



Six-Year (2023-2028) Transportation Improvement Program (TIP)

Seth Fleetwood, Mayor
Eric Johnston, Public Works Director

2022 City Council Members

Hannah Stone – 1st Ward, Council President
Michael Lilliquist – 6th Ward, Council President Pro Tempore
Lisa Anderson - 5th Ward, Mayor Pro Tempore
Edwin H. “Skip” Williams - 4th Ward,
Hollie Huthman - 2nd Ward
Dan Hammill - 3rd Ward
Kristina Michele Martens - At Large Ward

Public Review Process

Draft posted on City Web site for Public Review: May 3, 2022
Transportation Commission Review: May 10, 2022
City Council Public Hearing: May 23, 2022
City Council Work Session to adopt: June 6, 2022
Submittal to Washington State: June 17, 2022

Adopted June 6, 2022

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Public Works Engineering
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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

[2022 Transportation Report on Annual Mobility \(TRAM\)](#)

[2022 Local Road Safety Plan for Multimodal Transportation Improvements](#)

[2022 WTA 2040 Long-Range Transit Plan](#)

[2021 Bellingham ADA Transition Plan](#)

[2018 Climate Protection Action Plan](#)

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

[2014 Bicycle Master Plan](#)

[2012 Pedestrian Master 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, FAICP-CTP, Transportation Planner ccomeau@cob.org
Bellingham Public Works Engineering (360) 778-7946

Transportation Improvement Projects 2023-2028 (Funding Page 1)

			Cost Estimates (000's) 2022 Dollars							
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous	FUNDED			UNFUNDED			PROJECT
			Budget	2023	2024	2025	2026	2027	2028	TOTALS
1	Annual Street Pavement Resurfacing	Street	2,125	4,480	4,400	2,400	1,600	4,700	4,800	24,505
	Preserving investment in public streets	T-Fund Resurface	2,000	3,600	3,850	3,950	4,300	4,400	4,500	26,600
	Annual priority based on pavement ratings	See 2022 capital construction list								
		Subtotal	4,125	8,080	8,250	6,350	5,900	9,100	9,300	51,105
2	Nonmotorized Transportation	T-Fund Non-Motorized	1,280	2,550	3,250	2,900	4,300	4,400	4,500	23,180
	Sidewalk and Bikeway Improvements	See 2022 construction list & project #2								
		Subtotal	1,280	2,550	3,250	2,900	4,300	4,400	4,500	23,180
3	Clean Energy	T-Fund Clean Energy	500	500	600	700	800	900	1,000	5,000
	Supporting Bellingham Climate Action Plan and WTA 2040 Long-Range Transit Plan	See 2022 construction list & project #3								
		Subtotal	500	500	600	700	800	900	1,000	5,000
4	F Street/BNSF Railroad Crossing	1st 1/4 REET	290	250						
	Safety Improvements	Federal HSIP	2,690	Build						
	(Holly Street to Roeder Ave)	T-Fund Resurface		100						
		Subtotal	2,980	350						3,330
5	Telegraph Road Multimodal	Street	1,600	250						
	Safety Improvements	T-Fund Non-Motorized	1,300	250						
	(2/3-mile Deemer Road to James Street)	T-Fund Resurface	1,700							
	Center turn lane, traffic signals at Deemer and James, bike lanes, sidewalks, storm	Private Mitigation	250							
	water, flashing crosswalks at WTA bus stops, requires significant right-of-way acquisiton	WTA	107							
		Federal STBG	1,650	Build						
		Washington TIB CS	100							
		Subtotal	6,707	500						7,207
6	Meador Avenue / Whatcom Creek	Street	350	175						
	Bridge Reconstruction	T-Fund Resurface	404	175						
		Federal Hwy Bridge	3,768	Build						
		Subtotal	4,522	350						4,872
7	James Street / Whatcom Creek	Street	350	175						
	Bridge Reconstruction	T-Fund Resurface	404	175						
		Federal Hwy Bridge	3,768	Build						
		Subtotal	4,522	350						4,872
8	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)	Washington TIB CS	350							
		Subtotal	2,370							2,370
9	W. Illinois Pedestrian and Bicycle Safety	T-Fund Non-Motorized	800							
	ADA, sidewalk, parking, bike lane, intersection	WSDOT Ped-Bike	1,357	Build						
	(Meridian St to Lynn St) and Meridian-Girard	Washington TIB UAP	500							500
	bike lanes, roundabout, ADA upgrades,	Washington TIB CS	50							
	flashing crosswalk at W. North Street	Subtotal	2,707							2,707
10	James/Bakerview Intersection	Street	120	500						
	Safety Improvements	Federal STP	335							
	(Expandable multimodal roundabout)	Federal HSIP	900	Build						
		Federal STBG		2,000						
		Pvt Mitigate (SEPA)		229						
		Subtotal	1,355	2,500						3,855

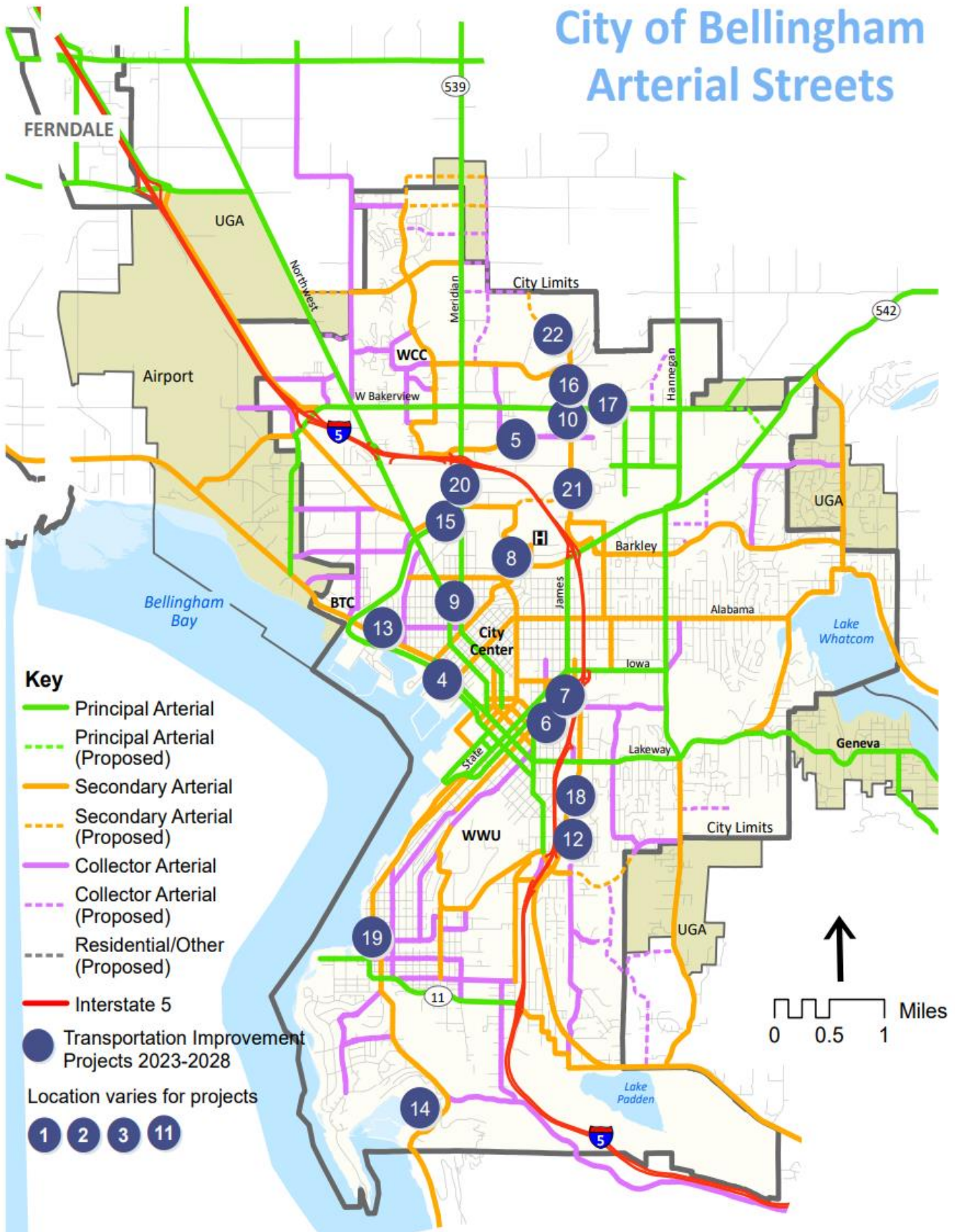
Transportation Improvement Projects 2023-2028 (Funding Page 3)

22	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

2023-2028 TIP PROJECT FUNDING SOURCE SUMMARIES

PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars							PROJECT TOTALS
		Previous	FUNDED			UNFUNDED			
		Budget	2023	2024	2025	2026	2027	2028	
STREET FUNDS		4,655	6,525	6,000	4,350	4,600	4,700	4,800	35,630
TRANSPORTATION FUND - Resurfacing		4,508	4,350	4,100	4,200	4,300	4,400	4,500	30,358
TRANSPORTATION FUND - Nonmotorized		3,630	3,750	4,050	4,050	4,300	4,400	4,500	28,680
TRANSPORTATION FUND - Climate Action & WTA Transit		500	500	600	700	800	900	1,000	5,000
1st & 2nd QUARTER REET FUNDS		250	250	250	250	250	250	250	1,750
STATE FUNDS (TIB, WSDOT, Gas Tax, WWU, WCC, etc)		2,837	0	0	75	750	0	0	3,662
FEDERAL FUNDS (STBG, SRTS, HSIP, etc)		14,731	2,000	0	2,500	3,154	0	0	22,385
PRIVATE MITIGATION FUNDS (SEPA-TIA; MTIF; Other)		965	364	125	75	0	0	0	1,529
OTHER (Parks, Port, County, EDI, WTA, BSD, etc)		257	2,900	275	500	0	0	0	3,932
UNKNOWN FUNDS		0	0	0	0	0	6,000	13,000	19,000
TOTAL 2023-2028 TIP FUNDS		32,333	20,639	15,400	16,700	18,154	20,650	28,050	151,926

City of Bellingham Arterial Streets



Project #1: Annual Street Pavement Resurfacing Program

PROJECT NARRATIVE: Annual maintenance of existing public streets and bicycle lanes to protect the City's investment in these facilities and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost. Presuming a 20-year life cycle, ideally 5% of the City's arterial streets require resurfacing each year. The voter-approved 2010 Bellingham TBD and 2020 Bellingham Transportation Fund each included dedicated funding to supplement the City Street Fund for street resurfacing, which can sometimes also provide an opportunity to implement bicycle facilities as resurfacing occurs.

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	FUNDED				UNFUNDED			PROJECT
		SOURCE	Budget	2023	2024	2025	2026	2027	2028	TOTALS
1	Annual Street Pavement Resurfacing	Street	2,125	4,580	4,400	2,400	1,600	4,700	4,800	24,605
	Preserving investment in public streets	T-Fund Resurface	2,000	3,700	3,850	3,950	4,300	4,400	4,500	26,700
	Annual priority based on pavement ratings	See 2022 capital construction list								
		Subtotal	4,125	8,280	8,250	6,350	5,900	9,100	9,300	51,305

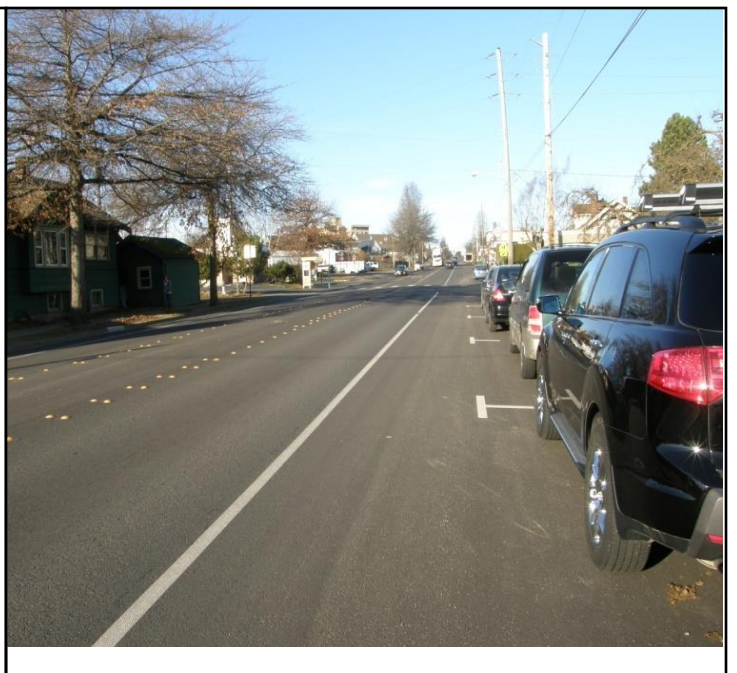
TRANSPORTATION IMPACT FEES COLLECTED

Public Street Maintenance – Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY

No

PROJECT STATUS: Annual program, 2023 - 2028; Goal 5% of public 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 and public parks and trails in PRO Plan and funded by Greenways.

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) 2022 Dollars								PROJECT TOTALS
			Previous		FUNDED		UNFUNDED				
			Budget	2023	2024	2025	2026	2027	2028		
2	Nonmotorized Transportation	T-Fund Non-Motorized	1,280	2,625	3,250	2,900	4,300	4,400	4,500	23,255	
	Sidewalk and Bikeway Improvements	See 2022 construction list & project #2									
	Subtotal		1,280	2,625	3,250	2,900	4,300	4,400	4,500	23,255	

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 2023 & Future Opportunities

(Project #2 in 2023-2028 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 & Bicycle Improvement Grant Funding Opportunities, 2023-2025 <i>[Pending Funds Available]*</i>		
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)	\$1,000,000
Tier 2	Cottonwood Ave Sidewalk (Southside: Pinewood to W. Maplewood)	\$800,000
2.f. Tier 1 & Mitigation	James Street bike lanes (W. Illinois to Alabama) <i>Note: Requires removal of on-street parking removal one side</i>	\$100,000
Tier 1	12-foot wide multiuse pathway along northside of Lakeway Drive, Phase 1 (Lincoln St to Orleans St; possibly Orleans St to Puget St) - Lincoln-Lakeway Study	\$2,600,000
Tier 1	10-12 foot-wide multiuse pathway along north side of Lakeway Drive, Phase 2 (Lincoln Street to SB I-5 off-ramp)	\$1,221,000
Tier 1	10-12 foot-wide multiuse pathway along north side of Lakeway Drive, Phase 3 (SB I-5 off-ramp to Ellis Street)	\$1,551,000
	Crossing improvements recommended by Pedestrian and Bicycle Master Plans	\$500,000
	Subtotal	\$7,772,000

*The non-motorized projects listed above are listed as likely candidates for the pursuit of competitive state and federal grant opportunities given current grant programs and funding available, as well as grant program criteria, which change annually. Grant funding is never a certainty and projects listed above may not be constructed if grant funding is not obtained. Most projects listed in the adopted Pedestrian and Bicycle Master Plans may not be good grant funding candidates, but can be implemented with local funds and when constructing road and utility projects in order to best utilize non-motorized dollars and implement adopted City plans.

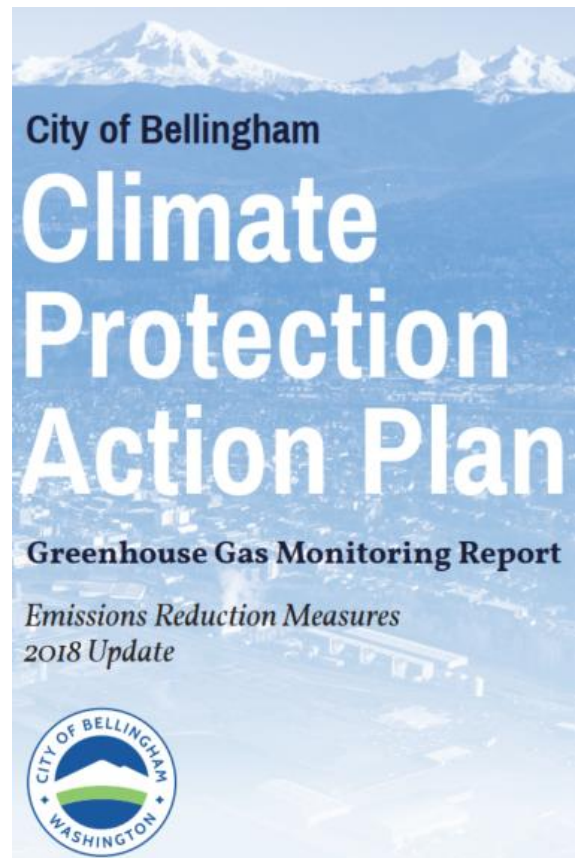
Project #3: Clean Energy Transportation

(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.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED				
				2023	2024	2025	2026	2027	2028		
3	Clean Energy	T-Fund Clean Energy	500	500	600	700	800	900	1,000	5,000	
	Supporting Bellingham Climate Action Plan and WTA 2040 Long-Range Transit Plan	See 2022 construction list & project #3									
		Subtotal	500	500	600	700	800	900	1,000	5,000	



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
2023-2028 Projects Supporting Climate Action and WTA Transit Plans		T-Funds
Notes: Planning level cost estimates		
3.a.) 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.b.) 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	\$225,000
3.c.) Climate Action	Local match dollars for Climate Action grant opportunities - It is expected that there will be both state and federal grant funding opportunities in the next several years.	\$200,000
		\$500,000

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 2023.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2023	2024	2025	2026	2027	2028		
4	F Street/BNSF Railroad Crossing	1st 1/4 REET	290	250						
	Safety Improvements	Federal HSIP	2,690	Build						
	(Holly Street to Roeder Ave)	T-Fund Resurface		100						
		Subtotal	2,980	350						3,330

TRANSPORTATION IMPACT FEES COLLECTED

No

RIGHT-OF-WAY ACQUISITION NECESSARY

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 2019-2022. Construction scheduled late-2022/early2023.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars							PROJECT TOTALS	
			Previous Budget	FUNDED				UNFUNDED			
			2023	2024	2025	2026	2027	2028			
5	Telegraph Road Multimodal	Street	1,600	250							
	Safety Improvements	T-Fund Non-Motorized	1,300	250							
	(2/3-mile Deemer Road to James Street)	T-Fund Resurface	1,700								
	Center turn lane, traffic signals at Deemer	Private Mitigation	250								
	and James, bike lanes, sidewalks, storm	WTA	107								
	water, flashing crosswalks at WTA bus stops,	Federal STBG	1,650	Build							
	requires significant right-of-way acquisiton	Washington TIB CS	100								
		Subtotal	6,707	500						7,207	

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 2020-2022. Construction 2023.

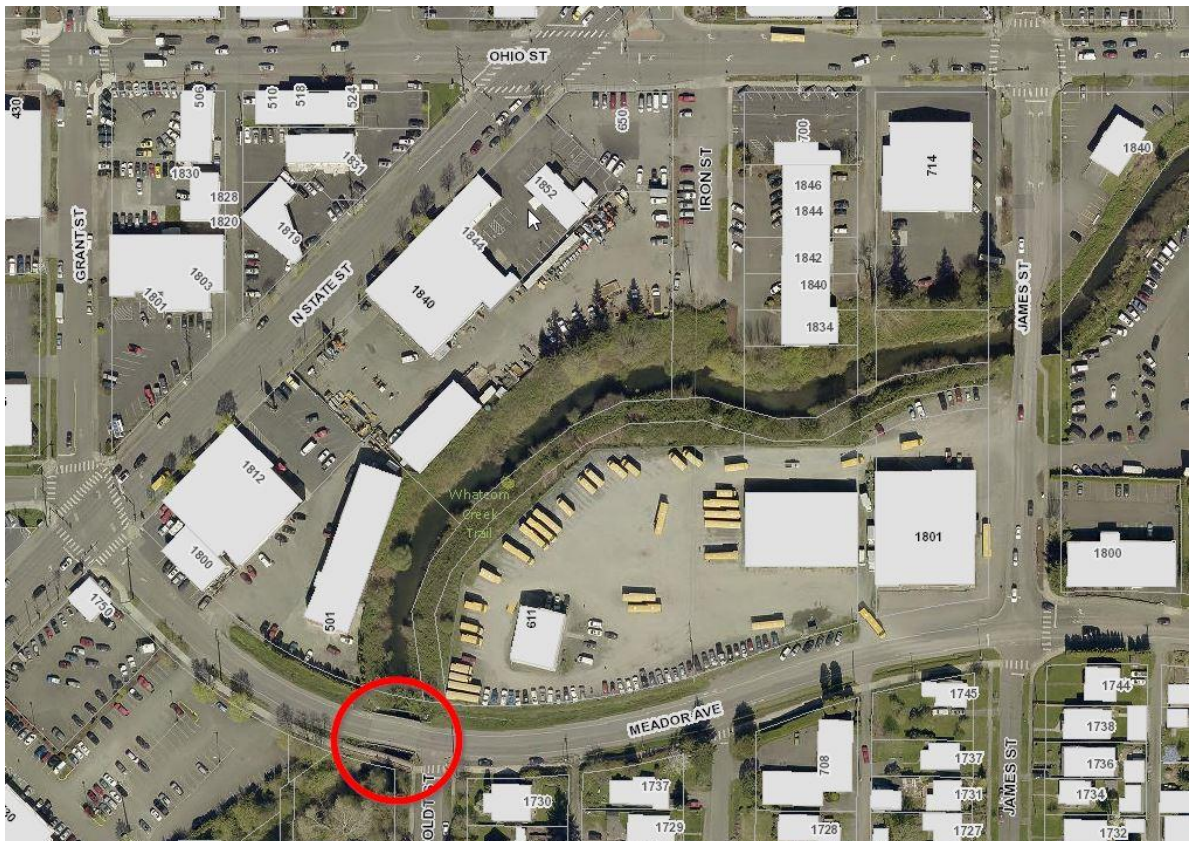
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars							PROJECT TOTALS	
			Previous	FUNDED				UNFUNDED			
			Budget	2023	2024	2025	2026	2027	2028		
6	Meador Avenue / Whatcom Creek	Street	350	175							
	Bridge Reconstruction	T-Fund Resurface	404	175							
		Federal Hwy Bridge	3,768	Build							
		Subtotal	4,522	350						4,872	

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.

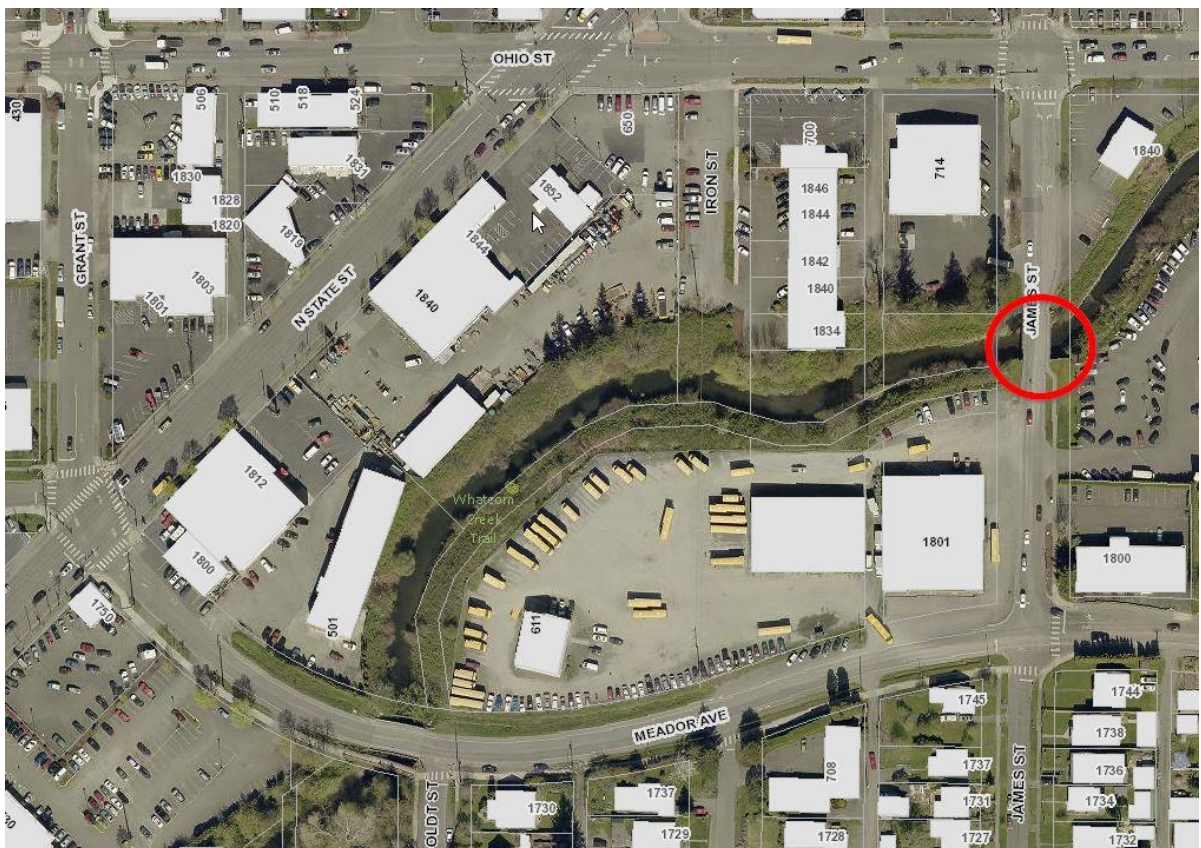
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars							PROJECT TOTALS
			Previous		FUNDED		UNFUNDED			
			Budget	2023	2024	2025	2026	2027	2028	
7	James Street / Whatcom Creek	Street	350	175						
	Bridge Reconstruction	T-Fund Resurface	404	175						
		Federal Hwy Bridge	3,768	Build						
		Subtotal	4,522	350						4,872

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown



Project #8: 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 project #9 W. Illinois Pedestrian & Bicycle Safety Improvements (and Meridian-Girard corridor multimodal transportation 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 awarded July 2021; PE/Design 2022; Construction 2023.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED				
			2023	2024	2025	2026	2027	2028			
8	Parkview ES Safe Route to School Sidewalks, ADA ramps, crosswalks, parking removal, bike lanes (Sunset Drive to Meridian Street)	T-Fund Non-Motorized	250								
		Bham School District	150								
		WSDOT Federal SRTS	1,620	Build							
		Washington TIB CS	350								
		Subtotal	2,370							2,370	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local public funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #9: W. Illinois Pedestrian & Bicycle Safety Improvements

(W. Illinois: Meridian to Lynn & Meridian-Girard: E. Victor to C St)

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. The Bicycle Master Plan calls for bike lanes on W. Illinois Street, as well as 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 flashing crosswalk will be installed at Meridian/W. North Street in the Fountain District Urban Village.

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 St and Meridian/W. Illinois are ADA Transition Plan High Priorities.

PROJECT STATUS: Local Funds + Multiple Grant Awards 2022; PE/Design 2022; Construction 2023.

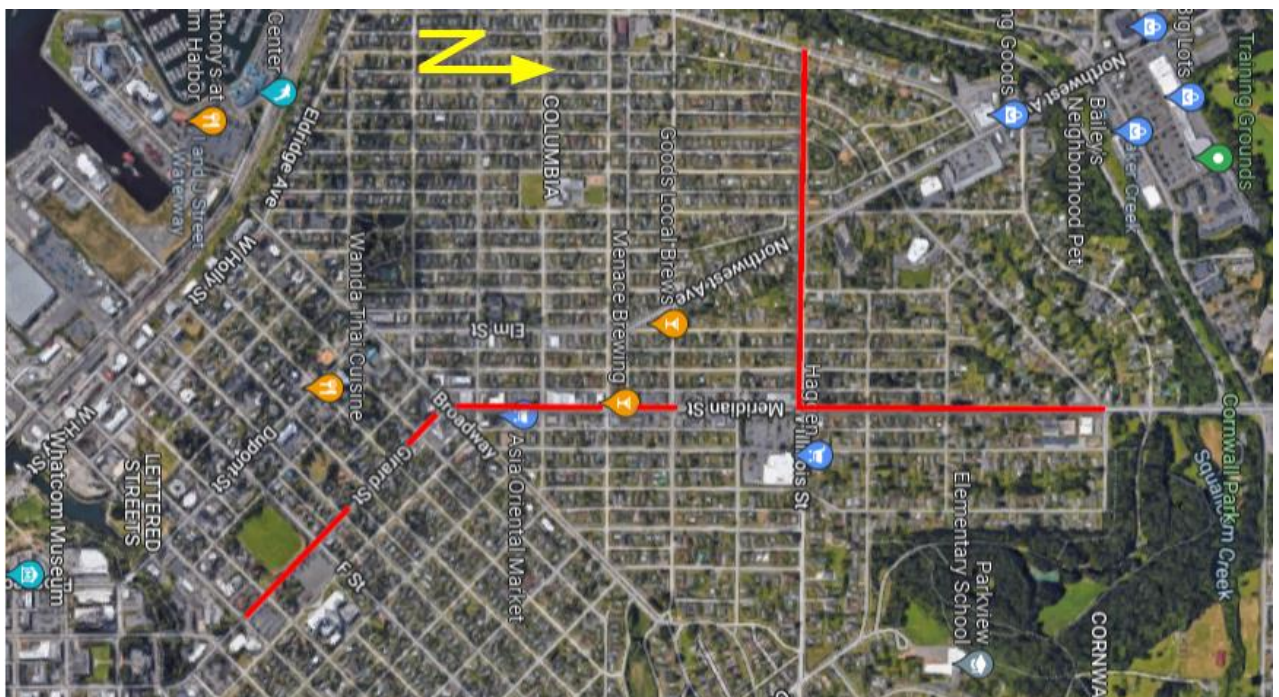
	Cost Estimates (000's) 2022 Dollars									
		FUNDING	FUNDED				UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Previous Budget	2023	2024	2025	2026	2027	2028	TOTALS
9	W. Illinois Pedestrian and Bicycle Safety	T-Fund Non-Motorized	800							
	ADA, sidewalk, parking, bike lane, intersection	WSDOT Ped-Bike	1,357	Build						
	(Meridian St to Lynn St) and Meridian-Girard	Washington TIB UAP	500							500
	bike lanes, roundabout, ADA upgrades,	Washington TIB CS	50							
	flashing crosswalk at W. North Street	Subtotal	2,707							2,707

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #10: 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 by 2023; Private mitigation funds from King Mtn subdivision 2022; Construction 2023.

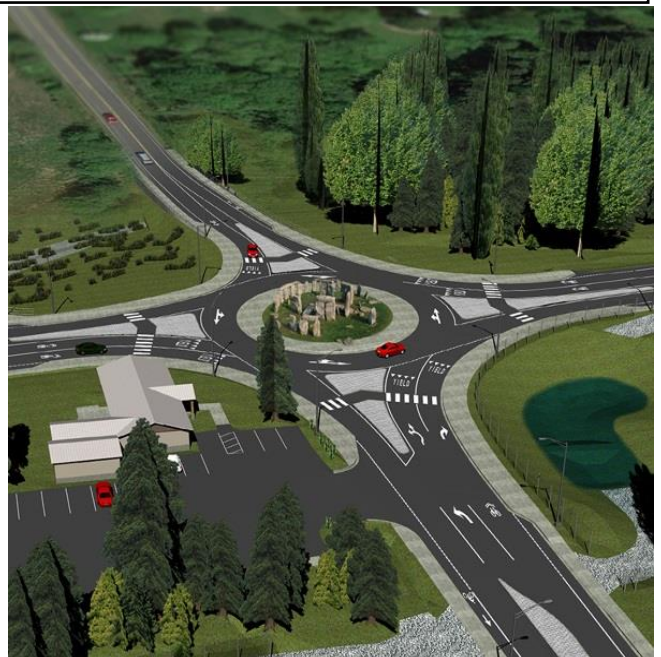
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED				UNFUNDED			
			2023	2024	2025	2026	2027	2028			
10	James/Bakerview Intersection Safety Improvements (Expandable multimodal roundabout)	Street	120	500							
	Federal STP	335									
	Federal HSIP	900	Build								
	Federal STBG		2,000								
	Pvt Mitigate (SEPA)		229								
	Subtotal	1,355	2,500						3,855		

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #11: BNSF Railroad Quiet Zone

PROJECT NARRATIVE: The City of Bellingham is pursuing safety improvements for all at-grade crossings of the Burlington Northern Sante Fe (BNSF) railroad tracks on City streets in order to establish two separate Quiet Zones in the City.. Several different types of at-grade crossing improvements may 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.

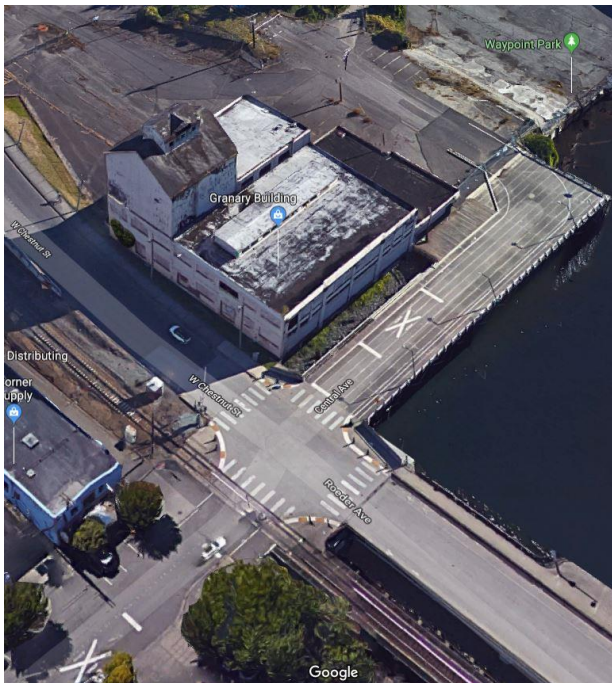
MULTIMODAL TRANSPORTATION BENEFITS: ADA-compliant surface crossing of railroad tracks and reduction of vehicle/rail conflicts.

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	
11	Bellingham Railroad Quiet Zones	1st 1/4 REET	250	0	250	250	250	250	250	
	At-grade street crossing improvements	Subtotal	0	0	250	250	250	250	250	1,250

TRANSPORTATION IMPACT FEES COLLECTED
RIGHT-OF-WAY ACQUISITION NECESSARY

No
Possible



Project #12: E. Maple/Lincoln Street Intersection Safety Improvements

PROJECT NARRATIVE: Construct a full traffic signal at Lincoln/E. Maple with green bike boxes and protected pedestrian crossing to the WWU Lincoln Creek Transportation Center served by WTA buses. Private developments surrounding this intersection have been required to provide proportionate share mitigation funding toward this new traffic signal based on traffic impacts from their developments. TIP project #18 Lincoln Street Pedestrian & Bicycle Safety Improvements will supplement this project.

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: Funded; TIB grant awarded November 2021; Construction 2023.

	Cost Estimates (000's) 2022 Dollars									
		FUNDING	Previous		FUNDED		UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Budget	2023	2024	2025	2026	2027	2028	TOTALS
12	Lincoln/E. Maple Traffic Signal	Street		70						
	Full traffic signal for vehicle operations and to enhance pedestrian crossing safety to WWU park-n-ride facility	Washington TIB UAP	480	Build						
		Pvt Mitigate (SEPA/TIF)	90	10						
		Subtotal	570	80						650

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #13: Eldridge Avenue Bicycle Lanes

(Broadway Street to Nequalicum Avenue)

PROJECT NARRATIVE: Eldridge Avenue is a secondary arterial street entrance to Bellingham from the Airport and the Lummi Nation. Eldridge provides access to Bellingham Technical College (BTC), Old Town Urban Village, the Waterfront District, and residential homes in the Columbia Neighborhood. The Pedestrian Master Plan calls for crossing improvements at Eldridge/Nequalicum near BTC. Bicycle Master Plan calls for Tier 1 bike lanes on Eldridge Avenue, but due to the narrow 34-36 feet of street surface between curbs, installation of marked and buffered bike lanes will require on-street parking to be removed on both sides. A parking study was conducted in 2017 and another will be conducted in 2022. Removal of on-street parking and restriping will maintain 11' vehicle lanes and allow installation of 5' marked bike lanes. Where physical space allows, a painted 1' to 1.5' buffer and reflective vertical flex posts will separate bicyclists from moving vehicles and will act to visually constrict the vehicle lanes, which will influence vehicles to travel at the posted 25 mph speed limit.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 1 bicycle lanes. Tier 2 crossing. WTA Route 3 serves Eldridge Avenue and Bellingham Technical College with 60-minute transit service. Eldridge Avenue is a medium priority for curb ramps and sidewalk repair in the 2021 ADA Transition Plan.

PROJECT STATUS: Local Funds 2023; PE/Design in-house 2022-2023; Construction 2023.

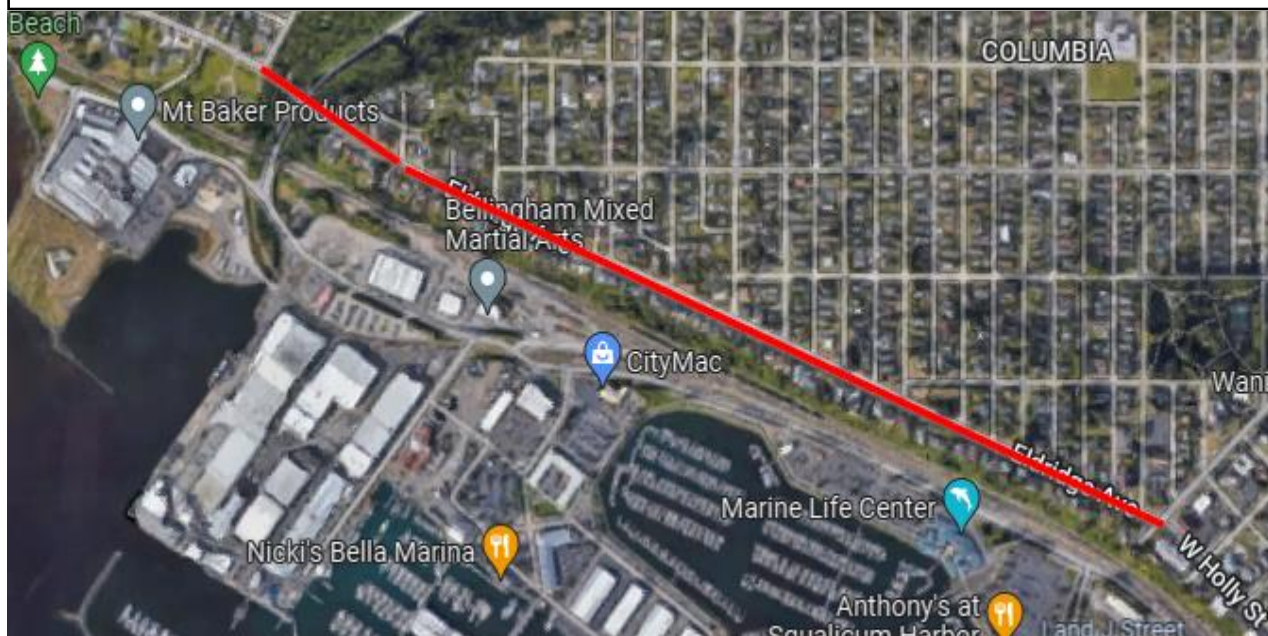
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars							PROJECT TOTALS
			Previous		FUNDED		UNFUNDED			
			Budget	2023	2024	2025	2026	2027	2028	
13	Eldridge Avenue Bike Lanes	Street		100						
	Curb extensions, ADA ramps, crosswalks,	T-Fund Non-Motorized		150						
	Parking removal, install bike lanes	Subtotal		250						250

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #14: Chuckanut Creek-Rainier Avenue Bridge

PROJECT NARRATIVE: The bridge serving four residences was washed out during the November 2021 floods and a temporary bridge was constructed under an emergency order. A feasibility study will be performed and dollars set aside in order to determine the best permanent solution and pursue funding.

MULTIMODAL TRANSPORTATION BENEFITS: Shared space for all transportation modes.

PROJECT STATUS: Design 2023-2025. Construction 2026.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED				
			2023	2024	2025	2026	2027	2028			
14	Chuckanut Creek/Rainier Avenue Bridge	Street		100	1,000	1,000	3,000				
	Study & reconstruction of bridge	Subtotal		100	1,000	1,000	3,000			5,100	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown



Project #15: Meridian/Birchwood Transportation Improvements, Phase 1

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. Funding partnership 2021; Federal grant 2021; EDI grant 2022. Phases 1 & 2 PE/Design funded. ROW acquisition in 2022-2023. Construction possible 2025.

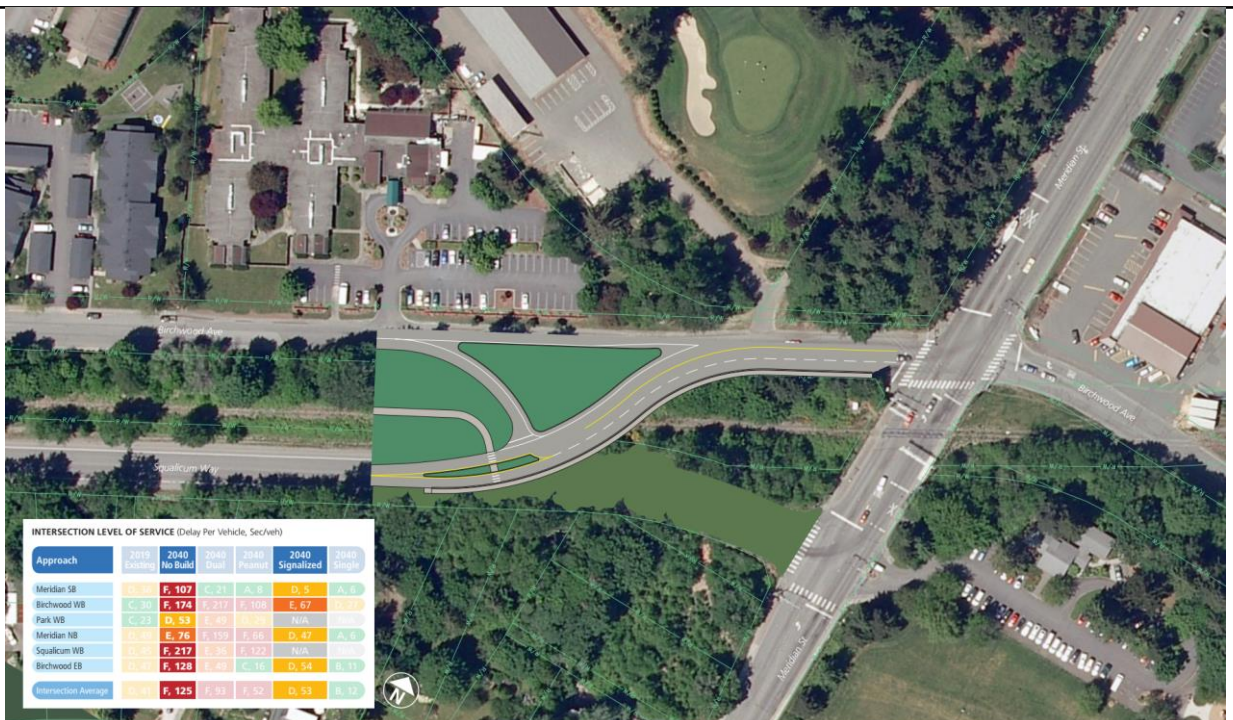
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars								
			Previous	FUNDED				UNFUNDED			PROJECT
			Budget	2023	2024	2025	2026	2027	2028	TOTALS	
15	Meridian/Birchwood, Phase 1	Street		175	100	100					
	Multimodal Transportation Improvements	T-Fund Resurface		300	250	250					
	Phase 1: PE/Design/ROW acquisition	Federal STBG				2,500					
	Construction Merge Squalicum to Birchwood	Parks Greenways Trail		275	275	Build					
	Delete Squalicum Signal; Build Trail to Park	Port of Bellingham		75	75						
	Phase 2: PE/Design	County EDI		2,625							
		Subtotal		3,450	700	2,850				7,000	

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 3, 4 (West side James Street from Telegraph Rd to Gooding Rd)

PROJECT NARRATIVE: James Street is the only north-south transportation corridor serving the King Mountain Neighborhood. WTA high-frequency Gold GO Line Route 331 service exists, but traditional sidewalks and bike lanes are not financially feasible. A 12-foot-wide multiuse pathway was identified as the preferred alternative in a 2019 James Street Multimodal Feasibility Study. 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. Segments 3 and 4 would create a continuous multiuse pathway between Telegraph Road and Gooding Avenue and would link to the TIP project #6 Telegraph Road Multimodal Improvements, TIP project #11 James/Bakerview roundabout and TIP project #18 King Mtn Safe Route to School sidewalks and bike lanes.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 3 sidewalks, Tier 3 bicycle lanes, WTA Gold GO Line high-frequency transit route 331 and walking and biking route to King Mountain elementary school.
ADA Transition Plan Medium Priority.

PROJECT STATUS: 2019 Feasibility Study. Funded locally. Construction possible 2025.

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars							PROJECT TOTALS
			Previous	FUNDED			UNFUNDED			
			Budget	2023	2024	2025	2026	2027	2028	
16	James Street Multimodal Safety Improvements; Segments 3 & 4	Street	110	500	500	500				
		T-Fund Non-Motorized		800	800	800				
	Segment 3: Telegraph - Bakerview (\$1,000)	Pvt Mitigation (Ord/TIF)		50	50	50				
	Segment 4: Bakerview - Gooding (\$3,100)	Subtotal	110	1,350	1,350	1,350				4,160

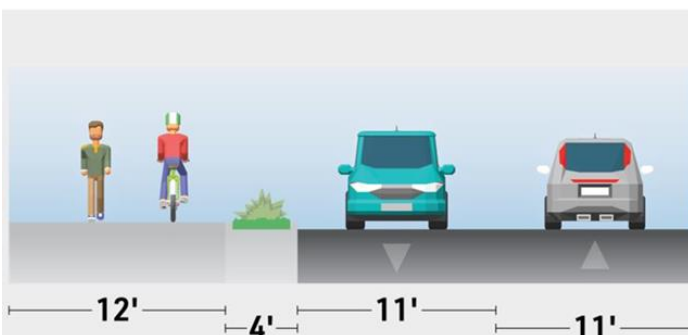
TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Possibly; yet-to-be-determined

James Street Preferred Alternative West Side Shared Use Path



SHARED USE PATH

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



Visualization (looking south just s/o McLeod Rd)



transpogroup
WHAT TRANSPORTATION CAN BE.

Project #17: King Mountain ES Safe Route to School Improvements

PROJECT NARRATIVE: Construct Tier 3 sidewalks and pedestrian crossing improvements on East Bakerview Road. The BMP recommends Tier 3 bike lanes on both sides of East Bakerview Road. The Bellingham School District is in the process of designing the community's 15th elementary school in Bellingham's fastest growing neighborhood and is partnering with the City by committing funding toward a WSDOT for Safe Route to School grant. This project compliments TIP projects #5 Telegraph Road Multimodal Improvements, #10 James/Bakerview roundabout, and #16 James Street Multiuse Pathway (Segments 3 & 4).

MULTIMODAL TRANSPORTATION BENEFITS: Multiuse pathway, safety, connectivity for pedestrians, bicyclists, vehicles, and freight trucks. East Bakerview Road is an ADA Transition Plan Medium Priority.

PROJECT STATUS: WSDOT grant submitted May2022; If successful, construction possible 2025.

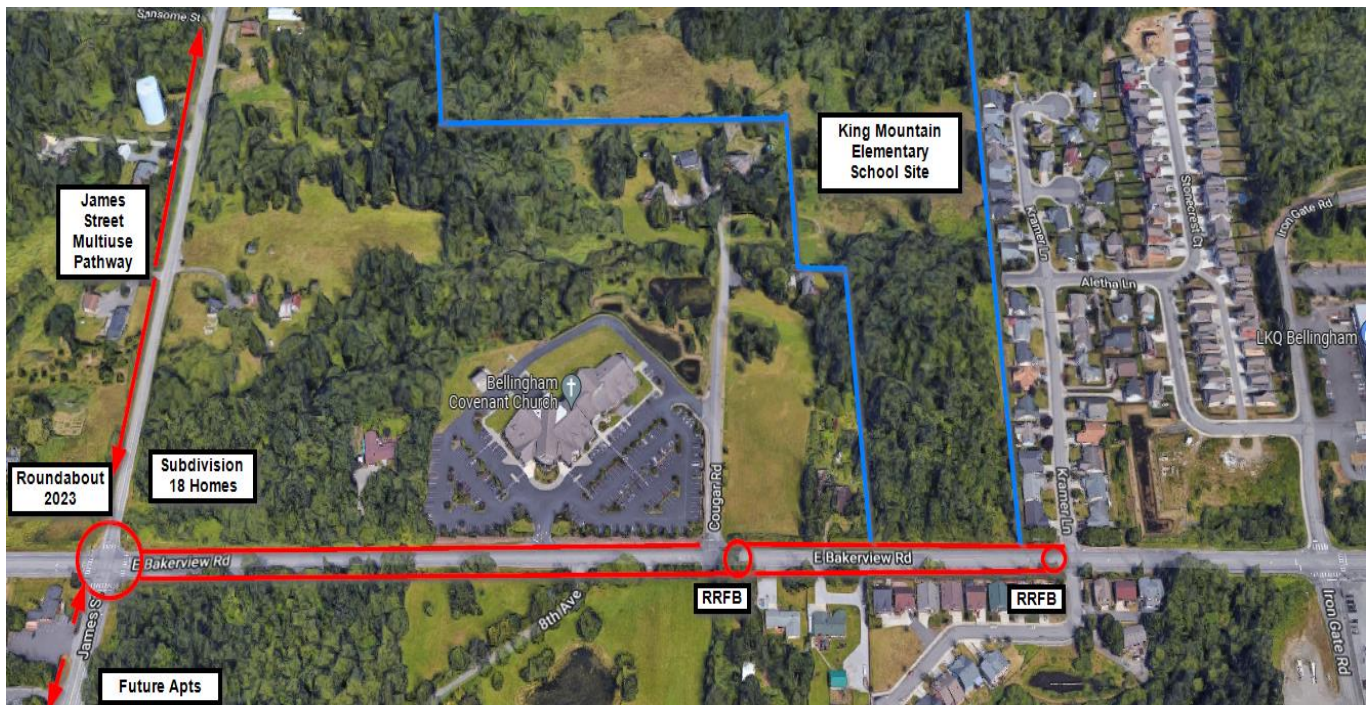
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2023	2024	2025	2026	2027	2028	
17	King Mountain Safe Route to School	T-Fund Non-Motorized				500				
	E. Balerview Road sidewalks and bike lanes	Bham School District				500				
	from James/Bakerview roundabout to Kramer;	WSDOT Federal SRTS					2,279	Grant pending		
	flashing crosswalks at Cougar & Kramer		0	0	0	1,000	2,279			3,279

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local public funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #18: Lincoln Street Phase 1 Pedestrian & Bicycle Safety Improvements

PROJECT NARRATIVE: Lincoln Street will be rechannelized from 5 to 3 lanes with a center turn lane and the existing bike lanes will become buffer-protected bike lanes. A flashing crosswalk and transit island will be constructed at Lincoln/Viking Circle to complement the 2023 traffic signal at Lincoln/E. Maple (TIP project #14) and break up the corridor for safe crossings. A 6-foot wide sidewalk will be constructed along the south side of E. Maple between Lincoln and Consolidation. A future phase 2 will look at extending these improvements to the Lincoln/Lakeway intersection, but requires additional work.

MULTIMODAL TRANSPORTATION BENEFITS: Access, safety, crossings, 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 submitted 2022; Construction possible 2024-2025.

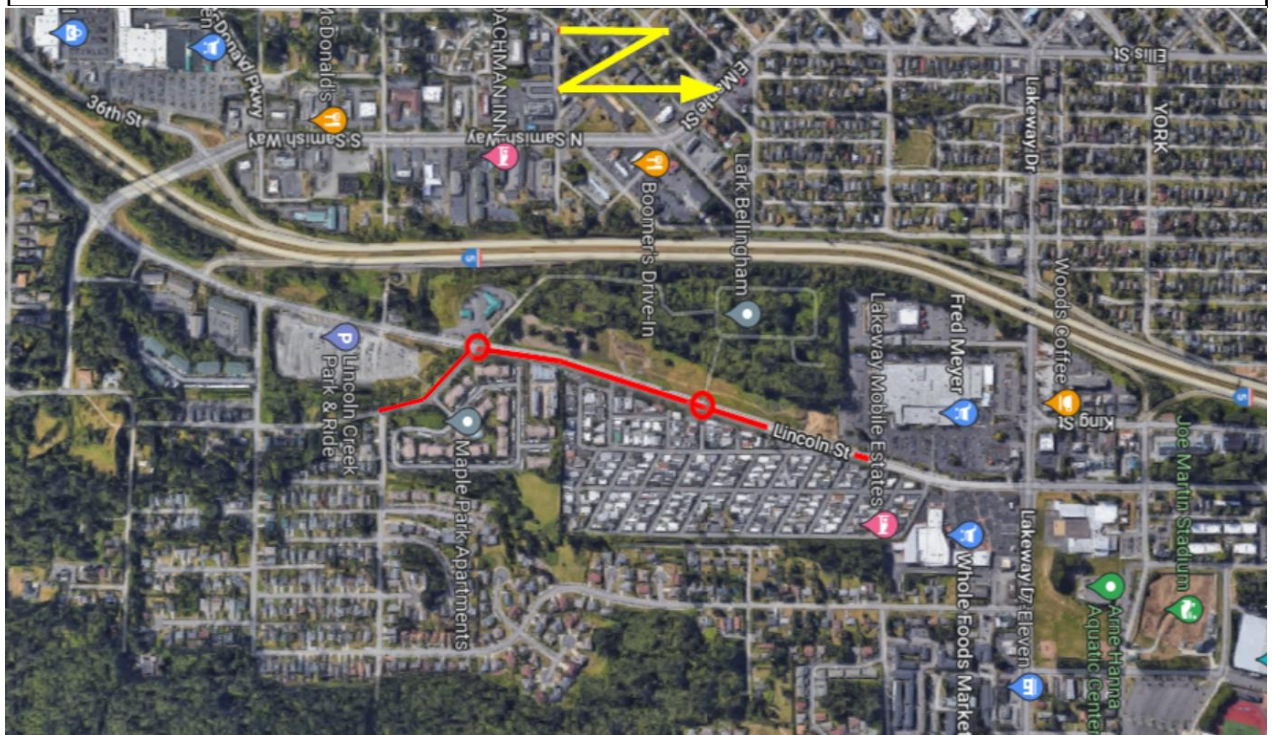
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2022 Dollars								PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED				
			2023	2024	2025	2026	2027	2028			
18	Lincoln Street Pedestrian & Bicycle Safety Improvements Road Diet, buffered protected bike lanes, Viking Cir. transit island & flashing crosswalk, Tier 3 sidewalk south side E. Maple St.	Street				100					
		T-Fund Non-Motorized				100					
		Pvt Mitigate (TIF/SEPA)	25			25					
		WWU partnership				75					
		WSDOT Ped-Bike					750	Grant pending			
		Subtotal	25	0	0	300	750			1,075	

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #19: 12 St - Finnegan Way – 11th St Multimodal Safety Improvements

PROJECT NARRATIVE: Construct a flashing crosswalk at 12th/McKenzie between Chuckanut Square senior housing and the Hagen grocery store, construct a full traffic signal at 12th/Mill/Finnegan with green bike boxes, construct 335 LF of sidewalk along west side of 11th Street, and construct a flashing crosswalk at 11th/Finnegan Way. This project is identified in the Fairhaven Urban Village Master Plan and as the top priority for HSIP grant funding in the 2022 Local Road Safety Plan.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalk, crossings, safety, connectivity for neighborhoods, pedestrians, bicyclists, vehicles, freight trucks, & WTA high-frequency Red GO Line transit riders. **ADA Transition Plan Medium Priority.**

PROJECT STATUS: Unfunded; HSIP grant submitted March 2022; If funded, construction 2025.

	Cost Estimates (000's) 2022 Dollars									
		FUNDING	FUNDED				UNFUNDED			PROJECT
No.	PROJECT DESCRIPTION	SOURCE	Previous Budget	2023	2024	2025	2026	2027	2028	TOTALS
19	12th St - Finnegan Way -11th St Corridor	Street				250				
	Multimodal Safety Improvements	T-Fund Non-Motorized				250				
	Traffic signal at 12th/Mill; flashing crosswalks at 11th/Finnegan and 12th/McKenzie	Federal HSIP					875	Grant pending		
		Subtotal			0	500	875			1,375

TRANSPORTATION IMPACT FEES COLLECTED

Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

No



Project #20: 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. Seeking state and federal grants and funding partnerships. Phase 2 Design funded; Construction 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	
20	Meridian/Birchwood, Phase 2	Street								
	Multimodal Roundabout	T-Fund Non-Motorized								
	Roundabout at Meridian/Birchwood	Pvt Mitigate (TIF/SEPA)								
		Parks Greenways Trail								
		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 #21: James Street Pedestrian & Bicycle Safety Improvements; Segments 1, 2

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

PROJECT NARRATIVE: James Street is the only north-south transportation corridor serving the King Mountain Neighborhood between Gooding Avenue, Squalicum 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		
21	James Street Multimodal Safety Improvements; Segments 1, 2	Street									
		T-Fund Non-Motorized									
	Segment 1: Orchard - McLeod (\$4,100)	Pvt Mitigation (Ord/TIF)									
	Segment 2: McLeod - Telegraph (\$5,800)	Unknown						10,000			
		Subtotal							10,000	10,000	

TRANSPORTATION IMPACT FEES COLLECTED

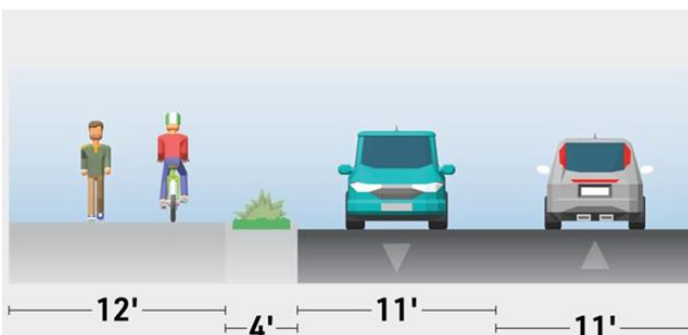
Yes, for local funds

RIGHT-OF-WAY ACQUISITION NECESSARY

Possibly; yet-to-be-determined

James Street Preferred Alternative

West Side Shared Use Path



SHARED USE PATH

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



Visualization (looking south just s/o McLeod Rd)



Project #22: 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		
22	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

