



Six-Year (2019-2024) Transportation Improvement Program (TIP)

Kelli Linville, Mayor
Ted Carlson, Public Works Director

City Council Members

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

Public Review Process

Draft posted on City Web site for Public Review: May 1, 2018
Transportation Commission Review: May 8, 2018
City Council Public Hearing: May 21, 2018
City Council Work Session to adopt: June 4, 2018
Submittal to Washington State: June 30, 2018

Adopted June 4, 2018

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

Transportation Planning Documents

The 2019-2024 Transportation Improvement Program (TIP) is informed by the transportation planning documents listed below, which are available on the City of Bellingham web site by clicking on the links

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

[2012 Pedestrian Master Plan](#)

[2014 Bicycle Master Plan](#)

[2018 Transportation Report on Annual Mobility \(TRAM\)](#)

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

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

Chris Comeau, AICP-CTP, Transportation Planner ccomeau@cob.org
Bellingham Public Works Engineering (360) 778-7946

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

RCW 35.77.010

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

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

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

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

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

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

Funding Source Definitions

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

Local Funding Sources

- **Bellingham Street Fund:** Public Works Street Fund comprised of motor vehicle gas tax and **39%** of the total sales tax collected by the City of Bellingham.
- **Bellingham Real Estate Excise Tax (REET):** Comprised of **1/2 of 1%** of the total real estate revenue for a given year. REET funding is divided into first quarter (¼) and second quarter (¼) and can be used for limited types of transportation projects.
- **Bellingham Transportation Benefit District (TBD):** Comprised of **0.2 cents of the total 8.7 cents per dollar** annual sales tax receipts collected within City limits to fund the following specific transportation needs: arterial resurfacing and non-motorized transportation infrastructure. The Bellingham TBD was approved by voters, is governed by the City Council acting as the TBD Board of Directors, and is effective January 1, 2011 to December 31, 2020.
- **Bellingham Transportation Impact Fees (TIF):** The proportional share contribution from private developments for annual transportation investments citywide per BMC 19.06.

Washington State Funding Sources

- **State:** Includes State-funded educational institutions such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC).
- **Transportation Improvement Board (TIB):** State grant funding for urban arterials and sidewalks. Includes biennial "Complete Streets" grant awards.
- **WSDOT:** State administered grant funding programs, such as WSDOT Bicycle and Pedestrian grants (**BP**) or State-funded Safe Routes to School (**SR2S**) grants.
- **WSDOT Connecting Washington (CW):** Washington state gas tax 15-year funding package.

Federal Funding Sources

- **Federal:** Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or U.S. Department of Transportation (USDOT) administered grant funding programs, including federal Safe Routes to School (SR2S) and Highway Safety Improvement Program (HSIP) funding.
- **Highway Bridge Program (HBP):** Provides federal funds for structural repair or replacement administered by Washington State Bridge Replacement Advisory Committee (BRAC).
- **STBG (formerly STP & MAP-21):** Surface Transportation Block Grant provides federal funds to construct, maintain, and expand eligible regionally important arterial street systems.
- **Transportation Alternatives Program (TAP):** Provides federal funds to construct and enhance facilities for non-motorized transportation modes.

Private and Other Partnerships

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

Multimodal Street Projects in Construction 2018-2019

(Not Included in 2019-2024 TIP)

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous	FUNDED	
			Budget	2018	2019
1	Arterial Street Resurfacing 1.a. Roeder Avenue (C Street to Squalicum Pkwy) 1.b. Texas Street (Pacific Street to Valencia Street)	Street			
		TBD Resurface			
				Resurface	
				Resurface	
2	Granary Avenue-Laurel Street (Roeder Ave to Cornwall Ave)	Street	1,000		
		Federal	8,200		
		County EDI	1,100	Build	
		Subtotal	10,300		
3	Mahogany Avenue Multimodal Arterial East-West arterial access between Northwest Ave to Pacific Highway	Street	850		
		TBD Non-Motor	250		
		Federal STP / Map 21	2,650		
		State TIB (UAP + CS)	2,750	Build	
		Sewer-Water-Storm	2,000		
		Subtotal	8,500		
4	Cordata/Stuart Roundabout Public-Private Partnership (WCC & Private Development)	Street	300		
		State TIB	1,500	Build	
		Private Mitigation	300		
		Subtotal	2,100		
5	Lakeway Dr-Lincoln St Ped-Bike Safety & Mobility HAWK signals, sidewalks, bike blvds	10% Grant Reserve	250		
		WSDOT Ped-Bike	1,250	Build	
		Subtotal	1,500		
6	Samish/Otis/Maple Amber Flashing Crosswalk (Between Boomer's & Aloha Site)	WSDOT Ped-Bike	250	Build	
		TBD Non-Motor	413		
		BHA	7		
		Subtotal	663		
7	Bayview/BNSF Railroad Crossing Improvements At-grade street/rail safety improvements	REET	500		
				Build	
		Subtotal	500		
8	Cordata Safe Route to School [Aldrich Road - Cordata ES] (Sidewalk, bike lane east side Aldrich)	TBD Resurface	200		
		TBD Non-Motor	900		
		BSD		75	
		Federal SRTS	778	Build	
		Subtotal	778	1,175	
9	See <i>Pedestrian</i> and <i>Bicycle</i> Projects in Construction 2018 on next page				

Multimodal Street Projects in Construction 2018-2019

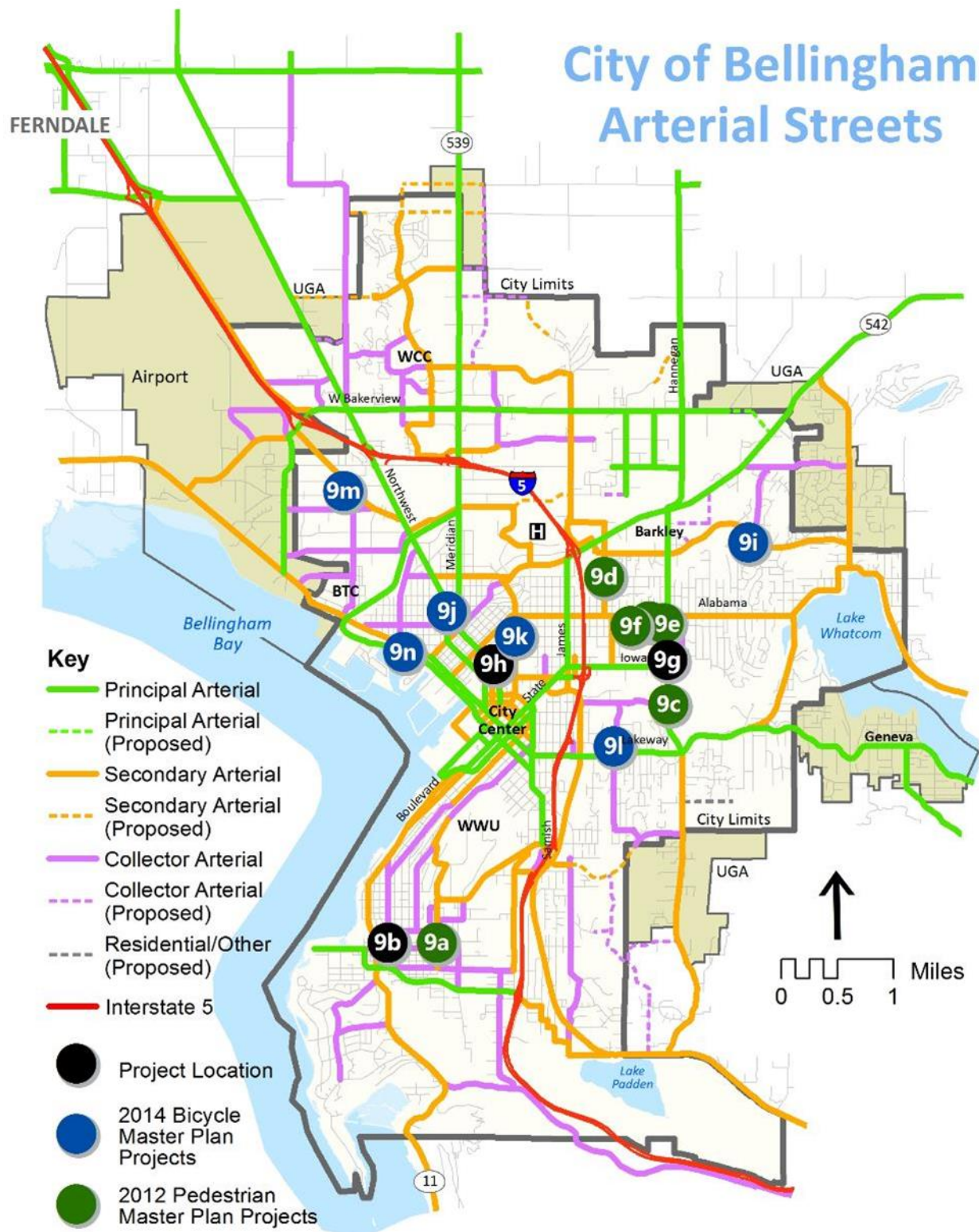
(Not Included in 2019-2024 TIP)



Pedestrian and Bicycle Projects in Construction 2018 (Not Included in 2019-2024 TIP)

Tier Priority	2012 Pedestrian Master Plan and 2014 Bicycle Master Plan Projects (Or related improvements not identified in these plans = n/a)
9.a.) Tier 1	Mill Ave/21st St Pedestrian Crossing Improvements - Includes curb extensions, ADA ramps, and marked crosswalks - Supports regional Mill Avenue Bike Boulevard
9.b.) n/a	Mill Ave/14th St Pedestrian Crossing Improvements - Includes curb extensions, ADA ramps, and marked crosswalks - Supports regional Mill Avenue Bike Boulevard
9.c.) Tier 1	Woburn/Fraser Pedestrian & Bicycle Crossing Improvements - Construct Rectangular Rapid Flashing Beacon (RRFB) Crosswalk at Cemetery Trail - Construct a driveway cut at Whatcom Falls Trail for bicyclists and Park maintenance
9.d.) Tier 1	Orleans/Illinois Pedestrian & Bicycle Crossing Improvements - Includes curb extensions, ADA ramps, marked crosswalks. - Supports regional Illinois Street Bike Boulevard
9.e.) Tier 1	Undine Street Sidewalk (east side) from Alabama Street to Texas Street - Supports HAWK signal at Alabama/Undine
9.f.) Tier 1	Texas Street Sidewalk (south side) from Pacific Street to Valencia Street - Coupled with arterial resurfacing project 1.b.
9.g.) n/a	Woburn/Kentucky Pedestrian Sidewalk & Crossing Improvements - Includes reconstruction of intersection, sidewalk west side; Marked Crosswalk
9.h.) n/a	B Street/Girard Street Pedestrian Crossing Improvements - Includes removal of traffic signal, curb extensions, ADA ramps, marked crosswalks
9.i.) Tier 1	Barkley Boulevard Bicycle Lanes from Woburn Street to Britton Road - Includes rechannelization of vehicle lanes, enhancement of substandard bike lanes
9.j.) Tier 1	Northwest-Elm-Dupont Bicycle Lane Enhancement - Whatcom Creek to Bakerview Rd - Includes dashed line continuation of bike lanes across all side streets
9.k.) Tier 1	Cornwall Avenue Bicycle Lane Enhancements from Ohio Street to Illinois Street - Includes dashed line continuation of bike lanes across all side streets
9.l.) Tier 2	Puget Street Bicycle Lanes from Lakeway Drive to Civic Field driveway/Skate Park - Remove parking east side, install bike lanes on both sides of Puget Street
9.m.) Tier 3	Alderwood Avenue Bike Boulevard from Northwest Avenue to Bennett Drive - Includes bicycle shared lane markings and traffic calming speed humps
9.n.) Tier 2	Roeder Avenue Buffer Protected Bicycle Lanes from C Street to Squalicum Parkway - Coupled with arterial resurfacing project 1.a. and includes removal of on-street parking, rechannelization of vehicle travel lanes to add a center turn lane, and buffer protected bicycle lanes on both sides

Pedestrian and Bicycle Projects in Construction 2018
(Not Included in 2019-2024 TIP)



Transportation Improvement Projects 2019-2024 (Fund Page 1)

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2019	2020	2021	2022	2023	2024	
1	Annual Arterial Street Pavement Resurfacing ¹ <i>1) Increase annual sales tax 1.5 - 2.0%</i>	Street	1,320	1,055	1,685	2,065	2,600	2,640	2,680	
		TBD Resurface	2,000	2,315	2,150	0				
		Subtotal	3,320	3,370	3,835	2,065	2,600	2,640	2,680	20,510
2	Nonmotorized Transportation ² Sidewalk & Bikeway Improvements <i>2) Current TBD expires 12/31/2020</i>	TBD Non-Motor	1,300	1,300	750	0				
		10% Grant Reserve		0	0	0				
		See project sheet #2 for 2019-2020 project list								
		Subtotal	1,300	1,300	750	0				3,350
3	West Horton Road Multimodal Corridor Improvements-Phase 1 (Current terminus to Aldrich Road)	Street	1,100	600						
		TBD Non-Motor	300	500						
		Private Mitigation	1,312							
		Federal STP/Map 21	1,800	Build						
		Subtotal	4,512	1,100						5,612
4	Orchard Drive Extension Multimodal Grade-Separated Crossing of Interstate 5 (Birchwood/Squalicum to James St)	Street	864							
		Federal STP-R	1,250	Build						
		WSDOT Gas Tax	3,500	6,500						
		Subtotal	5,614	6,500						12,114
5	F Street/BNSF Railroad Crossing Safety Improvements (Holly Street to Roeder Ave)	1st 1/4 REET	40							
		Federal HSIP	690	Build						
		Subtotal	700							700
6	Ellis Street Bridge Reconstruction (Ellis - N. State Intersection)	Street	100							
		TBD Resurface	300	285						
		Federal BRAC	2,740	Build						
		Subtotal	3,140	285						3,425
7	Cordata-Horton-Stuart Multimodal Safety Improvements (Rechannalization & Buffered Bike Lanes)	Parks		Build						
		TBD Non-Motor		300						
		Subtotal		300						300
8	Downtown Pedestrian Safety and Traffic Signal Improvements (Holly/High; State/Maple; State/Laurel)	Street		357						
		TBD Non-Motor		250						
		Private Mitigation		143						
				Build						
		Subtotal		750						750
9	Northwest Ave / Bakerview Rd. Intersection Safety Improvements (ADA & Bike Lane Enhancements)	Street	75		Build					
		TBD Non-Motor			500					
		Subtotal	75		500					575
10	Telegraph Road Multimodal Safety Improvements (2/3-mile Deemer Road to James Street) Center turn lane, traffic signals at Deemer and James, bike lanes, sidewalks, storm water, flashing crosswalks at bus stops, requires right-of-way acquisition	Street		300	500	500				
		TBD Non-Motor			1,000					
		TBD Resurface			500					
		Private Mitigation		100	100	100				
		WTA				62				
		Federal STBG				1,650				
		Unknown					1,000			
		Subtotal		400	2,100	2,312	1,000			5,812

Transportation Improvement Projects 2019-2024 (Fund Page 2)

			Cost Estimates (000's) 2018 Dollars							
No.	PROJECT DESCRIPTION	FUNDING	FUNDING				UNFUNDED			PROJECT
		SOURCE	Previous Budget	2019	2020	2021	2022	2023	2024	TOTALS
11	Bellingham Railroad Quiet Zones	1st 1/4 REET	210	250	250	250				
		Subtotal	210	250	250	250				960
12	Samish-Maple-Elis Corridor	Street	50		90					
	Multimodal Safety Improvements	TBD Non-Motor 10%		250						
	Road Diet + Buffer Protected Bike Lanes	Unknown		WSDOT Grant Pending			1,000			
	(Bill McDonald Pkwy to Lakeway Drive)	Subtotal	50	250	90		1,000			1,390
13	Lincoln & Byron	Street			160					
	Multimodal Safety Improvements	TBD Non-Motor 10%			400					
	Traffic Signal, HAWK signals, sidewalks, and Bike Lane Enhancements	WWU	140							
	(Fred Meyer to Samish/I-5 Overpass)	Unknown		WSDOT Grant Pending			1,600			
		Subtotal	140		560		1,600			2,300
14	James/Bakerview Intersection	Street	120							
	Safety Improvements	Federal STP	385							
	(Expandable roundabout)	Unknown					3,300			
		Subtotal	505				3,300			3,805
15	James Street Multimodal	Street		50						
	Safety Improvements	Pvt Mitigation								
	(E. Orchard to Bakerview)	Unknown						7,000		
	(Safety & Feasibility Study)	Subtotal		50				7,000		7,000
16	North James Street	Pvt Mitigation	600							
	Multimodal Arterial Connection	Unknown							3,000	
	(Gooding to Van Wyck)	Subtotal	600						3,000	3,600
17	West Horton Road Multimodal	Federal Map 21		1,000						
	Corrdor Extension, Phase 2	County Road Fund		260						
	[City-County Partnership]	Pvt Mitigation					1,000			
	(Aldrich to Northwest)	Unknown							10,000	
		Subtotal	1,260				1,000		10,000	12,260

2019-2024 TIP PROJECT FUNDING SOURCE SUMMARIES

FUNDING SOURCES	Cost Estimates (000's) 2018 Dollars							TOTALS
	Previous	FUNDED			UNFUNDED			
	Budget	2019	2020	2021	2022	2023	2024	
STREET FUNDS	3,629	2,362	2,435	2,565	2,600	2,640	2,680	18,911
TRANSPORTATION BENEFIT DISTRICT - Resurfacing	2,300	2,600	2,650	0	0	0	0	7,550
TRANSPORTATION BENEFIT DISTRICT - Nonmotorized	1,600	2,600	2,650	0	0	0	0	6,850
1st & 2nd QUARTER REET FUNDS	250	250	250	250	0	0	0	1,000
STATE FUNDS (TIB, WSDOT, Gas Tax, WWU, WCC, etc)	3,640	6,500	0	0	0	0	0	10,140
FEDERAL FUNDS (STP, SR2S, HSIP, etc)	6,865	1,000	0	1,650	0	0	0	9,515
PRIVATE MITIGATION FUNDS	1,912	243	100	100	0	0	0	2,355
OTHER (Parks, Port, County, EDI, WTA, etc)	0	260	0	62	0	0	0	322
UNKNOWN FUNDS	0	0	0	0	6,900	7,000	13,000	26,900
TOTAL 2019-2024 TIP FUNDS	20,196	15,815	8,085	4,627	9,500	9,640	15,680	83,543

Multimodal Transportation Improvement Projects 2019 - 2024



Project #1: Annual Arterial Pavement Resurfacing Program

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

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

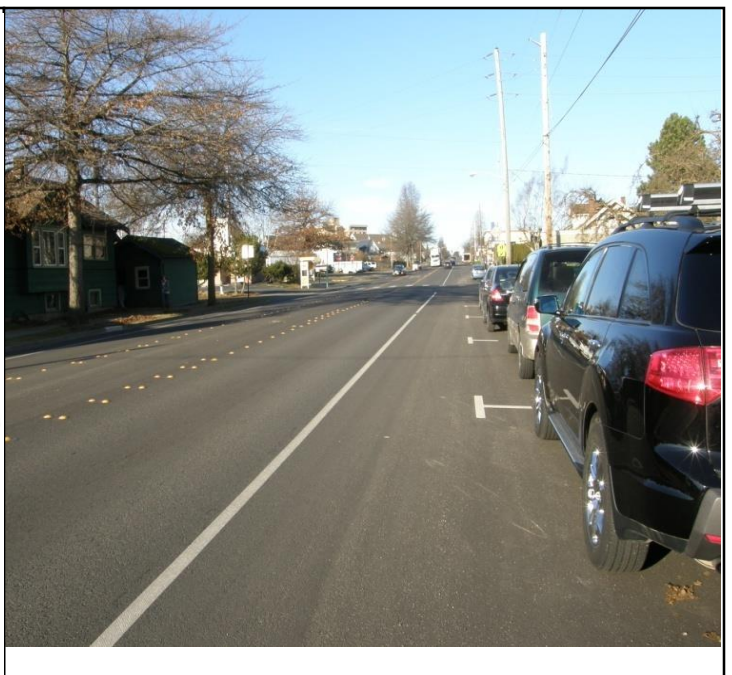
MULTIMODAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, but adding bicycle lanes, sidewalks, curb extensions, and crosswalks (where possible) when arterial pavement resurfacing occurs, also helps to expand and enhance the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

	Cost Estimates (000's) 2018 Dollars									
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous FUNDED				UNFUNDED			PROJECT TOTALS
			Budget	2019	2020	2021	2022	2023	2024	
1	Annual Arterial Street	Street	1,320	1,040	1,685	2,065	2,600	2,640	2,680	
	Pavement Resurfacing ¹	TBD Resurface	2,000	2,315	2,150	0				
	1) Increase annual sales tax 1.5 - 2.0%	Subtotal	3,320	3,355	3,835	2,065	2,600	2,640	2,680	20,495

TRANSPORTATION IMPACT FEES COLLECTED
RIGHT-OF-WAY ACQUISITION NECESSARY

Arterial Street Maintenance – Not Eligible
No

PROJECT STATUS: Annual program, 2019 - 2024; Goal 5% of arterial street network per year





Project #2: Non-Motorized Transportation Improvements



PROJECT NARRATIVE: In November 2010, Proposition 1 was approved by Bellingham voters to establish a Transportation Benefit District (TBD) with the specific purpose of funding arterial resurfacing, transit, and non-motorized improvements in Bellingham. Non-motorized improvements are primarily prioritized through the Pedestrian and Bicycle Master Plans, but also through grant funding opportunities and other capital improvement needs and opportunities, such as those of WTA for public transit. Non-motorized funding is provided by revenue from the TBD through December 31, 2020.

MULTIMODAL TRANSPORTATION BENEFITS: Additional sidewalk connections, crosswalks, and various bicycle facilities will help to complete and enhance the citywide Pedestrian and Bicycle non-motorized transportation network and the WTA transit network throughout Bellingham.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars							PROJECT TOTALS	
			Previous		FUNDED			UNFUNDED			
			Budget	2019	2020	2021	2022	2023	2024		
2	Nonmotorized Transportation ²	TBD Non-Motor	1,300	1,300	750	0					
	Sidewalk & Bikeway Improvements	10% Grant Reserve		0	0	0					
		See project sheet #2 for 2019-2020 project list									
		2) Current TBD expires 12/31/2020	Subtotal	1,300	1,300	750	0				3,350

2) Current TBD expires 12/31/2020

TRANSPORTATION IMPACT FEES COLLECTED

Yes, citywide Complete Networks

RIGHT-OF-WAY ACQUISITION NECESSARY

Undetermined

PEDESTRIAN AND BICYCLE PROJECT LIST PROGRAMMED FOR 2019 AND 2020 – NEXT PAGE





Pedestrian and Bicycle Projects Programmed for 2019-2020 (P.E., Design, ROW yet to occur)



Tier Priority	2012 Pedestrian Master Plan and 2014 Bicycle Master Plan Projects (Or related improvements not identified in these plans = n/a)	Cost Estimate ¹
2019 Pedestrian and Bicycle Improvements - (Note: 1. Planning level cost only)		TBD Funds
2.a.) Tier 1	Lakeway Drive Bicycle Connection from Undine Street to Yew Street - Includes 2-way off-street multiuse pathway between Undine Street and Old Lakeway Drive, shared lane markings and traffic calming features on Old Lakeway Bike Boulevard	\$500,000
2.b.) Tier 1	Chestnut Street Buffer Protected Bicycle Lane from Railroad Avenue to Ellis Street - Remove one vehicle lane to install a buffer protected uphill bike climbing lane on the SW side of Chestnut Street. Connects to Samish-Maple-Ellis corridor.	\$50,000
2.c.) Tier 2	Halleck Street Bike Boulevard from Cornwall Avenue to Broadway Street - Includes shared lane markings and bicycle wayfinding signage	\$10,000
2.d.) Tier 2	Cornwall Avenue Bicycle Connection - from Ohio Street to Champion Street - Includes shared lane markings and bicycle wayfinding signage	\$10,000
2.e.) Tier 3	Vallette Street Bike Boulevard from Broadway Street to Cornwall Park - Includes bicycle shared lane markings and bicycle wayfinding signage	\$20,000
2.f.) Tier 3	Broadway-Connecticut-North-West Bike Blvd & Elm/Connecticut Crossing Improvements - Construct Rectangular Rapid Flashing Beacon (RRFB) Crosswalk at Elm/Connecticut - Shared lane markings and bicycle wayfinding signage from Cornwall Ave to Squalicum Park	\$75,000
2.g.) Tier 1	24th Street Sidewalk (east side) from Donovan Avenue to Old Fairhaven Pkwy - Includes ADA ramps north side and marked crosswalks	\$550,000
2.h.) Tier 3	W. Illinois/Vallette Pedestrian Crossing Improvements in Fountain District Urban Village - Includes ADA ramps north side and marked crosswalks	\$50,000
Tier 3	Sunset Drive (SR 542) Sidewalk (northside) from Applebee's to I-5 northbound on-ramp - Includes ADA ramps north side and marked crosswalks; <i>pending TIB sidewalk grant</i>	\$190,000
2.i.) n/a	Meridian/North Pedestrian Crossing Improvements in Fountain District Urban Village - Includes curb extensions, ADA ramps, and marked crosswalks	\$75,000
2.j.) n/a	Boulevard-S. State-11th Bicycle Lane Enhancements from Wharf Street to Mill Avenue - Includes dashed line continuation of bike lanes across all side streets	\$5,000
2020 Pedestrian and Bicycle Improvements - (Note: 1. Planning level cost only)		TBD Funds
2.k.) Tier 1	Bill McDonald/32nd/34th Street Pedestrian & Bicycle Crossing Improvements - Includes Amber Flashing Crosswalk, ADA ramps, marked crosswalks, median refuge.	\$100,000
2.l.) Tier 1	14th/Old Fairhaven Parkway Pedestrian & Bicycle Crossing Improvements - Includes Amber Flashing Crosswalk, ADA ramps, marked crosswalks.	\$100,000
2.m) Tiers 1, 2, and 3	Lincoln-Byron Sidewalks and Pedestrian Crossing Improvements - Includes 2 HAWK signal crosswalks on Lincoln, traffic signal at Lincoln/Consolidation, sidewalks on Lincoln, sidewalk on north side of Byron. <i>[Dependent on WSDOT grant funds]</i>	\$400,000
2.n.) Tier 2	Samish-Maple-Ellis Buffer Protected Bicycle Lane from I-5/Samish to Lakeway Drive - Remove two vehicle lanes, install a buffer protected bicycle lanes on both sides, green dashed markings across driveways and intersections. <i>[Dependent on WSDOT grant funds].</i>	\$250,000
2.o.) Tier 2	Ellis Street Buffer Protected Bicycle Lane from Forest Street to Lakeway Drive - Remove one vehicle lane, install buffer protected uphill bicycle climbing lane NW side, green bike box at Magnolia/Ellis/Potter. Timed with Samish-Maple-Ellis, <i>pending grant funds</i> .	\$75,000



Project #2: Non-Motorized Transportation Improvements



Project #3: West Horton Road Multimodal Corridor Extension, Phase 1 (Horton terminus to Aldrich Road)

PROJECT NARRATIVE: Regional growth and development and the 30-acre Cordata Park with parking access from Horton requires that West Horton Road be extended as a secondary arterial street with **Tier 1 sidewalks** and **Tier 1 bicycle lanes** on both sides from the current terminus to Aldrich Road. Environmental impacts require land acquisition, off-site mitigation, and attempts to minimize the road prism footprint. Dedicated left-turn lanes will be needed at the intersection of W. Horton/Aldrich.

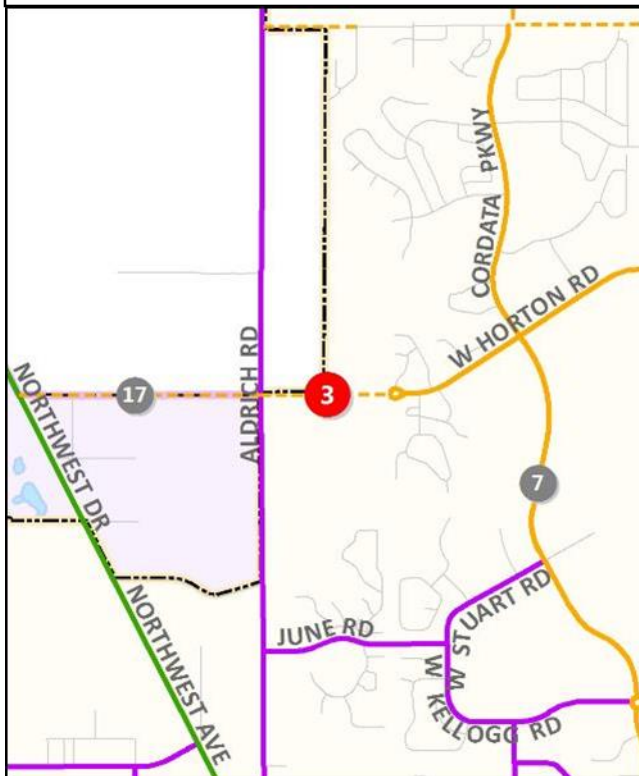
MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for school children, pedestrians, park and trail users, bicyclists, vehicles, freight trucks, & **possible future WTA transit route**.

PROJECT STATUS: Feasibility studies, wetland delineations, & survey completed 2009-2011; land acquisition & mitigation planning 2012-2015; 60% PE & Design 2016; construction anticipated 2018.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED				UNFUNDED			
			2019	2020	2021	2022	2023	2024			
3	West Horton Road Multimodal Corridor Improvements-Phase 1 (Current terminus to Aldrich Road)	Street	1,100	600							
		TBD Non-Motor	300	500							
		Private Mitigation	1,312								
		Federal STP/Map 21	1,800	Build							
		Subtotal	4,512	1,100						5,612	

TRANSPORTATION IMPACT FEES COLLECTED
RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used
No



Project #4: Orchard Drive Ext. (Birchwood Multimodal Grade-Separated Crossing of I-5

PROJECT NARRATIVE: Construct a multimodal arterial from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake), through the railroad tunnel beneath Interstate 5, to James/Orchard north of Sunset Pond Park. This new east-west arterial will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham, St Joseph's Hospital, and central Bellingham. Construction of this arterial street will ease pressure on the Interstate interchanges at Meridian and Sunset and is the last opportunity for a grade-separated crossing of Interstate 5 in Bellingham. The WA legislature has allocated \$10 million in "Connecting Washington" gas tax funds for this important regional connection.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalk north side, Tier 1 bicycle lanes both sides, off-street multi-use Bay-to-Baker trail, improved emergency response time to St Joseph hospital, Tier 3 grade-separated multimodal crossing of Interstate 5, and possible future WTA transit route, .

PROJECT STATUS: Funded, 90% Design, Permitted; Squalicum Re-route completed 2015; Bay to Baker Trail completed 2016. Orchard Drive construction scheduled 2019, completion in 2020.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED				
				2019	2020	2021	2022	2023	2024		
4	Orchard Drive Extension	Street	864								
	Multimodal Grade-Separated	Federal STP-R	1,250	Build							
	Crossing of Interstate 5	WSDOT Gas Tax	3,500	6,500							
	(Birchwood/Squalicum to James St)	Subtotal	5,614	6,500						12,114	

TRANSPORTATION IMPACT FEES COLLECTED

Yes for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #5: F Street/BNSF Railroad Crossing Safety Improvements (Holly Street to Roeder Avenue)

PROJECT NARRATIVE: The F Street/BNSF rail crossing is located on the 160-foot-long section of F Street between Holly Street and Roeder Avenue, which is a designated heavy freight truck route serving all of the heavy industrial and commercial uses on the Bellingham Waterfront. This section of F Street crosses three (3) BNSF railroad tracks and is between the BNSF switching yard and the mainline tracks through the 200-acre Bellingham Waterfront redevelopment site. From 2010 through 2016, there were 30 vehicle collisions on this short segment of F Street, eleven (11 or 37%) of which were injury-related. The City of Bellingham will construct upgrades to the F Street crossing with safety improvements that will include four quadrant gates, pedestrian and bicycle improvements, and vehicle travel lane channelization and restriction.

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

PROJECT STATUS: Funded with WSDOT-administered HSIP grant. Design in 2018. Construct 2019.

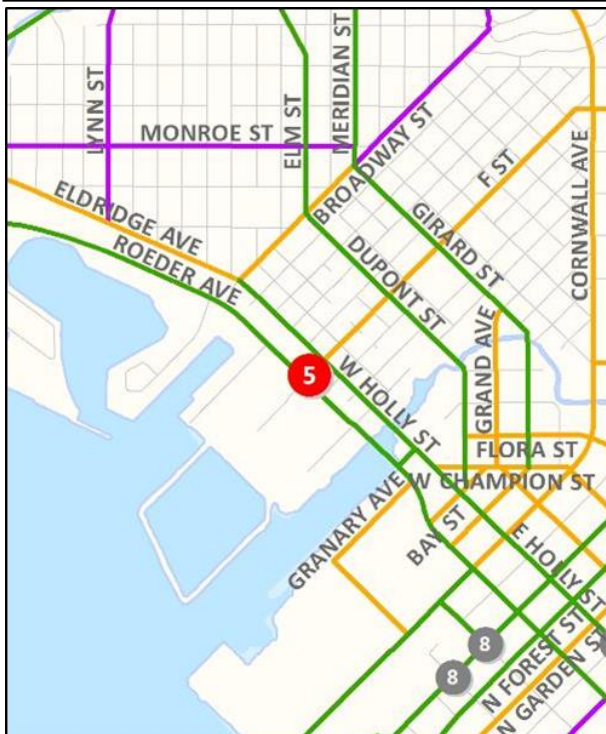
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2019	2020	2021	2022	2023	2024		
5	F Street/BNSF Railroad Crossing	1st 1/4 REET	40							
	Safety Improvements	Federal HSIP	690	Build						
	(Holly Street to Roeder Ave)	Subtotal	700							700

TRANSPORTATION IMPACT FEES COLLECTED

No

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #6: Ellis Street Bridge Reconstruction

(Ellis Street/N. State Street Intersection)

PROJECT NARRATIVE The existing bridge was constructed in 1940 and has experienced major substructure deterioration. Major repairs were made in the year 2000 when new pilings were driven in, but the overall deterioration has continued. Temporary shoring allows the bridge to remain open, but reconstruction of the bridge is necessary in the near future. Federal BRAC grant funding has been secured for construction. Local funding is programmed for preliminary engineering, design, and local matching fund requirements for the BRAC grant. Construction scheduled for 2019.

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

PROJECT STATUS: Funded with Federal BRAC. Design 2018. Construction 2019.

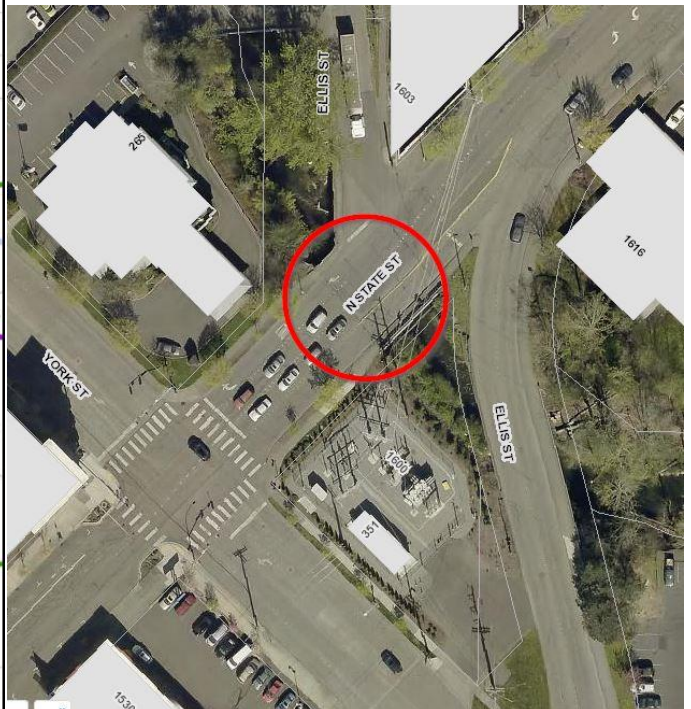
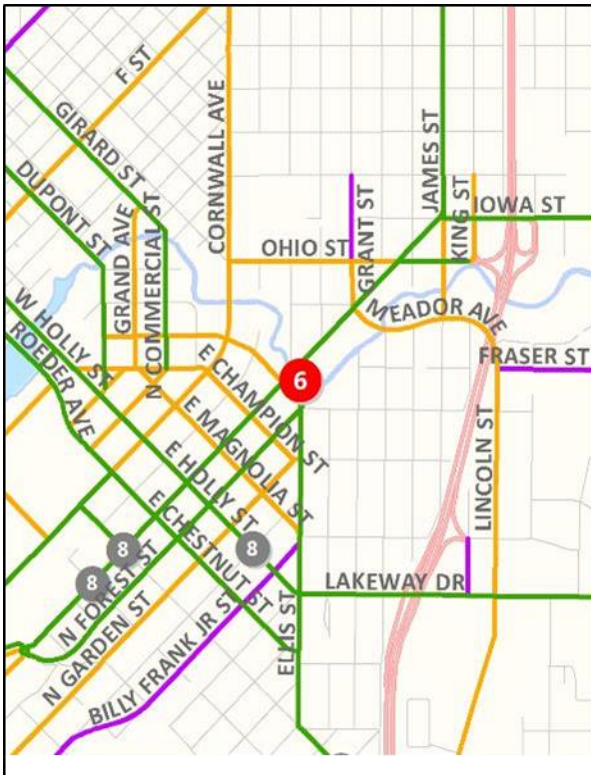
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED				
			2019	2020	2021	2022	2023	2024			
6	Ellis Street Bridge Reconstruction	Street	100								
	(Ellis - N. State Intersection)	TBD Resurface	300	285							
		Federal BRAC	2,740	Build							
		Subtotal	3,140	285						3,425	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #7: Cordata-Horton-Stuart Multimodal Safety Improvements

PROJECT NARRATIVE: Cordata Parkway is the major north-south secondary arterial through the Cordata Neighborhood and West Horton Road and Stuart Road provide east-west arterial access to. Significant residential development is occurring and the Parks Department is developing a 20-acre regional park on the east side of Cordata Parkway between Stuart and Horton. One vehicle lane will be removed in each direction on Cordata Parkway, buffer protected bike lanes installed on both sides, flashing crosswalks will be installed at the Park entrances, a roundabout will be constructed at Cordata/Horton, West Horton will be rechannelized to 3 lanes + bike lanes, Stuart-Kellogg will be rechannelized to 3 lanes + bike lanes,

MULTIMODAL TRANSPORTATION BENEFITS: Flashing crosswalks with pedestrian refuges, Tier 2 bikeways, vehicle collision reduction, increased safety & efficiency, and supports WTA Transit Route 24.

PROJECT STATUS: Local Funds. Design 2018, Construction 2019, timed prior to Park opening.

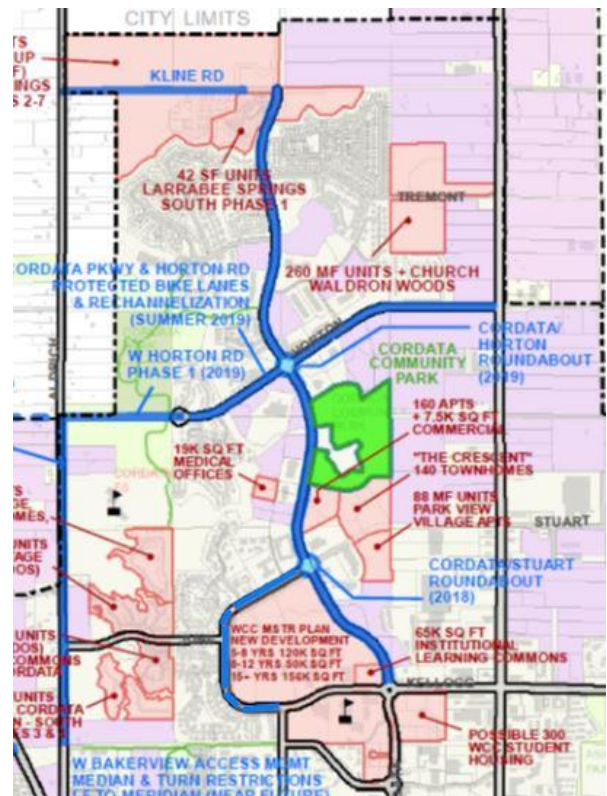
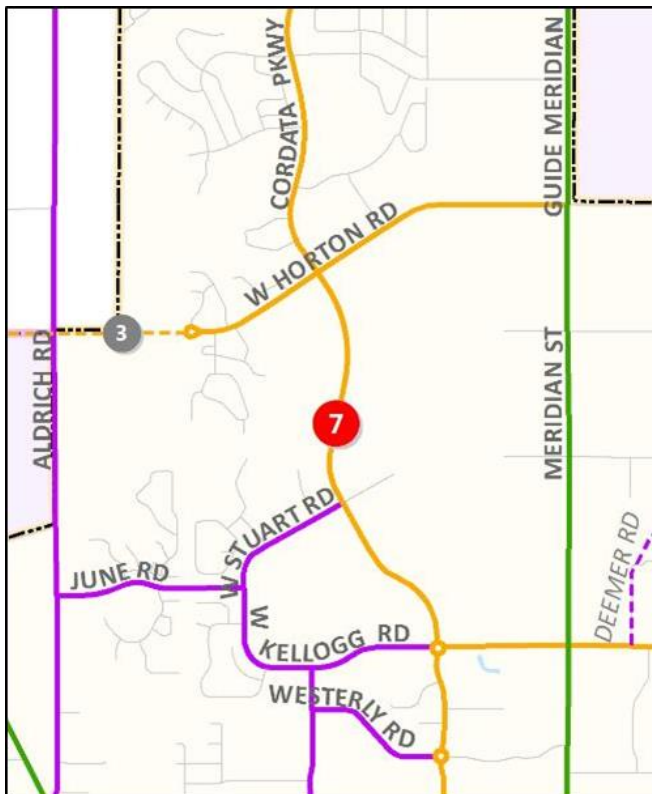
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars								PROJECT TOTALS
			Previous		FUNDED		UNFUNDED				
			Budget	2019	2020	2021	2022	2023	2024		
7	Cordata-Horton-Stuart	Street		Build							
	Multimodal Safety Improvements	TBD Non-Motor		300							
	(Rechannelization & Buffered Bike Lanes)	Subtotal		300						300	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #8: Downtown Pedestrian Safety and Traffic Signal Improvements

PROJECT NARRATIVE: Curb extensions and shorter crosswalks were installed at Holly/High St in 2008, State/Maple in 2013, and State Laurel in 2015. These improvements coupled with downtown residential development have increased pedestrian crossing demand at these intersections to the point that traffic signals are necessary. A 492-bed student housing project is expected on the NW corner of State/Laurel in 2020 and the developer will fund 51% of the traffic signal there. Traffic signals will also help to break up the State Street corridor to give more of a downtown 'short-block' atmosphere.

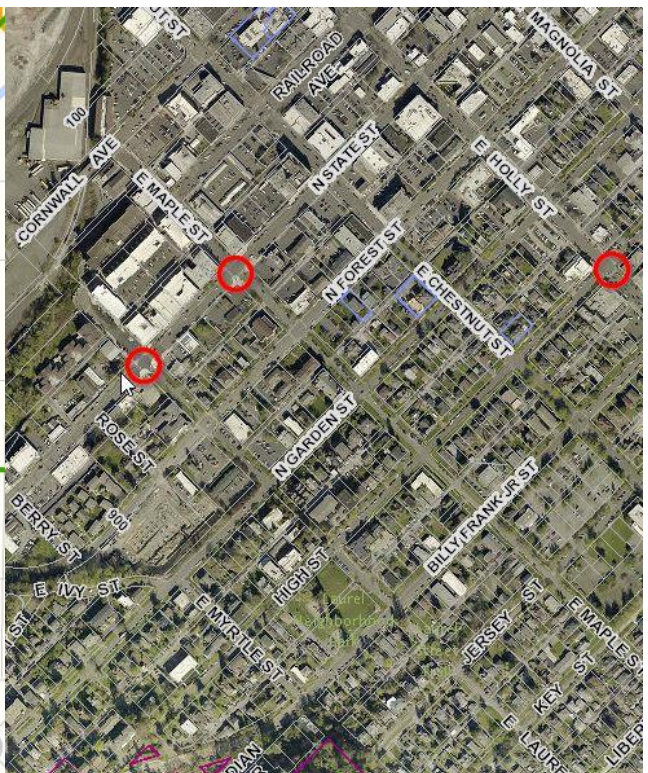
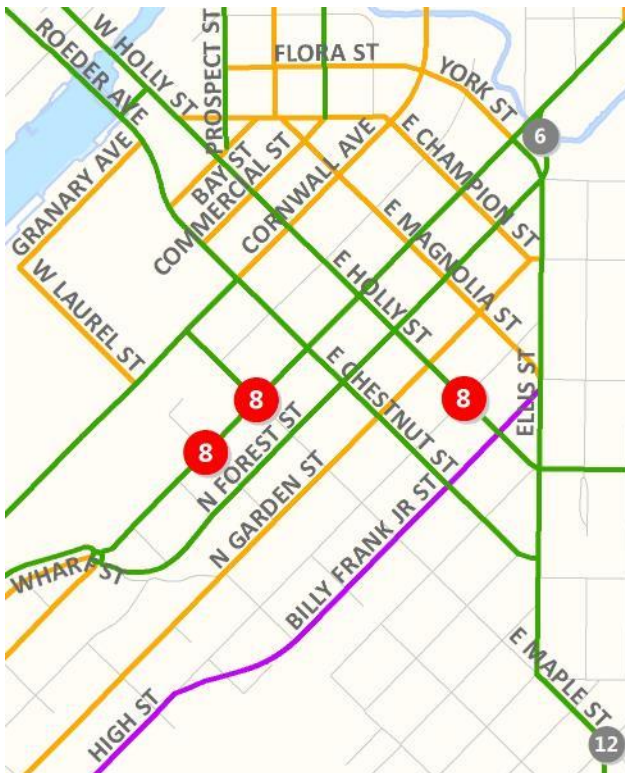
MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for WWU students, pedestrians, bicyclists, vehicles, freight trucks, & **WTA high-frequency Red & Plum GO Lines.**

PROJECT STATUS: PE & Design 2018; Construction anticipated 2019-2020.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2019	2020	2021	2022	2023	2024		
8	Downtown Pedestrian Safety and Traffic Signal Improvements (Holly/High; State/Maple; State/Laurel)	Street		357						
		TBD Non-Motor		250						
		Private Mitigation		143						
				Build						
		Subtotal		750						750

TRANSPORTATION IMPACT FEES COLLECTED	Yes, for local funds
RIGHT-OF-WAY ACQUISITION NECESSARY	No

RIGHT-OF-WAY ACQUISITION NECESSARY	No
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Project #9: Northwest/W. Bakerview Intersection Safety Improvements, Phase 1

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

MULTIMODAL TRANSPORTATION BENEFITS Tier 3 sidewalk, Tier 3 bikeways, collision reduction, improved safety, reduced congestion, regional circulation benefits, safety and on-time performance for WTA transit routes 3, 4, 27, 55, and 232.

PROJECT STATUS: Feasibility study 2016 – 2017; Construction unfunded.

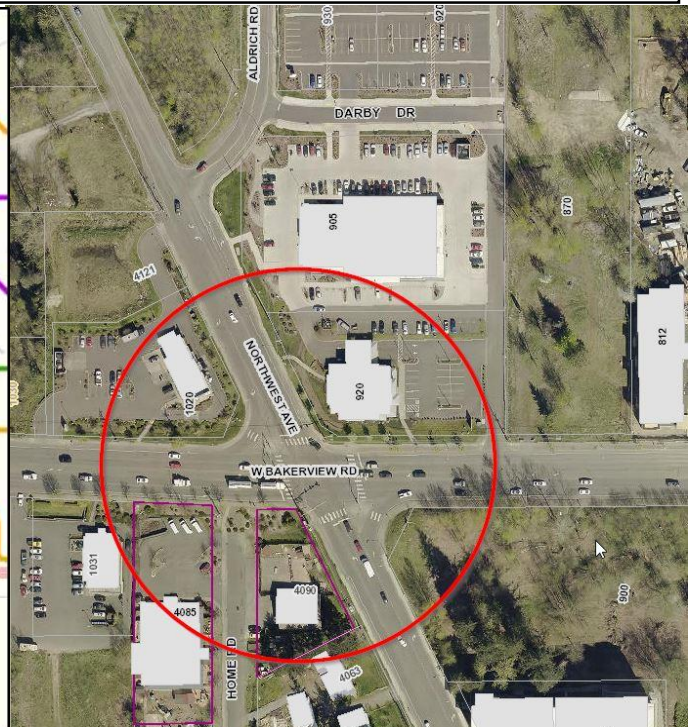
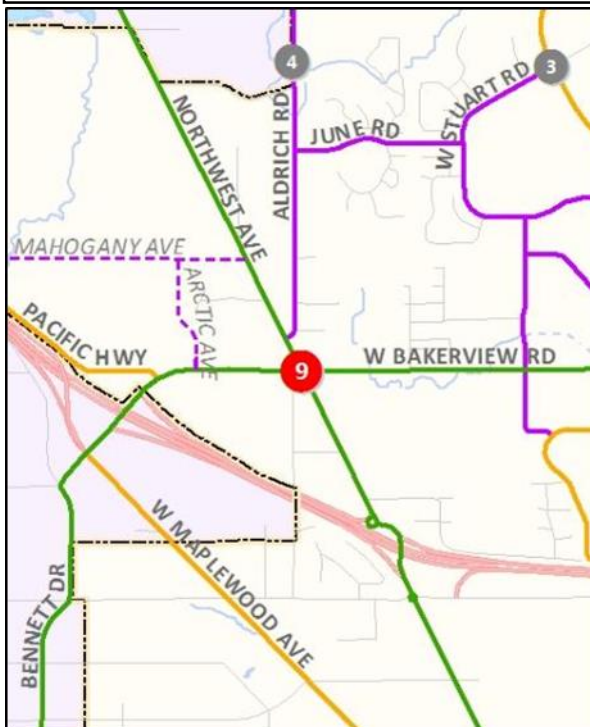
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars								PROJECT TOTALS
			Previous		FUNDED			UNFUNDED			
			Budget	2019	2020	2021	2022	2023	2024		
9	Northwest Ave / Bakerview Rd.	Street	75		Build						
	Intersection Safety Improvements	TBD Non-Motor			500						
	(ADA & Bike Lane Enhancements)	Subtotal	75		500					575	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Not for Phase 1, but possibly for Phase 2



Project #10: Telegraph Road Multimodal Safety Improvements (James Street to Deemer Road)

PROJECT NARRATIVE: Telegraph Road has seen a significant increase in vehicle traffic, as well as pedestrian, bicycle, and transit demand, as a result of annexations, growth, and development. The King Mountain Neighborhood is zoned for more high-density housing units and many development projects are in plan review and permitting stages. In March 2017, WTA re-routed the high-frequency Gold GO Line to James Street-Telegraph Road-Deemer Road, but there are few sidewalks in this growing area.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bicycle lanes, pedestrian crossing, center turn lane, access management, safety, LED street lights, traffic signals, and transit shelters for WTA Gold GO Line (Route 331).

PROJECT STATUS: Partially funded. State, federal grants, private & WTA funding being sought.

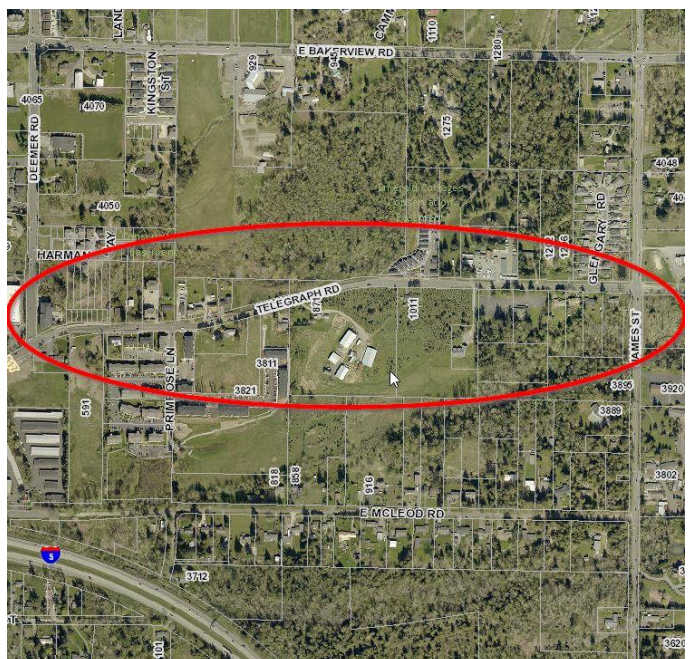
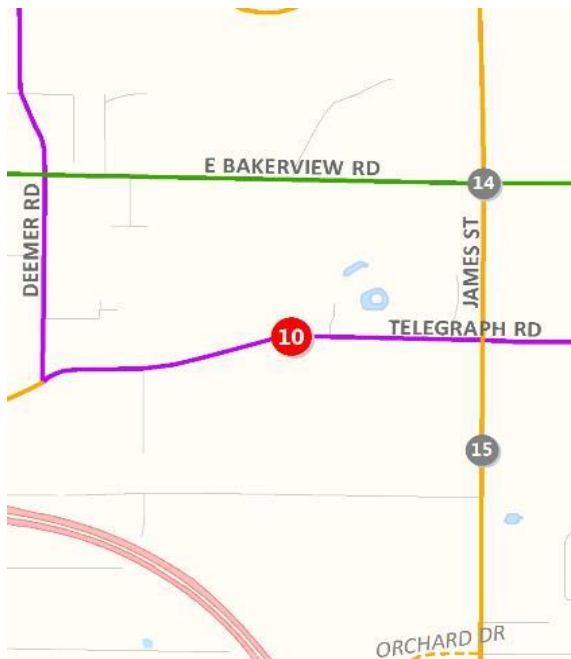
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2019	2020	2021	2022	2023	2024		
10	Telegraph Road Multimodal	Street		300	500	500				
	Safety Improvements	TBD Non-Motor			1,000					
	(2/3-mile Deemer Road to James Street)	TBD Resurface			500					
	Center turn lane, traffic signals at Deemer	Private Mitigation		100	100	100				
	and James, bike lanes, sidewalk alks, storm	WTA				62				
	water, flashing crosswalks at bus stops,	Federal STBG				1,650				
	requires right-of-way acquisition	Unknown					1,000			
		Subtotal		400	2,100	2,312	1,000			5,812

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #11: BNSF Railroad Quiet Zone (Boulevard Park at-grade street/rail crossing)

PROJECT NARRATIVE: The City of Bellingham will examine the possibility of making significant safety improvements for the at-grade street crossing of the Burlington Northern Sante Fe (BNSF) railroad tracks on the Bayview Drive vehicular entrance into Boulevard Park. If safety improvements can be made that meet BNSF and federal guidelines, then a "Railroad Quiet Zone" may be established that would allow train engineers not to blow train horns unless there was an emergency. Several different types of at-grade crossing improvements can be used, depending on the circumstances and needs of the specific site. Preliminary cost estimates are approximately \$500,000 to \$750,000 per at-grade crossing, depending on the improvements made.

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

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

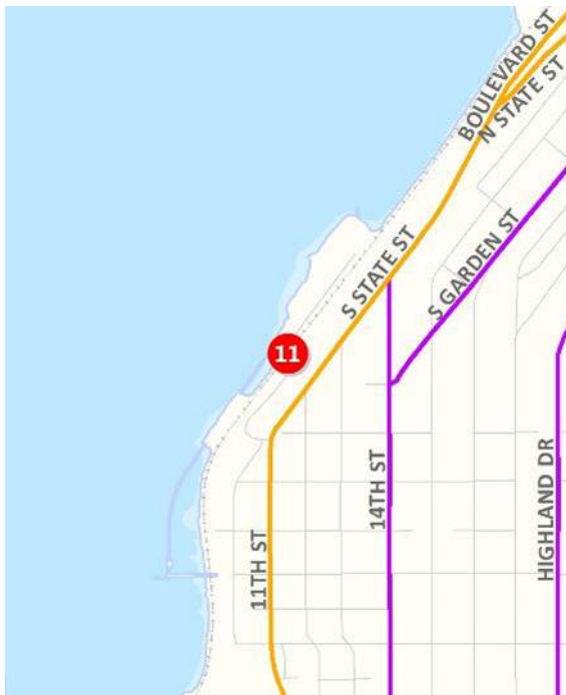
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2019	2020	2021	2022	2023	2024		
11	Bellingham Railroad Quiet Zones	1st 1/4 REET	210	250	250	250				
		Subtotal	210	250	250	250				960

TRANSPORTATION IMPACT FEES COLLECTED

No

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #12: Samish-Maple-Ellis Multimodal Safety Improvements

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

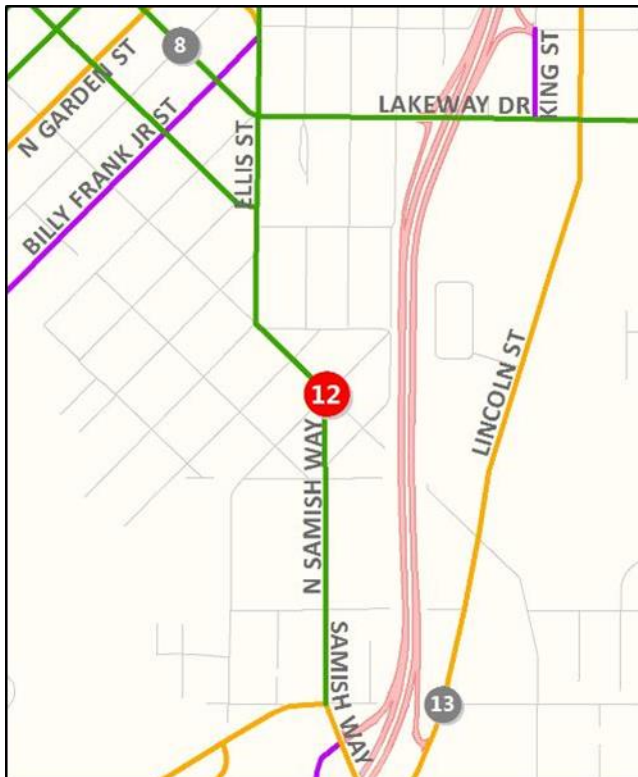
MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for pedestrians, bicyclists, vehicles, freight trucks, & [WTA transit riders on routes 107 & 108](#).

PROJECT STATUS: Unfunded; State grant funding sought 2018. Construction possible 2020.

	Cost Estimates (000's) 2018 Dollars									
		FUNDING	Previous FUNDED				UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2019	2020	2021	2022	2023	2024	TOTALS
12	Samish-Maple-Ellis Corridor	Street	50		90					
	Multimodal Safety Improvements	TBD Non-Motor 10%		250						
	Road Diet + Buffer Protected Bike Lanes	Unknow n		WSDOT Grant Pending				1,000		
	(Bill McDonald Pkwy to Lakeway Drive)	Subtotal	50	250	90		1,000			1,390

TRANSPORTATION IMPACT FEES COLLECTED
RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, if local public funds are used
No



Project #13: Lincoln-Byron Multimodal Safety Improvements

PROJECT NARRATIVE: Construct 2 new pedestrian hybrid beacon (HAWK) signals at Lincoln/Viking Circle and Lincoln/E. Maple and a new traffic signal at Lincoln/Consolidation with transit pre-emption priority to allow WTA busses access in/out of the reconstructed WWU Lincoln Creek Transportation Center. Construct new **Tier 1, 2, and 3 sidewalks** the west and east sides of Lincoln Street and on Byron Street. Existing **bike lanes** on Lincoln Street will be enhanced with an 8-inch stripe and green dashed markings across the I-5 northbound on-ramp entrance and Byron Street.

MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for WWU students, pedestrians, bicyclists, vehicles, freight trucks, & **WTA high-frequency Blue GO Line transit riders**.

PROJECT STATUS: Unfunded; State grant funding sought 2018; Construction possible 2020-2021.

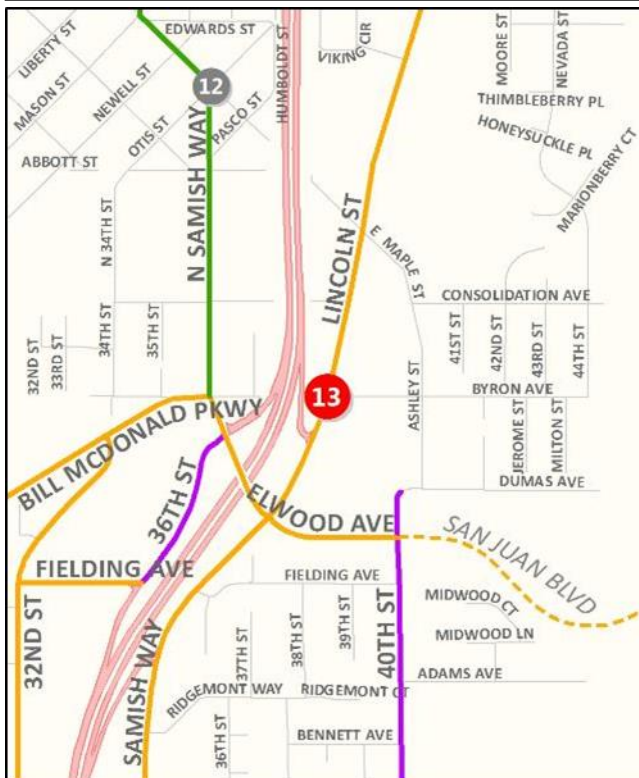
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2019	2020	2021	2022	2023	2024		
13	Lincoln & Byron	Street			160					
	Multimodal Safety Improvements	TBD Non-Motor 10%			400					
	Traffic Signal, HAWK signals, sidew alks,	WWU	140							
	and Bike Lane Enhancements	Unknow n		WSDOT Grant Pending			1,600			
	(Fred Meyer to Samish/I-5 Overpass)	Subtotal	140		560		1,600		2,300	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, at Lincoln/Consolidation



Project #14: James/Bakerview Intersection Safety Improvements

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

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

PROJECT STATUS: 90% engineering and design 2013-2016; TIB grant secured; other grant being sought; construction pending full funding.

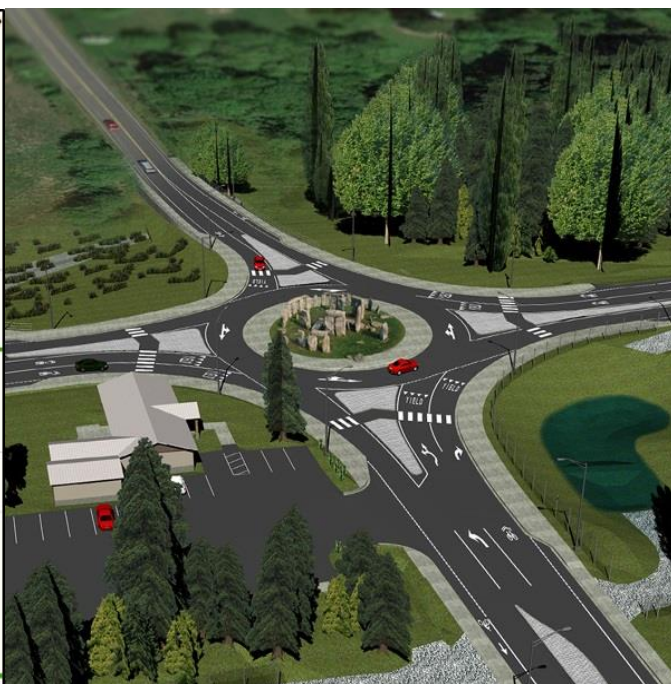
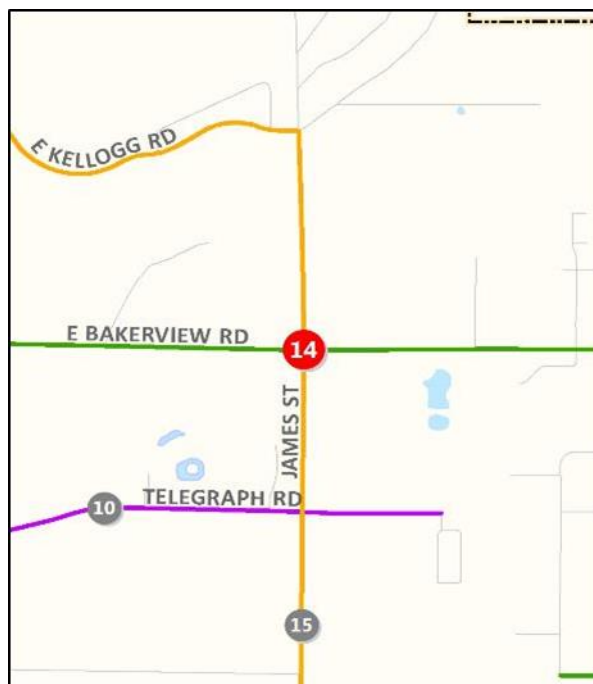
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2019	2020	2021	2022	2023	2024		
14	James/Bakerview Intersection	Street	120							
	Safety Improvements	Federal STP	385							
	(Expandable roundabout)	Unknown					3,300			
		Subtotal	505				3,300			3,805

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #15: James Street Multimodal Safety Improvements (East Orchard Drive to East Bakerview Road)

PROJECT NARRATIVE: James Street is the only north- south transportation corridor serving north-central Bellingham between Meridian (SR 539) and Hannegan, which is already zoned for up to 2,000 new housing units. James Street also provides access to Sunset Pond Park between Sunset and East Bakerview. A vertical curve on the hill between Orchard and McLeod may require elimination of a sight distance issue, but more investigation is required. Pedestrian and Bicycle Master Plans call for sidewalks and bike lanes on James Street and WTA rerouted the high-frequency Gold GO Line Route 331 to travel on James Street-Telegraph Road-Deemer Road in both directions in March 2017.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bicycle lanes, turn lanes, increased access, safety, sight distance, and efficiency. WTA Gold GO Line high-frequency transit route 331 in 2017 and possible future WTA transit routes as King Mountain Neighborhood develops. .

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

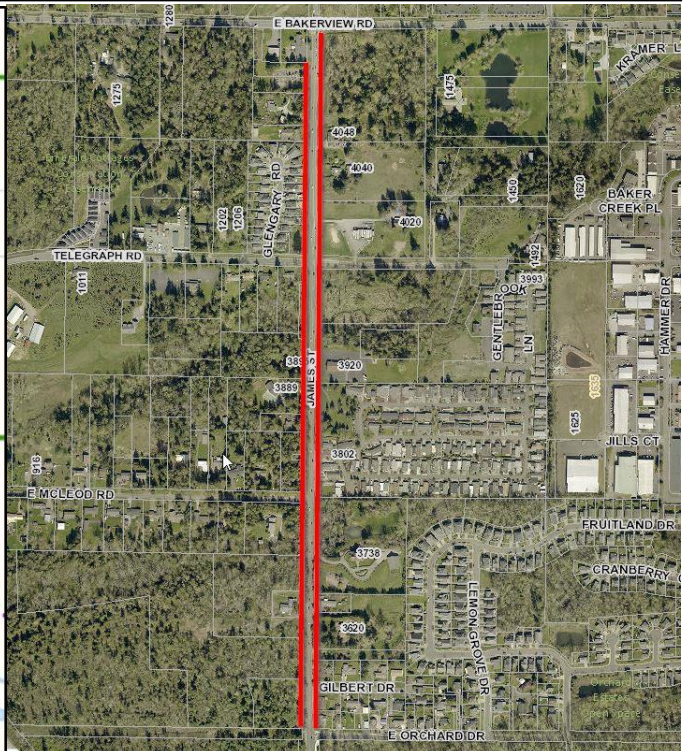
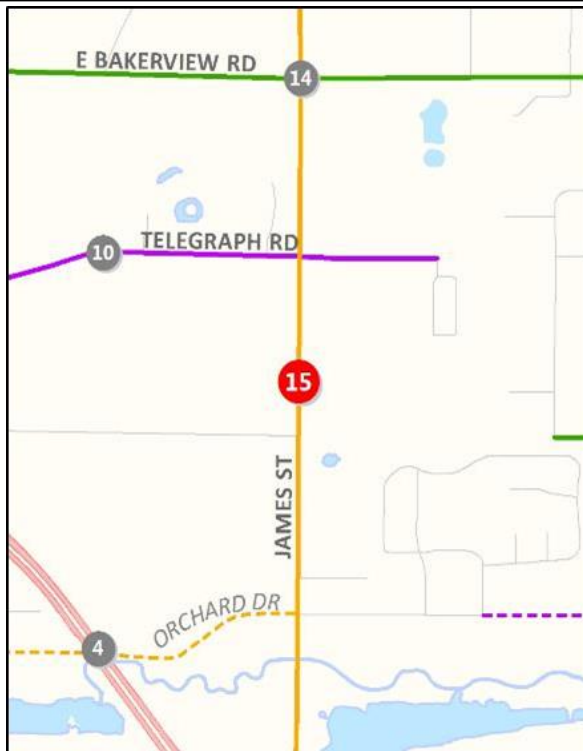
			Cost Estimates (000's) 2018 Dollars							
		FUNDING	Previous FUNDED				UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2019	2020	2021	2022	2023	2024	TOTALS
15	James Street Multimodal	Street		50						
	Safety Improvements	Pvt Mitigation								
	(E. Orchard to Bakerview)	Unknow n						7,000		
	(Safety & Feasibility Study)	Subtotal		50				7,000		7,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Not yet known



Project #16: North James Street Multimodal Arterial Connection (Gooding Avenue to Van Wyck Road)

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

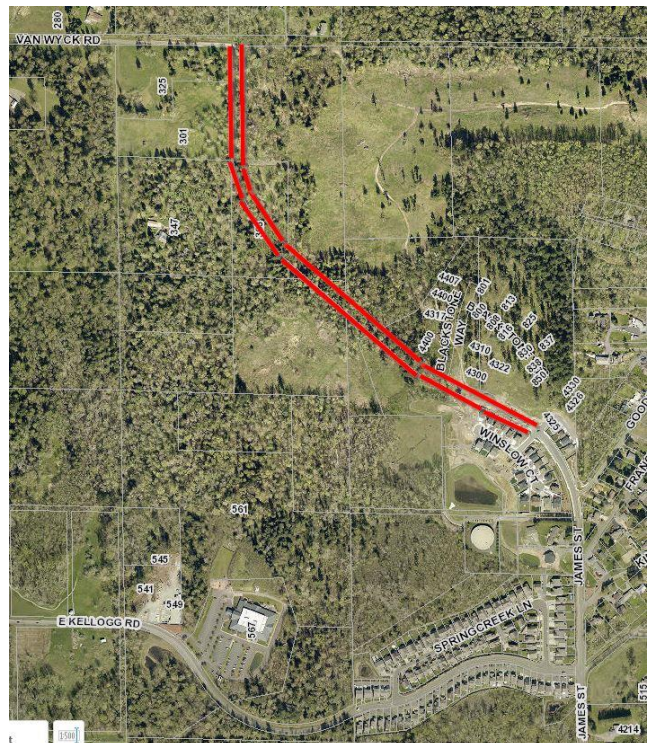
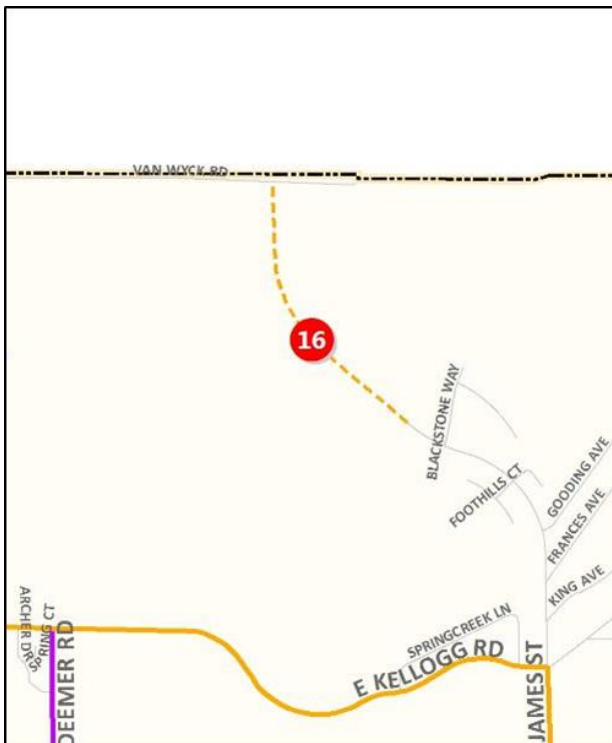
MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bike lanes, center turn lanes at intersections, regional multimodal transportation connectivity, and possible future WTA transit route.

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

	Cost Estimates (000's) 2018 Dollars									
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous FUNDED				UNFUNDED			PROJECT TOTALS
			Budget	2019	2020	2021	2022	2023	2024	
16	North James Street	Pvt Mitigation	600							
	Multimodal Arterial Connection	Unknow n							3,000	
	(Gooding to Van Wyck)	Subtotal	600						3,000	3,600

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

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



Project #17: West Horton Road Multimodal Corridor Extension, Phase 2 (Aldrich Road to Northwest Avenue)

PROJECT NARRATIVE: City – County partnership to extend an east-west regional transportation connection in northern Bellingham. Phase 2 extends West Horton for one-half mile west as an arterial street with sidewalks and bicycle lanes on both sides from Aldrich Road to Northwest Avenue. Environmental impacts require land acquisition, off-site mitigation, and minimizing the road footprint.

MULTIMODAL TRANSPORTATION BENEFITS: Increased access, safety, and connectivity for pedestrians, bicyclists, transit riders, and vehicles. Tier 1 sidewalks, Tier 1 bike lanes, possible future WTA transit route as W. Horton Road, annexations, and MF & SF developments are completed.

PROJECT STATUS: Feasibility studies, wetland delineations, & survey: 2017; land acquisition & mitigation planning 2017-2018; PE & Design 2018-2020; additional funding being sought.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2019	2020	2021	2022	2023	2024		
17	West Horton Road Multimodal Corrdor Extension, Phase 2 [City-County Partnership] (Aldrich to Northw est)	Federal Map 21		1,000						
		County Road Fund		260						
		Pvt Mitigation					1,000			
		Unknow n							10,000	
		Subtotal	1,260				1,000		10,000	12,260

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes

