City of Bellingham
Public Works Department

Supplemental Information for DRAFT 2016-2021 TIP

The following pages are intended to provide supplemental information and explanation of the rationale for projects recommended by Public Works for adoption in the DRAFT 2016-2021 TIP.

2015 Arterial Resurfacing Projects

- Alabama Street (Cornwall to St. Clair): Asphalt resurfacing of 1.75 miles of Alabama Street coupled with all of the Alabama Corridor Multimodal Safety Improvements.
- Eliza Avenue (Westerly to Kellogg): Asphalt resurfacing and the addition of Tier 1 sidewalk along the west side and Tier 2 marked bike lanes on both sides.
- Kellogg Road (Eliza to Cordata): Asphalt resurfacing and re-establishment of marked bike lanes.

2015 Chestnut-Bay Bridge Rehabilitation and Repair

- Includes rehabilitation of bridge support and surface to remove weight restrictions and re-establish the freight truck route between the Waterfront District, Roeder Avenue, and Squalicum Parkway to Meridian and Interstate 5. Will include intersection reconfiguration at Chestnut/Bay and Tier 1 marked uphill climbing bike lane on the west side of the bridge and downhill shared lane markings on the east side of the bridge. Note: Chestnut-Bay will be closed for up to 6-months while the bridge and road are reconstructed and detours will be in effect.

2015 Alabama Corridor Multimodal Safety Improvements

- Includes vehicular safety improvements to reduce over 300 total vehicle collisions, including over 100 injury-related collisions from 2006 through 2013. Also includes safety improvements for pedestrians and bicyclists, including 5 new pedestrian/bicycle crossings of Alabama at Ellis, Moore, St. Paul, Undine, and Michigan. Asphalt resurfacing and rechannelization (road diet) on the west and east ends. Consolidation/relocation of WTA bus stops on north side of Alabama to coincide with new pedestrian/bicycle crossing locations.

2015 Carl Cozier Safe Routes to School

- Lincoln/Potter intersection curb extension and crosswalk improvements
- Gladstone - Puget to St. Paul: Tier 2 sidewalk on north side

2015 Lincoln Street Sidewalk Improvements

- Tier 2 sidewalk east side (WWU responsibility) linked by Lincoln/Maple crosswalks to Tier 1 sidewalk constructed by private developers on west side
- Multi-agency partnership: WWU $50,000, WTA $15,000, City $15,000, TIB $270,000
- Excellent example of how TBD Non-motorized "reserve funds" can be used for grant applications to turn a small amount of local funding into a large amount of State or federal funds

2015 State/Laurel Pedestrian Safety Improvements

- Tier 3 intersection improvements and Tier 3 sidewalk on south side of Laurel from State Street to alley/South Bay Trail. 100% funded with a federal grant, no local matching funds required.

Yew Street Sidewalk

- Tier 2 sidewalk along east side of Yew Street from Alabama to Texas. State TIB sidewalk grant.

2015 Non-Motorized TBD-funded Projects

Non-Motorized Transportation Projects	TBD Non-Motorized	**1,580,000**
Various Pedestrian and Bicycle Facility Projects	Non-Motor Reserve	**158,000**
a.) South bay Trail Crossing of BNSF Tracks		**200,000**
b.) Eliza Avenue sidewalk & bike lanes: Westerly-Kellogg		**260,000**
c.) Ohio Corridor: Bike lanes + Ellis & Grant curb extensions & crosswalks		**257,700**
d.) Grant Street Bike Boulevard: Illinois to N. State		**10,000**
e.) Ellis Street Bike Boulevard: Squalicum to Ohio		**25,000**
f.) Birchwood Avenue sidewalk: Northwest to Cedarwood		**475,000**
g.) Nevada-Kentucky Bike Boulevard: Moore to Halleck		**211,800**
h.) Illinois Street Bike Boulevard: Valencia to Sunset		**225,000**
i.) Michigan Street Bike Boulevard: Illinois to Texas		**12,000**
j.) Lincoln-Meador Climbing Bike Lane + Shared Lane		**165,000**
k.) Mill/12th Intersection Improvements		**525,000**
l.) Holly Street Bicycle Facility Feasibility Study		**40,000**

<u>Projects Included in the DRAFT 2016-202 TIP</u>

Project #1 - Annual Arterial Resurfacing

- Year 2016 Street Fund reduced for local match contributions to $3.5 million in grants for Mahogany Avenue (Project #8)
- Year 2016 TBD Resurfacing reduced for West Maplewood Avenue Multimodal (project #9)

Project #2 - Whatcom Transportation Authority TBD

- Year 2017 funding eliminated to reflect end of 5-year WTA contract of Sunday bus service

Project #3 - Non-Motorized TBD

- 10% of annual TBD Non-Motorized funding is reserved for use as local matching funds for grant applications involving projects in Pedestrian and Bicycle Master Plans
- 2.5% annual TBD Non-Motorized funding is reserved to fund "Further Study Needed" links in the Bicycle Master Plan as well as intersection crossing improvements in the Pedestrian Master Plan.
- See second page of Project #3 for explanation/rationale for specific project details

Project #4 - Granary-Bloedel, Phase 1

- Full standard urban arterial street through the most densely planned portion of the Waterfront District. Sidewalks, Tier 3 bicycle facilities. 100% funded with a federal grant, no local matching funds required.

Project #5 - Granary-Bloedel, Phase 2

- Federal funds do not allow construction of dead-end or minimum standard arterial street sections, but the City does not currently have enough funding to construct Phase 2 to full arterial standard. Phase 2 will be a minimum standard arterial street funded with local funds to meet the federal requirement for a through connection to Cornwall Avenue.

Project #6 - James/Woodstock Intersection Safety Improvements

- Includes realignment and reconstruction of the intersection so that the through movement will be southbound James curving into eastbound Woodstock. Stop control will be changed to James to create a "T" intersection for northbound traffic from Sunset Square. Tier 3 sidewalk on east side of James Street and Tier 3 bike lanes on both sides. Intersection reconstruction must be delayed to 2016 to allow for completion of 2015 Squalicum Creek Reroute project.

Project #7 - Arctic Avenue (Formerly Dover Street)

- Construction 100% funded by Costco Stores, Inc. and other development abutting street.

Project #8 - Mahogany Avenue (Formerly Division Road)

- Public Works secured $3,500,000 in State and federal grants and additional private mitigation funding is expected from a proposed 140,000 SF shopping center taking access to Mahogany.

Project #9 - West Maplewood Avenue Multimodal Improvements

- West Maplewood is in need of arterial resurfacing and is also identified as Tier 1 bike lanes from Alderwood to Northwest and a Tier 1 sidewalk on the east side from Alderwood to Northwest. Resurfacing is scheduled for 2016 and will allow rechannelization to retain vehicle parking on the west side with the addition of 5-foot-wide marked bike lanes on both sides. Public Works is seeking a WSDOT-administered Safe Routes to School grant in the amount of $895,000 to fund the construction of sidewalk along the east side of the street. The Tier 1 sidewalk on the south side of Alderwood Avenue, approved for design in 2015 and construction with TBD funds in 2016, significantly strengthened the grant application and, if the grant is awarded, will surround Shuksan Middle School with pedestrian facilities.

Project #10 - James/Bakerview Intersection Safety Improvements

- Feasibility study completed and project is at 60% complete design and engineering. A roundabout will reduce documented vehicle collisions and speeding through the signalized intersection and will allow for eventual expansion of both East Bakerview and James Street into full-fledged urban arterial streets with bike lanes and sidewalks as infill development occurs throughout the King Mountain Neighborhood. Constructing the roundabout with a maximum footprint will allow for future expansion, when needed, without incurring cost for additional environmental mitigation or property purchase and demolition of buildings. In 2014, Public Works received a $1,400,000 State TIB grant, but is seeking an additional $1,900,000 in grant funding for construction of this multimodal roundabout.

Project #11 - Orchard Drive Extension and Bay to Baker Trail

- This project is the last opportunity for a grade-separated arterial street crossing of Interstate 5 in Bellingham and will provide significant regional benefits for all modes of transportation, including recreational walking and biking. Orchard Drive Extension is a very high regional priority and is supported by WSDOT, which recently completed construction of a box culvert beneath I-5 in support of the Squalicum Creek Re-route, the Orchard Drive Extension, and the Bay to Baker Multiuse Trail. A $1,250,000 federal grant is funding design and engineering to 60%, but a Public-Private funding partnership (City, State, federal, and private) will be needed to fund an additional $8,000,000 to construct this project.

Project #12 - West Horton Road

- Public Works has spent the past three years engaged in feasibility studies for impact and mitigation and work toward 60% design and engineering with private mitigation funding and a federal grant, but an additional $4,000,000 will be needed for construction of this ¼-mile section of arterial street. This project has not been a competitive grant funding candidate because it primarily serves as vehicle access to Cordata Park and Park-owned property exists on both sides of the street. In 2014, Whatcom County has adopted a future extension of West Horton Road from Aldrich Road to Northwest Avenue in the County 6-Year TIP and the two combined projects are considered a very high regional priority. In addition, linking this project to a needed sidewalk connection north of Cordata Elementary School on Aldrich Road (Project #17) will create a safe walking route to the school from residential homes on the south side of Horton Road in the Cordata Neighborhood, as well as 344 new homes approved for construction along June Road.

Project #13 - Cordata/Stuart Roundabout

- This project has been added to the TIP due to several development proposals on 3 corners of the intersection and the purchase of property by the Bellingham Parks Department on the fourth corner. The Cordata/Stuart intersection, is currently stop-controlled on Stuart, which is the side street to Cordata Parkway and is listed as a Tier 3 (long-term) crossing improvement in the 2012 Pedestrian Master Plan and as a future traffic signal or roundabout in the 2010 Cordata Neighborhood Plan. The Whatcom Community College (WCC) Health Professions Building was constructed on the southeast corner in 2013. Private development on the northeast corner has been approved and also has mitigation requirements to construct a traffic signal after 140 apartments are constructed. Private development on the northwest corner is going through permit approval now. WCC is in the process of completing a long-range Institutional Master Plan for the WCC Campus at the southwest corner of Cordata/Stuart. All development interests, including WCC, have been advised that the City's preference is for a multimodal roundabout rather than a traffic signal and there is general agreement amongst the stakeholders. While there is currently no funding for this project, Public Works believes that it is an excellent grant funding candidate and will seek outside sources of funding for these improvements.

Project #14 - Boulevard Park to Cornwall Park Overwater

- This Parks project is unfunded and remains in the TIP because of the $2,139,000 in federal Surface Transportation Program Enhancement funds awarded several years ago. The Parks Department will need to seek an additional $2,500,000 before construction can occur.

Project #15 - West Bakerview/Interstate 5 New Northbound On-ramp (east side of freeway)

- A 2011 WSDOT Value Planning Study identified this as an alternative for future improvement. In 2013 Bellingham created a public-private partnership (City, County, EDI, Port, Fred Meyer, TIB) to fund and construct $3,500,000 improvements to W. Bakerview/I-5 Overpass. In 2014, this project became WCOG regional priority #2. In 2015, the City of Bellingham is funding an Interchange Justification Report (IJR) for a new northbound on-ramp on the east side of the freeway, possibly braided beneath the fly-over northbound on-ramp from the west side of the freeway. Public Works transportation planners are working with WSDOT, FHWA, Whatcom County, Port of Bellingham, Whatcom Transportation Authority, Whatcom Council of Governments, City of Ferndale, Lummi Nation, and other stakeholders to further examine the feasibility of this project. This project will require both public and private funding sources.

Project #16 - Northwest/W. Bakerview Intersection Safety Improvements

- Cordata Elementary School was constructed on Aldrich in 2011, June Road was completed between Kellogg and Aldrich in 2013, the BioLife Plasma Center was constructed at Aldrich/Northwest in 2013, and Aldrich Road is experiencing an increase in vehicle traffic. As development continues in northwest Bellingham, a second lane will be required for northbound traffic through the Northwest/Bakerview intersection for vehicle to turn right onto Aldrich Road.

Project #17 - Aldrich Road Phased Multimodal Arterial Improvements

- Aldrich Road is an old rural standard road that Bellingham inherited through annexation. When Cordata Elementary School was constructed in 2011, it was discovered that the road bed itself needed to be reconstructed in order to meet urban arterial standards. Tier 1 sidewalks and Tier 1 bike lanes are recommended for Aldrich Road in the Pedestrian and Bicycle Master Plans. Private development is approved for 344 homes along June Road and in 2013 the developer was required to construct bike lane and sidewalk along some sections on the east side of the road, but 5-acres on the east side of the road is private single family home owners and no sidewalk exists in front of these homes. There are no sidewalk and bike lanes on the east side of the road and due to significant environmental features, such as wetlands and streams, these will cost approximately $1 million to construct. Public Works is seeking a WSDOT-administered Safe Routes to School grant in the amount of $778,127 with a $75,000 contribution from the Bellingham School District and $175,000 in TBD local matching funds to complete the sidewalk and bike lane gaps along the east side of the Aldrich Road. If the grant is not awarded, then neither Bellingham nor the School District has the funding to construct these improvements.

Project #18 - James Street Multimodal Improvements (Orchard to Bakerview)

- Tier 3 sidewalks, Tier 3 bike lanes, fills multimodal gap between Orchard and Bakerview. May be a good grant funding candidate if private development occurs along corridor near James/Orchard (approved) and James/Telegraph (zoned). Unfunded, will require both public funding and private mitigation from infill development.

Project #19 - North James Street Multimodal Arterial Connection

- Regional multimodal connection from north-central Bellingham to SR 539 (Guide-Meridian). 100% funded and constructed by private development. First phase of the James Street extension was constructed in 2014 with a 120-lot subdivision development on King Mountain.

Project #20 - Commercial Green Loop

- Unfunded arterial to support Waterfront District redevelopment. The City will continue to work with the Port of Bellingham and private developers and this arterial street will be constructed when needed in future.

Project #21 - Bellingham Railroad Quiet Zones

- The City of Bellingham will examine the possibility of making significant safety improvements for 3 or 4 at-grade street crossings of the Burlington Northern Sante Fe (BNSF) railroad tracks, which run between Bellingham Bay and several residential neighborhoods. If safety improvements can be made that meet BNSF and federal guidelines, then a “Railroad Quiet Zone” could be established that would allow train engineers not to blow train horns unless there was an emergency. Several different types of at-grade crossing improvements can be used to establish quiet zones, depending on the circumstances and needs of the specific site. The exact locations and type of safety improvements needed have not yet been determined and no funding sources have yet been identified. Preliminary cost estimates are approximately $400,000 to $500,000 per at-grade crossing.

Project #22 - Northshore Drive Non-motorized Improvements

- Added to 2014-2019 TIP at the request of City Council. This is a long-term (Tier 3) sidewalk project and long-term (Tier 3) bike lane project that would serve low density lakeside residences and terminate at the City limits with no continuation of pedestrian or bicycle facilities outside of the City limits and no end point destination. It is unlikely that any grant funding agency would provide funding for this project due to extremely high cost ($7,000,000 engineer's cost estimate) with very low transportation benefit for a very few people. To construct this project with local resources would require a commitment of all remaining projected TBD non-motorized funding for the next five years (2016-2021). Public Works recommends that this project be removed from the 2016-2021 TIP as it is not a competitive grant funding candidate and is unlikely to be funded or constructed in the foreseeable future.