

RESOLUTION NO. 2023-10

**A RESOLUTION OF THE CITY OF BELLINGHAM, WASHINGTON
ADOPTING THE 2024 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM.**

WHEREAS, in May of 2023, the City of Bellingham Public Works staff worked with a Transportation Commission liaison to prepare staff recommendations for a Draft 2024 - 2029 Transportation Improvement Program (TIP); and

WHEREAS, Public Works staff posted the Draft 2024-2029 TIP on the City web site and made it available to the public on May 5, 2023; and

WHEREAS, a public meeting of the Transportation Commission was held on May 9, 2023 at which Public Works staff presented the Draft 2024 - 2029 TIP; and

WHEREAS, the Bellingham Transportation Commission voted to endorse the Draft 2024-2029 TIP and issued Transportation Commission Resolution 2023-03 to the Bellingham City Council; and

WHEREAS, notice of the scheduled May 22, 2023 public hearing date for the Draft 2024 - 2029 TIP was advertised to major media in the Whatcom County region on May 12, 2023; and

WHEREAS, a public hearing before the Bellingham City Council regarding the Draft 2024 - 2029 TIP was held on May 22, 2023; and

WHEREAS, all written and oral comments regarding the Draft 2024 - 2029 TIP were received and considered by Council; and

WHEREAS, City Council discussion regarding the Draft 2024 - 2029 TIP was continued at a Bellingham City Council work session on June 5, 2023; and

WHEREAS, as per RCW 35.77.010, the City Council is required to adopt a comprehensive Transportation Improvement Program by July 1 each year for the ensuing six years;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BELLINGHAM:

That the 2024 - 2029 Transportation Improvement Program as prepared by the Public Works Department for the City of Bellingham, attached to this Resolution as Exhibit A and by reference made a part hereof, be and the same is hereby adopted; and

BE IT FURTHER RESOLVED that a copy of said 2024 - 2029 Transportation Improvement Program be filed with the Washington State Secretary of Transportation.

PASSED by the Council this 5th day of June, 2023.



Council President

APPROVED by me this 18th day of July, 2023.



Mayor

ATTEST: 

Finance Director

APPROVED AS TO FORM:



Office of the City Attorney



Six-Year (2024-2029) Transportation Improvement Program (TIP)

Seth Fleetwood, Mayor
Eric Johnston, Public Works Director

2023 City Council Members

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

Public Review Process

Draft posted on City Web site for Public Review: May 5, 2023
Transportation Commission Review: May 9, 2023
City Council Public Hearing: May 22, 2023
City Council Work Session to adopt: June 5, 2023
Submittal to Washington State: June 14, 2023

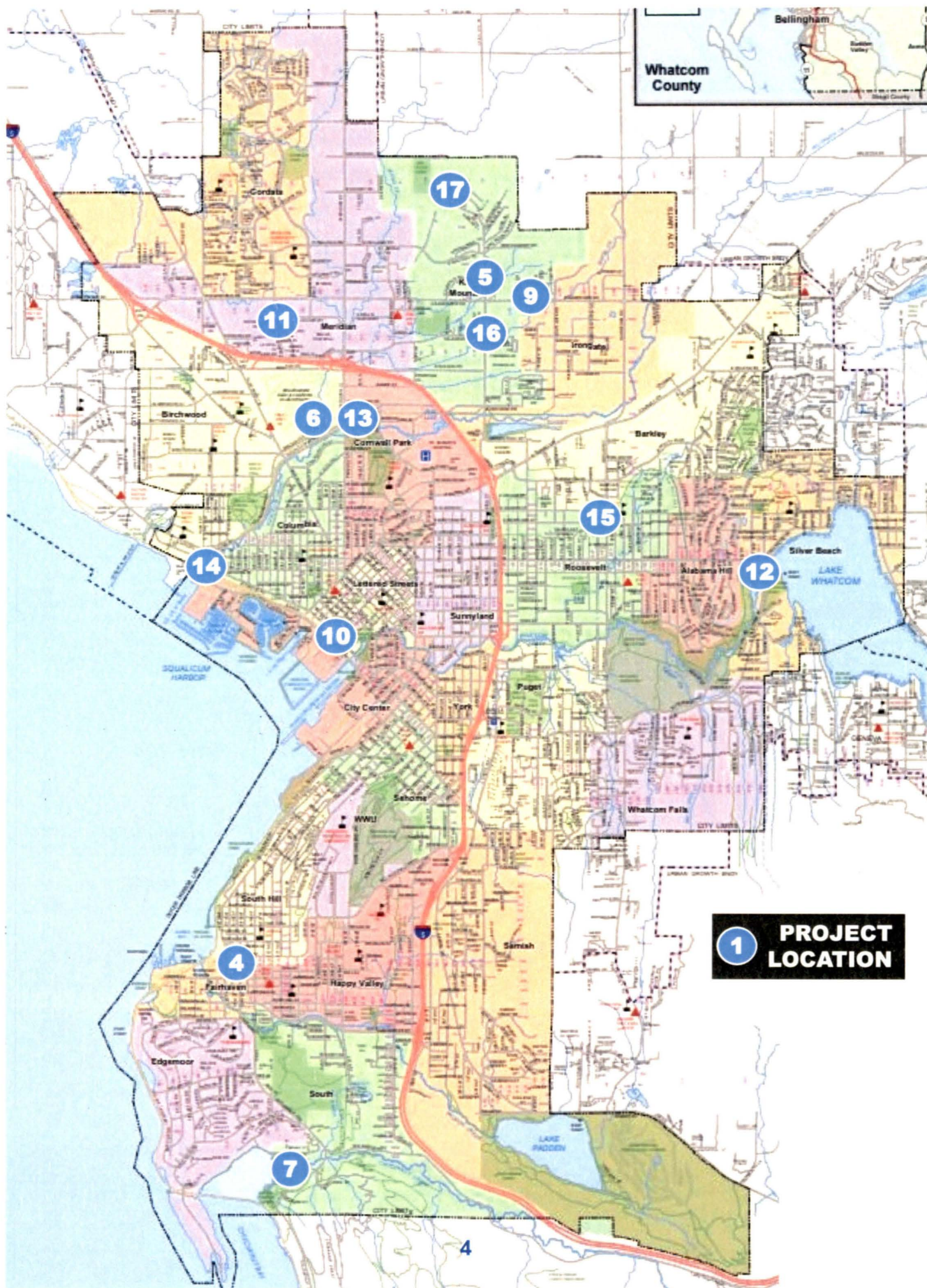
Adopted June 5, 2023

Prepared by Public Works Engineering

Transportation Improvement Projects 2024-2029

			Cost Estimates (000's) 2024 Dollars							
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Previous FUNDED				UNFUNDED			PROJECT TOTALS
			Budget	2024	2025	2026	2027	2028	2029	
1	Annual Street Pavement Resurfacing	Street	4,480	2,551	2,628	900	3,700	4,800	4,900	23,959
	Preserving investment in public streets	T-Fund Resurface	3,600	3,850	3,950	4,300	4,429	4,562	4,699	29,390
		Subtotal	8,080	6,401	6,578	5,200	8,129	9,362	9,599	53,348
2	Nonmotorized Transportation	T-Fund Non-Motorized	2,550	2,650	3,600	4,165	1,250	4,700	4,841	23,756
	Sidewalk and Bikeway Improvements	Subtotal	2,550	2,650	3,600	4,165	1,250	4,700	4,841	23,756
3	Clean Energy	T-Fund Clean Energy	500	600	700	800	900	1,000	1,100	5,600
	Supporting Bellingham Climate Action Plan and WTA 2040 Long-Range Transit Plan	Subtotal	500	600	700	800	900	1,000	1,100	5,600
4	12th St - Finnegan Way -11th St Corridor Multimodal Safety Improvements	Street		250						
		T-Fund Non-Motorized		900						
	Traffic signal at 12th/Mill; flashing crosswalks at 11th/Finnegan and 12th/McKenzie	TIB UAP	400							
		Subtotal	400	1,150						1,550
5	James Street Multimodal Safety Improvements; Segments 3 & 4	Street	610	500	500					
		T-Fund Non-Motorized	800	800	800					
	Segment 3: Telegraph - Bakerview (\$1,000)	Pvt Mitigation (Ord/TIF)	50	50	50					
	Segment 4: Bakerview - Gooding (\$3,100)	Subtotal	1,460	1,350	1,350					4,160
6	Meridian/Birchwood, Phase 1 Multimodal Transportation Improvements	Street	175	100	100					
		T-Fund Resurface	300	250	250					
	Phase 1: PE/Design/ROW acquisition	Federal STBG			2,500					
	Construction Merge Squalicum to Birchwood	Parks Greenways Trail	275	275						
	Delete Squalicum Signal; Build Trail to Park	Port of Bellingham	75	75						
	Phase 2: PE/Design	County EDI	2,625							
		Subtotal	3,450	700	2,850					7,000
7	Chuckanut Creek/Rainier Avenue Bridge	Street	100	1,000	1,000	3,000				
		Subtotal	100	1,000	1,000	3,000				5,100
8	Bellingham Railroad Quiet Zones	1st 1/4 REET	250	250	250	250	250	250	250	
	At-grade street crossing improvements	Subtotal	250	250	250	250	250	250	250	1,750
9	East Bakerview Multimodal Improvements	T-Fund Resurface					550			
		T-Fund Non-Motorized					2100			
	E. Bakerview Road sidewalks and bike lanes from James/Bakerview roundabout to Kramer; flashing crosswalks at Cougar & Kramer									
		Bham School District					850			
		Subtotal					3,500			3,500
10	Parberry's Old Town Development	1st 1/4 REET	2,500							
	Expand Developer Agreement in Old Town	County EDI					2,500			
		Subtotal	2,500				2,500			5,000
11	Bellis Fair Family Housing & Early Learning Center	T-Fund Non-Motorized			250					
		Parks Greenways Trail			50					
		Subtotal			300					300
12	Electric Avenue Bridge Reconstruction (Bloedel-Donovan)	Street				335				
		T-Fund Non-Motorized				335				
		Fed Bridge Program					6,700			
		Subtotal				670	6,700			7,370

Transportation Improvement Projects 2024-2029										
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2024	2025	2026	2027	2028	2029	
13	Meridian/Birchwood, Phase 2	SJ Hospital IMP (SEPA)		126						
	Multimodal Roundabout	Unknown					6,874			
	Roundabout at Meridian/Birchwood	Subtotal		126			6,874			7,000
14	Eldridge Avenue Bridge	Street					1,250			
	Reconstruction (Squalicum Creek)	T-Fund Non-Motorized					1,250			
		Fed Bridge Program					22,500			
		Subtotal					25,000			25,000
15	Railroad Trail Bridge Over Woburn Street ADA-Compliant Grade-Separated Ped-Bike Bridge Spanning and Clearing Woburn Street	Unknown					2,100			
		Subtotal					2,100			2,100
16	James Street Multimodal Safety Improvements; Segments 1, 2 (Orchard - McLeod & McLeod - Telegraph)	Unknown						10,000		
		Subtotal						10,000		10,000
17	North James Street	Pvt Mitigation	600							
	Multimodal Arterial Connection (Gooding to Van Wyck; Long Term Private Construction)	Unknown							3,000	
		Subtotal	600							3,000
2024-2029 TIP PROJECT FUNDING SOURCE SUMMARIES										
	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2023 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2024	2025	2026	2027	2028	2029	
STREET FUNDS			5,365	4,401	4,228	4,235	4,950	4,800	4,900	32,879
TRANSPORTATION FUND - Resurfacing			3,900	4,100	4,200	4,300	4,979	4,562	4,699	30,740
TRANSPORTATION FUND - Nonmotorized			3,350	4,350	4,400	4,500	4,600	4,700	4,841	30,741
TRANSPORTATION FUND - Climate Action & WTA Transit			500	600	700	800	900	1,000	1,100	5,600
1st & 2nd QUARTER REET FUNDS			2,750	250	250	250	250	250	250	4,250
STATE FUNDS (TIB, WSDOT, Gas Tax, WWU, WCC, etc)			400	0	0	0	0	0	0	400
FEDERAL FUNDS (STBG, SRTS, HSIP, etc)			0	0	2,500	0	29,200	0	0	31,700
PRIVATE MITIGATION FUNDS (SEPA-TIA; MTIF; Other)			725	251	50	0	0	0	0	1,026
OTHER (Parks, Port, County, EDI, WTA, BSD, etc)			2,900	275	50	0	3,350	0	0	6,575
UNKNOWN FUNDS			0	0	0	0	8,974	10,000	3,000	21,974
TOTAL 2024-2029 TIP FUNDS			19,890	14,227	16,378	14,085	57,203	25,312	18,790	165,884



1 PROJECT LOCATION

Project #1: Annual Street Pavement Resurfacing Program

PROJECT NARRATIVE: In November 2020, Bellingham voters re-approved the Bellingham Transportation Fund (formerly Transportation Benefit District) with the specific purpose of funding arterial resurfacing, non-motorized transportation improvements, and capital investments in support of WTA transit and the Climate Action Plan. Pavement resurfacing is an annual maintenance program to protect the City's investment in public roadways and to ensure an adequate quality driving and riding surface at an optimized life-cycle cost.

MULTIMODAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network. Adding bicycle lanes, sidewalks, curb extensions, and crosswalks (where possible) when arterial pavement resurfacing occurs also helps to expand and enhance the citywide **pedestrian**, **bicycle**, and **WTA transit** networks and increases safety for all users.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous		FUNDED		UNFUNDED			
			Budget	2024	2025	2026	2027	2028	2029	
1	Annual Street Pavement Resurfacing	Street	4,480	2,551	2,628	900	3,700	4,800	4,900	23,959
	Preserving investment in public streets	T-Fund Resurface	3,600	3,850	3,950	4,300	4,429	4,562	4,699	29,390
		Subtotal	8,080	6,401	6,578	5,200	8,129	9,362	9,599	53,348





Project #2: Non-Motorized Transportation Improvements



PROJECT NARRATIVE: In November 2020, Bellingham voters re-approved the Bellingham Transportation Fund (formerly Transportation Benefit District) with the specific purpose of funding arterial resurfacing, non-motorized transportation improvements, and capital investments in support of WTA transit and the Climate Action Plan. Non-motorized improvements are selected utilizing the recommendations provided in the Pedestrian and Bicycle Master Plans as well as the Local Road Safety Plan. Consideration for projects also comes through grant funding opportunities and other capital improvement needs and opportunities, as well as working with the various City Departments for parks improvements and low-income housing and our community partners such as WTA and the Bellingham School District. While non-motorized projects are often stand alone projects, efficiencies are gained by combining non-motorized projects with other infrastructure improvements like overlays and utility projects.

MULTIMODAL TRANSPORTATION BENEFITS: Additional sidewalk connections, crosswalks, and various bicycle facilities will help to complete and enhance the citywide **Pedestrian** and **Bicycle** non-motorized transportation network and the **WTA transit network** throughout Bellingham.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			FUNDED				UNFUNDED			
			Previous Budget	2024	2025	2026	2027	2028	2029	
2	Nonmotorized Transportation	T-Fund Non-Motorized	2,550	2,650	3,600	4,165	1,250	4,700	4,841	23,756
	Sidewalk and Bikeway Improvements	Subtotal	2,550	2,650	3,600	4,165	1,250	4,700	4,841	23,756



Project #3: Clean Energy Transportation

(Capital Investments Supporting WTA Transit & Climate Action Plan)

PROJECT NARRATIVE: In November 2020, Bellingham voters re-approved the Bellingham Transportation Fund (formerly Transportation Benefit District) with the specific purpose of funding arterial resurfacing, non-motorized transportation improvements, and capital investments in support of WTA transit and the Climate Action Plan. The purpose of project #3 is to program capital improvements for transportation projects and programs that implement Bellingham's Climate Protection Action Plan goals for clean energy (carbon-free) transportation, as well as capital improvements to support WTA's transit system serving Bellingham. Possible examples of eligible projects may include transit queue jump lanes, electrification of WTA's bus fleet, electric bus charging facilities at WTA transit stations, electric vehicle charging stations throughout the City, municipal fleet purchase of e-bikes & e-cars, and other capital expenditures for clean energy transportation.

MULTIMODAL AND ENVIRONMENTAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, and funding improvements for electric vehicle charging helps to reduce greenhouse gas emissions. Funding projects to expand the **WTA transit** encourages mode shift and also reduces greenhouse gas emissions.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous		FUNDED		UNFUNDED			
			Budget	2024	2025	2026	2027	2028	2029	
3	Clean Energy	T-Fund Clean Energy	500	600	700	800	900	1,000	1,100	5,600
	Supporting Bellingham Climate Action Plan and WTA 2040 Long-Range Transit Plan									
	Subtotal		500	600	700	800	900	1,000	1,100	5,600



City of Bellingham

Climate Protection Action Plan

Greenhouse Gas Monitoring Report

*Emissions Reduction Measures
2018 Update*



Clean Energy Projects Programmed for 2024 (Project #3 in 2024-2029 TIP)

Each year, Public Works staff collaborates with WTA staff to recommend Transportation Fund sales tax programming for capital improvements to implement the 2018 Bellingham Climate Protection Action Plan and the 2021 WTA Long-Range Transit Plan.

Plan Reference	2018 Climate Protection Action Plan & 2021 WTA Long-Range Transit Plan Projects (Or related improvements not identified in these plans = n/a)	Cost Estimate
3.a.) WTA Transit Plan	Annual ADA upgrades at all WTA bus stops citywide - WTA has identified over 200 bus stops throughout Bellingham that require ADA upgrades and has budgeted \$75,000/year for 10 years to complete these upgrades. Per Contract C2300139, the Transportation Fund has granted WTA \$375,000 through 2027 to implement ADA upgrades at bus stops.	\$75,000
3.b.) WTA Transit Plan	Expansion of WTA Bellingham Station (Downtown) New bus bays in Railroad Avenue right-of-way to accommodate longer articulated buses, charge electric buses, serve the Waterfront District, and maintain citywide transit level of service	\$300,000
3.c.) Climate Action	Local match dollars for Climate Action grant opportunities - It is expected that there will be both state and federal grant funding opportunities in the next several years.	\$225,000
		\$600,000

Project #4: 12 St - Finnegan Way – 11th St Multimodal Safety Improvements

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

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalk, crossings, safety, connectivity for neighborhoods, pedestrians, bicyclists, vehicles, freight trucks, & WTA Route #1 transit riders. [ADA Transition Plan](#) listed project.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2024	2025	2026	2027	2028	2029		
4	12th St - Finnegan Way -11th St Corridor	Street		250						
	Multimodal Safety Improvements	T-Fund Non-Motorized		900						
	Traffic signal at 12th/Mill; flashing crosswalks at 11th/Finnegan and 12th/McKenzie	TIB UAP	400							
		Subtotal	400	1,150						1,550



Project #5: James Street Multimodal Safety Improvements; Segments 3, 4 (West side James Street from Telegraph Rd to Gooding Rd)

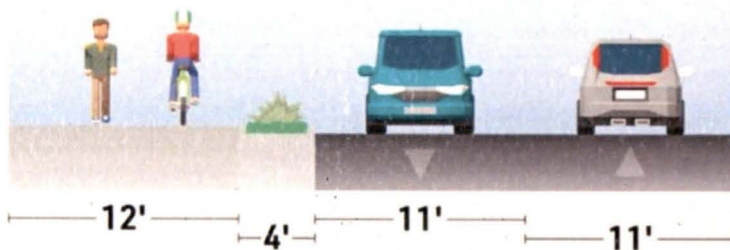
PROJECT NARRATIVE: James Street is the only north-south transportation corridor serving the King Mountain Neighborhood. WTA high-frequency Gold GO Line Route 331 service exists, but traditional sidewalks and bike lanes are not financially feasible. A 12-foot-wide multiuse pathway was identified as the preferred alternative in a 2019 James Street Multimodal Feasibility Study. Significant costs include removal of a vertical curve sight distance issue on the hill between Orchard and McLeod and reconstruction of culverts beneath James for fish passage improvements. Segments 3 and 4 would create a continuous multiuse pathway between Telegraph Road and Gooding Avenue and would link to Telegraph Road Multimodal Improvements and the James/Bakerview roundabout.

MULTIMODAL TRANSPORTATION BENEFITS: PMP listed project, BMP listed project, WTA Gold GO Line high-frequency transit route 331, ADA Transition Plan listed project.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2024	2025	2026	2027	2028	2029		
5	James Street Multimodal Safety Improvements; Segments 3 & 4	Street	610	500	500					
		T-Fund Non-Motorized	800	800	800					
	Segment 3: Telegraph - Bakerview (\$1,000)	Pvt Mitigation (Ord/TIF)	50	50	50					
	Segment 4: Bakerview - Gooding (\$3,100)									
		Subtotal	1,460	1,350	1,350				4,160	

James Street Preferred Alternative West Side Shared Use Path



SHARED USE PATH

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



Visualization (looking south just s/o McLeod Rd)

Project #6: Meridian/Birchwood Transportation Improvements, Phase 1

PROJECT NARRATIVE: Two closely spaced intersections on a critical freight route and multimodal transportation link between the industrial Bellingham Waterfront and U.S.-Canadian border crossings connected by Interstate 5 and Guide-Meridian (SR 539). Completion of Orchard-Birchwood extension in 2021 will increase intersection congestion. **Phase 1** will merge Squalicum Parkway with Birchwood Avenue and decommission the Squalicum/Meridian traffic signal. A Greenways trail would connect to Cornwall Park, and City acquisition of the BNSF right-of-way is required for this project to move forward.

MULTIMODAL TRANSPORTATION BENEFITS: PMP listed project, BMP listed project, Greenway trail, turn lanes, increased access, safety, sight distance, and efficiency. WTA Routes 4 and 15 currently provide transit service, with additional future service likely, ADA Transition Plan listed project.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS	
			Previous	FUNDED				UNFUNDED			
			Budget	2024	2025	2026	2027	2028	2029		
6	Meridian/Birchwood, Phase 1	Street	175	100	100						
	Multimodal Transportation Improvements	T-Fund Resurface	300	250	250						
	Phase 1: PE/Design/ROW acquisition	Federal STBG			2,500						
	Construction Merge Squalicum to Birchwood	Parks Greenways Trail	275	275							
	Delete Squalicum Signal; Build Trail to Park	Port of Bellingham	75	75							
	Phase 2: PE/Design	County EDI	2,625								
		Subtotal	3,450	700	2,850					7,000	



Project #7: Chuckanut Creek-Rainier Avenue Bridge

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

MULTIMODAL TRANSPORTATION BENEFITS: Shared space for all transportation modes.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
			2024	2025	2026	2027	2028	2029		
7	Chuckanut Creek/Rainier Avenue Bridge	Street	100	1,000	1,000	3,000				
		Subtotal	100	1,000	1,000	3,000				5,100



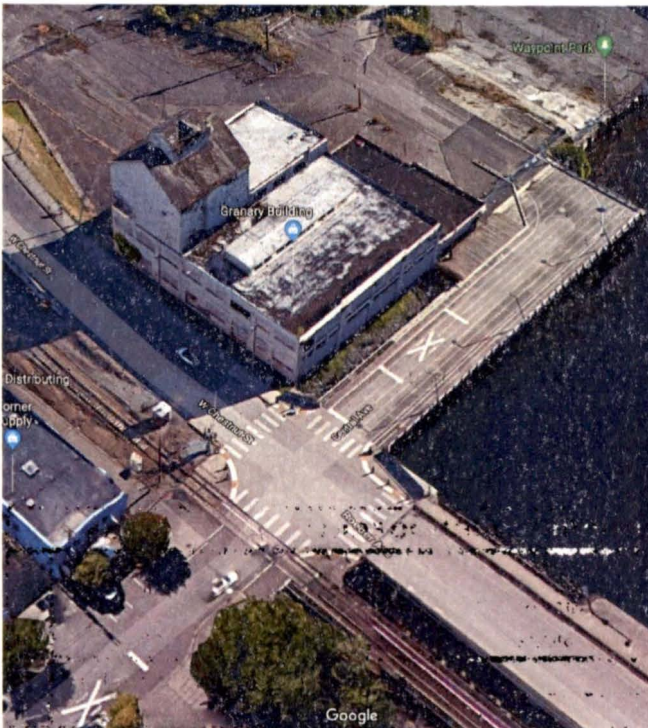
Project #8: Bellingham Railroad Quiet Zones

PROJECT NARRATIVE: The City of Bellingham is pursuing safety improvements for all at-grade crossings of the Burlington Northern Sante Fe (BNSF) railroad tracks on City streets in order to establish two separate Quiet Zones in the City. Several different types of at-grade crossing improvements may be used, depending on the circumstances and needs of the specific site. Preliminary cost estimates are approximately \$1,000,000 or more per at-grade crossing, depending on the improvements made.

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

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2024	2025	2026	2027	2028	2029	
8	Bellingham Railroad Quiet Zones	1st 1/4 REET	250	250	250	250	250	250	250	
	At-grade street crossing improvements	Subtotal	250	250	250	250	250	250	250	1,750



Project #9: East Bakerview Road Multimodal Safety Improvements

PROJECT NARRATIVE: Construct PMP listed sidewalks and pedestrian crossing improvements on East Bakerview Road. The BMP recommends bike lanes on both sides of East Bakerview Road. The Bellingham School District is in the process of siting and designing the community's 15th elementary school in King Mountain, the City's fastest growing neighborhood, and is partnering with the City by committing funding toward grant applications together with required frontage improvements. This project compliments Telegraph Road Multimodal Improvements; James/Bakerview roundabout; and James Street Multiuse Pathway (Segments 3 & 4).

MULTIMODAL TRANSPORTATION BENEFITS: Multiuse pathway, safety, connectivity for pedestrians, bicyclists, vehicles, and freight trucks. ADA Transition Plan listed project.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2024	2025	2026	2027	2028	2029	
9	East Bakerview Multimodal Improvements E. Bakerview Road sidewalks and bike lanes from James/Bakerview roundabout to Kramer; flashing crosswalks at Cougar & Kramer	T-Fund Resurface					550			
		T-Fund Non-Motorized					2100			
		Bham School District					850			
		Subtotal					3,500			3,500



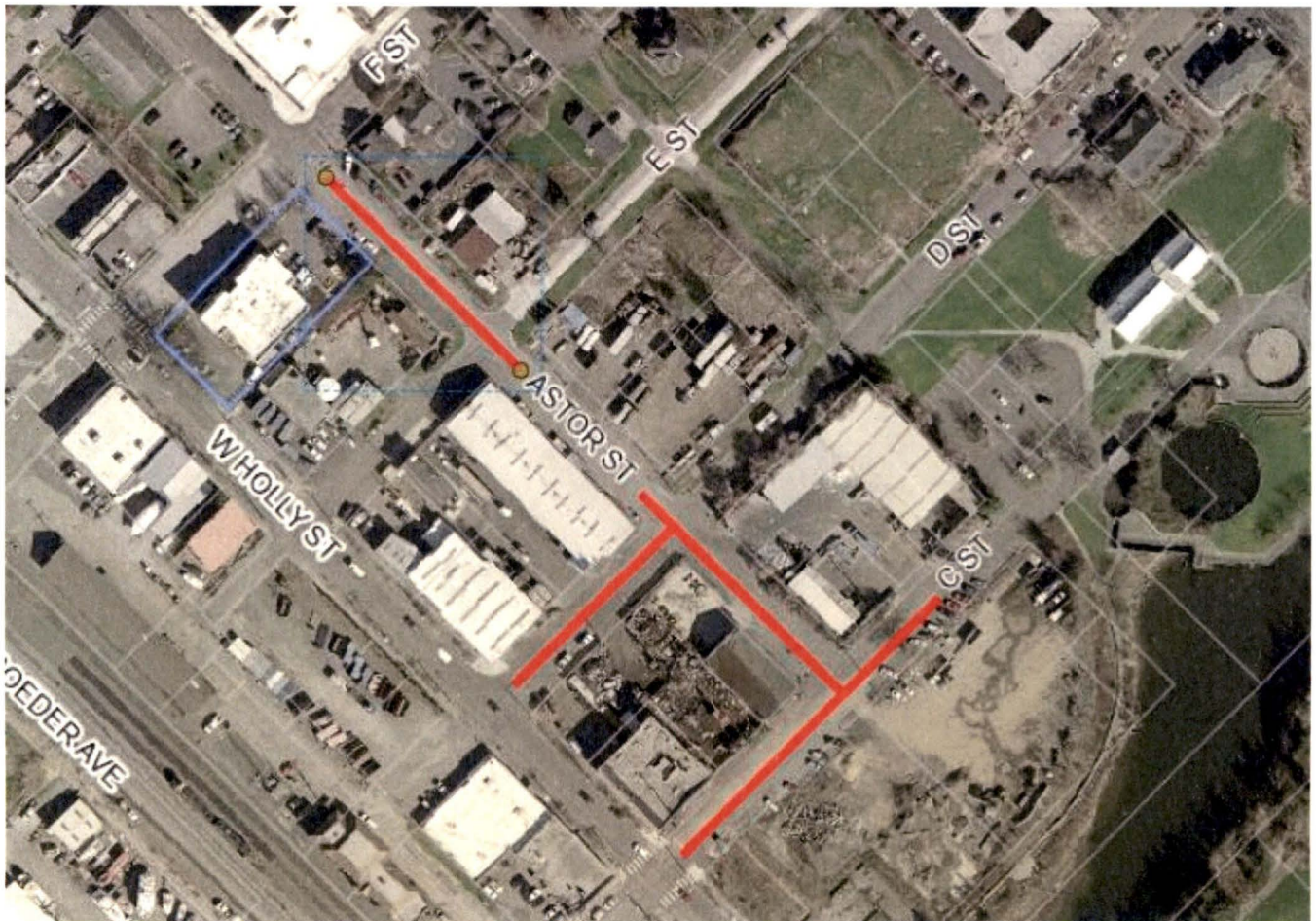
Project #10: Parberry's Old Town Development

PROJECT NARRATIVE: This project is in coordination with property owners per an existing development agreement to provide roadway infrastructure on C, D, and E Streets between Holly and Astor and along Astor Street between C and F Streets. This project will also underground existing overhead power lines where feasible.

MULTIMODAL TRANSPORTATION BENEFITS: Safety and connectivity for pedestrians, bicyclists, and vehicles.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous		FUNDED		UNFUNDED			
			Budget	2024	2025	2026	2027	2028	2029	
10	Parberry's Old Town Development	1st 1/4 REET	2,500							
	Expand Developer Agreement in Old Town	County EDI					2,500			
		Subtotal	2,500				2,500			5,000



Project #11: Bellis Fair Family Housing & Early Learning Center

PROJECT NARRATIVE: This project is in coordination with the Opportunity Council to develop the site currently known as the “motorcycle lot” at Bellis Fair. Frontage improvements along Bellis Fair Parkway and trail connections in Eliza and Barnes rights-of-way required by the development, together with an enhanced crossing, will be paid for and constructed by the City in partnership with Opportunity Council.

MULTIMODAL TRANSPORTATION BENEFITS: Safety and connectivity for pedestrians, bicyclists, and vehicles. [PMP listed project](#), [BMP listed project](#), [ADA Transition Plan listed project](#)

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous		FUNDED		UNFUNDED			
			Budget	2024	2025	2026	2027	2028	2029	
11	Bellis Fair Family Housing & Early Learning Center	T-Fund Non-Motorized			250					
		Parks Greenways Trail			50					
		Subtotal			300				300	



Project #12: Electric Avenue Bridge Reconstruction (Bloedel-Donovan)

PROJECT NARRATIVE: The existing bridge was constructed in 1959 and reconstruction of the bridge is necessary. Federal Local Bridge Program grant funding is being sought. Local funding is programmed for preliminary engineering, design, and local matching fund requirements for the grant application.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bikeways, transit, and auto. ADA Transition Plan listed project.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2024	2025	2026	2027	2028	2029	
12	Electric Avenue Bridge Reconstruction (Bloedel-Donovan)	Street				335				
		T-Fund Non-Motorized				335				
		Fed Bridge Program					6,700			
		Subtotal				670	6,700			7,370



Project #13: Meridian/Birchwood Transportation Improvements, Phase 2

PROJECT NARRATIVE: Two closely spaced intersections on a critical freight route and multimodal transportation link between the industrial Bellingham Waterfront and U.S.-Canadian border crossings connected by Interstate 5 and Guide-Meridian (SR 539). Completion of Orchard-Birchwood extension in 2021 will increase intersection congestion. **Phase 2** will reconstruct the traffic signal at Meridian/Birchwood as a dual-lane multimodal roundabout. A Greenways trail would connect to Cornwall Park, but City acquisition of the BNSF right-of-way is critical for this project to move forward.

MULTIMODAL TRANSPORTATION BENEFITS: PMP listed project, BMP listed project, Greenway trail, turn lanes, increased access, safety, sight distance, and efficiency. WTA Routes 4 and 15 currently provide transit service, with additional future service likely. ADA Transition Plan listed project.

Transportation Improvement Projects 2024-2029

	Cost Estimates (000's) 2024 Dollars									
No.	PROJECT DESCRIPTION	FUNDING SOURCE	FUNDED				UNFUNDED			PROJECT TOTALS
			Previous Budget	2024	2025	2026	2027	2028	2029	
13	Meridian/Birchwood, Phase 2	SJ Hospital IMP (SEPA)		126						
	Multimodal Roundabout	Unknown					6,874			
	Roundabout at Meridian/Birchwood	Subtotal					6,874			7,000



Project #14: Eldridge Avenue Bridge Reconstruction (over Squalicum Creek)

PROJECT NARRATIVE: The existing bridge was constructed in 1937 and reconstruction of the bridge is necessary. Federal Local Bridge Program grant funding is being sought. Local funding is programmed for preliminary engineering, design, and local matching fund requirements for the grant application.

MULTIMODAL TRANSPORTATION BENEFITS: Sidewalks, bikeways, transit, and auto. [ADA Transition Plan](#) listed project.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous Budget	FUNDED			UNFUNDED			
				2024	2025	2026	2027	2028	2029	
14	Eldridge Avenue Bridge Reconstruction (Squalicum Creek)	Street					1,250			
		T-Fund Non-Motorized					1,250			
		Fed Bridge Program					22,500			
		Subtotal					25,000			25,000



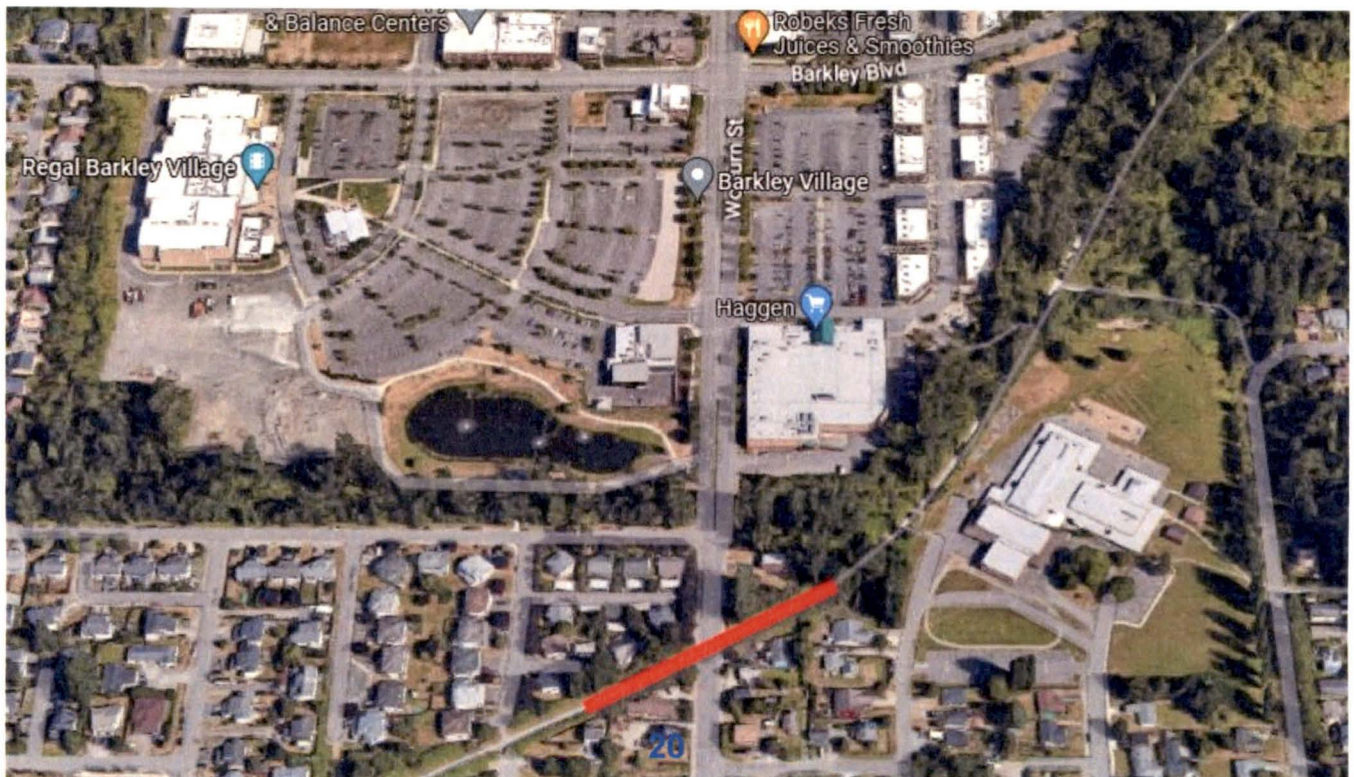
Project #15: Railroad Trail Bridge over Woburn Street

PROJECT NARRATIVE: The Railroad Trail is one of the most heavily used Greenways Trails in Bellingham and Woburn Street has become one of the most heavily used arterial streets (20,000 ADT). The Barkley Urban Village EIS analyzed future land use, growth, and transportation impacts and shows that the existing at-grade trail crossing will become problematic for all users and will compromise reliability for both WTA high-frequency transit and movement of freight on the designated truck route. An ADA-compliant pedestrian-bicycle bridge with clearance for large freight trucks is recommended.

MULTIMODAL TRANSPORTATION BENEFITS: Greenway trail safety, ADA-compliance, increased reliability for on-time performance for high-frequency WTA bus service and movement of freight.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous	FUNDED			UNFUNDED			
			Budget	2024	2025	2026	2027	2028	2029	
15	Railroad Trail Bridge Over Woburn Street ADA-Compliant Grade-Separated Ped-Bike Bridge Spanning and Clearing Woburn Street	Unknown					2,100			
		Subtotal					2,100			2,100



Project #16: James Street Pedestrian & Bicycle Safety Improvements; Segments 1, 2 (West side James Street from E. Orchard to Telegraph Rd)

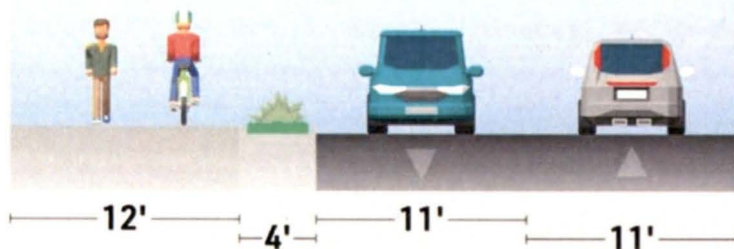
PROJECT NARRATIVE: James Street is the only north-south transportation corridor serving the King Mountain Neighborhood between Gooding Avenue, Squilicum Creek Trail, Sunset Pond Park, and Sunset Square Shopping Center. WTA high-frequency Gold GO Line Route 331 service exists, but traditional sidewalks and bike lanes are not financially feasible. Significant costs include removal of a vertical curve sight distance issue on the hill between Orchard and McLeod and reconstruction of culverts beneath James for fish passage improvements. A 12-foot-wide multiuse pathway was identified as the preferred alternative in a 2019 James Street Multimodal Feasibility Study.

MULTIMODAL TRANSPORTATION BENEFITS: PMP listed project, BMP listed project, turn lanes, increased access, safety, sight distance, and efficiency. WTA Gold GO Line high-frequency transit route 331 and future WTA transit routes likely and project will bring bus stops at James Street Estates to ADA standards. ADA Transition Plan listed project.

Transportation Improvement Projects 2024-2029

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous		FUNDED		UNFUNDED			
			Budget	2024	2025	2026	2027	2028	2029	
16	James Street Multimodal Safety Improvements; Segments 1, 2 (Orchard - McLeod & McLeod - Telegraph)	Unknown						10,000		
		Subtotal						10,000		10,000

James Street Preferred Alternative West Side Shared Use Path



SHARED USE PATH

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



Visualization (looking south just s/o McLeod Rd)



Project #17: North James Street Multimodal Arterial Connection (Gooding Avenue to Van Wyck Road)

PROJECT NARRATIVE: The Transportation Element of the Bellingham Comprehensive Plan identifies the North James Street extension to Van Wyck Road as a secondary arterial. James Street is the only north-south transportation corridor serving the King Mountain Neighborhood, which is zoned for over 3,000 new housing units. In addition to supporting the development planned for the King Mountain Neighborhood, this northern extension of James Street will provide another north-south corridor parallel to Meridian (SR 539), which will provide multimodal access and connectivity in King Mountain. At present a private developer is constructing road improvements with development of the subdivision.

MULTIMODAL TRANSPORTATION BENEFITS: PMP listed project, BMP listed project, center turn lanes at intersections, regional multimodal transportation connectivity, and possible future WTA transit service.

Transportation Improvement Projects 2024-2029

	Cost Estimates (000's) 2024 Dollars									
No.	PROJECT DESCRIPTION	FUNDING SOURCE	FUNDED				UNFUNDED			PROJECT TOTALS
			Previous Budget	2024	2025	2026	2027	2028	2029	
17	North James Street	Pvt Mitigation	600				Private Construction			
	Multimodal Arterial Connection	Unknown						3,000		
	(Gooding to Van Wyck; Long Term)	Subtotal	600					3,000	3,600	

