



Six-Year (2022-2027) Transportation Improvement Program (TIP)

Seth Fleetwood, Mayor
Eric Johnston, Public Works Director

City Council Members

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

Public Review Process

Draft posted on City Web site for Public Review: May 3, 2021
Transportation Commission Review: May 11, 2021
City Council Public Hearing: May 24, 2021
City Council Work Session to adopt: June 7, 2021
Submittal to Washington State: June 30, 2021

Adopted June 7, 2021

Prepared by Chris Comeau, AICP-CTP
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Bellingham Transportation Plans

The 2022-2027 Transportation Improvement Program (TIP) is required by [RCW 35.77.010](#) and is informed by the transportation, transit, climate, and land use planning documents listed below, which are available on the City of Bellingham web site by clicking on the links

[2021 Transportation Report on Annual Mobility \(TRAM\)](#)

[2021 Bellingham ADA Transition Plan](#)

[2020 Local Road Safety Plan for Multimodal Transportation Improvements](#)

[2018 Climate Protection Action Plan](#)

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

[2014 Bicycle Master Plan](#)

[2012 Pedestrian Master Plan](#)

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

[Various Urban Village Master Plans](#)

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

Multimodal Street Projects in Construction 2021 (Fully Funded and Not Included in 2022-2027 TIP)

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous	FUNDED	
			Budget	2021	2022
1	Annual Street Resurfacing 1.a. Mill Avenue (40th St to Samish Way)	Street			
		T-Fund Resurface			
				Resurface	
		Subtotal			
2	Orchard Drive Extension (Birchwood/Squalicum to James Street) Multimodal Grade-Separated Crossing Underneath Interstate 5	Street	864		
		Federal STP-R	1,250	Construction	
		Connecting WA	10,000		
		Subtotal	12,114		
3	State-Ellis Bridge Reconstruction Corridor Improvements - Phase 1	Street	100		
		T-Fund Non-Motorized	585		
		Federal BRAC	2,995	Construct	
		Subtotal	3,680		
4	Downtown Pedestrian Safety and Traffic Signal Improvements Holly/High; State/Maple; State/Laurel	Street	357		
		T-Fund Non-Motorized	250		
		Private Mitigation	143	Finish	
		Subtotal	750		
5	Bicycle & Pedestrian Improvements Various locations citywide <i>(See next page)</i>	Street	75		
		T-Fund Non-Motorized	500	Construct	
		Subtotal	575		
6	Climate Action Plan Improvements Electric Vehicle Charging Stations Various locations citywide	T-Fund Clean Energy	500		
		Commerce	1,500	Construction	
		Subtotal	2,000		
7	Pedestrian Master Plan Update	T-Fund Non-Motorized	100	Update*	
		Subtotal	100		
8	Bicycle Master Plan Update	T-Fund Non-Motorized	100		Update*
		Subtotal	100		

**Dependent on City's ability to host in-person public meetings for community engagement*





Pedestrian and Bicycle Projects in Construction 2021 (Not Included in 2022-2027 TIP)



Tier Priority	2012 Pedestrian Master Plan and 2014 Bicycle Master Plan Projects (Or related improvements not identified in these plans = n/a)	Funding Source
2021 Pedestrian and Bicycle Improvements in Construction		
2.a.) Tier 3	Mill Avenue Sidewalks (40th Street to Samish Way) New sidewalks both sides (40th - 36th); sidewalk one side (36th - Samish Way); ADA curb ramps	T-Fund NM
2.b.) Tier 3	Mill Avenue Bike Boulevard (40th Street to Samish Way) - Shared Lane Markings (SLMs)	T-Fund NM
2.c.) Tier 3	40th Street Arterial Shared Lane Markings (SLMs) (Adams Street to Mill Avenue)	T-Fund NM
2.d.) Tier 3	Bennett Avenue Bike Boulevard (40th Street to 38th Street) - Shared Lane Markings (SLMs)	T-Fund NM
2.e.) Tier 3	38th Street Bike Boulevard (Bennett Ave to Know Ave) - Shared Lane Markings (SLMs)	T-Fund NM
2.f.) Tier 3	34th Street Bike Boulevard (Connelly Ave to Samish Way) - Shared Lane Markings (SLMs)	T-Fund NM
2.g.) Tier 3	36th Street Bike Boulevard (Connelly Ave to Samish Way) - Shared Lane Markings (SLMs)	T-Fund NM
2.h.) Tier 3	Connelly Avenue Bikeway (I-5 to 36th Street) - Shared Lane Markings (SLMs)	T-Fund NM
2.i.) Tier 3	"Stair Step Streets" (36th-South-37th-Harrison-38th-Broad-40th-Wilkin) - Shared Lane Markings	T-Fund NM
2.j.) Tier 3 & Tier 3	Orchard-Birchwood Sidewalk and Bike Lanes - Sidewalk north side; bike lanes both sides from James Street beneath Interstate 5 to Birchwood Avenue	Federal & State grants



Transportation Improvement Projects 2022-2027 (Funding Page 1)

			Cost Estimates (000's) 2021 Dollars								
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous	FUNDED				UNFUNDED			PROJECT
			Budget	2022	2023	2024	2025	2026	2027	TOTALS	
1	Annual Street Pavement Resurfacing	Street	670	2,125	1,900	2,350	2,650	2,700	2,750	15,145	
	Preserving investment in public streets	T-Fund Resurface	1,392	2,000	2,050	2,150	2,435	2,500	2,550	15,077	
		See 2021 construction list & project #1	Annual priority based on pavement ratings								
		Subtotal	2,062	4,125	3,950	4,500	5,085	5,200	5,300	30,222	
2	Nonmotorized Transportation	T-Fund Non-Motorized	1,280	0	2,400	2,100	2,435	2,500	2,550	13,265	
	Sidewalk and Bikeway Improvements	See 2021 construction list & project #2									
		Subtotal	1,280	0	2,400	2,400	2,400	2,435	2,500	13,415	
3	Clean Energy	T-Fund Clean Energy	500	500	500	500	500	500	500	3,500	
	Supporting Bellingham Climate Action Plan and WTA 2040 Long-Range Transit Plan	See 2021 construction list & project #3									
		Subtotal	500	500	500	500	500	500	500	3,500	
4	F Street/BNSF Railroad Crossing	1st 1/4 REET	290	Build							
	Safety Improvements	Federal HSIP	690	2,000							
	(Holly Street to Roeder Ave)	Subtotal	980	2,000						2,980	
5	Telegraph Road Multimodal	Street	1,600								
	Safety Improvements	T-Fund Non-Motorized	1,300								
	(2/3-mile Deemer Road to James Street)	T-Fund Resurface	1,300	400							
	Center turn lane, traffic signals at Deemer and James, bike lanes, sidewalks, storm	Private Mitigation	250								
	water, flashing crosswalks at bus stops, requires right-of-way acquisition	WTA	107	Build							
		Federal STBG		1,650							
		Subtotal	4,557	2,050						6,607	
6	Meador Avenue / Whatcom Creek	Street	350								
	Bridge Reconstruction	T-Fund Resurface	404								
		Federal Hwy Bridge	3,768	Build							
		Subtotal	4,522							4,522	
7	James Street / Whatcom Creek	Street	350								
	Bridge Reconstruction	T-Fund Resurface	404								
		Federal Hwy Bridge	3,768	Build							
		Subtotal	4,522							4,522	
8	Meridian-Girard Multimodal Improvements	T-Fund Non-Motorized		250							
	Bike lanes, roundabout, ADA upgrades	Washington TIB UAP		500	Build						
				750						750	
9	Parkview ES Safe Route to School	T-Fund Non-Motorized		250							
	Sidewalks, ADA ramps, crosswalks, parking removal, bike lanes	Bham School District		150							
	(Sunset Drive to Meridian Street)	WSDOT Federal SRTS		1,620	Build						
		Subtotal		2,020						2,020	
10	W. Illinois Pedestrian and Bicycle Safety	T-Fund Non-Motorized		2,000							
	ADA, sidewalk, parking, bike lane, intersection				Build						
	(Meridian Street to Lynn Street)	Subtotal		2,000						2,000	
11	James/Bakerview Intersection	Street	120		500						
	Safety Improvements	Private Mitigation			?						
	(Expandable multimodal roundabout)	Federal STP	385								
		Federal HSIP		900	Build						
		Federal STBG			2,000						
		Subtotal	505	900	2,500					3,905	

Transportation Improvement Projects 2022-2027 (Funding Page 2)

			Cost Estimates (000's) 2021 Dollars							
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous FUNDED				UNFUNDED			PROJECT TOTALS
			Budget	2022	2023	2024	2025	2026	2027	
12	Bellingham Railroad Quiet Zones	1st 1/4 REET	0	250	250	250	250	250	250	
		Subtotal	0	0	250	250	250	250	250	1,250
13	Lincoln Street Multimodal Safety Improvements Buffered bike lanes, Viking Ct HAWK signal, Maple traffic signal, sidewalks, ADA upgrades	Street				100				
		T-Fund Non-Motorized				300				
		Pvt Mitigate (TIF/SEPA)	25	25	25	25				
		Unknown					1,700	WSDOT Ped-Bike Grant		
		Subtotal	25	25	25	425	1,700			2,200
14	Meridian/Birchwood Transportation Improvements, Phase 1 Phase 1: ROW; Merge Squalicum-Birchwood; Delete Squalicum Signal; Build Trail to Park	Street			150	150				
		T-Fund Resurface			250	250				
		Federal STBG					2,500	Grant pending		
		Parks Greenways Trail			275	275				
		Port of Bellingham			75	75				
		Unknown					1,000			
		Subtotal			750	750	3,500	0		5,000
15	Meridian/Birchwood Transportation Improvements, Phase 2 Phase 2: Roundabout at Meridian/Birchwood	Street								
		T-Fund Non-Motorized								
		Partnerships								
		Unknown					6,000			
		Subtotal					6,000		6,000	
16	James Street Multimodal Safety Improvements; Segments 1, 2, 3 & 4 Segment 1: Orchard - McLeod (\$4,100) Segment 2: McLeod - Telegraph (\$5,800) Segment 3: Telegraph - Bakerview (\$1,000) Segment 4: Bakerview - Gooding (\$3,100)	Street (Study)	110							
		T-Fund Non-Motorized								
		Pvt Mitigation (Ord)								
		Unknown						14,000		
		Subtotal	110						14,000	14,110
17	North James Street Multimodal Arterial Connection (Gooding to Van Wyck; Long Term)	Pvt Mitigation	600				Private Construction			
		Unknown						3,000		
		Subtotal	600					3,000	3,600	

2022-2027 TIP PROJECT FUNDING SOURCE SUMMARIES

FUNDING SOURCES	Cost Estimates (000's) 2021 Dollars								
	Previous	FUNDED				UNFUNDED			TOTALS
	Budget	2022	2023	2024	2025	2026	2027		
STREET FUNDS	3,200	2,125	2,550	2,600	2,640	2,680	2,700	18,495	
TRANSPORTATION FUND - Resurfacing	4,000	2,400	2,300	2,400	2,435	2,500	2,550	18,585	
TRANSPORTATION FUND - Nonmotorized	2,580	2,500	2,400	2,400	2,400	2,435	2,500	17,215	
TRANSPORTATION FUND - Climate Action & WTA Transit	500	500	500	500	500	500	500	3,500	
1st & 2nd QUARTER REET FUNDS	290	250	250	250	250	250	250	1,790	
STATE FUNDS (TIB, WSDOT, Gas Tax, WWU, WCC, etc)	0	500	0	0	0	0	0	500	
FEDERAL FUNDS (STP, SR2S, HSIP, etc)	8,611	6,170	2,000	0	2,500	0	0	19,281	
PRIVATE MITIGATION FUNDS (SEPA-TIA; MTIF; Other)	875	25	100	100	0	0	0	1,100	
OTHER (Parks, Port, County, EDI, WTA, BSD, etc)	107	150	275	275	0	0	0	807	
UNKNOWN FUNDS	0	0	0	0	2,700	6,000	17,000	25,700	
TOTAL 2022-2027 TIP FUNDS	20,163	14,620	10,375	8,525	13,425	14,365	25,500	106,973	

City of Bellingham Arterial Streets



Project #1: Annual Arterial Pavement Resurfacing Program

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

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

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS
			Previous Budget		FUNDED 2022 2023 2024		UNFUNDED 2025 2026 2027			
1	Annual Street Pavement Resurfacing	Street	670	2,125	1,900	2,350	2,650	2,700	2,750	15,145
	Preserving investment in public streets	T-Fund Resurface	1,392	2,000	2,050	2,150	2,435	2,500	2,550	15,077
		See 2021 construction list & project #1	Annual priority based on pavement ratings							
		Subtotal	2,062	4,125	3,950	4,500	5,085	5,200	5,300	30,222

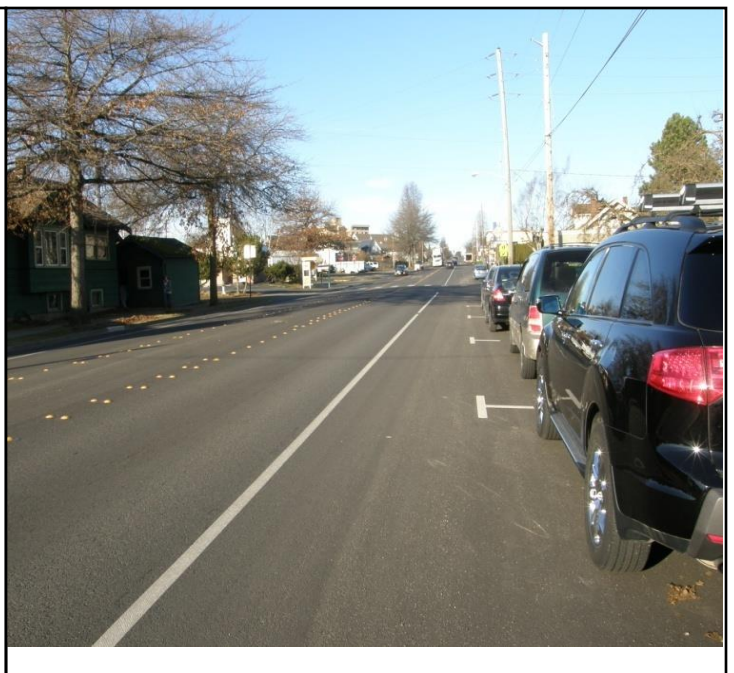
TRANSPORTATION IMPACT FEES COLLECTED

Arterial Street Maintenance – Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY

No

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





Project #2: Non-Motorized Transportation Improvements



PROJECT NARRATIVE: In November 2020, Bellingham voters re-approved the Bellingham Transportation Fund (T-Fund) with the specific purpose of funding arterial resurfacing, non-motorized, and capital investments in support of WTA transit and the Climate Action Plan. 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..

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) 2021 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2022	2023	2024	2025	2026	2027		
2	Nonmotorized Transportation	T-Fund Non-Motorized	1,280	0	2,400	2,100	2,435	2,500	2,550	13,265
	Sidewalk and Bikeway Improvements	See 2021 construction list & project #2								
	Subtotal		1,280	0	2,400	2,400	2,400	2,435	2,500	13,415

TRANSPORTATION IMPACT FEES COLLECTED

Yes, citywide Complete Networks

RIGHT-OF-WAY ACQUISITION NECESSARY

Undetermined

PEDESTRIAN AND BICYCLE PROJECT LIST PROGRAMMED FOR 2022 & 2023 – NEXT PAGE





Pedestrian & Bicycle Projects 2022 & Future Opportunities

(Project #2 in 2022-2027 TIP)



Tier Priority	2012 Pedestrian Master Plan and 2014 Bicycle Master Plan Projects (Or related improvements not identified in these plans = n/a)	Costs & Estimates
Pedestrian and Bicycle Improvements Programmed for 2022		
Notes: Programmed costs		
2.a.) Tier 3	Barkley Boulevard Sidewalk & RRFB (Southside: Manning St to St. Clair St)	Private Funds
2.b.) Tier 3 & Tier 3	Telegraph Road sidewalks and bike lanes (Deemer to James) - TIP #5	\$1,650,000 STBG grant + \$4,957,000 local funds
2.c.) Tier 3	Bike lanes: Meridian (W. Illinois to Victor) and Girard (Broadway to B Street) - TIP #8	\$500,000 TIB grant + \$250,000 T-Funds
2.d.) Tier 1 & Tier 3	Bike lanes W. Illinois (Sunset-Meridian); Sidewalk Cornwall (W. Illinois-W. Indiana); Sidewalk W. Indiana (Vallette-Cornwall); RRFB at W. Illinois/Vallette - TIP #9	\$1,620,000 WSDOT \$250,000 T-Fund NM \$150,000 BSD
2.e.) Tier 1 & Tier 3	West Illinois Street sidewalks and bike lanes (Meridian to Lynn) - TIP #10	\$2,000,000 T-Funds
2.f. Tier 1 & Mitigation	James Street bike lanes (W. Illinois to Alabama) & RRFB at James/Illinois	\$100,000 T-Funds and BSD-funded RRFB
Pedestrian & Bicycle Improvement Opportunities, 2023-2024 [Pending Funds Available]		
Based on PMP and BMP priorities and known grant funding opportunities.		Plan level cost estimates
Tier 1	Alderwood Ave Sidewalk (Southside: W. Maplewood to Shuksan MS driveway)	\$900,000
Tier 2	Cottonwood Ave Sidewalk (Southside: Pinewood to W. Maplewood)	\$700,000
Tier 1	Old Fairhaven Parkway/24th Street Pedestrian & Bicycle Crossing Improvements	\$50,000
Tier 1	11th Street/Finnegan Way - Intersection Safety Improvements	\$1,000,000
Tier 1	11th Street Sidewalk (Westside: 11th Street to 200' north of 12th Street)	\$250,000
Tier 2	11th Street Sidewalk (Westside 90 feet south of Gambier Ave to Book Store)	\$200,000
Fairhaven UV Growth	12th Street/Mill Avenue Traffic Signal	\$400,000
Tier 3/Tier 3	12-foot wide paved multiuse pathway along westside of James Street (Segment 3: Telegraph to Bakerview) - TIP #16	\$900,000
Tier 1	12-foot wide paved multiuse pathway along northside of Lakeway Drive (Lincoln St to Orleans St; possibly Orleans St to Puget St) - Lincoln-Lakeway Study	\$2,600,000
	Subtotal	\$7,000,000



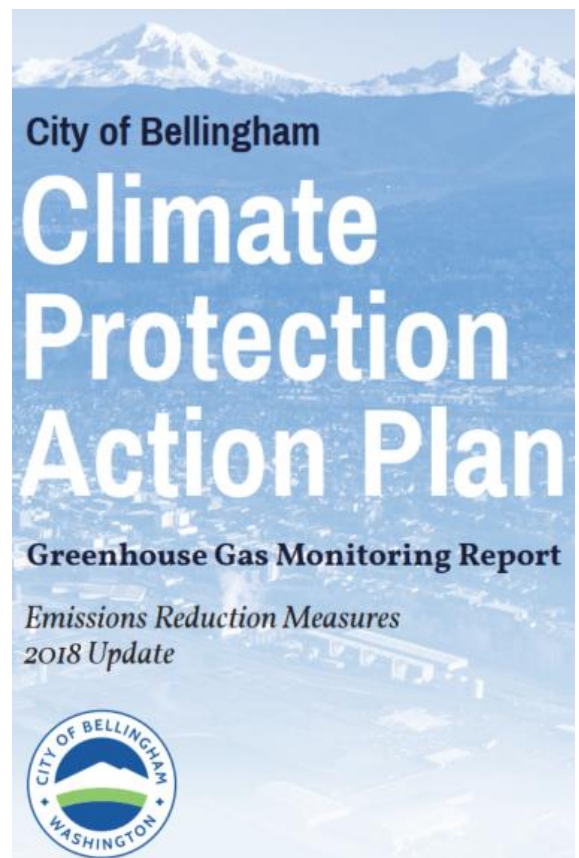
Project #3: Clean Energy Transportation

(Capital Investments Supporting WTA Transit & Climate Action Plan)

PROJECT NARRATIVE: The purpose of project #3 will be programming capital improvements for transportation projects and programs that implement Bellingham's Climate Protection Action Plan goals for clean energy (carbon-free) transportation, as well as capital improvements to support WTA's transit system serving Bellingham. Possible examples of eligible projects may include transit queue jumps, electrification of WTA's bus fleet, electric bus charging facilities at WTA transit stations, electric vehicle charging stations throughout the City, group purchase of e-bikes & e-cars, and other capital expenditures for clean energy transportation.

MULTIMODAL AND ENVIRONMENTAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, but funding improvements for electric vehicle charging helps to reduce greenhouse gas emissions. Funding bicycle lanes, sidewalks, curb extensions, and crosswalks both as independent projects and when arterial pavement resurfacing occurs, helps to expand and enhance the citywide **pedestrian**, **bicycle**, and **WTA transit** networks, increases safety for all users, and also reduces greenhouse gas emissions.

	Cost Estimates (000's) 2021 Dollars									
		FUNDING	Previous FUNDED				UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2022	2023	2024	2025	2026	2027	TOTALS
3	Clean Energy	T-Fund Clean Energy	500	500	500	500	500	500	500	3,500
	Supporting Bellingham Climate Action Plan and WTA 2040 Long-Range Transit Plan	See 2021 construction list & project #3								
		Subtotal	500	500	500	500	500	500	500	3,500



Clean Energy Projects Programmed for 2022 & 2023 (Project #3 in 2022-2027 TIP)

Each year, Public Works Engineering staff collaborates with PW Natural Resources staff and WTA staff to recommend Transportation Fund sales tax programming for capital improvements to implement the 2018 Bellingham Climate Protection Action Plan and the 2021 WTA Long-Range Transit Plan.

Plan Reference	2018 Climate Protection Action Plan & 2021 WTA Long-Range Transit Plan Projects (Or related improvements not identified in these plans = n/a)	Cost Estimate
2022 Projects Supporting Climate Action and WTA Transit Plans		T-Funds
Notes: Planning level cost estimates		
3.a.) WTA Transit Plan	WTA High-Frequency Corridor Study in Bellingham - WTA and City staff will analyze WTA GO Lines to consider capital improvement opportunities to maintain transit level of service as well as possible improvements to on-time transit performance	\$75,000
3.b.) WTA Transit Plan	Annual ADA upgrades at all WTA bus stops citywide - WTA has identified over 200 bus stops throughout Bellingham that require ADA upgrades and has budgeted \$75,000/year for 10 years to complete these upgrades. Annual City T-Fund investment of \$75,000/year will allow ADA upgrades to be completed in half the time	\$75,000
3.c.) WTA Transit Plan	Electric Bus Charging at WTA Cordata Station - Electric charging facilities at Cordata Station to extend service time of electric-powered buses	\$350,000
	Subtotal	\$500,000
2023-2027 Projects Supporting Climate Action and WTA Transit Plans		T-Funds
3.d.) Climate Action Plan	Transportation Improvements Supporting Climate Protection Action Plan - Capital improvements recommended by PW Staff, Approved by City Council in 2022	Unknown
3.e.) WTA Transit Plan	Annual ADA upgrades at all WTA bus stops citywide - WTA has identified over 200 bus stops throughout Bellingham that require ADA upgrades and has budgeted \$75,000/year for 10 years to complete these upgrades. Annual City T-Fund investment of \$75,000 will allow ADA upgrades to be completed in half the time	\$75,000 x 4 years
3.f.) WTA Transit Plan	Expansion of WTA Bellingham Station (Downtown) - New bus bays in Railroad Avenue right-of-way to accommodate longer articulated buses, charge electric buses, serve the Waterfront District, and maintain citywide transit level of service	Unknown
3.g.) WTA Transit Plan	Electrification of WTA Transit Bus Fleet (City support for federal transit grant) - WTA purchase of up to 12 Electric-powered buses	Unknown
3.h.) Other	Yet to be Determined	Unknown
	Subtotal	\$300,000

Project #4: F Street/BNSF Railroad Crossing Safety Improvements (Holly Street to Roeder Avenue)

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

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bikeways, and ADA surface crossings of railroad tracks, quad-gates to reduce vehicles-person-train conflicts. **ADA Transition Plan high priority.**

PROJECT STATUS: Funded WSDOT-administered HSIP grant. PE/Design 2021. Construct 2022.

	Cost Estimates (000's) 2021 Dollars										
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous	FUNDED				UNFUNDED			PROJECT
			Budget	2022	2023	2024	2025	2026	2027	TOTALS	
4	F Street/BNSF Railroad Crossing	1st 1/4 REET	290	Build							
	Safety Improvements	Federal HSIP	690	2,000							
	(Holly Street to Roeder Ave)	Subtotal	980	2,000						2,980	

TRANSPORTATION IMPACT FEES COLLECTED
RIGHT-OF-WAY ACQUISITION NECESSARY

No
Possible



Project #5: Telegraph Road Multimodal Safety Improvements (James Street to Deemer Road)

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

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

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

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS	
			Previous	FUNDED				UNFUNDED			
			Budget	2022	2023	2024	2025	2026	2027		
5	Telegraph Road Multimodal	Street	1,600								
	Safety Improvements	T-Fund Non-Motorized	1,300								
	(2/3-mile Deemer Road to James Street)	T-Fund Resurface	1,300	400							
	Center turn lane, traffic signals at Deemer	Private Mitigation	250								
	and James, bike lanes, sidewalks, storm	WTA	107	Build							
	water, flashing crosswalks at bus stops,	Federal STBG		1,650							
	requires right-of-way acquisition	Subtotal	4,557	2,050						6,607	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #6: Meador Avenue Bridge Reconstruction (Between State St and James St)

PROJECT NARRATIVE: The existing bridge has experienced major substructure deterioration and reconstruction of the bridge is necessary. Federal BRAC grant funding is secured for construction. Local funding is programmed for preliminary engineering, design, and local matching fund requirements for the BRAC grant.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bikeways, transit, auto, freight.
ADA Transition Plan Medium Priority.

PROJECT STATUS: Design 2020-2021. Construction 2022.

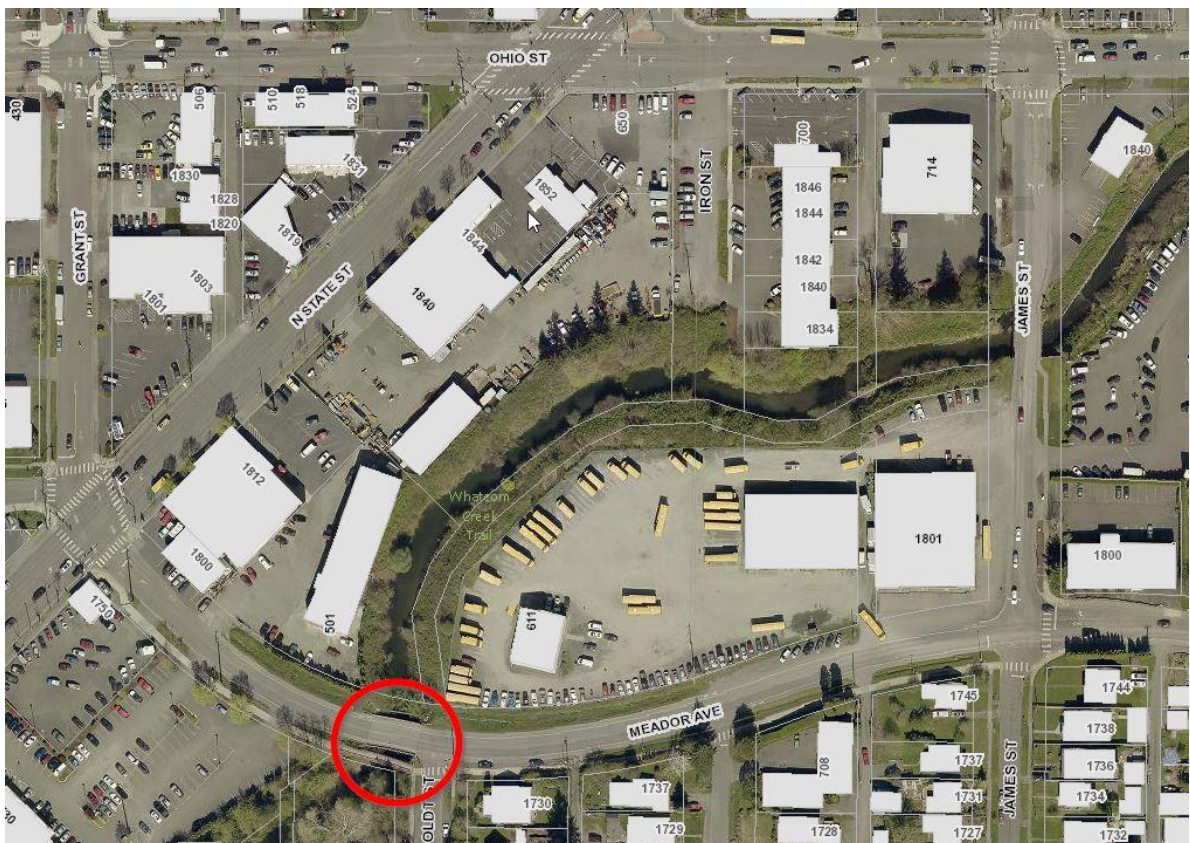
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS	
			Previous Budget	FUNDED				UNFUNDED			
			2022	2023	2024	2025	2026	2027			
6	Meador Avenue / Whatcom Creek	Street	350								
	Bridge Reconstruction	T-Fund Resurface	404								
		Federal Hwy Bridge	3,768	Build							
		Subtotal	4,522							4,522	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown



Project #7: James Street Bridge Reconstruction (Between Ohio St and Meador Ave)

PROJECT NARRATIVE: The existing bridge has experienced major substructure deterioration and reconstruction of the bridge is necessary. Federal BRAC grant funding is secured for construction. Local funding is programmed for preliminary engineering, design, and local matching fund requirements for the BRAC grant.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bikeways, transit, auto, freight.
ADA Transition Plan Medium Priority.

PROJECT STATUS: Design 2020-2021. Construction 2022.

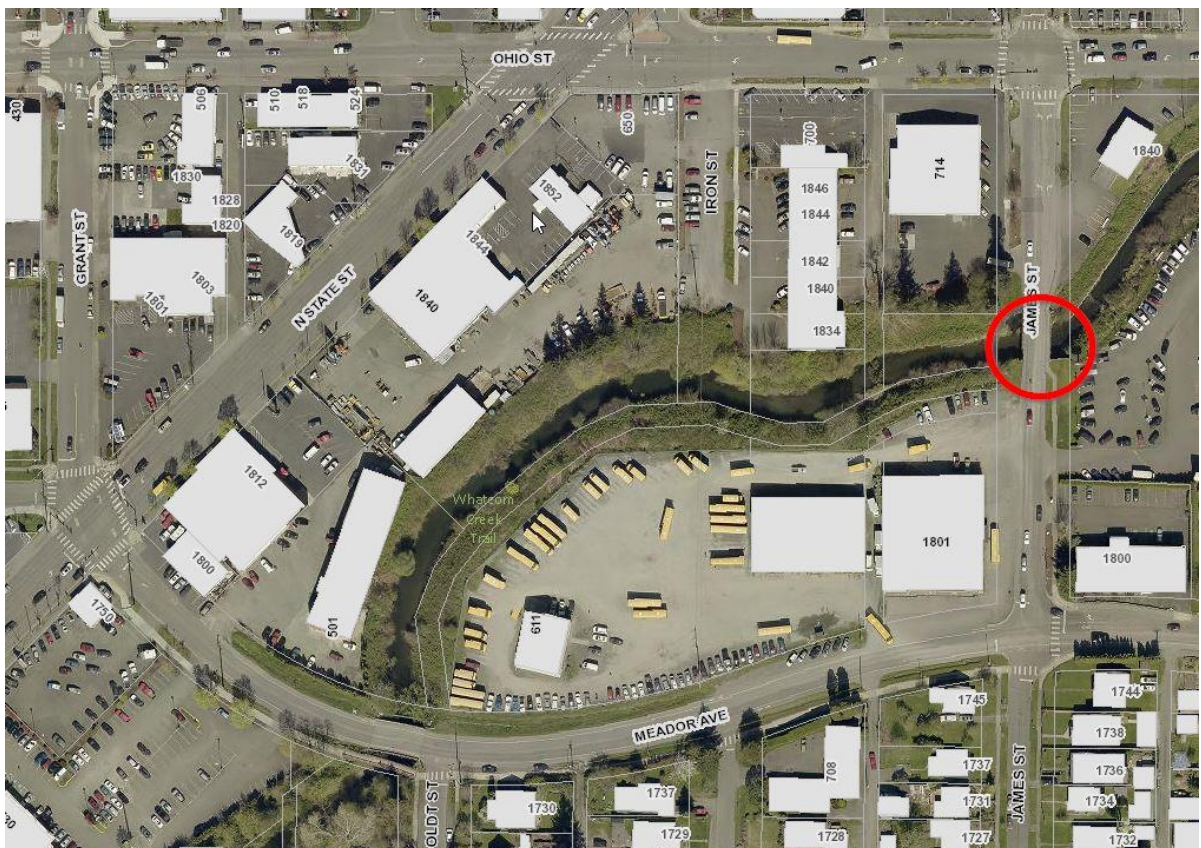
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS	
			Previous	FUNDED				UNFUNDED			
			Budget	2022	2023	2024	2025	2026	2027		
7	James Street / Whatcom Creek	Street	350								
	Bridge Reconstruction	T-Fund Resurface	404								
		Federal Hwy Bridge	3,768	Build							
		Subtotal	4,522							4,522	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown



Project #8: Meridian-Girard Multimodal Safety Improvements (Squalicum Parkway to B Street)

PROJECT NARRATIVE: Meridian-Girard Streets are a major north-south connection between downtown Bellingham, the Fountain District Urban Village, and Interstate 5. Meridian north of W. Illinois provides access between the Fountain District, Cornwall Park, and residential homes in the Cornwall Park and Columbia Neighborhoods. Girard Street south of Broadway provides access between the Fountain District, Whatcom Middle School, and residential homes in the Lettered Streets Neighborhood. The Bicycle Master Plan calls for bike lanes on the Meridian-Girard corridor, but installation of bike lanes will require on-street parking to be removed on at least one side of the street. A roundabout will replace the traffic signal at Meridian/Illinois intersection. This project complements TIP project 9 Parkview ES Safe Routes to School and TIP project 11 West Illinois Pedestrian & Bicycle Safety Improvements.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 bicycle lanes, intersection improvements. WTA Routes 15 serves Meridian-Girard Streets. Meridian/Illinois is an ADA Transition Plan High Priority.

PROJECT STATUS: Funded 2021; PE/Design 2022; Construction 2023

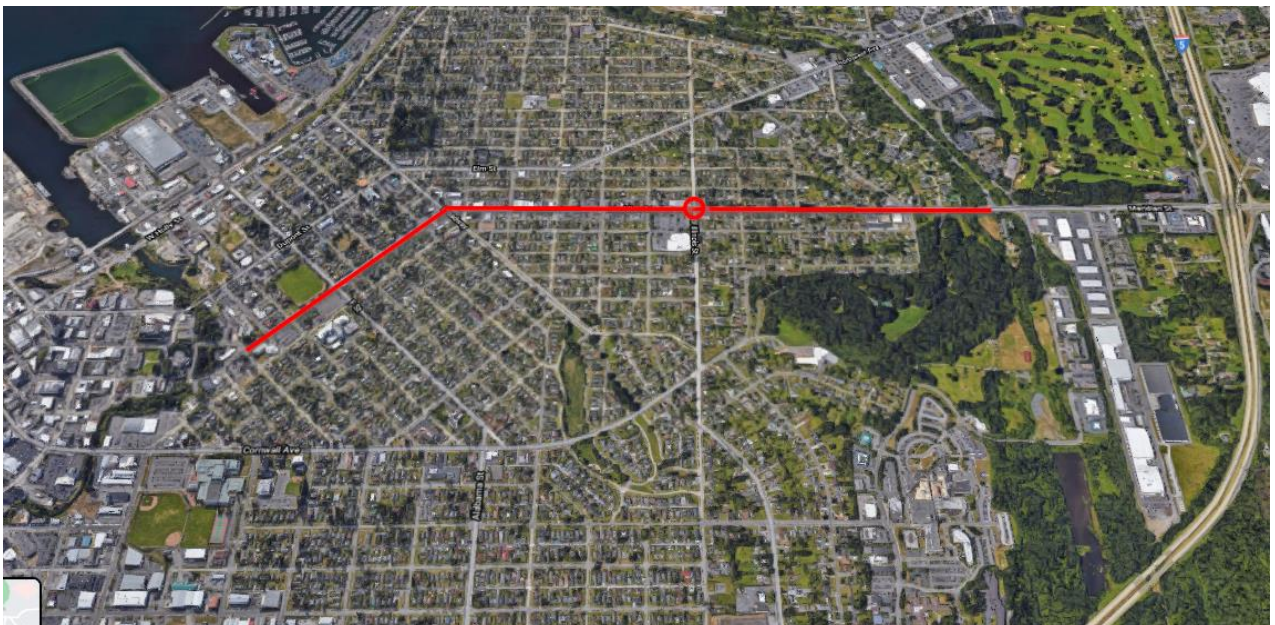
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED				
			2022	2023	2024	2025	2026	2027			
8	Meridian-Girard Multimodal Improvements	T-Fund Non-Motorized		250							
	Bike lanes, roundabout, ADA upgrades	Washington TIB UAP		500	Build						
				750						750	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Not yet known



Project #9: Parkview ES Safe Route to School Improvements

PROJECT NARRATIVE: Construct Tier 3 sidewalks and Tier 3 pedestrian crossing improvements on Cornwall Avenue, Coolidge Street, and W. Illinois Street. The BMP recommends Tier 1 bike lanes on both sides of W. Illinois, but this will require the removal of parking on one side of W. Illinois from Sunset to Meridian. The Bellingham School District is in the process of reconstructing Parkview Elementary School and is partnering with the City with funding toward the WSDOT for Safe Route to School grant funding. This project compliments TIP projects #8 Meridian-Girard Multimodal Safety Improvements and #10 W. Illinois Pedestrian & Bicycle Safety Improvements.

MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, connectivity for pedestrians, bicyclists, vehicles, and freight trucks. W. Illinois is an ADA Transition Plan High Priority.

PROJECT STATUS: WSDOT grant to be awarded July 2021; PE/Design 2022; Construction 2023.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2022	2023	2024	2025	2026	2027		
9	Parkview ES Safe Route to School	T-Fund Non-Motorized		250						
	Sidewalks, ADA ramps, crosswalks,	Bham School District		150						
	parking removal, bike lanes	WSDOT Federal SRTS		1,620	Build					
	(Sunset Drive to Meridian Street)	Subtotal		2,020					2,020	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local public funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #10: W. Illinois Pedestrian & Bicycle Safety Improvements (Meridian Street to Lynn Street)

PROJECT NARRATIVE: W. Illinois Street is a major east-west connection serving west-central Bellingham between Sunset (SR 542), Cornwall, Meridian (SR 539) and Northwest Avenue. W. Illinois provides access to Cornwall Park, Parkview Elementary School, a regional grocery store, Fountain District Urban Village, and residential homes in the Cornwall Park and Columbia Neighborhoods. Pedestrian and Bicycle Master Plans call for sidewalks and bike lanes on W. Illinois Street, but installation of bike lanes will require on-street parking to be removed on at least one side of the street. This project complements TIP projects 8 Meridian-Girard Multimodal Safety Improvements and 9 Parkview ES Safe Routes to School.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 1 bicycle lanes, Tier 3 sidewalks, intersection improvements. WTA Routes 4, 15, and 232 (Green GO Line high-frequency route) serve W. Illinois and Northwest Avenue. W. Illinois is an ADA Transition Plan High Priority.

PROJECT STATUS: Local Funding 2022; PE/Design 2022; Construction 2023

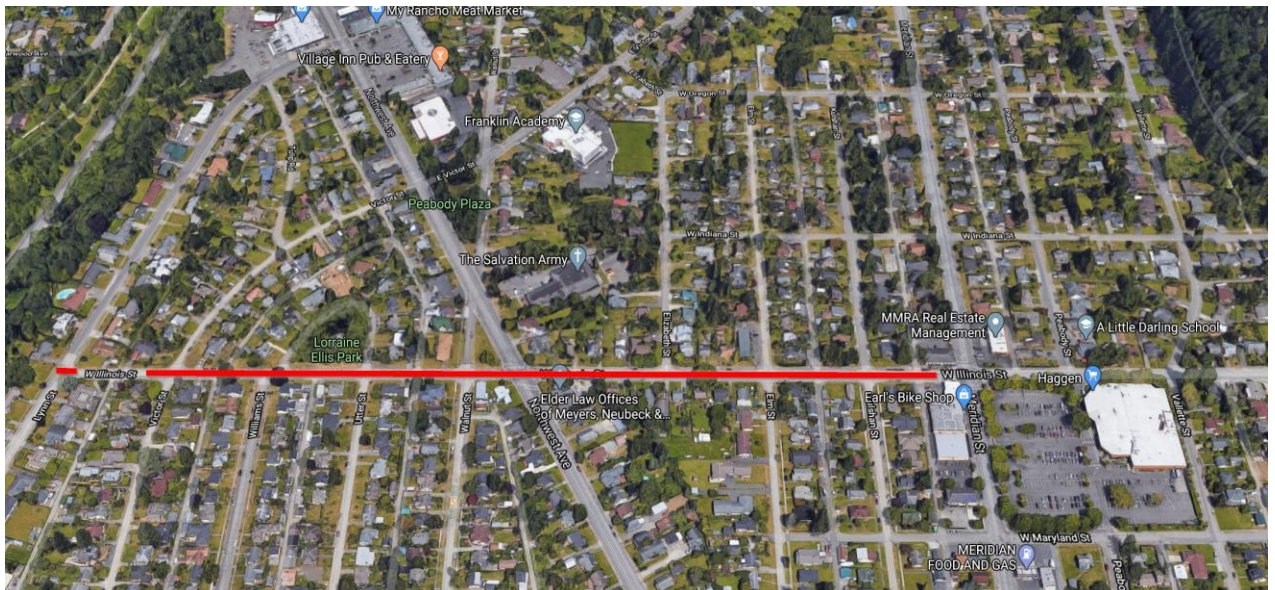
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED		UNFUNDED				
			2022	2023	2024	2025	2026	2027		
10	W. Illinois Pedestrian and Bicycle Safety	T-Fund Non-Motorized		2,000						
	ADA, sidewalk, parking, bike lane, intersection				Build					
	(Meridian Street to Lynn Street)	Subtotal		2,000						2,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Not yet known



Project #11: James/Bakerview Intersection Safety Improvements

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

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

PROJECT STATUS: PE/Design complete; 3 individual federal grants secured & available 2023; Local funding needed 2023; Construction 2023.

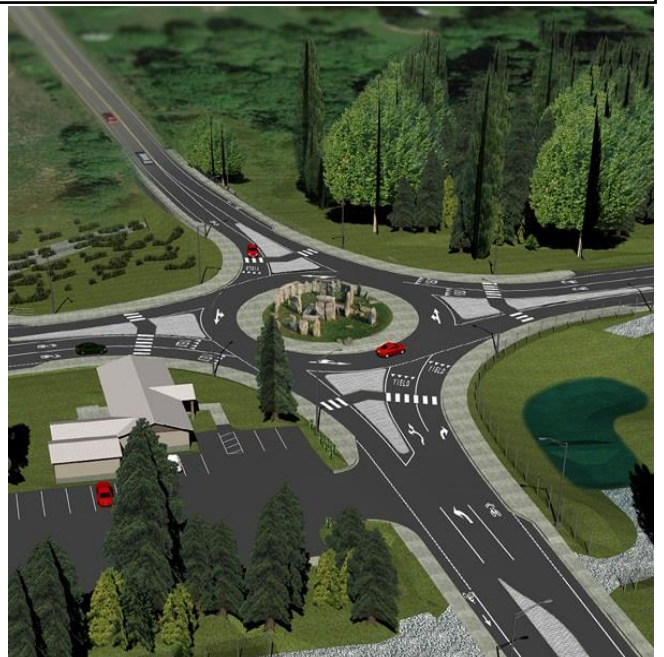
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED				UNFUNDED			
			2022	2023	2024	2025	2026	2027			
11	James/Bakerview Intersection Safety Improvements (Expandable multimodal roundabout)	Street	120		500						
		Private Mitigation			?						
		Federal STP	385								
		Federal HSIP		900	Build						
		Federal STBG			2,000						
		Subtotal	505	900	2,500					3,905	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #12: BNSF Railroad Quiet Zone

PROJECT NARRATIVE: The City of Bellingham will examine the possibility of making significant safety improvements for all at-grade crossings of the Burlington Northern Santa Fe (BNSF) railroad tracks on City streets. 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 \$1,000,000 or more per at-grade crossing, depending on the improvements made.

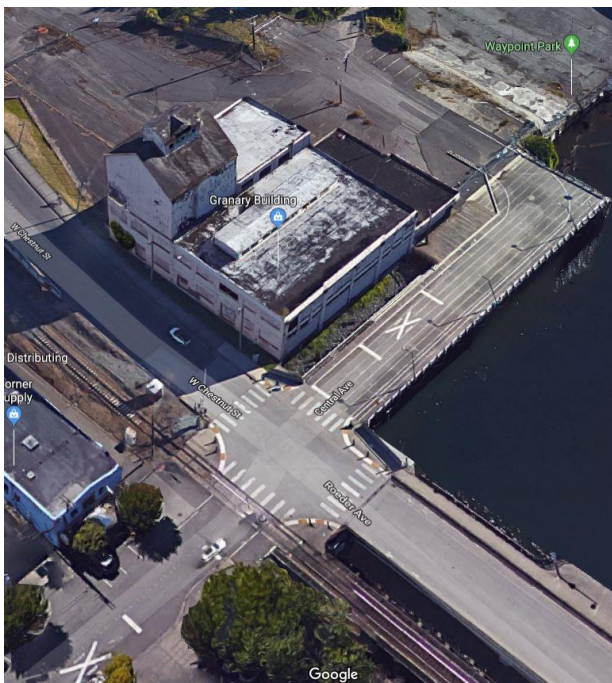
MULTIMODAL TRANSPORTATION BENEFITS: ADA-compliant surface crossing of railroad tracks and reduction of vehicle/rail conflicts.

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

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2022	2023	2024	2025	2026	2027	
12	Bellingham Railroad Quiet Zones	1st 1/4 REET	0	250	250	250	250	250	250	
		Subtotal	0	0	250	250	250	250	250	1,250

TRANSPORTATION IMPACT FEES COLLECTED
RIGHT-OF-WAY ACQUISITION NECESSARY

No
Possible



Project #13: Lincoln Street Multimodal Safety Improvements

PROJECT NARRATIVE: Construct a new pedestrian hybrid beacon (HAWK) signals at Lincoln/Viking Circle and a full traffic signal at Lincoln/E. Maple with protected pedestrian crossing to the WWU Lincoln Creek Transportation Center served by WTA buses. Construct new **Tier 2 and 3 sidewalks** on the south side of E. Maple Street and the west side of Lincoln Street. Lincoln Street will be rechannelized from 5 to 3 lanes with a continuous center turn lane and existing **bike lanes** will become buffered bike lanes and green dashed markings across Byron Street where there have been two vehicle-bicycle collisions.

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

PROJECT STATUS: Unfunded; WSDOT grant to be sought 2022; Construction possible 2024-2025.

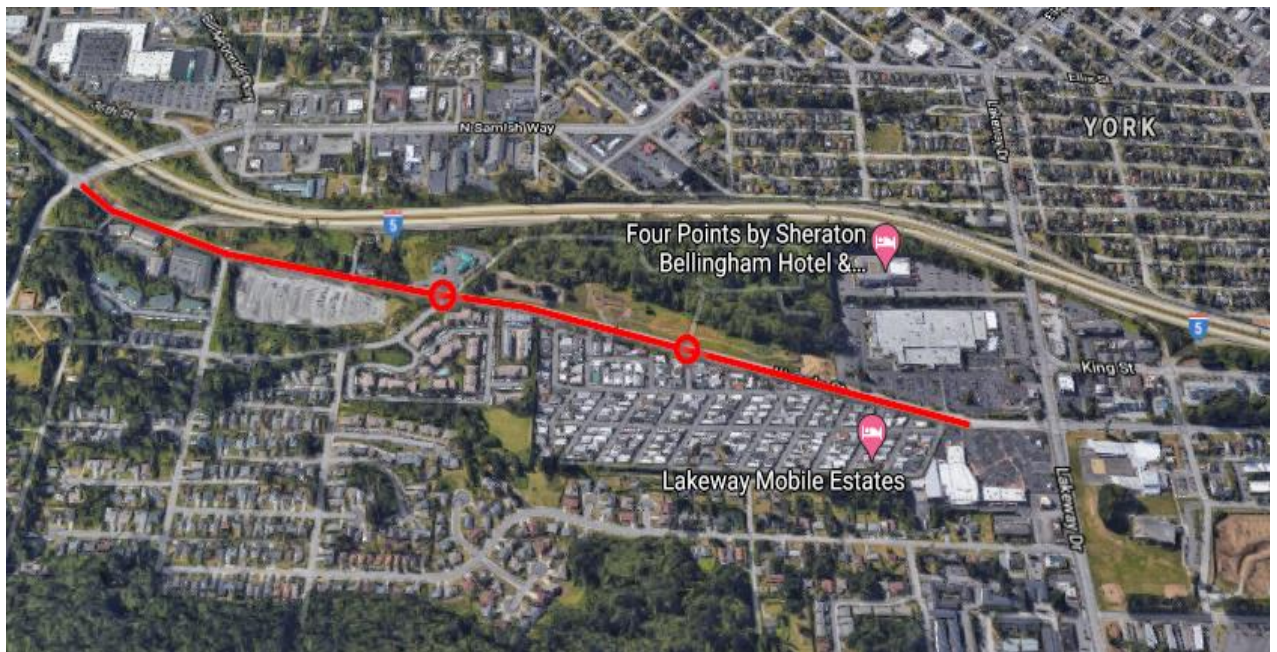
	Cost Estimates (000's) 2021 Dollars									
		FUNDING	FUNDED				UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Previous Budget	2022	2023	2024	2025	2026	2027	TOTALS
13	Lincoln Street Multimodal	Street				100				
	Safety Improvements	T-Fund Non-Motorized				300				
	Buffered bike lanes, Viking Ct HAWK signal,	Pvt Mitigate (TIF/SEPA)	25	25	25	25				
	Maple traffic signal, sidewalks, ADA upgrades	Unknown					1,700	WSDOT Ped-Bike Grant		
		Subtotal	25	25	25	425	1,700			2,200

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes, at Lincoln/Consolidation



Project #14: Meridian/Birchwood

Transportation Improvements, Phase 1

(Merge Squalicum-Birchwood; Eliminate Squalicum/Meridian Signal)

PROJECT NARRATIVE: Two closely spaced intersections on a critical freight route and multimodal transportation link between the industrial Bellingham Waterfront and U.S.-Canadian border crossings connected by Interstate 5 and Guide-Meridian (SR 539). Completion of Orchard-Birchwood extension in 2021 will increase intersection congestion. **Phase 1** will merge Squalicum Parkway with Birchwood Avenue and decommission the Squalicum/Meridian traffic signal. A Greenways trail would connect to Cornwall Park, but City acquisition of the BNSF right-of-way is critical for this project to move forward.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 2 sidewalks, Tier 3 bicycle lanes, Greenway trail, turn lanes, increased access, safety, sight distance, and efficiency. WTA Routes 4 and 15 currently provide transit service, with additional future service likely. **ADA Transition Plan Medium Priority.**

PROJECT STATUS: 2019 Feasibility Study. State-federal grants and funding partnerships sought 2021.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2022	2023	2024	2025	2026	2027		
14	Meridian/Birchwood Roundabout	Street			150	150				
	Phase 1 Transportation Improvements	T-Fund Resurface			250	250				
	Phase 1: ROW; Merge Squalicum-Birchwood; Delete Squalicum Signal; Build Trail to Park	Federal STBG					2,500	Grant pending		
		Parks Greenways Trail			275	275				
		Port of Bellingham			75	75				
		Unknown					1,000			
		Subtotal			750	750	3,500	0		5,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes: Intersection corners and railroad ROW



Project #15: Meridian/Birchwood Transportation Improvements, Phase 2 (Construct Meridian/Birchwood Roundabout)

PROJECT NARRATIVE: Two closely spaced intersections on a critical freight route and multimodal transportation link between the industrial Bellingham Waterfront and U.S.-Canadian border crossings connected by Interstate 5 and Guide-Meridian (SR 539). Completion of Orchard-Birchwood extension in 2021 will increase intersection congestion. **Phase 2** will reconstruct the traffic signal at Meridian/Birchwood as a dual-lane multimodal roundabout. A Greenways trail would connect to Cornwall Park, but City acquisition of the BNSF right-of-way is critical for this project to move forward.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 2 sidewalks, Tier 3 bicycle lanes, Greenway trail, turn lanes, increased access, safety, sight distance, and efficiency. WTA Routes 4 and 15 currently provide transit service, with additional future service likely. **ADA Transition Plan Medium Priority.**

PROJECT STATUS: 2019 Feasibility Study. State-federal grants and funding partnerships sought 2021. Phase 2 construction must follow Phase 1, both of which are currently unfunded.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2022	2023	2024	2025	2026	2027		
15	Meridian/Birchwood Roundabout	Street								
	Phase 2 Transportation Improvements	T-Fund Non-Motorized								
	Phase 2: Roundabout at Meridian/Birchwood	Partnerships								
		Unknown					6,000			
		Subtotal						6,000		6,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes: Intersection corners and railroad ROW



Project #16: James Street Pedestrian & Bicycle Safety Improvements; Segments 1, 2, 3, 4 (West side James Street from E. Orchard to Gooding Rd)

PROJECT NARRATIVE: James Street is the only north-south transportation corridor serving the King Mountain Neighborhood between Gooding Avenue, Squaticum Creek Trail, Sunset Pond Park, and Sunset Square Shopping Center. WTA high-frequency Gold GO Line Route 331 service exists, but traditional sidewalks and bike lanes are not financially feasible. Significant costs include, removal of a vertical curve sight distance issue on the hill between Orchard and McLeod and reconstruction of culverts beneath James for fish passage improvements. A 12-foot-wide multiuse pathway was identified as the preferred alternative in a 2019 James Street Multimodal Feasibility Study.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bicycle lanes, turn lanes, increased access, safety, sight distance, and efficiency. WTA Gold GO Line high-frequency transit route 331 and future WTA transit routes likely. **ADA Transition Plan Medium Priority.**

PROJECT STATUS: 2019 Feasibility Study. State-federal grant funds being sought.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2022	2023	2024	2025	2026	2027		
16	James Street Multimodal Safety Improvements; Segments 1, 2, 3 & 4	Street (Study)	110							
		T-Fund Non-Motorized								
	Segment 1: Orchard - McLeod (\$4,100)	Pvt Mitigation (Ord)								
	Segment 2: McLeod - Telegraph (\$5,800)	Unknown						14,000		
	Segment 3: Telegraph - Bakerview (\$1,000)									
	Segment 4: Bakerview - Gooding (\$3,100)	Subtotal	110						14,000	14,110

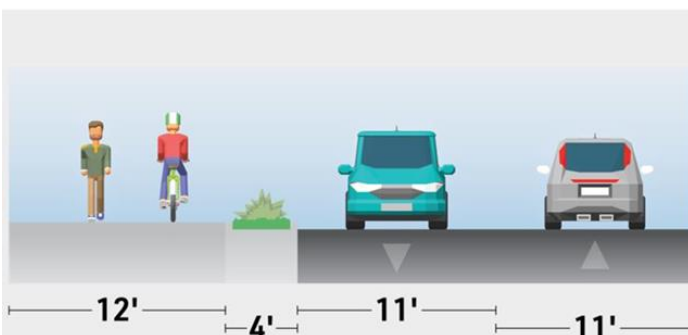
TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Possibly; yet-to-be-determined

James Street Preferred Alternative West Side Shared Use Path



SHARED USE PATH

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



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WHAT TRANSPORTATION CAN BE.

Project #17: North James Street Multimodal Arterial Connection (Gooding Avenue to Van Wyck Road)

PROJECT NARRATIVE: The Transportation Element of the Bellingham Comprehensive Plan identifies the North James Street extension to Van Wyck Road as a secondary arterial. James Street is the only north-south transportation corridor serving the King Mountain Neighborhood, which is zoned for over 3,000 new housing units. In addition to supporting the development planned for the King Mountain Neighborhood, this northern extension of James Street will provide another north-south corridor parallel to Meridian (SR 539), which will provide multimodal access and connectivity in King Mountain.

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

PROJECT STATUS: Private developer is currently constructing road improvements with subdivision

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2021 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2022	2023	2024	2025	2026	2027		
17	North James Street	Pvt Mitigation	600				Private Construction			
	Multimodal Arterial Connection	Unknown						3,000		
	(Gooding to Van Wyck; Long Term)	Subtotal	600					3,000	3,600	

TRANSPORTATION IMPACT FEES COLLECTED

No, private construction receives TIF credit

RIGHT-OF-WAY ACQUISITION NECESSARY?

Yes, private development to dedicate

