bellingham Consolidated Plan.

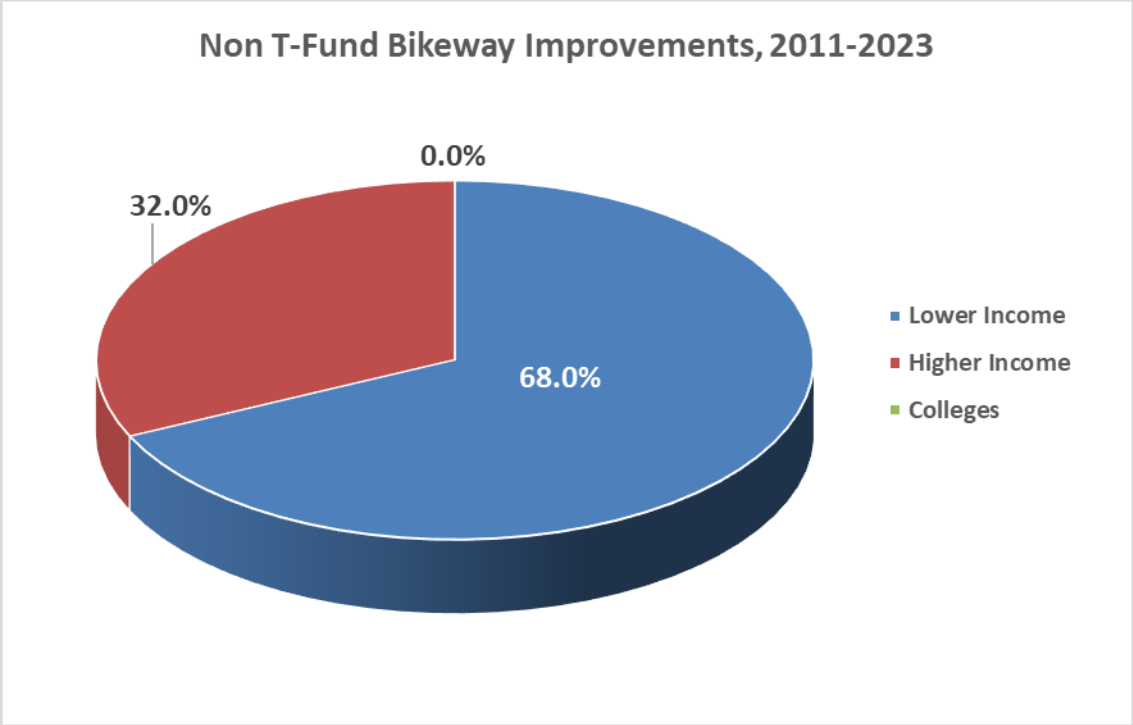


Figure 5.3 - 68% of non-TBD fund bicycle projects have been in lower income neighborhoods

Bellingham is a Gold-Level Bicycle Friendly Community

Due to the significant progress that the City has made in implementing the citywide bicycle network, in December 2020, the League of American Bicyclists promoted Bellingham from a Silver-level to a Gold-level Bicycle Friendly Community (BFC). Along with Seattle, Bellingham is now 1 of only 2 Gold BFCs in Washington and one of only 34 Gold BFCs in the United States [2020-2024 Gold-level Bicycle Friendly Community – League of American Bicyclists]

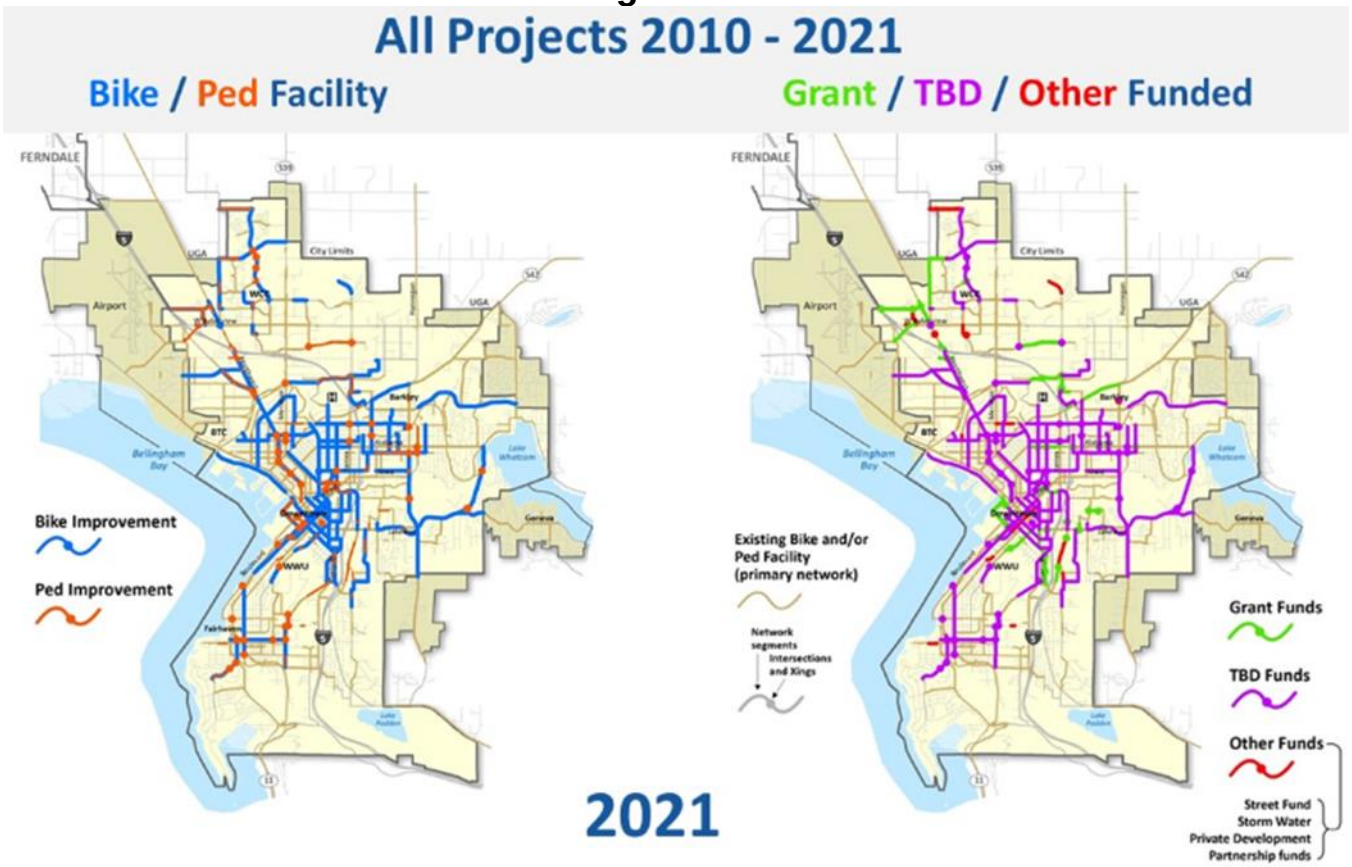
Chapter 6: Transportation Fund *(Former Transportation Benefit District)* ***- 2023***

In November 2010, 58% of Bellingham voters approved a Transportation Benefit District (TBD) to collect a two tenths of one percent sales tax within City limits for a 10-year period. In November 2020, the TBD was renamed the **Bellingham Transportation Fund** **(T-Fund)** and re-approved by 82% of voters.

The Bellingham Transportation Fund provides dedicated funding to the following activities from 2021-2030:

- Enhance and improve pedestrian and bicycle transportation infrastructure
- Resurfacing streets to maintain the City of Bellingham's investment for all transportation users
- Transit-supportive capital projects considered with asphalt resurfacing and non-motorized priorities
- Citywide transportation impact reductions identified in the Climate Action Plan

Figure 6.1.



Transportation Fund - Transit Services

In 2020, the Bellingham T-Fund was re-approved with transit identified as one of the priorities for T-Fund expenditures. In February 2022, the WTA Board adopted a 20-year long-range transit plan titled WTA 2040 and the City is partnering with WTA on the following over the next few years:

- Updates to Bellingham Pedestrian and Bicycle Master Plans
- A Rapid Transit Study on Select GO Lines in Bellingham
- Electric Bus Charging Facilities at the WTA Cordata Station
- ADA Upgrades to 200 WTA Bus Stops Throughout Bellingham
- Expansion of Downtown Bellingham Station WTA Transit Hub

Transportation Fund - Street Resurfacing

Bellingham has made a significant investment in providing a public street system throughout the City. Public streets have a functional lifespan that varies according to the amount of use that the street is subject to and, at some point, all public streets require maintenance, repair, and resurfacing. Traditional sources of funding for street construction and resurfacing, such as Street funds and Real Estate Excise Tax (REET) funds, have been significantly diminished through budgeting decisions.

Since 2011, TBD/T-Fund revenue allocated to street resurfacing has helped to replace some of the Street and REET funding lost to other General Fund projects. When streets are resurfaced, pedestrian and bicycle facilities approved in the Pedestrian and Bicycle Master Plans are also installed, whenever possible.

Transportation Benefit District Funded Resurfacing Projects 2011 - 2023

Year	Street Resurface	Vehicle Lanes	On-Street Parking / Shoulder	Asphalt Lane Miles	From	To	ADA Ramps	Cross walks	Side walks	Parking Removal	Bike ways
2011	Lakeway Drive	2	2	1.60	Raymond Street	City limit	Y	N	N	Y	Y
2011	Electric Avenue	2	2	0.80	Portal Drive	Lakeway Drive	Y	Y	Y	N	Y
2011	Billy Frank Jr. Street	2	2	1.62	Chestnut Street	Ivy Street	Y	Y	N	N	Y
2012	Dupont/Elm/Northwest	2	2	8.66	Lottie Street	Mcleod Road	Y	Y	Y	Y	Y
2013	Woburn Street	2	2	5.00	Alabama Street	Lakeway Drive	Y	Y	Y	N	N
2013	Monroe Street	2	1	2.13	Cherry Street	Broadway Avenue	Y	Y	Y	N	N
2014	Hawthorn Road	2	0	0.95	12th Street	Fieldston Road	Y	Y	Y	N	Y
2014	Electric Avenue	2	2	1.60	Ohio Street	Portal Drive	Y	Y	N	N	Y
2014	14th Street	2	0	0.78	Garden Street	Douglas Avenue	Y	Y	Y	N	Y
2015	Alabama Street	4	0	6.95	Cornwall Avenue	St. Clair Street	Y	Y	Y	N	Y
2015	Kellogg Road	3	0	0.73	Cordata Parkway	Eliza Avenue	Y	Y	Y	N	Y
2015	Eliza Avenue	2	3	0.26	Kellogg Road	Westerly	Y	Y	Y	N	Y
2016	Bill McDonald Pkwy	2	1	0.97	W. College Way	21st Street	Y	Y	Y	N	Y
2016	30th Street	2	1	0.37	Old Fairhaven Pkwy	Connelly Avenue	Y	N	N	N	N
2016	Billy Frank Jr. Street	2	2	0.39	Chestnut Street	Holly Street	Y	N	N	N	Y
2017	Holly Street	3	2	1.06	Railroad Avenue	Bay Street	Y	N	Y	Y	N
2018	Texas Street	2	0	0.87	Valencia Street	Pacific Street	Y	Y	Y	N	Y
2019	Roeder Avenue	2	2	4.97	C Street	Squalicum Pkwy	Y	Y	Y	Y	Y
2020	James Street	2	2	1.60	Woodstock Way	Barkley Blvd	Y	N	N	Y	Y
2020	Bill McDonald Pkwy	2	1	3.36	21st Street	N. Samish Way	Y	Y	N	N	Y
2020	Britton Road	2	1	1.05	Northshore Drive	City limit	Y	N	N	N	Y
2022	Mill Avenue	2	0	0.28	40th Street	Samish Way	Y	Y	Y	N	Y
2023											
	Total			**46.00**							

Transportation Fund - Non-motorized Pedestrian & Bicycle Improvements

The City Council annually approves T-Funds for a number of non-motorized transportation projects that have been approved in Bellingham's 2012 Pedestrian Master Plan (PMP) and 2014 Bicycle Master Plan (BMP) and recommended for construction by Public Works and the Transportation Commission. As shown in Figure 6.1 and the tables below, since TBD/T-Fund revenue became available for the construction of non-motorized transportation improvements in 2011, it has allowed the City to make significant progress in implementing sidewalk, crossing, and bikeway improvement projects in the PMP and BMP.

Figure 6.3 - Vehicle lanes or parking have been removed in favor of installing bikeways on many streets, including Cornwall Avenue, Northwest Avenue, Barkley Boulevard, Roeder Avenue, Chestnut Street, Cordata Parkway (above), N. Samish-Maple-Ellis, West Illinois Street, Meridian Street, Girard Street, Eldridge Avenue, and Lincoln Street.

Great Success To Date, But More Work To Do In Future

The City has already accomplished a great deal in the 13 years that the TBD/T-Fund has been available for bicycle, pedestrian, and street resurfacing projects, but there is much more work to be done. The renewal of the T-Fund by voters in November 2020 provided critical dedicated funding to help implement Bellingham's PMP and BMP in the most expeditious manner possible. While the PMP and the BMP are a key part of the Bellingham Comprehensive Plan Transportation Element, they are not 5-, 10-, or even 20-year plans. They are on-street network plans that are completely dependent on the ability to fund sidewalk, crossing, and bicycle improvements – many of which are beyond the City's available resources.

The City is currently conducting the public process for Pedestrian and Bicycle Master Plan Updates.

As in Chapter 4, Figure 4.3. shows Bellingham's "Low to Moderate Income Neighborhoods" from the 2013-2017 Bellingham Consolidated Plan.

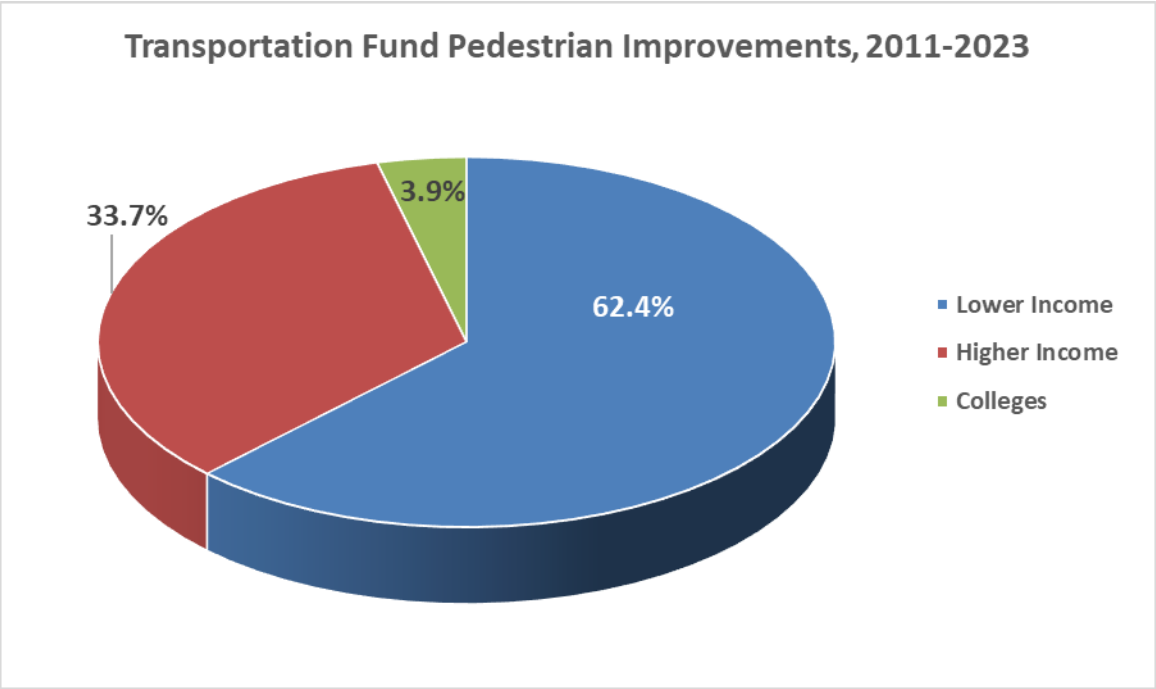


Figure 6.4. Since 2011, 62.4% of TBD/T-Fund pedestrian projects have been in lower income neighborhoods

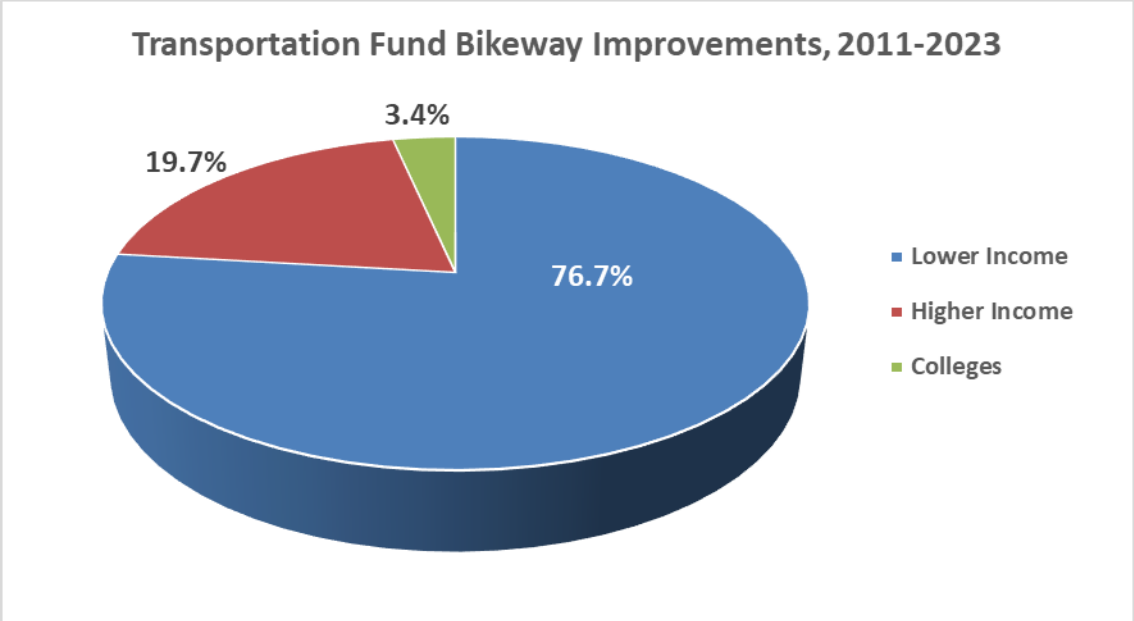


Figure 6.5. Since 2011, 76.7% of TBD/T-Fund bikeway projects have been in lower income neighborhoods

Chapter 7: Off-Street Greenways Multiuse Recreation Trails - 2023

(Provide less direct and mostly unpaved alternate, or secondary, routes than on-street transportation network)

In 2009, City staff amended BMC 13.70 Multimodal Transportation Concurrency Ordinance to change Urban Village Concurrency Service Areas and incorporate a select inventory of bike-friendly multiuse recreational trails to the performance measures. ***The inclusion of the bike-friendly multiuse recreational trails was not to declare them as an integral part of the citywide transportation network, but rather to acknowledge that some bicyclists do use these recreational trails as indirect and/or alternative routes to the on-street bicycle network.***

Most of these recreational trails are not suitable for road/racing bicycles because they are primarily crushed limestone gravel surfaces, vary in width and steepness, and often do not connect to major destinations. However, these multiuse trail connections can be very appealing to less confident and "interested, but concerned" bicyclists.

These bicycle-friendly trail routes were identified and field verified for ride-ability over many years by individual members of City and County Bicycle and Pedestrian Advisory Committees, the Mt. Baker Bicycle Club, as well as City staff and Parks and Recreation Advisory Board and Greenways Committee members involved in an effort called "Green Streets." Technical data came from the City's GIS layers for trails and bicycle routes, digital air photos, and digital terrain models.

The criteria that staff used to add select bike-friendly multiuse recreational trails to the list of BMC 13.70.020 Definitions Specific to Concurrency Management include:

1.) Off-street multiuse trails that can serve a clear transportation function, in addition to the recreational benefits that they provide, and a safe alternative to unmarked bicycle routes on arterial streets

2.) Prepared gravel/crushed rock surface trails, or smooth dirt with adequate drainage, and smooth even surface facilitating safe travel by cyclists. Trails with stairs, large roots, rocky sections, off-camber cross-sections, or areas with persistent standing water/puddles are generally not included

3.) Trails that average at least 5-feet, but preferably 8-feet, in width to facilitate safe bi-directional passage of cyclists and pedestrians

4.) Trails with slopes/grades of generally < 6% average with maximum grades of generally < 12%.

The bike-friendly multiuse recreational trails identified in the multimodal transportation concurrency inventory generally adhere to the specified criteria above. Some exceptions exist where lack of an alternative on-street route and the need for a critical connection dictates use of trail network sections that may have sub-standard surfaces, narrow widths, or steep grades.

Bike-friendly multiuse recreational trails are credited person trips to each Concurrency Service Area based on each comparative 1% of the total planned Primary Bicycle Network identified in the 2014 BMP. Ten (10) rather than twenty (20) person trip credits are awarded for each 1% of the total planned on-street Primary Bicycle Network in recognition that not all bicyclists will be able to use off-street gravel trails as alternatives to on-street bike routes. It should be noted, however, that several regional multiuse trails, such as the South Bay Trail, Whatcom Creek Trail, Railroad Trail, and Squalicum Creek Trail are included in the citywide bicycle network.

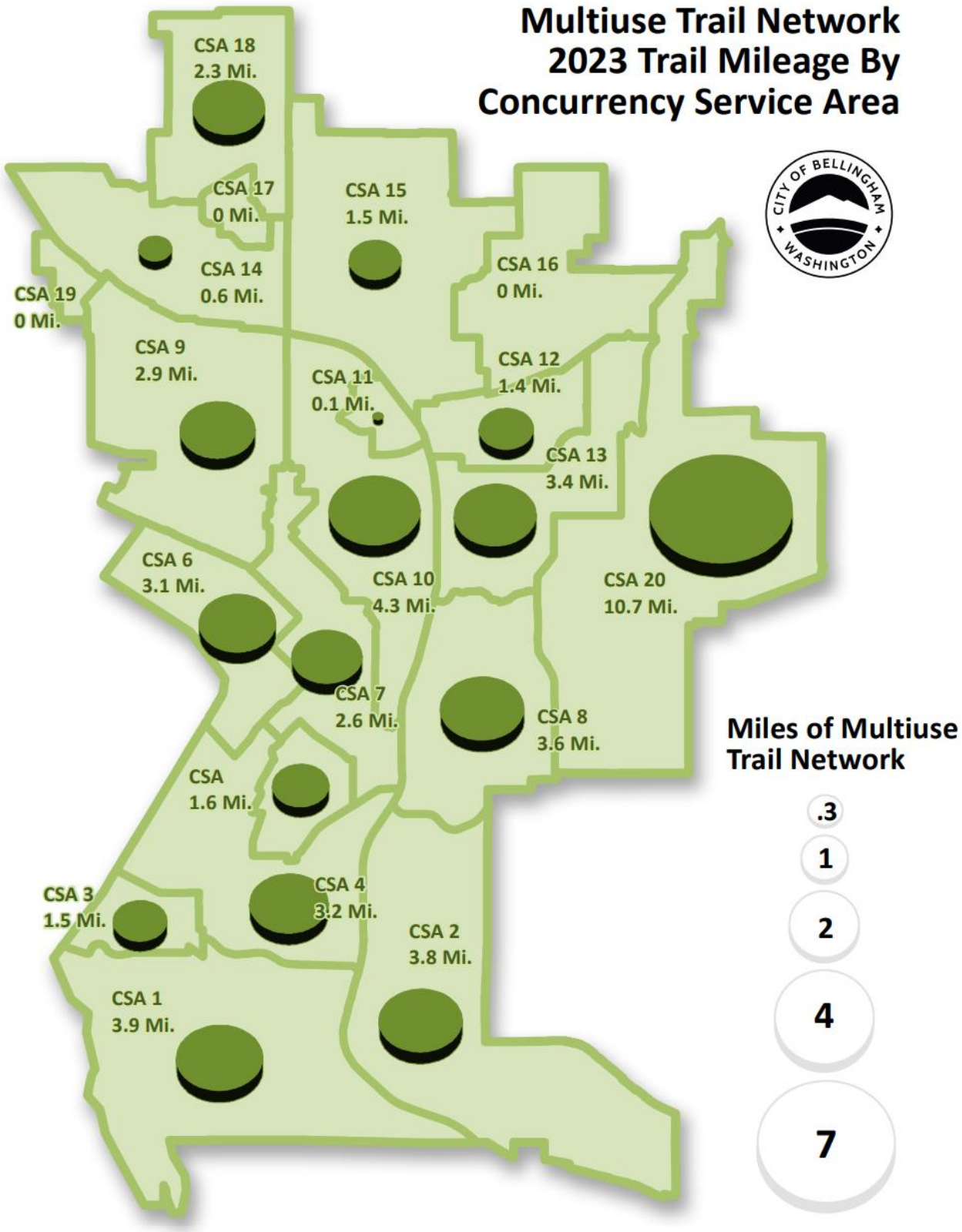
Table 7.1.

2023

Mutiuse Trails Mileage by Concurrency Service Area

CSA	Multiuse Trails Network (Miles)
CSA 1	3.9
CSA 2	3.6
CSA 3	1.5
CSA 4	3.2
CSA 5	1.7
CSA 6	3.1
CSA 7	2.6
CSA 8	3.6
CSA 9	2.9
CSA 10	4.3
CSA 11	0.1
CSA 12	1.5
CSA 13	3.5
CSA 14	0.6
CSA 15	1.4
CSA 16	0.0
CSA 17	0.0
CSA 18	2.7
CSA 19	0.0
CSA 20	10.6
Total	**50.8**

Figure 7.1.


Multiuse Trail Network
2023 Trail Mileage By
Concurrency Service Area
CITY OF BELLINGHAM
WASHINGTON
CSA 18
2.3 Mi.
CSA 17
0 Mi.
CSA 15
1.5 Mi.
CSA 14
0.6 Mi.
CSA 16
0 Mi.
CSA 19
0 Mi.
CSA 9
2.9 Mi.
CSA 11
0.1 Mi.
CSA 12
1.4 Mi.
CSA 13
3.4 Mi.
CSA 6
3.1 Mi.
CSA 10
4.3 Mi.
CSA 20
10.7 Mi.
CSA 7
2.6 Mi.
CSA 8
3.6 Mi.
CSA
1.6 Mi.
CSA 3
1.5 Mi.
CSA 4
3.2 Mi.
CSA 2
3.8 Mi.
CSA 1
3.9 Mi.
Miles of Multiuse
Trail Network
.3
1
2
4
7

Chapter 8: WTA Primary Transit Network – 2023 (*Data provided by WTA)*

Whatcom Transportation Authority (WTA) provides public fixed route transit bus service, Paratransit bus service, and a vanpool program available to the public and employers. WTA is funded by sales tax revenue generated in a Public Transit Benefit Area (PTBA) that is contiguous with the boundaries of western Whatcom County. WTA serves the City of Bellingham as well as the smaller towns and communities of Ferndale, Lynden, Blaine and Birch Bay, Lummi Nation, Sudden Valley, Kendall, Everson, Nooksack and Sumas. WTA also cooperates with Skagit Transit in neighboring Skagit County, to provide service between Bellingham and Mount Vernon. More information is available on the **Whatcom Transportation Authority (WTA)** web site.

Fixed Route Transit Bus Service - WTA's fixed route transit bus service features 28 routes, and a network of four high-frequency corridors within Bellingham. WTA also operates four fixed route shuttle services to support service in the areas surrounding Western Washington University (weekday only). Service is 7 days a week, with more limited service on Saturdays, Sundays and evenings (12 routes have no Sunday service).

Paratransit Services – Up to March 2023: WTA's Paratransit span of service mirrored fixed route transit bus service and area. WTA provides an average of 598 Paratransit trips per weekday. Paratransit service was expanded in 2017 to mirror fixed route evening and Sunday expansion to more rural areas.

Fleet and Facilities – Up to March 2023: WTA's fleet includes 62 full-size buses (including eight hybrid electric buses and 2 battery electric buses), 47 Paratransit minibuses, and 17 vanpool vans. WTA operates four transit centers: Bellingham Station, Cordata Station (in North Bellingham), Ferndale Station and Lynden Station. Demand for vanpool service had decreased and the vanpool fleet size was reduced in 2019, but vanpool service will continue to be provided.

Integrated Transit and Transportation Planning - The City works directly with WTA on both land use and transportation issues and all of Bellingham's Urban Villages are served with high-frequency transit service. City staff worked directly with WTA in the development of the 2004 and 2016 WTA Strategic Plans and most recently on **WTA's long-range transit plan titled WTA2040**, approved by the WTA Board in February 2022. WTA staff worked directly with City planners in the development of the 2006 and 2016 Transportation and Land Use Elements of the Bellingham Comprehensive Plan so that City and WTA plans are fully integrated with one another.

In 2020, the Bellingham T-Fund was re-approved with transit-supportive capital improvements identified as one of the priorities for T-Fund expenditures and over the next few years, the City and WTA will collaborate on:

- Updates to Bellingham Pedestrian and Bicycle Master Plans
- A High-Frequency Transit Study on Select GO Lines
- Electric Bus Charging Facilities at the WTA Cordata Station
- ADA Upgrades to 200 WTA Bus Stops Throughout Bellingham
- Expansion of Downtown Bellingham Station WTA Transit Hub

The COVID-19 global pandemic has dramatically reduced WTA ridership and service.

Nationwide, mass-transit agencies have been severely impacted by the global COVID-19 pandemic and WTA is no exception. Group travel is especially susceptible to infectious disease and ridership on public transit bus, train, and light-rail has plummeted. Pre-COVID, WWU and WCC student and faculty bus ridership accounted for approximately 40% of WTA's daily fixed route ridership. In 2020, WWU, WCC, BTC, and public and private schools transitioned from in-person to remote learning, and students stopped riding WTA buses. **In 2021, the availability of vaccinations and boosters, easing of COVID related restrictions, a decrease in remote work, and the return to in-person learning at schools and universities prompted a slow recovery towards pre-COVID ridership conditions. In 2022, WTA ridership was 70% of the ridership count in 2019, as compared to 40% in 2021.** More time and additions efforts WTA and partnering agencies will be needed to reach pre-pandemic levels and beyond.

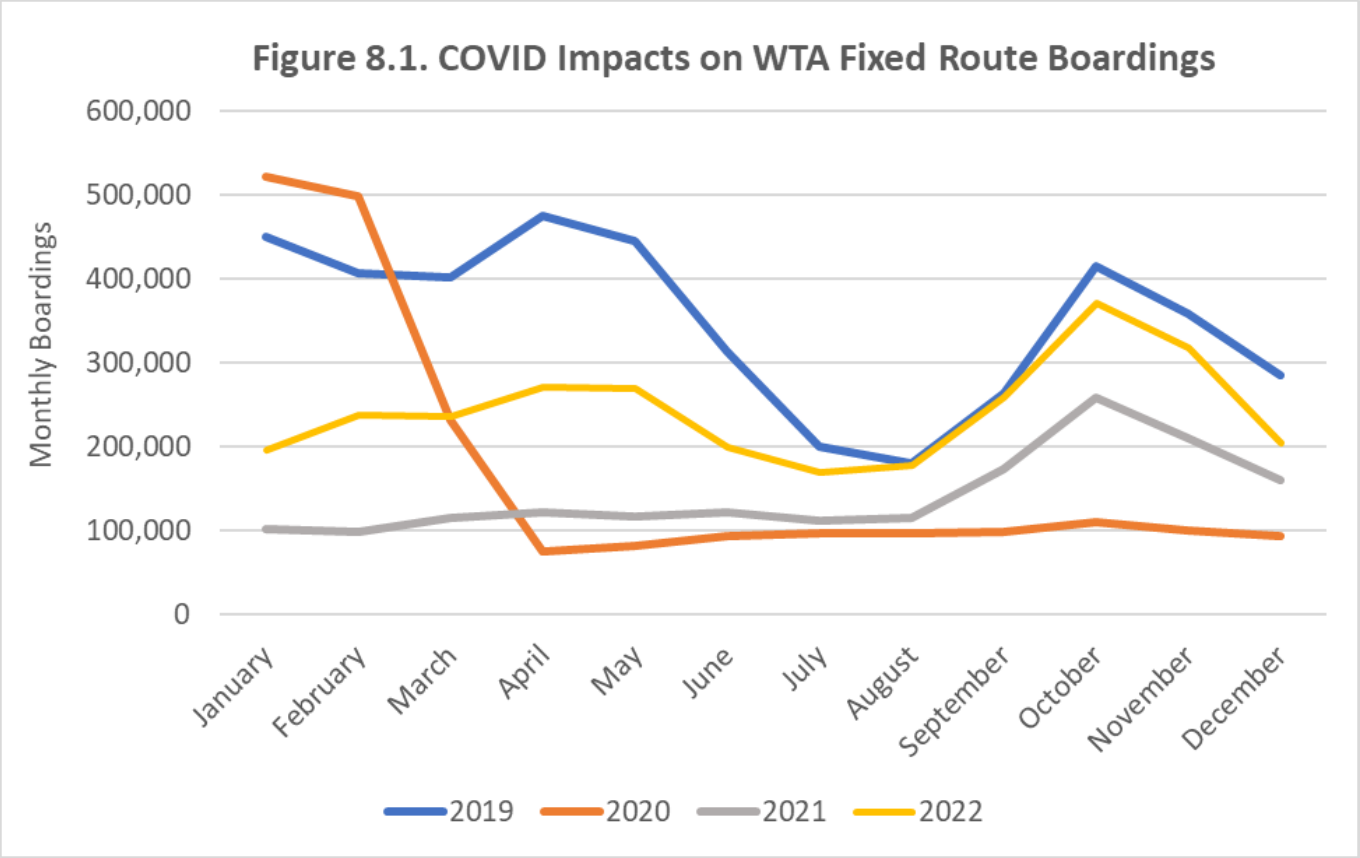
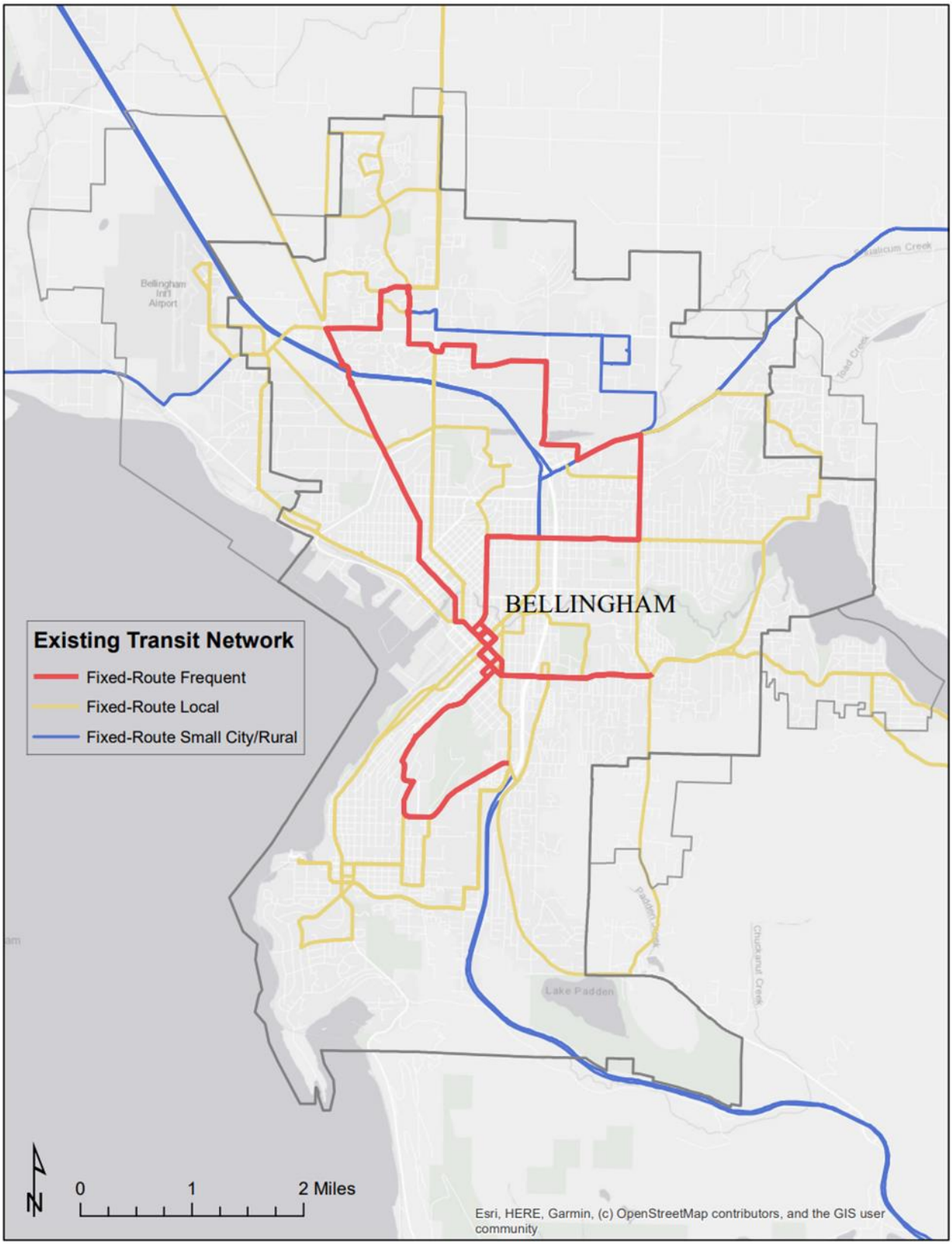


Figure 8.2. WTA Primary Transit Network



Map produced by Michael Harpool, WTA

Chapter 9: Automobile and Freight Truck Arterial Networks -2023

Arterial Streets and Traffic Control

Arterial streets, traffic signals, and roundabouts provide benefit to all users (pedestrian, bicycle, transit, automobile, and freight truck), but previous chapters have discussed pedestrian, bicycle, and transit networks and this chapter focuses on arterial streets and infrastructure as it relates to automobile and freight truck use. The Multimodal Transportation Chapter of the Bellingham Comprehensive Plan describes the existing and planned arterial street network needed to support motorized transportation, such as transit busses, private automobiles, and freight trucks. Arterial streets and traffic control devices are depicted on Figure 8.1.

Major transportation improvements take several years to strategically plan, fund, and construct at great cost. Bellingham adopts a rolling 6-Year Transportation Improvement Program (TIP) each June, which shows how the City plans to fund and construct major transportation projects.

Bellingham arterial streets are locally classified into Principle, Secondary, and Collector arterials, as follows:

- Principal Arterial: Major regional transportation corridors, including State and federal highways, that provide inbound/outbound connections between Bellingham and other cities, Whatcom and Skagit Counties, and British Columbia, Canada. Typically very high traffic volumes.
- Secondary Arterial: Major local transportation corridors that provide connections across, within, and between different parts of Bellingham. Typically higher to medium traffic volumes.
- Collector Arterial: Local transportation corridors that provide connections from neighborhood residential streets to secondary and principal arterial streets. Typically medium to lower traffic volumes.
- Residential Street: Local access to individual homes with driveways within residential neighborhoods. Typically lower traffic volumes.

In **2022**, Bellingham's arterial street network measures **313** linear miles, but with multi-lane streets, the arterial network measures **670**-lane miles and includes the following major features:

Vehicle Lane Miles

- 109 lane miles of principal arterial (16.2%)
- 110 lane miles of secondary arterial (16.4%)
- 60 lane miles of collector arterial (9.0%)
- 391 lane miles of residential streets (58.4%)

Intersection Traffic Control

- 142 intersection traffic signals (+1 in 2023 construction; +1 in 2024 construction)
- 7 multimodal roundabouts (+2 in 2023 construction; +1 seeking funding)

User-Activated Crossing Signals

- 59 flashing yellow crosswalks (Overhead and RRFB)
- 10 flashing red pedestrian hybrid beacon (HAWK) signals

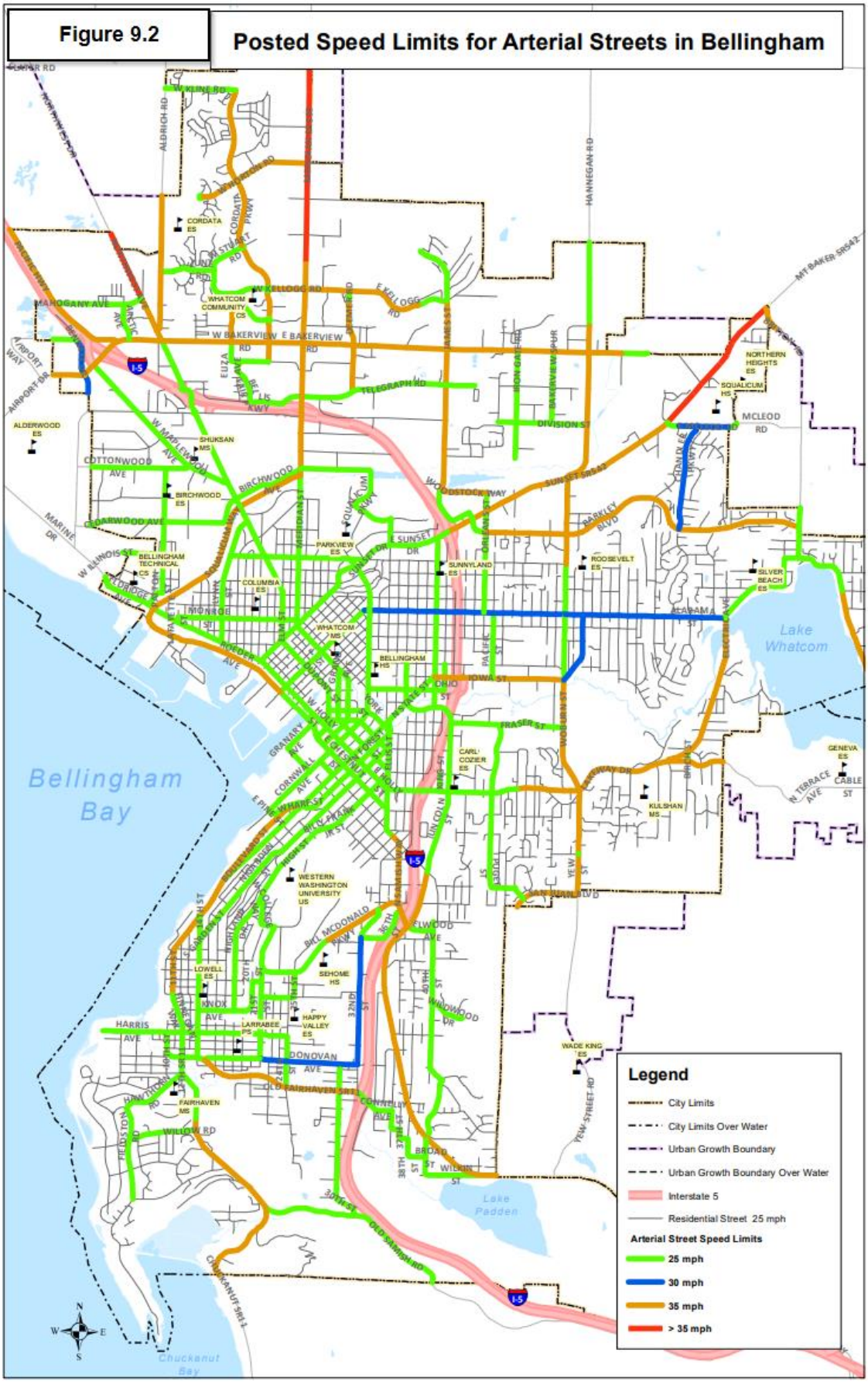
Automated Safety Warning Signs

- 51 automated school zone flashing signs
- 2 variable message radar speed signs
- 7 flashing lights

Figure 9.1. Bellingham's Arterial Street Network

Figure 9.2

Posted Speed Limits for Arterial Streets in Bellingham



Bellingham's Posted Speed Limits on Arterial Streets

The default posted speed limit on all residential streets in Bellingham is 25 miles per hour (mph). As shown in Figure 9.2., the posted speed limit on Bellingham arterial streets varies from 25 mph to 45 mph, as follows:

- **78.1%** (242 miles) of posted speed limits are **25 mph;**
- **13.7%** (42.6 miles) of posted speed limits are **30 mph** or **35 mph;** and
- **8.2%** (25.4 miles) of posted speed limits are **more than 35* mph.**

*As shown in red on map **Figure 9.2.** (previous page), with the exception of Interstate 5, there are ***only 3 principal arterial street segments in Bellingham that have posted speed limits higher than 35 mph*** and all 3 are at the northern and easter edge of the Bellingham urban area as it transitions into rural Whatcom County. Two of these principal arterials are multilane State Highways - SR 539 Guide-Meridian and SR 542 Mt. Baker Highway – and the third – Northwest Avenue – is two lanes with 4- to 6-foot-wide shoulders from the City limits north to Smith Road, which was just resurfaced by Whatcom County in 2020.

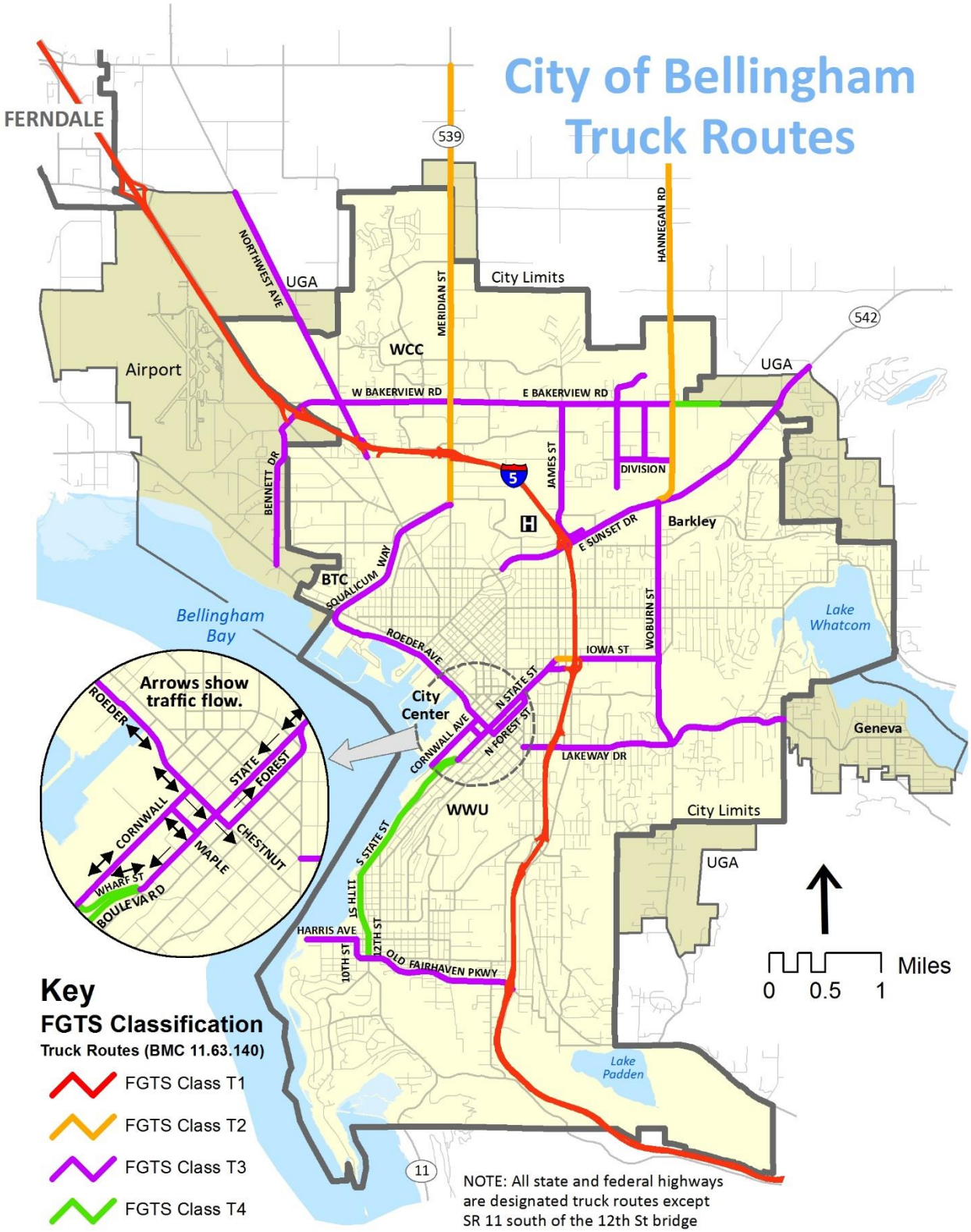
Designated Freight Truck Network

Bellingham has classified several arterial streets and all state and federal highways as Designated Freight Truck Routes, as depicted below. The City encourages major freight shipping companies to direct their drivers to primarily use the designated freight truck routes, but freight delivery trucks cannot be prevented from using any public street for deliveries unless there are weight restrictions on bridges or other public safety access restrictions. As an example, if a family is moving into or out of a house and has hired a moving company to load or unload their belongings, then the large semi-sized moving van must have access to their house via the local residential street. The same is true for large construction vehicles arriving to residential remodel sites.

Bellingham works with WCOG to collect freight truck counts and update Designated Freight Truck Route classifications by annual freight tonnage according to **WSDOT Freight and Goods Transportation System** requirements, as shown below. The classifications shown below and on maps in Bellingham transportation planning documents are subject to change based on the findings of these freight traffic counts.

Bellingham Designated Freight Truck Route Classifications		
Classification	**Annual Tonnage**	**Example (see map)**
T-1	**> 10 million**	**Interstate 5**
T-2	**4 - 10 million**	**SR 539 (Guide Meridian)**
T-3	**300,000 - 4 million**	**SR 542 (Mt. Baker Highway)**
T-4	**100,000 - 300,000**	**12th St-State-Boulevard**
T-5	**< 100,000**	**None designated**

Figure 9.3. Bellingham Designated Truck Route Network



Chapter 10: Multimodal TIF System and Urban Village TIF Reduction Program - 2023

In December 2018, Bellingham adopted a new **Multimodal Transportation Impact Fee (TIF) System** based on 'person trips' rather than the traditional TIF system based on 'vehicle trips' with increasing TIF rates adopted for 2019-2025 (see below). The new Multimodal TIF system is consistent with policies and funding expectations in the Multimodal Transportation Chapter of the Bellingham Comprehensive Plan and was implemented on January 1, 2019. Bellingham is one of only four cities in Washington with Multimodal TIFs and this new program will help to provide critical funding contributions from private development to help complete the citywide pedestrian and bicycle networks, in addition to the street system for motorized auto, freight, and transit vehicles.

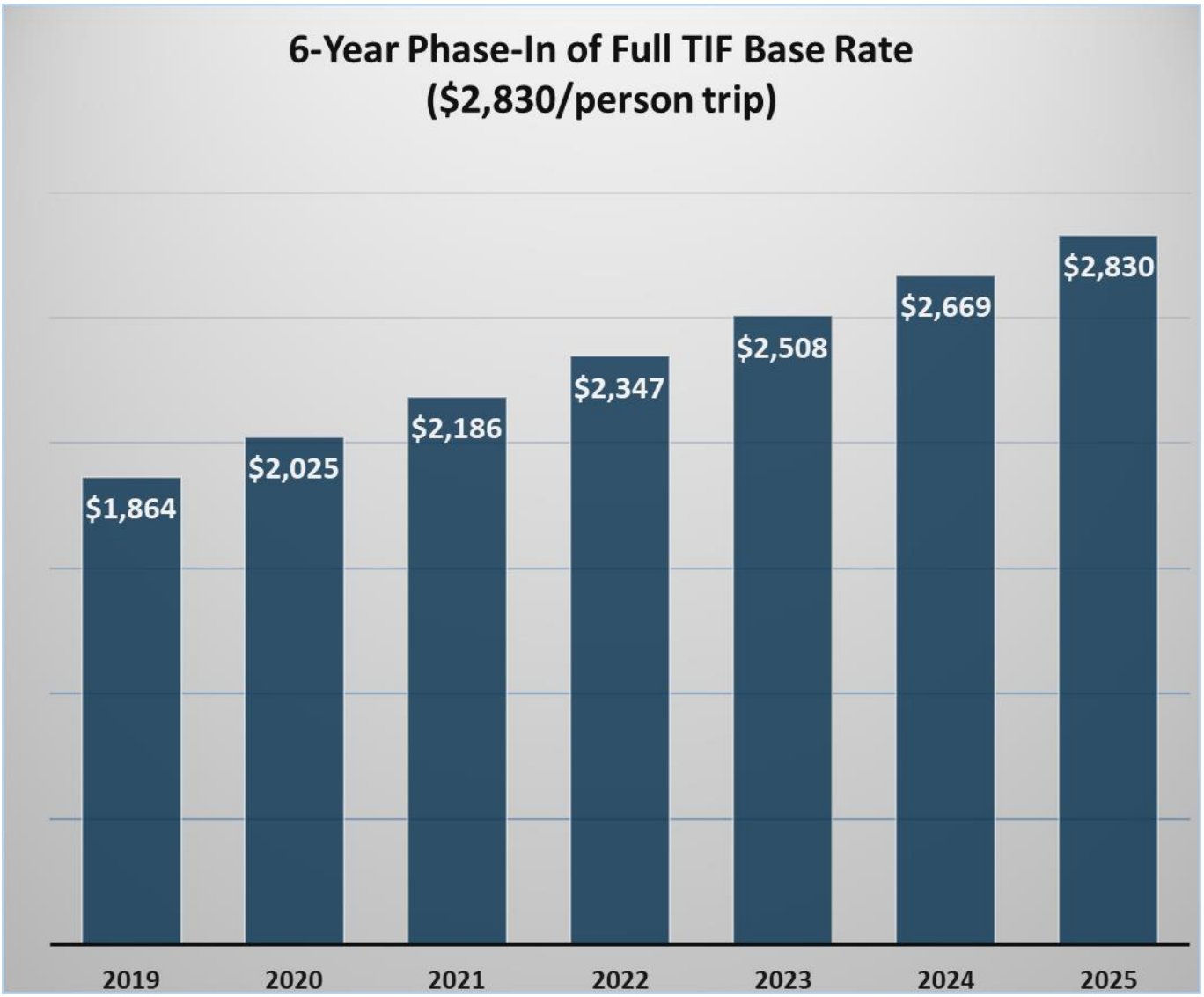
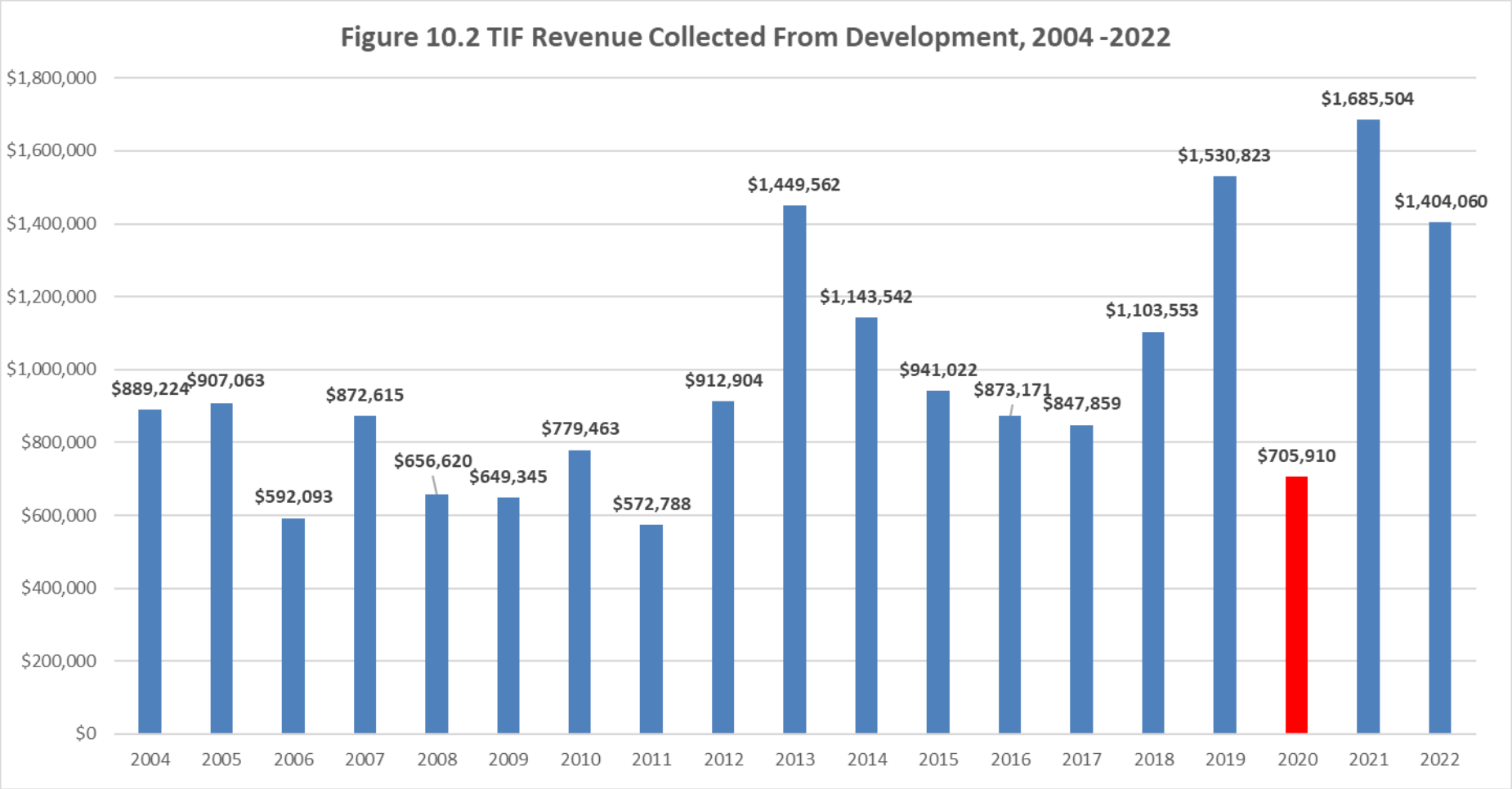


Figure 10.1 Adopted Bellingham TIF Base Rates, 2019-2025



In Bellingham, Transportation Impact Fees (TIF) were first assessed for private development beginning in 1995 with the adoption of the City's first GMA-compliant Comprehensive Plan. Figure 10.2 shows the annual totals for TIF revenue collected from private development from 2004 through 2022. While some complain that the City charges too much in TIF rates, annual TIF revenue pales in comparison to the costs of providing transportation infrastructure. In March 2020, the COVID-19 global pandemic significantly slowed private development activity and overall 2020 TIF revenue was 54% less than in 2019. In 2021-2022, despite labor and supply chain issues, private development activity resumed and TIF revenue is essentially back to normal.

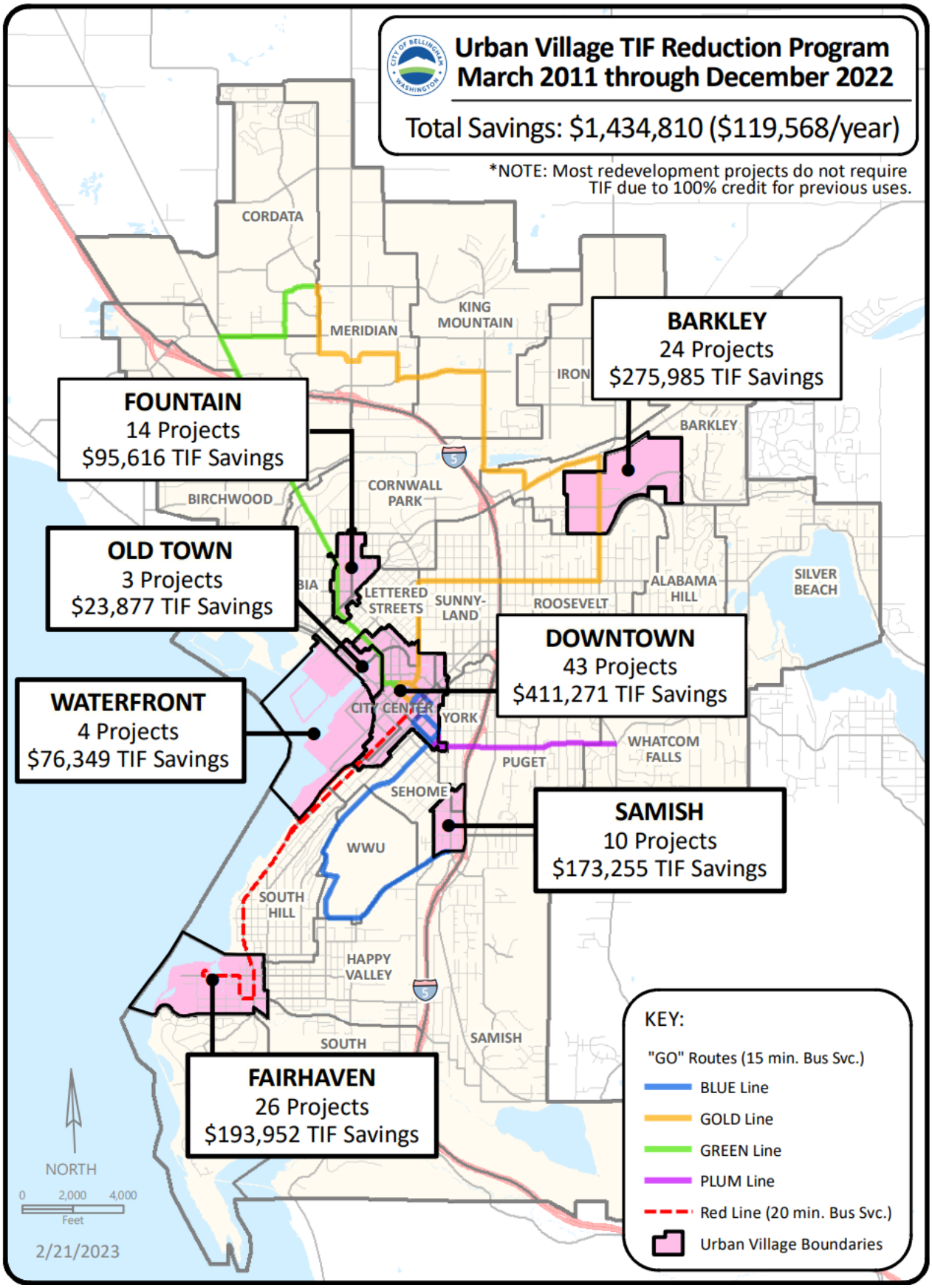


Figure 10.3. Urban Villages Eligible for TIF Reduction Program

Chapter 11: Waterfront District Biennial Monitoring Program - 2023

In 2010, Public Works created Concurrency Service Area (CSA) #6 for the Waterfront District in preparation for the adoption of the Waterfront District EIS and Master Plan. In 2023, CSA #6 has **4,649 PTA** with no credits given yet for transit service, but **1,652 credits** provided for arterials, sidewalks, bikeways, and multiuse trails.

- Cornwall Avenue has continuous sidewalks on both sides between Pine Street and West Laurel Street and from Maple to Chestnut, but lack of sidewalk on the north side of the Cornwall Avenue Bridge requires people to cross to the south side of Cornwall to walk from downtown into the Waterfront.
- Wharf Street is a steep and narrow street without sidewalks or bicycle lanes and construction of either would require major excavation of steep slopes on the hillside, construction of major retaining walls, and environmental impact mitigation, all of which would have significant cost.
- WTA transit service does not exist within the Waterfront District boundary. WTA does not currently have plans to serve the Waterfront, and it is likely to be a long time before fixed route transit service becomes a viable option to serve the Waterfront District.

Concurrency – Person Trip Supply: Additional person trip credits are awarded with completion of new arterials, sidewalks, and bikeways to serve new Waterfront development.

- The City constructed the Granary-Laurel arterials in 2019 in the "Downtown" portion of the Waterfront with sidewalks on both sides and a two-way cycle track on one side.
- In 2023, on-street parking will be removed along both sides of Cornwall Avenue between Laurel Street and Pine Street, in favor of installing bikeway facilities to connect the Granary-Laurel off-street cycle track to the new Cornwall Beach Park being constructed south of Pine Street in 2023-2024.

Concurrency – Person Trip Demand: New Development is occurring throughout the Waterfront District. In addition to the PTA for CSA 6, the Port of Bellingham has a credit line with a 2023 balance of 969 previous use vehicle trips (Not Person Trips) from the former Georgia Pacific Industrial Site per the Waterfront EIS.

- The historic Granary Building began redevelopment in 2016 as the first major project in the redevelopment of the 200-acre Waterfront District and is approximately 50% occupied with businesses.
- All-American Marine Boats has relocated its manufacturing site from the Fairhaven Shipyards industrial area to the I-J Waterway in the Waterfront District.
- Itek, a major solar panel manufacturer, has relocated its manufacturing site from the Irongate Industrial Area to 800 Cornwall Avenue in the Waterfront District.
- Three condominium buildings with underground parking and ground-floor commercial spaces are under construction along the north side of Granary Avenue with completion anticipated for 2025.
- Mercy Housing is currently constructing a low-income and senior residential housing complex at the northeast corner of Laurel and Cornwall that will also include day care facilities and a food campus.
- Several commercial and residential development proposals have been made along the south side of Granary Avenue and along both sides of Laurel Street, including a proposal surrounding the digesters and a proposal to redevelop the Boardmill building.

The Waterfront District meets BMC 13.70 concurrency requirements and the Port is required to update the Biennial Monitoring Report again in late 2023 with results included in the 2024 TRAM.

APPENDICES

Chapter 4 - Pedestrian Projects Funded Primarily With Street Fund, Grants, Partnerships (Non-TBD dollars)

Table 4.1. Pedestrian Improvements Constructed Primarily With Street Fund, State & Federal Grants, Partnerships, or Private Development - 2011 through 2017						
Orange = Low to Moderate Income Neighborhood						
Year	**Improvement**	**Side(s)**	**Location**	**Sidewalk**	**Crossing**	**Neighborhood**
2011	Sidewalk, Curb Extensions, Crosswalk	South	Ellis-Kansas-Meador	n/a		Sunnyland/York/Dwtn
2012	Multimodal Roundabout		Northwest/McLeod/I-5		Tier 1*	Birchwood
2012	Sidewalk Infill	North	McLeod Road: Northwest to E. Rusley	n/a	n/a	Birchwood
2012	Curb ramps, Ped refuge, Flashing Crosswalk		N. Samish/Abbott		Tier 1*	Sehome/Samish UV
2012	Curb ramps, Ped refuge, Flashing Crosswalk		N. Samish/Consolidation		Tier 1*	Sehome/Samish UV
2012	Curb Extensions, Crosswalks		Billy Frank/Maple; Billy Frank/Laurel; Billy Frank/Ivy		Tier 1*	Sehome
2013	Sidewalk, Crosswalk	West	Eliza Ave: Matanuska to Bellis Fair Pkwy		n/a	Guide-Meridian
2013	Multimodal Roundabout		State/Forest/Wharf/Blvd		Tier 3	Downtown UV
2013	Sidewalk, Crosswalks, Ped Refuges	North	West Bakerview: Arctic to Bennett	n/a	n/a	Cordata
2013	Curb ramps, Ped refuge, Crosswalk		West College Way/High Street (WWU)		n/a	WWU
2014	Sidewalk, Crosswalk	East	James Street: Orchard to Sunset Pond Park	Tier 3		King Mountain
2015	Sidewalk	East	Yew Street: Alabama to Texas	Tier 2		Roosevelt
2015	Sidewalk, Curb Extensions, Crosswalk	South	State/Laurel to Laurel/South Bay Trail	Tier 3	Tier 3	Downtown
2015	Curb Extensions, Crosswalks		Lincoln/Potter		n/a	Puget
2015	Sidewalk, Crosswalk	North	Gladstone Street: Puget to St. Paul	Tier 2		Puget
2015	Sidewalk, Crosswalk	East	Lincoln Street: Byron to Maple	Tier 2		Puget
2015	Crosswalks		Chestnut/Bay (Bridge Rehabilitation)		n/a	Downtown
2015	Ped Hybrid Beacon (Red)		Alabama/Ellis		Tier 1	Sunnyland
2015	Ped Hybrid Beacon (Red)		Alabama/Grant		PMP	Sunnyland
2015	Ped Hybrid Beacon (Red)		Alabama/Moore		PMP	Roosevelt
2015	Ped Hybrid Beacon (Red)		Alabama/St. Paul		PMP	Roosevelt
2015	Ped Hybrid Beacon (Red)		Alabama/Undine		PMP	Roosevelt
2015	Ped Hybrid Beacon (Red)		Alabama/Michigan		PMP	Roosevelt
2016	Sidewalks, Crosswalks (Private Developmen	Both	Arctic Avenue: W. Bakerview to Mahogany	Tier 3		Cordata
2016	Sidewalk, Crosswalks (Private Development)	West	Lincoln Street: Maple to Fred Meyer	Tier 1		Puget
2017	Sidewalks, Crosswalks, Intersection	Both	James/Woodstock Intersection Realignment	Tier 1*		King Mountain
2017-18	Sidewalk (1/2 mile)	East	W. Maplewood Avenue: Northwest to Alderwood	Tier 1		Birchwood
				***Project planned/funded prior to 2012 PMP**		

Table 4.1.a. Pedestrian Improvements Constructed Primarily With Street Fund, State & Federal Grants, Partnerships, or Private Development - 2018 through 2023						
Orange = Low to Moderate Income Neighborhood						
Year	**Improvement**	**Side(s)**	**Location**	**Sidewalk**	**Crossing**	**Neighborhood**
2018	Sidewalks, Traffic Signals, Crosswalks	Both	Mahogany Avenue: Northwest to Pacific Highway	Tier 3		Meridian
2018	Sidewalk, Traffic Signals, Crosswalks	Both	Granary-Bloedel: Roeder to Cornwall	Tier 3		Waterfront
2018	Sidewalk	West	Orleans Street: Lakeway to Potter	Tier 2		Puget
2018	Sidewalk	East	Nevada Street: Whatcom to Thimbleberry	Tier 3		Puget
2018	Ped Hybrid Beacon (Red)		Lakeway/Grant		upgrade	York
2018	Ped Hybrid Beacon (Red)		Lakeway/Orleans		upgrade	Puget
2018	Ped Hybrid Beacon (Red)		Lakeway/Toledo		Tier 1	Puget
2018	Ped Hybrid Beacon (Red)		Lincoln/Fred Meyer		upgrade	Puget
2018	Curb ramps, Ped refuge, Flashing Crosswalk		Otis/Maple/Samish		BMP	Samish Urban Village
2018	Roundabout with ped refuge crosswalks		Cordata/Stuart Roundabout		Tier 3	WCC/Cordata
2019	Sidewalk	East	Aldrich Road: Mahogany to Cordata ES	Tier 1		Cordata
2019	Sidewalk, crosswalk	North	Sunset Drive (SR 542): Applebee's to NB on-ramp	Tier 3		Barkley
2020	Sidewalk	West	Otis Street: Maple to Abbott (BHA- Non-Profit)	Tier 3		Samish Urban Village
2020	Sidewalks, Crosswalks	Both	West Horton Road: Pacific Rim to Aldrich	Tier 1		Cordata
2020	Flashing Crosswalk, Curb ramps, Refuge		Bill McDonald/35th Street		Tier 1	Sehome/Happy Valley
2020	Sidewalk, ADA ramps, Enhance Crosswalks	North	N. Samish Way (Byron to Southbound I-5 off-ramp)	Tier 1		Samish Urban Village
2021	Sidewalk, Traffic Signal, Crosswalks	North	Orchard Extension: James to Birchwood	Tier 1*	Tier 3*	King/Irongate/Cornwall
2022	Flashing Crosswalk		Bill McDonald/South College Drive		n/a	WWU
2023	Sidewalks, crosswalks, traffic signals	Both	Telegraph Rd: Deemer-James *($1.6M federal grant)*	Tier 3		King Mountain
2023	Sidewalk, ADA, Roundabout, Crosswalks		James/E. Bakerview	Tier 3		King Mtn
2023	Sidewalks, ADA, Flashwalk, Intersection	Varies	W. Illinois, Vallette, W. Indiana, Cornwall, Coolidge	Tier 3		Cornwall Park
2023	Sidewalk, ADA, Roundabout, Crosswalks		Meridian St/W. Illinois St	Tier 3		Columbia/Cornwall/Fountain
2023	Sidewalk, ADA, Traffic Signal, Crosswalks	South	Lincoln St/E. Maple St	Tier 2		Puget
2023	Sidewalk, ADA, Flashing Crosswalk	South	Barkley Blvd (Weatherby-St Clair) & Barkley/St Clair	Tier 3	Tier 3	Barkley UV
2023	Marked crosswalk		W. Illinois/Victor		Tier 3	Columbia
2023	Flashing crosswalk, curb ramps		W. Illinois/Vallette		Tier 3	Cornwall Park
				Project planned/funded prior to 2012 PMP		

Chapter 5 - Bikeway Projects Funded Primarily with Street Fund, Grants, Partnerships (Non-TBD dollars)

Table 5.1. Bicycle Improvements Constructed Primarily With Street Fund, State & Federal Grants, Partnerships, or Private Development - 2010 through 2023							
Salmon = Low to Moderate Income Neighborhood							
Year	**Improvement**	**Direction**	**Location**	**BMP Priority**	**Parking Removed?**	**Side**	**Neighborhood**
2010	Road diet for bike lane	East-West	Forest Street: State St to York Street	n/a*	No		Downtown UV
2011	Bike Lanes	East-West	Meador Avenue: N. State to James	n/a*	No		Sunnyland/Downtown
2012	Climbing/Shared Lane	North-South	Indian Street: Chestnut to Oak (WWU)	n/a*	No		Dwtn/Sehome/WWU
2012	Multimodal Roundabout		Northwest/McLeod	n/a*	No		Birchwood
2013	Bike Lanes	North-South	Eliza Avenue: Bellis Fair to W. Bakerview	n/a*	No		Meridian/Cordata
2013	Multimodal Roundabout		State/Forest/Wharf/Boulevard	n/a*	No		Downtown UV
2014	Bike Lanes	North-South	James Street: Orchard to Sunset Pond Park	Tier 1*	No		King Mountain
2015	Bike Lanes	East-West	Alabama Street: Cornwall to Iron	Tier 2	No		Sunnyland
2015	Bicycle Boulevard	East-West	Laurel Street: State to Railroad	Tier 2	No		Downtown
2015	Climbing/Shared Lane	East-West	Chestnut Street: Bay to Roeder	Tier 2	No		Downtown
2015	Bike Lanes	North-South	James Street: Gooding Rd to Blackstone Way	Tier 3	No		King Mountain
2016	Bike Lanes	North-South	Arctic Avenue: W. Bakerview to Mahogany	Tier 3	No		Cordata
2017	Bike Lanes	East-West	Mahogany Avenue: Northwest to Pacific Highway	Tier 3	No		Cordata
2018	Bike Lanes	East-West	Granary-Bloedel: Roeder to Cornwall	Tier 3	No		Waterfront
2018	Roundabout bike marks	Crossing	Cordata/Stuart	Tier 2	No		Cordata
2019	Bike Lane (East side)	North-South	Aldrich Road: Mahogany to W. Horton	Tier 1	No		Cordata
2019	Off-Street Multiuse Path	South	Lakway Drive: Undine St to Old Lakeway	Tier 1	No		Puget
2020	Bike Lanes	East-West	W. Horton Road: Pacific Rim to Aldrich	Tier 1	No		Cordata
2020	Buffered Bike Lanes	North-South	Samish-Maple-Ellis: I-5 to Lakeway	Tier 2	No		Sehome/Samish UV
2021	Bike Lanes	East-West	Orchard Extension: James to Birchwood	Tier 1*	No		King Mtn-Cornwall Park
2023	Bike Lanes, Bike Boxes	North-South	Telegraph Road *($1.6 million federal grant)*	Tier 3	No		King Mtn
2023	Bike Lanes, Bike Boxes	East-West	W. Illinois (Sunset Drive to Meridian St)	Tier 3	Yes		Cornwall Park/Fountain UV
2023	Bike Lanes, Bike Boxes	East-West	W. Illinois (Meridian to Lynn Street)	Tier 3	Yes		Columbia/Fountain UV
2023	Traffic Signal, Bike Boxes	E-W-N-S	Lincoln St/E. Maple St		No		Puget
2023	Protected bike lanes	North-South	Lincoln Street Road Diet: E. Maple to Fred Meyer		No		Puget
				Project was planned or funded prior to 2014 BMP approval			

City has removed > 12 miles of vehicle lanes (Table 5.5) and > 10 miles of on-street parking (Table 5.6) to install > 32 miles of bikeways.

Table 5.5 Bellingham Arterial Street Road Diets - Reduction of Vehicle Lanes In Favor of Installing Bikeways

Year	Arterial Street	Project Extent	Before and After Road Diet Street Configuration	Vehicle Lane Linear Feet Removed	Vehicle Lane Miles Removed	Bicycle Facility Type	Buffer Width	Bike Lane Linear Feet Installed	Bike Lane Miles Installed	Bike Lane Side(s)
2002	N. State Street	York to Wharf	3 one-way vehicle lanes to 2 lanes + bike lane	4,175	0.79	Buffered bike lane[1]	2	4,175	0.79	West
2003	Magnolia Street	Commercial to Ellis	3 one-way vehicle lanes to 2 lanes + bike lane	2,354	0.45	Buffered bike lane[2]	2	2,354	0.45	South
2004	Broadway Avenue	Holly to Sunset	4 vehicle lanes to 3 lanes + bike lanes	4,000	0.76	Marked bike lane	~	8,000	1.52	Both
2010	Forest Street	Wharf to York	3 one-way vehicle lanes to 2 lanes + bike lane	4,175	0.79	Marked bike lane	~	4,175	0.79	East
2015	Alabama Street	Cornwall to James	4 vehicle lanes to 3 lanes + bike lanes	2,433	0.46	Marked bike lane	~	4,866	0.92	Both
2018	Barkley Boulevard	Newmarket to Sussex	4 vehicle lanes to 2 lanes + buffered bike lanes	6,400	1.21	Buffered bike lane	4	6,400	1.21	Both
2019	Chestnut Street	Bay to Ellis	3 one-way vehicle lanes to 2 lanes + buffered bike lane	3,590	0.68	Buffered bike lane	4	3,590	0.68	South
2019	Cordata Parkway	Kellogg to Kline	4 vehicle lanes to 2 lanes + buffered bike lanes	16,000	3.03	Buffered bike lane	4	16,000	3.03	Both
2020	James Street	Barkley to Woodstock	4 vehicle lanes to 2 lanes + buffered bike lanes	4,000	0.76	Buffered bike lane	2	8,000	1.52	Both
2020	Samish-Maple-Ellis	Bill McDonald to Lakeway	5 lanes to 3 lanes + buffered bike lanes	8,700	1.65	Buffered bike lane	4	8,700	1.65	Both
2020	Ellis-York	Lakeway to Cornwall	4 vehicle lanes to 3 lanes + buffered bike lanes	6,500	1.23	Buffered bike lane	4	6,500	1.23	Both
2023	Lincoln St (Phase 1)[3]	E. Maple to Fred Meyer	5 vehicle lanes to 3 lanes + buffered bike lanes	3,100	0.59	Buffered bike lane	4	3,100	0.59	Both
				65,427	**12.39**			**75,860**	**14.37**	

Notes
1.) 2002 marked bike lane converted to buffered bike lane in 2017; 2-foot buffer
2.) 2003 marked bike lane converted to buffered bike lane in 2020; 2-foot buffer
3.) Lincoln Street approach to Lakeway Drive requires future work with businesses to relocate or close commercial driveways before bike lanes can be installed

Table 5.6 Arterial Street Removal of Vehicle Parking Lane Capacity Resulting in Bicycle Facility Installation

Year	Arterial Street	Project Extent	Before and After Parking Removal Street Configuration	Parking Lane Linear Feet Removed	Parking Lane Miles Removed	Bicycle Facility	Buffer Width	Bike Lane Linear Feet Installed	Bike Lane Miles Installed	Bike Lane Side(s)
2008	Cornwall Avenue	Ohio to W. Illinois	On-street parking both sides; west side removed	4,958	0.94	Marked bike lane	~	9,916	1.88	Both
2011	Lakeway Drive	Birch to City Limit (Scenic)	On-street parking both sides; west side removed	1,372	0.26	Marked bike lane	~	2,744	0.52	Both
2012	Northwest Avenue	Lottie to McLeod	On-street parking both sides; west side removed	11,418	2.16	Marked bike lane	~	22,836	4.33	Both
2015	Ohio Street	Cornwall to Grant	On-street parking both sides; south side removed	1,400	0.27	Marked bike lane	~	2,800	0.53	Both
2017	Orleans Street	Alabama to Indiana	On-street parking both sides; west side removed	2,244	0.43	Marked bike lane	~	4,488	0.85	Both
2017	Woburn Street	Texas to Iowa	On-street parking both sides; west side removed	1,880	0.36	Marked bike lane	~	3,760	0.71	Both
2018	Puget Street	Lakeway to Civic Field	On-street parking both sides; east side removed	450	0.09	Buffered bike lane	1.5	900	0.17	Both
2019	Roeder Avenue	Coho to C Street	On-street parking west side; west side removed[3]	4,745	0.90	Buffered bike lane[1]	4	14,588	2.76	Both
2023	West Illinois Street	Sunset to Cornwall	On-street parking both sides; south side removed	530	0.10	Marked bike lane		1,060	0.20	Both
2023	West Illinois Street	Cornwall to Northwest	On-street parking both sides; north side removed	3,000	0.57	Marked bike lane		6,000	1.14	Both
2023	West Illinois Street	Northwest to Lynn	On-street parking both sides; both sides removed	2,400	0.45	Marked bike lane		2,400	0.45	Both
2023	Meridian Street	E. Victor to W. Illinois	On-street parking both sides; west side removed	2,100	0.40	Marked bike lane		4,200	0.80	Both
2023	Girard Street	Broadway to C Street	On-street parking both sides; west side removed	2,000	0.38	Marked bike lane		4,000	0.76	Both
2023	Eldridge Avenue	Broadway to City Limit	On-street parking both sides; both sides removed	13,000	2.46	Protected bike lane		13,000	2.46	Both
2023	Cornwall Avenue	Laurel to Pine	On-street parking both sides; both sides removed	2,000	0.38	Protected bike lane		4,000	0.76	TBD
				53,497	**10.13**			**96,692**	**18.31**	

Notes 1.) On-street parking only existed between Coho and C St; Buffered bike lanes from Seaview to Granary

Chapter 6 –Bellingham Transportation Fund (Former Transportation Benefit District) Revenue and Funding Allocation for Projects

Table 6.1.a. Transportation Benefit District #1 Revenues & Expenditures *[Source: Public Works Financial Services]*

	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual		2011-22
Revenues	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**		**Total**
Sales Tax Receipts (.2%)	$2,454,454	$4,350,591	$4,655,993	$4,700,864	$4,903,512	$5,169,348	$5,473,547	$5,898,842	$6,121,740	$5,983,493	$7,018,779	$7,590,607		**$64,321,770**
Other Rev: Interest, Project Grants and Contributions	$4,235	$52,050	$464,539	$45,732	$92,623	$34,829	$198,403	$2,211,235	$1,240,800	$855,043	$444,478	$1,712,918		**$7,356,885**
Total Specific Revenue	**$2,458,689**	**$4,402,641**	**$5,120,532**	**$4,746,596**	**$4,996,135**	**$5,204,177**	**$5,671,950**	**$8,110,077**	**$7,362,540**	**$6,838,536**	**$7,463,257**	**$9,303,524**		**$71,678,655**
Expenditures														
Total Overhead / Administrative	$94,594	$142,748	$313,006	$140,471	$57,639	$502,068	$636,589	$509,401	$759,972	$567,650	$798,126	$850,262		**$5,372,527**
Total WTA Transit	**$485,703**	**$1,116,031**	**$1,353,497**	**$1,596,099**	**$1,705,571**	**$1,062,351**	**$8,286**	**$0**	**$0**	**$0**	**$0**	**$0**		**$7,327,537**
Individual Capital Improvement Projects														
ER014 - State/Ellis Bridge Replacement								$349,403	$74,594	$7,045	$2,671,584	$1,063,043		**$4,165,669**
ES547 - 2019 TBD N/M Improvements									$1,950,182	$497,807				**$2,447,989**
ES540 - 2017 TBD Overlay							$6,312	$273,845	$2,045,278					**$2,325,435**
ES553 - 2020 TBD N/M - 40th Street Sidewalk									$115,690	$1,381,814	$738,176	$2,255		**$2,237,935**
WF1011 - Granary Ave. and Laurel Street								$2,051,217	$74,544	$38,623	$22,761			**$2,187,145**
ES538 - Lakeway/Lincoln Ped and Bike							$43,911	$1,718,099	$340,905	$210				**$2,103,125**
ES517 - W Maplewood Multimodal						$47,260	$936,387	$1,115,120						**$2,098,766**
ES556 - Mill Avenue Overlay										$2,736	$83,310	$1,675,410		**$1,761,457**
ES479 - 25th St. Ped & Bike			$126,487	$1,547,045	$60,347	$846								**$1,734,725**
ES495 - 2015 TBD Overlay				$1,412,033	$173,798									**$1,585,831**
ES554 - 2020 Overlay Bill McDonald Pkwy										$1,447,155	$60,233			**$1,507,388**
ES475 - 2013 Overlay			$1,364,658	$849										**$1,365,507**
ES535 - 2017 Ped & Bike Imps							$40,064	$1,172,358	$13,836					**$1,226,258**
ES539 - Texas Street Overlay								$1,102,499	$1,004					**$1,103,503**
ES552 - Samish/Maple/Ellis M/M Improvements										$948,180	$100,812			**$1,048,993**
ES544 - 2019 TBD Overlay Harrison James									$184,002	$818,795	$28,129			**$1,030,926**
ES513 - Holly St. Overlay							$986,926							**$986,926**
ES530 - Cordata/Stuart RAB								$397,347	$476,923					**$874,270**
ES548 - Cordata/Horton/Stuart Safety Improvements									$621,233	$110,800				**$732,033**

Table 6.1.b. Transportation Benefit District #1 Revenues & Expenditures *[Source: Public Works Financial Services]*

Individual Capital Improvement Projects	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		Total
ES490 - Eliza Ave. Sidewalks				$12,898	$651,776	$260								**$664,935**
ES459 - 2012 Street Resurfacing / TBD		$637,000												**$637,000**
ES531 - Cordata SRTS									$606,534					**$606,534**
ES443 - 2011 Street Resurfacing / TBD	$560,000													**$560,000**
ES491 - Ohio St Bike Lanes				$8,072	$546,294									**$554,366**
ER016 - Meador Ave Bridge Replacement										$2,410	$164,965	$364,145		**$531,521**
ES546 - Northwest / Bakerview Intersection										$413,027	$105,489			**$518,516**
ES474 - Bill McDonald Parkway			$481,373	$36,347										**$517,721**
ES399 - W Horton										$506,938				**$506,938**
ES466 - Alabama Corridor					$500,000									**$500,000**
ER015 - James St Bridge Replacement										$2,815	$154,821	$322,535		**$480,172**
ES512 - Nevada/Kentucky Bike Blvd					$23,306	$451,642								**$474,948**
ES448 - TBD Non-motorized Indian St.		$447,358	$10,035	$6,450										**$463,843**
ES458 - State and Maple	$14	$9,886	$341,905	$2,175	$1,500	$15								**$355,495**
ES447 - TBD-Northwest/Elm/DuPont	$13,276	$331,187												**$344,463**
ES522 - 12th and Mill					$159	$10,089	$277,822	$41,311						**$329,381**
EF154 - Electrification of Transport												$328,759		**$328,759**
ES449 - TBD Samish Ped & Bike		$220,019	$42,429											**$262,448**
ES536 - TBD Re-Striping							$257,238	$241						**$257,479**
ES510 - Yew St. Sidewalks				$123	$251,578	$520								**$252,222**
ES560 - Parkview Safe Route to Schools												$238,055		**$238,055**
ET033 - Downtown Signal Imps										$231,000				**$231,000**
ES561 - W Illinois Multimodal Improvements												$198,781		**$198,781**
ES557 - Pedestrian and Bike Plan Update												$175,647		**$175,647**
ES555 - Lincoln / Lakeway M/M Study										$54,692	$96,010	$16,000		**$166,703**
ES563 - Westside Non-Motorized Improvements												$669		**$669**
Other projects	$357,465	$299,502	$439,579	$129,950	$259,294	$136,696	$64,021	$30,837	$235,828	$33,199	$11,388			**$1,997,758**
Total TBD Projects	**$932,766**	**$1,946,964**	**$2,808,480**	**$3,157,957**	**$2,470,068**	**$649,344**	**$2,614,699**	**$8,254,295**	**$6,742,571**	**$6,499,267**	**$4,239,701**	**$4,387,320**		**$44,703,431**
Total TBD Expenditures	**$1,513,063**	**$3,205,743**	**$4,474,983**	**$4,894,526**	**$4,233,278**	**$2,213,763**	**$3,259,574**	**$8,763,696**	**$7,502,543**	**$7,064,897**	**$5,035,806**	**$5,235,560**		**$57,397,432**

Chapter 6 – Pedestrian Projects Funded by Bellingham Transportation Fund (Former Transportation Benefit District)

Table 6.2. Pedestrian Improvements Constructed Primarily With TBD/T-Fund Non-Motorized and Arterial Resurfacing Funds - 2011 through 2017						
Orange = Low to Moderate Income Neighborhood						
Year	Improvement	Side(s)	Location	Sidewalk	Crossing	Neighborhood
2011	Sidewalk, Curb Extensions, Crosswalk	Both	Prospect Avenue: Lottie to Bay	n/a	n/a	Downtown UV
2011	Sidewalk, Curb Extensions, Crosswalk	South	Birchwood/Meridian	n/a	n/a	Birchwood
2011	Curb Extensions, Crosswalk	Both	Meridian/Connecticut	n/a	n/a	Columbia/Cornwall Park
2011	Sidewalk, Curb Extensions, Crosswalk	Both	Electric/Birch/Portal	Tier 1*	Tier 1*	Whatcom Falls
2011	Curb Extensions, Flashing Crosswalk		Electric/Bloedel-Donovan Park	Tier 1*	Tier 1*	Silver Beach
2012	Sidewalk, Curb Extensions, Crosswalk	West	Yew Street: Alabama to Texas/Yew	Tier 1*	Tier 1*	Roosevelt
2012	Curb Extensions, Crosswalk		Woburn/Texas		Tier 1	Roosevelt
2012	Curb ramps, Flashing Crosswalk		Alabama/St. Paul		Tier 1*	Roosevelt
2012	Curb Extensions, Crosswalk		Alabama/Yew		Tier 1*	Roosevelt
2012	Curb ramps, Traffic Signal		Woburn/Rimland (TBD + Private$)		Tier 1*	Barkley UV
2012	Curb ramps, Flashing Crosswalk		Pine/Boulevard		Tier 1*	Sehome
2012	Curb ramps, extensions, and crosswalks		Dupont/Elm/Northwest		Tier 1*	Dwtn/Ltr/Col/Birchwood
2013	Sidewalk Infill	North	Bill McDonald Pkwy: 35th to Birnham Wood	Tier 1	n/a	Sehome
2013	Sidewalk, Curb Extensions, Crosswalk	South	E. Maple/Cornwall	Tier 1	Tier 2	Downtown UV
2013	Sidewalk, Curb Extensions, Crosswalk	South	State/E. Maple		Tier 1*	Downtown UV
2013	Curb Extensions, Crosswalk		E. Illinois/James		Tier 1*	Sunnyland ES
2013	Crosswalk, Ped Refuge		W. College Way/High Street (WWU)		n/a	WWU
2014	Sidewalks, Curb Extensions, Crosswalk	Both	25th Street: Bill McDonald to Douglas/24th	Tier 1	n/a	Happy Valley
2014	Ped/Bike Bridge Reconstruction (Parks)		Whatcom Creek Trail: Ellis to York		n/a	Downtown UV
2014	Sidewalk, Curb Extensions, Crosswalk	South	Hawthorn: 12th to Fieldston; Hawthorne/Bayside	Tier 3	Tier 3	Edgemoor
2015	Ped/Bike Trail/Rail Crossing (Parks)		South Bay Trail: BNSF Tracks at Boulevard Park		n/a	South Hill
2015	Sidewalk Infill	West	Eliza Avenue: Kellogg to Westerly	Tier 1	n/a	WCC/Cordata
2015	Curb Extensions, Crosswalks		Ohio/Ellis		Tier 1	Sunnyland/Downtown UV
2015	Curb Extensions, Crosswalks		Ohio/Grant		Tier 3	Sunnyland/Downtown UV
2016	Sidewalk	South	Birchwood: Northwest to Cedarwood	Tier 3	Tier 3	Birchwood
2016	Sidewalk, Curb Extensions, Crosswalk	East	12th/Mill	Fhvn UV	Fhvn UV	Fairhaven UV
2016	Curb Extensions, Crosswalk		Mill/24th St	Tier 1		Happy Valley
2016-17	Intersection Study		Barkley/Sussex		Tier 3	Barkley
				*Project planned/funded prior to 2012 PMP		

Table 6.2.a. Pedestrian Improvements Constructed Primarily With TBD/T-Fund Non-Motorized and Arterial Resurfacing Funds - 2018 through 2022						
Year	**Improvement**	**Side(s)**	**Location**	**Sidewalk**	**Crossing**	**Neighborhood**
2018	Flashing crosswalk		Woburn/Fraser/Whatcom Falls Trail		Tier 1	Puget
2018	Reconstruct intersection, add crosswalks		Woburn/Kentucky		n/a	Roosevelt
2018	Curb Extensions, Crosswalks		Orleans/Illinois	Tier 1		Roosevelt
2018	Curb Extensions, Crosswalks		14th/Mill	Tier 1		South Hill
2018	Curb Extensions, Crosswalks		21st/Mill	Tier 1		Happy Valley
2018	Curb Extensions, Crosswalks, Sidewalk		Woburn/Kentucky			Roosevelt
2018	Sidewalk Infill to HAWK signal	East	Undine Street: Alabama to Texas	Tier 1	HAWK	Roosevelt
2018	Sidewalk Infill	South	Texas Street: Pacific to Valencia	Tier 1		Roosevelt
2019	Sidewalk	West	24th Street: Donovan to Old Fairhaven Parkway	Tier 1		Happy Valley
2019	Sidewalk	East	Yew Street: Alabama to Roosevelt Elementary	Tier 2		Roosevelt
2019	Curb ramps, extensions, crosswalks	West	Meridian St/North St (Fountain Urban Village Plan)		n/a	Fountain UV/Cornwall Park
2019	Flashing crosswalk		Northwest Ave/Connecticut St		Tier 3	Fountain UV/Columbia
2019	Crosswalks at compact roundabout		Cordata/Horton		n/a	Cordata
2020	Curb ramps, ped refuges, crosswalks		Northwest/Bakerview		n/a	Meridian
2020	Flashing crosswalk		Cordata Park north entrance		na	Cordata
2020	Flashing crosswalk		Cordata Park south entrance		na	Cordata
2020	Flashing crosswalk		14th Street/Old Fairhaven Parkway		Tier 1	Happy Valley/South
2020	Flashing crosswalk		James Street/E. North Street		BMP	Sunnyland
2020	Curb ramps, extensions, crosswalks		Kentucky/Grant		Tier 3	Sunnyland
2020	Flashing crosswalk		Orleans/Railroad Trail		n/a	Roosevelt
2020	Sidewalk	East	40th Street/Elwood Ave sidewalk	Tier 3		Samish
2020	Flashing Crosswalk		11th Street/Taylor Street		n/a	South Hill
2020	Flashing Crosswalk		Woburn/Railroad Trail		Tier 1	Roosevelt
2021	Traffic Signal		State/Maple		Tier 1	Downtown UV
2021	Traffic Signal		State/Laurel (Partner w 480-bed Student Housing)		Tier 3	Downtown UV
2021	Traffic Signal		Holly/High St		n/a	Downtown UV
2022	Sidewalks, ADA ramps	Both	Mill Avenue (40th Street to Samish Way)	Tier 3		Samish
				***Project planned/funded prior to 2012 PMP**		

Table 6.2.b. Pedestrian Improvements Constructed Primarily With TBD/T-Fund Non-Motorized and Arterial Resurfacing Funds - 2023						
Year	**Improvement**	**Side(s)**	**Location**	**Sidewalk**	**Crossing**	**Neighborhood**
2023	Road Diet; Flashwalk; Transit Island	Both	Lincoln Street (E. Maple to Fred Meyer)			Puget
2023	Curb ramps, extensions, crosswalks	Both	W. Holly/W. Champion		Tier 1	Old Town UV
2023	Flashing crosswalk, curb ramps		Cordata/Tremont		Tier 2	Cordata
2023	Flashing crosswalk, curb ramps		Eldridge/Nequalicum		Tier 2	Columbia
2023	Flashing Crosswalk, ADA, Curb ramps		Eldridge/Victor			Columbia
2023	Flashing Crosswalk, ADA, Curb ramps		Eldridge/West			Columbia
2023	Flashing Crosswalk, ADA, Curb ramps		Eldridge/Lafayette			Columbia
2023	Flashing Crosswalk, ADA, Curb ramps		Northwest/Victor		Tier 2	Columbia
2023	Flashing Crosswalk, ADA, Curb ramps		Cordata/Tremont		Tier 2	Cordata
2023	Flashing Crosswalk, ADA, Curb ramps		Cordata mid-block btwn Meadowbrook & Sequoia			Cordata
2023	Flashing Crosswalk, ADA, Curb ramps		W. Horton/Ryzex			Cordata
2023	Flashing Crosswalk, ADA, Curb ramps		Northwest/Home Lane			Meridian
2023	Flashing Crosswalk, ADA, Curb ramps		Meridian/W. Oregon			Columbia
2023	Flashing Crosswalk		Boulevard/Pine			South Hill
2023	Flashing crosswalk		Ohio/Ellis			Sunnyland
2023	Flashing crosswalk		Ohio/Grant			Sunnyland
2023	Crub extensions, marked crosswalk		W. Holly/W. Champion		Tier 1	Old Town UV
2023	Flashing crosswalk		Dupont/H Street			Lettered Streets
2023	Flashing crosswalk		Girard/H Street			Lettered Streets
2023	Flashing crosswalk		Woburn/Whatcom Creek			Whatcom Falls-Puget
2023	Flashing crosswalk		James/Sunset Pond			Irongate
2023	Flashing crosswalk		Orleans/E. Illinois			Roosevelt
				***Project planned/funded prior to 2012 PMP**		

Chapter 6 – Bikeway Projects Funded by Bellingham Transportation Fund (Former Transportation Benefit District)

Table 6.3. Bicycle Improvements Constructed Primarily With TBD/T-Fund Non-Motorized and TBD/T-Fund Arterial Resurfacing Funds - 2011 through 2016							
Orange = Low to Moderate Income Neighborhood							
Year	**Improvement**	**Direction**	**Location**	**BMP Priority**	**Parking Removed?**	**Side**	**Neighborhood**
2011	Marked bike lanes	East-West	Lakeway Drive: Woburn to City limit	n/a*	Yes: Birch to City limit	West	Whatcom Falls
2011	Marked bike lanes	East-West	Birchwood Avenue: Meridian to Squalicum Pkwy	n/a*	No		Cornwall Park
2012	Marked bike lanes	North-South	Northwest Avenue: Lottie to I-5	Tier 1*	Yes: Lottie to McLeod	West	Dwtn/Ltr/Col/Birchwood
2013	Climbing/Shared Lane	North-South	Highland Drive: High Street to W. College Way	n/a*	No		WWU
2013	New Shoulders	East-West	Electric Avenue: Alabama to Ohio	Tier 3	No		Silver Beach
2014	Shared Lanes	North-South	Hawthorne: 12th Street to Fieldston	Tier 3	No		Edgemoor
2014	Shared Lanes	North-South	14th Street: Edwards to Douglas	Tier 3	No		South Hill
2014	New Shoulders	East-West	Electric Avenue: Lakeway to Ohio	Tier 3	No		Whatcom Falls
2014	Marked bike lanes	North-South	25th Street: Bill MacDonald to Douglas	Tier 1*	No		WWU/Happy Valley
2015	Marked bike lanes	North-South	Eliza Avenue: Kellogg to Westerly	Tier 1	No		WCC/Cordata
2015	Marked bike lanes	East-West	Ohio Street: Grant to Cornwall	Tier 1	Yes: Dean to Grant	South	Sunnyland/Downtown
2015	Bicycle Boulevard	North-South	Grant Street: Illinois to N. State	Tier 2	No		Sunnyland/Downtown
2015	Bicycle Boulevard	North-South	Ellis: Squalicum Pkwy to Ohio	Tier 2	No		Sunnyland/Downtown
2015	Bicycle Boulevard	North-South	Moore-Texas-Nevada	Tier 2	No		Roosevelt
2015	Bicycle Boulevard	East-West	Kentucky: Moore to Cornwall	Tier 1	No		Sunnyland/Downtown
2015	Bicycle Boulevard	East-West	E. Illinois Street: Valencia to Sunset	Tier 1	No		Roosevelt/Sunnyland
2015	Bicycle Boulevard	North-South	Michigan Street: E. Illinois to Texas	Tier 2	No		Roosevelt
2015	Bicycle Boulevard	East-West	Texas Street: Michigan to Nevada	Tier 1	No		Roosevelt
2015	Climbing/Shared Lane	North-South	Lincoln: Lakeway to Meador	Tier 1	No		Puget
2015	Corridor Study	East-West	Holly Street: Ellis to Bay (Phase 1)	Tier 1	Unknown	?	Downtown
2016	Bicycle Boulevard	North-South	24th Street: Old Fairhaven Pkwy to Douglas	Tier 1	No		Happy Valley
2016	Bicycle Intersection	East-West	Cornwall/Kentucky/Young	Tier 1	No		Lettered Streets
2016	Marked bike lanes	North-South	Champion Street: Ellis to Cornwall	Tier 2	No		Downtown
2016	Corridor Study	East-West	Lakeway Drive: Ellis to Queen	Tier 1	No		Puget/York/Downtown
2016	Corridor Study	North-South	Samish-Maple-Ellis	Tier 2	No		Samish UV/Sehome/York
				Project was planned or funded prior to 2014 BMP approval			

Table 6.3.a. Bicycle Improvements Constructed Primarily With TBD/T-Fund Non-Motorized and TBD/T-Fund Arterial Resurfacing Funds - 2017 through 2018							
Orange = Low to Moderate Income Neighborhood							
Year	**Improvement**	**Direction**	**Location**	**BMP Priority**	**Parking Removed?**	**Side**	**Neighborhood**
2017	Marked bike lanes	North-South	West Maplewood Ave: Northwest to Alderwood	Tier 1	No		Birchwood
2017	Bicycle Boulevard	East-West	Alderwood Ave: Northwest to Bennett	Tier 1	No		Birchwood
2017	Marked bike lanes	North-South	James St: Sunset to Woodstock (Sunset Square)	Tier 3	No		King Mtn
2017	Marked bike lanes	North-South	Orleans Street: Alabama to Barkley	Tier 2	Yes: Alabama to Barkley	West	Roosevelt
2017	Bicycle Boulevard	North-South	Orleans Street: Alabama to Texas	Tier 2	No		Roosevelt
2017	Marked bike lanes	North-South	Woburn Street: Texas to Iowa	Tier 2	Yes: Alabama to Iowa	West	Roosevelt
2017	Climbing/Shared Lane	North-South	Woburn Street: Iowa to Lakeway	Tier 2	No		Puget
2017	Bike Lane Enhancement	East-West	Lakeway Drive: Queen to City Limit	Tier 1	No		Puget & Whatcom Falls
2017	Bicycle Boulevard	North-South	Undine Street: Texas to Railroad Trail	Tier 2	No		Roosevelt
2017	Bicycle Boulevard	North-South	St. Paul Street: Railroad Trail to Texas	Tier 2	No		Roosevelt
2017	Buffered Bike Lane	East-West	State Street: York to Wharf	Tier 2	No - Upgrade Bike Lane		Downtown
2017	Buffered Bike Lane	East-West	Forest Street: Wharf to Rose	n/a	No - Parking added		Downtown
2017	Bicycle Boulevard	East-West	Mill Avenue: 12th Street to 24th Street	Tier 1	No		Fairhaven/Happy Valley
2017	Bike Wayfinding Signs		Citywide	BMP Priority	No		2 major bike routes
2018	Buffered bike lanes	East-West	Barkley Blvd: Woburn Street to Sussex	Tier 1	No-Rechannelize/Upgrade		Barkley
2018	Marked bike lanes	East-West	Barkley Blvd: Sussex to Britton Road	Tier 1	No-Rechannelize/Upgrade		Barkley
2018	Bicycle Boulevard	North-South	Byron/34th/Pasco/Whatcom/Grant/Humboldt	Tier 1	Concert w WSDOT grant		Sehome/Samish UV/York
2018	Bicycle Boulevard	North-South	James-Gladstone (Meador to Ellis)	Tier 2	Concert w WSDOT grant		York
2018	Bicycle Boulevard	North-South	Humboldt (Meador to Gladstone)	Tier 3	Concert w WSDOT grant		Samish/Puget
2018	Bicycle Boulevard	North-South	40th/Dumas/Ashley/Byron/44th/Nevada	Tier 2	Concert w WSDOT grant		Samish/Puget
2018	Bike Lanes	North-South	Puget Street: Lakeway to Civic Field parking lot	Tier 2	Concert w WSDOT grant		Puget
2018	Bike Lanes	East-West	Lakeway Drive: Puget to Undine HAWK	Tier 1	Concert w WSDOT grant		Puget
2018	Bike Lane Enhancement	North-South	Cornwall Avenue: Ohio to Illinois	n/a	No		Letter St/Cornwall Park
2018	Bike Lane Enhancement	North-South	Northwest Avenue: Lottie to W. Bakerview	n/a	No		Dwtn/Ltr/Col/Birchwood
				Project was planned or funded prior to 2014 BMP approval			

Table 6.3.b. Bicycle Improvements Constructed Primarily With TBD/T-Funds Non-Motorized and TBD/T-Funds Arterial Resurfacing Funds - 2019 through 2023							
Year	**Improvement**	**Direction**	**Location**	**BMP Priority**	**Parking Removed?**	**Side**	**Neighborhood**
2019	Buffered Bike Lanes	North-South	Roeder Avenue: Squalicum Pkwy to C Street	Tier 2	Yes - Resurfacing		Waterfront
2019	Bike Climbing Lane	NW - SE	Chestnut Street: Railroad to Ellis (Road Diet)	Tier 1	No		CBD/Sehome
2019	Buffered Bike Lane	North-South	Cordata Pkwy: Kellogg to Kline (Road Diet)	Tier 2	Added - Tremont to Kline		Cordata
2019	Bike Lane Enhancement	East-West	W. Horton Rd: Meridian (SR 539) to Pacific Rim	n/a	No		Cordata
2019	Bike Lane Enhancement	North-South	Stuart-Kellogg: Cordata to Eliza	n/a	No		Cordata
2019	Bike Boulevard	East-West	Old Lakeway Drive: Lakeway to Yew Street	Tier 1	No		Puget
2019	Bike Boulevard	North-South	Halleck Street: Cornwall Avenue to Broadway Street	Tier 2	No		Lettered Streets
2019	Bike Boulevard	East-West	Kentucky Street: Pacific to Woburn	Tier 3	No		Roosevelt
2019	Bike Boulevard	North-South	12th Street: Mill Ave to Hawthorn Rd	Tier 3	No		Fairhaven Urban Village
2019	Bike Boulevard	North-South	14th Street: Douglas to Old Fairhaven Pkwy	Tier 3	No		Fairhaven UV/Happy Valley
2019	Bike Boulevard	North-South	N. State Street: Boulevard to Wharf Roundabout	Tier 2	No		Downtown UV/Sehome
2019	Bike Boulevard	North-South	Vallette Street: Broadway Street to Cornwall Park	Tier 3	No		Fountain UV/Cornwall Park
2019	Shared Lane Markings	North-South	Cornwall Avenue: Ohio Street to Champion Street	Tier 2	No		Downtown Urban Village
2020	Curb ramps, ped refuges, crosswalks		Northwest/Bakerview	n/a	n/a		Cordata/Meridian
2020	Buffered Bike Lanes	N-S-E-W	James Street (Sunset Square): Woodstock to Barkley	Tier 2	Yes - Resurfacing		Barkley/King Mountain
2020	Shared Lane Markings	North-South	Orleans Street: Indiana to Woodstock Way	Tier 2	No		Roosevelt/Barkley
2020	Buffered Bike Lanes	North-South	Ellis Street: Lakeway to Cornwall (Road Diet)	Tier 2	No - Rechannelization		Downtown UV
2020	Buffered Bike Lanes	North-South	Magnolia Street: Commercial to Ellis	Tier 2	Enhance existing bike lane		Downtown UV
2020	Bike Boulevard	East-West	Whatcom Street: Ellis St to Grant St	Tier 2	No		York
2020	Bike Boulevard	East-West	Edwards Street: Maple St to Humboldt St	Tier 3	No		York
2020	Bike Boulevard	NW-SE	E. Maple Street: Ellis St to State Street	Tier 2	No		Sehome
2020	Bike Boulevard	East-West	Victor Street: Vallett St to Eldridge Avenue	Tier 3	No		Columbia
2020	Bike Boulevard	E-W-N-S	Fruitland-Orchard	Tier 1	No		King Mountain
2020	Bike Boulevard	East-West	E. North Street (w RRFB at James St)	Tier 2	No		Sunnyland
2020	Bike Lanes	North-South	40th Street: Elwood to Adams	Tier 3	No		Samish
2022	Bike Boulevard	East-West	Mill Avenue: 40th to Samish Way	Tier 3	No		Samish
2022	Bike Boulevard	North-South	40th Street: Adams to Mill Ave	Tier 3	No		Samish
2022	Bike Boulevard	East-West	Bennett Avenue: 40th to 38th	Tier 3	No		Samish
2022	Bike Boulevard	North-South	38th Street: Bennett to Knox	Tier 3	No		Samish
2022	Bike Boulevard	North-South	34th Street: Connelly to Samish Way	Tier 3	No		Samish
2022	Bike Boulevard	North-South	36th Street: Connelly to Samish Way	Tier 3	No		Samish
2022	Bike Boulevard	East-West	Connelly Avenue: I-5 to 36th Street	Tier 3	No		Samish
2022	Bike Boulevard	Mixed	"Stair Step" Streets	Tier 3	No		Samish
2023	Protected Bike Lanes	North-South	Eldridge Avenue (Broadway to Nequalicum)	Tier 3	Yes		Columbia
2023	Protected Bike Lanes,	North-South	Cornwall Avenue (Laurel to Pine)		Yes		Waterfront
2023	Bike Lanes, Roundabout	North-South	Meridian-Girard Corridor & Meridian St/W. Illinois St	Tier 3	Yes		Cornwall/Fountain/Ltr Sts
2023	Protected Bike Lanes,	North-South	Lincoln Street Road Diet (E. Maple to Fred Meyer)		No		Puget
				Project was planned or funded prior to 2014 BMP approval			

Chapter 8 WTA - Figure 8.3 Transit Service Changes 2005 through 2021

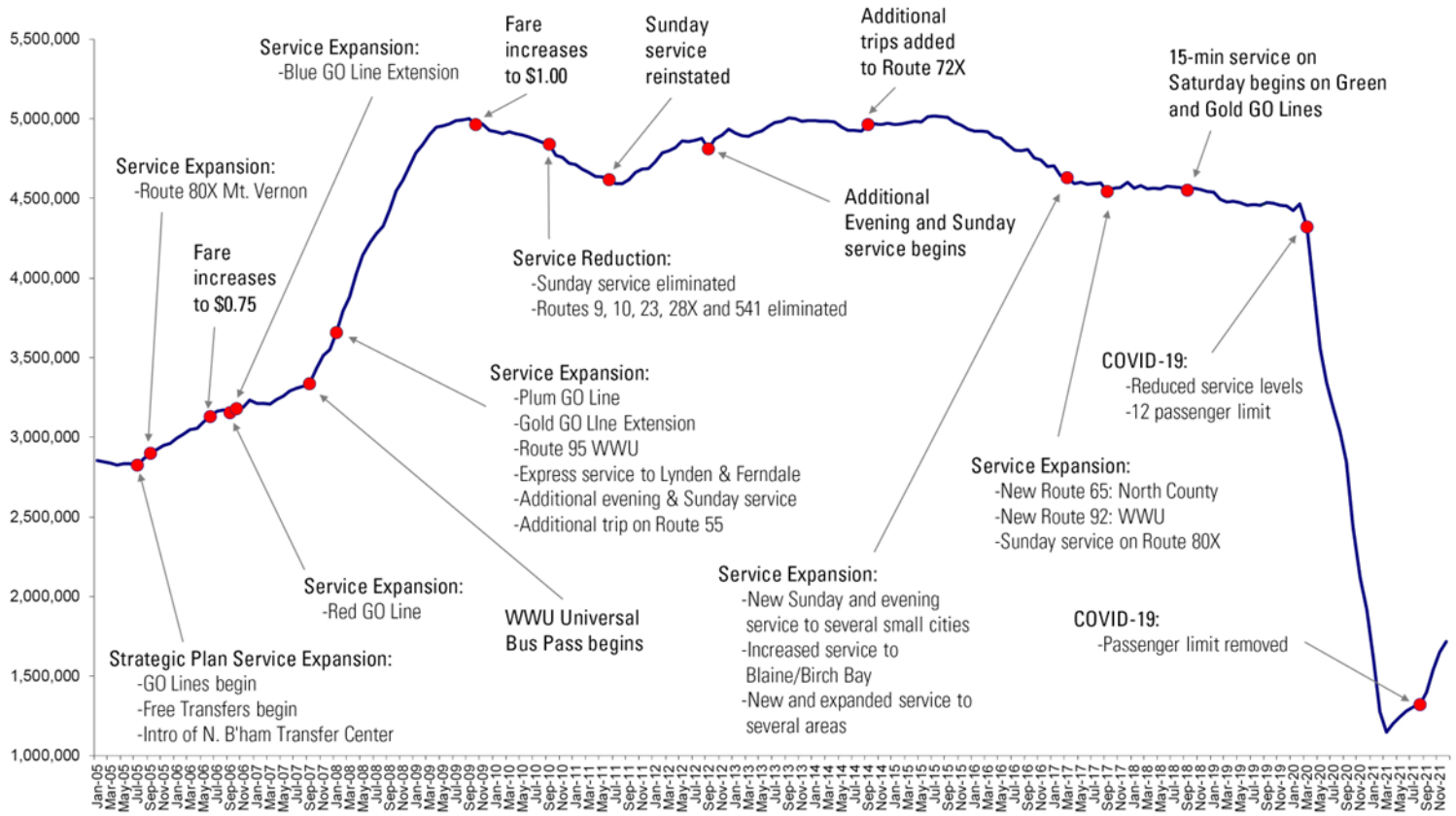


Figure 8.4 – WTA Operational Revenue Hours vs Ridership Trends

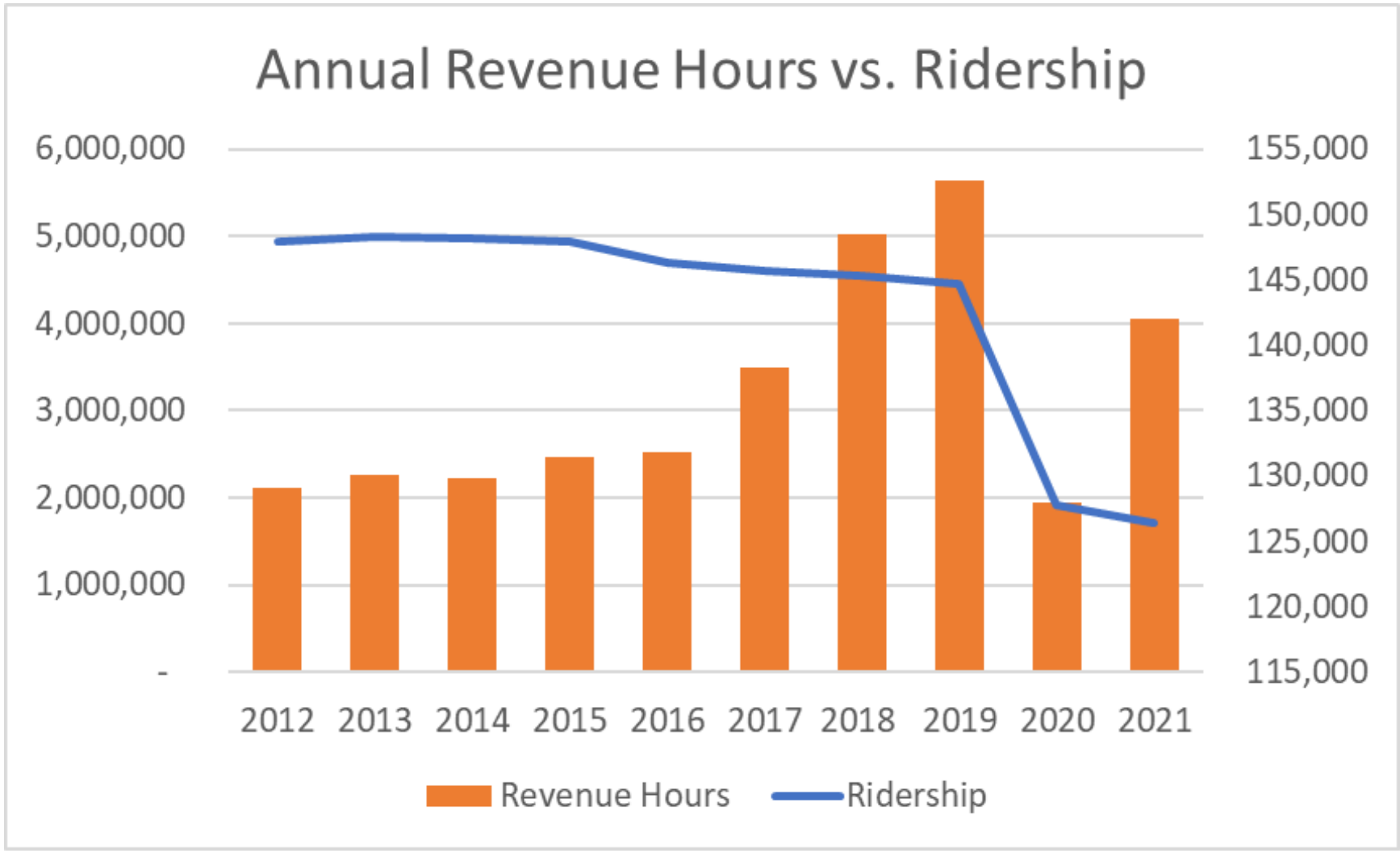
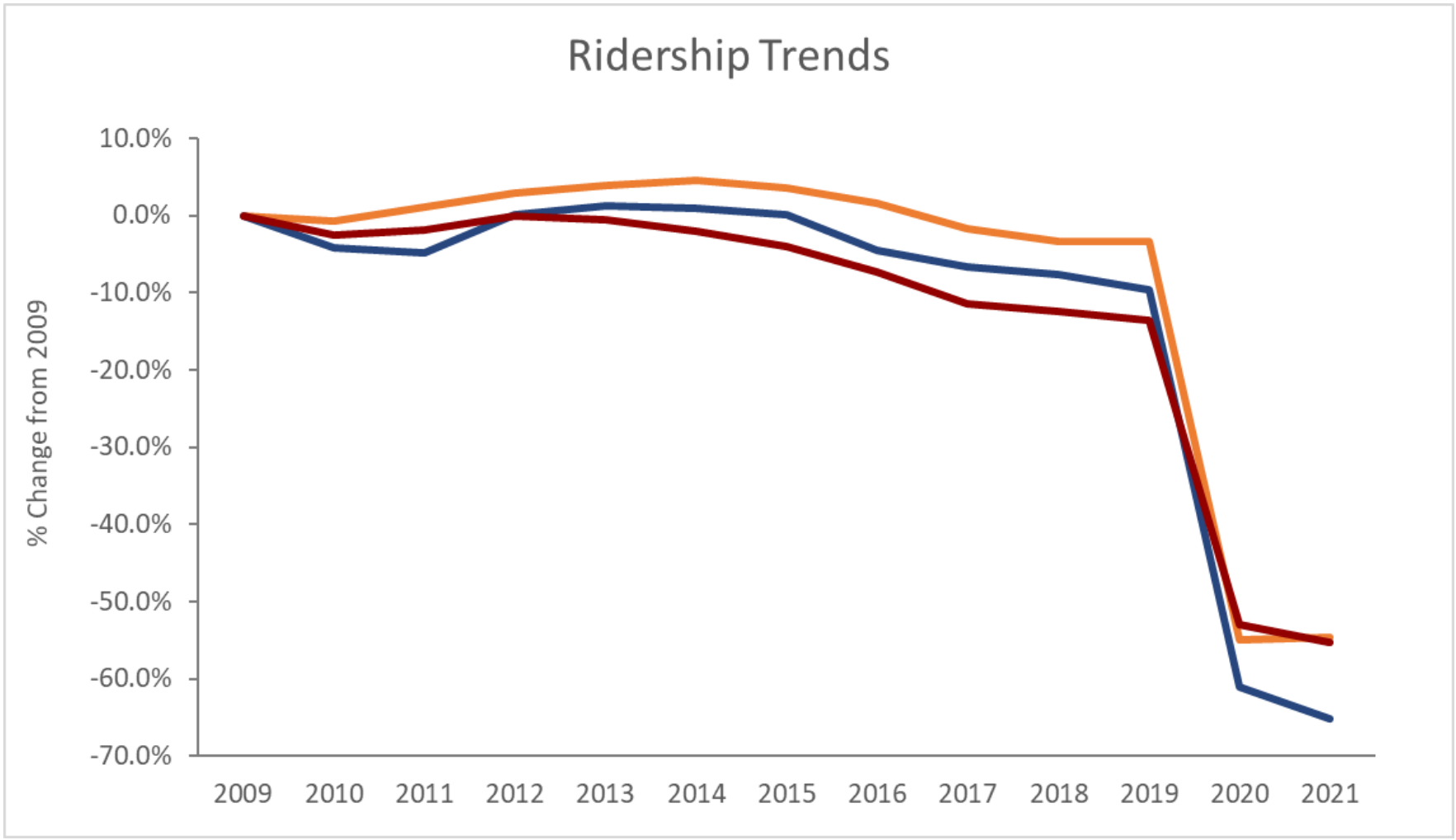


Figure 8.5 – WTA and National Transit Ridership Trends 2009 through 2021



Chapter 10: Urban Village TIF Reduction Program - 2023

In 2010-2011, Public Works created Bellingham's Urban Village Transportation Impact Fee (TIF) Reduction Program to provide an economic incentive for developers to help the City achieve its goals for infill growth in compact, mixed use Urban Villages served with complete sidewalk and bikeway networks and WTA high-frequency transit service. Success with this land use strategy is also expected to help the City achieve its long-term transportation mode shift goals (Figure 2.3 and Table 2.1).

A case study on the creation of this program is available in an article titled ***The Urban Village TIF Reduction Program in Bellingham*** on the City web site.

As shown in Figure 10.3 (above) and Table 10.1. (below), in the 12 years from March 2011 through December 2022, the Urban Village TIF Reduction Program has saved developers of 128 projects in Urban Villages over **$1,434,810*** in TIFs, which is an average of about ***$120,000 per year***.

NOTE:** **Many redevelopment projects do not require TIFs due to 100% credit for previous uses.

Bellingham Urban Village TIF Reduction (BMC 19.06.040) Cumulative Savings: March 1, 2011 to December 31, 2022[1]

Note: The 2021-2022 TIF Comparison Chart of 73 Cities and 5 Counties in western Washington at https://cob.org/wp-content/uploads/2021-2022-BhamWA-TIF-Comparison-Chart.pdf **shows that Bellingham has one of the lowest TIF base rates in western Washington. Many redevelopment projects in Urban Villages do not require any TIFs due to 100% credit for previous uses.**

Data Tracked and Compiled by Chris Comeau, FAICP-CTP, Transportation Planner, Public Works Engineering (360) 778-7946 or ccomeau@cob.org

		Infill Development Type			Automatic 22% - 25% Less		Voluntary Measures Up To 50%			Total
Designated Urban Villages in Bellingham	Total Projects	Res Units	Comm SF	Office SF	UV TIF Cost[2]	UV TIF Saved[2]	Bike Rack[3]	Bus Passes[4]	CTR[5]	TIF Saved[2]
Downtown Urban Village	43	1,349	32,633	27,689	$692,520	$356,748	$13,631	$40,892	$0	$411,271
Fairhaven Urban Village	26	238	51,457	7,278	$269,242	$188,246	$5,706	$0	$0	$193,952
Barkley Urban Village	24	203	94,418	82,239	$744,478	$250,097	$1,907	$23,384	$597	$275,985
Samish Way Urban Village	10	429	13,934	16,446	$239,300	$171,117	$2,138	$0	$0	$173,255
Fountain District Urban Village	14	123	24,168	1,196	$129,237	$89,628	$5,988	$0	$0	$95,616
Old Town Urban Village	3	81	2,815	0	$70,241	$23,877	$0	$0	$0	$23,877
Waterfront District Urban Village (Granary-Laurel)	4	103	48,146	23,700	$346,050	$76,349	$0	$0	$0	$76,349
Institutional UV TIF Reductions (Type 1A-BMC 13.70)	4	150	0	119,802	$400,572	$184,505	$0	$0	$0	$184,505
Cumulative	128	Infill Development Type			Automatic 22% - 25% Less		Voluntary Measures Up To 50%			Total
All Urban Village TIF Reductions	Total Projects	Res Units	Comm SF	Office SF	UV TIF Cost[2]	UV TIF Saved[2]	Bike Rack[3]	Bus Passes[4]	CTR[5]	TIF Saved[2]
Grand Total Urban Village TIF Reductions from March 1, 2011 to December 31, 2022		2,676	267,571	278,350	$2,891,640	$1,340,567	$29,370	$64,276	$597	$1,434,810

Notes:
1.) Urban Village TIF Reduction Program adopted February 2011, implemented March 1, 2011.
2.) Net new TIF calculated only after 100% credit is awarded for previous uses. Most redevelopment projects do not require any new TIF due to previous use credit, which is included in this column.
3.) Developer purchase and installation of a City-approved bike rack with capacity for four bicycles in appropriate location can reduce overall trip generation by one vehicle trip.
4.) Developer purchase of up to 28 WTA bus passes can reduce TIF by up to maximum of 50%
5.) 10% trip reduction for businesses with more than 100 on-site employees, consistent with Washington State Commute Trip Reduction (CTR)law *[RCW 70.94.527]*

Chapter 11 – Waterfront District Biennial Monitoring Program Report

In December 2013, the City of Bellingham and the Port of Bellingham adopted the Bellingham Waterfront District Master Plan to guide the redevelopment of over 200 acres of industrial waterfront land into a vibrant, new neighborhood filled with a mix of industrial, commercial, institutional, residential, and public uses. The Bellingham Waterfront District Master Plan and Interlocal Agreement between the City and Port of Bellingham is available on the City web site at **http://www.cob.org/services/planning/urban-villages/waterfront.aspx**

Section 20 of the Interlocal Agreement for Facilities within the Waterfront District requires the Port of Bellingham to provide the City with a Biennial Monitoring Program report by December 31, 2015 and every two years after, which will document transportation mobility into and out of the Waterfront District on arterial streets for pedestrians, bicyclists, transit busses, automobiles, and freight trucks. In November 2021, TranspoGroup, Inc. completed the third Biennial Monitoring Report for the Waterfront District. Highlights from this report are included in the following pages. **The Port is required to update the Biennial Monitoring Report again in late 2023 and the results will be included in the 2024 Transportation Report on Annual Mobility.**

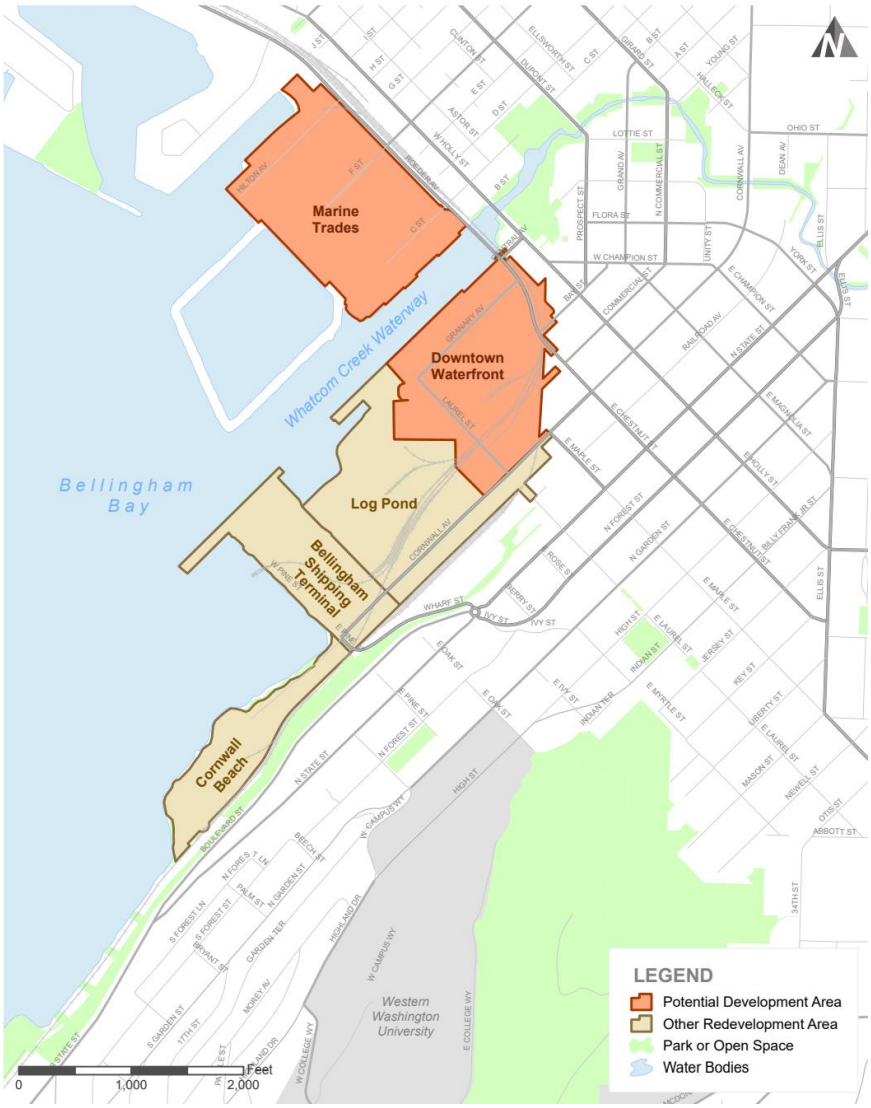


Figure 11.1 Waterfront District Boundaries

Figure 11.2. Data Collection Locations

Current Conditions

The COVID-19 pandemic continues; however, data was collected in the same manner as previous studies as required by BMC requirements. Western Washington University was in full session at the time of the data collection and no stay-at-home orders were in place.

Figure 3 illustrates the average hourly distribution of traffic to and from the Waterfront District. This includes all trucks, cars, and bicycles to and from the site. The highest traffic levels for the site occurs around 4 p.m. and overall daily traffic volumes are consistent with the 2019 biennial monitoring study. Additional comparison to previous monitoring studies is provided in a later section.

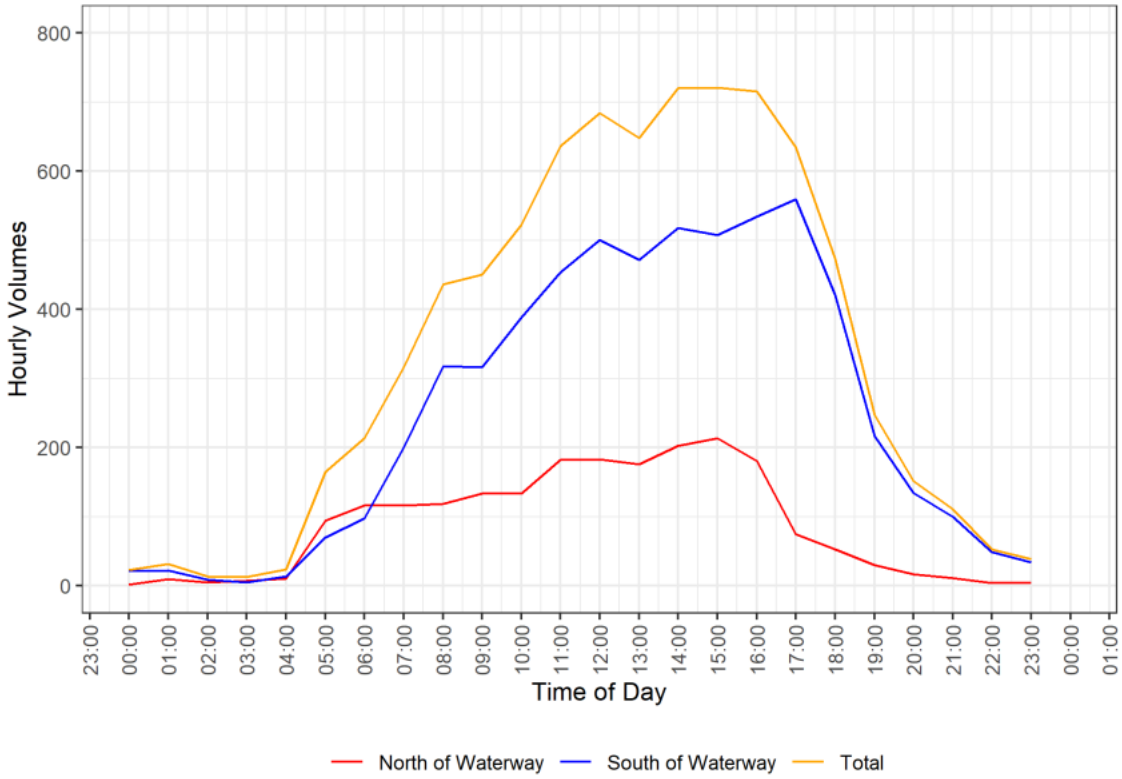


Figure 3 Waterfront District Daily Traffic Distribution

Vehicle classifications were also collected at the access points. Similar to previous monitoring studies, travel by car represents the majority of the vehicles to and from the site both north and south of the Waterway with about 65 percent of travel by car. Figure 4 illustrates the average daily vehicle classifications for the Waterfront District. Mode splits are generally consistent with the 2019 monitoring study. The number of daily trucks is higher north of the waterway compared to south given that all of the uses north of the waterway are marine and industrial.

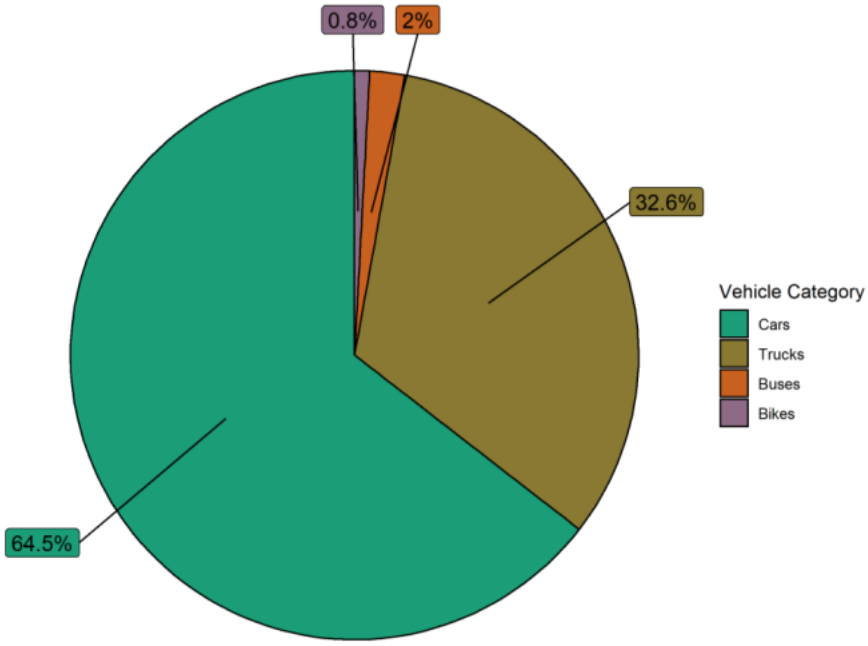


Figure 4 Waterfront District Average Daily Vehicle Classification

Figure 5 and Table 3 summarize the weekday daily and PM peak hour traffic volumes for the Waterfront District. The data collected was used to determine the weekday PM peak hour trips and mode splits for north and south of the Waterway.

Table 3. Existing (2021) Weekday Vehicular Traffic Volumes[1]

	Inbound	Outbound	Total
North of Waterway			
Daily Volumes	1,026	1,056	2,082
PM Peak Hour Volumes	35	119	154
PM Peak Hour % of Daily Volumes	*3%*	*11%*	7%
South of Waterway			
Daily Volumes	3,011	2,952	5,963
PM Peak Hour Volumes	268	262	530
PM Peak Hour % of Daily Volumes	*9%*	*9%*	9%
Waterfront District Total			
Daily Volumes	4,037	4,008	8,045
PM Peak Hour Volumes	303	381	684
PM Peak Hour % of Daily Volumes	8%	10%	9%

1. Based on data collected in October 2021.

Table 4 summarizes vehicle and non-motorized trips as well as the mode splits for north and south of the Waterway.

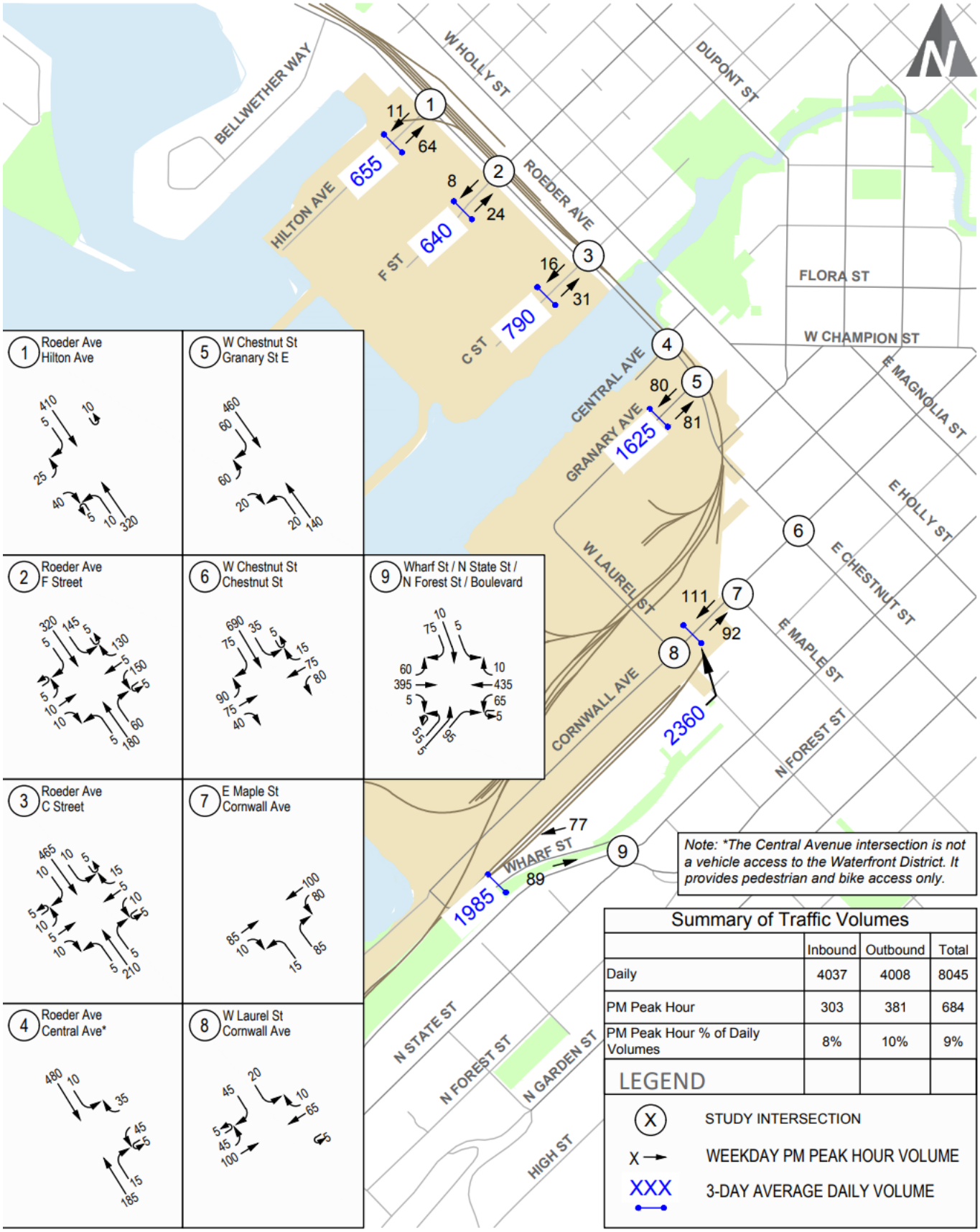

BELLWETHER WAY
W HOLLY ST
DUPONT ST
ROEDER AVE
HILTON AVE
F ST
C ST
CENTRAL AVE
GRANARY AVE
FLORA ST
W CHAMPION ST
E MAGNOLIA ST
E HOLLY ST
E CHESTNUT ST
E MAPLE ST
W LAUREL ST
CORNWALL AVE
N FOREST ST
WHARF ST
N STATE ST
N GARDEN ST
HIGH ST
655
640
790
1625
2360
1985
11
64
8
24
16
31
80
81
111
92
77
89
1 Roeder Ave Hilton Ave
5 W Chestnut St Granary St E
2 Roeder Ave F Street
6 W Chestnut St Chestnut St
9 Wharf St / N State St / N Forest St / Boulevard
3 Roeder Ave C Street
7 E Maple St Cornwall Ave
4 Roeder Ave Central Ave*
8 W Laurel St Cornwall Ave
Note: *The Central Avenue intersection is not a vehicle access to the Waterfront District. It provides pedestrian and bike access only.
Summary of Traffic Volumes
Inbound
Outbound
Total
Daily 4037 4008 8045
PM Peak Hour 303 381 684
PM Peak Hour % of Daily Volumes 8% 10% 9%
LEGEND
STUDY INTERSECTION
WEEKDAY PM PEAK HOUR VOLUME
XXX
3-DAY AVERAGE DAILY VOLUME

Table 4. Existing (2021) Weekday PM Peak Hour Trips and Mode Splits

	Trips[1]				Mode Splits[1]	
	Auto					
Site Access	Inbound	Outbound	Total	Non-Motorized	Auto	Non-Motorized
North of Waterway						
Hilton Avenue	11	64	75	9	89%	11%
F Street	8	24	32	5	86%	14%
C Street	16	31	47	5	90%	10%
Subtotal	**35**	**119**	**154**	**19**	**89%**	**11%**
South of Waterway						
Central Avenue[2]	0	0	0	41	0%	100%
Granary Avenue	80	81	161	47	77%	23%
Cornwall Avenue/ Laurel Street[3]	111	92	203	19	91%	9%
Wharf Street	77	89	166	13	93%	7%
Subtotal	**268**	**262**	**530**	**120**	**82%**	**18%**
Waterfront District Total						
Total	**303**	**381**	**684**	**139**	**83%**	**17%**

1. Based on data collected in October 2021.
2. Pedestrian/bicycle access only.
3. Vehicle traffic is based on the weekday PM peak hour trips along Cornwall Avenue between Maple Street and Laurel Street since Port traffic uses Laurel Street as well as accesses driveways along Cornwall Street. The uses along Cornwall Street are industrial; therefore, non-motorized trips are reflective of data along Laurel Street.

Table 4 shows the primary mode of travel to the site is currently via auto, which is consistent with 2019 and 2017 monitoring studies. The evaluation of mode splits only considers auto and non-motorized (pedestrian and bicycle) trips. There are no WTA bus stops located within the site. The nearest transit route operates along Holly Street. The Downtown Transit Station, which is the closest transit hub, currently has an average of approximately 1,700 boardings[2]. Transit ridership has been impacted by the COVID-19 pandemic and is approximately 50 percent what WTA has seen historically. Existing transit riders to the Waterfront District are captured as pedestrian or bicycle trips to and from the site; however, with on-site transit routes and bus stops transit ridership could be isolated in future studies. The Waterfront District Master Plan envisioned transit within the site; however, there are currently no plans for routes or stops.

Comparison to Previous Studies

This section provides a comparison of the 2021 traffic volumes and mode splits to the three previous Waterfront District traffic monitoring studies. Table 5 summarizes the daily, weekday PM peak hour and mode splits for north and south of the waterway.

[2] Data collection by Whatcom Transit Authority 2021, which represents the most recent ridership data.

Table 5. Waterfront District Traffic Volume and Mode Split Comparison[1]

	Monitoring Study Year			
	2015	**2017**	**2019**	**2021**
North of Waterway				
Daily Auto Volumes	1,460	1,780	1,745	2,082
PM Peak Hour Auto Volumes	88	171	172	154
PM Peak Hour % of Daily Volumes	*6%*	*10%*	*10%*	*7%*
PM Peak Hour Non-Motorized Volumes	10	19	9	19
PM Peak Hour Auto Mode Split	90%	90%	95%	89%
PM Peak Hour Non-Motorized Mode Split	10%	10%	5%	11%
South of Waterway				
Daily Auto Volumes	4,330	5,345	5,825	5,963
PM Peak Hour Auto Volumes	401	664	701	530
PM Peak Hour % of Daily Volumes	*9%*	*12%*	12%	9%
PM Peak Hour Non-Motorized Volumes	54	103	252	120
PM Peak Hour Auto Mode Split	88%	87%	77%	82%
PM Peak Hour Non-Motorized Mode Split	12%	13%	23%	18%
Waterfront District Total				
Daily Auto Volumes	5,790	7,125	7,570	8,045
PM Peak Hour Auto Volumes	489	835	873	684
PM Peak Hour % of Daily Volumes	8%	12%	12%	9%
PM Peak Hour Non-Motorized Volumes	64	122	261	139
PM Peak Hour Auto Mode Split	88%	87%	80%	83%
PM Peak Hour Non-Motorized Mode Split	12%	13%	20%	17%

1. Based on data collection from the 2015 – 2021 Bellingham Waterfront Biennial Traffic Monitoring Study.

Traffic volumes have increased within the Waterfront District on a daily basis; however, the weekday PM peak hour auto and non-motorized volumes are down. Some of the changes could be related to the COVID-19 pandemic. Other factors such as collection of non-motorized data along Laurel Street in 2021 rather than only along Cornwall Avenue may have also caused these volume changes, no longer accounting for non-Waterfront related pedestrians and bicyclists along Cornwall. The 2019 monitoring study identified the need to collect data at Laurel Street to better isolate non-motorized trips to and from the Port since this street provides the main access for pedestrian and bicycle travel on the southeast side of the Waterfront District especially due to new non-motorized facilities. Land uses south of Laurel Street that are accessed via Cornwall Avenue are generally industrial with limited non-motorized activity, meaning that the estimate of non-motorized traffic in the previous monitoring studies could have included non-Waterfront related activities. The reduction in non-motorized trips in 2021 results in a higher auto mode split compared to 2019; however, the 2021 auto mode split continues to be less than the 2015 and 2017 monitoring study findings.

As more mixed-use (i.e., office, retail, residential, etc.) development occurs on-site and the infrastructure becomes more walkable, it is anticipated that pedestrian, bicycle, and transit activity would continue to increase and be monitored more closely.

Comparison to Previous Studies

This section provides a comparison of the future weekday PM peak hour trip generation projection for the Waterfront District monitoring studies that have been conducted. Table 7 summarizes estimated weekday PM peak hour trip generation for the horizon year of each monitoring study.

Table 7. Waterfront District Estimated Future Weekday PM Peak Hour Trip Generation[1]

	Future Horizon Year			
	2019	**2021**	**2023**	**2025**
North of Waterway				
Projected 4-Year Future Pipeline Development (sf)	50,000	45,000	49,750	21,214
Existing Development	88	171	172	154
Future Pipeline Development	41	31	39	85
Internal	*-11*	*-15*	*-18*	*-28*
Net Offsite	***118***	***187***	***193***	***211***
South of Waterway				
Projected 4-Year Future Pipeline Development (sf)	473,874	962,462	624,348	328,798
Existing Development	401	664	701	530
Future Pipeline Development	493	780	589	389
Internal	*-77*	*-101*	*-103*	*-128*
Net Offsite	***817***	***1343***	***1187***	***791***
Waterfront District Total				
Projected 4-Year Future Pipeline Development (sf)	523,874	1,007,462	674,098	350,012
Existing Development	489	835	873	684
Future Pipeline Development	534	811	628	474
Internal	*-88*	*-116*	*-121*	*-156*
Net Offsite	***935***	***1,530***	***1,380***	***1,002***

Notes: sf = square-feet
1. Based on data collection from the 2015 – 2021 Bellingham Waterfront Biennial Traffic Monitoring Study.

As shown in the table, estimated future net offsite trips are less in 2021 than projected for the two previous monitoring studies. The lesser trip generation is due to overall fewer existing trips and less development projected in the next 4 years. North of the waterway, the future forecasted trip generation in 2025 is higher than projected in the previous monitoring studies with less square-footage being developed due to the mix of land use including retail and restaurant development by 2025 whereas the previous studies assumed only industrial and office uses.

Future Traffic Volumes and Transportation Infrastructure Phasing Plan

The future vehicle trips were distributed to the site access points based on the location of the proposed development as well as consideration of planned infrastructure improvements and offsite travel patterns. The access points and capacity were identified in the Waterfront District EIS. North of the waterway vehicle trips are distributed to Hilton Avenue, F Street and C Street. South of the waterway vehicle trips are distributed to Granary Avenue, Cornwall Avenue/Laurel Street/Maple Street, and Wharf Street. The existing trips were not reassigned since there are no new site access points proposed. Table 8 provides a summary of the existing and future outbound PM peak hour trips for site access points as well as the remaining capacity with the future development over the next 4-years and the planned infrastructure.

Table 8. Future (2025) Infrastructure Capacity Summary

PM Peak Hour Outbound Vehicle Trips			Estimated Vehicle	Remaining Capacity	
Existing Trips[1]	Net New Trips[2]	Future Trips	Capacity (Trips)[3]	Trips	Square-feet[4]
North of Waterway[5]					
119	30	149	400	251 (63%)	350,000
South of Waterway[6]					
262	143	401	900	499 (55%)	850,000

1. Based on October 2021 traffic counts.
2. Calculated based on person trip methodology outlined in the Waterfront District EIS and assigned based on the location of development with consideration of planned infrastructure improvements and offsite travel patterns.
3. Based on the infrastructure phasing analysis as documented in the memorandum subjected *The Waterfront District Subarea Plan Transportation Analysis Update for 2012 SEIS Addendum*, October 2012 with consideration of improvements that have been completed.
4. Approximate millions of square-feet (sf) of development is provided for reference and is based on the average outbound vehicle trip rate as documented in the memorandum subjected *The Waterfront District Subarea Plan Transportation Analysis Update for 2012 SEIS Addendum*, October 2012.
5. Infrastructure capacity is based on access via Hilton Avenue, F Street and C Street.
6. Infrastructure capacity is based on access via Granary Avenue, Cornwall Avenue/Laurel Street/Maple Street and Wharf Street.

As shown in Table 8, the proposed infrastructure would accommodate the anticipated development over the next 4-years. North of the Waterway, the proposed development is anticipated to use approximately 37 percent of the infrastructure capacity leaving 63 percent of the capacity available for future development. South of the Waterway, the proposed development is anticipated to use approximately 45 percent of the infrastructure capacity. The remaining capacity would accommodate additional development; however, the location of future development will also need to be considered when determining if it can be accommodated without additional infrastructure improvements. Conducting the traffic monitoring study every 2-years will capture changes in development estimates, location and timing of development and verify infrastructure needs.

Findings

Based on the review presented above, no additional infrastructure improvements are recommended. Plans for development beyond what has been analyzed herein should consider the available capacity for each area. In addition, the evaluation of infrastructure capacity remaining for the site after the projected 2025 development is conservative since all existing site uses are anticipated to remain, and as development occurs existing uses may be redeveloped reducing trips from the site.