

RESOLUTION NO. 2008-19

**A RESOLUTION OF THE CITY OF BELLINGHAM, WASHINGTON
ADOPTING THE 2009 - 2014 TRANSPORTATION IMPROVEMENT PROGRAM.**

WHEREAS, in January 2008, the City of Bellingham Public Works Department solicited input from Bellingham's 23 Neighborhoods through the Mayor's Neighborhood Advisory Commission (MNAC) and from the Bicycle and Pedestrian Advisory Committee (BPAC) to help inform the 2009 - 2014 Transportation Improvement Program; and

WHEREAS, in March and April of 2008, the City of Bellingham Public Works Department prepared a Draft 2009 - 2014 Transportation Improvement Program; and

WHEREAS, a public work session was held on Monday, May 5, 2008 before the Bellingham City Council and Public Works Department staff presented a preliminary Draft 2009 - 2014 Transportation Improvement Program and requested that a public hearing be scheduled for May 19, 2008; and

WHEREAS, notice of availability and public hearing date for the Draft 2009 - 2014 Transportation Improvement Program was published in major media in the Whatcom County region on Friday, May 9, 2008 and was posted on the City web site and made available to the public; and

WHEREAS, a public work session was held on Tuesday, May 13, 2008 before the Bellingham Public Works Advisory Board (PWAB); and

WHEREAS, a public hearing before the Bellingham City Council regarding the Draft 2009 - 2014 Transportation Improvement Program was held on Monday, May 19, 2008; and

WHEREAS, written and oral comments regarding the Draft 2009 - 2014 Transportation Improvement Program have been received and considered; and

WHEREAS, the public hearing was closed and Council discussion regarding the Draft 2009 - 2014 Transportation Improvement Program was scheduled to continue at a June 9, Bellingham City Council work session; and

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

City of Bellingham
CITY ATTORNEY
210 Lottie Street
Bellingham, Washington 98225
Telephone (360) 778-8270

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

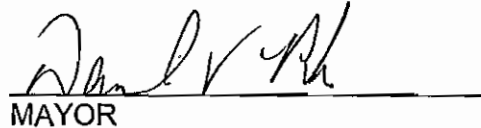
That the 2009 - 2014 Transportation Improvement Program as prepared by the Public Works Department for the City of Bellingham, attached to this Resolution as Exhibit A and by reference made a part hereof, be and the same is hereby adopted; and

BE IT FURTHER RESOLVED that a copy of said 2009 – 2014 Transportation Improvement Program be filed with the Washington State Secretary of Transportation.


PASSED BY COUNCIL THIS 9th **DAY OF** June, **2008.**


COUNCIL PRESIDENT

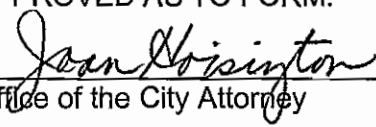
APPROVED BY ME THIS 13th **DAY OF** June, **2008.**


MAYOR

ATTEST:


Finance Director

APPROVED AS TO FORM:


Office of the City Attorney

Published: n/a

City of Bellingham
CITY ATTORNEY
210 Lottie Street
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A Resolution Adopting A 6 Year
Transportation Improvement Program (2)

Six-Year Transportation Improvement Program



2009 - 2014

Dan Pike, Mayor
Dick McKinley, Public Works Director

CITY COUNCIL MEMBERS

Barbara Ryan – 6th Ward, Council President
Jack Weiss – 1st Ward
Gene Knutson - 2nd Ward
Barry Buchanan - 3rd Ward,
Stan Snapp - 4th Ward, Mayor Pro Tempore
Terry Bornemann - 5th Ward, Council President Pro Tempore
Louise Bjornson - At Large

Prepared by
Chris Comeau, AICP
Transportation Planner
May 2008

Transportation Planning Documents

The 2009-2014 Transportation Improvement Program (TIP) is available from the Public Works Department at 2nd floor, Bellingham City Hall, 210 Lottie Street or on the City of Bellingham web site at:

<http://www.cob.org/pw/index.htm>

The Transportation Element of the 2006 Bellingham Comprehensive Plan is available on the City of Bellingham web site at:

<http://www.cob.org/services/neighborhoods/community-planning/comprehensive-plan.aspx>

Public Works Transportation Planning staff may be contacted by telephone at **(360) 778-7900** or by email, listed below.

Chris Comeau, Transportation Planner ccomeau@cob.org
(6-Year Transportation Improvement Program, Transportation Element of Bellingham Comprehensive Plan, Neighborhood Traffic Safety Program, Transportation Concurrency, Transportation Impact Fees)

State Law Requirements for Six-Year Transportation Improvement Program (TIP)

RCW 35.77.010 Perpetual advanced six-year plans for coordinated transportation program expenditures

- (1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter 35.63 or 35A.63 RCW, the inherent authority of a first-class city derived from its charter, or chapter 36.70A RCW, the program shall be consistent with this comprehensive plan [Transportation Element]. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW 36.70A.70 (6) or other applicable changes that promote non-motorized transit.

Funding Definitions

- **Federal:** Federal Highway Administration, Federal Transit Authority, or U.S. Department of Transportation administered grant funding programs
- **Federal STP:** Surface Transportation Program - Provides federal funds to maintain and expand eligible street systems.
- **Federal STP-E:** Surface Transportation Program Enhancements - Provides federal funds to enhance facilities for alternative transportation modes on eligible street systems.
- **State WSDOT:** Washington State Department of Transportation biennium budget - State Funding administered through WSDOT.
- **State TIB:** Transportation Improvement Board—State grant funding for arterials, sidewalks, and safety measures.
- **City Street:** Public Works Street Fund comprised of motor vehicle gas tax and 1/2 of the total sales tax collected by the City of Bellingham.
- **REET:** Real Estate Excise Tax—Comprised of 1/2 of 1% of the total real estate revenue for a given year. REET funding is divided into first 1/4% and second 1/4% and can be used for limited transportation projects.
- **Private & Other (Partnerships):** Transportation Impact Fees, Whatcom County, Western Washington University, Whatcom Transportation Authority, private business investment.

Transportation Improvement Projects in Design/Construction during 2008 (Not included in 2009-2014 TIP)

FUND SOURCE SUMMARY PROJECT	FUNDING SOURCE	Prev. Budget	Estimated Project Cost in 2006 Dollars (000's)					
			2008	2009	2010	2011	2012	2013
East Sunset Drive Woburn to McLeod ES-236	Federal	2000	0					
	Street	1699	1,400					
	TIB	1762						
	WSDOT		1,000					
	STP-R	738	2,500					
	Subtotal	6199	4900					
Fraser Street Bicycle & Pedestrian ES-359	2nd 1/4 REET	250	450					
	Street	598						
	1st 1/4 REET		500					
	Subtotal	848	950					
Northshore Drive Bicycle & Pedestrian	Street	650	550					
	Subtotal	650	550					
Cornwall Avenue Resurfacing EW-156	Street		500					
	Subtotal		500					
Cultural Arts District Streetscape Enhancement ES-333	1st 1/4 REET	250	500					
	2nd 1/4 REET	750						
	Subtotal	1000	500					
Electric Avenue Pedestrian Improvements ES-241	Street	230						
	2nd 1/4 REET		550					
	Subtotal	230	550					
Annual Pedestrian Crosswalk Enhancements	Street	50						
		(James)						

2009-2014 Projects & Funding

SECTION 1. 2009 - 2011 PROJECTS WITH FULL FUNDING									
No.	FUND SOURCE SUMMARY PROJECT	FUNDING SOURCE	Prev. Budget	Estimated Project Cost in 2008 Dollars (000's)					
				2009	2010	2011	2012	2013	2014
1	Northwest Avenue Phase 1 Bicycle, Pedestrian, and Multimodal Roundabout ES-315	2nd 1/4 REET	550						
		Street	950	200					
		WSDOT	100						
		TIB	300						
		STP-E	602						
		Subtotal	2,502	200					
2	West Illinois Street Industrial Arterial ES-310	STP-R	1,101						
		State (BTC)	369						
		Street		500					
		County	160						
		County EDI	350						
		Private	122						
		Subtotal	2,102	500					
3	Forest Street Bicycle Lane & Pedestrian Crossing	Street		550					
		Subtotal		550					
4	Meador-Kansas-Ellis Bicycle, Pedestrian, Trail	2nd 1/4 REET		550					
		Street		200					
		Subtotal		750					
5	McLeod Road Pedestrian Improvements (NW - Rusley)	Street		300					
		Subtotal		300					
6	Yew Street Bicycle & Pedestrian Improvements	1st 1/4 REET		150					
		2nd 1/4 REET			450				
		Subtotal		150	450				
7	Bill McDonald/25th Street Intersection and Pedestrian Improvements	WTA			25				
		2nd 1/4 REET			100				
		WTA			400				
		Subtotal			525				
8	San Juan Boulevard Phase 1 Arterial Connection ES-19	Street	344		500				
		Federal 117	992						
		Federal 115	1,225						
		Subtotal	3,561		500				
		2nd 1/4 REET					550		
SECTION 1. SUBTOTAL			8,165	2,450	1,475	550			

2009-2014 Projects & Funding

SECTION 2. ANNUAL PROGRAM FUNDING 2009 - 2014									
No.	FUND SOURCE SUMMARY PROJECT	FUNDING SOURCE	Prev. Budget	Estimated Project Cost in 2008 Dollars (000's)					
				2009	2010	2011	2012	2013	2014
10	Annual Pavement Resurfacing Program	Street		1,450	2,000	2,000	2,000	2,100	2,100
11	Annual Downtown Street & Sidewalk Improvements	1st 1/4 REET		0	150	150	150	150	150
12	Annual Residential Street Traffic Calming (NTSP)	Street		150	150	150	150	150	150
13	Annual Pedestrian Crosswalk Enhancements	Street							
		NIP (CDBG)							
	13.a. Vicinity of Northwest & Maplewood			50					
	13.b. Vicinity of North Samish & Newell			75					
	13.c. Vicinity of Alabama & Grant				50	50			
13.d. Lakeway between Grant & Franklin			75						
	Future locations yet to be determined						50	50	50
14	Bellingham Waterfront Restoration, Phase 1	Street	1,000	1,030	1,050	1,093	1,125	1,159	1,194
	Multimodal Improvements and Bridge Construction	Federal	6,220	4,560			9,000		
		Subtotal	7,220	5,590					
SECTION 2. SUBTOTAL			7,220	7,390	3,410	3,443	12,476	3,509	3,544
SECTION 3. PROJECTS WITHOUT FULL FUNDING 2012 - 2014									
No.	FUND SOURCE SUMMARY PROJECT	FUNDING SOURCE	Prev. Budget	Estimated Project Cost in 2008 Dollars (000's)					
				2009	2010	2011	2012	2013	2014
15	Northwest/McLeod Phase 2 Roundabout	2nd 1/4 REET	150						
	Multimodal Improvements	Federal	780						
	ES-360	Unknown					2,400		
		Subtotal	930				2,400		
16	James Street Road Reconstruction and Multimodal Corridor Improvements	Street						500	
	ES-318	1st 1/4 REET				500			
		2nd 1/4 REET	100		500	500	500		
		Unknown					2,500	3,000	
		Subtotal	100		500	1,000	3,000	3,500	
17	Lincoln Creek Multimodal Transportation Center	Unknown						6,250	
		Subtotal						6,250	
18	Bellingham Waterfront Restoration	State					5,000		
	Phase 2 - Railroad Relocation	Unknown						17,500	
		Subtotal					5,000	17,500	
19	San Juan Boulevard Phase 2 - Bicycle & Pedestrian	Street						50	50
		Unknown/Private							4,900
		Subtotal						50	4,950
20	Birchwood Pedestrian	2nd 1/4 REET					550		
21	Nevada St Pedestrian	2nd 1/4 REET						550	550
22	Birchwood-James St Rd Multimodal Corridor & Trail	Unknown/Private							4,000
		Subtotal							4,000
SECTION 3. SUBTOTAL			1,030		500	1,000	10,950	27,850	9,500

2009-2014 Funding Summary

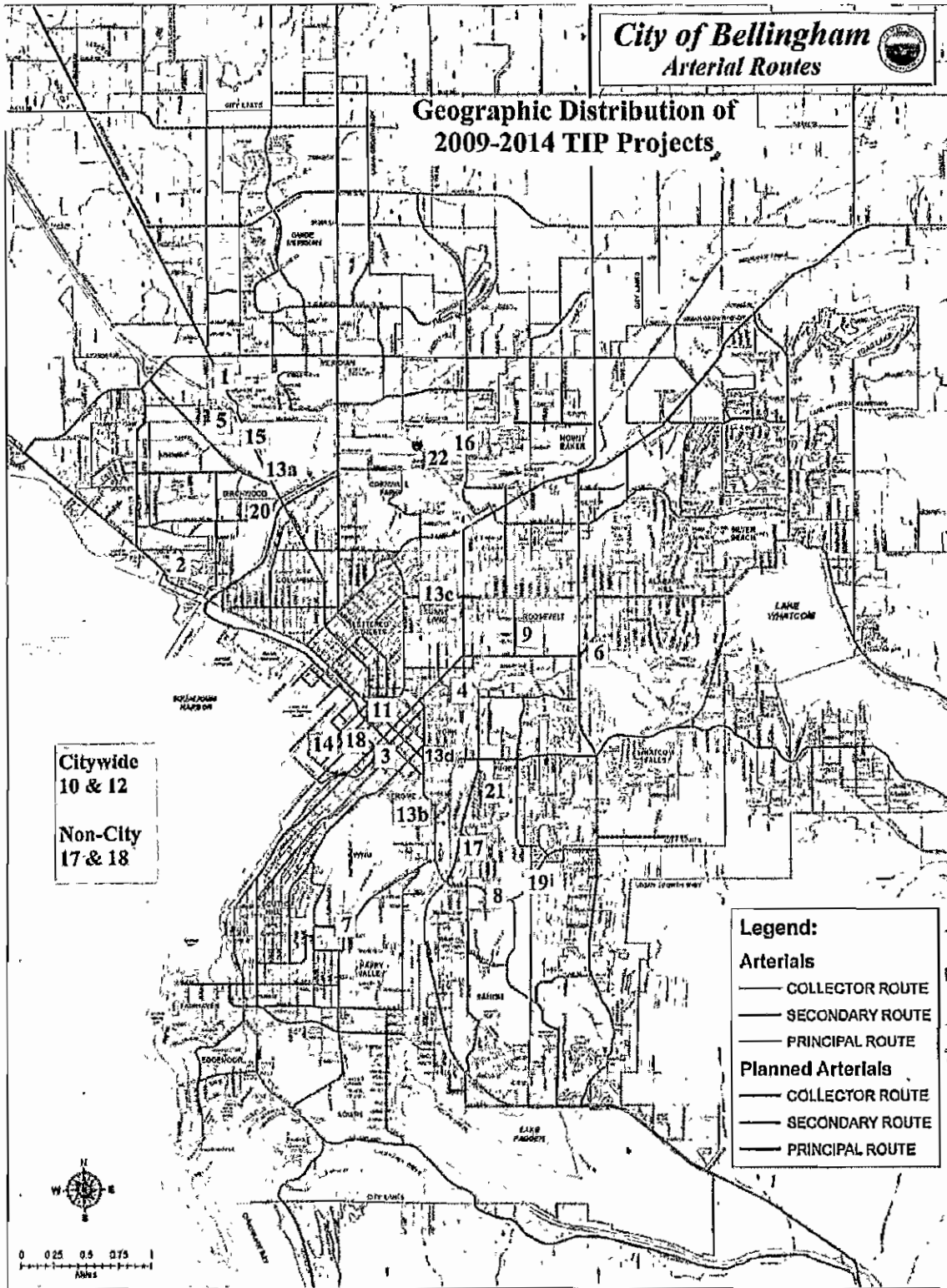
SECTION 4. PROJECT FUNDING SOURCE SUMMARIES								
FUND SOURCE SUMMARY		Prev.	Estimated Project Cost in 2008 Dollars (000's)					
PROJECT		Budget	2009	2010	2011	2012	2013	2014
SECTION 1. SUBTOTAL		8,165	2,450	1,475	550			
SECTION 2. SUBTOTAL		7,220	7,390	3,410	3,443	12,476	3,509	3,544
SECTION 3. SUBTOTAL		1,030		500	1,000	10,950	27,850	9,500
GRAND TOTALS BY YEAR		16,415	9,840	5,385	4,993	23,426	31,359	13,044

TOTAL FUNDING BY SOURCE	Prev.	Estimated Project Cost in 2008 Dollars (000's)					
	Budget	2009	2010	2011	2012	2013	2014
TOTAL STREET FUNDS	3,294	1,430	3,760	3,293	3,326	3,909	3,444
TOTAL 1st 1/4 REET FUNDS		150	150	650	150	150	150
TOTAL 2nd 1/4 REET FUNDS	800	550	1,050	1,050	1,050	550	550
TOTAL STATE FUNDS	768		400		5,000		
TOTAL FEDERAL FUNDS	10,920	4,710			9,000		
TOTAL OTHER	510		25				
TOTAL UNKNOWN/PRIVATE FUNDS	122				4,900	26,750	8,900
TOTAL PROGRAM FUNDS	16,415	9,840	5,385	4,993	23,426	31,359	13,044

City of Bellingham
Arterial Routes



**Geographic Distribution of
2009-2014 TIP Projects**



Citywide
10 & 12

Non-City
17 & 18

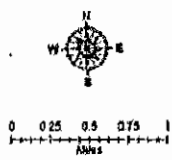
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Arterials

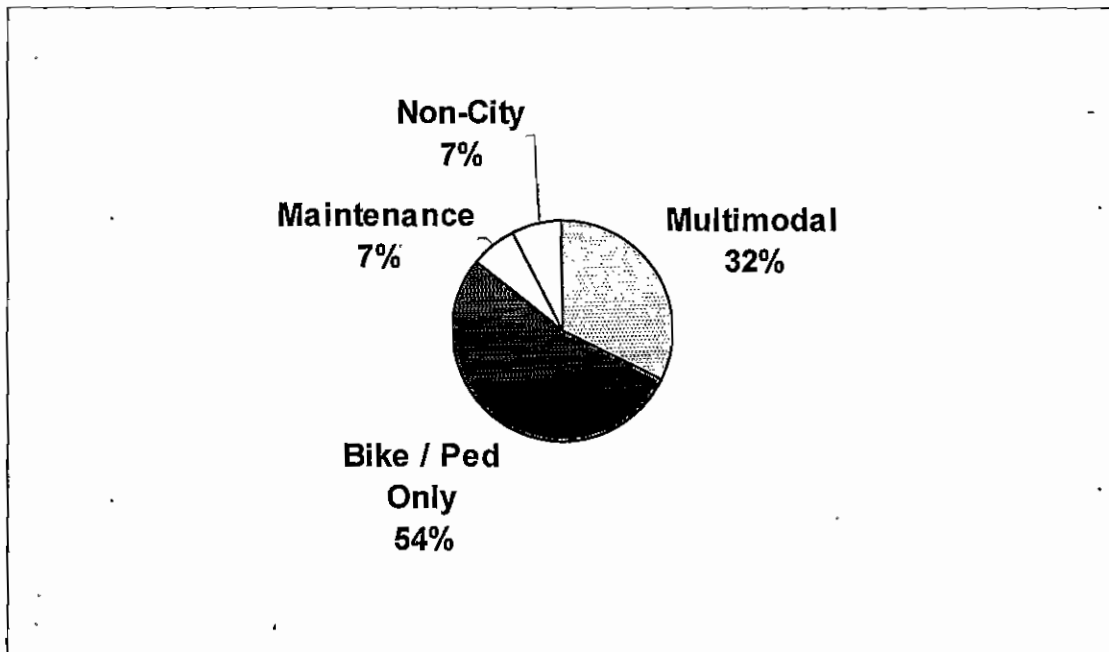
- COLLECTOR ROUTE
- SECONDARY ROUTE
- PRINCIPAL ROUTE

Planned Arterials

- COLLECTOR ROUTE
- SECONDARY ROUTE
- PRINCIPAL ROUTE



2009-2014 TIP Projects by Transportation Mode/Type



**2009-2014 TIP
Projects by Transportation Mode/Type**

<u>Project Type</u>	<u>Projects</u>	<u>% of Total</u>
Multimodal (Pedestrian, Bicycle, Transit, Auto)	9	33%
Bicycle / Pedestrian (Bike lane and/or sidewalk)	15*	54%
Maintenance	2	7%
Non-City	2	7%

*Includes 6 crosswalk projects (3 to be identified in future TIPs)

Project #1: Northwest Avenue W. Bakerview to McLeod Road Multimodal Improvements (Phase 1)

FUNDING YEAR(S) 2009

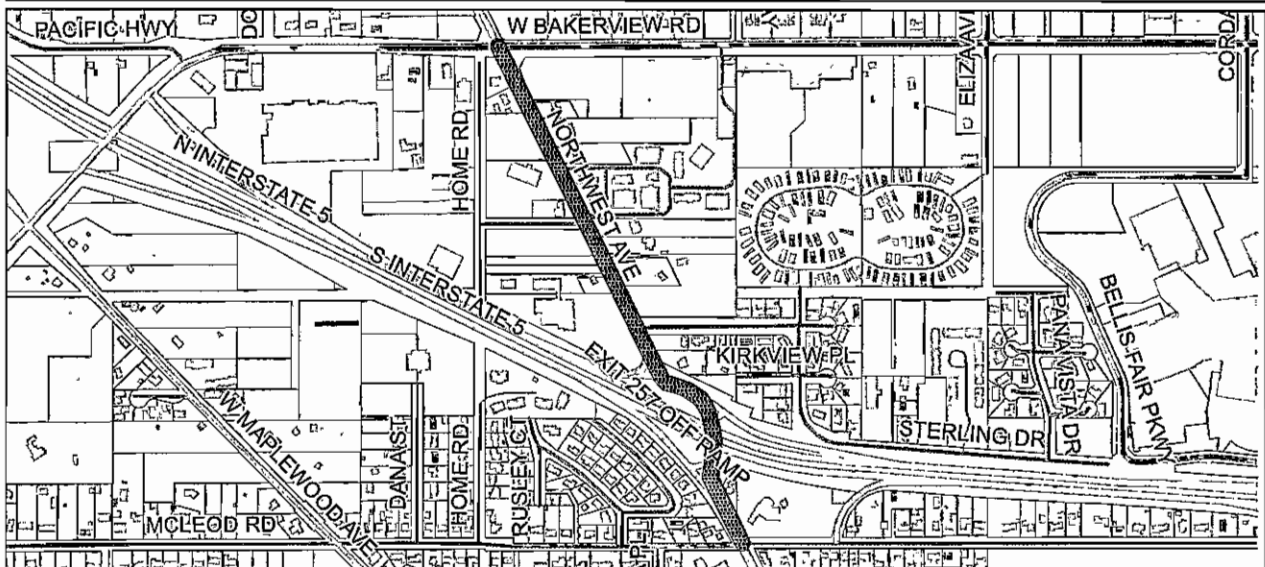
PROJECT NARRATIVE: Phase 1 will construct sidewalks and bicycle lanes from West Bakerview Road, under Interstate 5, to McLeod Road to connect the bicycle and pedestrian network between the Guide Meridian/Cordata and Birchwood Neighborhoods. Additional grant funding is being sought for a roundabout to be constructed on the north side of the Interstate 5 interchange to improve circulation and relieve congestion at peak periods.

PROJECT STATUS (ES-315) Design began in 2006; grant funding being sought.

PROJECT FUNDING SOURCES	Previous Years	2009
2nd ¼ REET	\$550,000	
City Street Fund	\$950,000	\$200,000
State (WSDOT)	\$100,000	
State (TIB)	\$300,000	
Federal (STP-E)	\$602,000	

TRANSPORTATION IMPACT FEES COLLECTED Yes

RIGHT-OF-WAY ACQUISITION NECESSARY Yes



Project #2: West Illinois Street Multimodal Industrial Extension

FUNDING YEAR(S) 2009

PROJECT NARRATIVE: A cooperative funding project between the City of Bellingham, Whatcom County, the Bellingham Technical College, Morse Steel and the State of Washington. The project will connect West Illinois Street between its current westerly terminus and Marine Drive as an arterial street with sidewalk on one side. This will allow industrial traffic to access industrial uses without traveling through surrounding residential areas while providing an additional access to the Bellingham Technical College.

PROJECT STATUS (ES-310)

Working on an interlocal agreement with the County so that the City can take the lead on the project to accelerate construction. Design is underway and construction will begin in 2009.

PROJECT FUNDING SOURCES	Previous Years	2009
Federal STP-R	\$1,101,000	
State (BTC)	\$369,000	
Private (Morse)	\$142,000	
County Road & EDI	\$510,000	
City Street Fund		\$500,000

TRANSPORTATION IMPACT FEES COLLECTED (Only portion inside City) Yes

RIGHT-OF-WAY ACQUISITION NECESSARY Yes



Project #3: Forest Street Resurfacing, Bicycle Lane, & Pedestrian Crossings

FUNDING YEAR(S) 2009

PROJECT NARRATIVE

Sewer main replacement beneath Forest Street in 2007-2008 has delayed resurfacing until 2009. When resurfacing occurs, pavement markings between North State Street and Ellis Street will be changed, arterial capacity will be reduced to two lanes, a bicycle lane will be added, and pedestrian crossings will be installed in high-demand locations.

PROJECT STATUS

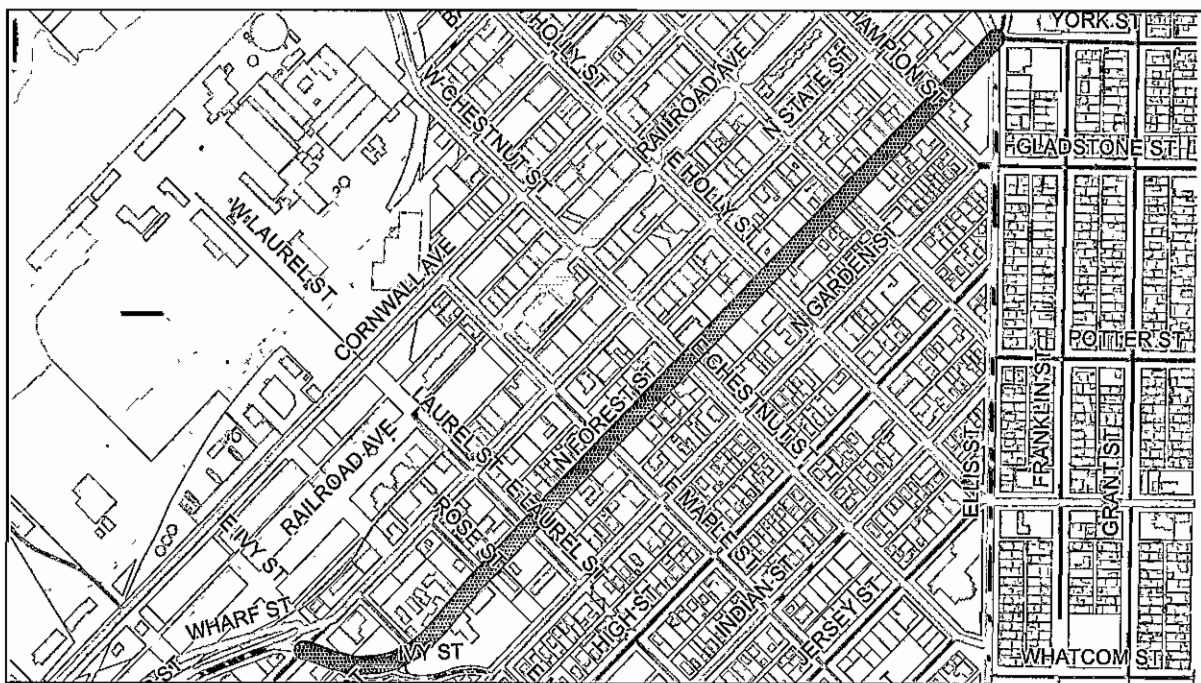
Design begun in 2007; spot sewer work in 2008; and resurfacing in 2009.

PROJECT FUNDING SOURCES 2009

City Street Fund	\$550,000
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TRANSPORTATION IMPACT FEES COLLECTED Maintenance – Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY No



Project #4: Meador-Kansas-Ellis Whatcom Creek Trail Connection

FUNDING YEAR(S) 2009

PROJECT NARRATIVE

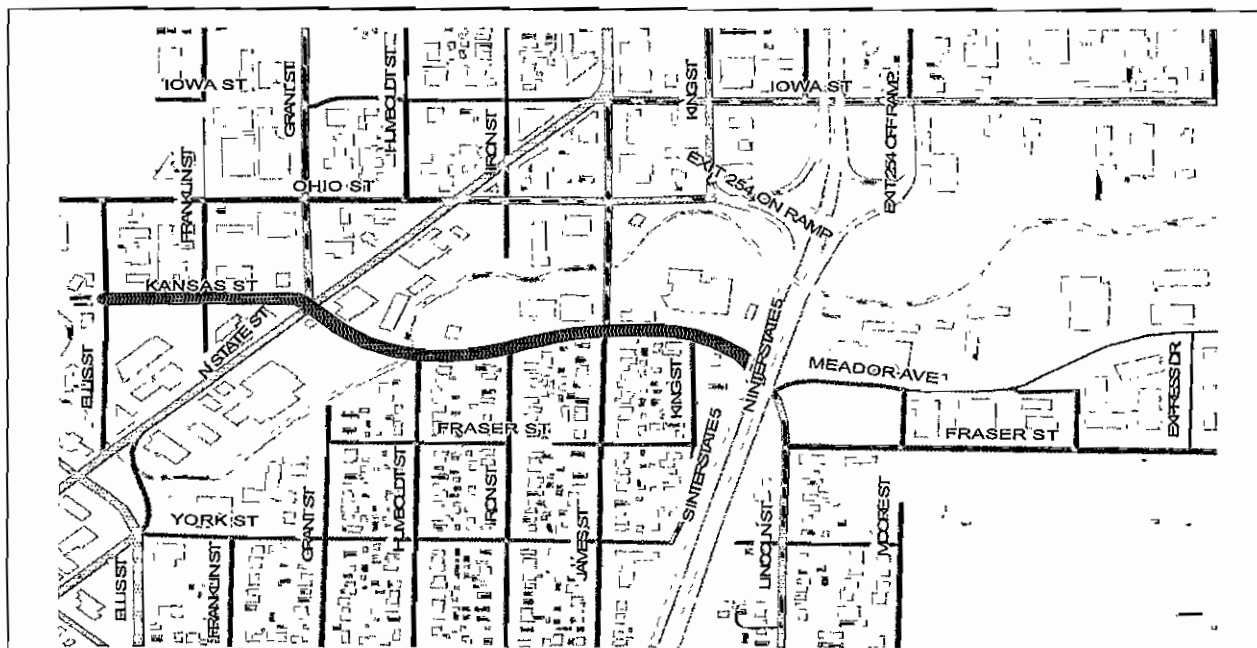
This project will provide the final on-street connection for the long planned Whatcom Creek Trail system between Lake Whatcom and Bellingham Bay. 2008 Parks Department work will complete the trail section between Racine Street and passing beneath Interstate 5 along the creek. This Public Works project will provide on-street pedestrian facilities between Meador Avenue and Ellis Street. Right-of-way and narrow bridges over Whatcom Creek create challenges, but bicycle facilities will be included where physically possible.

PROJECT STATUS

Current work in 2008 is proceeding to complete the trail between Racine and Interstate 5.

PROJECT FUNDING SOURCES	2009
2nd ¼ REET	\$550,000
City Street Fund	\$200,000

TRANSPORTATION IMPACT FEES COLLECTED	Yes
RIGHT-OF-WAY ACQUISITION NECESSARY	No



Project #5—McLeod Road Sidewalk

FUNDING YEAR(S) 2009

PROJECT NARRATIVE

Construct curb, gutter and sidewalk on the north side of McLeod Road between Northwest Road and West Rusley Drive. This sidewalk project will tie into the pedestrian facilities for both Northwest Roundabout Phase 1 on the north side of Interstate 5 and Northwest Roundabout Phase 2 at Northwest/McLeod.

PROJECT STATUS

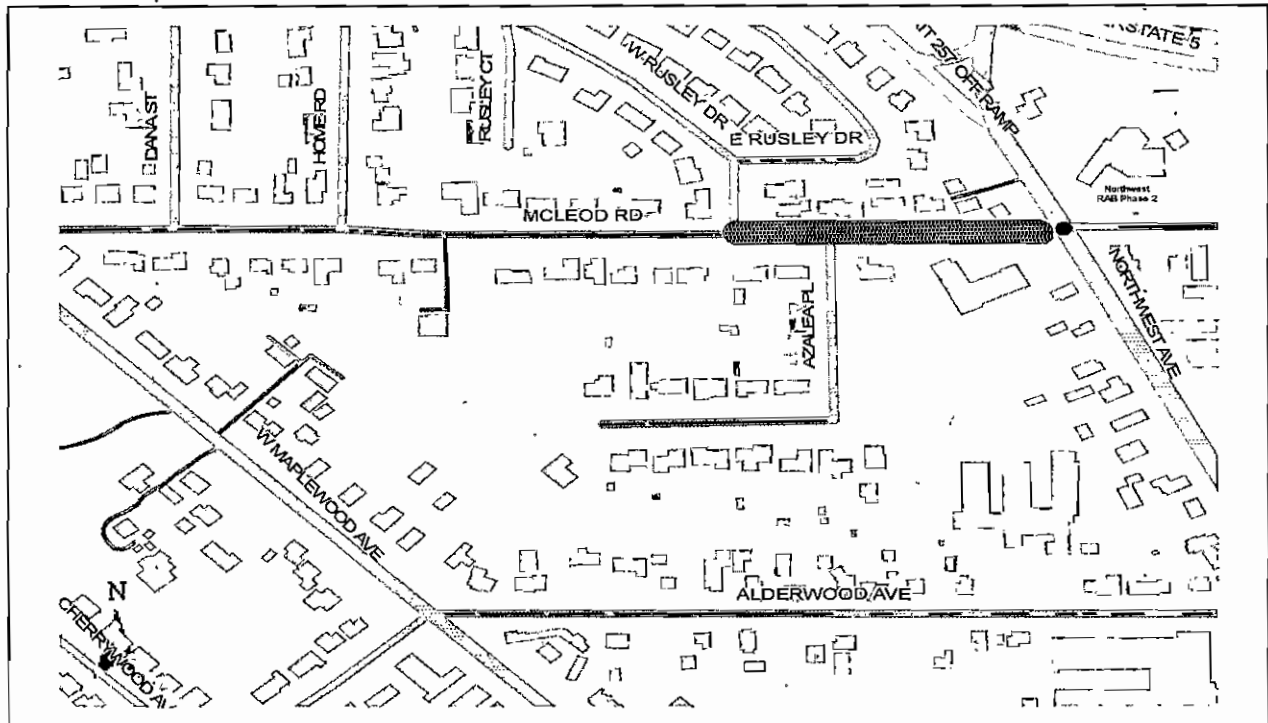
Not active

PROJECT FUNDING SOURCES 2009

City Street Fund \$300,000

TRANSPORTATION IMPACT FEES COLLECTED Yes

RIGHT-OF-WAY ACQUISITION NECESSARY No



Project #6: Yew Street Bicycle & Pedestrian Improvements

FUNDING YEAR(S) 2009, 2010

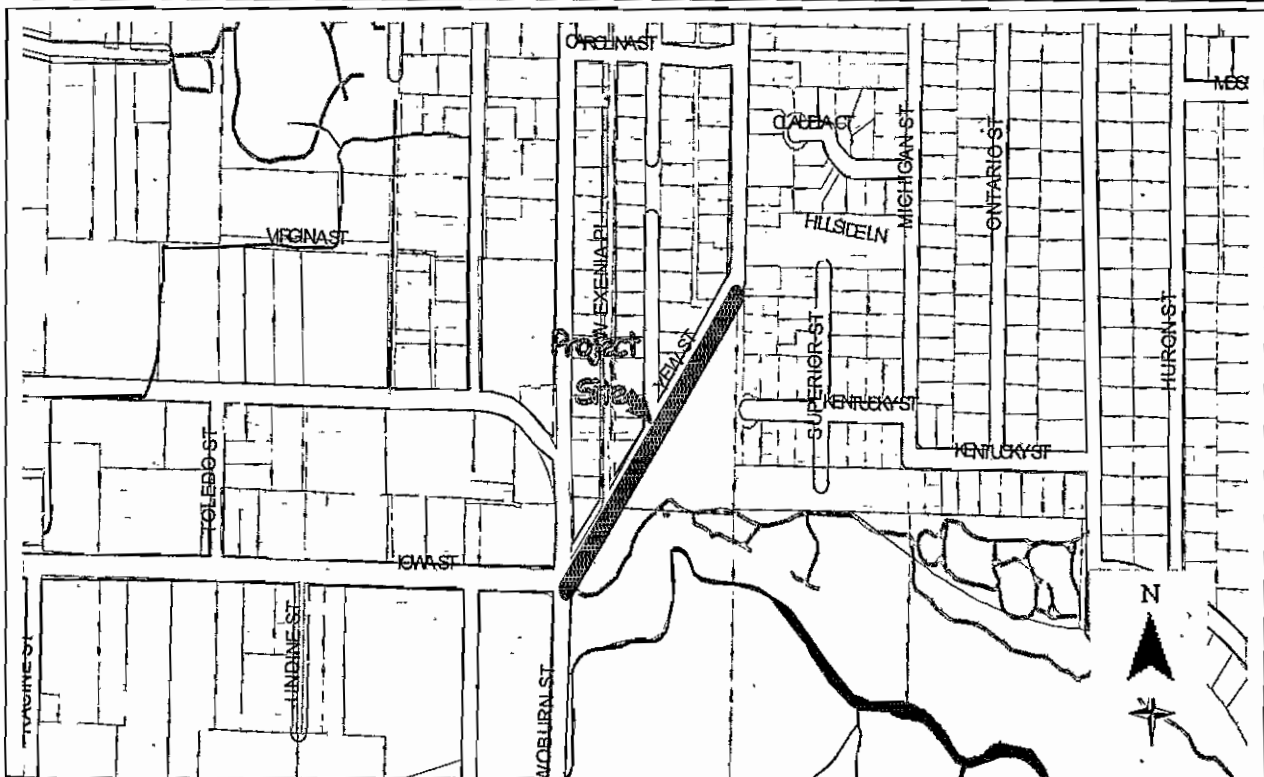
PROJECT NARRATIVE: This project will construct a sidewalk and a bike lane along the south side of Yew Street adjacent to Whatcom Falls Park.

PROJECT STATUS

Design and construction will occur in 2009 and 2010

PROJECT FUNDING SOURCE	2009	2010
1 st ¼ REET	\$150,000	
2 nd ¼ REET		\$450,000

TRANSPORTATION IMPACT FEES COLLECTED Yes
RIGHT-OF-WAY ACQUISITION NECESSARY No



Project #7—Bill McDonald Parkway & 25th Street Intersection and Pedestrian Improvements

FUNDING YEAR(S) 2009

PROJECT NARRATIVE

High pedestrian volumes crossing Bill McDonald between Happy Valley and WWU coupled with limited sight distance due to road configuration are justification for improvements in this location. Further traffic analysis will determine if a signal or round-a-bout will be utilized. Pedestrian safety and transit access will be improved as part of the project.

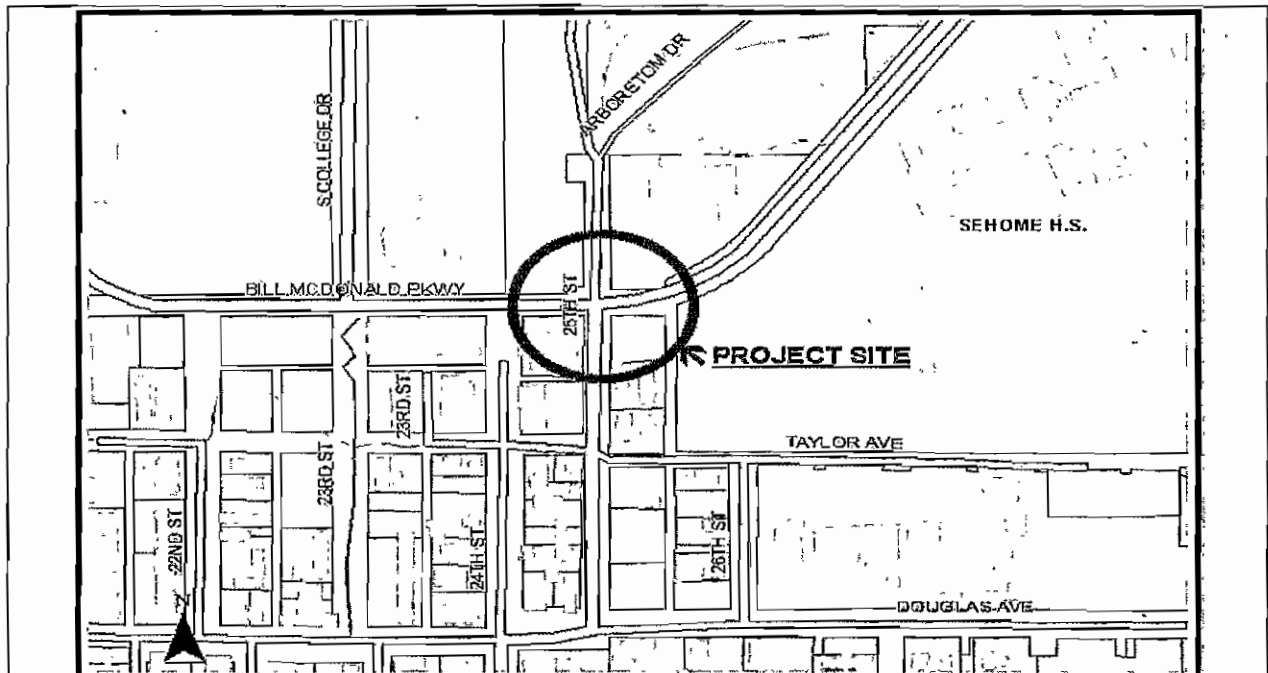
PROJECT STATUS

Design and construction to occur in 2009.

PROJECT FUNDING SOURCES	2009
WTA	\$25,000
WWU	\$400,000
City 2 nd ¼ REET	\$100,000

TRANSPORTATION IMPACT FEES COLLECTED Yes

RIGHT-OF-WAY ACQUISITION NECESSARY Unknown



Project #8: San Juan Boulevard (Phase 1: Arterial Connection)

FUNDING YEAR(S) 2010

PROJECT NARRATIVE

Phase 1 will construct San Juan Boulevard as a completed minimum standard arterial between 40th and West Pacificview Drive. San Juan Boulevard is a prerequisite for continued development in the north Samish Neighborhood and right-of-way dedication, frontage improvements, and transportation impact fee contribution will be required as development occurs. This new corridor between Yew Street Road and Elwood Avenue will provide alternate access to Interstate 5 and is expected to relieve congestion along Lakeway Drive.

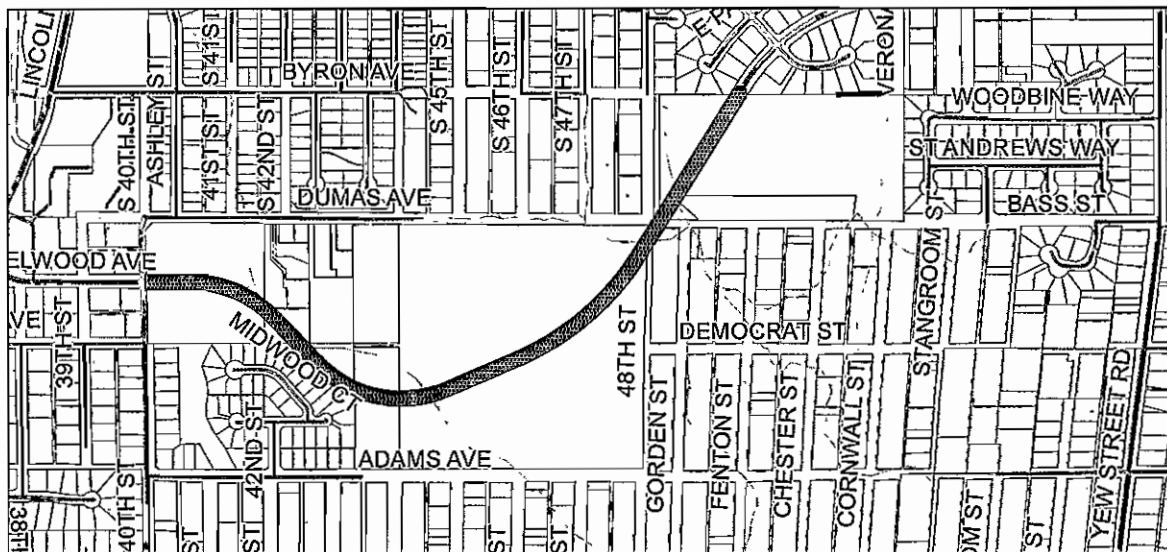
PROJECT STATUS (ES-19)

A consultant has been selected and route identification and right-of-way needs are currently under study. Phase 1 is fully funded.

PROJECT FUNDING SOURCES	Previous Years	2010
City Street Fund	\$1,334,000	\$500,000
Federal	\$2,217,000	

TRANSPORTATION IMPACT FEES COLLECTED Yes

RIGHT-OF-WAY ACQUISITION NECESSARY Yes



Project #9: Carolina Street Sidewalks (Into Roosevelt Park)

FUNDING YEAR(S) 2011

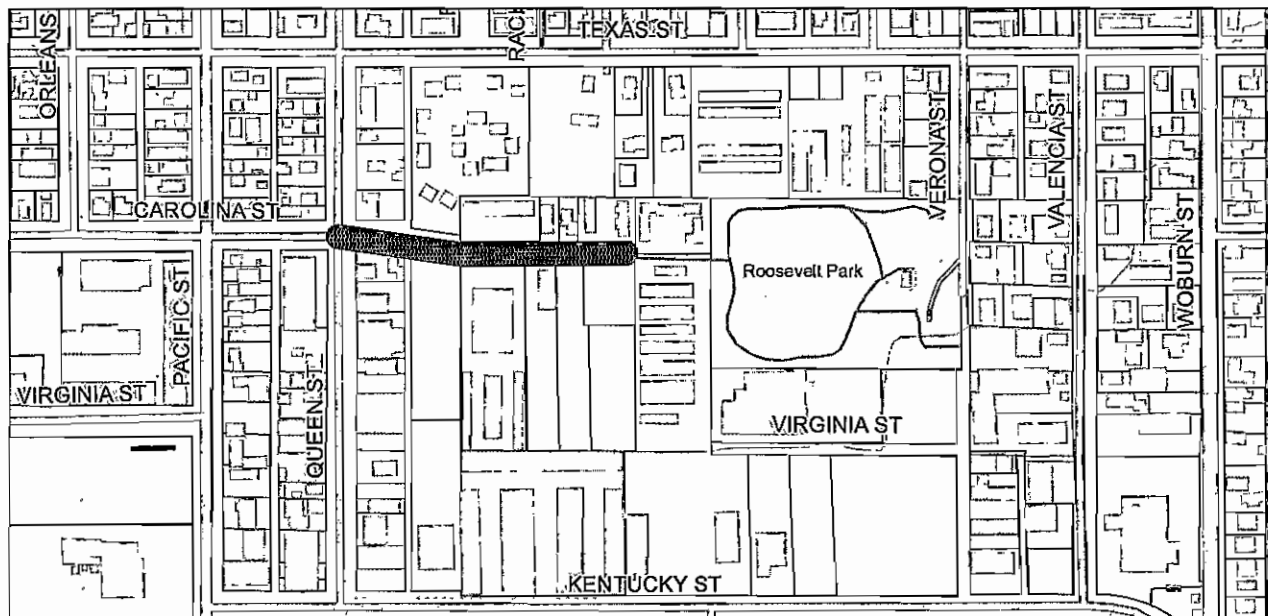
PROJECT NARRATIVE: A sidewalk on Carolina Street will increase safety, mobility, and access to alternative transportation modes for residents on the west side of the Roosevelt Park. A Carolina Street sidewalk was identified as the Roosevelt Neighborhood's "Top Priority" 6-Year TIP project from the Transportation Element of the Bellingham Comprehensive Plan. Construction planned for 2011.

PROJECT STATUS:

Project Scoping is on-going.

PROJECT FUNDING SOURCES	2011
2nd ¼ REET	\$550,000

TRANSPORTATION IMPACT FEES COLLECTED	Yes
RIGHT-OF-WAY ACQUISITION NECESSARY	Unknown



Project #10: Annual Pavement Resurfacing Program

FUNDING YEAR(S) 2009, 2010, 2011, 2012, 2013, 2014

PROJECT NARRATIVE

This program aims to maintain existing arterial streets and bicycle lanes to protect the initial investment in the street and to ensure an adequate quality driving surface at an optimized life-cycle cost. Approximately 5% of the City's streets require rehabilitation each year.

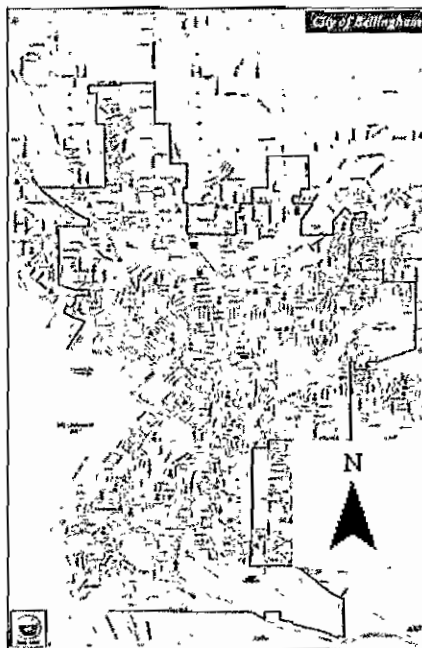
PROJECT STATUS

Active and on-going 2009-2014.

PROJECT FUNDING SOURCES	2009	2010 through 2014
City Street Fund	\$1,450,000	\$2,000,000 per year

TRANSPORTATION IMPACT FEES COLLECTED Maintenance – Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY No



Project #11: Annual Downtown Street and Sidewalk Improvements

FUNDING YEAR(S) 2009, 2010, 2011, 2012, 2013, 2014

PROJECT NARRATIVE

This project is intended to improve existing streets, bicycle lanes, and sidewalks in the downtown area to enhance multi-modal activities and create a more pedestrian-friendly environment.

PROJECT STATUS

Active and On-going

PROJECT FUNDING SOURCES	2009	2010 through 2013
	1st ¼ REET \$150,000 (Forest Street)	150,000 per year

TRANSPORTATION IMPACT FEES COLLECTED Maintenance – Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY No



Project #12: Annual Neighborhood Traffic Safety Program (NTSP) (Residential Street Traffic Calming)

FUNDING YEAR(S) 2009, 2010, 2011, 2012, 2013, 2014

PROJECT NARRATIVE: The Neighborhood Traffic Safety Program (NTSP) allows Bellingham's Neighborhoods to annually identify and submit 3 residential street locations for evaluation of speeding and cut-through traffic issues by Public Works. NTSP scoring criteria may qualify residential streets for Phase 1: Education/Enforcement, or Phase 2: Engineering, in which physical traffic calming devices may be constructed to slow vehicle traffic.

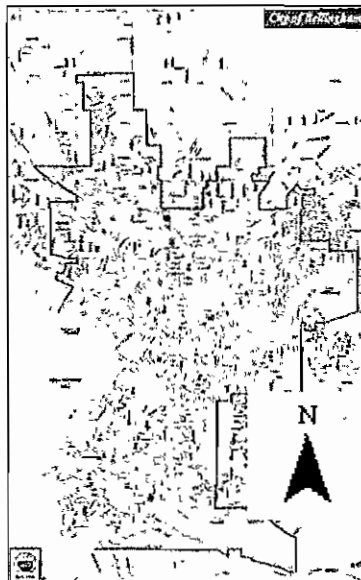
PROJECT STATUS: Active and on-going. 2008 work program will include construction of traffic calming devices on King, Grant, Pacific, Alderwood, and East Victor residential streets. 2009 – 2014 work program will include residential streets that qualify for Phase 2 after Public Works evaluation of locations identified on annual Neighborhood Top 3 NTSP Priority Lists.

PROJECT FUNDING SOURCES 2009 through 2014

City Street Fund \$150,000 per year

TRANSPORTATION IMPACT FEES COLLECTED Maintenance – Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY No



Project #13: Annual Pedestrian Crosswalk Enhancements

(See next two pages)

FUNDING YEAR(S) 2009, 2010, 2011, 2012, 2013, 2014

PROJECT NARRATIVE

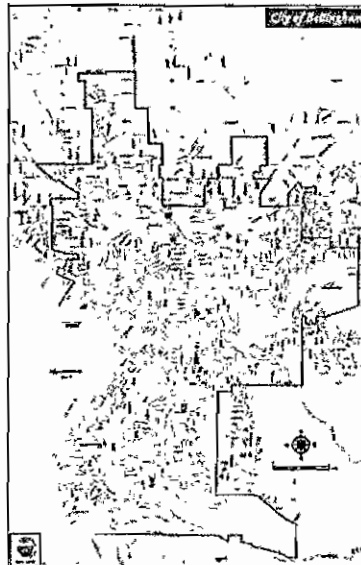
This annual program constructs pedestrian crosswalk enhancements on arterial streets. Public Works evaluates pedestrian crosswalk requests from Neighborhoods and the Bicycle and Pedestrian Advisory Committee (BPAC) prioritizes locations with significant pedestrian demand so that crosswalks will be installed where they will be most efficient, effective, and convenient for pedestrians. Full funding to construct pedestrian crossings is identified as follows: 2009 – Northwest/Maplewood, North Samish/Newell, and Lakeway/Grant; 2010 and 2011 – Alabama/Grant. Crossing projects for future years will be identified as priorities arise.

PROJECT STATUS Active and On-going

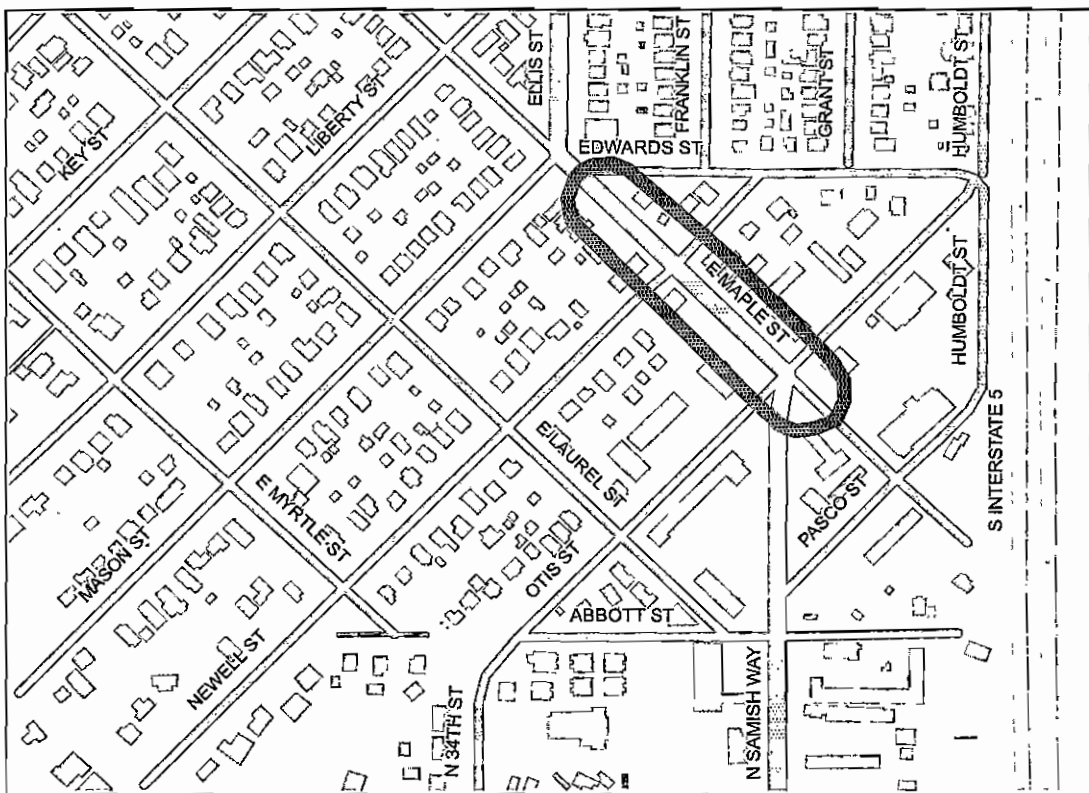
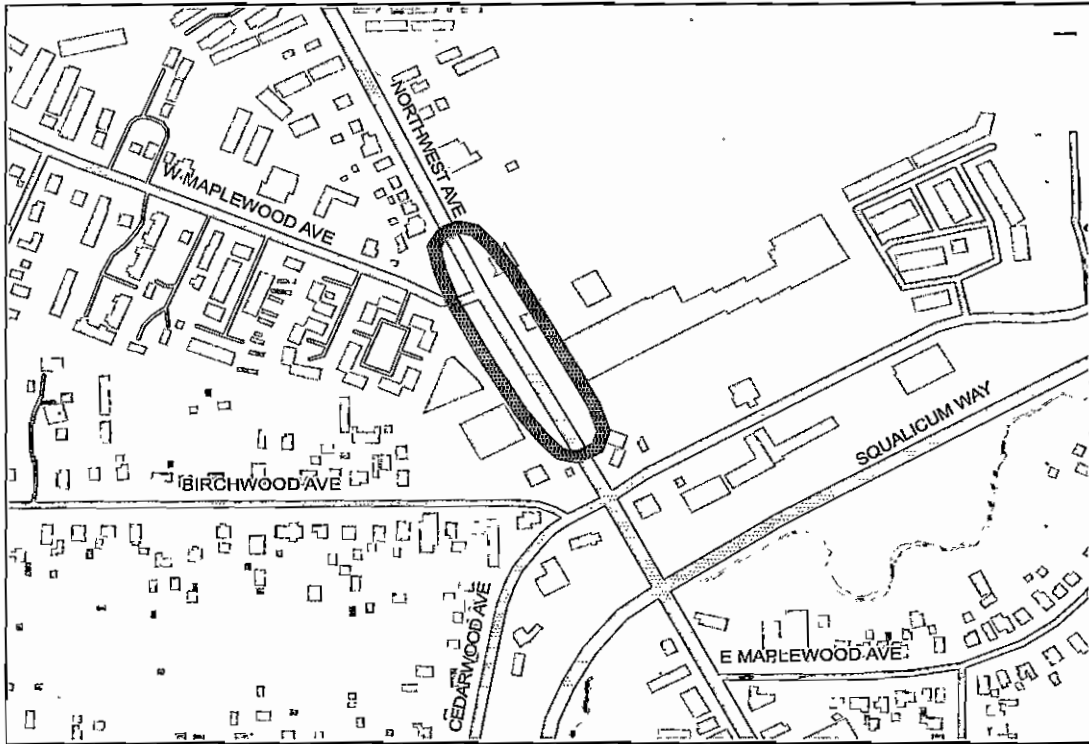
PROJECT FINANCING	2009	2010 through 2014
City Street Fund	\$50,000	\$50,000 per year
Federal Neighborhood Initiative Program (CDBG)	\$150,000	

TRANSPORTATION IMPACT FEES COLLECTED Yes

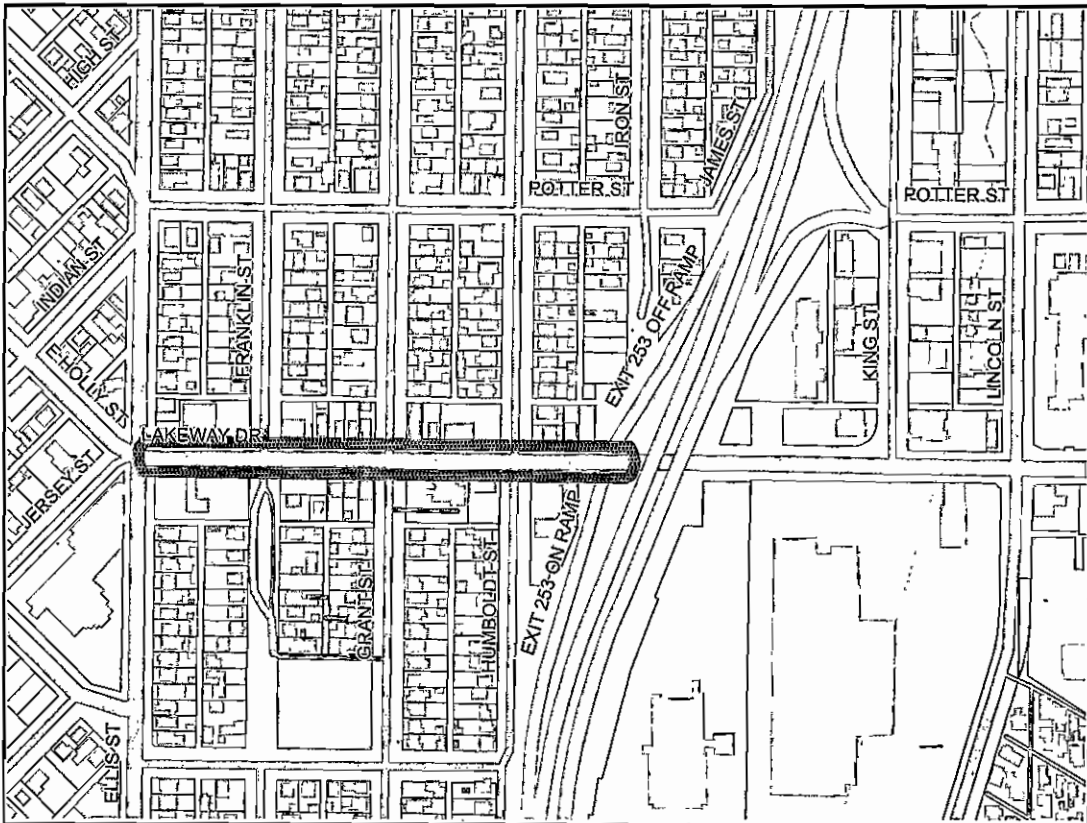
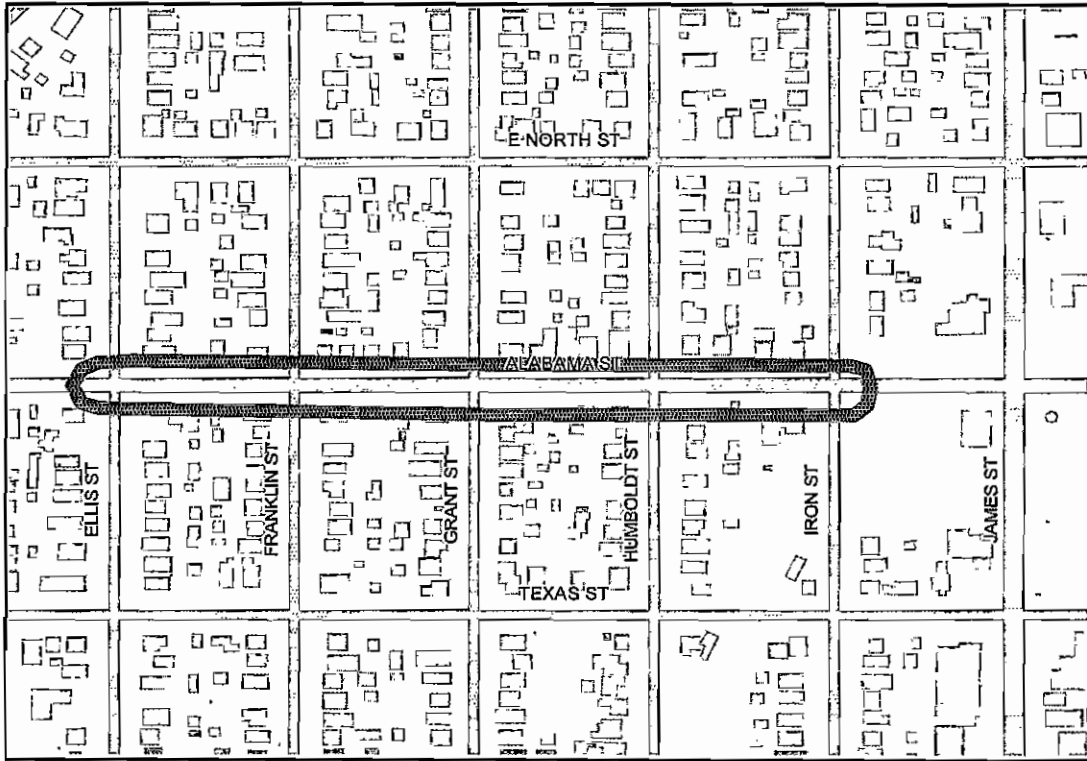
RIGHT-OF-WAY ACQUISITION NECESSARY No



Project #13a: Vicinity of Northwest/Maplewood
Project #13b: Vicinity of North Samish/Newell



Project #13c: Vicinity of Alabama/Grant
Project #13d: Vicinity of Lakeway/Grant



Project #14: Bellingham Waterfront Restoration (Phase I)

FUNDING YEAR(S) 2009, 2010, 2011, 2012, 2013, 2014

PROJECT NARRATIVE: This project includes the construction of arterial street and/or bridge connection(s) to provide primary access to the Waterfront Restoration site, including facilities for pedestrians and bicycles. Bridge(s) will need to be constructed to allow future relocation of the BNSF railroad main line from its existing location in the middle of the Waterfront Restoration site and will also allow adequate width for future double tracking.

PROJECT STATUS:

Bridge construction schedule is uncertain pending a master plan and feasibility study.

PROJECT FUNDING SOURCES

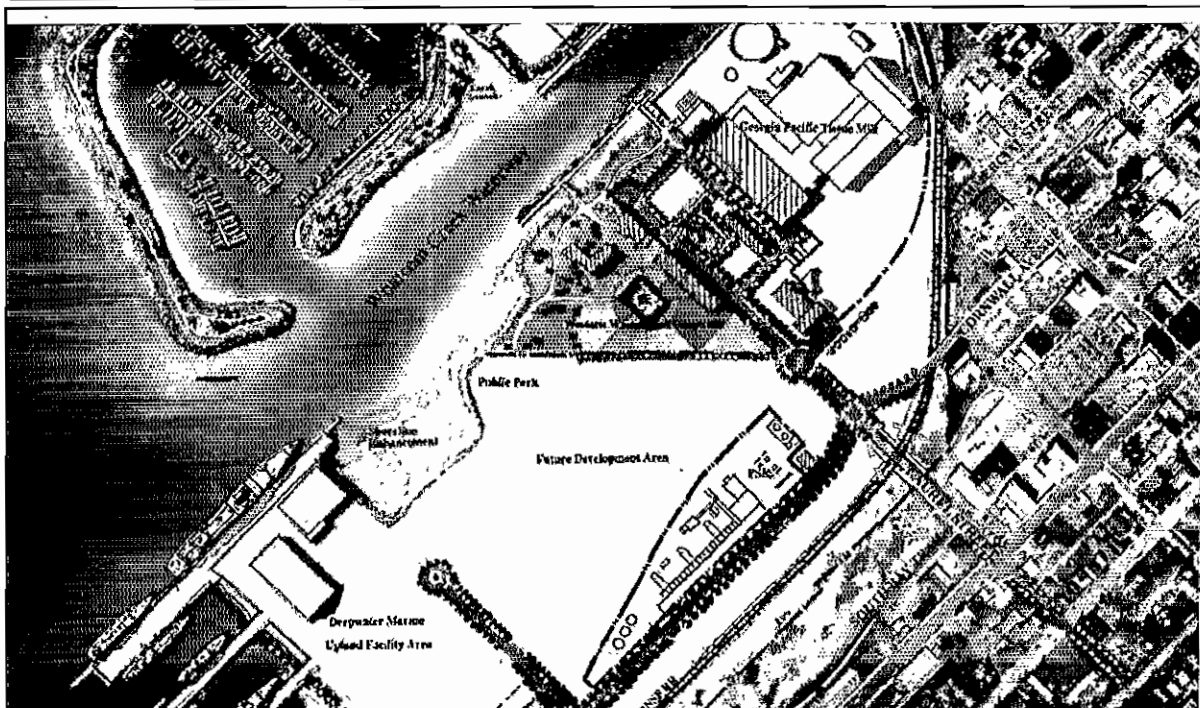
	Previous	2009	2010	2011	2012	2013	2014
City Street	\$1,000,000	\$1,030,000	\$1,060,000	\$1,093,000	\$1,126,000	\$1,159,000	\$1,194,000
Federal	\$6,220,000	\$4,560,000			\$9,000,000		

TRANSPORTATION IMPACT FEES COLLECTED

Yes

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes



Project #15: Northwest/McLeod Multimodal Improvements (Phase 2: Roundabout)

FUNDING YEAR(S) 2012

PROJECT NARRATIVE

This project involves construction of a multimodal roundabout at the intersection of Northwest and McLeod Road to add bicycle and pedestrian safety as well as arterial capacity and efficiency in coordination with the Northwest Avenue Phase 1 Roundabout north of I-5.

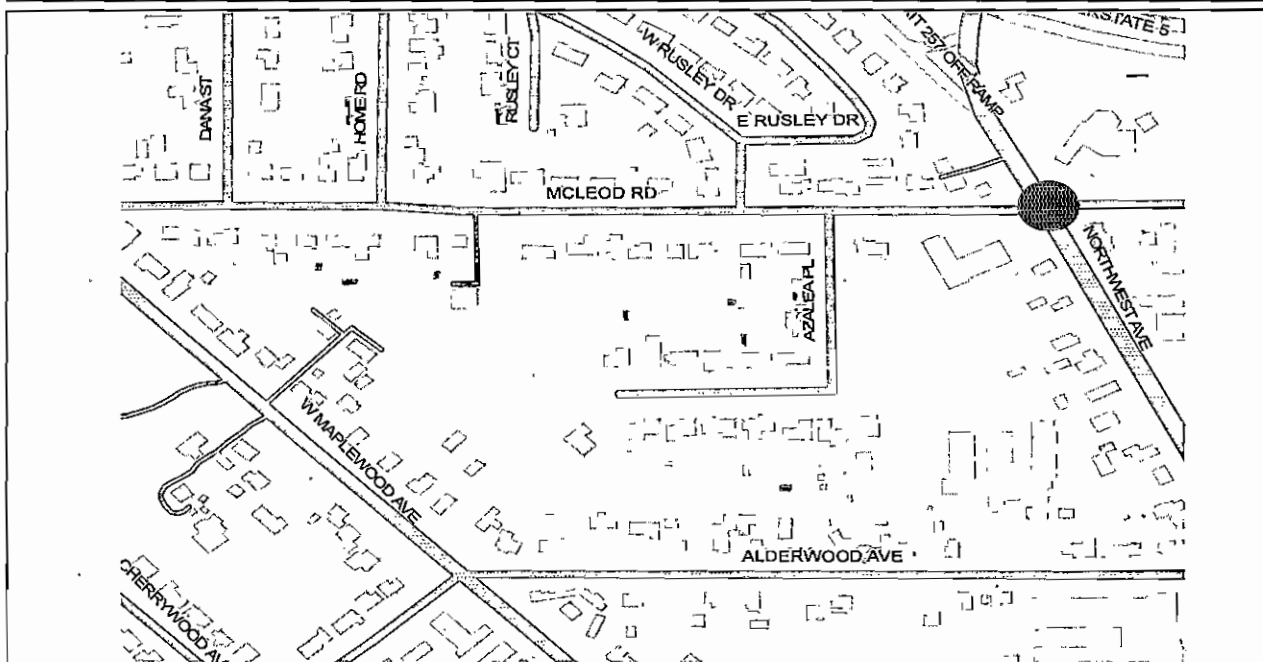
PROJECT STATUS: ES-360

Inactive. City is exploring all possible funding sources for roundabout construction.

PROJECT FUNDING SOURCES	Previous Years	2012
2nd ¼ REET	\$150,000	
Federal (Safe Route To School)	\$780,000	
Unknown		\$2,400,000

TRANSPORTATION IMPACT FEES COLLECTED Yes

RIGHT-OF-WAY ACQUISITION NECESSARY Yes



Project #16: James Street Road Multimodal Corridor Improvements

FUNDING YEAR(S) 2010, 2011, 2012, 2013

PROJECT NARRATIVE

Increasing development, potential annexation of 640 acres to the north, and a lack of multi-modal facilities requires James Street Road to be transformed from its rural road status to a secondary urban arterial street. The project includes construction of turn lanes, bicycle lanes, curbs, gutters, sidewalks, enclosed drainage and street lighting from Sunset to Telegraph Road.

PROJECT STATUS (ES-318)

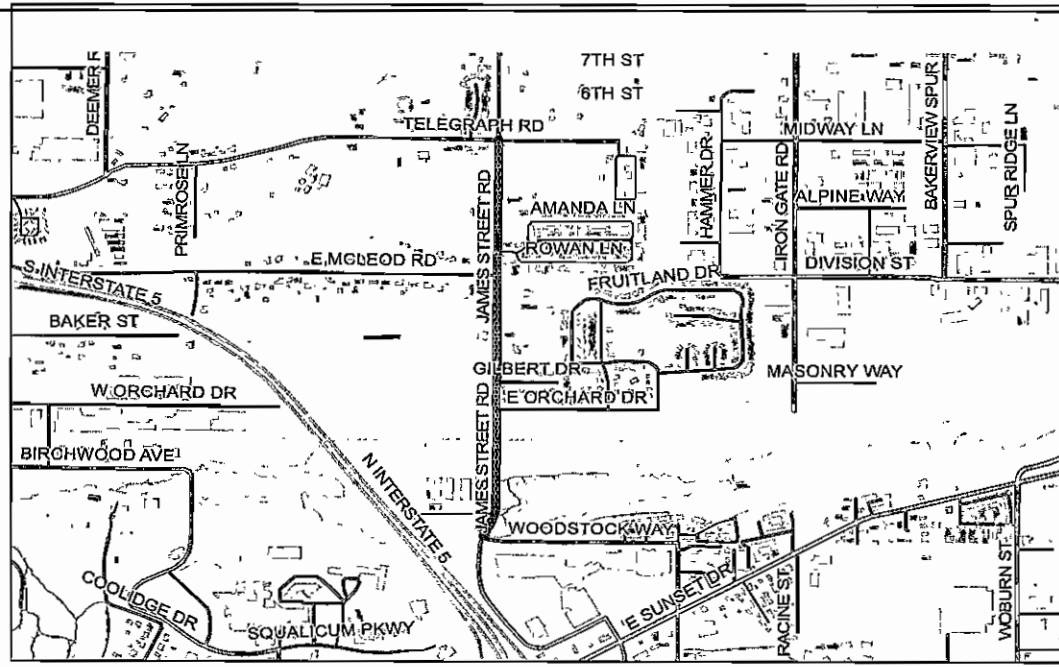
Not Active. City is exploring all possible funding sources for reconstruction.

PROJECT FUNDING SOURCES

	Previous	2010	2011	2012	2013
1 st ¼ REET			\$500,000		
2 nd ¼ REET	\$100,000	\$500,000	\$500,000	\$500,000	
City Street Fund					\$500,000
Unknown				\$2,500,000	\$3,000,000

TRANSPORTATION IMPACT FEES COLLECTED Yes

RIGHT-OF-WAY ACQUISITION NECESSARY Yes



Project #17: Lincoln Creek Transportation Center (Phase 2)

FUNDING YEAR(S) 2013

PROJECT NARRATIVE: The Lincoln Creek Transportation Center is located along the Interstate 5 corridor within a quarter mile from Exit 252. Approximately 7.8 acres are being redeveloped for public transportation-related improvements to serve Whatcom County, including potential future capacity to accommodate 800-1000 vehicles. WWU and Whatcom Transportation Authority (WTA) are working together to improve and enhance this site. WWU provides on-going site maintenance and serves as the lead partner. WTA provides 15 minute service within Bellingham and 8 round-trips daily from Bellingham to Mount. *The City of Bellingham is not a funding partner for this project.*

PROJECT STATUS

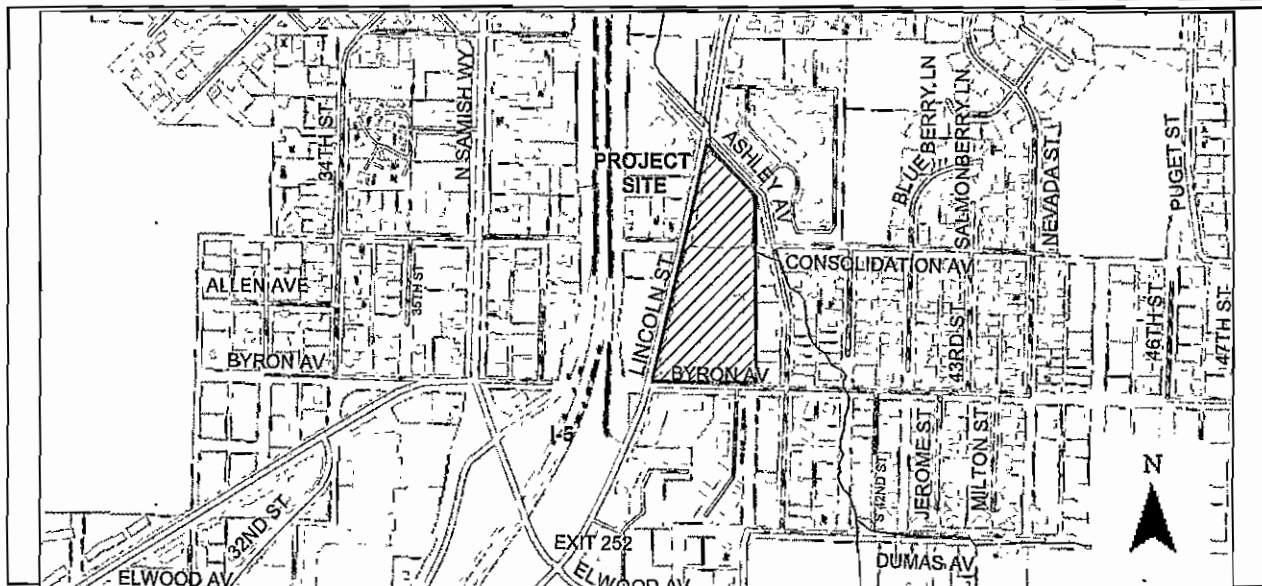
- Phase 1:** Financed by WWU; transit pull-out, lighting, and new site entry (completed 2004).
- Phase 2:** Financed by FTA & WWU; NEPA study (completed 2006), stream restoration (completed 2007), and storm water detention vaults (scheduled for completion 2008).
- Phase 3:** [Currently pursuing funding] Regrading, paving and safety improvements.
- Phase 4:** Lincoln Street frontage improvements.
- Phase 5:** Increase vehicle capacity from 530 to 800-1,000.

PROJECT FUNDING SOURCES

	Previous	2013
Western Washington University	\$1,845,000	
Federal Transit Administration	\$1,943,557	
Unknown		\$6,211,443

TRANSPORTATION IMPACT FEES COLLECTED Non-City, Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY No



Project #18: Bellingham Waterfront Restoration/Redevelopment (Phase 2: Railroad Relocation)

FUNDING YEAR(S) 2012, 2013

PROJECT NARRATIVE: Phase 2 will relocate the existing single railroad main line and remove it from the middle of the Waterfront Restoration site. The new alignment will be to the east and up against the embankment separating the CBD from the Restoration site. This relocation will allow a new double track through Bellingham, and grade-separate the railroad from bicycle, pedestrian and roadway uses. Included is the modification and reconstruction of the Cornwall Bridge and the Chestnut-Bay Bridge.

PROJECT STATUS:

Not Active

PROJECT FUNDING SOURCES	2012	2013
State	\$5,000,000	
Unknown/Federal		\$17,500,000

TRANSPORTATION IMPACT FEES COLLECTED Non-City, Not Eligible

RIGHT-OF-WAY ACQUISITION NECESSARY Yes



Project #19: San Juan Boulevard (Phase 2)

FUNDING YEAR(S) 2013, 2014

PROJECT NARRATIVE

Phase 2 will finish construction of San Juan Boulevard multimodal improvements. This new multimodal (vehicles, bicycles, pedestrians, transit) corridor between Yew Street Road and Elwood Avenue will provide alternate access to Interstate 5 and is expected to relieve some congestion along Lakeway Drive. San Juan Boulevard is a prerequisite for continued development in the north Samish Neighborhood and right-of-way dedication, frontage improvements, and transportation impact fee contribution will be required.

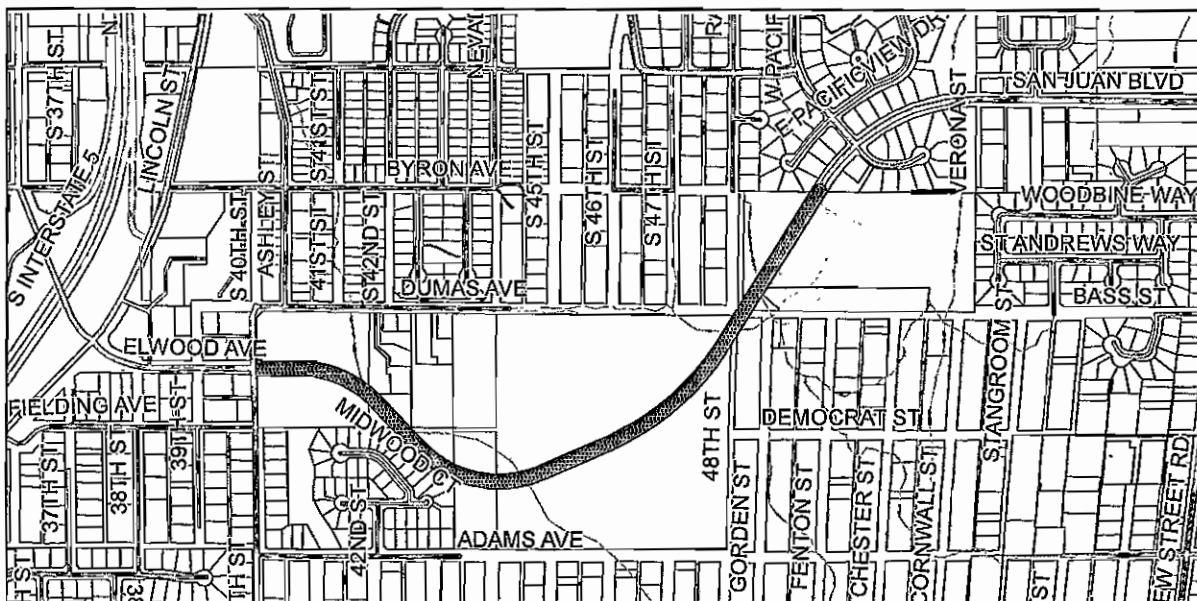
PROJECT STATUS

Route identification and right-of-way needs are currently under study. Ultimate scope will be determined during design of Phase 1.

PROJECT FUNDING SOURCES	2013	2014
City Street Fund	\$50,000	\$50,000
Unknown / Private		\$4,900,000

TRANSPORTATION IMPACT FEES COLLECTED Yes

RIGHT-OF-WAY ACQUISITION NECESSARY Yes



Project #20: Birchwood Avenue Sidewalk

FUNDING YEAR(S) 2012

PROJECT NARRATIVE: A sidewalk on the south side of Birchwood Avenue in the vicinity of Morrie's Restaurant will increase safety, mobility, and access to alternative transportation modes for residents of the Birchwood Neighborhood. Issues include right-of-way, parking, and potential remodel of the restaurant. Construction is planned for 2012.

PROJECT STATUS:

Project Scoping is on-going.

PROJECT FUNDING SOURCES	2012
2 nd ¼ REET	\$550,000

TRANSPORTATION IMPACT FEES COLLECTED	Yes
RIGHT-OF-WAY ACQUISITION NECESSARY	Yes



Project #21: Nevada Street Sidewalks

FUNDING YEAR(S) 2013, 2014

PROJECT NARRATIVE: Nevada Street sidewalks would increase safety, mobility, and access to alternative transportation modes for residents of the Puget Neighborhood. Due to the length of the project, Nevada Street sidewalks would require two full years of REET funding in 2013 and 2014.

PROJECT STATUS:

Project Scoping is on-going.

PROJECT FUNDING SOURCES

2nd ¼ REET

2013

2014

\$550,000

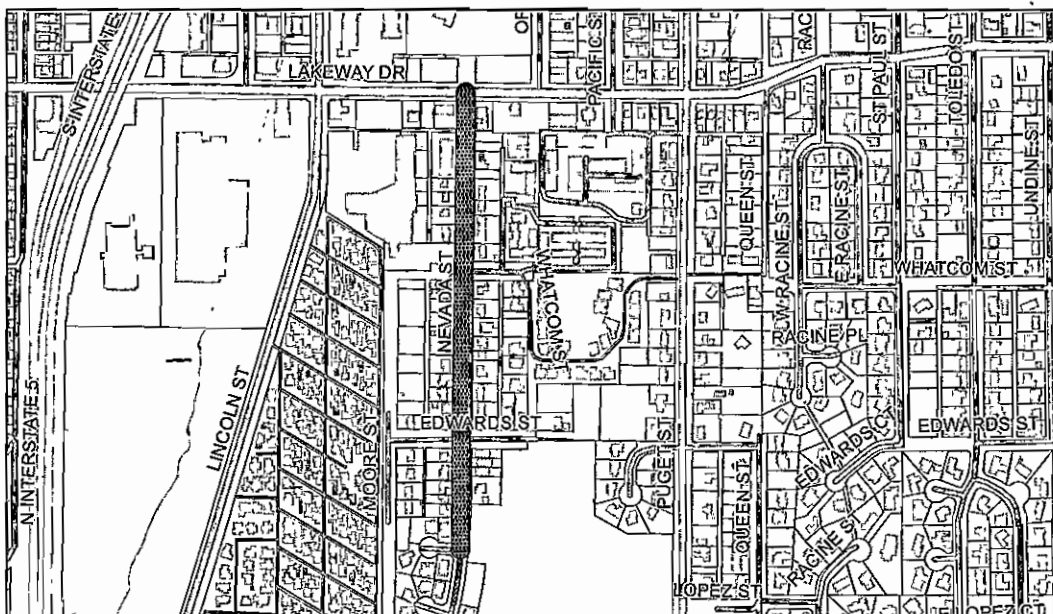
\$550,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes

RIGHT-OF-WAY ACQUISITION NECESSARY

Unknown



Project #22: Birchwood Ave to James St Rd Multimodal Connector

FUNDING YEAR(S) 2014

PROJECT NARRATIVE

This project will construct a multi-modal arterial connection (pedestrian, bicycle, transit, automobile) from the corner of Birchwood Avenue/Squalicum Parkway generally along the former railroad bed (north of Bug Lake) and through the railroad tunnel beneath Interstate 5 to James Street Road. This important new arterial connection will enhance regional transportation circulation for all modes between rapidly-growing northern Bellingham; St Joseph's Hospital, and central Bellingham. Construction of this arterial street will result in a separated-grade crossing of Interstate 5 and will help to ease pressure on the Interstate interchanges at Meridian and Sunset. Alternative alignments are being considered.

PROJECT STATUS

Project feasibility is being studied to determine physical space available, environmental issues, construction challenges, and possible combination of on- and off-street bike/pedestrian paths.

PROJECT FINANCING

Unknown / Private

2014

4,000,000

TRANSPORTATION IMPACT FEES COLLECTED

Yes

RIGHT-OF-WAY ACQUISITION NECESSARY

Yes

