

## Chapter 6: Bellingham Transportation Benefit District No. 1 - 2019



In July 2010, the Bellingham City Council created [Transportation Benefit District Number 1 \(TBD\)](#), contiguous with the City of Bellingham corporate limits. In November 2010, Bellingham voters approved a ballot measure in the general election that authorized the TBD to collect a two tenths of one percent sales tax within TBD boundaries (city limits) for a 10-year period to fund transportation infrastructure and transit service. The TBD revenue will expire in 2021, unless re-approved by voters in 2020. The TBD is governed by a Board of Directors, which is comprised of the current elected members of the Bellingham City Council.

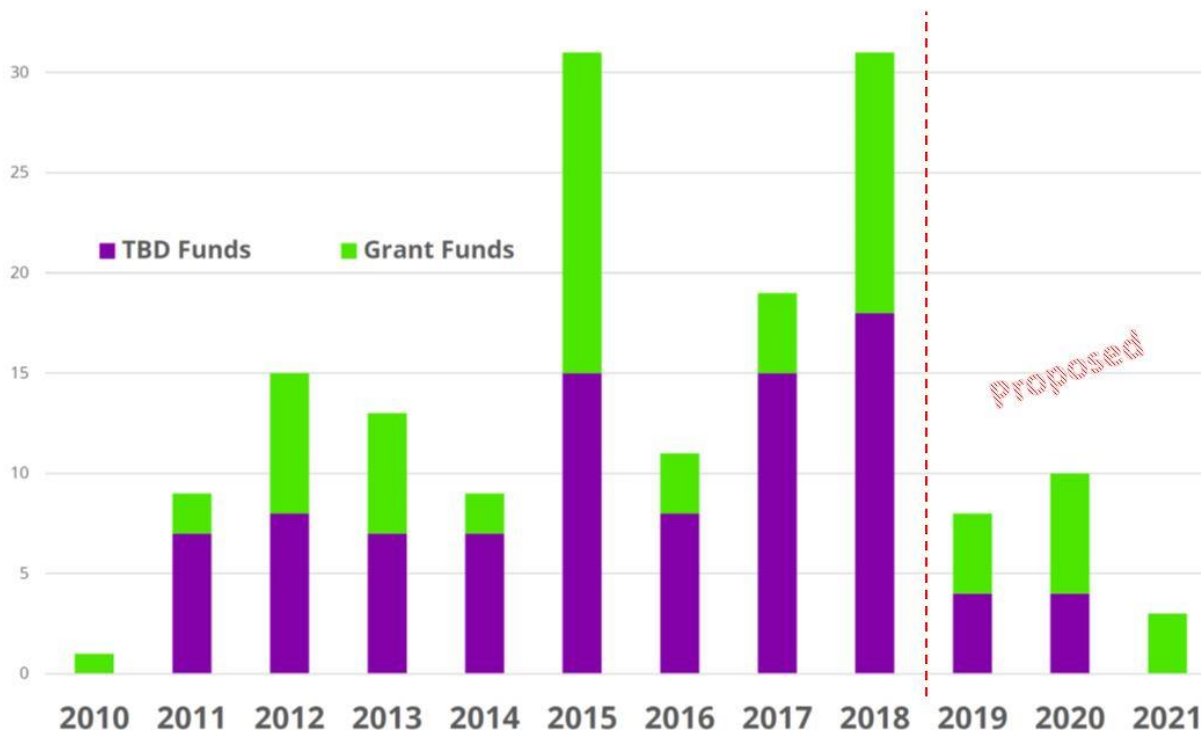
The TBD began receiving sales tax receipts in July 2011 and the TBD Board directed that the TBD revenues be dedicated to the following activities in generally equal amounts (about 1/3 for each):

- Purchase of additional WTA transit bus service hours via contract between the City and WTA
- Enhance and improve pedestrian and bicycle transportation infrastructure
- Resurfacing streets to maintain the City of Bellingham's investment for all transportation users

The City contract with WTA has expired and the TBD Board has directed that the TBD revenues be dedicated to the following activities from 2017-2020:

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

**Figure 6.1.**  
**Projects by Funding Type**  
**2010 – 2021 (160 Total Projects)**



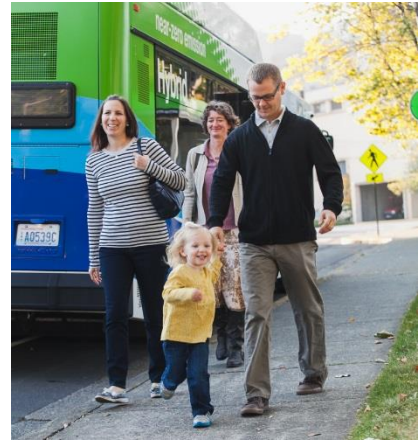
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	2011-18
	2011	2012	2013	2014	2015	2016	2017	2018		Total
<b>Revenues</b>										
Sales Tax Receipts (.2%)	\$2,454,454	\$4,350,591	\$4,655,993	\$4,700,864	\$4,903,512	\$5,169,348	\$5,473,547	\$5,898,842		\$37,607,151
Other Revenues	\$4,235	\$52,050	\$464,539	\$45,732	\$92,623	\$34,829	\$198,403	\$2,261,236		\$3,153,647
<b>Total Specific Revenue</b>	<b>\$2,458,689</b>	<b>\$4,402,641</b>	<b>\$5,120,532</b>	<b>\$4,746,596</b>	<b>\$4,996,135</b>	<b>\$5,204,177</b>	<b>\$5,671,950</b>	<b>\$8,160,078</b>		<b>\$40,760,798</b>
<b>Expenditures</b>										
<b>Total Overhead / Administrative</b>	\$96,605	\$144,760	\$315,019	\$142,485	\$59,654	\$504,084	\$638,606	\$511,419		\$2,412,633
<b>Total WTA Transit</b>	<b>\$485,703</b>	<b>\$1,116,031</b>	<b>\$1,353,497</b>	<b>\$1,596,099</b>	<b>\$1,705,571</b>	<b>\$1,062,351</b>	<b>\$8,286</b>	<b>\$0</b>		<b>\$7,327,537</b>
<b>Total TBD Expenditures (Project detail below)</b>	<b>\$1,513,063</b>	<b>\$3,205,743</b>	<b>\$4,474,983</b>	<b>\$4,894,526</b>	<b>\$4,233,278</b>	<b>\$2,213,763</b>	<b>\$3,259,574</b>	<b>\$8,763,696</b>		<b>\$32,558,626</b>
ES517 - W Maplewood Multimodal						\$47,260	\$936,387	\$1,115,120		\$2,098,766
WF1011 - Granary Ave. and Laurel Street								\$2,051,217		\$2,051,217
ES538 - Lakeway/Lincoln Ped and Bike							\$43,911	\$1,718,099		\$1,762,011
ES479 - 25th St. Ped & Bike			\$126,487	\$1,547,045	\$60,347	\$846				\$1,734,725
ES495 - 2015 TBD Overlay				\$1,412,033	\$173,798					\$1,585,831
ES475 - 2013 Overlay			\$1,364,658	\$849						\$1,365,507
ES535 - 2017 Ped & Bike Imps							\$40,064	\$1,172,358		\$1,212,423
ES539 - Texas Street Overlay								\$1,102,499		\$1,102,499
ES513 - Holly St. Overlay							\$986,926			\$986,926
ES490 - Eliza Ave. Sidewalks				\$12,898	\$651,776	\$260				\$664,935
ES459-2012 Street Resurfacing / TBD		\$637,000								\$637,000
ES443 - 2011 Street Resurfacing / TBD	\$560,000									\$560,000
ES491 - Ohio St Bike Lanes				\$8,072	\$546,294					\$554,366
ES474 - Bill McDonald Parkway			\$481,373	\$36,347						\$517,721
ES466 - Alabama Corridor					\$500,000					\$500,000
ES512 - Nevada/Kentucky Bike Blvd					\$23,306	\$451,642				\$474,948
ES448 - TBD Non-motorized Indian St.		\$447,358	\$10,035	\$6,450						\$463,843
ES530 - Cordata/Stuart RAB								\$397,347		\$397,347
ES458 - State and Maple	\$14	\$9,886	\$341,905	\$2,175	\$1,500	\$15				\$355,495
ER-0014 - State/Ellis Bridge Replacement								\$349,403		\$349,403
ES447 - TBD-Northwest/Elm/DuPont	\$13,276	\$331,187								\$344,463
ES522 - 12th and Mill					\$159	\$10,089	\$277,822	\$41,311		\$329,381
ES540 - 2017 TBD Overlay							\$6,312	\$273,845		\$280,157
ES449 - TBD Samish Ped & Bike		\$220,019	\$42,429							\$262,448
ES536 - TBD Re-Striping							\$257,238	\$241		\$257,479
ES510 - Yew St. Sidewalks				\$123	\$251,578	\$520				\$252,222
Other projects	\$357,465	\$299,502	\$439,579	\$129,950	\$259,294	\$136,696	\$64,021	\$30,837		\$1,717,343
<b>Total TBD Projects</b>	<b>\$930,755</b>	<b>\$1,944,952</b>	<b>\$2,806,467</b>	<b>\$3,155,943</b>	<b>\$2,468,053</b>	<b>\$647,328</b>	<b>\$2,612,682</b>	<b>\$8,252,277</b>		<b>\$22,818,456</b>
<b>Total TBD Expenditures</b>	<b>\$1,513,063</b>	<b>\$3,205,743</b>	<b>\$4,474,983</b>	<b>\$4,894,526</b>	<b>\$4,233,278</b>	<b>\$2,213,763</b>	<b>\$3,259,574</b>	<b>\$8,763,696</b>		<b>\$32,558,626</b>



## TBD-Funded Transit Services

In 2011, the Bellingham TBD Board of Directors signed an Interlocal Agreement with the Whatcom Transportation Authority for a 5-year period to purchase supplemental transit service in Bellingham. Initially, the TBD-funded transit service restored the Sunday transit bus service that had been cut by WTA in 2010. The TBD has also extended evening transit service on some routes and funded an experimental transit route to see if a ridership base existed for commercial and industrial employers on the Waterfront.

The TBD - WTA Interlocal Agreement expired in 2015 and the TBD Board decided to cut TBD transit funding in half for 2016 while WTA completed the [2016 WTA Strategic Plan](#). Bellingham no longer contracts with WTA for supplemental transit service inside the City and WTA funds Sunday transit service in Bellingham as part of its normal operations.



Further information about the WTA Primary Transit Network in Bellingham is available in Chapter 8.

## TBD-Funded Street Resurfacing

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

Since 2011, TBD revenue allocated to street resurfacing has helped to replace some of the Street and REET funding lost for street resurfacing projects. Approximately \$1.4 million in TBD funds have been spent each year to help maintain the City's investment in arterial streets, providing mobility for all transportation users. When streets are resurfaced, pedestrian and bicycle facilities approved in the Pedestrian and Bicycle Master Plans are also installed, whenever possible, as reflected in Tables 4.1., 5.1., 6.2, and 6.3.. From 2014-2019 Public Works prioritized resurfacing the arterial streets listed below.

- 2014 Hawthorn Road - 12<sup>th</sup> Street to Fieldston Road
- 2014 Electric Avenue - Ohio Street to Portal Drive
- 2014 14<sup>th</sup> Street - Garden Street to Douglas Avenue
- 2015 Alabama Street - Cornwall Avenue to St Clair Street
- 2015 Kellogg Road - Cordata Parkway to Eliza Avenue
- 2015 Eliza Avenue - Kellogg Road to Westerly Road
- 2016 Bill McDonald Parkway - College Way to 21<sup>st</sup> Street
- 2016 30<sup>th</sup> Street - Old Fairhaven Parkway to Connelly Avenue
- 2016 Billy Frank Jr. Street - Chestnut Street to Holly Street
- 2017 Holly Street – Railroad to Bay
- 2018 Texas Street – Valencia to Pacific
- 2019 Roeder Avenue – C Street to Squaticum Parkway

## TBD-Funded Non-motorized Bicycle and Pedestrian Improvements

The City Council annually approves TBD funding for a number of non-motorized transportation projects that have been approved in Bellingham's Pedestrian and Bicycle Master Plans (PMP and BMP) and recommended for construction by Public Works and the Transportation Commission. As shown in the tables below, since TBD revenue became available for the construction of non-motorized transportation improvements in 2011, Bellingham TBD funding has helped transportation planners and engineers to make significant progress in implementing the 343 improvement projects in the PMP and the 185 improvement projects in the BMP.



**In 2018, one vehicle travel lane in each direction was removed from Barkley Boulevard east of Barkley Urban Village in favor of robust buffered bike lanes. In 2019-2020, Public Works plans to install these same type of buffered bike lanes on Roeder Avenue, Chestnut Street, Samish-Maple-Ellis-York, and Cordata Parkway.**

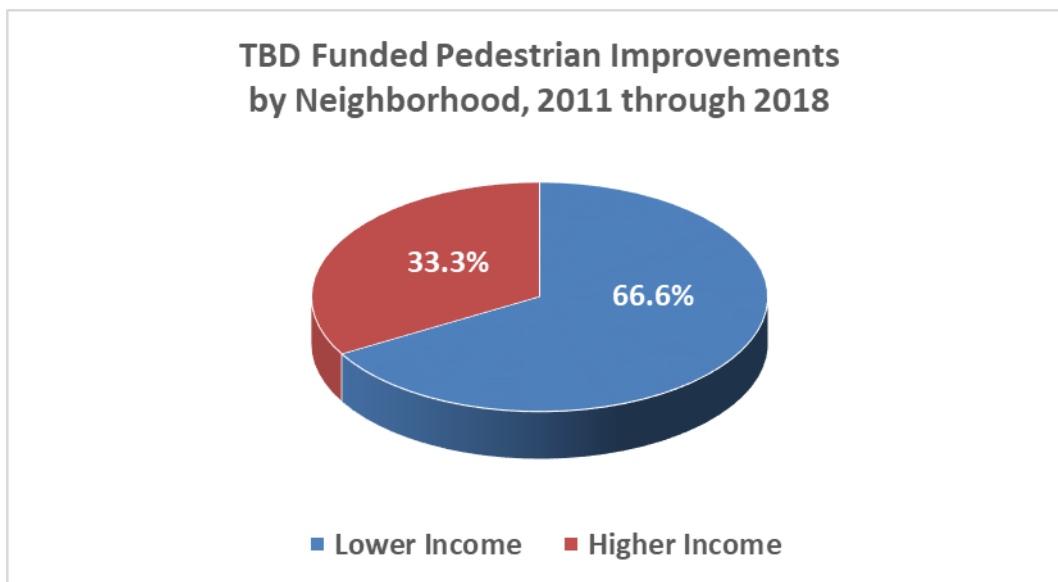
In 2014, transportation planners received TBD Board approval to set aside 10% of annual TBD revenue to use as local matching funds to leverage additional state and federal grant funding for pedestrian and bicycle projects, which will allow TBD funds to be maximized. Successful examples of using TBD funds to leverage additional state and federal grant funds for pedestrian and bicycle facilities are listed in Tables 4.1. and 5.1.

In November 2014, the TBD Board also approved a 2.5% annual TBD reserve fund for transportation planners to use in the design and preliminary engineering phases of pedestrian and bicycle projects which require further study before a specific capital improvement recommendation can be made to the Transportation Commission and the TBD Board. There are several pedestrian crossing improvements listed in the Pedestrian Master Plan and several important network links in the Bicycle Master Plan that will require further study by transportation planners before engineering and construction recommendations can be made.

As demonstrated in the Tables 6.2. and 6.3., below, Public Works has already accomplished a great deal in the 9 years that TBD funding has been available for bicycle, pedestrian, and street resurfacing projects, but there is much more work to be done. The TBD will continue to play a critical role in funding and completing Bellingham's PMP and BMP in the most expeditious manner possible. While the PMP and the BMP are a key part of the Bellingham Comprehensive Plan Transportation Element, they are not 20-year plans. The TBD revenue currently allocated for non-motorized transportation projects will not be enough to complete the 343 improvement projects in the PMP and the 185 improvement projects in the BMP. The planning level costs to complete the PMP are estimated to be \$225 to \$300 million and the BMP cost estimates are \$25 to \$50 million. The PMP and the BMP will be completed over multiple generations.

Public Works transportation planners intend to accomplish a great deal more through the strategic efforts to capitalize on opportunities to link land use, development, and other infrastructure projects, use TBD funds for local match requirements to leverage larger state and federal grant funds, and by including pedestrian and bicycle improvements wherever possible in street resurfacing projects (see tables below). As the 2020 sunset date of the TBD draws closer, it is hoped that the public will recognize the transportation benefits that the TBD revenue has allowed the City to construct, as demonstrated here in the TRAM, and that voters will choose to renew the TBD for an additional 10 years, or longer.

As in Chapter 4. Primary Pedestrian Network Completeness, Figure 4.1. shows Bellingham's "Low to Moderate Income Neighborhoods" from the 2013-2017 Bellingham Consolidated Plan and Tables 6.2., 6.2.a., and 6.3., as well as Figures 6.2. and 6.3. highlight TBD-funded pedestrian and bicycle projects that have been or will be completed in these neighborhoods using the same orange-color shading as Figure 4.1.



**Figure 6.3.** Since 2011, over 66% of TBD funded pedestrian projects have been in lower income neighborhoods

Table 6.2. Pedestrian Improvements Constructed With TBD Non-Motorized and Arterial Resurfacing Funds - 2011 through 2018						
Orange = Low to Moderate Income Neighborhood						
Year	Improvement	Side(s)	Location	Sidewalk	Crossing	Neighborhood
2011	Sidewalk, Curb Extensions, Crosswalk	Both	Prospect Avenue: Lottie to Bay	n/a	n/a	Downtown UV
2011	Sidewalk, Curb Extensions, Crosswalk	South	Birchwood/Meridian	n/a	n/a	Birchwood
2011	Curb Extensions, Crosswalk	Both	Meridian/Connecticut	n/a	n/a	Columbia/Cornwall Park
2011	Sidewalk, Curb Extensions, Crosswalk	Both	Electric/Birch/Portal	Tier 1*	Tier 1*	Whatcom Falls
2011	Curb Extensions, Flashing Crosswalk		Electric/Bloedel-Donovan Park	Tier 1*	Tier 1*	Silver Beach
2012	Sidewalk, Curb Extensions, Crosswalk	West	Yew Street: Alabama to Texas/Yew	Tier 1*	Tier 1*	Roosevelt
2012	Curb Extensions, Crosswalk		Woburn/Texas		Tier 1	Roosevelt
2012	Curb ramps, Flashing Crosswalk		Alabama/St. Paul		Tier 1*	Roosevelt
2012	Curb Extensions, Crosswalk		Alabama/Yew		Tier 1*	Roosevelt
2012	Curb ramps, Traffic Signal		Woburn/Rimland (TBD + Private\$)		Tier 1*	Barkley UV
2012	Curb ramps, Flashing Crosswalk		Pine/Boulevard		Tier 1*	Sehome
2012	Curb ramps, extensions, and crosswalks		Dupont/Elm/Northwest		Tier 1*	Dwtn/Ltr/Col/Birchwood
2013	Sidewalk Infill	North	Bill McDonald Pkwy: 35th to Birnham Wood	Tier 1	n/a	Sehome
2013	Sidewalk, Curb Extensions, Crosswalk	South	E. Maple/Cornwall	Tier 1	Tier 2	Downtown UV
2013	Sidewalk, Curb Extensions, Crosswalk	South	State/E. Maple		Tier 1*	Downtown UV
2013	Curb Extensions, Crosswalk		E. Illinois/James		Tier 1*	Sunnyland
2013	Crosswalk, Ped Refuge		W. College Way/High Street (WWU)		n/a	WWU
2014	Sidewalks, Curb Extensions, Crosswalk	Both	25th Street: Bill McDonald to Douglas/24th	Tier 1	n/a	Happy Valley
2014	Ped/Bike Bridge Reconstruction (Parks)		Whatcom Creek Trail: Ellis to York		n/a	Downtown UV
2014	Sidewalk, Curb Extensions, Crosswalk	South	Hawthorn: 12th to Fieldston; Hawthorne/Bayside	Tier 3	Tier 3	Edgemoor
2015	Ped/Bike Trail/Rail Crossing (Parks)		South Bay Trail: BNSF Tracks at Boulevard Park		n/a	South Hill
2015	Sidewalk Infill	West	Eliza Avenue: Kellogg to Westerly	Tier 1	n/a	Cordata
2015	Curb Extensions, Crosswalks		Ohio/Ellis		Tier 1	Sunnyland/Downtown UV
2015	Curb Extensions, Crosswalks		Ohio/Grant		Tier 3	Sunnyland/Downtown UV
2016	Sidewalk	South	Birchwood: Northwest to Cedarwood	Tier 3	Tier 3	Birchwood
2016	Sidewalk, Curb Extensions, Crosswalk	East	12th/Mill	Fhvn UV	Fhvn UV	Fairhaven UV
2016	Curb Extensions, Crosswalk		Mill/24th St	Tier 1		Happy Valley
2016-17	Intersection Study		Barkley/Sussex		Tier 3	Barkley
2018	Upgrade to flashing crosswalk		Woburn/Fraser/Whatcom Falls Trail		Tier 1	Puget
2018	Reconstruct intersection, add crosswalks		Woburn/Kentucky		n/a	Roosevelt
2018	Curb Extensions, Crosswalks		Orleans/Illinois	Tier 1		Roosevelt
2018	Curb Extensions, Crosswalks		14th/Mill	Tier 1		South Hill
2018	Curb Extensions, Crosswalks		21st/Mill	Tier 1		Happy Valley
2018	Curb Extensions, Crosswalks, Sidewalk		Woburn/Kentucky			Roosevelt
2018	Sidewalk Infill to HAWK signal	East	Undine Street: Alabama to Texas	Tier 1	HAWK	Roosevelt
2018	Sidewalk Infill	South	Texas Street: Pacific to Valencia	Tier 1		Roosevelt

*\*Project planned/funded prior to 2012 PMP*

2019	Sidewalk	West	24th Street: Donovan to Old Fairhaven Parkway	Tier 1		Happy Valley
2019	Crosswalks	West	W. Illinois St/Vallette St (Fountain Urban Village)		Tier 3*	FUV/Cornwall Park
2019	Flashing crosswalk		Northwest Ave/Connecticut St		Tier 3	Barkley
2019	Crosswalks at compact roundabout		Cordata/Horton		n/a	Cordata
2019	Traffic Signal		State/Maple		Tier 1	Downtown UV
2019	Traffic Signal		State/Laurel (Partner w 480-bed Student Housing)		Tier 3	Downtown UV
2019	Traffic Signal		Holly/High St		n/a	Downtown UV
2020	Curb ramps, ped refuges, crosswalks		Northwest/Bakerview		n/a	Meridian
2020	Undefined Crossing Improvements	TBD	Vicinity of 14th Street/Old Fairhaven Parkway		Tier 1	Happy Valley/South
2021	Sidewalks, crosswalks, traffic signals	Both	Telegraph Road: Deemer to James - <b>Partial Funding</b>	Tier 3		King Mountain
<i>*Project planned/funded prior to 2012 PMP</i>						

**Additional pedestrian improvements may be programmed for 2020-2021 TBD funding as opportunities are identified through the annual [6-Year Transportation Improvement Program \(TIP\)](#) public process.**

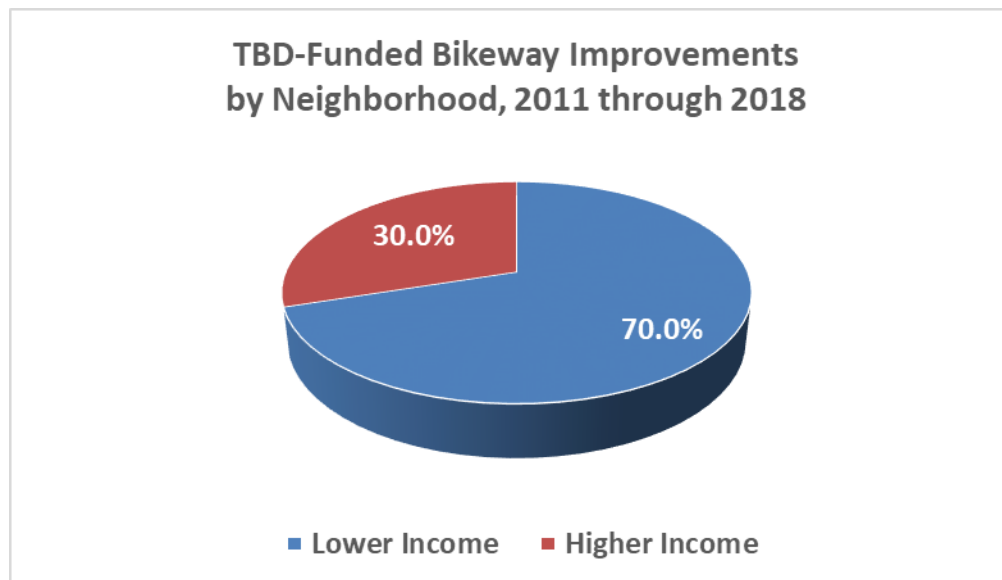
Table 6.3. Bicycle Improvements Constructed With TBD Non-Motorized and TBD Arterial Resurfacing Funds - 2011 through 2018							
Orange = Low to Moderate Income Neighborhood							
Year	Improvement	Direction	Location	BMP Priority	Parking Removed?	Side	Neighborhood
2011	Marked bike lanes	East-West	Lakeway Drive: Woburn to City limit	n/a*	Yes: Birch to City limit	West	Whatcom Falls
2011	Marked bike lanes	East-West	Birchwood Avenue: Meridian to Squalicum Pkwy	n/a*	No		Cornwall Park
2012	Marked bike lanes	North-South	Northwest Avenue: Lottie to I-5	Tier 1*	Yes: Lottie to McLeod	West	Dwtn/Ltr/Col/Birchwood
2013	Climbing/Shared Lane	North-South	Highland Drive: High Street to W. College Way	n/a*	No		WWU
2013	New Shoulders	East-West	Electric Avenue: Alabama to Ohio	Tier 3	No		Silver Beach
2014	Shared Lanes	North-South	Hawthorne: 12th Street to Fieldston	Tier 3	No		Edgemoor
2014	Shared Lanes	North-South	14th Street: Edwards to Douglas	Tier 3	No		South Hill
2014	New Shoulders	East-West	Electric Avenue: Lakeway to Ohio	Tier 3	No		Whatcom Falls
2014	Marked bike lanes	North-South	25th Street: Bill MacDonald to Douglas	Tier 1*	No		Happy Valley/WWU
2015	Marked bike lanes	North-South	Eliza Avenue: Kellogg to Westerly	Tier 1	No		Cordata
2015	Marked bike lanes	East-West	Ohio Street: Grant to Cornwall	Tier 1	Yes: Dean to Grant	South	Sunnyland/Downtown
2015	Bicycle Boulevard	North-South	Grant Street: Illinois to N. State	Tier 2	No		Sunnyland/Downtown
2015	Bicycle Boulevard	North-South	Ellis: Squalicum Pkwy to Ohio	Tier 2	No		Sunnyland/Downtown
2015	Bicycle Boulevard	North-South	Moore-Texas-Nevada	Tier 2	No		Roosevelt
2015	Bicycle Boulevard	East-West	Kentucky: Moore to Cornwall	Tier 1	No		Sunnyland/Downtown
2015	Bicycle Boulevard	East-West	E. Illinois Street: Valencia to Sunset	Tier 1	No		Roosevelt/Sunnyland
2015	Bicycle Boulevard	North-South	Michigan Street: E. Illinois to Texas	Tier 2	No		Roosevelt
2015	Bicycle Boulevard	East-West	Texas Street: Michigan to Nevada	Tier 1	No		Roosevelt
2015	Climbing/Shared Lane	North-South	Lincoln: Lakeway to Meador	Tier 1	No		Puget
2015	Corridor Study	East-West	Holly Street: Ellis to Bay (Phase 1)	Tier 1	Unknown	?	Downtown
2016	Bicycle Boulevard	North-South	24th Street: Old Fairhaven Pkwy to Douglas	Tier 1	No		Happy Valley
2016	Bicycle Intersection	East-West	Cornwall/Kentucky/Young	Tier 1	No		Lettered Streets
2016	Marked bike lanes	North-South	Champion Street: Ellis to Cornwall	Tier 2	No		Downtown
2016-17	Corridor Study	East-West	Lakeway Drive: Ellis to Queen	Tier 1	No		Puget/York/Downtown
2016-17	Corridor Study	North-South	Samish-Maple-Ellis	Tier 2	No		Samish UV/Sehome/York
				<i>*Project was planned or funded prior to 2014 BMP approval</i>			

Table 6.3. continued on next page



Table 6.3. continued - Bicycle Improvements Constructed With TBD Non-Motorized and TBD Arterial Resurfacing Funds - 2011 through 2018							
Orange = Low to Moderate Income Neighborhood							
2017	Marked bike lanes	North-South	West Maplewood Ave: Northwest to Alderwood	Tier 1	No		Birchwood
2017	Bicycle Boulevard	East-West	Alderwood Ave: Northwest to Bennett	Tier 1	No		Birchwood
2017	Marked bike lanes	North-South	James St: Sunset to Woodstock (Sunset Square)	Tier 3	No		King Mtn
2017	Marked bike lanes	North-South	Orleans Street: Alabama to Barkley	Tier 2	Yes: Alabama to Barkley	West	Roosevelt
2017	Bicycle Boulevard	North-South	Orleans Street: Alabama to Texas	Tier 2	No		Roosevelt
2017	Marked bike lanes	North-South	Woburn Street: Texas to Iowa	Tier 2	Yes: Alabama to Iowa	West	Roosevelt
2017	Climbing/Shared Lane	North-South	Woburn Street: Iowa to Lakeway	Tier 2	No		Puget
2017	Bike Lane Enhancement	East-West	Lakeway Drive: Queen to City Limit	Tier 1	No		Puget & Whatcom Falls
2017	Bicycle Boulevard	North-South	Undine Street: Texas to Railroad Trail	Tier 2	No		Roosevelt
2017	Bicycle Boulevard	North-South	St. Paul Street: Railroad Trail to Texas	Tier 2	No		Roosevelt
2017	Buffered Bike Lane	East-West	State Street: York to Wharf	Tier 2	No - Upgrade Bike Lane		Downtown
2017	Buffered Bike Lane	East-West	Forest Street: Wharf to Rose	n/a	No - Parking added		Downtown
2017	Shared Lane	North-South	High Street: West College Way to Highland Drive	Tier 2	No		WWU
2017	Bicycle Boulevard	East-West	Mill Avenue: 12th Street to 24th Street	Tier 1	No		Fairhaven/Happy Valley
2017	Bike Wayfinding Signs		Citywide	BMP Priority	No		2 major bike routes
2018	Marked bike lanes	East-West	Barkley Blvd: Woburn Street to Britton Road	Tier 1	No-Rechannelize/Upgrade		Barkley
2018	Bicycle Boulevard	North-South	Byron/34th/Pasco/Whatcom/Grant/Humboldt	Tier 1	Concert w WSDOT grant		Sehome/Samish UV/York
2018	Bicycle Boulevard	North-South	James/Gladstone (Meador to Ellis)	Tier 2	Concert w WSDOT grant		York
2018	Bicycle Boulevard	East-West	Whatcom (Ellis to Grant)	Tier 2	Concert w WSDOT grant		York
2018	Bicycle Boulevard	North-South	Humboldt (Meador to Gladstone)	Tier 3	Concert w WSDOT grant		Samish/Puget
2018	Bicycle Boulevard	North-South	40th/Dumas/Ashley/Byron/44th/Nevada	Tier 2	Concert w WSDOT grant		Samish/Puget
2018	Bike Lanes	North-South	Puget Street: Lakeway to Civic Field parking lot	Tier 2	Concert w WSDOT grant		Puget
2018	Bike Lanes	East-West	Lakeway Drive: Puget to Undine HAWK	Tier 1	Concert w WSDOT grant		Puget
2018	Bike Lane Enhancement	North-South	Cornwall Avenue: Ohio to Illinois	n/a	No		Letter St/Cornwall Park
2018	Bike Lane Enhancement	North-South	Northwest Avenue: Lottie to W. Bakerview	n/a	No		Dwtn/Ltr/Col/Birchwood
				<i>*Project was planned or funded prior to 2014 BMP approval</i>			

Figure 6.3. and Table 6.3.a. displayed on next page



**Figure 6.3. Since 2011, 70% of TBD funded bicycle projects have been in lower income neighborhoods**

Year	Improvement Type	Neighborhood	Project Description	Tier	Resurfacing/Action	Location
2019	Buffered Bike Lanes	North-South	Roeder Avenue: Squalicum Pkwy to C Street	Tier 2	Yes - Resurfacing	Waterfront
2019	Bike Climbing Lane	NW - SE	Chestnut Street: Railroad to Ellis (Road Diet)	Tier 1	No	CBD/Sehome
2019	Buffered Bike Lane	North-South	Cordata Pkwy: Kellogg to Kline (Road Diet)	Tier 2	No	Cordata
2019	Bike Lane Enhancement	East-West	W. Horton Rd: Meridian (SR 539) to Pacific Rim	n/a	No	Cordata
2019	Bike Lane Enhancement	North-South	Stuart-Kellogg: Cordata to Eliza	n/a	No	Cordata
2019	Off-Street Multiuse Path	South	Lakeway Drive: Undine St to Old Lakeway	Tier 1	No	Puget
2019	Bike Boulevard	East-West	Old Lakeway Drive: Lakeway to Yew Street	Tier 1	No	Puget
2019	Bike Boulevard	North-South	Halleck Street: Cornwall Avenue to Broadway Street	Tier 2	No	Lettered Streets
2019	Bike Boulevard	North-South	Vallette Street: Broadway Street to Cornwall Park	Tier 3	No	Fountain Urban Village
2019	Shared Lane Markings	North-South	Cornwall Avenue: Ohio Street to Champion Street	Tier 2	No	Downtown Urban Village
2020	Curb ramps, ped refuges, crosswalks	Northwest/Bakerview		n/a	n/a	Meridian
2020	Bike Climbing Lane	North-South	Ellis Street: Lakeway to Forest (w Samish grant)	Tier 2	No - Rechannelization	Downtown UV
2020	Additional bikeway projects yet to be programmed for TBD funding					

*\*Project was planned or funded prior to 2014 BMP approval*

**Additional bicycle improvements may be programmed for 2020-2021 TBD funding as opportunities are identified through the annual [6-Year Transportation Improvement Program \(TIP\)](#) public process.**