

Chapter 6: Transportation Fund (Former Transportation Benefit District) - 2022

In July 2010, the Bellingham City Council created a **Transportation Benefit District (TBD)** contiguous with the City of Bellingham corporate limits. In November 2010, 58% of 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 expired December 31, 2020 with last revenue 1st Quarter 2021. The TBD was renamed the [Bellingham Transportation Fund \(T-Fund\)](#) and re-approved by 82% of voters in November 2020.

The 2010 TBD revenues were dedicated to the following activities in generally equal amounts (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 2020 Transportation Fund will dedicate funding to the following activities from 2021-2030:

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

Figure 6.1.

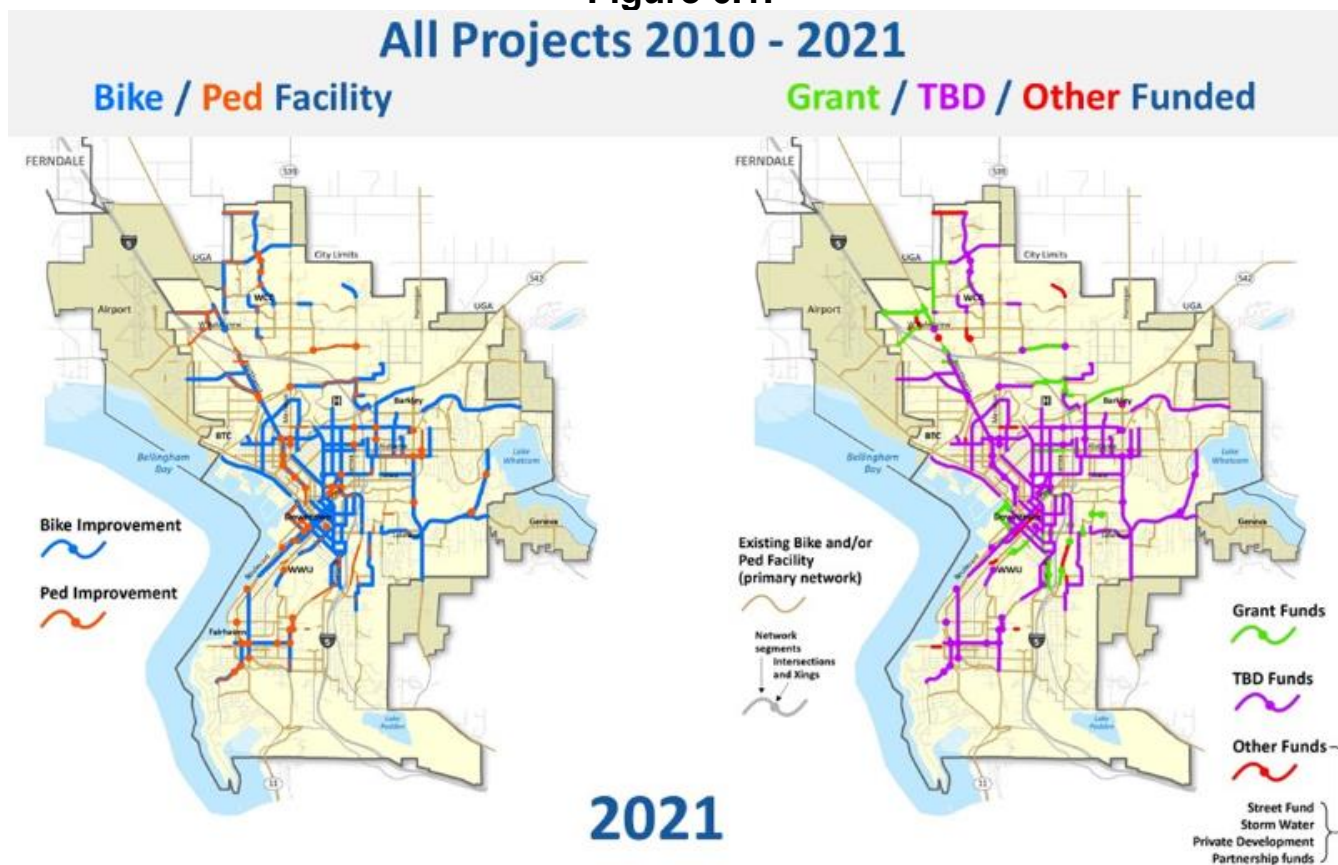


Table 6.1. Transportation Benefit District #1 Revenues & Expenditures [Source: Public Works Financial Services]

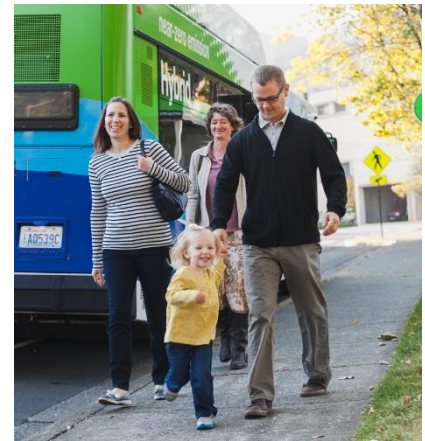
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	2011-21
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
Revenues												
Sales Tax Receipts (.2%)	\$2,454,454	\$4,350,591	\$4,655,993	\$4,700,864	\$4,903,512	\$5,169,348	\$5,473,547	\$5,898,842	\$6,121,740	\$5,983,493	\$7,018,779	\$56,731,163
Other Rev: Interest, Project Grants and Contributions	\$4,235	\$52,050	\$464,539	\$45,732	\$92,623	\$34,829	\$198,403	\$2,211,235	\$1,240,800	\$855,043	\$444,478	\$5,643,967
Total Specific Revenue	\$2,458,689	\$4,402,641	\$5,120,532	\$4,746,596	\$4,996,135	\$5,204,177	\$5,671,950	\$8,110,077	\$7,362,540	\$6,838,536	\$7,463,257	\$62,375,131
Expenditures												
Total Overhead / Administrative	\$96,605	\$144,760	\$315,019	\$142,485	\$59,654	\$504,084	\$638,606	\$860,822	\$2,786,767	\$567,650	\$798,126	\$6,914,579
Total WTA Transit	\$485,703	\$1,116,031	\$1,353,497	\$1,596,099	\$1,705,571	\$1,062,351	\$8,286	\$0	\$0	\$0	\$0	\$7,327,537
ER014 - State/Ellis Bridge Replacement								\$349,403	\$74,594	\$7,045	\$2,671,584	\$3,102,626
ES547 - 2019 TBD N/M Improvements									\$1,950,182	\$497,807		\$2,447,989
ES540 - 2017 TBD Overlay							\$6,312	\$273,845	\$2,045,278			\$2,325,435
ES553 - 2020 TBD N/M - 40th Street Sidewalk									\$115,690	\$1,381,814	\$738,176	\$2,235,680
WF1011 - Granary Ave. and Laurel Street								\$2,051,217	\$74,544	\$38,623	\$22,761	\$2,187,145
ES538 - Lakeway/Lincoln Ped and Bike							\$43,911	\$1,718,099	\$340,905	\$210		\$2,103,125
ES517 - W Maplewood Multimodal						\$47,260	\$936,387	\$1,115,120				\$2,098,766
ES479 - 25th St. Ped & Bike		\$126,487	\$1,547,045	\$60,347	\$846							\$1,734,725
ES495 - 2015 TBD Overlay			\$1,412,033	\$173,798								\$1,585,831
ES554 - 2020 Overlay Bill McDonald Pkwy										\$1,447,155	\$60,233	\$1,507,388
ES475 - 2013 Overlay		\$1,364,658	\$849									\$1,365,507
ES535 - 2017 Ped & Bike Imps							\$40,064	\$1,172,358	\$13,836			\$1,226,258
ES539 - Texas Street Overlay								\$1,102,499	\$1,004			\$1,103,503
ES552 - Samish/Maple/Ellis M/M Improvements									\$948,180	\$100,812		\$1,048,993
ES544 - 2019 TBD Overlay Harrison James									\$184,002	\$818,795	\$28,129	\$1,030,926
ES513 - Holly St. Overlay							\$986,926					\$986,926
ES530 - Cordata/Stuart RAB								\$397,347	\$476,923			\$874,270
ES548 - Cordata/Horton/Stuart Safety Improvements									\$621,233	\$110,800		\$732,033
ES490 - Eliza Ave. Sidewalks			\$12,898	\$651,776	\$260							\$664,935
ES459 - 2012 Street Resurfacing / TBD		\$637,000										\$637,000
ES531 - Cordata SRTS									\$606,534			\$606,534
ES443 - 2011 Street Resurfacing / TBD	\$560,000											\$560,000
ES491 - Ohio St Bike Lanes				\$8,072	\$546,294							\$554,366
ES546 - Northwest / Bakerview Intersection										\$413,027	\$105,489	\$518,516
ES474 - Bill McDonald Parkway		\$481,373	\$36,347									\$517,721
ES399 - W Horton										\$506,938		\$506,938
ES466 - Alabama Corridor					\$500,000							\$500,000
ES512 - Nevada/Kentucky Bike Blvd					\$23,306	\$451,642						\$474,948
ES448 - TBD Non-motorized Indian St.		\$447,358	\$10,035	\$6,450								\$463,843
ES458 - State and Maple	\$14	\$9,886	\$341,905	\$2,175	\$1,500	\$15						\$355,495
ES447 - TBD-Northwest/Elm/DuPont	\$13,276	\$331,187										\$344,463
ES522 - 12th and Mill					\$159	\$10,089	\$277,822	\$41,311				\$329,381
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
ET033 - Downtown Signal Imps										\$231,000		\$231,000
ER016 - Meador Ave Bridge Replacement										\$2,410	\$164,965	\$167,376
ER015 - James St Bridge Replacement										\$2,815	\$154,821	\$157,636
ES545 - Sunset Sidewalks									\$154,920			\$154,920
ES555 - Lincoln / Lakeway M/M Study										\$54,692	\$96,010	\$150,703
ES556 - Mill Avenue Overlay										\$2,736	\$83,310	\$86,046
Other projects	\$357,465	\$299,502	\$439,579	\$129,950	\$259,294	\$136,696	\$64,021	\$30,837	\$80,908	\$33,199	\$11,388	\$1,842,838
Total TBD Projects	\$930,755	\$1,944,952	\$2,806,467	\$3,155,943	\$2,468,053	\$647,328	\$2,612,682	\$7,902,874	\$4,715,776	\$5,992,395	\$1,566,096	\$34,743,320
	\$1,513,063	\$3,205,743	\$4,474,983	\$4,894,526	\$4,233,278	\$2,213,763	\$3,259,574	\$8,763,696	\$7,502,543	\$6,560,045	\$2,364,222	
Total TBD Expenditures	\$1,513,063	\$3,205,743	\$4,474,983	\$4,894,526	\$4,233,278	\$2,213,763	\$3,259,574	\$8,763,696	\$7,502,543	\$7,064,897	\$5,035,806	\$52,161,872



Transportation Fund - Transit Services

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

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



Transportation Fund - 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 is subject to and, at some point, all public streets require maintenance, repair, and resurfacing. Traditional sources of funding for street construction and resurfacing, such as Street funds and Real Estate Excise Tax (REET) funds, have been significantly diminished through budgeting decisions.

Since 2011, TBD 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.

Transportation Benefit District Funded Resurfacing Projects 2011 - 2021											
Year	Street Resurface	Vehicle Lanes	On-Street Parking / Shoulder	Asphalt Lane Miles	From	To	ADA Ramps	Cross walks	Side walks	Parking Removal	Bike ways
2011	Lakeway Drive	2	2	1.60	Raymond Street	City limit	Y	N	N	Y	Y
2011	Electric Avenue	2	2	0.80	Portal Drive	Lakeway Drive	Y	Y	Y	N	Y
2011	Billy Frank Jr. Street	2	2	1.62	Chestnut Street	Ivy Street	Y	Y	N	N	Y
2012	Dupont/Elm/Northwest	2	2	8.66	Lottie Street	Mcleod Road	Y	Y	Y	Y	Y
2013	Woburn Street	2	2	5.00	Alabama Street	Lakeway Drive	Y	Y	Y	N	N
2013	Monroe Street	2	1	2.13	Cherry Street	Broadway Avenue	Y	Y	Y	N	N
2014	Hawthorn Road	2	0	0.95	12th Street	Fieldston Road	Y	Y	Y	N	Y
2014	Electric Avenue	2	2	1.60	Ohio Street	Portal Drive	Y	Y	N	N	Y
2014	14th Street	2	0	0.78	Garden Street	Douglas Avenue	Y	Y	Y	N	Y
2015	Alabama Street	4	0	6.95	Cornwall Avenue	St. Clair Street	Y	Y	Y	N	Y
2015	Kellogg Road	3	0	0.73	Cordata Parkway	Eliza Avenue	Y	Y	Y	N	Y
2015	Eliza Avenue	2	3	0.26	Kellogg Road	Westerly	Y	Y	Y	N	Y
2016	Bill McDonald Pkwy	2	1	0.97	W. College Way	21st Street	Y	Y	Y	N	Y
2016	30th Street	2	1	0.37	Old Fairhaven Pkwy	Connelly Avenue	Y	N	N	N	N
2016	Billy Frank Jr. Street	2	2	0.39	Chestnut Street	Holly Street	Y	N	N	N	Y
2017	Holly Street	3	2	1.06	Railroad Avenue	Bay Street	Y	N	Y	Y	N
2018	Texas Street	2	0	0.87	Valencia Street	Pacific Street	Y	Y	Y	N	Y
2019	Roeder Avenue	2	2	4.97	C Street	Squalicum Pkwy	Y	Y	Y	Y	Y
2020	James Street	2	2	1.60	Woodstock Way	Barkley Blvd	Y	N	N	Y	Y
2020	Bill McDonald Pkwy	2	1	3.36	21st Street	N. Samish Way	Y	Y	N	N	Y
2020	Britton Road	2	1	1.05	Northshore Drive	City limit	Y	N	N	N	Y
2021	Mill Avenue	2	0	0.28	40th Street	Samish Way	Y	Y	Y	N	Y
Total				46.00							

Transportation Fund - Non-motorized Pedestrian & Bicycle Improvements

The City Council annually approves T-Funds for a number of non-motorized transportation projects that have been approved in Bellingham's [2012 Pedestrian Master Plan](#) (PMP) and [2014 Bicycle Master Plan](#) (BMP) and recommended for construction by Public Works and the Transportation Commission. As shown in Figure 6.1 and the tables below, since TBD/T-Fund revenue became available for the construction of non-motorized transportation improvements in 2011, it has helped transportation planners and engineers to make significant progress in implementing the 405 sidewalk and crossing improvement projects in the PMP and the 215 bikeway and crossing improvement projects in the BMP.



- In 2018-2019, vehicle lanes or parking were removed to install robust buffer-separated bike lanes on Barkley Boulevard, Roeder Avenue, Chestnut Street, and Cordata Parkway (pictured above).
- In 2020, one vehicle lane in each direction on the N. Samish-Maple-Ellis-York corridor was removed in favor of installing robust buffer-separated bike lanes.

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.

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

As demonstrated in the Tables 6.2. and 6.3., below, Public Works has already accomplished a great deal in the 10 years that the TBD/T-Fund has been available for bicycle, pedestrian, and street resurfacing projects, but there is much more work to be done. The renewal of the T-Fund by voters in November 2020 provides critical dedicated funding to help implement Bellingham’s PMP and BMP in the most expeditious manner possible. While the PMP and the BMP are a key part of the Bellingham Comprehensive Plan Transportation Element, they are not 5-, 10-, or even 20-year plans. They are on-street network plans that are completely dependent on the ability to fund sidewalk, crossing, and bicycle improvements – many of which are beyond the City’s available resources.

T-Fund revenue (2021-2030) currently allocated for non-motorized transportation projects will not be enough to complete the 405 sidewalk and crossing improvement projects in the PMP and the 215 bikeway and crossing improvement projects in the BMP. In 2020, the planning level costs to complete the PMP are estimated to be about \$300 million and the BMP cost estimates are about \$50 million. Bellingham transportation planners have been extremely successful at securing state and federal transportation grants and funding allocations (Over \$50 million from 2006-2021), which allows local funding to go much further, but this is still not enough and, as currently funded, the PMP and the BMP will be completed over multiple decades. Bellingham’s new ADA Transition Plan lists over \$230 million in improvements needed, some of which include PMP sidewalks.

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.

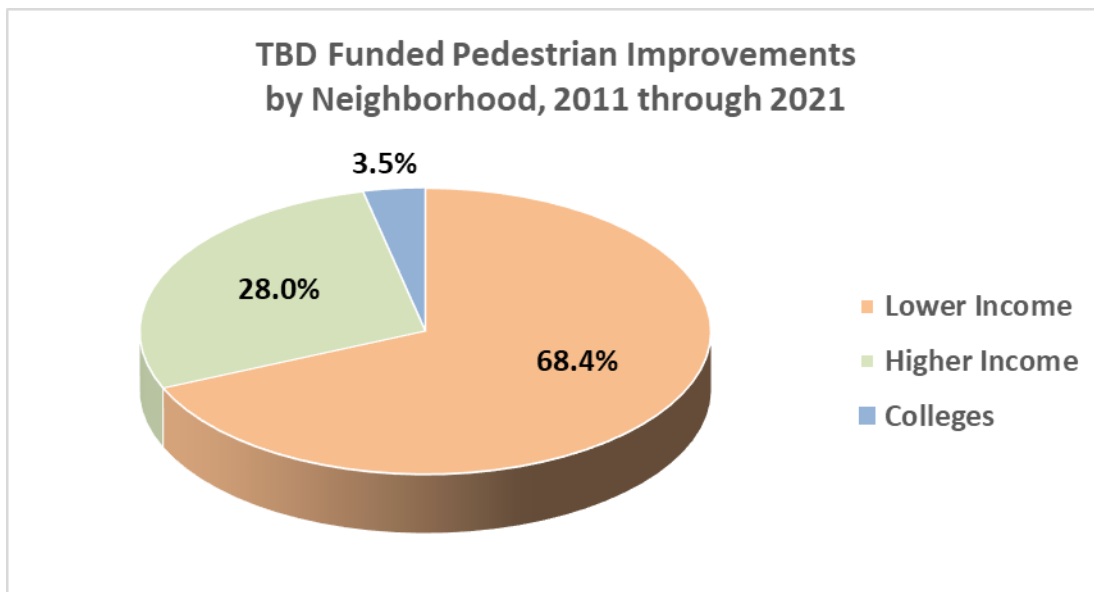


Figure 6.3. Since 2011, 68.4% of TBD funded pedestrian projects have been in lower income neighborhoods

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

Table 6.2.a. (2018-2021) on next page

Year	Improvement	Side(s)	Location	Sidewalk	Crossing	Neighborhood
2018	Flashing crosswalk		Woburn/Fraser/Whatcom Falls Trail		Tier 1	Puget
2018	Reconstruct intersection, add crosswalks		Woburn/Kentucky		n/a	Roosevelt
2018	Curb Extensions, Crosswalks		Orleans/Illinois	Tier 1		Roosevelt
2018	Curb Extensions, Crosswalks		14th/Mill	Tier 1		South Hill
2018	Curb Extensions, Crosswalks		21st/Mill	Tier 1		Happy Valley
2018	Curb Extensions, Crosswalks, Sidewalk		Woburn/Kentucky			Roosevelt
2018	Sidewalk Infill to HAWK signal	East	Undine Street: Alabama to Texas	Tier 1	HAWK	Roosevelt
2018	Sidewalk Infill	South	Texas Street: Pacific to Valencia	Tier 1		Roosevelt
2019	Sidewalk	West	24th Street: Donovan to Old Fairhaven Parkway	Tier 1		Happy Valley
2019	Sidewalk	East	Yew Street: Alabama to Roosevelt Elementary	Tier 2		Roosevelt
2019	Curb ramps, extensions, crosswalks	West	Meridian St/North St (Fountain Urban Village Plan)		n/a	Fountain UV/Cornwall Park
2019	Flashing crosswalk		Northwest Ave/Connecticut St		Tier 3	Fountain UV/Columbia
2019	Crosswalks at compact roundabout		Cordata/Horton		n/a	Cordata
2020	Curb ramps, ped refuges, crosswalks		Northwest/Bakerview		n/a	Meridian
2020	Flashing crosswalk		Cordata Park north entrance		na	Cordata
2020	Flashing crosswalk		Cordata Park south entrance		na	Cordata
2020	Flashing crosswalk		14th Street/Old Fairhaven Parkway		Tier 1	Happy Valley/South
2020	Flashing crosswalk		James Street/E. North Street		BMP	Sunnyland
2020	Curb ramps, extensions, crosswalks		Kentucky/Grant		Tier 3	Sunnyland
2020	Flashing crosswalk		Orleans/Railroad Trail		n/a	Roosevelt
2020	Sidewalk	East	40th Street/Elwood Ave sidewalk	Tier 3		Samish
2020	Flashing Crosswalk		11th Street/Taylor Street		n/a	South Hill
2020	Flashing Crosswalk		Woburn/Railroad Trail		Tier 1	Roosevelt
2021	Traffic Signal		State/Maple		Tier 1	Downtown UV
2021	Traffic Signal		State/Laurel (Partner w 480-bed Student Housing)		Tier 3	Downtown UV
2021	Traffic Signal		Holly/High St		n/a	Downtown UV
2022	Sidewalks, ADA ramps	Both	Mill Avenue (40th Street to Samish Way)	Tier 3		Samish
2022	Sidewalks, crosswalks, traffic signals	Both	Telegraph Rd: Deemer-James (\$1.6M federal grant)	Tier 3		King Mountain
2023	Sidewalks, crosswalks, ADA ramps	Both	West Illinois Street: Meridian Street to Lynn Street			Columbia/Fountain UV
<i>*Project planned/funded prior to 2012 PMP</i>						

NOTE: Pedestrian improvements are programmed for Transportation Funds and grant funds as opportunities are identified through the annual [6-Year Transportation Improvement Program \(TIP\)](#) public process.

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

Table 6.3.a. (2017-2018) on next page

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

Table 6.3.b. (2019-2023) and Figure 6.3. displayed on next pages

Table 6.3.b. Bicycle Improvements Constructed Primarily With TBD/T-Funds Non-Motorized and TBD/T-Funds Arterial Resurfacing Funds - 2019 through 2023

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

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

NOTE: Bicycle improvements are programmed for Transportation Funds and grant funds as opportunities are identified through the annual [6-Year Transportation Improvement Program \(TIP\)](#) public process.

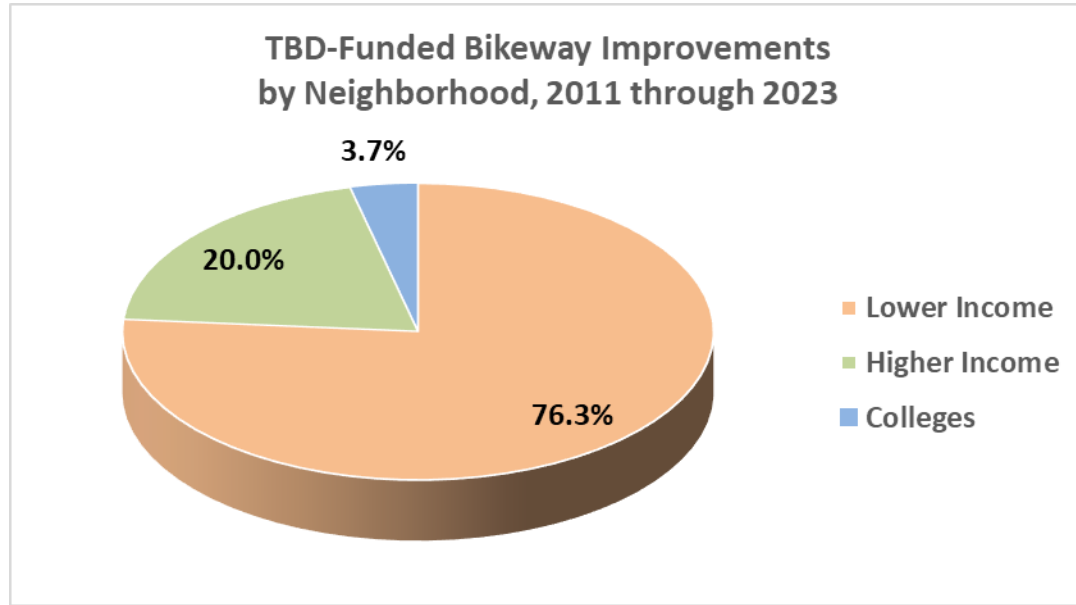


Figure 6.3. Since 2011, 76.3% of TBD funded bicycle projects have been in lower income neighborhoods

See [Bellingham Bikeways Illustrated](#) for examples and photographs of local bikeway facility types and location criteria

Bellingham is a Gold-Level Bicycle Friendly Community

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