



Draft
**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
Submission to Washington State: June __, 2023

Adopted June __, 2023

Prepared by Public Works Engineering

Transportation Improvement Projects 2024-2029

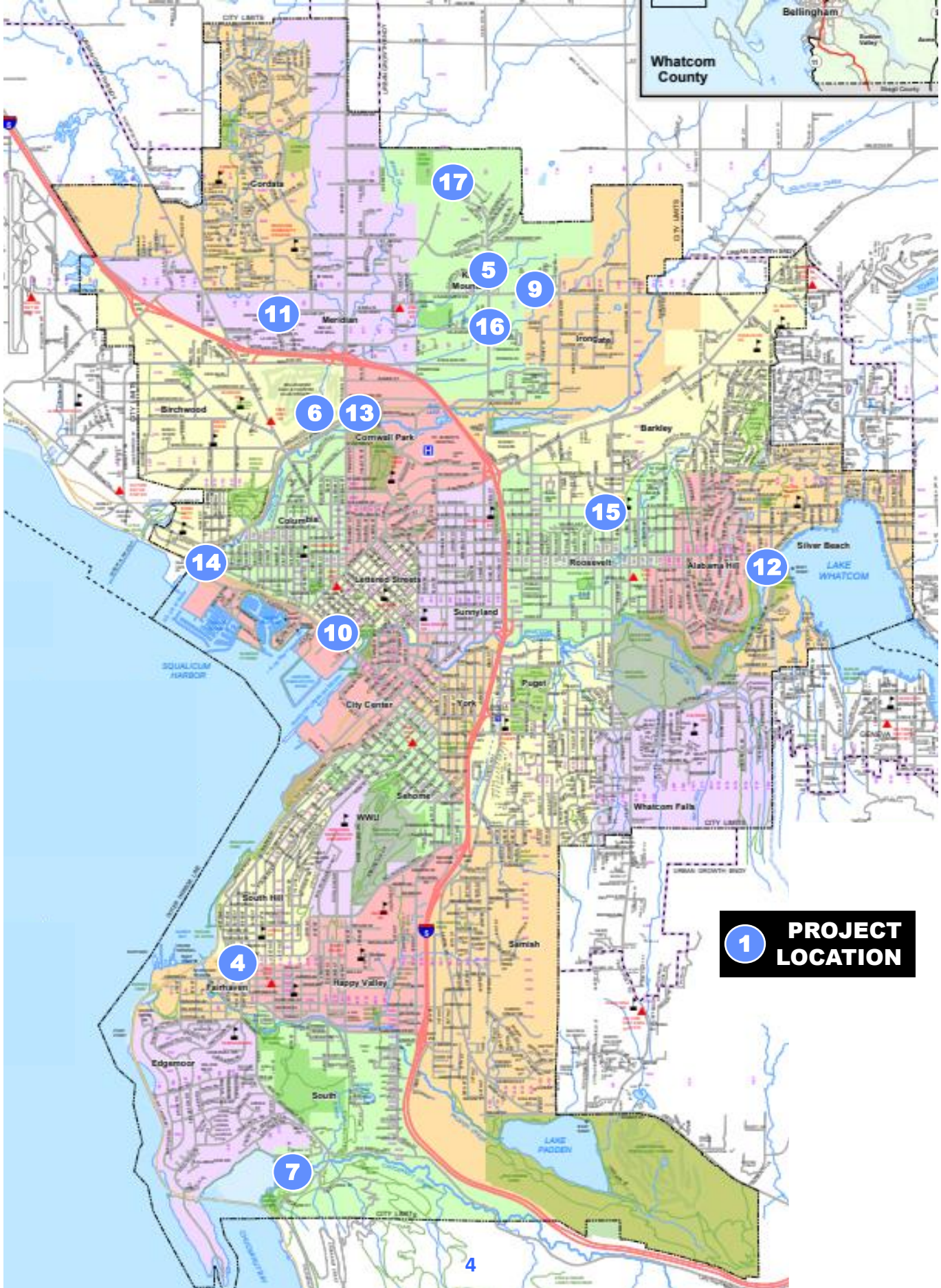
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars							PROJECT TOTALS
			Previous Budget		FUNDED			UNFUNDED		
			2024	2025	2026	2027	2028	2029		
1	Annual Street Pavement Resurfacing Preserving investment in public streets	Street	4,480	2,551	2,628	900	3,700	4,800	4,900	23,959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

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	
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 Reconstruction (Squalicum Creek)	Street				1,250			
		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 Multimodal Arterial Connection (Gooding to Van Wyck; Long Term Private Construction)	Pvt Mitigation	600						
		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		FUNDED		UNFUNDED			
		Budget	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



Whatcom County

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 Budget	FUNDED			UNFUNDED			
			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	
			Previous Budget	FUNDED			UNFUNDED			
			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	



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.

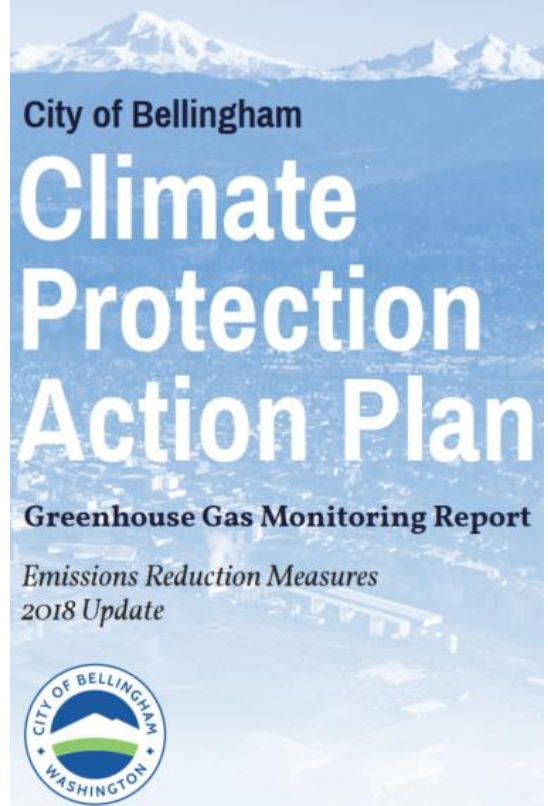
MULTIMODAL AND ENVIRONMENTAL TRANSPORTATION BENEFITS: Automobiles represent the dominant mode choice of travelers on the multimodal transportation network, and funding improvements for electric vehicle charging helps to reduce greenhouse gas emissions. Funding projects to expand the **WTA transit** encourages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



A Long Range Transit Plan for Whatcom Transportation Authority



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	<p>Annual ADA upgrades at all WTA bus stops citywide</p> <p>- 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.</p>	\$75,000
3.b.) WTA Transit Plan	<p>Expansion of WTA Bellingham Station (Downtown)</p> <p>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</p>	\$300,000
3.c.) Climate Action	<p>Local match dollars for Climate Action grant opportunities</p> <p>- It is expected that there will be both state and federal grant funding opportunities in the next several years.</p>	\$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 Hagen grocery store, construct a full traffic signal at 12th/Mill/Finnegan with green bike boxes, construct 335 LF of sidewalk along west side of 11th Street, 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 Multimodal Safety Improvements Traffic signal at 12th/Mill; flashing crosswalks at 11th/Finnegan and 12th/McKenzie	Street		250						
		T-Fund Non-Motorized		900						
		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.

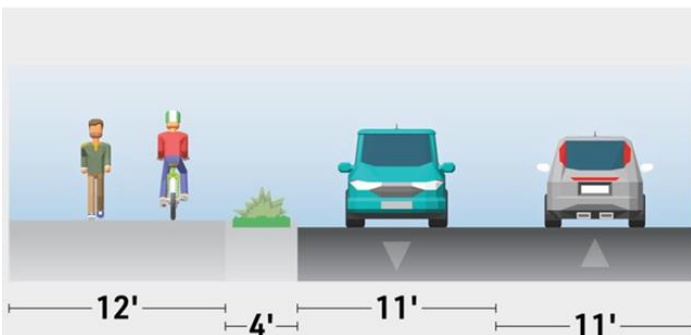
MULTIMODAL TRANSPORTATION BENEFITS: PMP listed project, BMP listed project, WTA Gold GO Line high-frequency transit route 331, ADA Transition Plan listed project.

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					
	Segment 3: Telegraph - Bakerview (\$1,000)	T-Fund Non-Motorized	800	800	800					
	Segment 4: Bakerview - Gooding (\$3,100)	Pvt Mitigation (Ord/TIF)	50	50	50					
		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



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 Budget	FUNDED		UNFUNDED			
			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			



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				5,100
		Subtotal	100	1,000	1,000	3,000				



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



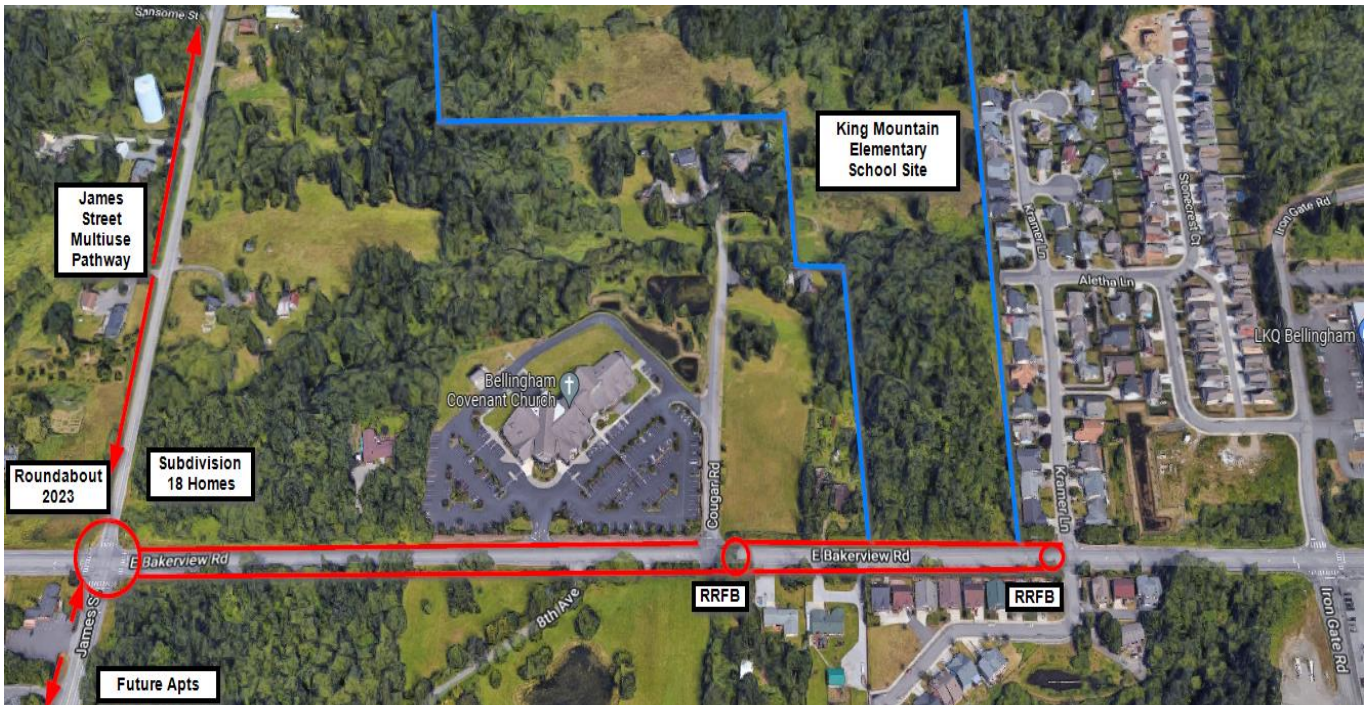
Project #9: East Bakerview Road Multimodal Safety Improvements

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



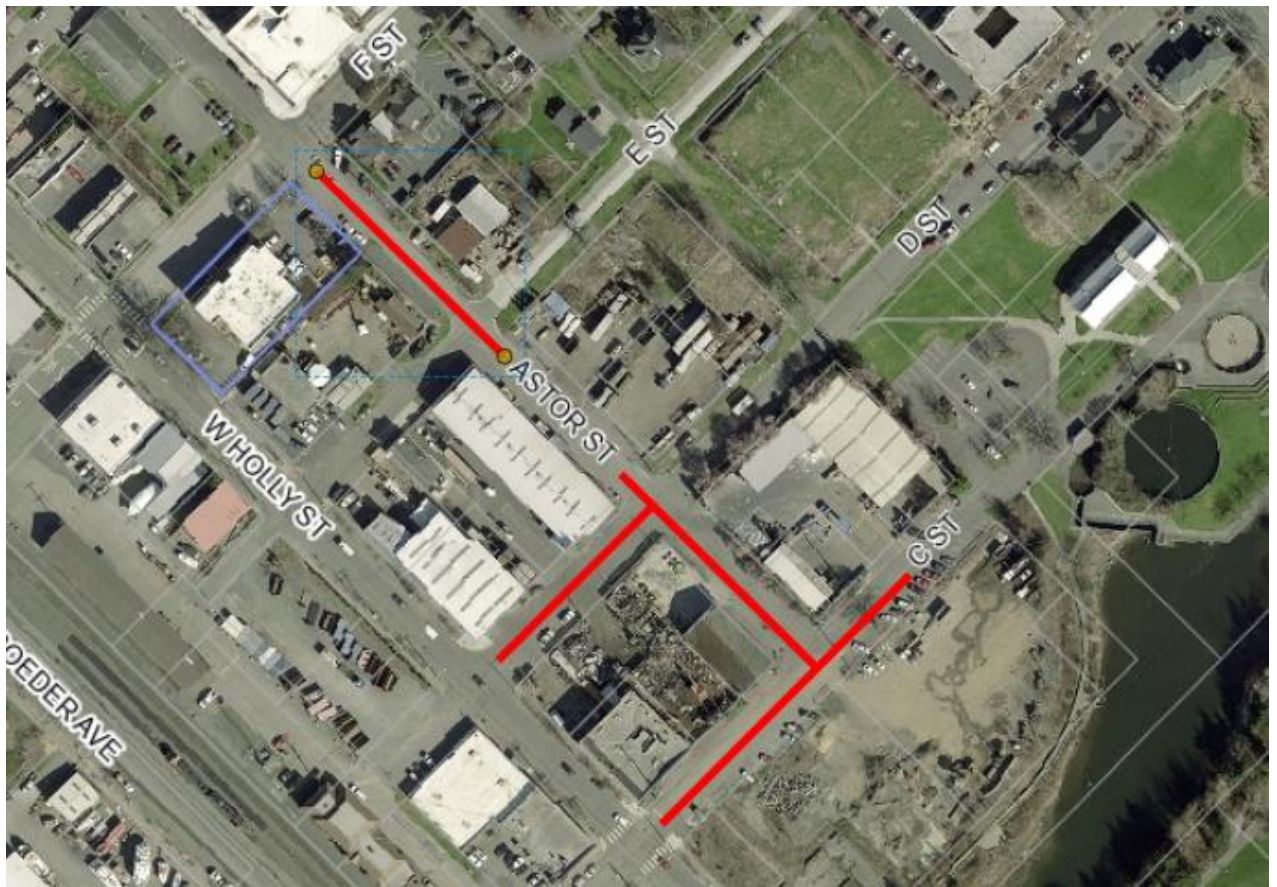
Project #10: Parberry's Old Town Development

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 Budget	FUNDED			UNFUNDED			
			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 Budget	FUNDED			UNFUNDED			
			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

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				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	

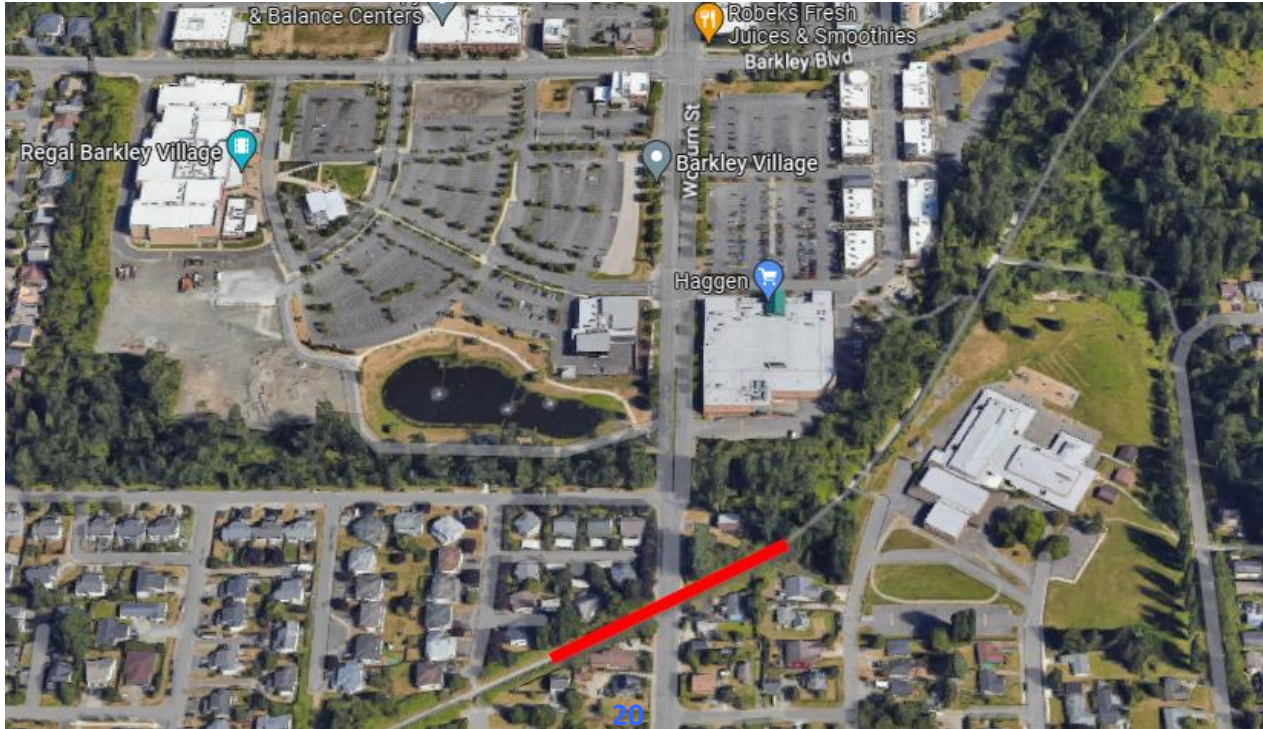


Project #15: Railroad Trail Bridge over Woburn Street

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 Budget	FUNDED			UNFUNDED			
				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)

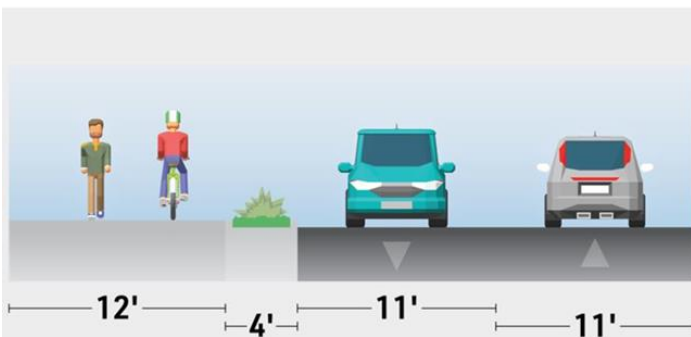
PROJECT NARRATIVE: James Street is the only north-south transportation corridor serving the King Mountain Neighborhood between Gooding Avenue, Squalicum Creek Trail, Sunset Pond Park, and Sunset Square Shopping Center. WTA high-frequency Gold GO Line Route 331 service exists, but traditional sidewalks 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 Budget	FUNDED			UNFUNDED			
			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



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

No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2024 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED			UNFUNDED			
			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

