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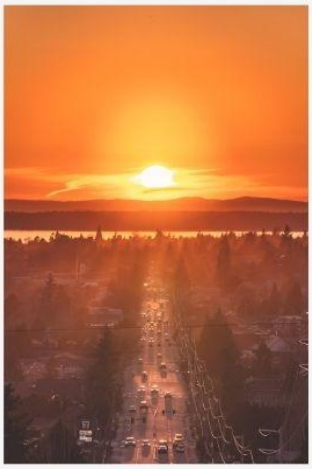


MULTIMODAL TRANSPORTATION PLAN

Adopted September 29, 2025

Resolution 2025-22

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Introduction

Multimodal transportation considers and incorporates several travel modes including pedestrian, bicycle, transit, automobile, freight truck, marine ferry, railroad, and aviation. The City of Bellingham strives to provide, manage, and maintain safe, well-connected and complete multimodal networks for major modes of transportation and users. The ability for people of all ages, abilities, and backgrounds to travel safely, comfortably, and efficiently, using various means of transportation is critical for public health, achieving climate goals, and community wellbeing.

The Growth Management Act (GMA) requires cities like Bellingham to have a Transportation Element, which can include several components that together address multimodal transportation improvements and strategies (RCW 36.70A.108). The Bellingham Plan contains a Transportation Chapter that includes goals and policies related to:

- Safety, Comfort, and Reliability
- Transit
- Mode-shift
- Connectivity
- Equitable Facilities and Infrastructure

The Bellingham Multimodal Transportation Plan serves as a companion document to the City's Comprehensive Plan, the Bellingham Plan. This document fulfills additional Growth Management Act (GMA) requirements for mandatory elements from the Revised Code of Washington (RCW 36.70A.070 (6)). The Multimodal Transportation Plan defines the City's strategy for managing, maintaining, and investing in a complete transportation system that supports people walking, biking, using transit, driving, and moving goods. It provides a 20-year framework for addressing mobility, safety, equity, sustainability, and system performance. The Plan covers topics such as multimodal level-of-service standards, concurrency, funding, and long range project needs.

Other Relevant Transportation Documents

Several other plans work alongside the Bellingham Plan and the Multimodal Transportation Plan to identify transportation infrastructure and monitor system performance. The City of Bellingham publishes a Transportation Report on Annual Mobility (TRAM), which is a progress report on the completeness of each modal network and how well the multimodal transportation system is accommodating new growth and development. The TRAM also tracks current mode shares and suggests strategic adjustments aimed toward achieving the

City's long-term transportation mode-shift goals to increase active, non-motorized, and high-occupancy trips, while decreasing single-occupant automotive trips.

The 2024 updates to Bellingham's Bicycle and Pedestrian Master Plans reaffirm the City's commitment to building a multimodal transportation system that works for everyone. Both plans identify a comprehensive set of active transportation improvements that prioritize safety, connectivity, and access for people of all ages and abilities. Shaped by robust public engagement and guided by equity and climate goals, these plans map the future for expanding and enhancing active transportation options citywide. Together, they provide a long-term vision for a more walkable, bikeable, and sustainable Bellingham.

Inventory of Transportation Facilities and Services

RCW 36.70A.070(6)(a)(iii)(A) and WAC 365-196-430(2)(c) require that local comprehensive plans include: *An inventory of air, water, and ground transportation facilities and services, including transit alignments, active transportation facilities, state-owned transportation facilities, and general aviation airports*.

Non-Motorized Transportation Networks

Bellingham's Pedestrian Master Plan (PMP) and Bicycle Master Plan (BMP) are adopted by reference in the Comprehensive Plan. Both the PMP and BMP include a prioritized project list developed through technical analysis and extensive community engagement.

Pedestrian Network

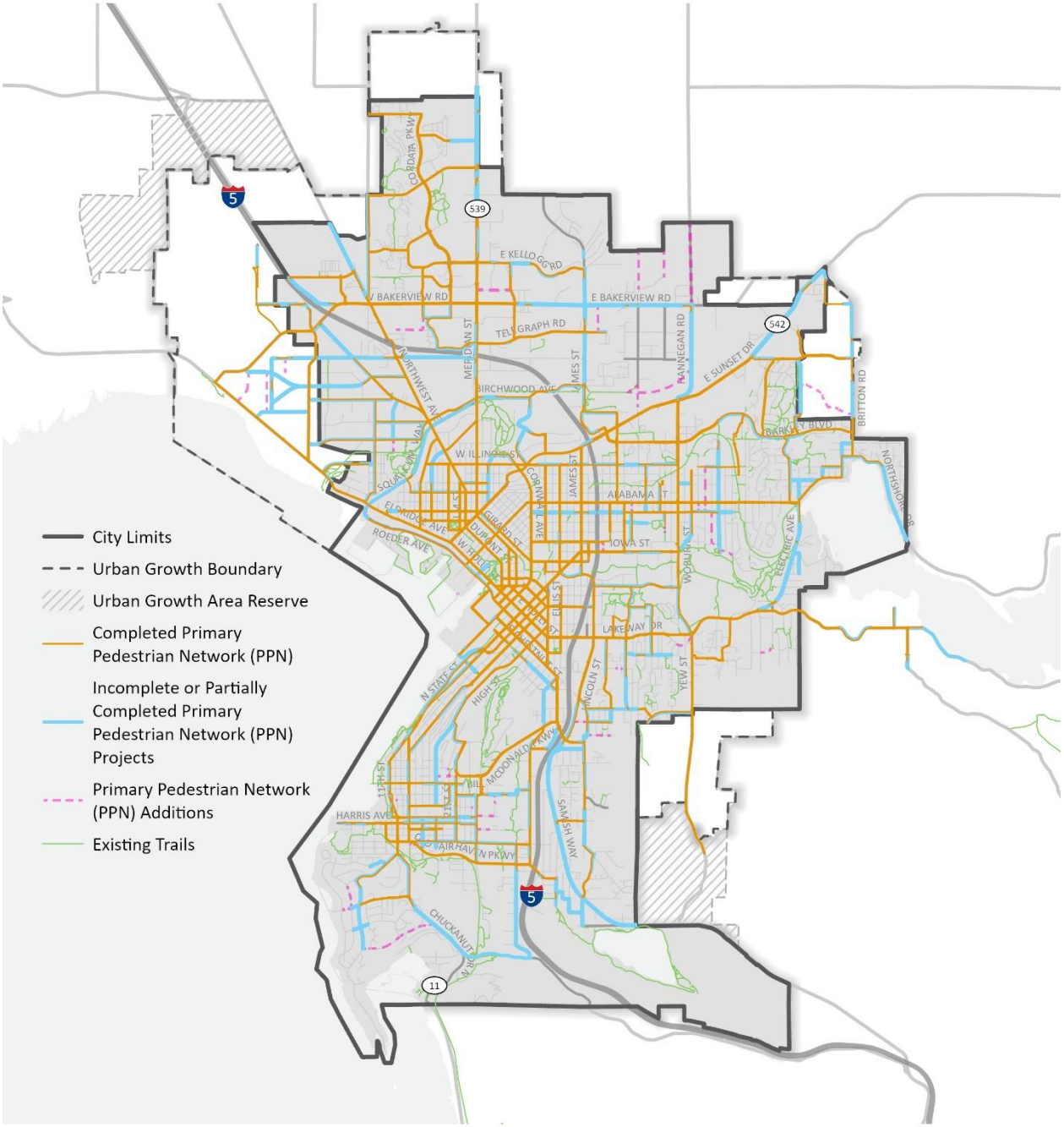
Bellingham's 2024 Pedestrian Master Plan builds upon the 266-mile Primary Pedestrian Network first established in the 2012 plan, which defines key corridors for walking throughout the city. The updated plan identifies 223 projects aimed at improving safety, accessibility, and connectivity for people walking and rolling. These include 84 crossing enhancements, 121 new pedestrian connections totaling approximately 40 miles, and 18 off-street connections totaling approximately 3.5 miles. These projects were prioritized based on technical analysis and extensive community engagement. The total estimated cost to implement all recommended projects is approximately $214.5 million (2024 dollars).

The Primary Pedestrian Network (PPN) map included in the 2024 Pedestrian Master Plan reflects the original PPN established in the City's 2012 Pedestrian Master Plan. This network continues to serve as the City's designated priority system for pedestrian infrastructure planning, funding, and concurrency evaluation. While the 2024 Plan retains the original PPN, it also identifies new

pedestrian projects, including connections and crossings, that fall outside the PPN. These additional projects are not formally part of the PPN. Instead, they are pedestrian connections that depend on future development activity, land use decisions, and long-term connectivity needs.

Figure A shows both the retained PPN and additional pedestrian projects that are anticipated in response to future development in surrounding areas. This approach maintains consistency with the City's adopted concurrency framework while illustrating where future pedestrian infrastructure may be needed.

Primary Pedestrian Network (Figure A)



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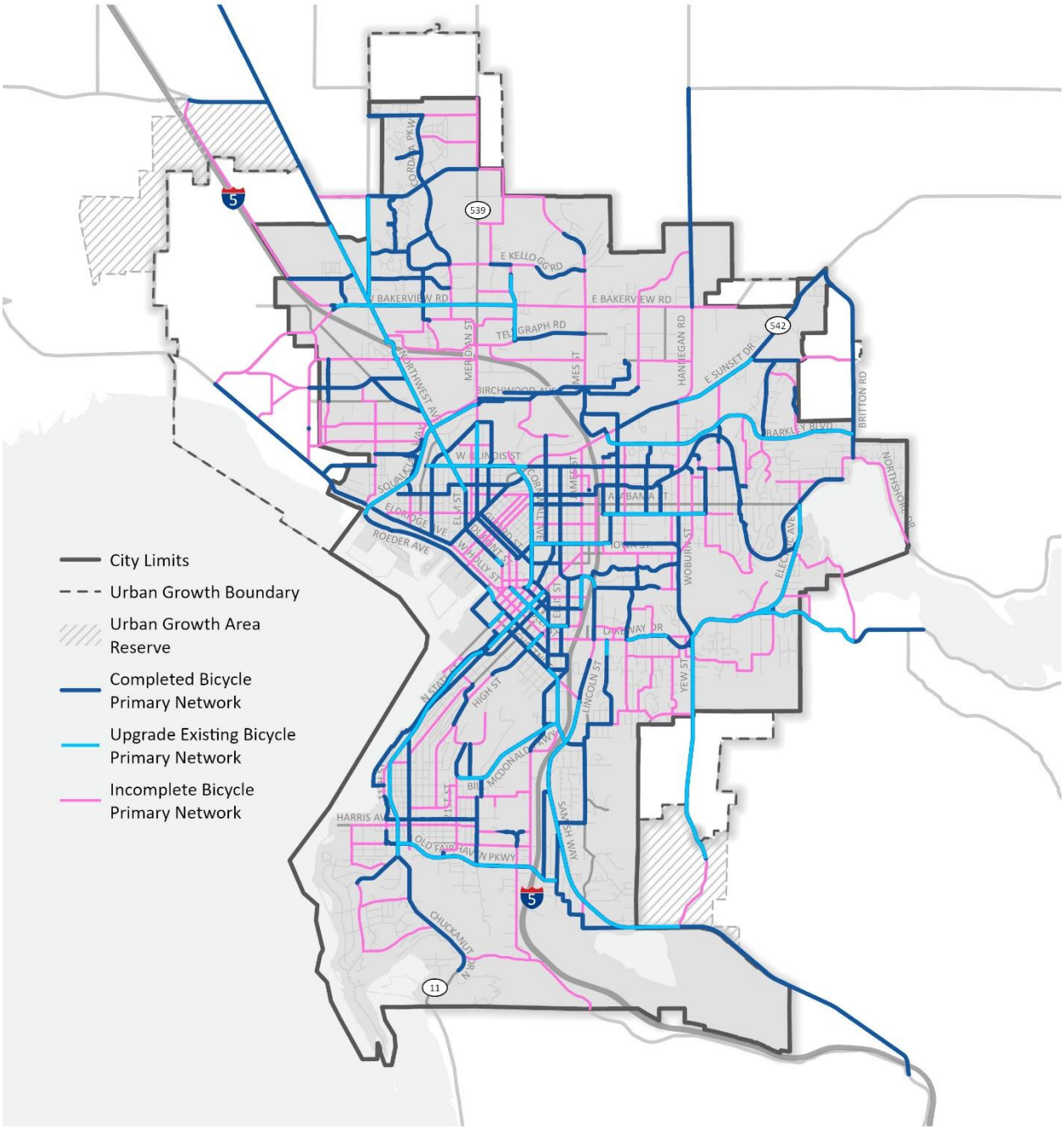
Bicycle Network

Bellingham's 2024 Bicycle Master Plan builds upon the 170-mile Primary Bicycle Network established in the 2014 plan, which outlines key corridors for safe and connected bicycling across the city. The updated plan identifies a comprehensive list of infrastructure projects intended to support a safe, comfortable, and connected network for people of all ages and abilities. The Plan includes approximately 103.5 linear miles of new on-street connections (196 projects), 21.6 linear miles of new off-street connections (20 projects), 34 spot improvements such as enhanced crossings and intersection upgrades, and 31.9 miles of upgrades to existing bikeways (46 projects). These projects were identified through technical analysis and extensive community input. The total estimated cost to implement the full list of recommended projects is approximately $520 million (2024 dollars).

The 2024 Bicycle Primary Network (BPN) represents a system that includes both completed and planned bicycle infrastructure. Projects completed from the 2014 Bicycle Master Plan have been incorporated into the BPN, while the uncompleted projects were reevaluated as part of the 2024 planning process and included based on current priorities, connectivity needs, and community input. The 2024 Plan also identifies new projects to address emerging gaps and expand access for people of all ages and abilities.

The result is a network that reflects the City's long-term vision for safe, comfortable, and connected bicycle infrastructure. Figure B illustrates the full BPN, showing both the bikeways that exist today and the additional priority projects needed to complete the system. This network will serve as the foundation for future investments, concurrency framework, and supports the City's broader goals for active transportation and mode shift.

Bicycle Primary Network (Figure B)



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Multiuse Trail Network

Bellingham's multiuse trail system, while historically focused on recreation and guided by the Parks, Recreation, and Open Space Plan, also plays an increasingly important role in the city's multimodal transportation network. Select off-street, bike-friendly Greenways trails such as the South Bay Trail, Whatcom Creek Trail, Railroad Trail, and Squalicum Creek Trail are used by people walking and biking as low-stress routes that provide additional network connectivity to the on-street network. While most of these trails are gravel-surfaced and less direct than sidewalks or bikeways, they are appealing to less confident users and provide valuable connections in areas where safe on-street routes are limited. Bellingham has begun incorporating a select inventory of these trails into the City's multimodal concurrency program. This Comprehensive Plan update includes policies to further support this integration by calling for the development and maintenance of safe, accessible, off-street multiuse paths as viable transportation options for people of all ages and abilities, and for ensuring seamless, intuitive transitions between trail and street networks.

Motorized Transportation Networks

The motorized transportation network provides routes for buses, trucks and cars to move people and goods around Bellingham. When considering motorized modes, there is a transportation modal hierarchy of priority. Public transit is the highest motorized priority, followed by commercial vehicles/trucks, high occupancy vehicles, and lastly single occupancy vehicles.

Local Transit Network

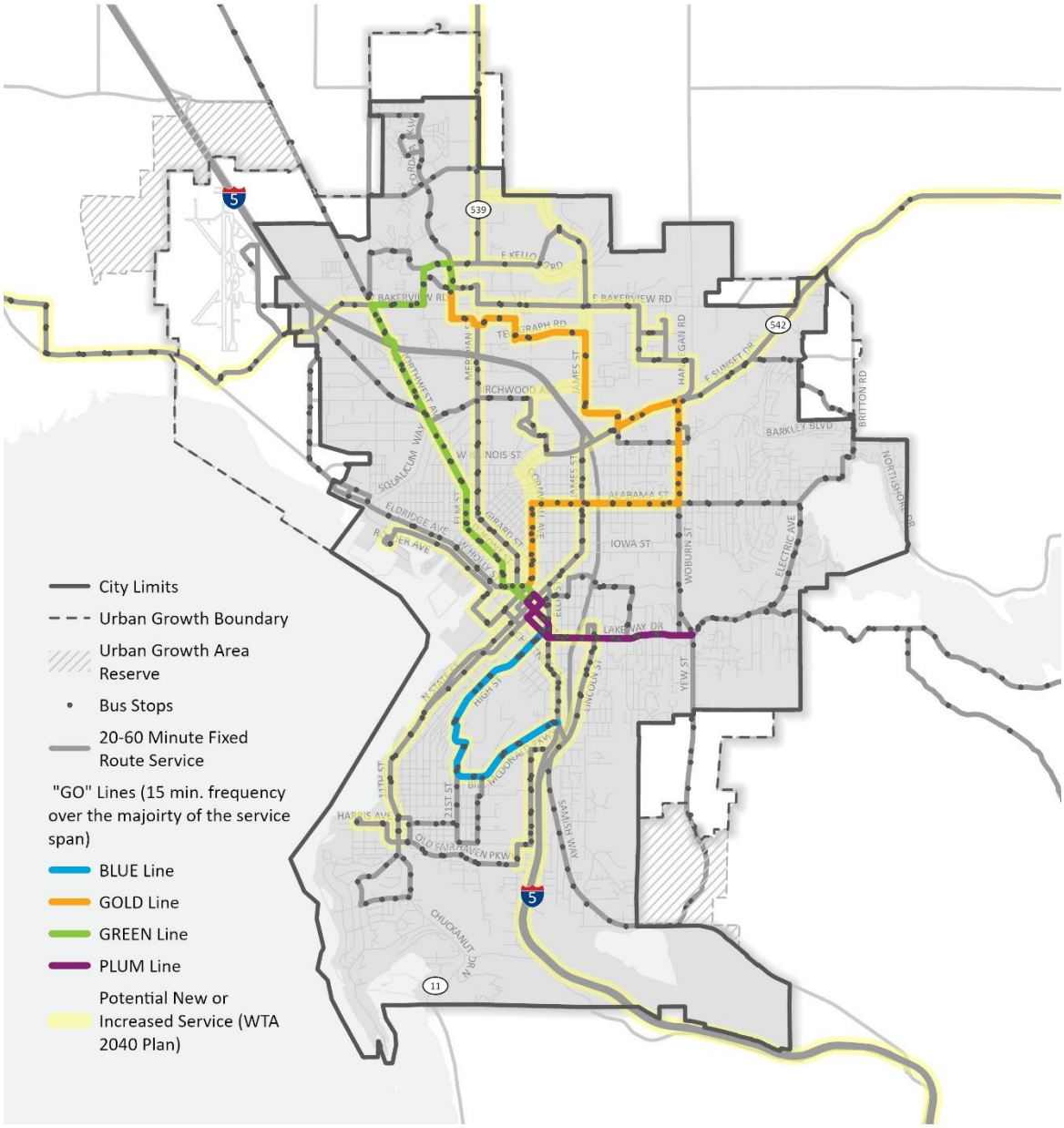
The Whatcom Transportation Authority (WTA) provides fixed-route, paratransit, and rideshare services throughout Bellingham and Whatcom County.

- **Fixed Route Bus Service:**
    - 33 routes, including 4 high-frequency "GO Lines" with 15-minute service intervals
    - 20-60 minute fixed route service operates 7 days per week, with higher levels of service during peak times on weekdays.
    - Potential new or increased service is considered in the WTA 2040 Long Range Transit Plan as shown in Figure C.

- **Paratransit Service:**
    - Provides on-demand service within ¾ mile buffer around fixed-route coverage for ADA-eligible riders
    - Averaged 618 weekday trips in 2024
- **Rideshare Vans:**
    - 17 vanpool vehicles available to employers
- **Fleet (2025):**
    - 63 full-size buses (20 hybrid, 12 electric)
    - 51 paratransit minibuses
- **WTA Transit Centers:**
    - Bellingham Station (Downtown), Cordata Station, Ferndale Station, Lynden Station

WTA and the City of Bellingham worked together on the development of the WTA 2040 Long Range Transit Plan and the 2025 Comprehensive Plan Transportation Element. WTA 2040 provides a framework to enhance and expand the transit service network in support of where people will live and work. This includes key capital elements necessary to support the planned transit service network. Key Plan priorities are to lead with equity, operate an efficient system, and advance environmental priorities.

Primary Transit Network Map (Figure C)



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Freight Transportation Network

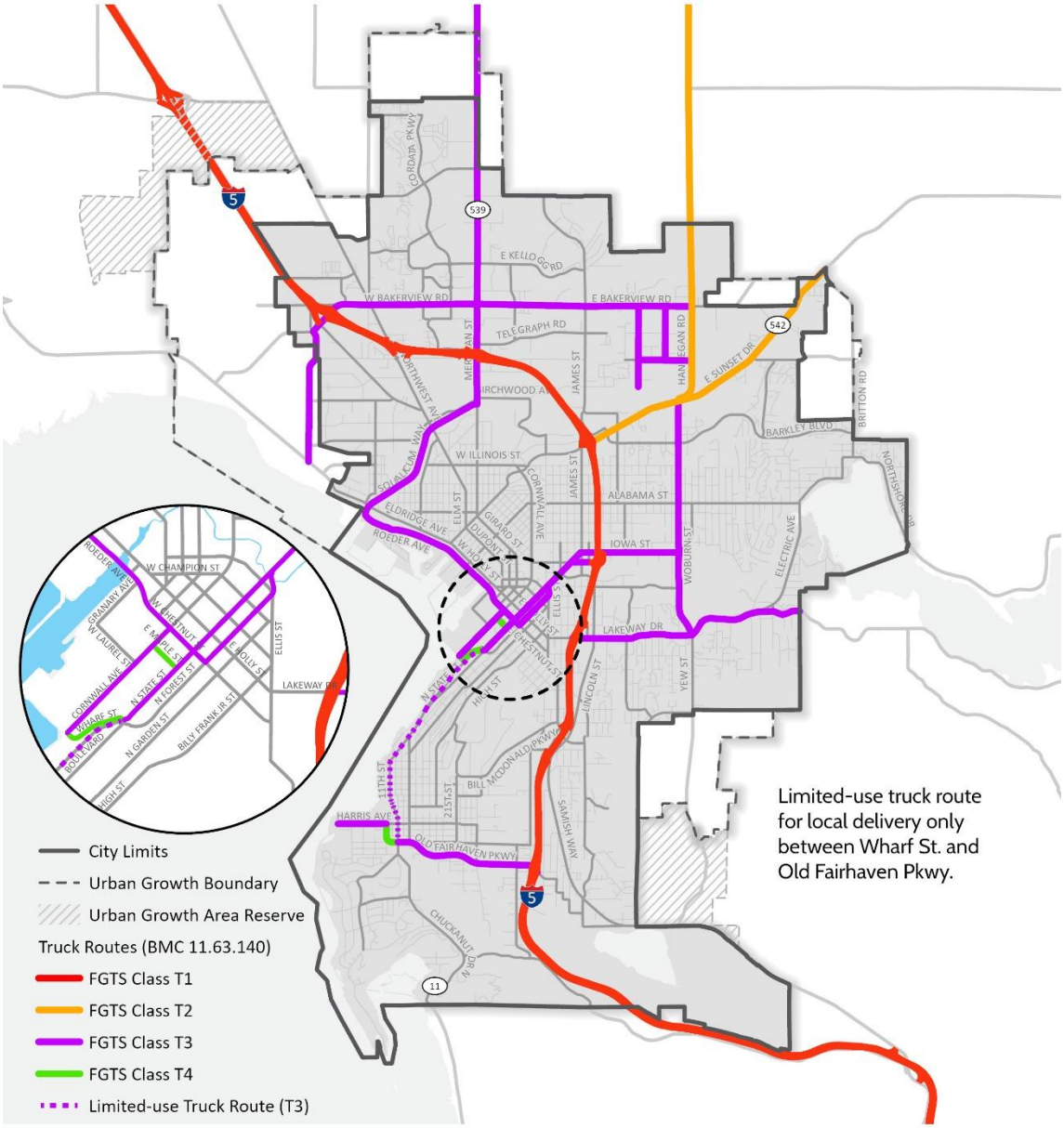
A well-defined freight network is essential for supporting local businesses and regional commerce by ensuring goods can move safely and efficiently through Bellingham, while also minimizing conflicts with other travel modes and neighborhood impacts. Bellingham's freight network is classified by Washington State Department of Transportation (WSDOT) Freight and Goods Transportation System (FGTS):

Classification	Annual Tonnage	Example
T-1	>10 million tons	I-5
T-2	4–10 million tons	SR 539 (Guide Meridian)
T-3	300K–4 million tons	SR 542 (Mt. Baker Highway)
T-4	100K–300K tons	12th St – State Blvd
T-5	<100K tons	None designated

Table 1: Freight route classification table

Local delivery is allowed on all public streets unless otherwise posted with weight restrictions.

Freight Transportation Network Map (Figure D)



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Arterial Street Network for Motorized and Non-Motorized Users

As of 2024, Bellingham maintains 281 lane miles of arterials, including:

Classification	Lane Miles	Description
Principal Arterial	109	Major regional corridors and state highways
Secondary Arterial	111	Citywide connectors and multimodal streets
Collector Arterial	61	Neighborhood connections to higher-order streets

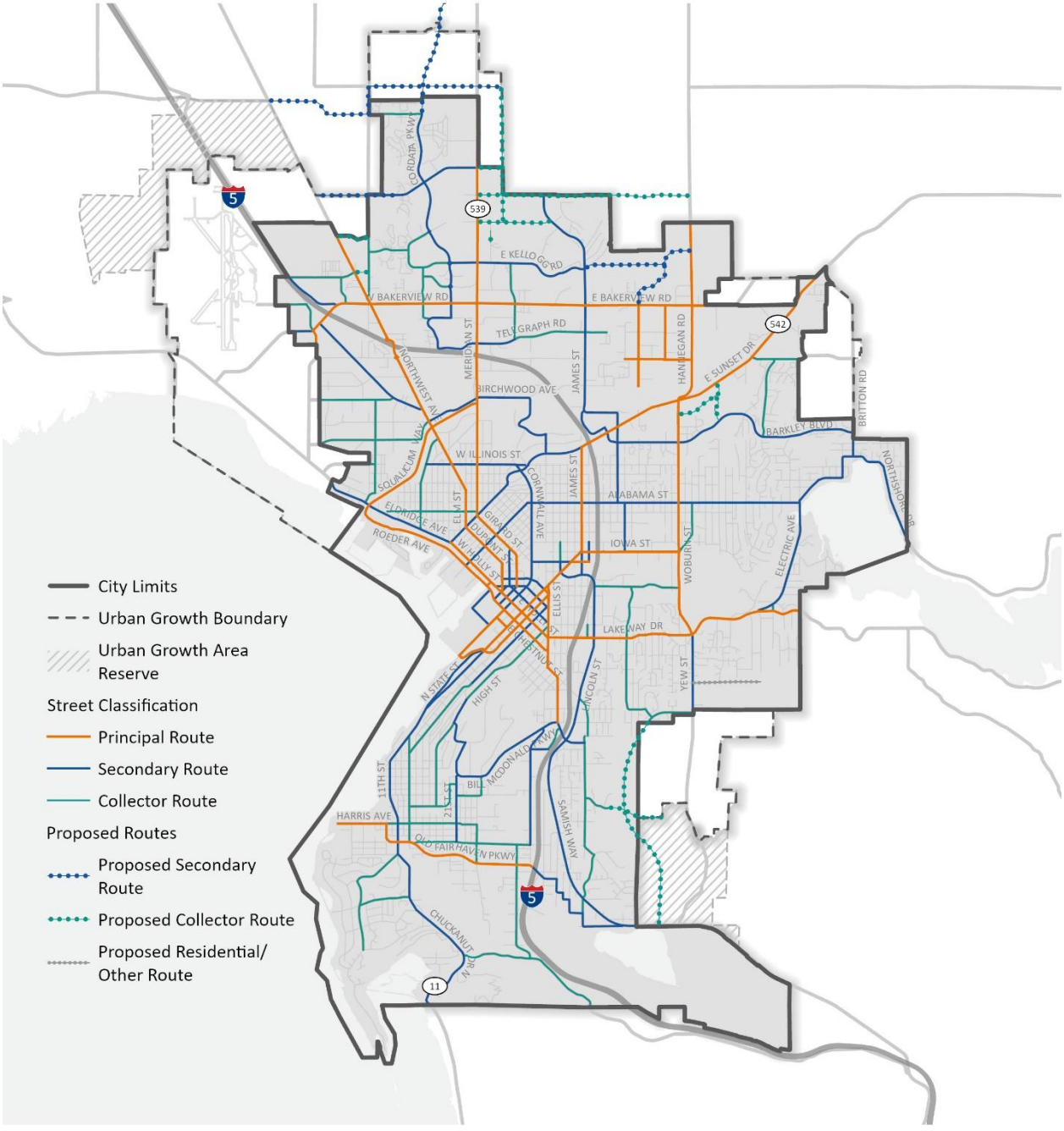
Table 2: Total arterial miles and description

Street Features:

- 126 signalized intersections (City and WSDOT-operated)
- 10 multimodal roundabouts
- 59 pedestrian-activated flashing crosswalks
- 10 pedestrian hybrid signals (HAWKs)
- 47 automated school zone flashers
- 2 variable message radar speed signs

These arterials serve both motorized and non-motorized users and provide critical linkages for freight, transit, and emergency services.

Arterial Street Network Map (Figure E)



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While the City provides targeted street improvements, many are provided through new development abutting substandard public streets. Developers are often required to construct frontage improvements to meet the City's multimodal street standards, as codified in BMC 13.04 and 13.08. These standards ensure that redevelopment contributes to a complete and consistent transportation network. Frontage improvements typically include sidewalks, street trees, curb ramps, lighting, and bicycle facilities, with arterial streets requiring curb, gutter, sidewalk, and bike lanes at a minimum. This requirement helps ensure that, as the city grows, its transportation infrastructure evolves in a connected, safe, and context-sensitive manner that aligns with adopted modal plans.

Figure E depicts Bellingham's arterial street network. Existing arterials are shown as solid lines and future arterials are dashed. These future streets will be necessary to accommodate growth and development anticipated during the planning period. Many of them could be financed and constructed through development proposals or could be completed as public projects with funding set aside by private development as mitigation for transportation impacts. The map includes recommendations from BMC Title 20 and former Neighborhood Plans.

Other Transportation Agencies and Service Providers

State-Owned Transportation Facilities

The following state highways are managed by WSDOT and serve the City of Bellingham:

Route	Local Name	Function
I-5	Interstate 5	Primary regional and interstate corridor
SR 11	Chuckanut Dr/Old Fairhaven Parkway	Connector to Skagit County and freight route to Fairhaven
SR 539	Meridian St / Guide Meridian Rd	Key north-south arterial, connector to northern Whatcom County, and freight route
SR 542	Sunset Dr / Mt. Baker Hwy	Key east-west arterial, connector to eastern Whatcom County, and freight route

Table 3: State highway inventory and functions

These facilities serve regional access, freight, and commuter traffic. I-5 and SR 539 are designated Highways of Statewide Significance under RCW 47.06.140.

Air Transportation – Bellingham International Airport (BLI)

BLI, owned and operated by the Port of Bellingham, is a commercial service airport and classified by the FAA as a non-hub primary commercial service airport.

- **Location:** About 4 miles northwest of downtown Bellingham, within the Urban Growth Area (UGA)
- **Total area:** Approx. 2,190 acres
- **Runway:** One paved precision-instrumented runway, 6,701 feet long
- **Facilities:** Passenger terminal, U.S. Customs station, air traffic control tower, Aircraft Rescue & Fire Fighting facility, general aviation hangars, fixed-base operator, charter services, and parking facilities
- **Based Aircraft:** Nearly 200 general aviation aircraft
- **Passenger Volume:** 275,033 enplanements in 2024

- **Service:** Commercial flights to up to 10 nonstop destinations; heavy usage by Canadian travelers

BLI is guided by the Port's Airport Master Plan, which identifies long-range infrastructure and capacity improvements.

Marine Transportation – Port of Bellingham

The Port of Bellingham manages multiple marine facilities that serve freight, passenger, and recreation needs:

>> Squalicum Harbor

- 327 acre, full service marina with 1,650 moorage slips for commercial and recreational vessels
- Public boat launch (96 trailer parking spaces), visitor moorage, and connections to City trail network
- On-site businesses include fish processors, restaurants, yacht clubs, and a U.S. Coast Guard Station
- Certified Clean Marina and EnviroStars Program participant

.>> Bellingham Shipping Terminal (BST)

- 35-arce marine cargo facility with three berths and 85,000 sq. ft. of warehouse space
- Recent upgrades: dock strengthening, dredging for deeper draft, stormwater treatment system, and direct rail service extension.
- Part of the joint City-Port Waterfront District planning for multimodal access and redevelopment

>> Bellingham Cruise Terminal (BCT)

- Southern terminus for the Alaska Marine Highway Systems ferries
- Facilities include a marine berth, vehicle loading ramp, passenger terminal, office and meeting space, and restaurant
- Multimodal hub connecting Amtrak Cascades, Greyhound, WTA buses, commuter ferries to the San Jaun Islands, and taxi/shuttle services

Rail Transportation

>> **Freight Rail**: Burlington Northern Santa Fe (BNSF) serves Port facilities and industrial areas; City works with BNSF on at-grade crossing safety, noise reduction, and quiet zones.

>> **Passenger Rail**: Amtrak Cascades service connects Bellingham to Seattle, Portland, and Vancouver, B.C. The station is located at the Fairhaven Transportation Center, which is managed by the Port of Bellingham.

Other Transportation Providers

Other transportation providers include Greyhound and private charter buses. The Greyhound station is located at the Fairhaven Transportation Center. Additionally, local and regional taxi, shuttle, and ride share services are provided throughout Bellingham.

Intergovernmental Coordination

RCW 36.70A.070(6)(a)(v), WAC 365-196-430(1)(e), and WAC 365-196-430(2)(a)(iii) require that local comprehensive plans include: *A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan*.

A well-functioning multimodal transportation system throughout the City depends on effective coordination among local, regional, tribal, and state entities. The City works closely with transportation partners to address shared needs, align land use and transportation planning efforts, and secure funding for projects that support regional mobility, sustainability, and equity goals.

The City collaborates regularly with the following agencies and jurisdictions:

- **Whatcom County** – Shares responsibility for maintaining streets, bike lanes, trails, and sidewalks in the Bellingham Urban Growth Area (UGA). The City and County coordinate on project planning, capital improvements, and development standards to ensure consistency across jurisdictional boundaries.
- **Neighboring Cities (e.g., Ferndale)** – The City engages in interlocal planning and project coordination with adjacent jurisdictions to ensure regional connectivity and coordinated land use planning.

- **Tribal Governments** – The City collaborates with the Lummi Nation, Nooksack Indian Tribe, and other tribal governments to advance transportation planning and infrastructure development in areas of shared interest.
- **Port of Bellingham** – Owns and operates the Bellingham International Airport and maritime facilities. The City collaborates with the Port on freight mobility, airport access improvements, and redevelopment planning for the waterfront and other industrial areas.
- **Whatcom Council of Governments (WCOG)** – Serves as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the Bellingham UGA and Whatcom County. WCOG administers the regional travel demand model, maintains the Whatcom Regional Transportation Plan, coordinates federal funding through the Transportation Improvement Program (TIP), and leads regional initiatives such as the Regional Safety Action Plan and regional freight and active transportation strategies.
- **Whatcom Transportation Authority (WTA)** – Provides fixed-route and paratransit service within Bellingham and the greater Whatcom County region. The city collaborates with WTA to improve transit speed and reliability, expand access to high-frequency service, and plan for future transit-oriented infrastructure.
- **Washington State Department of Transportation (WSDOT)** – Owns and operates the state highway and freeway system through Bellingham, including I-5. The City coordinates with WSDOT on project design, permitting, signal operations, and grant applications and administration.
- **Bellingham School District (BSD)** – The City partners with BSD on Safe Routes to School planning, walk route mapping, and project coordination near school sites. Collaboration includes aligning infrastructure improvements with school needs, communicating with families, and advancing education and safety programs that promote walking and biking.

Most transportation infrastructure within the unincorporated Bellingham Urban Growth Area is currently under the jurisdiction of Whatcom County but will become the responsibility of the City upon annexation. Accordingly, the City and County must continue to coordinate planning, standards, and investments to ensure a seamless, multimodal network that meets urban service expectations.

As required under the Growth Management Act, the City will assess the impacts of local land use assumptions on state and regional transportation systems and ensure consistency with

the Whatcom Regional Transportation Plan. Coordination will continue to occur through the Whatcom Transportation Policy Board and through project-specific collaboration during planning, design, and implementation.

Mode Shift Goals

Shifting how people travel around Bellingham is a key strategy for meeting the City's climate goals and keeping the transportation system running efficiently. By reducing the number of residents driving alone and encouraging alternative options such as carpooling, walking, biking, or riding transit, the City can reduce the vehicle congestion, cut greenhouse gas emissions, and improve community health. Since the COVID-19 pandemic, more people are also working from home, which further reduces commute trips. This shift is expected to remain relatively steady in the coming years.

These mode shift projections take into consideration planned infrastructure investments and achieving them will ultimately depend on a broader range of coordinated efforts. Infrastructure alone is not sufficient to drive behavior change at scale. Success will require sustained investments in education, outreach, incentives, and other demand management strategies that support people in choosing alternatives to driving alone. Equally important are supportive policies such as pricing strategies, parking management, and land use reforms that make walking, biking, and transit more convenient, reliable, and attractive. These projections are based on commute-to-work data from the American Community Survey (ACS), which does not fully represent all trips taken within the city, such as those for school, errands, or recreation. Mode shift is not just a transportation outcome, it reflects a citywide commitment to livability, sustainability, and equitable access.

Mode Shift Targets and Policy Projections

Mode	2006–2010[1]	2016–2020[1]	2019–2023[1]	2036 Mode Shift Goal[2]	2045 Mode Shift Goal[2]
Single Occupant	77.3%	68.1%	63.5%	57.0%	50.0%
Multi Occupant & Taxi	7.3%	7.4%	7.5%	8.0%	8.5%
Pedestrian	6.4%	6.7%	6.1%	7.5%	9.0%
Bicycle	3.0%	4.6%	4.0%	7.0%	9.0%
WTA Public Transit	4.2%	4.5%	3.3%	5.5%	8.5%
Work from Home Trend Projection [3]	1.8%	7.7%	14.5%	15.0%	15.0%

Table 4: Mode shift targets and policy projections

[1] Based on American Community Survey (ACS) 5-Year Estimates from 2006–2010, 2016–2020, and 2019–2023. These values represent actual recorded mode shares for Bellingham residents commuting to work, sourced from data.census.gov Table S0801.

[2] Adjusted from ACS data based on the goals and policies in Bellingham's 2026 Draft Comprehensive Plan Transportation Chapter. Policy-informed values reflect anticipated outcomes from multimodal investments (e.g., Pedestrian and Bicycle Master Plans), transit-oriented development, Transportation Demand Management strategies, and coordinated work with WTA and WCOG. These projections represent what City leaders hope to achieve with committed implementation of the city's adopted transportation strategies.

[3] The Work from Home share is included as a trend-based projection rather than a policy goal. While it reduces commute demand, as well as VMT and GHG emissions it is largely shaped by employer policies and broader workforce trends. The City is not actively promoting an increase in remote work but recognizes its impact on overall mode share.

Single Occupant:

Single occupancy vehicles (SOV) are privately operated vehicles, where the driver is the sole occupant. SOV commuter mode share declined from 77.3% (2006–2010) to 63.5% (2019–2023), reflecting a gradual shift supported by investments in active transportation, transit, and remote work trends. The 2036 projection of 57% assumes continued implementation of commute trip reduction (CTR), Smart Trips, transit-oriented development (TOD) including denser housing near transit routes, and near-term projects in the 20-year project list

(Appendix A), PMP, and BMP. The 2045 projection of 50% assumes full buildout of major multimodal infrastructure and policy initiatives.

Multi Occupant & Taxi:
Shared ride commuter modes have remained steady (7–8%) over the past decade. The 2045 projection reflects anticipated growth to 10%, supported by mode shift policies promoting carpooling, Smart Trips participation, and shared mobility services.

Pedestrian:
Pedestrian commuter mode share has remained slightly over 6% during the past decade. The 2024 Pedestrian Master Plan identifies 121 on-street pedestrian projects (40 miles), 84 crossing enhancements, and 18 off-street trails (3.5 miles). The projected increase reflects equity-focused prioritization and substantial capital investment in walkability and access improvements which enhances the safety, comfort and connectivity of the pedestrian network.

Bicycle:
Bicycle commuter mode share has increased over the last decade from 3% to 4%. The 2024 Bicycle Master Plan includes 196 new on-street bikeway projects (103.5 miles), 20 off-street path projects (21.6 miles), and upgrades to 31.9 miles of existing facilities (46 projects). The 2045 projection reflects phased implementation of a connected and comfortable bike network that supports a measurable increase in bicycle trips.

WTA Public Transit:
Public transit commuter mode share increased slightly early in the decade, then decreased dramatically because of the COVID-19 pandemic, but has shown substantial recovery in recent years. The WTA Go Line Enhancement project and planned transit-supportive development (TOD) in urban villages are expected to increase service coverage and frequency throughout the City. The projected growth reflects improved transit accessibility and integration with land use planning.

Work from Home:
Work-from-home commuter mode share rose from 1.8% (2006–2010) to 14.5% (2019–2023), driven largely by the COVID-19 pandemic. The 2045 projection reflects stabilization of this trend near current levels, consistent with recent ACS data and national workplace patterns indicating a plateau or gradual decline in remote work prevalence.

Multimodal Levels of Service

RCW 36.70A.070(6)(a)(iii)(B) and (C), as amended in 2023, and WAC 365-196-430 require that local comprehensive plans include: *Adopted multimodal levels of service standards for all locally owned arterials, locally and regionally operated transit routes that serve UGAs, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve environmental justice*.

The City of Bellingham has adopted a multimodal level of service (LOS) framework that supports long-term mobility, safety, and climate goals. LOS standards are established by mode and are applied across the transportation system, including arterials, active transportation facilities, and transit service areas. These standards are codified in BMC 13.70.110, which defines the adopted level of service standard as the number of Person Trips Available (PTA) by Concurrency Service Area (CSA), as calculated using the methodology in BMC 13.70 and implemented in the TRAM.

The City uses a person-trip–based LOS methodology, which calculates the number of person-trips the transportation system can accommodate in each Concurrency Service Area (CSA) during the PM peak hour. This methodology measures the completeness of five infrastructure types: sidewalks, multiuse trails, bikeways, WTA transit, and automobiles to calculate the person trips available by each mode. By using person trips rather than vehicle trips alone, this approach supports multimodal network planning and prioritizes investments that improve walking, biking, and transit accessibility.

For each CSA, the City calculates:

- Total person trip demand associated with new development
- Available PTA for each mode
- Remaining capacity based on the net difference between demand and available trips

The volume-to-capacity ratio (V/C) is used to gauge LOS performance. An arterial within a CSA is considered concurrent if the V/C ratio is less than 1.0. This threshold reflects whether the multimodal system can accommodate projected person trip growth. LOS deficiencies are addressed through the identification and programming of transportation projects in the City's 6-Year TIP and 20-Year Project List.

For active transportation, the city further assesses LOS through the Pedestrian and Bicycle Master Plans. These plans include equity prioritization scores, and project-level rankings based on factors such as:

- Proximity to schools, parks, and transit
- Safety risk and crash history
- Connectivity to regional trail or bikeway networks
- Service to underserved populations

While the Whatcom Transportation Authority (WTA) does not formally adopt LOS standards, the TRAM evaluates transit accessibility based on route span, frequency, and alignment with WTA's long-range plans. The city coordinates with WTA to support key transit corridors through multimodal infrastructure improvements.

This multimodal LOS framework provides a performance-based foundation for evaluating development impacts, prioritizing capital projects, and aligning with regional transportation and environmental goals.

Actions for Multimodal Level of Service

RCW 36.70A.070(6)(a)(iii)(D), as amended in 2023, and WAC 365-196-430 require that local comprehensive plans include: *Identification of specific actions to bring transportation facilities and services to established multimodal LOS*.

To ensure that the City of Bellingham's transportation system continues to meet its adopted multimodal level of service (LOS) standards, the City has identified a set of targeted infrastructure improvements over the next 20 years. These projects will address known LOS challenges across travel modes and are expected to maintain concurrency, enhance person-trip capacity, and support safe and equitable mobility for all users.

The City uses a person-trip–based LOS methodology, as defined in BMC 13.70 and implemented through the Transportation Report on Annual Mobility (TRAM). For each Concurrency Service Area (CSA), the City monitors mode-specific capacity and performance using metrics such as person trips available, volume-to-capacity (V/C) ratios, and multimodal connectivity indicators. CSA-level monitoring and equity prioritization scores from the BMP and PMP are used to direct investments to areas where infrastructure gaps most significantly affect system performance and community access. To further support these LOS standards, the City requires Transportation Impact Analyses (TIAs) for development projects that exceed thresholds established in the Development Guidelines and Improvement Standards. As outlined in BMC 13.70.080, these analyses evaluate potential impacts to multimodal level of service and determine whether off-site mitigation is necessary. Projects requiring a TIA must receive approval, including completion of any required mitigation under SEPA or other applicable processes, before a Transportation

Concurrency Certificate can be issued. In CSAs where multimodal LOS standards are not met and concurrency cannot be achieved with existing infrastructure, the City may allow private developers to construct or fund mitigation projects identified in the Pedestrian and Bicycle Master Plans. These improvements, such as sidewalks, bikeways, and crossings, must directly address the identified person trip deficiencies and are reviewed through the concurrency and SEPA processes. This approach ensures that growth can proceed in areas with infrastructure gaps while maintaining systemwide performance.

To address areas with limited multimodal capacity or known LOS failures, the City has developed a 20-Year Project List. This includes:

- All capital projects and programs from the 6-Year Transportation Improvement Program (TIP)
- Catalyst project packages from the 2024 Bicycle Master Plan (BMP) and 2024 Pedestrian Master Plan (PMP)
- Street, trail, and access improvements identified in the Urban Village Subarea Plans

These projects are geographically distributed to reflect LOS conditions identified in the WCOG travel demand model. For example, sidewalk infill, trail construction, and crossing upgrades are prioritized in CSAs where pedestrian and bicycle trip availability is constrained. Corridor projects such as James Street Safety Improvements, Lakeway Drive multi-use trail expansions, and the Meridian/Birchwood Transportation Improvements project directly enhance multimodal capacity on key high-demand corridors. New multimodal street connections and improvements in Urban Villages also support growth and accessibility in these priority areas.

The 20-Year Project List will be periodically reevaluated to remove completed projects, reassess outstanding priorities, and incorporate new projects in response to updated multimodal LOS conditions reported in the TRAM.

As required by RCW 36.70A.070, the City will continue to monitor person-trip performance and will use the 20-year project list to guide investments needed to maintain concurrency and support multimodal system performance over time.

Multimodal Transportation Forecast

RCW 36.70A.070(6)(a)(i) and RCW 36.70A.070(6)(a)(iii)(E), as amended in 2023, and WAC 365-196-430(2)(f) require that local comprehensive plans include: *A forecast of multimodal transportation for a minimum of 10 years, including land use assumptions used in estimating travel. Bellingham's Transportation Element provides a 20-year future forecast*

Travel Forecast Summary

To support the 2026 Bellingham Plan update, the City of Bellingham utilized the Whatcom Council of Governments (WCOG) regional travel demand model to forecast travel demand through the year 2045. The model was used to inform the transportation portions of the countywide Environmental Impact Statement (EIS). It reflects regional land use assumptions consistent with each jurisdiction's planned growth and the adopted Whatcom Regional Transportation Plan.

The model includes a 2023 base year and four 2045 forecast scenarios:

- **Growth Scenario 0 (A0)** – 2045 No Growth
- **Growth Scenario 1 (A1)** – 2045 Moderate Growth
- **Growth Scenario 2 (A2)** – 2045 multi-jurisdictional[1]
- **Growth Scenario 3 (A3)** – 2045 High Growth

While the EIS primarily evaluates growth and transportation alternatives in unincorporated Whatcom County, it does not incorporate the City of Bellingham's adopted multimodal plans or projects into its modeling or alternatives analysis. The EIS relies on the WCOG regional travel demand model, which is only capable of producing a traditional vehicle volume-to-capacity (V/C) methodology and focuses on regional growth impacts outside of city boundaries. Although Bellingham's multimodal strategies and Six-Year TIP provide critical infrastructure to support compact, low-VMT urban development, these efforts are not explicitly reflected in the assumptions, performance metrics, or mitigation strategies within the EIS. As stated in the document, each city, including Bellingham, is expected to evaluate its own multimodal LOS performance and transportation needs through its comprehensive planning process.

[1] The Cities, County, and WCOG collaboratively coordinated land use and transportation to define the most likely scenario for the draft EIS. The Final EIS used this as the basis for the preferred alternative.

Forecasted Travel Demand (VMT)

Based on the WCOG model, total daily vehicle miles traveled (VMT) and vehicle hours traveled (VHT) across Bellingham's roadway network are projected to grow as follows:

Scenario	2045 Total Daily VMT	2045 Total Daily VHT	VHT per 1,000 VMT
2045 A0 (No Build)	2,105,082.62	68,653.11	32.61
2045 A1	2,228,379.63	81,403.57	36.53
2045 A2	**2,289,664.49**	**88,968.17**	**38.86**
2045 A3	2,375,946.79	99,172.66	41.74

Table 5: Travel demand scenarios vehicle miles traveled, vehicle hours traveled, and vehicle hours traveled per 1,000 vehicle miles traveled

These values represent the total vehicle miles traveled (VMT) and vehicle hours traveled (VHT) assigned across the city's roadway network under each 2045 forecast scenario. Alternative A2 produces a total daily VMT of 2,289,664 and a VHT of 88,968, resulting in a VHT-per-1,000-VMT ratio of 38.86. This ratio serves as a relative measure of system efficiency by indicating the cumulative time required to move vehicles through the network per mile traveled.

Compared to the No Build scenario (A0), which has a ratio of 32.61, Alternative A2 reflects both higher travel demand and greater overall network use. While this increase in VHT per mile suggests reduced per-mile efficiency, it is largely attributable to A2's higher population and employment growth assumptions. The higher VHT indicates more vehicles spending time on the network, not necessarily due to reduced speed or capacity constraints, but as a reflection of expanded access and induced demand. Among the build alternatives, A2 represents a balanced scenario that supports regional growth while avoiding the demand and system strain projected under A3.

The WCOG travel demand model used for this analysis does not simulate multimodal trip assignment. Although the model includes pedestrian network links, bicycle facility classifications, and transit travel times, these elements are not used in determining trip distribution or mode choice. As a result, the VMT and VHT values primarily reflect vehicular travel rather than multimodal system performance.

To address this, the City supplements the regional model with a multimodal analysis framework based on person trip availability, as defined in BMC 13.70 and reported annually through the Transportation Report on Annual Mobility (TRAM). Person trip calculations use

average vehicle occupancy rates, modal completeness scores, and transit service assumptions to estimate available capacity for walking, biking, transit, and vehicle travel within each Concurrency Service Area (CSA). This enables the City to monitor multimodal level of service (LOS) and evaluate mitigation strategies tailored to local growth patterns.

Use of Forecast in Planning

The A2 scenario is expected to guide long-range planning and policy development. Its forecasted travel demand informs prioritization of future multimodal infrastructure investments, identification of volume-to-capacity risks, and monitoring of multimodal LOS using the City's TRAM-based concurrency system. CSAs that are projected to exceed LOS thresholds under the A2 scenario are being flagged for improvements or targeted for modal shifts through investments in walking, biking, and transit infrastructure. These forecasts are also used to support the implementation strategies in the 2024 Pedestrian and Bicycle Master Plans, which identify priority projects and gap closures aligned with expected population and employment growth through 2045. Collectively, the vehicle-based modeling, supplemental person trip analysis, and CSA-level multimodal tracking ensure that the City's transportation forecast meets Growth Management Act requirements and supports coordinated, sustainable mobility planning.

Analysis of Future Funding

RCW 36.70A.070(6)(a)(iv)(A) and WAC 365-196-430(2)(k)(iv) require that local comprehensive plans include: *An analysis of future funding capability to judge needs against probable funding resources*.

This section compares the City's projected transportation revenues with the investments identified in its 20-year project list. The list includes a combination of near-term projects already programmed in the Six-Year Transportation Improvement Program (TIP) and longer-term capital priorities drawn from adopted modal plans, including the Bicycle Master Plan, Pedestrian Master Plan, and transit-supportive infrastructure in Urban Villages and growth corridors. Together, these projects represent the multimodal improvements necessary to support Bellingham's land use vision, safety goals, and climate commitments through 2045.

Preliminary analysis indicates a substantial gap between forecasted revenues and the total cost of planned investments. While the City is well positioned to deliver many near-term priorities, particularly those with secured grant funding or committed local match, full implementation of the long-range project list will require significant additional resources. Major cost drivers include corridor-scale multimodal upgrades, intersection

reconstructions, and the buildout of a connected all ages and abilities active transportation network, all of which may include environmental impacts and associated mitigation costs.

The City recognizes that transportation investments must be phased and prioritized based on both readiness and financial feasibility. To address the funding gap, the City will pursue a combination of strategies including targeted grant applications, continued optimization of local revenue sources, coordinated project delivery with partners, and long-range programming that aligns projects with likely funding cycles. The City also remains committed to updating its funding tools such as Transportation Impact Fees and other local revenue programs to ensure that funding mechanisms remain aligned with current infrastructure needs and development patterns.

This analysis does not imply that all projects will be fully funded within the 20-year horizon. Rather, it serves as a realistic planning tool that identifies the scale of investment required and reinforces the need for sustained funding advocacy, partnership coordination, and strategic capital planning.

Future Funding Capability

RCW 36.70A.070(6)(a)(iv)(A) and WAC 365-196-430(2)(k)(i) require that local comprehensive plans include: *A forecast of transportation revenues expected to be available to implement the plan, based on the assessment of funding needs*.

To support implementation of Bellingham's multimodal transportation priorities, the City has developed a long-range transportation revenue forecast that aligns with the project list in this Comprehensive Plan. The forecast includes projected revenues from local, state, and federal sources and provides a planning-level estimate of the City's financial capacity through the 20-year planning horizon. This analysis will help guide project prioritization, support preparation of the annual Transportation Improvement Program, and ensure consistency with regional and state transportation financial planning.

Street Fund: The Street Fund is a general-purpose transportation fund supported primarily by a portion of the City's local sales tax revenue. These funds are used for pavement maintenance, small capital projects, and operational support. While the Street Fund supports smaller capital needs, it is not a dedicated capital fund, and its revenues are typically insufficient to cover the cost of major street reconstruction or multimodal improvement projects. Long-range projections for this fund are conservative, reflecting historical allocations and recent changes to the distribution of local sales tax among City departments. Revenues from the Street Fund are expected to remain relatively stable but limited in their capacity to support major capital investments.

Transportation Fund (Transportation Benefit District): The Transportation Fund is a dedicated capital fund established through a voter-approved sales tax authorized under RCW 82.14.0455 and is separate from the portion of local sales tax supporting the Street Funds. This dedicated funding source is used exclusively for transportation purposes and supports a wide range of multimodal investments, including bicycle and pedestrian projects, safety improvements, and deferred maintenance. Unlike the Street Fund, revenues from the Transportation Fund can only be used for transportation projects and cannot be reallocated to other City functions. Current law allows this revenue source to be renewed by voters in regular intervals, and the financial forecast assumes continued public support for maintaining this dedicated local funding stream.

Transportation Impact Fee (TIF) Fund: Transportation Impact Fees are collected from new development to help pay for capital improvements that support growth, consistent with BMC 19.06. The current TIF program is based on a citywide fee schedule that includes a phased increase to the maximum legal rate. TIFs are calculated based on the estimated cost of capital projects necessary to accommodate new development, including multimodal improvements identified in the Bicycle and Pedestrian Master Plans. The fee schedule is periodically updated to reflect changes in project costs, infrastructure priorities, and growth assumptions. While actual revenues may fluctuate with the pace of development, the forecast assumes continued application of the adopted rate structure and recognizes TIFs as a critical tool to ensure new development contributes its fair share to building a safe, equitable, and efficient multimodal transportation system.

Real Estate Excise Tax (REET) Funds: REET revenues are generated through a local tax on real estate transactions and are an important source of funding for transportation capital projects. Forecasts are based on the City's internal REET revenue model, which considers both historic performance and long-term market conditions. While REET revenue is subject to short-term volatility tied to real estate cycles, the forecast uses conservative assumptions that reflect average performance over time.

State Funding: The City regularly competes for state grant programs administered by agencies such as the Washington State Department of Transportation and Transportation Improvement Board. These programs provide critical funding for arterial improvements, safety projects, and multimodal infrastructure. The forecast assumes continued access to competitive state programs, recognizing that awards will vary by year and project eligibility.

Federal Funding: Federal transportation funding is awarded through a mix of formula and competitive programs, often administered through state or regional entities. The City has a strong track record of securing federal funds for large-scale projects and is committed to maintaining eligibility through continued participation in regional planning efforts. The

forecast includes planning-level estimates based on recent federal funding performance but acknowledges the inherent uncertainty in future program structures and funding levels.

Anticipated Funding Available for Transportation System Improvements 2026-2035	
LOCAL FUNDING	**Total**
Street Fund[1]	$2,000,000
Transportation Fund[2]	$70,219,773
TIF[3]	$11,500,000
REET[4]	$15,382,863
Totals	$99,102,637
STATE FUNDING	**Total**
Funding sources include TIB, WSDOT Pedestrian Bicyclist Program, Legislative Requests, and WSDOT Regional Mobility Program	$36,750,000
FEDERAL FUNDING	**Total**
Funding sources include Highway Safety Improvement Program, Local Bridge Program, Safe Routes to School, Surface Transportation Block Grant, City Safety Program, WSDOT Section 130 Program, and Safe Streets for All	$30,250,000
Total Funding	**$166,102,637**
Notes:	

1. In 2025, a policy decision was made to shift Street funds away from capital transportation projects. Starting in 2026, these funds will be used exclusively for the Community Streets Program. To cover the gap in funding for capital transportation projects, additional REET funds were allocated.
2. TBD expired 12-31-2020, reapproved and renamed Nov. 2020, expires 12-31-2030; Assumption: T-Fund reapproved by Bellingham voters in 2030. 62% of total revenue is estimated to be utilized for capital projects; Projections use Holt-Winters ES, revenue increases approximately 2% annually.
3. Assumption: Based on annual average impact fee revenue over past 10 years.
4. Assumption: Over the last several years transportation projects have utilized about 25% of REET Actuals; Projections increase expected REET funding by 2% in subsequent years to account for additional infill and growth throughout the city

Table 6: Anticipated funding available for transportation system improvements 2026-2035

Anticipated Funding Available for Transportation System Improvements 2036-2045	
LOCAL FUNDING	**Total**
Street Fund[1]	$2,000,000
Transportation Fund[2]	$87,335,112
TIF[3]	$11,500,000
REET[4]	$18,751,625
Totals	$119,586,737
STATE FUNDING	**Total**
Funding sources include TIB, WSDOT Pedestrian Bicyclist Program, Legislative Requests, and WSDOT Regional Mobility Program	$36,750,000
FEDERAL FUNDING	**Total**
Funding sources include Highway Safety Improvement Program, Local Bridge Program, Safe Routes to School, Surface Transportation Block Grant, City Safety Program, WSDOT Section 130 Program, and Safe Streets for All	$23,750,000
Total Funding	**$180,086,737**

Notes:

1. In 2025, a policy decision was made to shift Street funds away from capital transportation projects. Starting in 2026, these funds will be used exclusively for the Community Streets Program. To cover the gap in funding for capital transportation projects, additional REET funds were allocated.

2. TBD expired 12-31-2020, reapproved and renamed Nov. 2020, expires 12-31-2030; Assumption: T-Fund reapproved by Bellingham voters in 2030. 62% of total revenue is estimated to be utilized for capital projects; Projections use Holt-Winters ES, revenue increases approximately 2% annually.

3. Assumption: Based on annual average impact fee revenue over past 10 years.

4. Assumption: Over the last several years transportation projects have utilized about 25% of REET Actuals; Projections increase expected REET funding by 2% in subsequent years to account for additional infill and growth throughout the City

Table 7: Anticipated funding available for transportation system improvements 2036-2045

Multi-year Financing Plan

RCW 36.70A.070(6)(a)(iv)(B), RCW 35.77.010, and WAC 365-196-430(2)(k)(ii) require that local comprehensive plans include: *A multi-year financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road, or transit program*.

The City of Bellingham maintains a multi-year transportation financing plan that supports implementation of the multimodal projects and priorities outlined in this Comprehensive Plan. This financial structure includes:

- A fully funded six-year Transportation Improvement Program (TIP) that is updated annually in accordance with RCW 35.77.010.
- A long-range 20-year project list informed by the Bicycle and Pedestrian Master Plans, Urban Village Subarea Plans, and the City's adopted multimodal policies

The 2026–2031 TIP includes approximately $140 million in secured transportation funding. Each TIP project includes a cost estimate, identified funding sources (federal, state, local, or private), and a defined implementation schedule. This near-term program ensures alignment between project priorities, available funding, and statutory requirements for six-year transportation programming.

Beyond 2031, the 2032–2045 project list identifies a range of long-term transportation system needs, many of which are currently unfunded or dependent on new grant opportunities and revised revenue policies. These needs will be reviewed as part of the City's long-range capital programming and updated TIP cycles.

This multi-year approach ensures that the City's financing strategy remains fiscally realistic, GMA-compliant, and closely tied to both system performance and projected growth. It provides the necessary foundation for maintaining multimodal concurrency, advancing equity goals, and delivering investments in the transportation network over time.

Additional Funding

RCW 36.70A.070(6)(a)(iv)(C), as amended in 2023, and WAC 365-196-430(2)(l)(iii) require that local comprehensive plans include: *If probable funding falls short of meeting identified needs of the transportation system, including state transportation facilities, a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met*.

While the City of Bellingham has identified likely funding sources to implement many of the projects in its 20-year multimodal project list, a gap remains between estimated transportation system needs and projected funding capacity. This funding shortfall is expected to persist given the scale of infrastructure investment required to fully meet future demand and achieve the City's adopted multimodal level of service (MMLOS) standards.

To address this gap, the city will pursue the following funding strategy:

- **Pursuit of new grant opportunities:** The City will continue to apply for federal and state grants, including new and emerging programs not yet reflected in the funding forecast. Bellingham has a strong track record of securing competitive grant funding and expects this to remain a core part of its implementation strategy.
- **Adjustments to transportation impact fees (TIF):** As authorized by RCW 82.02.050–090, the City will continue to collect transportation impact fees from new development. Fee schedules will be revised based on the estimated cost of capital projects and the share of growth-related demand, ensuring that development contributes a proportionate share toward system improvements.
- **Targeted mitigation through development review:** In areas where MMLOS deficiencies are projected and funding is unavailable, the City will work with developers through the concurrency and SEPA review processes to identify mitigation measures. This may include project-specific improvements, financial contributions, or frontage upgrades that address localized impacts.
- **Transportation Benefit District funding:** The City receives 0.2% (two-tenths of one percent) of local sales tax revenue through its voter-approved Transportation Benefit District (TBD). This revenue is directed to the City's transportation fund and supports a range of capital and maintenance projects. During this planning period, the City may consider increasing the TBD rate to 0.3% to expand the scope and pace of transportation investments. Any increase would require City Council or voter approval.
- **Strategic prioritization and phasing:** Some areas of the city may not meet MMLOS standards within the planning horizon due to the magnitude of infrastructure needs and constrained funding. The City will prioritize improvements that address the most severe safety or equity gaps and will reevaluate project phasing on a 5-year cycle based on TRAM performance data.
- **Speed enforcement cameras:** To enhance safety, the City plans to engage in a process to implement automated speed enforcement cameras. While the primary objective is to reduce speeding and improve public safety, these systems are also expected to generate some revenue. In a perfect outcome, compliance would be

universal, and no revenue would be generated; however, any proceeds realized will be reinvested in transportation safety projects to support the City's broader Vision Zero and equity goals.

This strategy enables the City to remain responsive to evolving needs and funding conditions while maintaining compliance with Growth Management Act requirements related to financial planning and transportation concurrency.

Appendix A: 2026-2045 Project List

20-Year Project List Evaluation and Benefit Criteria

The 20-year project list on the following page includes transportation investments identified for implementation during the 2026–2045 planning period. Each project includes location, description, estimated cost (in 2025 dollars), and an assessment of how the project supports key City priorities.

To guide decision-making and ensure alignment with Bellingham's transportation and equity goals, each project was evaluated based on four multimodal benefit criteria:

- **Safety**: Improves safety by providing dedicated facilities that separate travel modes, such as adding sidewalks, crossing islands, or bike facilities where none currently exist.
- **Climate**: Increases comfort and access for walking and biking, supporting mode shift away from single-occupancy vehicle use, or facilitates transition to electric vehicles and bikes.
- **Preservation and Maintenance**: Rehabilitates or maintains existing infrastructure to ensure long-term functionality and resilience.
- **Equity**: Serves neighborhoods with higher social vulnerability, defined as census block groups with a Social Vulnerability Index (SVI) of 75% or greater. This methodology, developed by the CDC and ATSDR, incorporates 16 U.S. Census indicators to help identify areas that benefit most from public investment.

Projects may meet one, several, or all four criteria. Although no formal weighting is applied, this evaluation helps illustrate the multiple public benefits of the projects and supports prioritization efforts.

APPENDIX A

2026-2035 Project List				
Project Name	**Project Benefit**	**Location**	**Project Description**	**Estimated Cost *(2025 $)***
James St Multimodal Safety Improvements 1	Climate/Safey/Equity	Telegraph Rd to Gooding Ave	Construct 12-ft multiuse path on west side, upgrade streetlighting, and replace culverts for fish passage	$4,200,000.00
James St Multimodal Safety Improvements 2	Climate/Safey/Equity	Orchard St to Telegraph Rd	Construct 12-ft multiuse path on west side, raise roadway elevation, add turn lanes, upgrade lighting	$18,800,000.00
Holly St Multimodal Improvements	Climate/Safey/Equity	Broadway St to Ellis St	Holly Street bike lanes, signals, and wayfinding to improve safety and connectivity.	$3,000,000.00
North James St Multimodal Arterial Connection	Climate	Gooding Ave to Van Wyck Rd	Build new multimodal arterial with bike lanes, sidewalk, lighting, and stormwater and fish passage improvements.	$10,600,000.00
Meador Avenue/Lincoln Street/James Street/York Street Multimodal Improvements	Climate/Safety	Ellis St to Fraiser St	Construct multiuse path with crossing, lighting, and ADA upgrades along corridor.	$4,300,000.00
James St Multimodal Safety Improvements 3	Climate/Safety	Iowa St to Sunset Dr	Install protected bike lanes, safer crossings, and lighting improvements on James Street.	$1,300,000.00
Harris St Multimodal Corridor Improvements	Climate/Safety	14th Ave to 21st Ave	Construct protected bike lanes and sidewalks along Harris Street to support active transportation.	$3,640,000.00
Deemer Road Complete Street between Archer Drive and Kellog Road	Climate/Safey/Equity	Kellog Rd to Archer Dr	Complete half-street improvements with bike lanes, sidewalk, and streetlighting to support multimodal access and future transit.	$2,700,000.00

Pine St Railroad Crossing Quiet Zone	Climate/Safety/Maintenance & Preservation/Equity	Pine St. and Wharf St Railroad Crossing	Upgrade Pine St rail crossings with gates, bike/ped improvements, and a shared-use path to enhance safety and enable quiet zone designation.	$1,750,000.00
Wharf St Bicycle and Pedestrian Improvements	Climate/Safety/Maintenance & Preservation/Equity	Wharf St from Pine St railroad crossing to N. State St	Construct retaining walls, sidewalks, roadway, stormwater, and safety infrastructure to improve multimodal access and connectivity near the waterfront.	$8,000,000.00
Birchwood Elementary Safe Routes to School	Climate/Safey/Equity	Multiple locations in the Birchwood Elementary and Shuksan Middle School area	Add sidewalks and a flashing crosswalk to improve walking and biking access to Birchwood Elementary and Shuksan Middle School.	$5,200,000.00
Downtown Signalized Intersection Accessibility & Safety Improvements	Climate/Safety/Maintenance & Preservation/Equity	Cornwall and Railroad at Magnolia, Holly, and Chestnut Intersections	Replace and upgrade six key downtown intersections with new signals and curb ramps to improve pedestrian and vehicle safety.	$3,982,000.00
Lincoln St and Potter St Roundabout	Climate/Safety	Intersection of Lincoln St and Potter St	Construct a roundabout with walking, biking, and transit connections; includes new layover and transfer point for WTA.	$2,300,000.00
King St and Potter St Roundabout	Climate/Safety	Intersection of King St and Potter St	Install roundabout and multimodal facilities to improve safety and traffic operations at this key intersection.	$2,500,000.00
Meridian/Birchwood Multimodal Transportation Improvements	Climate/Safety/Maintenance & Preservation/Equity	Intersection of Meridian St and Birchwood St	Realign Squalicum Pkwy, construct trail, remove fish barriers, and build a roundabout at Birchwood and Squalicum.	$21,836,000.00
Old Town Urban Village Streetscape Improvements	Climate/Equity	Multiple Locations within Old Town Urban Village	Convert Central Avenue to a multimodal street with a separated trail and transit amenities.	$6,500,000.00

Electric Ave Bridge Reconstruction	Climate/Safety/Maintenance & Preservation	Existing Bridge near Bloedel-Donovan Park	Replace 1959 bridge with modern structure including two travel lanes, separated bike lanes, and sidewalks to improve multimodal connectivity.	$7,700,000.00
Eldridge Ave Bridge Reconstruction	Climate/Safety/Maintenance & Preservation	Existing Bridge over Squalicum Creek	Reconstruct 1937 bridge with two travel lanes, separated bike lanes, and sidewalks to enhance safety and resilience over Squalicum Creek.	$25,000,000.00
Railroad Trail Bridge Over Woburn St	Climate	Railroad Trail and Woburn St Intersection	Build grade-separated pedestrian/bicycle bridge with full accessibility and truck route clearance at Woburn, as called for in Barkley EIS.	$2,500,000.00
Samish Way/Maple Street Streetlight Improvements between Bill McDonald Parkway and Ellis Street	Safety/Equity	From Bill McDonald Parkway to Ellis St	Install new electrical service and upgraded streetlights to enhance corridor safety and visibility in the Samish Way Urban Village.	$750,000.00
Holly St Bridge Reconstruction	Climate/Maintenance & Preservation/Equity	Existing Bridge over Whatcom Creek	Reconstruct existing bridge including vehicle lanes, separated bike lanes, and sidewalks	$18,900,000.00
Meridian St Complete Streets	Climate/Safety/Maintenance & Preservation/Equity	From McLeod Rd to Kellogg Rd	Repave the roadway, address ADA concerns, and implement complete streets elements throughout the project limits	TBD
Downtown Transportation Plan	Climate/Safety	City of Bellingham Downtown Urban Core	This effort will evaluate all downtown streets, sidewalks, alleys and other infrastructure and identify priorities and opportunities for each mode of travel.	$500,000.00
Fairhaven Bike Corridor Studies	Climate/Safey/Equity	Fairhaven neighborhood corridors	Study corridor feasibility for future bike facility implementation in retail-heavy areas with on-street parking.	$515,000.00

Maplewood/McLeod Safe Routes to School	Climate/Safety/Maintenance & Preservation/Equity	Maplewood Ave and McLeod Rd (Northwest to Bennett)	Add sidewalks and crossings near schools, improve curb ramps at McLeod and Burnett.	$5,304,500.00
Squalicum Parkway Multiuse Path	Climate/Safey/Equity	North side of Squalicum Parkway	Build multiuse path to improve nonmotorized access along major corridor.	$4,429,000.00
Douglas Avenue Sidewalk Improvements	Climate/Safety/Maintenance & Preservation/Equity	Douglas and Taylor Avenues between 21st and 32nd Streets	Fill sidewalk gaps, pave trail at 27th, and add curb extensions and crosswalks at 14th/Mill and Harris/19th.	$1,998,200.00
Downtown Bellingham Bike Comfort Improvements	Climate/Safey/Equity	Various streets within the Bellingham downtown core	Reconfigure downtown corridors (State, Cornwall, etc.) to install standard and separated bike lanes by removing parking and center turn lanes. Add bike boulevards and shared lane markings, and enhance the Holly/Ellis intersection to improve safety and comfort for all ages and abilities.	$1,879,750.00
Street Preservation Program	Maintenance & Preservation	As needed throughout the City	Maintain and resurface city streets, sidewalks, and curb ramps to ensure safety, ADA accessibility, and long-term asset durability through an annual pavement management program.	$22,900,000.00
Nonmotorized Transportation Improvements Program	Climate/Safety	Projects throughout the City identified on an annual basis	Fund prioritized projects that enhance the citywide bike and pedestrian network, with emphasis on safety, equity, accessibility, and connectivity to transit.	$11,350,000.00
Clean Energy Transportation Program & WTA Go Line Enhancement Projects	Climate	Projects throughout the City identified on an annual basis	Advance carbon-free transportation through infrastructure like EV charging, WTA Go Line Enhancements, and WTA fleet electrification in alignment with Bellingham's climate goals.	$13,100,000.00

Bellingham Railroad Quiet Zones Program	Safety	At-Grade railroad crossing locations throughout the City	Implement safety upgrades at BNSF at-grade crossings to support establishment of a Downtown Quiet Zone, building on the Fairhaven Quiet Zone completed in 2025.	$1,000,000.00
Community Streets Program	Safety/Equity	Projects throughout the City identified on an annual basis	Deliver community-identified, small-scale traffic calming and mobility projects using an inclusive, data-informed engagement and prioritization process.	$1,200,000.00
Total Project Cost		**Total Anticipated Future Funding (Table 6)**		**Funding Gap**
$219,634,450		**$166,102,637**		$53,531,813

2036-2045 Project List				
Project Name	**Project Benefit**	**Location**	**Project Description**	**Estimated Cost *(2025 $)***
Clean Energy Transportation Program & WTA Go Line Enhancement Projects	Climate	Projects throughout the City identified on an annual basis	Advance carbon-free transportation through infrastructure like EV charging, WTA Go Line Enhancements, and WTA fleet electrification in alignment with Bellingham's climate goals.	$30,800,000.00
Additional Bicycle and Pedestrian Master Plan Network Projects	Climate/Safety/Maintenance & Preservation/Equity	Citywide	Includes bike lanes, boulevards, trails, and other network connections identified in the Bicycle Master Plan. Includes new sidewalks, curb ramps, crossings, and safety upgrades identified in the Pedestrian Master Plan.	$25,956,000.00
Street Preservation Program	Maintenance & Preservation	As needed throughout the City	Maintain and resurface city streets, sidewalks, and curb ramps to ensure safety, ADA accessibility, and long-term asset durability through an annual pavement management program.	$39,200,000.00
Happy Valley Bike Network Improvements	Climate/Safey/Equity	Various streets within the Happy Valley neighborhood	Install separated bike lanes on Old Fairhaven Parkway and Harris Ave by removing parking and narrowing lanes. Add boulevard markings and flashing beacons at key crossings to improve connectivity and comfort.	$3,450,500.00
Cornwall Avenue Bike Comfort Improvements	Climate/Safey/Equity	Various locations along Cornwall Ave	Install seperated bike lanes, add markings and signage to delineate bike boulevards, install RRFBs and bike treatments where feasible.	$1,313,250.00
Lakeway Drive Multiuse Trail and Network Extension	Climate/Safey/Equity	Various locations along Lakeway Dr	Construct a multiuse trail and add bike boulevard markings along Lakeway. Improve signal safety at Lakeway/Puget.	$3,708,000.00

Woburn Street Separated Bike Lanes and Network Extension	Climate/Safey/Equity	Various locations along Woburn St	Add separated bike lanes or transit improvements through widening and parking removal.	$2,832,500.00
Meridian Street Multiuse Trail	Climate/Safey/Equity	Various locations along Meridian St	Construct a multiuse trail and extend bike lanes at Birchwood/Northwest. Study future improvements between Telegraph and McLeod.	$2,163,000.00
Lakeway Drive Multiuse Trail Extension (Phase I)	Climate/Safey/Equity	Various locations along Lakeway Dr	extend and widen existing trail. Add separated bike lanes, bike boulevards, and bike boxes at Electric/Portal and Lakeway/Birch.	$3,193,000.00
Lakeway Drive Multiuse Trail Improvements (Phase II)	Climate/Safey/Equity	Various locations along Lakeway Dr	Reconstruct existing trail and improve signal at Lakeway/Yew. Plan for future upgrades west of Yew.	$3,347,500.00
Douglas Ave Multimodal Improvements	Climate/Safey/Equity	Douglas Avenue and 27th Street	Construct a multiuse path along Douglas Ave, extending south to improve north-south multimodal access.	$3,218,750.00
Iowa Street Sidewalks & Crossings	Climate/Safety/Maintenance & Preservation/Equity	Iowa Street (south side, near I-5 and Racine/Toledo)	Fill sidewalk gaps, replace signal at Iowa/Moore, add HAWK signals at Iowa/Racine and Iowa/Toledo, and upgrade curb ramps.	$5,150,000.00
Fairhaven Access Complete Streets	Climate/Safey/Equity	Harris Ave and nearby residential streets (Fairhaven)	Fill sidewalk gaps on Harris, 14th, 16th, 18th, and Mill. Relocate utilities, add curb ramps, and construct traffic calming where warranted.	$2,935,500.00
Puget Street Sidewalks	Climate/Safety/Maintenance & Preservation/Equity	Puget Street from Lakeway to 44th Street	Add sidewalks along Puget and Consolidation, upgrade trail connections to Nevada St, and improve accessibility on 44th Street.	$2,719,200.00

Electric Avenue Pedestrian Connections	Climate/Safey/Equity	Electric Avenue and Flynn Street, near Bloedel-Donovan Park	Construct sidewalks and shared-use paths, with RRFB crossings at Flynn and Bloedel-Donovan Park.	$7,441,750.00
Texas-Alabama Pedestrian Connections	Climate/Safey/Equity	Streets between Texas and Alabama in the Roosevelt neighborhood	Add sidewalks on St Paul, Undine, Michigan, Superior, St Clair, and Queen. Install RRFBs and LPI at key crossings.	$3,708,000.00
11th Street Sidewalks	Climate/Safety/Maintenance & Preservation/Equity	11th Street and Gambier Avenue (South Hill)	Infill sidewalks and improve existing gravel pathway.	$875,500.00
St. Clair Street Extension	Climate/Safey/Equity	Barkley Blvd to Sunset Drive	Construct new collector road including protected bike lanes, sidewalks, and utilities	$1,755,720.00
Burns Street Extension	Climate/Safey/Equity	Woburn Street to St. Clair Street	Extend Burns St with pedestrian/bike infrastructure and utilities	$1,705,440.00
Barkley Blvd Sidewalk Extension	Climate/Safey/Equity	Barkley Blvd	Extend sidewalk on south side of Barkley Blvd	$163,200.00
Woburn Street Retrofit	Climate/Safety/Maintenance & Preservation/Equity	Entire corridor within village	Redesign to include separated bike lanes or multi-use path, widen sidewalks, landscaping	$2,999,700.00
Barkley Boulevard Redesign	Climate/Safety/Maintenance & Preservation/Equity	Entire corridor within village	Convert to three-lane section, add protected bike lanes, enhanced sidewalks, medians	$2,550,000.00

Multi-use Trail Network Expansion	Climate/Safey/Equity	Various connections across village	Expand trail system to connect neighborhoods, Railroad Trail, and internal parks	$6,426,420.00
Internal Shared Streets & Alleys	Safety/Equity	Various connections across village	Establish grid of access/shared streets to support smaller blocks and multi-modal access	$2,531,620.00
Bus Stop & Transit Access Improvements	Climate/Safey/Equity	Woburn, Barkley, Sunset, St. Clair	Add shelters, ADA features, connect transit stops with ped/bike paths	$2,400,000.00
Wayfinding and Bicycle Facilities Installation	Climate/Safey/Equity	Village-wide	Install signs and bike infrastructure like secure parking and lanes	$120,000.00
Downtown Multimodal Corridor	Climate/Safety/Equity	Forest St, State St, Holly St, Railroad	Improve pedestrian crossings, lighting, curb ramps, and multimodal safety throughout the downtown core.	$5,000,000.00
State Street Active Transportation Improvements	Climate/Safety	Laurel St to Maple St	Widen sidewalks, add separated bike lanes, install street trees, and improve lighting and bus stops.	$4,200,000.00
Downtown Parking Garage Access Upgrades	Safety/Maintenance	Commercial Street Garage and Parkade	Improve pedestrian and bicycle access to existing parking garages, add wayfinding and security lighting.	$1,500,000.00
Railroad Avenue Streetscape Redesign	Climate/Safety/Equity	York St to Magnolia St	Redesign Railroad Ave to improve bike and pedestrian access, add protected intersections and green infrastructure.	$6,800,000.00

Meridian Street Multimodal Corridor Upgrade	Climate/Safety	Broadway to W Illinois	Reconstruct Meridian with bulb-outs, landscaping, wider sidewalks, and street trees to support pedestrian and transit activity.	$1,077,000.00
Elm Street Multimodal Corridor Upgrade	Climate/Safety	Broadway to W Illinois	Enhance Elm Street with bike lanes, bulb-outs, pedestrian-scale lighting, and landscaping. Remove parking as needed to add bike lanes.	$659,000.00
Illinois Street Sidewalk Gap Infill	Safety/Equity	Northwest Avenue to Cornwall Avenue	Construct sidewalks on the north side of W. Illinois and complete missing sections on the south side.	$178,000.00
Fountain Plaza Park and Monroe Street Redesign	Climate/Equity	Fountain Plaza Park and adjacent Monroe Street ROW	Revitalize Fountain Plaza Park and narrow Monroe Street. Add plaza seating, water features, pedestrian lighting, and landscape improvements.	$490,700.00
Fountain District Bicycle Boulevard Network	Climate/Safety	Peabody, Vallette, North, and Connecticut Streets	Establish north-south and east-west bike boulevards with crossing improvements, signage, diverters, and traffic calming.	$518,000.00
Samish Way Multimodal Corridor Redesign	Climate/Safety/Equity	Maple St to Edwards St	Rechannelize Samish Way to one lane each direction, add separated bike lanes, landscape medians, and safer pedestrian crossings.	$2,250,000.00
Abbott Street Shared Street Conversion	Climate/Equity/Safety	Within Samish Way Urban Village	Convert Abbott St to a pedestrian-priority shared street with textured paving, street furniture, and traffic calming.	$1,800,000.00
New Multi-Use Trail Connections to Arboretum	Climate/Equity	Allen Ave and Newell St	Construct new public trail connections to Sehome Hill Arboretum, including wayfinding and ADA upgrades.	$72,000.00

Bill McDonald/34th Intersection Pedestrian Safety Upgrade	Safety/Equity	34th St at Bill McDonald Parkway	Install new pedestrian-activated signal and ADA path upgrades to connect bus stop and trail system.	$350,000.00
Old Village Trail and Bancroft Street Conversion	Climate/Safety/Equity	Old Town Urban Village	Implement Old Village Trail concept by converting Bancroft to pedestrian/bike priority street with limited low-speed vehicle access and placemaking elements.	$1,200,000.00
C Street and Central Ave Multimodal Intersection Upgrades	Safety/Equity	C Street & Central Avenue intersections with Roeder Ave	Coordinate with waterfront access improvements to enhance pedestrian/bike/vehicle safety at key intersections connecting Old Town and the waterfront.	$1,500,000.00
Astor Street Pathway and Waterfront Connection	Climate/Equity	600 W Holly to Whatcom Creek Boardwalk	Create public pedestrian and bicycle connection on former Astor ROW to link Old Town to the boardwalk and waterfront trail system.	$650,000.00
Downtown Waterfront Overwater Walkway	Climate/Equity	Cornwall Ave to Boulevard Park	Build pedestrian and bicycle overwater connection between downtown and Boulevard Park, supporting multimodal access and recreation.	$4,000,000.00
Waterfront Street Grid Extensions	Climate/Safety	Granary, Cornwall, Wharf, F Street, etc.	Extend and complete the waterfront street grid to improve multimodal access with sidewalks, bike lanes, lighting, and landscaping.	$15,000,000.00
Whatcom Waterway Transit and Moorage Facilities	Equity/Maintenance	Whatcom Waterway	Construct visitor moorage and float-stop infrastructure to support small boat access and potential future water-based transit.	$2,000,000.00
ADA and Street Access Improvements	Equity/Safety	Waterfront Collector Streets	Upgrade ADA ramps, sidewalks, lighting, and street conditions throughout waterfront collector routes.	$2,500,000.00

Total Project Cost	Total Anticipated Future Funding (Table 7)	Funding Gap
$214,409,250	**$180,086,737**	$34,322,513