

# **2023 TRAM APPENDICES**

## Chapter 4 - Pedestrian Projects Funded Primarily With Street Fund, Grants, Partnerships (Non-TBD dollars)

| Table 4.1. Pedestrian Improvements Constructed Primarily With Street Fund, State & Federal Grants, Partnerships, or Private Development - 2011 through 2017 |                                             |         |                                                        |                                           |          |                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|---------|--------------------------------------------------------|-------------------------------------------|----------|---------------------|
| Orange = Low to Moderate Income Neighborhood                                                                                                                |                                             |         |                                                        |                                           |          |                     |
| Year                                                                                                                                                        | Improvement                                 | Side(s) | Location                                               | Sidewalk                                  | Crossing | Neighborhood        |
| 2011                                                                                                                                                        | Sidewalk, Curb Extensions, Crosswalk        | South   | Ellis-Kansas-Meador                                    | n/a                                       |          | Sunnyland/York/Dwtn |
| 2012                                                                                                                                                        | Multimodal Roundabout                       |         | Northwest/McLeod/I-5                                   |                                           | Tier 1*  | Birchwood           |
| 2012                                                                                                                                                        | Sidewalk Infill                             | North   | McLeod Road: Northwest to E. Rusley                    | n/a                                       | n/a      | Birchwood           |
| 2012                                                                                                                                                        | Curb ramps, Ped refuge, Flashing Crosswalk  |         | N. Samish/Abbott                                       |                                           | Tier 1*  | Sehome/Samish UV    |
| 2012                                                                                                                                                        | Curb ramps, Ped refuge, Flashing Crosswalk  |         | N. Samish/Consolidation                                |                                           | Tier 1*  | Sehome/Samish UV    |
| 2012                                                                                                                                                        | Curb Extensions, Crosswalks                 |         | Billy Frank/Maple; Billy Frank/Laurel; Billy Frank/Ivy |                                           | Tier 1*  | Sehome              |
| 2013                                                                                                                                                        | Sidewalk, Crosswalk                         | West    | Eliza Ave: Matanuska to Bellis Fair Pkwy               |                                           | n/a      | Guide-Meridian      |
| 2013                                                                                                                                                        | Multimodal Roundabout                       |         | State/Forest/Wharf/Blvd                                |                                           | Tier 3   | Downtown UV         |
| 2013                                                                                                                                                        | Sidewalk, Crosswalks, Ped Refuges           | North   | West Bakerview: Arctic to Bennett                      | n/a                                       | n/a      | Cordata             |
| 2013                                                                                                                                                        | Curb ramps, Ped refuge, Crosswalk           |         | West College Way/High Street (WWU)                     |                                           | n/a      | WWU                 |
| 2014                                                                                                                                                        | Sidewalk, Crosswalk                         | East    | James Street: Orchard to Sunset Pond Park              | Tier 3                                    |          | King Mountain       |
| 2015                                                                                                                                                        | Sidewalk                                    | East    | Yew Street: Alabama to Texas                           | Tier 2                                    |          | Roosevelt           |
| 2015                                                                                                                                                        | Sidewalk, Curb Extensions, Crosswalk        | South   | State/Laurel to Laurel/South Bay Trail                 | Tier 3                                    | Tier 3   | Downtown            |
| 2015                                                                                                                                                        | Curb Extensions, Crosswalks                 |         | Lincoln/Potter                                         |                                           | n/a      | Puget               |
| 2015                                                                                                                                                        | Sidewalk, Crosswalk                         | North   | Gladstone Street: Puget to St. Paul                    | Tier 2                                    |          | Puget               |
| 2015                                                                                                                                                        | Sidewalk, Crosswalk                         | East    | Lincoln Street: Byron to Maple                         | Tier 2                                    |          | Puget               |
| 2015                                                                                                                                                        | Crosswalks                                  |         | Chestnut/Bay (Bridge Rehabilitation)                   |                                           | n/a      | Downtown            |
| 2015                                                                                                                                                        | Ped Hybrid Beacon (Red)                     |         | Alabama/Ellis                                          |                                           | Tier 1   | Sunnyland           |
| 2015                                                                                                                                                        | Ped Hybrid Beacon (Red)                     |         | Alabama/Grant                                          |                                           | PMP      | Sunnyland           |
| 2015                                                                                                                                                        | Ped Hybrid Beacon (Red)                     |         | Alabama/Moore                                          |                                           | PMP      | Roosevelt           |
| 2015                                                                                                                                                        | Ped Hybrid Beacon (Red)                     |         | Alabama/St. Paul                                       |                                           | PMP      | Roosevelt           |
| 2015                                                                                                                                                        | Ped Hybrid Beacon (Red)                     |         | Alabama/Undine                                         |                                           | PMP      | Roosevelt           |
| 2015                                                                                                                                                        | Ped Hybrid Beacon (Red)                     |         | Alabama/Michigan                                       |                                           | PMP      | Roosevelt           |
| 2016                                                                                                                                                        | Sidewalks, Crosswalks (Private Development) | Both    | Arctic Avenue: W. Bakerview to Mahogany                | Tier 3                                    |          | Cordata             |
| 2016                                                                                                                                                        | Sidewalk, Crosswalks (Private Development)  | West    | Lincoln Street: Maple to Fred Meyer                    | Tier 1                                    |          | Puget               |
| 2017                                                                                                                                                        | Sidewalks, Crosswalks, Intersection         | Both    | James/Woodstock Intersection Realignment               | Tier 1*                                   |          | King Mountain       |
| 2017-18                                                                                                                                                     | Sidewalk (1/2 mile)                         | East    | W. Maplewood Avenue: Northwest to Alderwood            | Tier 1                                    |          | Birchwood           |
|                                                                                                                                                             |                                             |         |                                                        | *Project planned/funded prior to 2012 PMP |          |                     |

**Table 4.1.a. Pedestrian Improvements Constructed Primarily With Street Fund, State & Federal Grants, Partnerships, or Private Development - 2018 through 2023**

| Orange = Low to Moderate Income Neighborhood |                                            |         |                                                       |                                                  |          |                            |
|----------------------------------------------|--------------------------------------------|---------|-------------------------------------------------------|--------------------------------------------------|----------|----------------------------|
| Year                                         | Improvement                                | Side(s) | Location                                              | Sidewalk                                         | Crossing | Neighborhood               |
| 2018                                         | Sidewalks, Traffic Signals, Crosswalks     | Both    | Mahogany Avenue: Northwest to Pacific Highway         | Tier 3                                           |          | Meridian                   |
| 2018                                         | Sidewalk, Traffic Signals, Crosswalks      | Both    | Granary-Boedel: Roeder to Cornwall                    | Tier 3                                           |          | Waterfront                 |
| 2018                                         | Sidewalk                                   | West    | Orleans Street: Lakeway to Potter                     | Tier 2                                           |          | Puget                      |
| 2018                                         | Sidewalk                                   | East    | Nevada Street: Whatcom to Thimbleberry                | Tier 3                                           |          | Puget                      |
| 2018                                         | Ped Hybrid Beacon (Red)                    |         | Lakeway/Grant                                         |                                                  | upgrade  | York                       |
| 2018                                         | Ped Hybrid Beacon (Red)                    |         | Lakeway/Orleans                                       |                                                  | upgrade  | Puget                      |
| 2018                                         | Ped Hybrid Beacon (Red)                    |         | Lakeway/Toledo                                        |                                                  | Tier 1   | Puget                      |
| 2018                                         | Ped Hybrid Beacon (Red)                    |         | Lincoln/Fred Meyer                                    |                                                  | upgrade  | Puget                      |
| 2018                                         | Curb ramps, Ped refuge, Flashing Crosswalk |         | Otis/Maple/Samish                                     |                                                  | BMP      | Samish Urban Village       |
| 2018                                         | Roundabout with ped refuge crosswalks      |         | Cordata/Stuart Roundabout                             |                                                  | Tier 3   | WCC/Cordata                |
| 2019                                         | Sidewalk                                   | East    | Aldrich Road: Mahogany to Cordata ES                  | Tier 1                                           |          | Cordata                    |
| 2019                                         | Sidewalk, crosswalk                        | North   | Sunset Drive (SR 542): Applebee's to NB on-ramp       | Tier 3                                           |          | Barkley                    |
| 2020                                         | Sidewalk                                   | West    | Otis Street: Maple to Abbott (BHA- Non-Profit)        | Tier 3                                           |          | Samish Urban Village       |
| 2020                                         | Sidewalks, Crosswalks                      | Both    | West Horton Road: Pacific Rim to Aldrich              | Tier 1                                           |          | Cordata                    |
| 2020                                         | Flashing Crosswalk, Curb ramps, Refuge     |         | Bill McDonald/35th Street                             |                                                  | Tier 1   | Sehome/Happy Valley        |
| 2020                                         | Sidewalk, ADA ramps, Enhance Crosswalks    | North   | N. Samish Way (Byron to Southbound I-5 off-ramp)      | Tier 1                                           |          | Samish Urban Village       |
| 2021                                         | Sidewalk, Traffic Signal, Crosswalks       | North   | Orchard Extension: James to Birchwood                 | Tier 1*                                          | Tier 3*  | King/Irongate/Cornwall     |
| 2022                                         | Flashing Crosswalk                         |         | Bill McDonald/South College Drive                     |                                                  | n/a      | WWU                        |
| 2023                                         | Sidewalks, crosswalks, traffic signals     | Both    | Telegraph Rd: Deemer-James (\$1.6M federal grant)     | Tier 3                                           |          | King Mountain              |
| 2023                                         | Sidewalk, ADA, Roundabout, Crosswalks      |         | James/E. Bakerview                                    | Tier 3                                           |          | King Mtn                   |
| 2023                                         | Sidewalks, ADA, Flashwalk, Intersection    | Varies  | W. Illinois, Vallette, W. Indiana, Cornwall, Coolidge | Tier 3                                           |          | Cornwall Park              |
| 2023                                         | Sidewalk, ADA, Roundabout, Crosswalks      |         | Meridian St/W. Illinois St                            | Tier 3                                           |          | Columbia/Cornwall/Fountain |
| 2023                                         | Sidewalk, ADA, Traffic Signal, Crosswalks  | South   | Lincoln St/E. Maple St                                | Tier 2                                           |          | Puget                      |
| 2023                                         | Sidewalk, ADA, Flashing Crosswalk          | South   | Barkley Blvd (Weatherby-St Clair) & Barkley/St Clair  | Tier 3                                           | Tier 3   | Barkley UV                 |
| 2023                                         | Marked crosswalk                           |         | W. Illinois/Victor                                    |                                                  | Tier 3   | Columbia                   |
| 2023                                         | Flashing crosswalk, curb ramps             |         | W. Illinois/Vallette                                  |                                                  | Tier 3   | Cornwall Park              |
|                                              |                                            |         |                                                       | <i>*Project planned/funded prior to 2012 PMP</i> |          |                            |

## Chapter 5 - Bikeway Projects Funded Primarily with Street Fund, Grants, Partnerships (Non-TBD dollars)

| Table 5.1. Bicycle Improvements Constructed Primarily With Street Fund, State & Federal Grants, Partnerships, or Private Development - 2010 through 2023 |                            |             |                                                  |              |                  |      |                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------|--------------------------------------------------|--------------|------------------|------|---------------------------|
| Salmon = Low to Moderate Income Neighborhood                                                                                                             |                            |             |                                                  |              |                  |      |                           |
| Year                                                                                                                                                     | Improvement                | Direction   | Location                                         | BMP Priority | Parking Removed? | Side | Neighborhood              |
| 2010                                                                                                                                                     | Road diet for bike lane    | East-West   | Forest Street: State St to York Street           | n/a*         | No               |      | Downtown UV               |
| 2011                                                                                                                                                     | Bike Lanes                 | East-West   | Meador Avenue: N. State to James                 | n/a*         | No               |      | Sunnyland/Downtown        |
| 2012                                                                                                                                                     | Climbing/Shared Lane       | North-South | Indian Street: Chestnut to Oak (WWU)             | n/a*         | No               |      | Dwtn/Sehome/WWU           |
| 2012                                                                                                                                                     | Multimodal Roundabout      |             | Northwest/McLeod                                 | n/a*         | No               |      | Birchwood                 |
| 2013                                                                                                                                                     | Bike Lanes                 | North-South | Eliza Avenue: Bellis Fair to W. Bakerview        | n/a*         | No               |      | Meridian/Cordata          |
| 2013                                                                                                                                                     | Multimodal Roundabout      |             | State/Forest/Wharf/Boulevard                     | n/a*         | No               |      | Downtown UV               |
| 2014                                                                                                                                                     | Bike Lanes                 | North-South | James Street: Orchard to Sunset Pond Park        | Tier 1*      | No               |      | King Mountain             |
| 2015                                                                                                                                                     | Bike Lanes                 | East-West   | Alabama Street: Cornwall to Iron                 | Tier 2       | No               |      | Sunnyland                 |
| 2015                                                                                                                                                     | Bicycle Boulevard          | East-West   | Laurel Street: State to Railroad                 | Tier 2       | No               |      | Downtown                  |
| 2015                                                                                                                                                     | Climbing/Shared Lane       | East-West   | Chestnut Street: Bay to Roeder                   | Tier 2       | No               |      | Downtown                  |
| 2015                                                                                                                                                     | Bike Lanes                 | North-South | James Street: Gooding Rd to Blackstone Way       | Tier 3       | No               |      | King Mountain             |
| 2016                                                                                                                                                     | Bike Lanes                 | North-South | Arctic Avenue: W. Bakerview to Mahogany          | Tier 3       | No               |      | Cordata                   |
| 2017                                                                                                                                                     | Bike Lanes                 | East-West   | Mahogany Avenue: Northwest to Pacific Highway    | Tier 3       | No               |      | Cordata                   |
| 2018                                                                                                                                                     | Bike Lanes                 | East-West   | Granary-Bloedel: Roeder to Cornwall              | Tier 3       | No               |      | Waterfront                |
| 2018                                                                                                                                                     | Roundabout bike marks      | Crossing    | Cordata/Stuart                                   | Tier 2       | No               |      | Cordata                   |
| 2019                                                                                                                                                     | Bike Lane (East side)      | North-South | Aldrich Road: Mahogany to W. Horton              | Tier 1       | No               |      | Cordata                   |
| 2019                                                                                                                                                     | Off-Street Multiuse Path   | South       | Lakway Drive: Undine St to Old Lakeway           | Tier 1       | No               |      | Puget                     |
| 2020                                                                                                                                                     | Bike Lanes                 | East-West   | W. Horton Road: Pacific Rim to Aldrich           | Tier 1       | No               |      | Cordata                   |
| 2020                                                                                                                                                     | Buffered Bike Lanes        | North-South | Samish-Maple-Ellis: I-5 to Lakeway               | Tier 2       | No               |      | Sehome/Samish UV          |
| 2021                                                                                                                                                     | Bike Lanes                 | East-West   | Orchard Extension: James to Birchwood            | Tier 1*      | No               |      | King Mtn-Cornwall Park    |
| 2023                                                                                                                                                     | Bike Lanes, Bike Boxes     | North-South | Telegraph Road (\$1.6 million federal grant)     | Tier 3       | No               |      | King Mtn                  |
| 2023                                                                                                                                                     | Bike Lanes, Bike Boxes     | East-West   | W. Illinois (Sunset Drive to Meridian St)        | Tier 3       | Yes              |      | Cornwall Park/Fountain UV |
| 2023                                                                                                                                                     | Bike Lanes, Bike Boxes     | East-West   | W. Illinois (Meridian to Lynn Street)            | Tier 3       | Yes              |      | Columbia/Fountain UV      |
| 2023                                                                                                                                                     | Traffic Signal, Bike Boxes | E-W-N-S     | Lincoln St/E. Maple St                           |              | No               |      | Puget                     |
| 2023                                                                                                                                                     | Protected bike lanes       | North-South | Lincoln Street Road Diet: E. Maple to Fred Meyer |              | No               |      | Puget                     |
| *Project was planned or funded prior to 2014 BMP approval                                                                                                |                            |             |                                                  |              |                  |      |                           |

City has removed > 12 miles of vehicle lanes (Table 5.5) and > 10 miles of on-street parking (Table 5.6) to install > 32 miles of bikeways.

**Table 5.5 Bellingham Arterial Street Road Diets - Reduction of Vehicle Lanes In Favor of Installing Bikeways**

| Year  | Arterial Street                                                                                                                                                | Project Extent           | Before and After Road Diet Street Configuration         | Vehicle Lane Linear Feet Removed | Vehicle Lane Miles Removed | Bicycle Facility Type           | Buffer Width | Bike Lane Linear Feet Installed | Bike Lane Miles Installed | Bike Lane Side(s) |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------------------------|----------------------------------|----------------------------|---------------------------------|--------------|---------------------------------|---------------------------|-------------------|
| 2002  | N. State Street                                                                                                                                                | York to Wharf            | 3 one-way vehicle lanes to 2 lanes + bike lane          | 4,175                            | 0.79                       | Buffered bike lane <sup>1</sup> | 2            | 4,175                           | 0.79                      | West              |
| 2003  | Magnolia Street                                                                                                                                                | Commercial to Ellis      | 3 one-way vehicle lanes to 2 lanes + bike lane          | 2,354                            | 0.45                       | Buffered bike lane <sup>2</sup> | 2            | 2,354                           | 0.45                      | South             |
| 2004  | Broadway Avenue                                                                                                                                                | Holly to Sunset          | 4 vehicle lanes to 3 lanes + bike lanes                 | 4,000                            | 0.76                       | Marked bike lane                | ~            | 8,000                           | 1.52                      | Both              |
| 2010  | Forest Street                                                                                                                                                  | Wharf to York            | 3 one-way vehicle lanes to 2 lanes + bike lane          | 4,175                            | 0.79                       | Marked bike lane                | ~            | 4,175                           | 0.79                      | East              |
| 2015  | Alabama Street                                                                                                                                                 | Cornwall to James        | 4 vehicle lanes to 3 lanes + bike lanes                 | 2,433                            | 0.46                       | Marked bike lane                | ~            | 4,866                           | 0.92                      | Both              |
| 2018  | Barkley Boulevard                                                                                                                                              | Newmarket to Sussex      | 4 vehicle lanes to 2 lanes + buffered bike lanes        | 6,400                            | 1.21                       | Buffered bike lane              | 4            | 6,400                           | 1.21                      | Both              |
| 2019  | Chestnut Street                                                                                                                                                | Bay to Ellis             | 3 one-way vehicle lanes to 2 lanes + buffered bike lane | 3,590                            | 0.68                       | Buffered bike lane              | 4            | 3,590                           | 0.68                      | South             |
| 2019  | Cordata Parkway                                                                                                                                                | Kellogg to Kline         | 4 vehicle lanes to 2 lanes + buffered bike lanes        | 16,000                           | 3.03                       | Buffered bike lane              | 4            | 16,000                          | 3.03                      | Both              |
| 2020  | James Street                                                                                                                                                   | Barkley to Woodstock     | 4 vehicle lanes to 2 lanes + buffered bike lanes        | 4,000                            | 0.76                       | Buffered bike lane              | 2            | 8,000                           | 1.52                      | Both              |
| 2020  | Samish-Maple-Ellis                                                                                                                                             | Bill McDonald to Lakeway | 5 lanes to 3 lanes + buffered bike lanes                | 8,700                            | 1.65                       | Buffered bike lane              | 4            | 8,700                           | 1.65                      | Both              |
| 2020  | Ellis-York                                                                                                                                                     | Lakeway to Cornwall      | 4 vehicle lanes to 3 lanes + buffered bike lanes        | 6,500                            | 1.23                       | Buffered bike lane              | 4            | 6,500                           | 1.23                      | Both              |
| 2023  | Lincoln St (Phase 1) <sup>3</sup>                                                                                                                              | E. Maple to Fred Meyer   | 5 vehicle lanes to 3 lanes + buffered bike lanes        | 3,100                            | 0.59                       | Buffered bike lane              | 4            | 3,100                           | 0.59                      | Both              |
|       |                                                                                                                                                                |                          |                                                         | <b>65,427</b>                    | <b>12.39</b>               |                                 |              | <b>75,860</b>                   | <b>14.37</b>              |                   |
| Notes | 1.) 2002 marked bike lane converted to buffered bike lane in 2017; 2-foot buffer                                                                               |                          |                                                         |                                  |                            |                                 |              |                                 |                           |                   |
|       | 2.) 2003 marked bike lane converted to buffered bike lane in 2020; 2-foot buffer                                                                               |                          |                                                         |                                  |                            |                                 |              |                                 |                           |                   |
|       | 3.) Lincoln Street approach to Lakeway Drive requires future work with businesses to relocate or close commercial driveways before bike lanes can be installed |                          |                                                         |                                  |                            |                                 |              |                                 |                           |                   |

**Table 5.6 Arterial Street Removal of Vehicle Parking Lane Capacity Resulting in Bicycle Facility Installation**

| Year  | Arterial Street                                                                                       | Project Extent               | Before and After Parking Removal Street Configuration       | Parking Lane Linear Feet Removed | Parking Lane Miles Removed | Bicycle Facility                | Buffer Width | Bike Lane Linear Feet Installed | Bike Lane Miles Installed | Bike Lane Side(s) |
|-------|-------------------------------------------------------------------------------------------------------|------------------------------|-------------------------------------------------------------|----------------------------------|----------------------------|---------------------------------|--------------|---------------------------------|---------------------------|-------------------|
| 2008  | Cornwall Avenue                                                                                       | Ohio to W. Illinois          | On-street parking both sides; west side removed             | 4,958                            | 0.94                       | Marked bike lane                | ~            | 9,916                           | 1.88                      | Both              |
| 2011  | Lakeway Drive                                                                                         | Birch to City Limit (Scenic) | On-street parking both sides; west side removed             | 1,372                            | 0.26                       | Marked bike lane                | ~            | 2,744                           | 0.52                      | Both              |
| 2012  | Northwest Avenue                                                                                      | Lottie to McLeod             | On-street parking both sides; west side removed             | 11,418                           | 2.16                       | Marked bike lane                | ~            | 22,836                          | 4.33                      | Both              |
| 2015  | Ohio Street                                                                                           | Cornwall to Grant            | On-street parking both sides; south side removed            | 1,400                            | 0.27                       | Marked bike lane                | ~            | 2,800                           | 0.53                      | Both              |
| 2017  | Orleans Street                                                                                        | Alabama to Indiana           | On-street parking both sides; west side removed             | 2,244                            | 0.43                       | Marked bike lane                | ~            | 4,488                           | 0.85                      | Both              |
| 2017  | Woburn Street                                                                                         | Texas to Iowa                | On-street parking both sides; west side removed             | 1,880                            | 0.36                       | Marked bike lane                | ~            | 3,760                           | 0.71                      | Both              |
| 2018  | Puget Street                                                                                          | Lakeway to Civic Field       | On-street parking both sides; east side removed             | 450                              | 0.09                       | Buffered bike lane              | 1.5          | 900                             | 0.17                      | Both              |
| 2019  | Roeder Avenue                                                                                         | Coho to C Street             | On-street parking west side; west side removed <sup>3</sup> | 4,745                            | 0.90                       | Buffered bike lane <sup>1</sup> | 4            | 14,588                          | 2.76                      | Both              |
| 2023  | West Illinois Street                                                                                  | Sunset to Cornwall           | On-street parking both sides; south side removed            | 530                              | 0.10                       | Marked bike lane                |              | 1,060                           | 0.20                      | Both              |
| 2023  | West Illinois Street                                                                                  | Cornwall to Northwest        | On-street parking both sides; north side removed            | 3,000                            | 0.57                       | Marked bike lane                |              | 6,000                           | 1.14                      | Both              |
| 2023  | West Illinois Street                                                                                  | Northwest to Lynn            | On-street parking both sides; both sides removed            | 2,400                            | 0.45                       | Marked bike lane                |              | 2,400                           | 0.45                      | Both              |
| 2023  | Meridian Street                                                                                       | E. Victor to W. Illinois     | On-street parking both sides; west side removed             | 2,100                            | 0.40                       | Marked bike lane                |              | 4,200                           | 0.80                      | Both              |
| 2023  | Girard Street                                                                                         | Broadway to C Street         | On-street parking both sides; west side removed             | 2,000                            | 0.38                       | Marked bike lane                |              | 4,000                           | 0.76                      | Both              |
| 2023  | Eldridge Avenue                                                                                       | Broadway to City Limit       | On-street parking both sides; both sides removed            | 13,000                           | 2.46                       | Protected bike lane             |              | 13,000                          | 2.46                      | Both              |
| 2023  | Cornwall Avenue                                                                                       | Laurel to Pine               | On-street parking both sides; both sides removed            | 2,000                            | 0.38                       | Protected bike lane             |              | 4,000                           | 0.76                      | TBD               |
|       |                                                                                                       |                              |                                                             | <b>53,497</b>                    | <b>10.13</b>               |                                 |              | <b>96,692</b>                   | <b>18.31</b>              |                   |
| Notes | 1.) On-street parking only existed between Coho and C St; Buffered bike lanes from Seaview to Granary |                              |                                                             |                                  |                            |                                 |              |                                 |                           |                   |

| <b>Table 6.1.a. Transportation Benefit District #1 Revenues &amp; Expenditures</b> <i>[Source: Public Works Financial Services]</i> |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |
|-------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
|                                                                                                                                     | Actual             | Actual             | Actual             | Actual             | Actual             | Actual             | Actual             | Actual             | Actual             | Actual             | Actual             | Actual             | 2011-22             |
| Revenues                                                                                                                            | 2011               | 2012               | 2013               | 2014               | 2015               | 2016               | 2017               | 2018               | 2019               | 2020               | 2021               | 2022               | Total               |
| 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        | \$7,590,607        | \$64,321,770        |
| 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          | \$1,712,918        | \$7,356,885         |
| <b>Total Specific Revenue</b>                                                                                                       | <b>\$2,458,689</b> | <b>\$4,402,641</b> | <b>\$5,120,532</b> | <b>\$4,746,596</b> | <b>\$4,996,135</b> | <b>\$5,204,177</b> | <b>\$5,671,950</b> | <b>\$8,110,077</b> | <b>\$7,362,540</b> | <b>\$6,838,536</b> | <b>\$7,463,257</b> | <b>\$9,303,524</b> | <b>\$71,678,655</b> |
|                                                                                                                                     |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |
| <b>Expenditures</b>                                                                                                                 |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |
| <b>Total Overhead / Administrative</b>                                                                                              | \$94,594           | \$142,748          | \$313,006          | \$140,471          | \$57,639           | \$502,068          | \$636,589          | \$509,401          | \$759,972          | \$567,650          | \$798,126          | \$850,262          | \$5,372,527         |
|                                                                                                                                     |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |
| <b>Total WTA Transit</b>                                                                                                            | <b>\$485,703</b>   | <b>\$1,116,031</b> | <b>\$1,353,497</b> | <b>\$1,596,099</b> | <b>\$1,705,571</b> | <b>\$1,062,351</b> | <b>\$8,286</b>     | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>         | <b>\$7,327,537</b>  |
|                                                                                                                                     |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |
| <b>Individual Capital Improvement Projects</b>                                                                                      |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |
| ER014 - State/Ellis Bridge Replacement                                                                                              |                    |                    |                    |                    |                    |                    |                    | \$349,403          | \$74,594           | \$7,045            | \$2,671,584        | \$1,063,043        | \$4,165,669         |
| 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          | \$2,255            | \$2,237,935         |
| 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         |
| ES556 - Mill Avenue Overlay                                                                                                         |                    |                    |                    |                    |                    |                    |                    |                    |                    | \$2,736            | \$83,310           | \$1,675,410        | \$1,761,457         |
| 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           |

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

|                                                | 2011               | 2012               | 2013               | 2014               | 2015               | 2016               | 2017               | 2018               | 2019               | 2020               | 2021               | 2022               | Total               |
|------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| <b>Individual Capital Improvement Projects</b> |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                     |
| 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           |
| ER016 - Meador Ave Bridge Replacement          |                    |                    |                    |                    |                    |                    |                    |                    | \$2,410            | \$164,965          | \$364,145          |                    | \$531,521           |
| 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           |
| ER015 - James St Bridge Replacement            |                    |                    |                    |                    |                    |                    |                    |                    | \$2,815            | \$154,821          | \$322,535          |                    | \$480,172           |
| 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           |
| EF154 - Electrification of Transport           |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    | \$328,759          | \$328,759           |
| 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           |
| ES560 - Parkview Safe Route to Schools         |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    | \$238,055          | \$238,055           |
| ET033 - Downtown Signal Imps                   |                    |                    |                    |                    |                    |                    |                    |                    |                    | \$231,000          |                    |                    | \$231,000           |
| ES561 - W Illinois Multimodal Improvements     |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    | \$198,781          | \$198,781           |
| ES557 - Pedestrian and Bike Plan Update        |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    | \$175,647          | \$175,647           |
| ES555 - Lincoln / Lakeway M/M Study            |                    |                    |                    |                    |                    |                    |                    |                    | \$54,692           | \$96,010           | \$16,000           |                    | \$166,703           |
| ES563 - Westside Non-Motorized Improvements    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    |                    | \$669              | \$669               |
| Other projects                                 | \$357,465          | \$299,502          | \$439,579          | \$129,950          | \$259,294          | \$136,696          | \$64,021           | \$30,837           | \$235,828          | \$33,199           | \$11,388           |                    | \$1,997,758         |
| <b>Total TBD Projects</b>                      | <b>\$932,766</b>   | <b>\$1,946,964</b> | <b>\$2,808,480</b> | <b>\$3,157,957</b> | <b>\$2,470,068</b> | <b>\$649,344</b>   | <b>\$2,614,699</b> | <b>\$8,254,295</b> | <b>\$6,742,571</b> | <b>\$6,499,267</b> | <b>\$4,239,701</b> | <b>\$4,387,320</b> | <b>\$44,703,431</b> |
| <b>Total TBD Expenditures</b>                  | <b>\$1,513,063</b> | <b>\$3,205,743</b> | <b>\$4,474,983</b> | <b>\$4,894,526</b> | <b>\$4,233,278</b> | <b>\$2,213,763</b> | <b>\$3,259,574</b> | <b>\$8,763,696</b> | <b>\$7,502,543</b> | <b>\$7,064,897</b> | <b>\$5,035,806</b> | <b>\$5,235,560</b> | <b>\$57,397,432</b> |

| 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*  | Dwtn/Ltr/Col/Birchwood |
| 2013                                                                                                                                      | Sidewalk Infill                        | North   | Bill McDonald Pkwy: 35th to Birnham Wood       | Tier 1                                    | n/a      | Sehome                 |
| 2013                                                                                                                                      | Sidewalk, Curb Extensions, Crosswalk   | South   | E. Maple/Cornwall                              | Tier 1                                    | Tier 2   | Downtown UV            |
| 2013                                                                                                                                      | Sidewalk, Curb Extensions, Crosswalk   | South   | State/E. Maple                                 |                                           | Tier 1*  | Downtown UV            |
| 2013                                                                                                                                      | Curb Extensions, Crosswalk             |         | E. Illinois/James                              |                                           | Tier 1*  | Sunnyland 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                |
|                                                                                                                                           |                                        |         |                                                | *Project planned/funded prior to 2012 PMP |          |                        |



| Table 6.2.a. Pedestrian Improvements Constructed Primarily With TBD/T-Fund Non-Motorized and Arterial Resurfacing Funds - 2018 through 2022 |                                          |         |                                                    |                                                  |          |                           |
|---------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|---------|----------------------------------------------------|--------------------------------------------------|----------|---------------------------|
| 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                    |
|                                                                                                                                             |                                          |         |                                                    | <i>*Project planned/funded prior to 2012 PMP</i> |          |                           |

**Table 6.2.b. Pedestrian Improvements Constructed Primarily With TBD/T-Fund Non-Motorized and Arterial Resurfacing Funds - 2023**

| Year | Improvement                          | Side(s) | Location                                     | Sidewalk                                         | Crossing | Neighborhood        |
|------|--------------------------------------|---------|----------------------------------------------|--------------------------------------------------|----------|---------------------|
| 2023 | Road Diet; Flashwalk; Transit Island | Both    | Lincoln Street (E. Maple to Fred Meyer)      |                                                  |          | Puget               |
| 2023 | Curb ramps, extensions, crosswalks   | Both    | W. Holly/W. Champion                         |                                                  | Tier 1   | Old Town UV         |
| 2023 | Flashing crosswalk, curb ramps       |         | Cordata/Tremont                              |                                                  | Tier 2   | Cordata             |
| 2023 | Flashing crosswalk, curb ramps       |         | Eldridge/Nequalicum                          |                                                  | Tier 2   | Columbia            |
| 2023 | Flashing Crosswalk, ADA, Curb ramps  |         | Eldridge/Victor                              |                                                  |          | Columbia            |
| 2023 | Flashing Crosswalk, ADA, Curb ramps  |         | Eldridge/West                                |                                                  |          | Columbia            |
| 2023 | Flashing Crosswalk, ADA, Curb ramps  |         | Eldridge/Lafayette                           |                                                  |          | Columbia            |
| 2023 | Flashing Crosswalk, ADA, Curb ramps  |         | Northwest/Victor                             |                                                  | Tier 2   | Columbia            |
| 2023 | Flashing Crosswalk, ADA, Curb ramps  |         | Cordata/Tremont                              |                                                  | Tier 2   | Cordata             |
| 2023 | Flashing Crosswalk, ADA, Curb ramps  |         | Cordata mid-block btwn Meadowbrook & Sequoia |                                                  |          | Cordata             |
| 2023 | Flashing Crosswalk, ADA, Curb ramps  |         | W. Horton/Ryzex                              |                                                  |          | Cordata             |
| 2023 | Flashing Crosswalk, ADA, Curb ramps  |         | Northwest/Home Lane                          |                                                  |          | Meridian            |
| 2023 | Flashing Crosswalk, ADA, Curb ramps  |         | Meridian/W. Oregon                           |                                                  |          | Columbia            |
| 2023 | Flashing Crosswalk                   |         | Boulevard/Pine                               |                                                  |          | South Hill          |
| 2023 | Flashing crosswalk                   |         | Ohio/Ellis                                   |                                                  |          | Sunnyland           |
| 2023 | Flashing crosswalk                   |         | Ohio/Grant                                   |                                                  |          | Sunnyland           |
| 2023 | Crub extensions, marked crosswalk    |         | W. Holly/W. Champion                         |                                                  | Tier 1   | Old Town UV         |
| 2023 | Flashing crosswalk                   |         | Dupont/H Street                              |                                                  |          | Lettered Streets    |
| 2023 | Flashing crosswalk                   |         | Girard/H Street                              |                                                  |          | Lettered Streets    |
| 2023 | Flashing crosswalk                   |         | Woburn/Whatcom Creek                         |                                                  |          | Whatcom Falls-Puget |
| 2023 | Flashing crosswalk                   |         | James/Sunset Pond                            |                                                  |          | Irongate            |
| 2023 | Flashing crosswalk                   |         | Orleans/E. Illinois                          |                                                  |          | Roosevelt           |
|      |                                      |         |                                              | <i>*Project planned/funded prior to 2012 PMP</i> |          |                     |

## Chapter 6 – Bikeway Projects Funded by Bellingham Transportation Fund (Former Transportation Benefit District)

**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  | Dwtm/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. 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. 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 | Protected Bike Lanes                | North-South | Eldridge Avenue (Broadway to Nequalicum)              | Tier 3       | Yes                        |      | Columbia                  |
| 2023 | Protected Bike Lanes,               | North-South | Cornwall Avenue (Laurel to Pine)                      |              | Yes                        |      | Waterfront                |
| 2023 | Bike Lanes, Roundabout              | North-South | Meridian-Girard Corridor & Meridian St/W. Illinois St | Tier 3       | Yes                        |      | Cornwall/Fountain/Ltr Sts |
| 2023 | Protected Bike Lanes,               | North-South | Lincoln Street Road Diet (E. Maple to Fred Meyer)     |              | No                         |      | Puget                     |

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

Chapter 8 WTA - Figure 8.3 Transit Service Changes 2005 through 2021

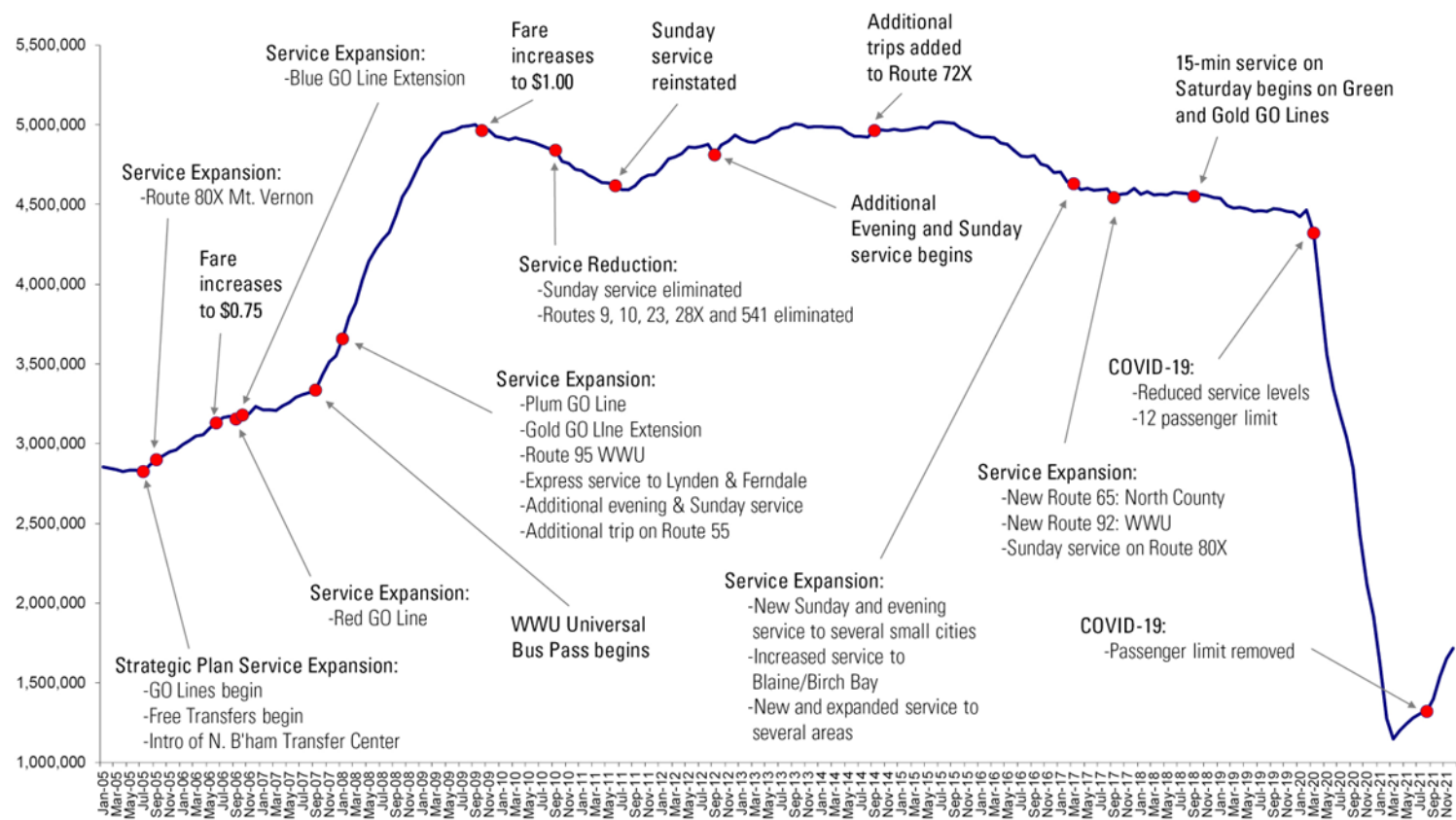


Figure 8.4 – WTA Operational Revenue Hours vs Ridership Trends

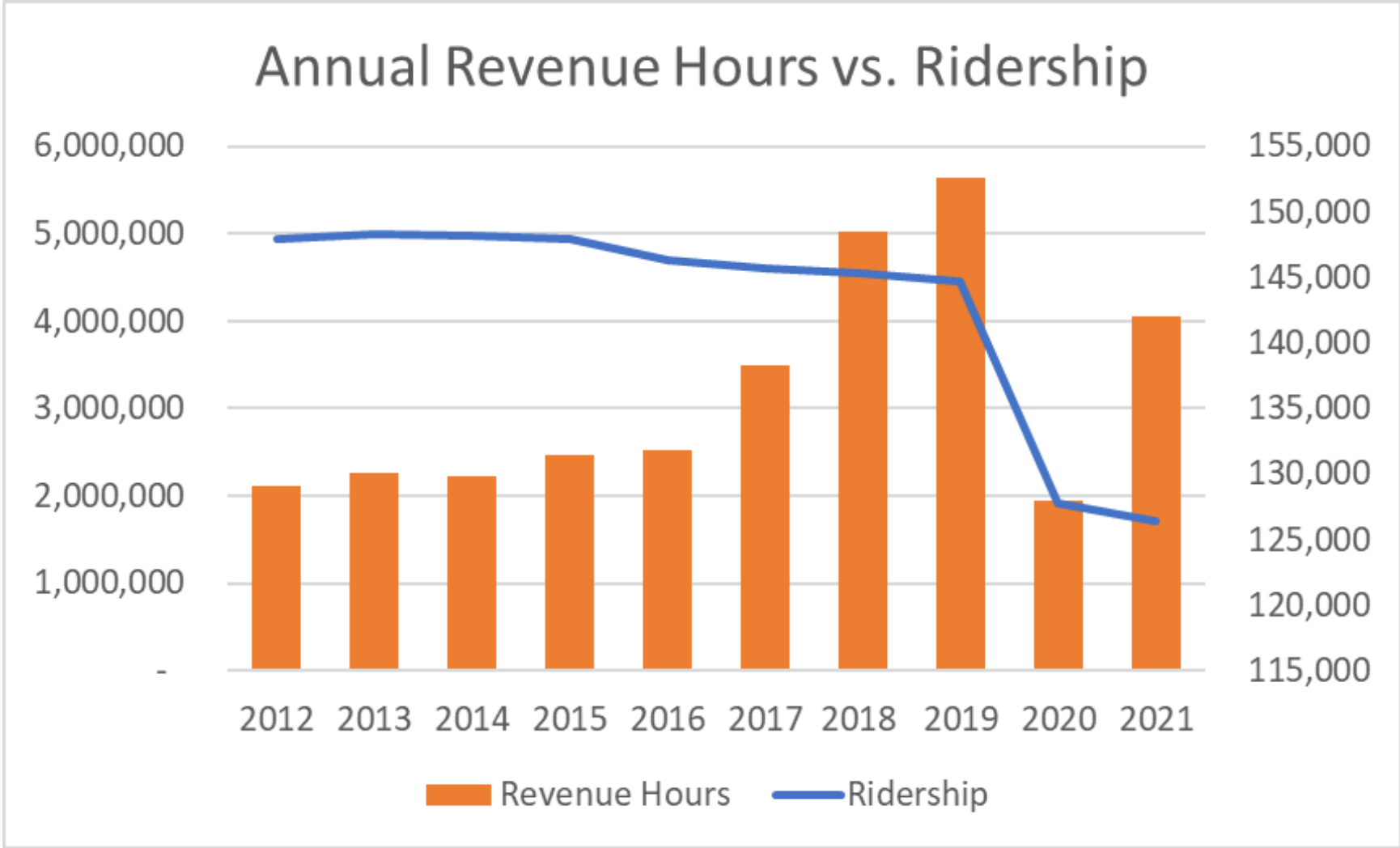
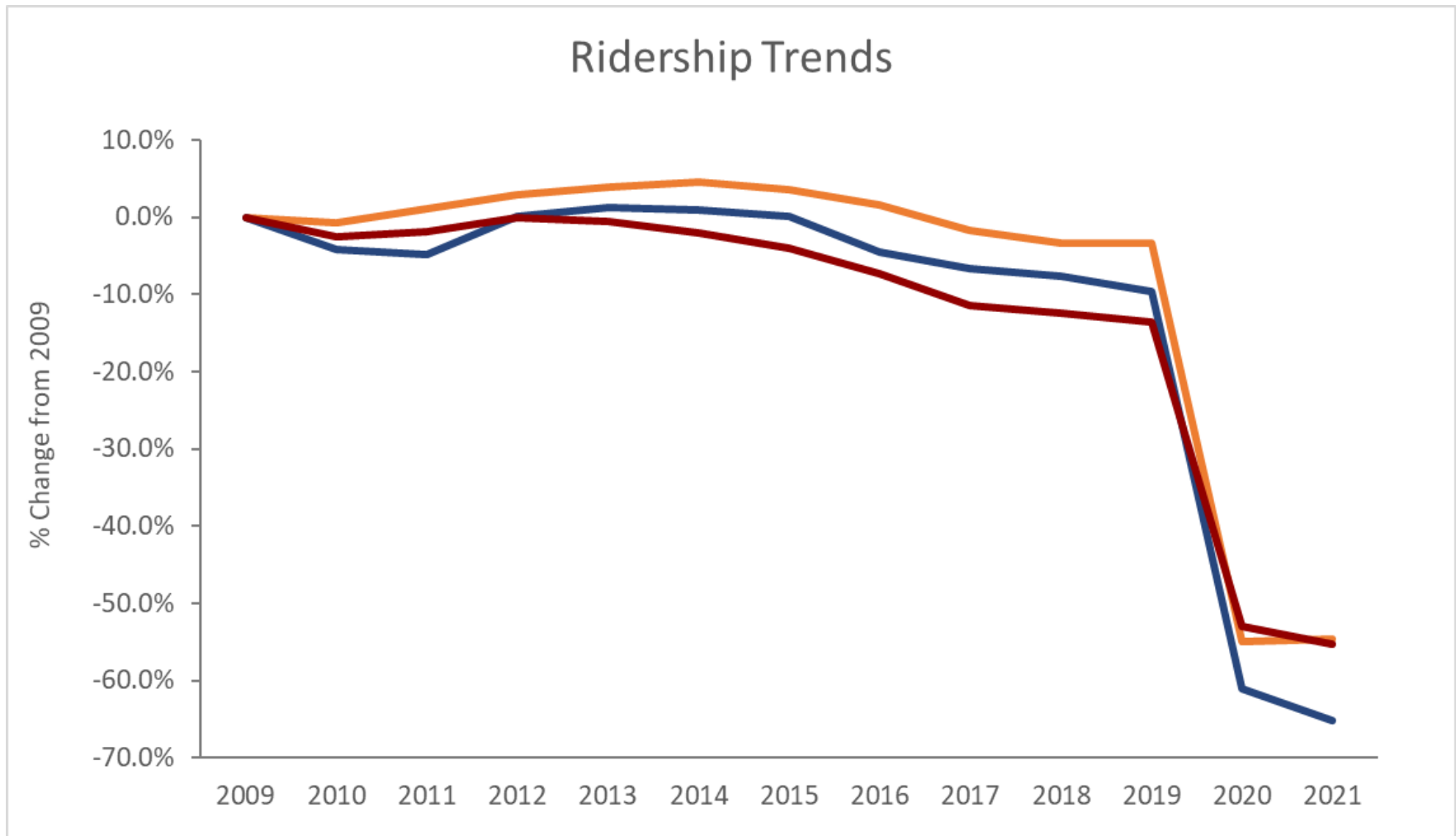


Figure 8.5 – WTA and National Transit Ridership Trends 2009 through 2021





In 2010-2011, Public Works created Bellingham's Urban Village Transportation Impact Fee (TIF) Reduction Program to provide an economic incentive for developers to help the City achieve its goals for infill growth in compact, mixed use Urban Villages served with complete sidewalk and bikeway networks and WTA high-frequency transit service. Success with this land use strategy is also expected to help the City achieve its long-term transportation mode shift goals (Figure 2.3 and Table 2.1).

A case study on the creation of this program is available in an article titled [The Urban Village TIF Reduction Program in Bellingham](#) on the City web site.

As shown in Figure 10.3 (above) and Table 10.1. (below), in the 12 years from March 2011 through December 2022, the Urban Village TIF Reduction Program has saved developers of 128 projects in Urban Villages over **\$1,434,810\*** in TIFs, which is an average of about **\$120,000 per year**.

**\*NOTE: Many redevelopment projects do not require TIFs due to 100% credit for previous uses.**

| <b>Bellingham Urban Village TIF Reduction (BMC 19.06.040) Cumulative Savings: March 1, 2011 to December 31, 2022<sup>1</sup></b>                                                                                                                                             |                |                         |                |                |                          |                           |                              |                         |                  |                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-------------------------|----------------|----------------|--------------------------|---------------------------|------------------------------|-------------------------|------------------|------------------------|
| <b>Note:</b> The 2021-2022 TIF Comparison Chart of 73 Cities and 5 Counties in western Washington at <a href="https://cob.org/wp-content/uploads/2021-2022-BhamWA-TIF-Comparison-Chart.pdf">https://cob.org/wp-content/uploads/2021-2022-BhamWA-TIF-Comparison-Chart.pdf</a> |                |                         |                |                |                          |                           |                              |                         |                  |                        |
| shows that Bellingham has one of the lowest TIF base rates in western Washington. Many redevelopment projects in Urban Villages do not require any TIFs due to 100% credit for previous uses.                                                                                |                |                         |                |                |                          |                           |                              |                         |                  |                        |
| Data Tracked and Compiled by Chris Comeau, FAICP-CTP, Transportation Planner, Public Works Engineering (360) 778-7946 or <a href="mailto:ccomeau@cob.org">ccomeau@cob.org</a>                                                                                                |                |                         |                |                |                          |                           |                              |                         |                  |                        |
| Designated Urban Villages in Bellingham                                                                                                                                                                                                                                      |                | Infill Development Type |                |                | Automatic 22% - 25% Less |                           | Voluntary Measures Up To 50% |                         |                  | Total                  |
|                                                                                                                                                                                                                                                                              | Total Projects | Res Units               | Comm SF        | Office SF      | UV TIF Cost <sup>2</sup> | UV TIF Saved <sup>2</sup> | Bike Rack <sup>3</sup>       | Bus Passes <sup>4</sup> | CTR <sup>5</sup> | TIF Saved <sup>2</sup> |
| Downtown Urban Village                                                                                                                                                                                                                                                       | 43             | 1,349                   | 32,633         | 27,689         | \$692,520                | \$356,748                 | \$13,631                     | \$40,892                | \$0              | \$411,271              |
| Fairhaven Urban Village                                                                                                                                                                                                                                                      | 26             | 238                     | 51,457         | 7,278          | \$269,242                | \$188,246                 | \$5,706                      | \$0                     | \$0              | \$193,952              |
| Barkley Urban Village                                                                                                                                                                                                                                                        | 24             | 203                     | 94,418         | 82,239         | \$744,478                | \$250,097                 | \$1,907                      | \$23,384                | \$597            | \$275,985              |
| Samish Way Urban Village                                                                                                                                                                                                                                                     | 10             | 429                     | 13,934         | 16,446         | \$239,300                | \$171,117                 | \$2,138                      | \$0                     | \$0              | \$173,255              |
| Fountain District Urban Village                                                                                                                                                                                                                                              | 14             | 123                     | 24,168         | 1,196          | \$129,237                | \$89,628                  | \$5,988                      | \$0                     | \$0              | \$95,616               |
| Old Town Urban Village                                                                                                                                                                                                                                                       | 3              | 81                      | 2,815          | 0              | \$70,241                 | \$23,877                  | \$0                          | \$0                     | \$0              | \$23,877               |
| Waterfront District Urban Village (Granary-Laurel)                                                                                                                                                                                                                           | 4              | 103                     | 48,146         | 23,700         | \$346,050                | \$76,349                  | \$0                          | \$0                     | \$0              | \$76,349               |
| Institutional UV TIF Reductions (Type 1A-BMC 13.70)                                                                                                                                                                                                                          | 4              | 150                     | 0              | 119,802        | \$400,572                | \$184,505                 | \$0                          | \$0                     | \$0              | \$184,505              |
| <b>Cumulative</b>                                                                                                                                                                                                                                                            | <b>128</b>     | Infill Development Type |                |                | Automatic 22% - 25% Less |                           | Voluntary Measures Up To 50% |                         |                  | Total                  |
|                                                                                                                                                                                                                                                                              | Total Projects | Res Units               | Comm SF        | Office SF      | UV TIF Cost <sup>2</sup> | UV TIF Saved <sup>2</sup> | Bike Rack <sup>3</sup>       | Bus Passes <sup>4</sup> | CTR <sup>5</sup> | TIF Saved <sup>2</sup> |
| <b>All Urban Village TIF Reductions</b>                                                                                                                                                                                                                                      |                |                         |                |                |                          |                           |                              |                         |                  |                        |
| <b>Grand Total Urban Village TIF Reductions from March 1, 2011 to December 31, 2022</b>                                                                                                                                                                                      |                | <b>2,676</b>            | <b>267,571</b> | <b>278,350</b> | <b>\$2,891,640</b>       | <b>\$1,340,567</b>        | <b>\$29,370</b>              | <b>\$64,276</b>         | <b>\$597</b>     | <b>\$1,434,810</b>     |
| <b>Notes:</b>                                                                                                                                                                                                                                                                |                |                         |                |                |                          |                           |                              |                         |                  |                        |
| 1.) Urban Village TIF Reduction Program adopted February 2011, implemented March 1, 2011.                                                                                                                                                                                    |                |                         |                |                |                          |                           |                              |                         |                  |                        |
| 2.) Net new TIF calculated only after 100% credit is awarded for previous uses. Most redevelopment projects do not require any new TIF due to previous use credit, which is included in this column.                                                                         |                |                         |                |                |                          |                           |                              |                         |                  |                        |
| 3.) Developer purchase and installation of a City-approved bike rack with capacity for four bicycles in appropriate location can reduce overall trip generation by one vehicle trip.                                                                                         |                |                         |                |                |                          |                           |                              |                         |                  |                        |
| 4.) Developer purchase of up to 28 WTA bus passes can reduce TIF by up to maximum of 50%                                                                                                                                                                                     |                |                         |                |                |                          |                           |                              |                         |                  |                        |
| 5.) 10% trip reduction for businesses with more than 100 on-site employees, consistent with Washington State Commute Trip Reduction (CTR)law [RCW 70.94.527]                                                                                                                 |                |                         |                |                |                          |                           |                              |                         |                  |                        |

## Chapter 11 – Waterfront District Biennial Monitoring Program Report

In December 2013, the City of Bellingham and the Port of Bellingham adopted the Bellingham Waterfront District Master Plan to guide the redevelopment of over 200 acres of industrial waterfront land into a vibrant, new neighborhood filled with a mix of industrial, commercial, institutional, residential, and public uses. The Bellingham Waterfront District Master Plan and Interlocal Agreement between the City and Port of Bellingham is available on the City web site at <http://www.cob.org/services/planning/urban-villages/waterfront.aspx>

Section 20 of the Interlocal Agreement for Facilities within the Waterfront District requires the Port of Bellingham to provide the City with a Biennial Monitoring Program report by December 31, 2015 and every two years after, which will document transportation mobility into and out of the Waterfront District on arterial streets for pedestrians, bicyclists, transit busses, automobiles, and freight trucks. In November 2021, TranspoGroup, Inc. completed the third Biennial Monitoring Report for the Waterfront District. Highlights from this report are included in the following pages. **The Port is required to update the Biennial Monitoring Report again in late 2023 and the results will be included in the 2024 Transportation Report on Annual Mobility.**

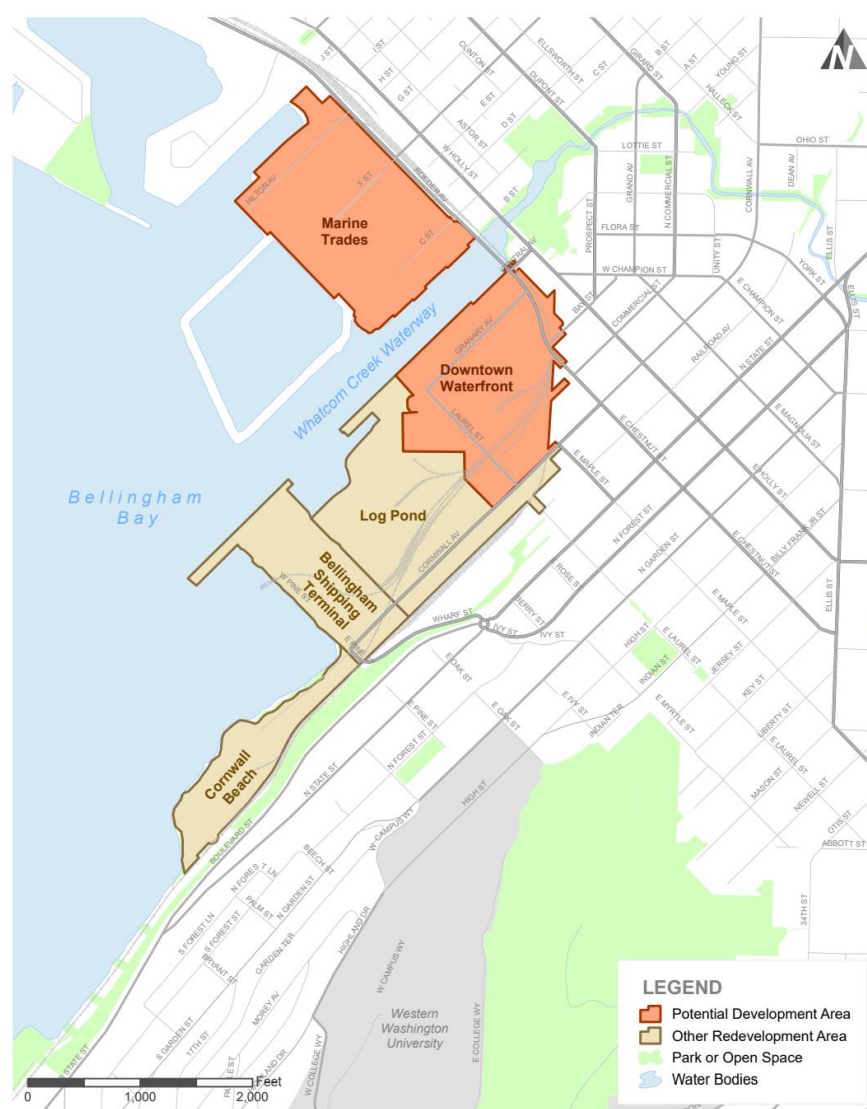


Figure 11.1 Waterfront District Boundaries

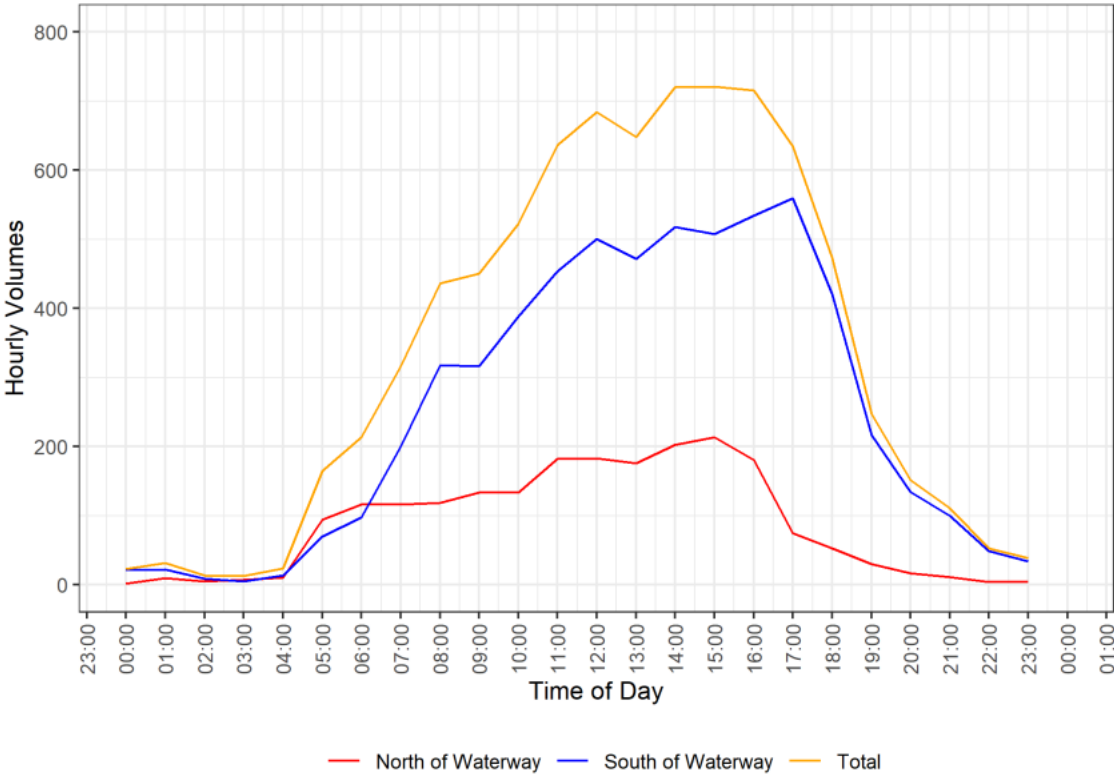
**Figure 11.2. Data Collection Locations**



**Current Conditions**

The COVID-19 pandemic continues; however, data was collected in the same manner as previous studies as required by BMC requirements. Western Washington University was in full session at the time of the data collection and no stay-at-home orders were in place.

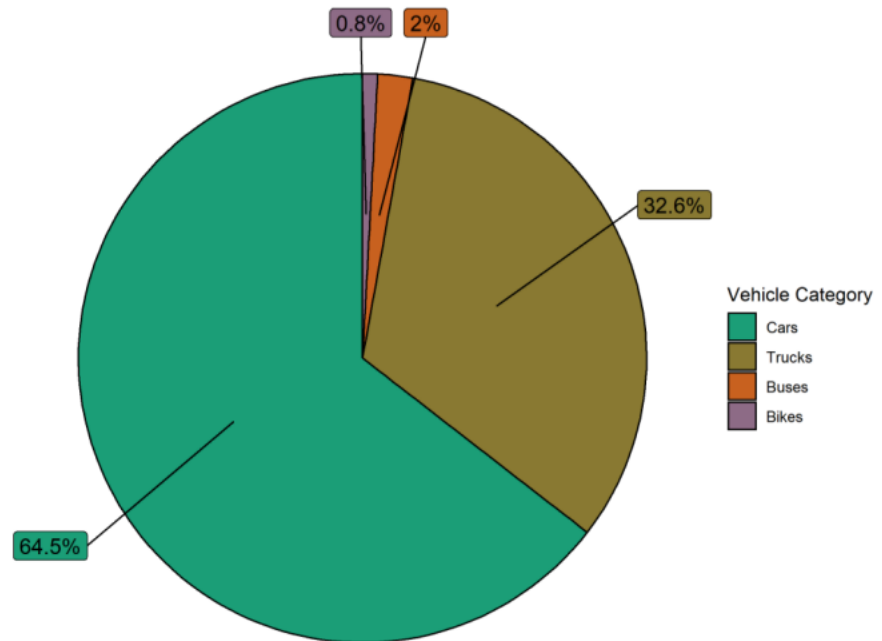
Figure 3 illustrates the average hourly distribution of traffic to and from the Waterfront District. This includes all trucks, cars, and bicycles to and from the site. The highest traffic levels for the site occurs around 4 p.m. and overall daily traffic volumes are consistent with the 2019 biennial monitoring study. Additional comparison to previous monitoring studies is provided in a later section.



**Figure 3 Waterfront District Daily Traffic Distribution**



Vehicle classifications were also collected at the access points. Similar to previous monitoring studies, travel by car represents the majority of the vehicles to and from the site both north and south of the Waterway with about 65 percent of travel by car. Figure 4 illustrates the average daily vehicle classifications for the Waterfront District. Mode splits are generally consistent with the 2019 monitoring study. The number of daily trucks is higher north of the waterway compared to south given that all of the uses north of the waterway are marine and industrial.



**Figure 4 Waterfront District Average Daily Vehicle Classification**

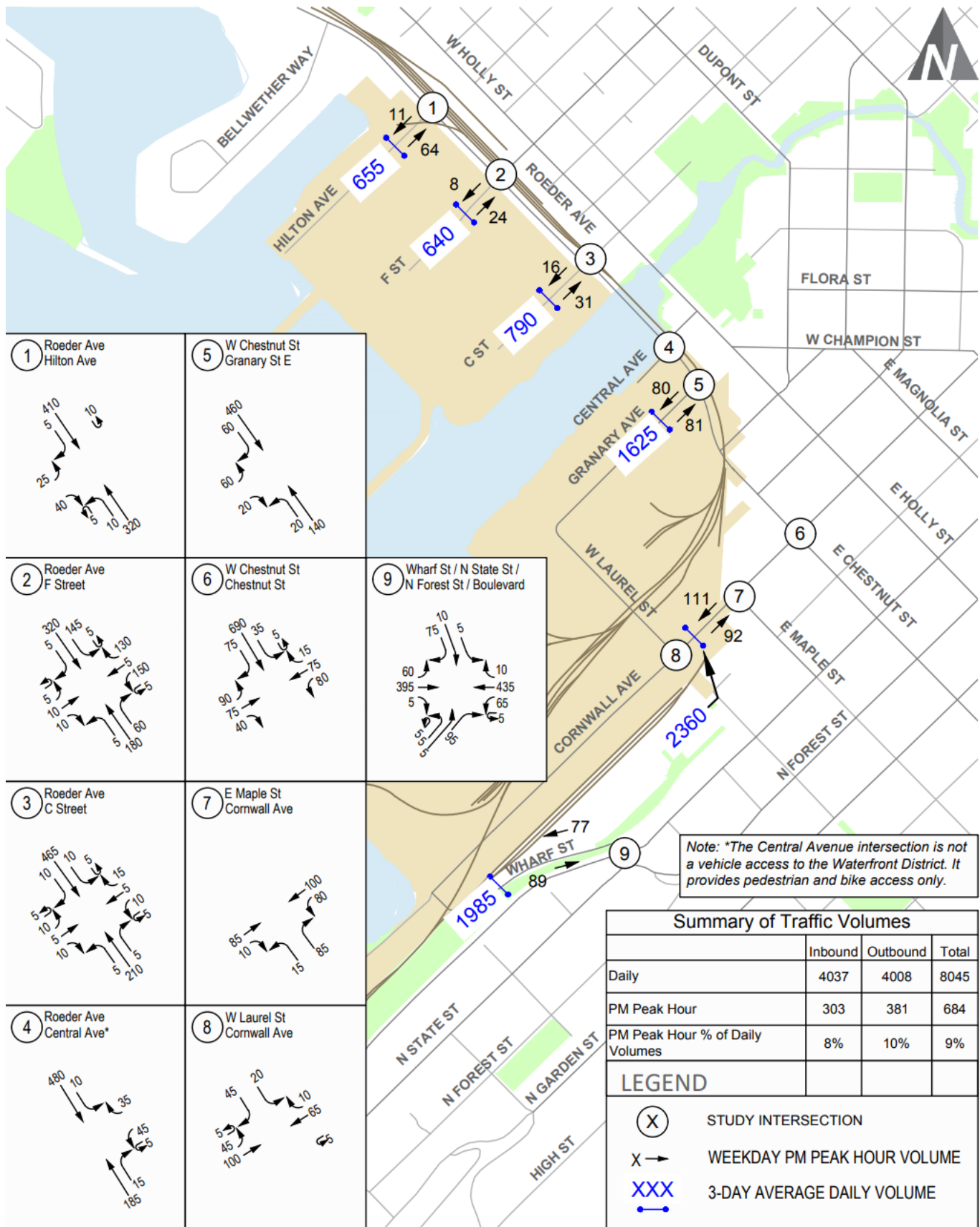
Figure 5 and Table 3 summarize the weekday daily and PM peak hour traffic volumes for the Waterfront District. The data collected was used to determine the weekday PM peak hour trips and mode splits for north and south of the Waterway.

**Table 3. Existing (2021) Weekday Vehicular Traffic Volumes<sup>1</sup>**

|                                        | Inbound | Outbound | Total |
|----------------------------------------|---------|----------|-------|
| <b>North of Waterway</b>               |         |          |       |
| Daily Volumes                          | 1,026   | 1,056    | 2,082 |
| PM Peak Hour Volumes                   | 35      | 119      | 154   |
| <i>PM Peak Hour % of Daily Volumes</i> | 3%      | 11%      | 7%    |
| <b>South of Waterway</b>               |         |          |       |
| Daily Volumes                          | 3,011   | 2,952    | 5,963 |
| PM Peak Hour Volumes                   | 268     | 262      | 530   |
| <i>PM Peak Hour % of Daily Volumes</i> | 9%      | 9%       | 9%    |
| <b>Waterfront District Total</b>       |         |          |       |
| Daily Volumes                          | 4,037   | 4,008    | 8,045 |
| PM Peak Hour Volumes                   | 303     | 381      | 684   |
| <i>PM Peak Hour % of Daily Volumes</i> | 8%      | 10%      | 9%    |

1. Based on data collected in October 2021.

Table 4 summarizes vehicle and non-motorized trips as well as the mode splits for north and south of the Waterway.



**Table 4. Existing (2021) Weekday PM Peak Hour Trips and Mode Splits**

| Site Access                                    | Trips <sup>1</sup> |          |       |               | Mode Splits <sup>1</sup> |               |
|------------------------------------------------|--------------------|----------|-------|---------------|--------------------------|---------------|
|                                                | Inbound            | Auto     | Total | Non-Motorized | Auto                     | Non-Motorized |
|                                                |                    | Outbound |       |               |                          |               |
| North of Waterway                              |                    |          |       |               |                          |               |
| Hilton Avenue                                  | 11                 | 64       | 75    | 9             | 89%                      | 11%           |
| F Street                                       | 8                  | 24       | 32    | 5             | 86%                      | 14%           |
| C Street                                       | 16                 | 31       | 47    | 5             | 90%                      | 10%           |
| Subtotal                                       | 35                 | 119      | 154   | 19            | 89%                      | 11%           |
| South of Waterway                              |                    |          |       |               |                          |               |
| Central Avenue <sup>2</sup>                    | 0                  | 0        | 0     | 41            | 0%                       | 100%          |
| Granary Avenue                                 | 80                 | 81       | 161   | 47            | 77%                      | 23%           |
| Cornwall Avenue/<br>Laurel Street <sup>3</sup> | 111                | 92       | 203   | 19            | 91%                      | 9%            |
| Wharf Street                                   | 77                 | 89       | 166   | 13            | 93%                      | 7%            |
| Subtotal                                       | 268                | 262      | 530   | 120           | 82%                      | 18%           |
| Waterfront District Total                      |                    |          |       |               |                          |               |
| Total                                          | 303                | 381      | 684   | 139           | 83%                      | 17%           |

1. Based on data collected in October 2021.

2. Pedestrian/bicycle access only.

3. Vehicle traffic is based on the weekday PM peak hour trips along Cornwall Avenue between Maple Street and Laurel Street since Port traffic uses Laurel Street as well as accesses driveways along Cornwall Street. The uses along Cornwall Street are industrial; therefore, non-motorized trips are reflective of data along Laurel Street.

Table 4 shows the primary mode of travel to the site is currently via auto, which is consistent with 2019 and 2017 monitoring studies. The evaluation of mode splits only considers auto and non-motorized (pedestrian and bicycle) trips. There are no WTA bus stops located within the site. The nearest transit route operates along Holly Street. The Downtown Transit Station, which is the closest transit hub, currently has an average of approximately 1,700 boardings<sup>2</sup>. Transit ridership has been impacted by the COVID-19 pandemic and is approximately 50 percent what WTA has seen historically. Existing transit riders to the Waterfront District are captured as pedestrian or bicycle trips to and from the site; however, with on-site transit routes and bus stops transit ridership could be isolated in future studies. The Waterfront District Master Plan envisioned transit within the site; however, there are currently no plans for routes or stops.

### Comparison to Previous Studies

This section provides a comparison of the 2021 traffic volumes and mode splits to the three previous Waterfront District traffic monitoring studies. Table 5 summarizes the daily, weekday PM peak hour and mode splits for north and south of the waterway.

<sup>2</sup> Data collection by Whatcom Transit Authority 2021, which represents the most recent ridership data.

**Table 5. Waterfront District Traffic Volume and Mode Split Comparison<sup>1</sup>**

|                                        | Monitoring Study Year |       |       |       |
|----------------------------------------|-----------------------|-------|-------|-------|
|                                        | 2015                  | 2017  | 2019  | 2021  |
| <b>North of Waterway</b>               |                       |       |       |       |
| Daily Auto Volumes                     | 1,460                 | 1,780 | 1,745 | 2,082 |
| PM Peak Hour Auto Volumes              | 88                    | 171   | 172   | 154   |
| <i>PM Peak Hour % of Daily Volumes</i> | 6%                    | 10%   | 10%   | 7%    |
| PM Peak Hour Non-Motorized Volumes     | 10                    | 19    | 9     | 19    |
| PM Peak Hour Auto Mode Split           | 90%                   | 90%   | 95%   | 89%   |
| PM Peak Hour Non-Motorized Mode Split  | 10%                   | 10%   | 5%    | 11%   |
| <b>South of Waterway</b>               |                       |       |       |       |
| Daily Auto Volumes                     | 4,330                 | 5,345 | 5,825 | 5,963 |
| PM Peak Hour Auto Volumes              | 401                   | 664   | 701   | 530   |
| <i>PM Peak Hour % of Daily Volumes</i> | 9%                    | 12%   | 12%   | 9%    |
| PM Peak Hour Non-Motorized Volumes     | 54                    | 103   | 252   | 120   |
| PM Peak Hour Auto Mode Split           | 88%                   | 87%   | 77%   | 82%   |
| PM Peak Hour Non-Motorized Mode Split  | 12%                   | 13%   | 23%   | 18%   |
| <b>Waterfront District Total</b>       |                       |       |       |       |
| Daily Auto Volumes                     | 5,790                 | 7,125 | 7,570 | 8,045 |
| PM Peak Hour Auto Volumes              | 489                   | 835   | 873   | 684   |
| <i>PM Peak Hour % of Daily Volumes</i> | 8%                    | 12%   | 12%   | 9%    |
| PM Peak Hour Non-Motorized Volumes     | 64                    | 122   | 261   | 139   |
| PM Peak Hour Auto Mode Split           | 88%                   | 87%   | 80%   | 83%   |
| PM Peak Hour Non-Motorized Mode Split  | 12%                   | 13%   | 20%   | 17%   |

1. Based on data collection from the 2015 – 2021 Bellingham Waterfront Biennial Traffic Monitoring Study.

Traffic volumes have increased within the Waterfront District on a daily basis; however, the weekday PM peak hour auto and non-motorized volumes are down. Some of the changes could be related to the COVID-19 pandemic. Other factors such as collection of non-motorized data along Laurel Street in 2021 rather than only along Cornwall Avenue may have also caused these volume changes, no longer accounting for non-Waterfront related pedestrians and bicyclists along Cornwall. The 2019 monitoring study identified the need to collect data at Laurel Street to better isolate non-motorized trips to and from the Port since this street provides the main access for pedestrian and bicycle travel on the southeast side of the Waterfront District especially due to new non-motorized facilities. Land uses south of Laurel Street that are accessed via Cornwall Avenue are generally industrial with limited non-motorized activity, meaning that the estimate of non-motorized traffic in the previous monitoring studies could have included non-Waterfront related activities. The reduction in non-motorized trips in 2021 results in a higher auto mode split compared to 2019; however, the 2021 auto mode split continues to be less than the 2015 and 2017 monitoring study findings.

As more mixed-use (i.e., office, retail, residential, etc.) development occurs on-site and the infrastructure becomes more walkable, it is anticipated that pedestrian, bicycle, and transit activity would continue to increase and be monitored more closely.



## Comparison to Previous Studies

This section provides a comparison of the future weekday PM peak hour trip generation projection for the Waterfront District monitoring studies that have been conducted. Table 7 summarizes estimated weekday PM peak hour trip generation for the horizon year of each monitoring study.

**Table 7. Waterfront District Estimated Future Weekday PM Peak Hour Trip Generation<sup>1</sup>**

|                                                   | Future Horizon Year |              |              |              |
|---------------------------------------------------|---------------------|--------------|--------------|--------------|
|                                                   | 2019                | 2021         | 2023         | 2025         |
| <b>North of Waterway</b>                          |                     |              |              |              |
| Projected 4-Year Future Pipeline Development (sf) | 50,000              | 45,000       | 49,750       | 21,214       |
| Existing Development                              | 88                  | 171          | 172          | 154          |
| Future Pipeline Development                       | 41                  | 31           | 39           | 85           |
| <i>Internal</i>                                   | <u>-11</u>          | <u>-15</u>   | <u>-18</u>   | <u>-28</u>   |
| <b>Net Offsite</b>                                | <b>118</b>          | <b>187</b>   | <b>193</b>   | <b>211</b>   |
| <b>South of Waterway</b>                          |                     |              |              |              |
| Projected 4-Year Future Pipeline Development (sf) | 473,874             | 962,462      | 624,348      | 328,798      |
| Existing Development                              | 401                 | 664          | 701          | 530          |
| Future Pipeline Development                       | 493                 | 780          | 589          | 389          |
| <i>Internal</i>                                   | <u>-77</u>          | <u>-101</u>  | <u>-103</u>  | <u>-128</u>  |
| <b>Net Offsite</b>                                | <b>817</b>          | <b>1343</b>  | <b>1187</b>  | <b>791</b>   |
| <b>Waterfront District Total</b>                  |                     |              |              |              |
| Projected 4-Year Future Pipeline Development (sf) | 523,874             | 1,007,462    | 674,098      | 350,012      |
| Existing Development                              | 489                 | 835          | 873          | 684          |
| Future Pipeline Development                       | 534                 | 811          | 628          | 474          |
| <i>Internal</i>                                   | <u>-88</u>          | <u>-116</u>  | <u>-121</u>  | <u>-156</u>  |
| <b>Net Offsite</b>                                | <b>935</b>          | <b>1,530</b> | <b>1,380</b> | <b>1,002</b> |

Notes: sf = square-feet

1. Based on data collection from the 2015 – 2021 Bellingham Waterfront Biennial Traffic Monitoring Study.

As shown in the table, estimated future net offsite trips are less in 2021 than projected for the two previous monitoring studies. The lesser trip generation is due to overall fewer existing trips and less development projected in the next 4 years. North of the waterway, the future forecasted trip generation in 2025 is higher than projected in the previous monitoring studies with less square-footage being developed due to the mix of land use including retail and restaurant development by 2025 whereas the previous studies assumed only industrial and office uses.

## Future Traffic Volumes and Transportation Infrastructure Phasing Plan

The future vehicle trips were distributed to the site access points based on the location of the proposed development as well as consideration of planned infrastructure improvements and offsite travel patterns. The access points and capacity were identified in the Waterfront District EIS. North of the waterway vehicle trips are distributed to Hilton Avenue, F Street and C Street. South of the waterway vehicle trips are distributed to Granary Avenue, Cornwall Avenue/Laurel Street/Maple Street, and Wharf Street. The existing trips were not reassigned since there are no new site access points proposed. Table 8 provides a summary of the existing and future outbound PM peak hour trips for site access points as well as the remaining capacity with the future development over the next 4-years and the planned infrastructure.

**Table 8. Future (2025) Infrastructure Capacity Summary**

| PM Peak Hour Outbound Vehicle Trips |                            |              | Estimated Vehicle Capacity (Trips) <sup>3</sup> | Remaining Capacity |                          |
|-------------------------------------|----------------------------|--------------|-------------------------------------------------|--------------------|--------------------------|
| Existing Trips <sup>1</sup>         | Net New Trips <sup>2</sup> | Future Trips |                                                 | Trips              | Square-feet <sup>4</sup> |
| North of Waterway <sup>5</sup>      |                            |              |                                                 |                    |                          |
| 119                                 | 30                         | 149          | 400                                             | 251 (63%)          | 350,000                  |
| South of Waterway <sup>6</sup>      |                            |              |                                                 |                    |                          |
| 262                                 | 143                        | 401          | 900                                             | 499 (55%)          | 850,000                  |

1. Based on October 2021 traffic counts.

2. Calculated based on person trip methodology outlined in the Waterfront District EIS and assigned based on the location of development with consideration of planned infrastructure improvements and offsite travel patterns.

3. Based on the infrastructure phasing analysis as documented in the memorandum subjected *The Waterfront District Subarea Plan Transportation Analysis Update for 2012 SEIS Addendum*, October 2012 with consideration of improvements that have been completed.

4. Approximate millions of square-feet (sf) of development is provided for reference and is based on the average outbound vehicle trip rate as documented in the memorandum subjected *The Waterfront District Subarea Plan Transportation Analysis Update for 2012 SEIS Addendum*, October 2012.

5. Infrastructure capacity is based on access via Hilton Avenue, F Street and C Street.

6. Infrastructure capacity is based on access via Granary Avenue, Cornwall Avenue/Laurel Street/Maple Street and Wharf Street.

As shown in Table 8, the proposed infrastructure would accommodate the anticipated development over the next 4-years. North of the Waterway, the proposed development is anticipated to use approximately 37 percent of the infrastructure capacity leaving 63 percent of the capacity available for future development. South of the Waterway, the proposed development is anticipated to use approximately 45 percent of the infrastructure capacity. The remaining capacity would accommodate additional development; however, the location of future development will also need to be considered when determining if it can be accommodated without additional infrastructure improvements. Conducting the traffic monitoring study every 2-years will capture changes in development estimates, location and timing of development and verify infrastructure needs.

## Findings

Based on the review presented above, no additional infrastructure improvements are recommended. Plans for development beyond what has been analyzed herein should consider the available capacity for each area. In addition, the evaluation of infrastructure capacity remaining for the site after the projected 2025 development is conservative since all existing site uses are anticipated to remain, and as development occurs existing uses may be redeveloped reducing trips from the site.