Bellingham Comprehensive Plan

Chapter 3: Transportation Element

TABLE OF CONTENTS

BELLINGHAM COMPREHENSIVE PLAN

Chapter 3 - Transportation

PART 1: INTRODUCTION

***NOTE:* Staff comments and explanations** are shown on this side of the page.

The Land Use – Transportation Link

Transportation planning is intricately tied to land use and the pattern of development that evolves as an urban area grows. A transportation system includes various travel modes, such as pedestrian, bicycle, bus, automobile, freight truck, marine ferry, railroad, and airplanes. A multi-modal transportation network includes and connects all of these different travel modes in an effective and efficient manner, including connections within and between modes.

The City of Bellingham strives to provide, manage, and maintain a safe, well-connected, and efficient multi-modal city-wide transportation network. The ability for people to travel safely and efficiently, using various means of transportation, contributes to the high quality of life that Bellingham residents enjoy.

The challenge of managing the transportation network while population growth and intensive land use development are occurring in Bellingham.

Due to Bellingham's status as the largest population, employment, shopping, and entertainment center in Whatcom County, however, the City transportation network is significantly affected by regional traffic generated from outside the City limits. This presents Bellingham with a significant challenge in using land use and transportation planning policies to encourage infill development and maintain a compact urban area while managing increasing traffic congestion on the transportation network.

Bellingham's status as the largest urban population center also means that it has the highest concentrations of residential density. Well-connected pedestrian and bicycle networks, as well as convenient high-frequency transit service, often become more cost-effective and efficient as residential density increases in an urban area.

For this reason, Bellingham is striving to employ land use planning policies that support higher density residential areas located close to employment, shopping, and entertainment centers in order to provide Bellingham residents with more opportunities to walk, bicycle, or ride high-frequency public transit.

In addition, the City is working with Whatcom Transportation Authority (WTA), to achieve target goals for the next 20 years to increase the mode share of pedestrian, bicycle, and public transit

Comments

trips while reducing the mode share of automobile trips as a percentage of total trips. The 20-year goals for percentage of total trips are as follows:

Table T.1. 20-year mode share goals established by City and WTA

Mode	2004	2010	2015	2022
Automobile	**87%**	**84%**	**80%**	**75%**
Transit Bus	**2%**	**3%**	**4%**	**6%**
Bicycle	**3%**	**4%**	**5%**	**6%**
Pedestrian	**8%**	**9%**	**11%**	**13%**

(Note: 2004 data from FTA/Social Data Study for Bellingham)

Bellingham's aim is not to eliminate private automobiles, but to encourage the use of other transportation modes, wherever and whenever possible, while reducing the costly transportation capacity demand made by automobiles, and especially single-occupant vehicles (SOV), on City arterial streets. If the target goals are achieved over the next 20 years, then 75% of the total trips made in the City are still anticipated to be made by automobile. Clearly, this requires Bellingham to continue to provide a safe and efficient transportation network for automobiles as well.

The City cannot build its way out of peak hour traffic congestion

Given Bellingham's circumstances as the major population, employment, shopping, and entertainment center in Whatcom County, the City officials have recognized that the City cannot build its way out of traffic congestion by continually widening arterials to add capacity for automobiles. Instead, the City is attempting to focus transportation funding on infrastructure improvements that will make walking, bicycling, and transit more viable, convenient, and safe.

The public space of City streets should be designed primarily for people and not just for automobiles

One of the City's primary goals is to enhance the public environment at the street level, which is everyone's community space, and design the urban streetscape primarily for people rather than strictly for automobiles.

Multi-jurisdiction Regional Coordination

The City and County work together to address transportation throughout the entire area planned for urban growth, as well as the region.

The City works with Whatcom County to provide and manage an efficient multi-modal transportation network throughout the Bellingham UGA and the Urban Fringe Subarea. Both local governments work with Bicycle and Pedestrian Advisory Committees, Whatcom Transportation Authority (WTA), and the Port of Bellingham to plan for and accommodate multiple travel modes. The City and County also work with the Whatcom Council of Governments (WCOG) to address regional transportation planning issues and project funding.

Various public agencies and private companies also provide transportation services and facilities in Bellingham and the UGA planning area. The Port of Bellingham provides and manages

Comments

Other public and private organizations also provide transportation infrastructure and services that contribute to, use, and depend upon the City transportation network.

marine and air transportation facilities for both passengers and freight. Railroad passenger transportation is provided by Amtrak and railroad freight transportation is provided by the Burlington Northern Santa Fe railroad. The Alaska Marine Highway system operates out of the Bellingham Cruise Terminal and provides vehicle and passenger service between Bellingham and Haines, Alaska. Greyhound Bus Lines operates out of the Fairhaven Transportation Center and provides nationwide bus passenger service. The Washington State Department of Transportation (WSDOT) builds, maintains, and improves state highways and the Interstate 5 freeway through Bellingham. Many private companies provide local bus, ferry, auto and truck rental, taxi, and air passenger service.

As transportation providers, the City of Bellingham and Whatcom County are responsible for improving and maintaining the network of local public streets, bike lanes, trails, and sidewalks. With the exception of state and interstate highways, transportation infrastructure in the Bellingham UGA and the Urban Fringe Subarea is primarily the responsibility of Whatcom County, but is connected to, and directly affects, the transportation infrastructure inside the City of Bellingham. Therefore, new public roads, bike lanes, and sidewalks will be constructed to connect different portions of the Bellingham UGA and the Urban Fringe Subarea as they develop.

Roads outside of the City limits are the responsibility of the County and State, but are connected to and have a direct impact on the City transportation network.

According to GMA, an underlying assumption of urban growth areas is that the city will ultimately annex its UGA and assume responsibility for the road network. Therefore, a carefully planned and coordinated transportation system is essential. Whatcom County and the City of Bellingham must continue to work together to develop a unified standard for the Bellingham UGA and the Urban Fringe Subarea to provide safe and efficient multi-modal movement of people and goods and adequate levels of service as these areas develop to urban densities and are ultimately annexed to the City.

The City, County, and State must work together to address transportation needs on a regional basis for the mutual benefit of all citizens.

Transportation Concurrency Management

The Transportation Element considers the location and condition of the existing multimodal transportation network, identifies transportation problems, projects future needs, and identifies methods to address future transportation needs in compliance with the transportation concurrency requirements of the Washington State Growth Management Act.

New and improved transportation facilities, for all modes, will be needed as growth occurs. The amount that is spent on building new transportation facilities and on improving existing ones is at least partially dependent on the land use decisions that are made and the demands that those decisions will put on the various

Comments

transportation modes.

Providing transportation infrastructure at the same time as, or in advance of, development can be much more cost-effective than retrofitting inadequate transportation infrastructure after development has occurred. Ensuring that well-connected facilities for all transportation modes are available provides the public with viable alternatives when choosing how they move around the City. Multiple modes are often accommodated along the same transportation corridor, such as sidewalks, trails, bicycle lanes, public transit, and private, commercial, and industrial vehicle travel on arterial streets.

The 1995 Transportation Element established Peak Hour LOS E as well as a Peak Hour LOS F. Due to regional traffic, it may not always be possible to maintain Peak Hour LOS E.

Level of Service (LOS) Standards

The Transportation Element contains the city's plan to provide specified levels of transportation service in a timely manner. The Peak Hour Level of Service (LOS) standards that are adopted in this plan will be maintained through upkeep of the existing circulation system, expansion of transportation service where needed, and efforts to reduce the demand placed on the system (demand management).

The Transportation Element modifies the LOS standards that the City had adopted from 1994 to 2008. The revised level of service standards are based on "**Person Trips Available by Concurrency Service Area**" using a range of travel modes for key transportation facilities and services needed to serve growth in different parts of the city. Transit facilities and services are incorporated as one part of the LOS standard in terms of available person trips.

The Level of Service (LOS) standards provide measurable criteria to judge the adequacy of the multimodal transportation system by calculating person trips available for transportation concurrency evaluations. New development will be prohibited unless adequate person trips are available or multimodal improvements to the transportation system to accommodate the impacts are made concurrent with the development as specified under the concurrency provisions of the Growth Management Act and Bellingham's Transportation Concurrency Management Ordinance (BMC 13.70).

Continual widening of arterials will not solve traffic congestion during rush hour

While adding vehicle capacity to an arterial street may be necessary in some circumstances, continual road widening is not a long-term solution to rush-hour traffic congestion. The City's transportation policies are focused on managing the transportation network safely and efficiently for all modes without unnecessarily widening arterial streets to add capacity for automobiles. Transportation concurrency calculations incorporate variables for a range of transportation modes (pedestrian, bicycle, transit, and vehicle) to establish the number of person

This update is based on several extensive community planning processes and documents.

Comments

trips available to serve new development.

Public Participation and Planning Efforts

The Transportation Element has been developed to be consistent with a wide variety of community planning efforts conducted over many years, ranging from “Visions for Bellingham” to the “Community Forum on Growth Management,” as well as those listed below.

1992 Visions for Bellingham;
1995 Bellingham Comprehensive Plan;
1997 County-wide Planning Policies;
1997 Whatcom County Comprehensive Plan;
2001 Whatcom Transportation Plan (WCOG);
2003-2022 Washington State Transportation Plan;
2004 Final Environmental Impact Statement (FEIS);
2004 WTA Strategic Plan; and
2004 Community Forum on Growth Management.
2006 Transportation Concurrency Management Ordinance (BMC 13.70)
2008 Transportation Concurrency Methodology Revision project

The Glossary of Transportation Planning Terms pertains to the 2005 Transportation Element and the Transportation Concurrency Management Ordinance (BMC 13.70)

In addition, the Transportation Element has been developed in accordance with Section 36.70A.070 of the Growth Management Act. Numerous public hearings and work sessions were held by both the Planning Commission and the City Council to address the transportation needs of the City of Bellingham. The Transportation Element represents the community's transportation policy plan for the next 14 years (2009-2022).

Glossary of Transportation Planning Terms

Adequate Multimodal Transportation Facilities and Services means pedestrian, bicycle, transit, and arterial street facilities which have the capacity to serve development while meeting the City’s adopted level of service (LOS) standards.

Arterial Street means any street that the Public Works Department has classified and adopted as a primary, secondary, or collector arterial in the Transportation Element of the Bellingham Comprehensive Plan.

Calculated Level of Service (LOS) means the assessment of the number of person trips available in the committed multimodal transportation system compared to the multimodal transportation demands of new development, measured in person trips available.

Committed Transportation System means the entire system of multimodal transportation facilities and services used to calculate person trips available relative to development proposal. It includes

existing and proposed pedestrian, bicycle, transit, and arterial street facilities and services, which are adopted in the Transportation Element of the Bellingham Comprehensive Plan with a financial commitment for construction in the first, second, or third years of the most current adopted Six-Year Transportation Improvement Program, or for which other financial commitments have been secured. Related components of the committed multimodal transportation system include:

1) State highways and freeways within the City;

2) WTA transit routes and frequency, as identified in WTA Strategic Plans;

3) Park and ride lot locations;

4) High occupancy vehicle exclusive lanes; and

5) Projects to be provided by the State, cities or other jurisdictions may become part of the committed transportation system upon decision of the Director of Public Works. The Director of Public Works may make adjustments to the committed transportation system for corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the adopted comprehensive plan; or the date of construction (scheduled for completion within the six-year period) of any facility enumerated in the Six-Year Transportation Improvement Program.

6) Developer committed improvements for arterials, transit, pedestrian, and/or bicycle facilities.

Concurrency means that adequate transportation facilities are in place at the time of development approval or that a financial commitment is in place to complete the improvements or strategies needed for adequate transportation facilities within six years. Bellingham requires completion of adequate transportation facilities within three years. Concurrency, as required by the 1990 Growth Management Act (RCW 36.70A.070(6)), means that the City may only permit development approval if a development would not cause level of service to fall below the City's adopted LOS standard of Person Trips Available within Concurrency Service Areas (CSA). For purposes of meeting the Growth Management Act requirements, in addition to City multimodal transportation facilities, the City will incorporate State highways of regional significance within the calculation of Person Trips Available, but will not apply concurrency to Highways of Statewide Significance consistent with RCW 47.06.140. The City will only include Whatcom County or other transportation arterials outside of the City's jurisdiction in the calculation of Person Trips Available according to an executed

Comments

interlocal agreement with the controlling jurisdiction or agency.

Concurrency Application means formal submittal of a Concurrency Application Form to the Public Works Department identifying the complete scope and information needed to calculate the associated person trip generation of a proposed development. The concurrency application is the applicant's written request seeking review and approval of transportation concurrency from the City.

Concurrency Approval means a determination by the Public Works Department that adequate person trips are available and the operational level of service (LOS) will not fall below the adopted level of service (LOS) standard due to transportation impacts created by the proposed development.

Concurrency Evaluation means the process, which may include a trip generation analysis by the applicant, to determine whether adequate person trips are available for a proposed development.

Concurrency Management System means the procedures and processes used by the City Public Works Department to determine that development permit approvals will meet the City's transportation concurrency requirements.

Concurrency Measurement Point means a specific location on the multimodal transportation network used to measure vehicle traffic volume or transit service frequency.

Concurrency Mitigation means transportation demand management strategies and/or multimodal transportation facility improvements constructed or financed by a developer which provides additional person trips for the facility which are needed to provide adequate Person Trips Available to serve the development proposal. Concurrency Mitigation applies to pedestrian, bicycle, transit, and arterial street facilities.

Concurrency Service Area means a defined geographic area in which concurrency measurements points provide data used to calculate the number of Person Trips Available to new development on the transportation network serving the area.

Development means specified improvements or changes in use of land, designed or intended to permit a use of land which will contain more dwelling units or buildings than the existing use of the land, or to otherwise change the use of the land or buildings/improvements on the land in a manner that will increase the number of person trips generated by the existing use of the land, and that requires a development permit from the City. A phased development is any development involving multiple buildings where issuance of building permits could occur for individual buildings.

Comments

Final Certificate of Concurrency means the final certificate issued by the Public Works Department confirming the availability and reservation of a specified amount of capacity on the committed transportation system specific to the approved permit for development. A Final Certificate of Concurrency must be issued concurrently with development permit approval to account for any reduction in person trip reservation from Temporary Certificate of Concurrency.

Financial Commitment consists of the following:

1) Revenue designated in the most currently adopted Six-Year Transportation Improvement Program for transportation facilities or strategies comprising the committed transportation system. Projects to be used in defining the committed multimodal transportation system for the calculation of Person Trips Available shall represent those projects that are identified as fully funded for construction in the first, second, or third years of the adopted Six-Year Transportation Improvement Program; or

2) Revenue from federal or state grants for which the City has received notice of approval; or

3) Revenue or secure bond that assured by an applicant in a form approved by the City in a voluntary agreement to complete adequate transportation facilities within three year; and/or

4) Budgeted WTA service expansions.

Growth Management Act (GMA) means the Washington State Growth Management Act enacted in 1990 and approved amendments.

Interlocal Agreement means an executed legal instrument structuring binding relationships between political entities as defined by RCW 39.34.

Level of Service (LOS) Standard means the Person Trips Available (PTA) within each Concurrency Service Area (CSA) to serve new development as adopted in the Transportation Element of the Comprehensive Plan.

Peak Hour Project Trips means the person trips estimated to be generated by a proposed development during the one-hour weekday afternoon period during which the greatest volume of users are on the multimodal transportation system. The peak hour project trips shall be estimated based on procedures identified in the City's Development Guidelines and Improvement Standards

Comments

Manual. The peak hour project trips are used to determine Transportation Concurrency for development.

Peak Hour Traffic means vehicle traffic volumes during the one-hour weekday afternoon period during which the greatest volume of traffic uses the arterial system, as identified separately at each appropriate Concurrency Measurement Point.

Person Trips Available (PTA) means the ability of the committed transportation system to accommodate the transportation impacts of new development within a Concurrency Service Area (CSA) and is expressed in terms of weekday PM peak hour person trips available. For purposes of the concurrency evaluation, the available person trips will be based on the total person trips calculated for each travel mode less the already used person trips for that mode. The sum of the available person trips for each mode will be the total available person trips for each concurrency evaluation area.

SEPA means the State Environmental Policy Act (RCW 43.21) as implemented by the City of Bellingham.

Six-Year Transportation Improvement Program means the expenditures programmed by the City for capital purposes over the next six-year period in the Six-Year Transportation Improvement Program pursuant to RCW 35.77.010. The financial plan underlying the adopted Six-Year Transportation Improvement Program identifies all applicable and available revenue sources, and the plan forecasts these revenues through the six-year period with reasonable assurance that such funds will be timely put to such ends.

Temporary Certificate of Concurrency means the initial certificate issued by the Public Works Department confirming the availability and reservation of a specified amount of capacity on the committed transportation system specific to the proposed development.

Transit-Oriented Development (TOD) means land use development that generally has the following characteristics:

- A local node containing a mixture of uses in close proximity including office, residential, retail, public and civic uses;
- High density, high-quality development within 10-minute walk (¼ to ½ mile radius) surrounding transit stop;
- Reduced and managed parking inside 10-minute walk (¼ to ½ mile radius) surrounding transit stop;
- Transit stop as prominent feature of development;

Comments

- Walkable design with pedestrian as the highest priority;
- Designed to include the easy use of bicycles, scooters, and other non-motorized transportation modes; and
- In some cases, supplemental transit systems including trolleys, streetcars, and, where feasible, regional light rail or heavy rail systems.

The following sections document the road classification system within Bellingham.

See Map T1, Arterial Routes

Transportation Mitigation includes all non-concurrency measures required by City development regulations, State Environmental Policy Act (SEPA) requirements, Traffic Impact Fee (TIF) assessment to mitigate the non-concurrency related transportation impacts from a proposed development.

Transportation Demand Management (TDM) Strategies means techniques or programs that reduce single-occupant vehicle commute travel or improve the capacity of a transportation facility and that are approved by the Public Works Department. TDM strategies may include but are not limited to vanpooling, carpooling, and public transit, access management, signalization, and channelization.

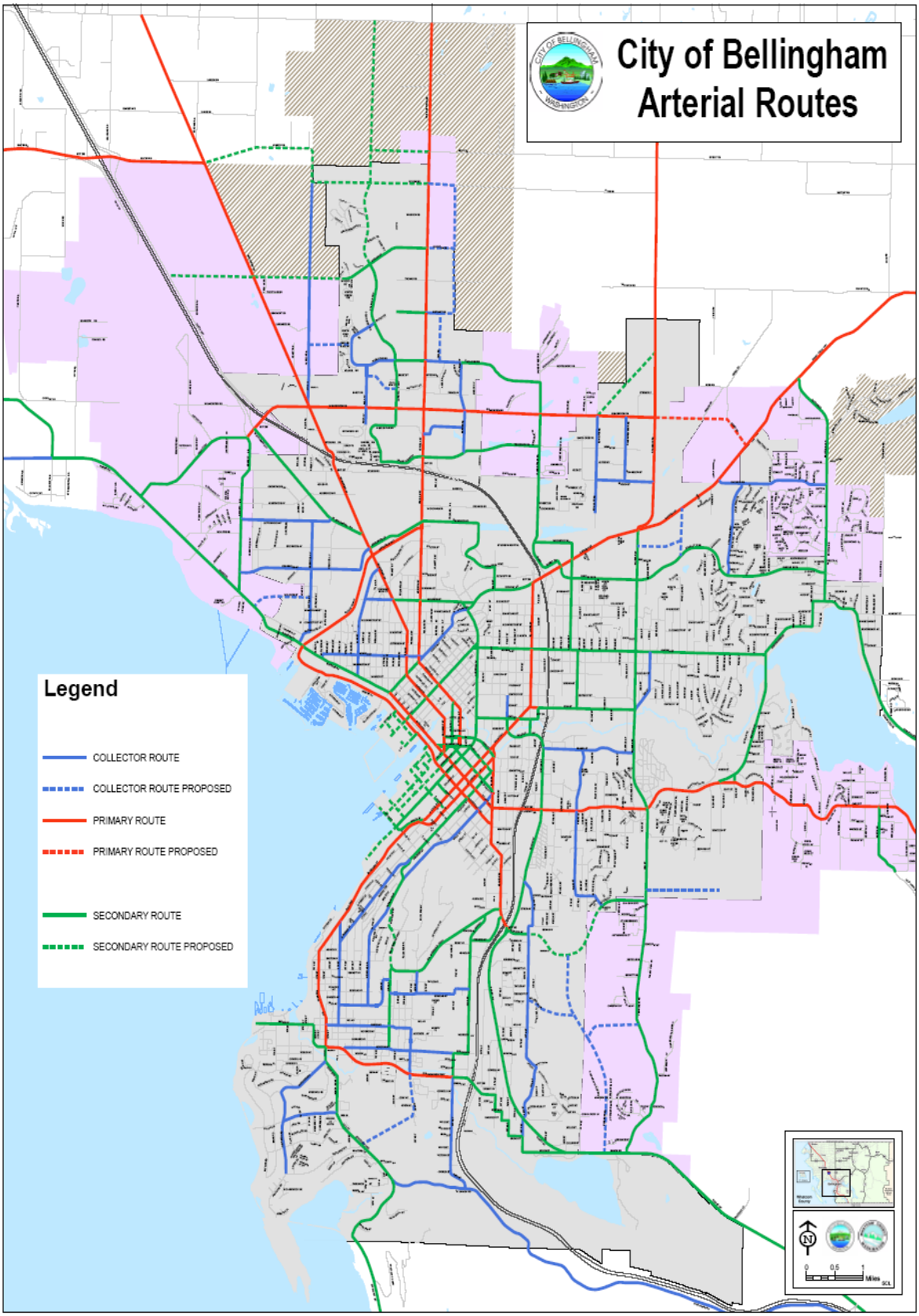
Travel Demand Forecast Model is the City's computerized transportation model, which is used to develop and analyze peak hour travel demands on the City's transportation facilities. This information is used as the basis for the Transportation Element of the Bellingham Comprehensive Plan and in other transportation planning and traffic engineering applications.

PART 2: EXISTING TRANSPORTATION NETWORK

Arterial Street Network

Map T.1. illustrates the arterial street network serving Bellingham, the UGA, and the Urban Fringe Subarea. There are approximately 100 miles of arterial streets within the City of Bellingham (BMC 11.63.110) and over 100 signalized intersections. The arterial streets are categorized as principal, secondary and collector depending on their function and physical design. The purpose of the categories is to define appropriate street design standards and to establish eligibility for road improvement funding from various sources.

PRINCIPAL ARTERIALS: Provide a linkage between major population and activity centers and are designed to carry volumes in excess of 10,000 vehicles per day (vpd). Bellingham design standards for principal arterials require an 80-100 foot wide right-of-way with four or more lanes of moving traffic and bicycle and pedestrian facilities on a 40-66 foot wide paved area.


City of Bellingham
Arterial Routes
Legend
COLLECTOR ROUTE
COLLECTOR ROUTE PROPOSED
PRIMARY ROUTE
PRIMARY ROUTE PROPOSED
SECONDARY ROUTE
SECONDARY ROUTE PROPOSED

Comments

Speed limits range from 25 to 35 miles per hour and access to these streets is limited to 300 to 600 foot intervals whenever possible. Examples of principal arterials include Meridian Street, Northwest Avenue, Hannegan Road, Bakerview Road, Sunset Drive, Lakeway Drive, and Old Fairhaven Parkway.

SECONDARY ARTERIALS: Collect and distribute traffic between neighborhoods and commercial areas. These streets are designed to carry 5,000 to 15,000 vpd. Design criteria require up to four lanes of moving traffic within a 60 to 80 foot wide right-of-way. Typical pavement width is 32-60 feet, with bicycle lanes inside the curbs and pedestrian facilities outside the curbs. Access to secondary arterials is limited to 150 to 300 foot intervals and the typical speed limit on secondary arterials is 25-35 miles per hour. Examples of secondary arterials include Airport Drive, Marine Drive, Telegraph Road, Cordata Parkway, Alabama Street, Orleans Street, Woburn Street, Yew Street and Samish Way.

See Map T2, Truck Routes

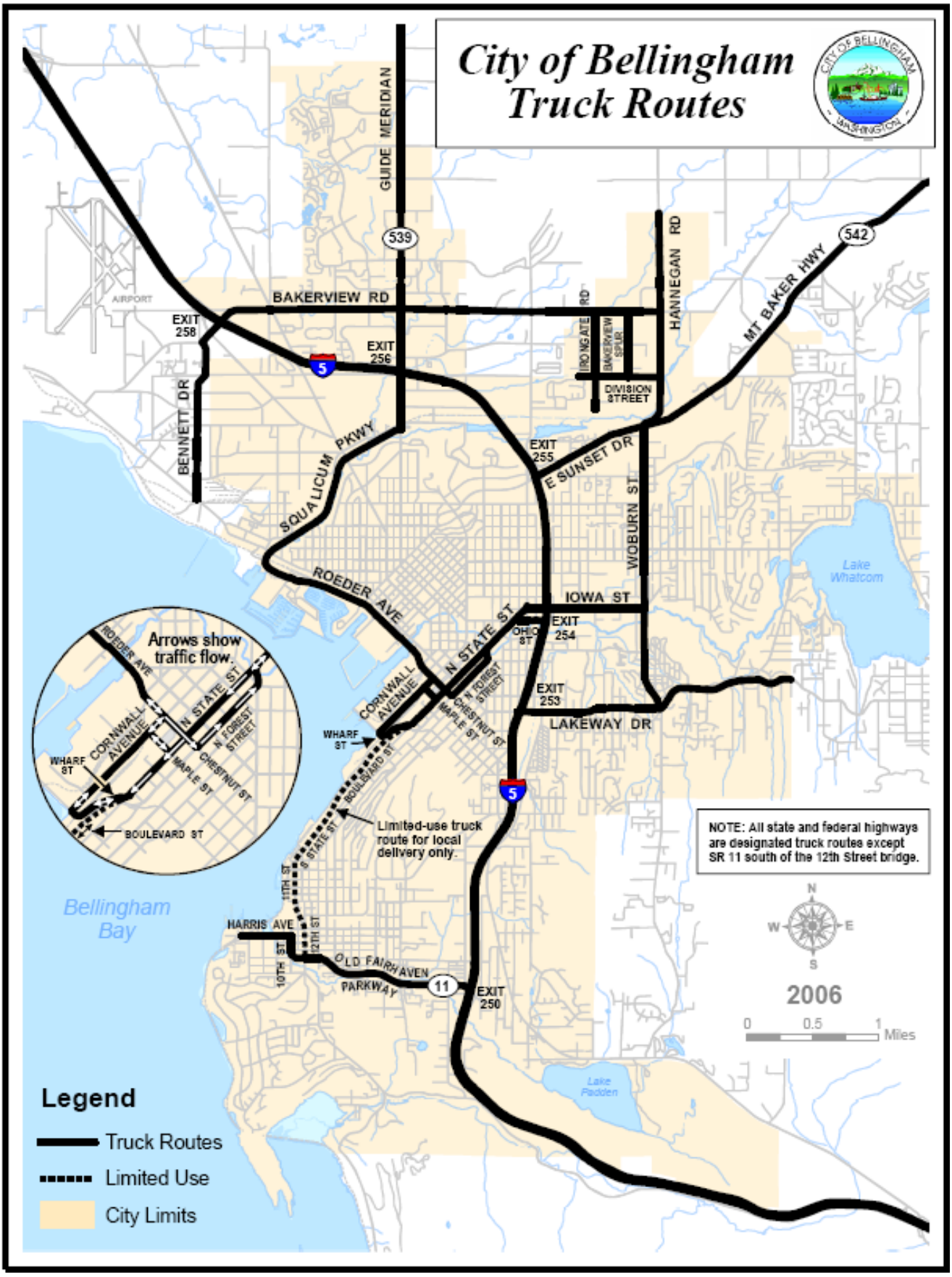
COLLECTOR ARTERIALS: Provide for the traffic needs within neighborhoods. Pedestrian and bicycle facilities are necessary for efficient transportation within neighborhoods. Traffic volumes on these streets range from 1,500 to 5,000 vpd. Design standards require two lanes of moving traffic, with bicycle and pedestrian facilities within a 60 to 80 foot wide right-of-way. Pavement widths typically range from 28 to 46 feet and speed is generally limited to 25 miles per hour. Examples of collector arterials include Birchwood Avenue, Cedarwood Avenue, Deemer Road, Kellogg Road, Aldrich Road, Puget Street, Broadway, Forest Street, Willow Road, Donovan Avenue, North Shore Drive and Barkley Boulevard.

Washington State Highway portion of the transportation network.

LOCAL ACCESS NEIGHBORHOOD STREETS: Provide direct access to individual residences. Local access roads are low speed, low volume roadways with frequent property access crossings. Local design standards require a minimum 60 foot right-of-way (50 feet for cul-de-sacs) with two lanes on 20-36 feet of pavement (28 foot pavement width is most often used). Curbs, gutters and sidewalks are required on all but minimum standard (20' wide) streets. Pedestrian and bicycle safety is a necessary consideration on all streets.

TRUCK ROUTES: A safe, efficient, all-weather truck route is an important asset to any community. Shipping freight and consumer goods must be transported from manufacturing points of origin and ports of entry to a wide variety of delivery points throughout the City. In Bellingham, the truck route is designated in BMC 11.63.140, and shown on Map T.2.

State Highways


City of Bellingham
Truck Routes
GUIDE MERIDIAN
539
BAKERVIEW RD
AIRPORT
EXIT 258
EXIT 256
BENNETT DR
SQUALICUM PKWY
IRONGATE RD
BAKERVIEW SPUR
DIVISION STREET
HANNEGAN RD
MT BAKER HWY
542
EXIT 255
E SUNSET DR
WOBURN ST
ROEDER AVE
IOWA ST
EXIT 254
N STATE ST
OHIO ST
CORNWALL AVENUE
N FOREST STREET
CHESTNUT ST
MAPLE ST
EXIT 253
LAKEWAY DR
WHARF ST
BOULEVARD ST
Arrows show traffic flow.
Limited-use truck route for local delivery only.
S STATE ST
11TH ST
10TH ST
12TH ST
HARRIS AVE
OLD FAIRHAVEN PARKWAY
11
EXIT 250
Bellingham Bay
Lake Whatcom
Lake Padden
NOTE: All state and federal highways are designated truck routes except SR 11 south of the 12th Street bridge.
N
W
E
S
2006
0
0.5
1
Miles
Legend
Truck Routes
Limited Use
City Limits

Comments

Interstate 5 is a major barrier to the Bellingham pedestrian and bicycle network.

In Whatcom County, the state highway system includes one freeway, Interstate 5; and seven state highways: SR 9 (Canadian Border – King County), SR 11 (Chuckanut Drive), SR 539 (Guide Meridian), SR 542 (Mount Baker Highway), SR 546 (Badger Road), SR 548 (Grandview Road-Blaine Road), and SR 543 (Blaine Truck Crossing). State highways play a very important role in the County, Bellingham and UGA street network (See Figure 4.x). In fact, with the exceptions of Hannegan Road and Lakeway Drive, all major points of entry into and through Bellingham are state highways.

Interstate 5 is the major north-south connection for the west coast of the United States. It provides connections to Vancouver, B.C. to the north and Seattle, Olympia, Portland, Sacramento, Los Angeles, and Tijuana, Mexico to the south. SR 9 is indirectly connected to Bellingham via SR 542 (Mount Baker Highway) and provides connections between Canada, Sumas, eastern Whatcom County, and north King County. SR 11 (Chuckanut Drive) connects Bellingham to Skagit County, SR 539 (Guide Meridian) connects Bellingham to Lynden and Canada, and SR 542 (Mount Baker Highway) connects Bellingham to eastern Whatcom County and the Mount Baker Snoqualmie National Forest recreational lands and wilderness areas. All of these highways fall under the administration of the Washington State Department of Transportation (WSDOT). Long-range improvements to state highways in the Bellingham UGA are listed in Washington's Transportation Plan 2003-2022.
While state highways allow a large volume of vehicle traffic to move people and goods into and through Bellingham, they can also create an impediment to efficient, safe functioning of the bicycle and pedestrian networks and pedestrian/transit connections. The barrier created by I-5 creates a need for planning and engineering to ensure safety and egress for bicycles and pedestrians to cross (For example: the Bay to Baker Trail).

Many of the state highways that serve as intra-city arterials do not have adequate bicycle and pedestrian facilities and the large volume of motor vehicle traffic creates obstacles in connecting neighborhoods and in achieving a connected and continuous bicycle and pedestrian network. State highway maintenance can also create challenges and safety concerns for bicyclists.

The City continually strives to provide well-connected bicycle and pedestrian facilities

WSDOT Access Management

In 1991, the legislature enacted Washington access control legislation. Under WAC Chapter 468-52, the Washington State Department of Transportation (WSDOT) was charged with the implementation of the access control classification system and

Comments

the establishment of standards and procedures for the regulation and control of ingress to and egress from the State Highway System. Key among the specifications are the spacing of access points for intersections and private driveways. The classification system consists of five categories or classes, which manage access to adjacent properties. The Guide Meridian is identified as being Class 3 within Bellingham's UGA and the Urban Fringe Subarea. This classification scheme requires that development be carefully planned for new access points, driveways be consolidated wherever possible, and rear lot line routes of entry be used wherever feasible. The City of Bellingham requires driveways to be a minimum of 300 feet apart on arterials, such as the Guide Meridian, but encourages a distance of 600 feet wherever possible.

Bicycle and Pedestrian Facilities

See Map T3, Bicycle Routes

Bellingham's transportation system has evolved into a multi-modal network designed for passenger and freight vehicles, bicycles, pedestrians, and transit riders. While there are missing links in the bicycle and pedestrian networks, on- and off-street bicycle facilities link many neighborhoods, parks, schools, the downtown area, Fairhaven, and other commercial centers, and a complete trail system exists along several major greenway corridors including the Interurban, South Bay, Whatcom Creek, and Squalicum Creek (Bay-To-Baker) Trails.

Bicycle and Pedestrian Advisory Committee

In addition to the 100 miles of arterial streets, there are currently 258 miles of pedestrian sidewalks and numerous enhanced pedestrian street crossings located at non-signalized intersections. Bellingham Comprehensive Plan policy is to include sidewalks and marked bicycle lanes on all new and, where possible, on reconstructed arterial roads.

WTA Public Transit Service

Currently Bellingham has 21 miles of marked bicycle lanes, 27 miles of additional unmarked bicycle routes, and 34 miles of developed off-street, multi-use trails providing alternative transportation connections for both bicyclists and pedestrians. In addition, Bellingham currently has 6 grade-separated street crossings available for bicyclists and pedestrians.

Generally, bicycle facilities are classified as follows:

- On-Street Marked Bicycle Lanes;
- On-Street Unmarked Bicycle Routes;
- Off-Street Marked Trails;

The City of Bellingham has an active Bicycle and Pedestrian Advisory Committee (BPAC), which has been instrumental in

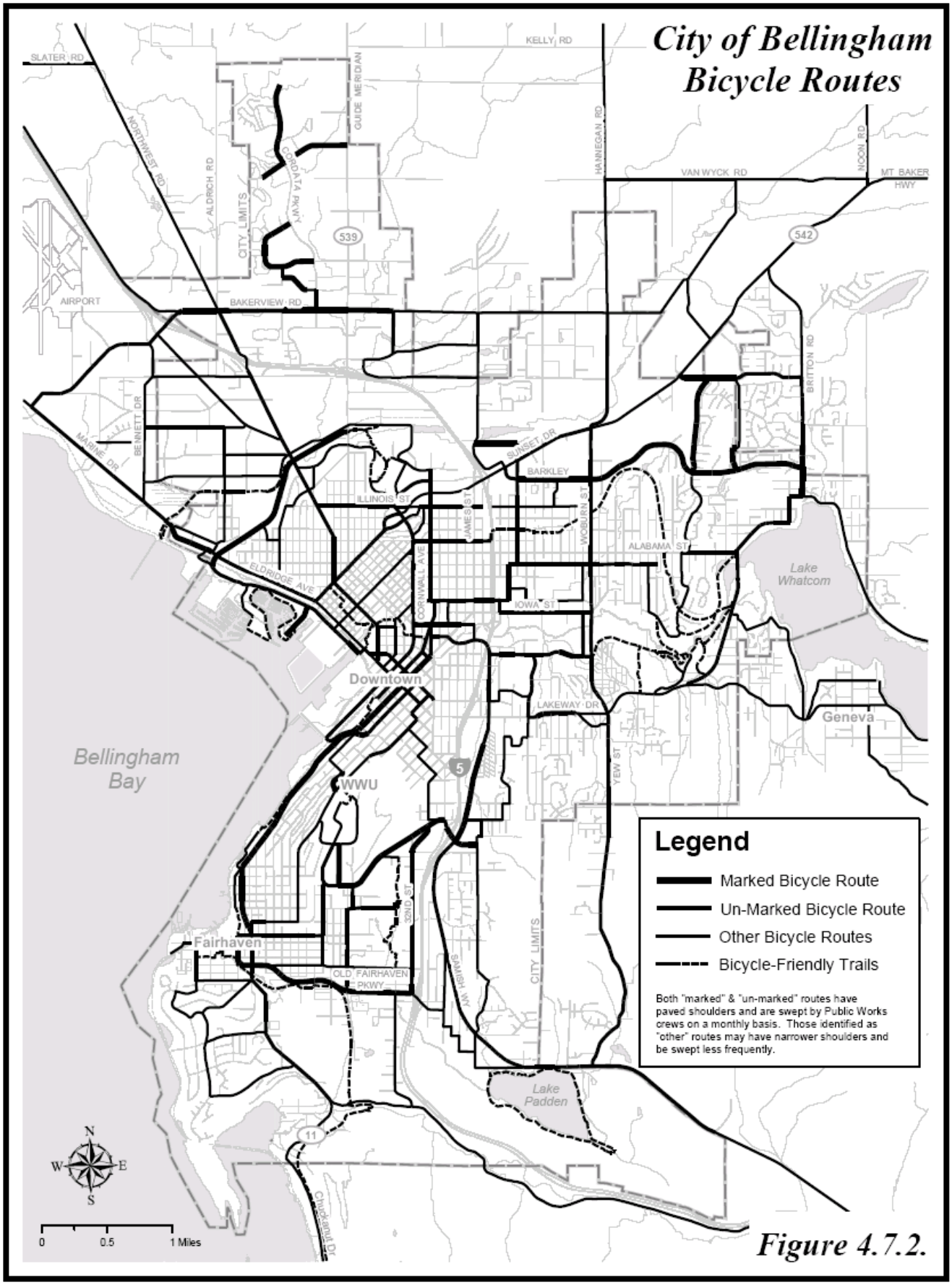

City of Bellingham
Bicycle Routes
SLATER RD
KELLY RD
NORTHWEST RD
ALDRICH RD
CITY LIMITS
GUIDE MERIDIAN
MEADOWDALE PKWY
HANNEGAN RD
VAN WYCK RD
NOOKSACK RD
MT. BAKER HWY
539
542
AIRPORT
BAKERVIEW RD
BRITTON RD
BENNETT DR
MARINE DR
SUNSET DR
BARKLEY
ILLINOIS ST
JAMES ST
WOBURN ST
ALABAMA ST
Lake Whatcom
ELDRIDGE AVE
IOWA ST
Downtown
LAKEWAY DR
Geneva
Bellingham Bay
WWU
5
YEW ST
Fairhaven
12TH ST
OLD FAIRHAVEN PKWY
CHUCKANUT DR
CITY LIMITS
Lake Padden
11
N
W
E
S
0
0.5
1 Miles
Legend
Marked Bicycle Route
Un-Marked Bicycle Route
Other Bicycle Routes
Bicycle-Friendly Trails
Both "marked" & "un-marked" routes have paved shoulders and are swept by Public Works crews on a monthly basis. Those identified as "other" routes may have narrower shoulders and be swept less frequently.

Figure 4.7.2.

Comments

advocating for a well-connected pedestrian network and additional miles of bicycle lanes on arterials within the City. Based on BPAC recommendations, the City has identified approximately 120 bicycle and pedestrian improvement projects for the 20-year planning period, listed in Part 4 of this Transportation Element. Bellingham will continue to emphasize this multi-modal approach in the future to enhance infill development and to make sure that all parts of the City are well connected via a multi-modal transportation network.

Whatcom Transportation Authority (WTA)

Whatcom Transportation Authority (WTA) provides a range of transportation services within its Public Transportation Benefit Area (PTBA), which is 99%+ of the populated areas of Whatcom County. WTA has a Governing Body comprised of a 9-member Board of Directors with the Whatcom County Executive; one Whatcom County Council member; the Mayor of Bellingham; two Bellingham City Council members; one elected representative each from the cities of Blaine, Ferndale, and Lynden; and one shared representative for Everson, Nooksack, and Sumas.

WTA 2004 Strategic Plan

WTA services are largely funded by 0.6% sales tax levied within the PTBA, as well as by fare box revenue. The 2004 Operating Budget was approximately $16 million. WTA's services include Fixed-Route, Paratransit, Dial-A-Ride, "Flex" Service, Vanpool, Community Use vans, Rideshare Assistance and Park and Ride lots. In 2004 approximately 3.1 million passenger trips were provided on all services combined (90% on Fixed-Route service). WTA's administrative offices and bus storage and maintenance facilities are located at 4111 Bakerview Spur Rd. In addition WTA owns two park & ride lots, one in Ferndale at the intersection of I-5 and exit 260, and one in Lynden at 19th & Front Streets.

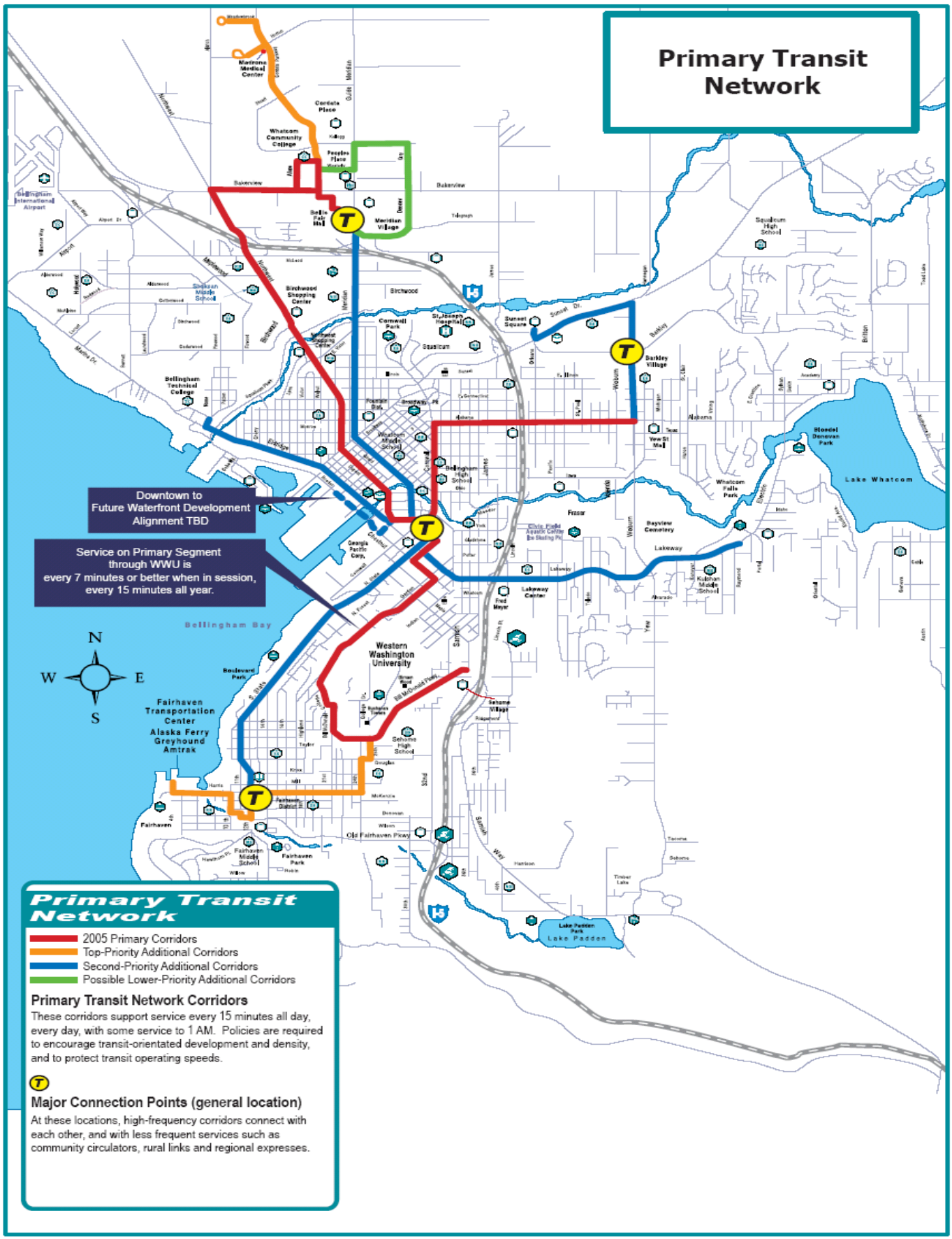
Four active WTA high-frequency transit routes with service every 15 minutes in both directions.

See Map T4, WTA Primary Transit Network

Most WTA Fixed-Route services operate approximately 13 hours per day Monday through Friday with service every 30 or 60 minutes in Bellingham, Blaine, Ferndale and Lynden (less in very rural areas, more around WWU). Service is reduced on all Saturday routes to 9 hours per day. Sunday and Evening service is offered on six routes. Sunday service spans approximately 10 hours per route per day. ADA mandated Paratransit service mirrors the Fixed-Route schedule with service for persons with disabilities and the elderly. The more rural areas of the County have a variety of services to meet their needs. Flex service is offered up the Mt. Baker Highway to Kendall and north through Everson, and Nooksack to Sumas. Dial-A-Ride service is offered in the Blaine and Birch Bay areas. Safety Net service is offered in the remaining areas of Whatcom County on a limited basis.

Additional Future High-Frequency Transit Corridors

The current rolling stock includes 44 Fixed-Route buses, 35


Primary Transit Network
Downtown to Future Waterfront Development Alignment TBD
Service on Primary Segment through WWU is every 7 minutes or better when in session, every 15 minutes all year.
N
W
E
S
Bellingham Bay
Western Washington University
Fairhaven Transportation Center
Alaska Ferry
Greyhound
Amtrak
Lake Whatcom
Lake Padden
Primary Transit Network
2005 Primary Corridors
Top-Priority Additional Corridors
Second-Priority Additional Corridors
Possible Lower-Priority Additional Corridors
Primary Transit Network Corridors
These corridors support service every 15 minutes all day, every day, with some service to 1 AM. Policies are required to encourage transit-orientated development and density, and to protect transit operating speeds.
Major Connection Points (general location)
At these locations, high-frequency corridors connect with each other, and with less frequent services such as community circulators, rural links and regional expresses.

Comments

Paratransit buses and 23 vanpool vans. All vehicles, other than vanpool vans, are wheelchair equipped. All Fixed-Route buses, along with many Paratransit vehicles and vanpool vans are equipped with bicycle racks, holding 2-3 bikes.

Port of Bellingham facilities and services

WTA completed a long range strategic plan in 2004 with a significant service increase and redesign. The most prominent feature of the strategic plan is a "Primary Transit Network", the first phase of which designates high frequency corridors with buses running 4 times per hour (15-minute headways) in both directions as follows:

1.) Northwest Avenue from downtown north to West Bakerview Road to Bellis Fair Mall;

2.) Cornwall Avenue from downtown north to Alabama Street and Alabama Street east to Woburn Street;

3.) Indian Street south from downtown, around Western Washington University, and Bill McDonald Parkway east to Samish Way; and

4.) By mid-2006, WTA will provide high-frequency service along Boulevard between Downtown Bellingham and Fairhaven.

Additional corridors have been identified for future high frequency routes, but will not be added to the Primary Transit Network until financial resources allow. These are identified as "Top-Priority Additional Corridors," "Second-Priority Additional Corridors," and "Possible Lower Priority Additional Corridors" (See Map T.4.).

Boat marina

Port of Bellingham

The Port of Bellingham operates a variety of facilities within Bellingham and the Urban Fringe, including Squalicum Harbor, Whatcom International Shipping Terminal, the Fairhaven Terminal and Bellingham International Airport. These facilities support a full range of activities including freight and passenger movement, retail businesses, industrial production, commercial services, recreation, foreign trade and tourism. Access to these facilities covers different modes of transportation including air, water, rail, trucking and commercial buses.

Shipping facilities

Marine Transportation

The Port of Bellingham operates a variety of facilities within Bellingham and the Urban Fringe Subarea. These facilities support a full range of activities including freight and passenger movement, retail businesses, industrial production, commercial services, recreation, foreign trade and tourism, and large ship and boat construction, maintenance and repair facilities around Bellingham Bay, which require specialized facilities and locations. Access to these facilities uses different modes of transportation including air, water, rail, trucking, commercial busses, pedestrian,

Comments

bicycle, transit, taxis and private motor vehicles.

Multi-modal transportation center

Squalicum Harbor

Located on 327 acres, the Squalicum Harbor facilities include the Harbor Center building, two retail malls, two yacht clubs, a major hotel complex, several restaurants, industries, and fish processors, and a regional U.S. Coast Guard station. A year-round public moorage facility with capacity for 1,650 commercial and pleasure boats is located on 207 acres at the harbor. There is also a public boat launch with parking for 96 car/truck-trailer combinations. In addition to permanent moorage facilities, there are 1,500 feet of visitor berthage available for transient vessels. The Squalicum Harbor multi-use trails connect to city trails.

Bellingham airport

Whatcom International Shipping Terminal (WIST)

Located in Downtown Bellingham, WIST is a year-round marine cargo facility with three berthing spaces for cargo ships. Warehouse space of some 90,000 sq feet is available to service cargo movement and storage and product processing. A rail spur connects the facility to a Burlington Northern Santa Fe mainline in front of the site. Commodities handled at WIST include aluminum ingots, liquid chemicals, lumber, fertilizer and automobiles. The Port and City of Bellingham formed the Waterfront Futures Group in 2003 and are working together to plan the future use of the City's waterfront; how to provide multi-modal access to the waterfront; and how to integrate the waterfront with downtown Bellingham in the 21st century to take advantage of this deep water asset.

San Juan Airlines
Horizon Airlines
Allegiant Airlines
Delta Airlines

Fairhaven Transportation Center

The Fairhaven Transportation Center is located on the city's south side and includes the Bellingham Cruise Terminal, dry docks, seafood processing plants, and a public boat launch. This multi-modal transportation facility serves passengers arriving and departing by Greyhound bus, Amtrak Cascades rail service, the Alaska Marine Highway ferry service, and privately operated commuter ferries to and from the San Juan Islands and local passenger charter vessel operations. WTA bus service and taxi service is available at the Fairhaven Transportation Center and the location provides easy access to state highways, Interstate 5 and local medical and education services.

Air Transportation - Bellingham International Airport

Bellingham International Airport (BLI) is owned and operated by the Port of Bellingham and is classified as a commercial service airport providing scheduled and charter air service to the public, and general Aviation facilities and services to the community and region. The Bellingham International Airport is located in the UGA adjacent to Bellingham's northwestern city limits, four miles northwest of downtown Bellingham and four miles southeast of downtown Ferndale.

Comments

The airport was originally built as a federal facility in 1941 and was constructed with three runways; two runways have since been closed. The north-south runway remains open and provides adequate annual operational coverage for all aircraft currently using the airport. There are four air carriers that fly into Bellingham. Two air carriers provide passenger service to several locations in the region. This consists of light aircraft service to island destinations west and southwest of Bellingham, and direct service to Seattle. A third carrier provides service between Bellingham and Las Vegas, Nevada four times per week. There are currently 11 daily commercial flights. A fourth carrier provides direct twice-daily service between Bellingham and Salt Lake City, Utah. Additional air carriers may be sought for increased connectivity, scheduling, and destination access. Charter operators also provide air service using jet transport-class aircraft such as the MD-80-series and Boeing 737-series aircraft.

Burlington Northern Santa Fe Railroad

The airport property consists of an irregularly shaped parcel of land bounded on the east by Interstate 5, on the south by Airport Road, Bancroft Road and the Burlington Northern Santa Fe Railroad, on the west by Wynn Road and the Curtis Road industrial area in the westernmost UGA and on the north by the Interstate Northwest Industrial Area and the Ferndale UGA. Opportunities to extend the airport's runway are severely constrained by existing roads, including I-5 to the north. There is some potential to extend airport property to the west into rural Whatcom County; however, the Port presently has no plans for expansion.

Amtrak Rail Service

Existing facilities at the airport include the terminal building and parking lot with over 600 short-term and long-term spaces, a fire station, a U.S. Customs inspection station, a maintenance compound, and general aviation area. The 2004 Airport Master Plan indicates that the airport passenger terminal building is inadequate, especially with new security requirements, and will have to be expanded in the future. For detailed information on future plans at Bellingham International Airport, see the June 2004 Airport Master Plan and supporting documents. Airporter Shuttle and Quick As Air Coach Lines provide connecting bus service to SeaTac and the Vancouver Airport and destinations in between.

Historic Train Station

Rail Transportation Facilities and Services

Waterfront Futures Group.

As was the case with many cities in the western United States, railroads played a significant role in Bellingham's early development. Although the City has little control over the railroads within its boundaries, the railroads do have significant impacts on the community. Industrial land use patterns in and

Comments

near Bellingham are interrelated with rail lines in the City and rail service to the Port's industrial areas is an essential link in the transportation system. The Burlington Northern Santa Fe Railroad operates freight trains serving Bellingham.

Amtrak operates passenger trains between Portland, Seattle, and Vancouver, B.C. The Amtrak station in south Bellingham is part of the Fairhaven Transportation Center and provides an important link with the Greyhound bus terminal, Amtrak Cascades rail service, the Alaska Marine Highway ferry service, privately operated commuter ferries to and from the San Juan Islands and WTA bus service. The location also provides easy access to state highways and Interstate 5. Railroad tracks can sometimes create a barrier to safe bicycle and pedestrian access to the waterfront and trail system to and along the waterfront. Opportunities to develop grade-separated railroad crossing should be explored wherever feasible.

The old Great Northern rail passenger station, at the foot of "D" Street, now owned by Burlington Northern Santa Fe, is one of a several sites in Bellingham that has been listed on the National Register of Historic Places. As the Old Town and Central Waterfront areas are rezoned and redeveloped, this station could be refurbished and integrated into the revitalization of these neighborhoods.

Whatcom Council of Governments (WCOG)

The December 2004 Waterfront Action Plan from the Waterfront Futures Group calls for improving waterfront access as follows:

Establish a comprehensive inventory of opportunities related to rail access and railroad facilities.

The Waterfront Advisors should establish priorities for action and designate lead and participant agencies.

- Explore options for moving or covering portions of the railroad tracks
- Explore future location of a multimodal rail station in the center of the city
- Evaluate options for improving railroad operation and safety
- Evaluate approaches to mitigate railroad impacts
- Preserve the revised railroad corridor for future transportation needs

Whatcom Council of Governments (WCOG)

The Whatcom Council of Governments (WCOG) is responsible for urban transportation planning in Whatcom County. This responsibility is established by Title 23 (Highways), and Title 49

Comments

(Transportation), Code of Federal Regulations. The Governor of Washington designated WCOG as the Metropolitan Planning Organization (MPO) responsible for carrying out federal transportation requirements and as the Regional Transportation Planning Organization (RTPO) responsible regional transportation planning requirements imposed by the Growth Management Act (GMA).

Link between Land Use and Transportation Elements

Complex interaction between infill and traffic congestion

Multiple mode choices

Pedestrian and bicycle network

WTA Transit network

In October 2001, WCOG completed the Whatcom Transportation Plan (WTP) for Whatcom County. The WTP consolidates and updates the 1996 Metropolitan and Regional Transportation Plans (MTP and RTP) into one Plan. The WTP meets the combined transportation planning requirements imposed by Federal and State transportation agencies including the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), the 1998 Transportation Equity Act for the 21st Century (TEA-21) and the Washington State GMA. The WTP was adopted by the RTPO and MPO Policy Boards and will be referenced as the regional component of City and County Comprehensive Plan Transportation Elements.

The WTP consists of three basic components: 1) a comprehensive set of policies for roadways, public transportation and non-motorized transportation, 2) a set of recommendations for each mode, and 3) lists of future transportation projects. Specific transportation improvement projects are detailed in three sections: 1-3 year projects, 4-6 year projects, and 7-20 year projects. The 2001 Plan was developed without benefit of a working, calibrated transportation demand model. The need for such a model to portray and analyze transportation and land use growth scenarios, as well as system improvement alternatives is evident. WCOG is in the process of developing a regional, bi-national model that will have the capacity to represent, and analyze, forecast transportation scenarios. Future revisions of the plan will include comprehensive, in-depth computer-based traffic analyses.

PART 3: THE LAND USE – TRANSPORTATION LINK

Automobiles will continue to dominate the transportation network

The Land Use Element outlines a land use strategy that encourages mixed use buildings, neighborhood centers, and urban villages, within or near neighborhoods, that will provide City residents with more opportunities to walk, bike, or ride transit when making short trips for convenience goods and services. The Transportation Element supports the land use strategies in the Land Use Element by identifying deficiencies and needed connections in the pedestrian, bicycle, and arterial/transit network.

As described in the Land Use Element, Bellingham envisions the

Comments

establishment of several urban villages over the 20-year planning period that will contain a mix of residential units, shopping, services, employment centers, and recreational amenities. If this mix is realized, then more residents, employees, and visitors within or near these villages may choose to walk, bicycle, use trails, and ride public transit more often than using private automobiles. A well-connected sidewalk, trail, and bicycle route network will provide better opportunities for people to walk and ride for shorter trips. The findings from the 2004 FTA/Social Data study of Bellingham travel behavior support this (See below).

Vehicle traffic in Urban Villages

In July 2005, WTA implemented a Primary Transit Network that provides high-frequency public transit on City arterials to connect urban villages and employment centers. This increased and convenient high-frequency public transit may help to reduce private automobile trips. In fact, research suggests that public transit becomes more sustainable at densities higher than 10 – 12 units per acre. WTA's Primary Transit Network and Bellingham's infill land use strategy will complement each other to provide a viable alternative to the private automobile for longer in-city trips.

Traffic congestion on entry/exit points of City

Congestion and market-based parking fees as disincentive to exclusive auto use

It is not realistic to assume that most people will stop driving automobiles or that large percentages of people will use alternative transportation modes until alternative modes become more viable and convenient. There are economic and geographic realities to travel behavior including housing affordability, preference for rural living, employment locations, busy family schedules, and individual shopping, restaurant, and entertainment preferences that will continue to make the private automobile more convenient than other modes of transportation.

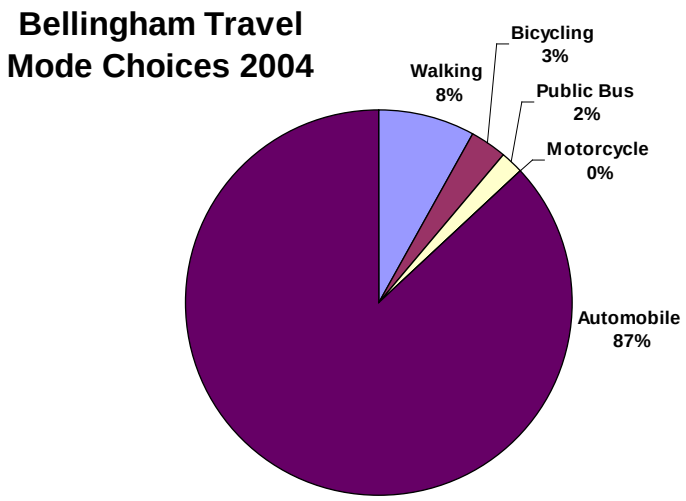
Bellingham travel mode choices from findings of 2004 FTA/Social Data study

If Urban Villages are designed to be mixed use employment, shopping, entertainment, and residential areas, then there will also likely be vehicle traffic attracted to and generated from each of the urban villages. This will generate traffic congestion on the arterial streets that serve the urban villages. The arterial streets serving these Urban Villages should be designed primarily as places for people rather than as places dominated by automobiles. Urban villages need to be well-served by facilities for all modes of transportation: pedestrian, bicycle, transit, and automobile.

It is also assumed that there will be significant in-bound and out-bound traffic congestion on roads entering and exiting the City due to the 'drive until you can afford to buy' housing phenomenon, described below, and the dominance of Bellingham as the regional employment, shopping, and entertainment center of Whatcom County (see Graphic "Employment Centers in Whatcom County").

See Table T1, Travel Mode Choice Pie Chart

See Table T2, Total Trips by Travel Mode



Source: 2004 FTA/Social Data Study for Bellingham.

Table T-2. Total Trips by Travel Mode, 2004	
Travel Mode	**Percent of Total Trips**
Walking	**8%**
Bicycling	**3%**
Public Transit Bus	**2%**
Motorcycle	**0% (Less than 0.5%)**
Automobile	**87%**

Source: 2004 FTA/Social Data Study for Bellingham.

Comments

Increased traffic congestion on arterial streets and market-based parking policies, as well as fuel costs, may create disincentives to the exclusive use of private single-occupant automobiles, but viable and convenient alternative modes of transportation (Safe sidewalks, well-connected bicycle lanes, well-connected trails, and high-frequency transit) must be available for these to be successful (See Transportation Demand Management section, below). Bellingham's multimodal focus on Transportation Concurrency requirements will help to assess, complete, and enhance the multimodal transportation network while also supporting the infill land use strategy of the Comprehensive Plan. Successful infill development will support WTA transit service and will provide more opportunities for people to reduce automobile trips.

See Graphic T2, Bellingham Travel Mode Choices 2004 Percent of Total Trips by Distance

See Table T3, Percent of Total Trips by Distance

Bellingham Travel Mobility Behavior Study

In 2004, the Federal Transit Authority (FTA) chose Bellingham as one of four U.S. cities to conduct a pilot project to study travel behavior. The FTA sponsored and funded transportation expert Werner Brog's Social Data America company to conduct surveys and an intensive "Individualized Marketing" campaign from June through September 2004. The study targeted the residents of the Columbia, Lettered Streets, Roosevelt, and Sunnyland Neighborhoods in the heart of Bellingham. All of these neighborhoods have sidewalks, street trees, and grid street systems in the Pre-WWII traditional neighborhood style. Even so, the study revealed that travel behavior here appears to be dominated by the private automobile, consistent with travel behavior in other cities throughout the United States.

Travel Mode Choices

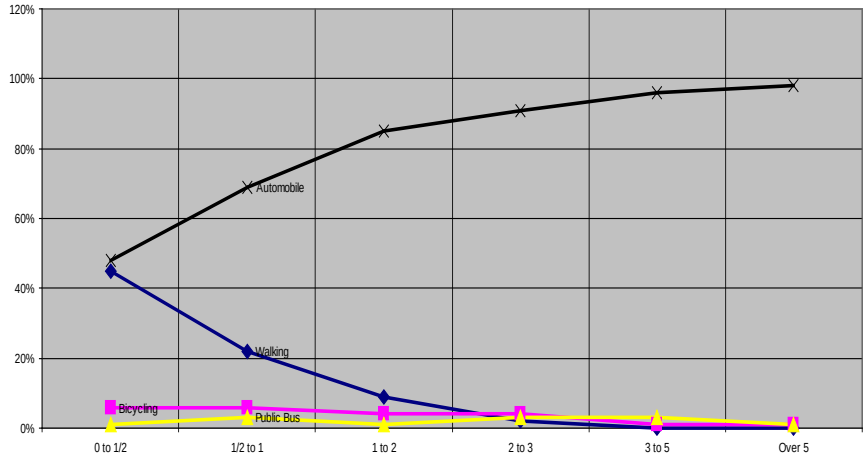
The citizens of Bellingham have invested a lot of money to build interconnected trails, boardwalks, overpasses, bicycle lanes, sidewalks, and a public transportation system and yet the overwhelming travel mode of choice is the private automobile. The 2004 FTA/Social Data study revealed that 87% of total trips made during the summer of 2004 were by automobile while non-automotive travel modes accounted for only 13% of all trips (See pie chart below). The study noted that the results for Bellingham are consistent with findings from other U.S. cities as well as U.S. Census 2000 "Journey to Work" data, and recommended "Individualized Marketing" as one of the primary means to effect transportation mode shift.

Table T.4. Purpose of Vehicle Trip by Distance

Percent of Total Trips by Mode and Distance Traveled

The 2004 FTA/Social Data study showed that for short trips of less than ½ mile, 51% of total trips were made by walking (45%) and bicycling (6%). As trip length increased from ½ mile to 5 miles, however, the percent of trips made by walking decreased significantly. Bicycle use was consistent from 6% to 4% of total

Bellingham Travel Mode Chocies 2004
Percent of Total Trips by Distance (In Miles)



Source: 2004 FTA/Social Data Study for Bellingham.

Table T-3. Percent of Total Trips by Mode and Distance (In Miles)						
Travel Mode	**0 - ½.**	**½ - 1**	**1 - 2**	**2 - 3**	**3 - 5**	**5 +**
Walking	**45%**	**22%**	**9%**	**2%**	**0%**	**0%**
Bicycle	**6%**	**6%**	**4%**	**4%**	**1%**	**1%**
Public Bus	**1%**	**3%**	**1%**	**3%**	**3%**	**1%**
Automobile	**48%**	**69%**	**85 %**	**91 %**	**96%**	**98%**

Source: 2004 FTA/Social Data Study for Bellingham.

Comments

Explains purpose, function, and limitations of predictive transportation model. Public Works and Planning staff constructed a 2004 transportation model using population and employment data from 2002.

trips up to 3 miles, but use decreased significantly for trips longer than 3 miles. Public transit use was consistent at 3% for trips of between 2 – 5 miles. For trips of over 5 miles in length, 98% of all trips were made by automobile (See graph, below).

Purpose of Vehicle Trips by Distance Traveled

The 2004 FTA/Social Data study reported Shopping and Services (34%), Leisure (29%), Work (26%), and Other (11%) as the dominant purposes for annual private automobile trips made entirely within Bellingham. The study also found that of all private automobile trips made entirely within Bellingham, 15% were between 0 and 1 mile in length, with 46% for shopping and services, 23% for leisure, 19% for work, and 12% for other purposes.

See Map T5, Traffic Flow

Table T – 4. Purpose of Vehicle Trip by Distance (In Miles)						
Purpose	**Trip Distance in Miles**					
	0-1	**1-2**	**2-3**	**3-5**	**5+**	**% of Total**
Total Trips	117	141	125	211	188	782
Work	19%	24%	26%	26%	31%	26%
Shopping /Services	46%	38%	35%	30%	27%	34%
Leisure	23%	30%	30%	32%	29%	29%
Other	12%	8%	9%	12%	13%	11%

Source: 2004 FTA/Social Data Study for Bellingham.

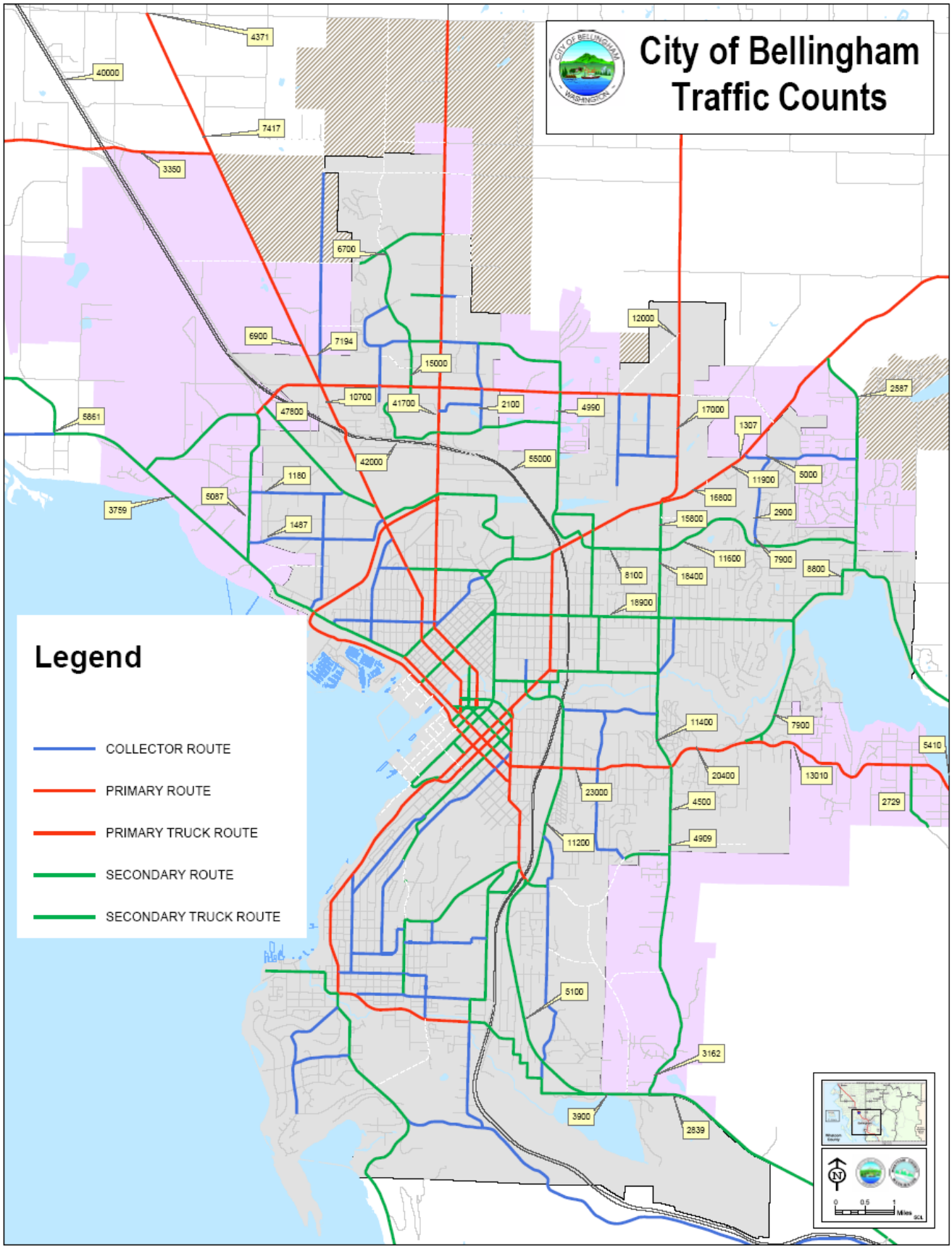
This cautionary note is added to remind readers that the results of a transportation modeling exercise are only as good as the assumptions that the model is built on.

The findings from the 2004 FTA/Social Data study suggest that if shopping and convenience services, employment centers, and recreational uses, are integrated into residential neighborhoods, then there may be potential to encourage non-automotive travel mode choices for short distance trips.

Travel Demand Forecast Model and Level of Service for Motorized Vehicles

Peak Hour LOS E for arterials measured at p.m. peak hour

In order to determine and evaluate the ability of the arterial street system to respond to current and future vehicle traffic demand, the City has developed a travel demand forecast model for Comprehensive Plan updates. The model synthetically evaluates vehicle traffic impacts on the arterial transportation system based on land use assumptions, employment data, the physical configuration of the street network, and vehicle traffic data imported into the model. The model distributes vehicle traffic and compares traffic volume to the assigned design capacity of the


City of Bellingham
Traffic Counts
Legend
COLLECTOR ROUTE
PRIMARY ROUTE
PRIMARY TRUCK ROUTE
SECONDARY ROUTE
SECONDARY TRUCK ROUTE
4371
40000
7417
3350
6700
6900
7194
15000
12000
2587
10700
41700
2100
4990
17000
1307
47800
5861
42000
55000
11900
5000
1180
5087
16800
3759
15800
2900
1487
11600
7900
8800
8100
18400
18900
11400
7900
5410
20400
13010
23000
4500
2729
11200
4909
5100
3162
3900
2839

Comments

streets. The ratio of volume to capacity is the foundation for determining Peak Hour LOS for motorized vehicles.

The transportation model can be used to determine the current vehicle volume to capacity status with regard to peak Hour LOS, and to predict any future vehicle volume to capacity status by importing information that is representative of the time period for which information is desired. The transportation model is primarily used for evaluating, determining and planning the future needs of the arterial transportation system for long-range Comprehensive Plan updates. Base year assumptions, traffic volumes, and design capacities greatly influence the outcome of the forecasts of future conditions on motor vehicle traffic on the transportation network. As per GMA, the City uses the travel demand forecast model to assist in updating the Transportation Element every 7 years.

This section describes the national transportation industry standard method of calculating peak hour LOS for arterial streets.

It is important to note that predicting the future is an imprecise science and that all transportation models are built upon a variety of assumptions for future land use, employment, and vehicle travel behavior. Transportation model analysis is essentially an extrapolation of known and observed trends into the future. The model is built on several assumptions, including total build-out occurring within a specified period and the continuation of current land use, employment, and transportation trends. Based on these basic assumptions, the model forecasts how vehicle trips will be distributed across the transportation network and where road capacity problems may occur.

See Graphic T3, PM Peak Traffic Volumes

Peak Hour Level of Service (LOS) Standards

Adopting an appropriate level of service (LOS) for the community is required under the Growth Management Act. Bellingham's adopted LOS standard is "Person Trips Available by Concurrency Service Area" based on arterial and transit capacity for motorized modes and on the degree of network completeness for pedestrian and bicycle modes, as listed below. The individual mode weight factors for each transportation mode available in each Concurrency Service Area are listed in Table 1. Of BMC 13.70 Transportation Concurrency Management Ordinance.

Explanation of LOS to clarify WHAT is being measured for Peak Hour LOS

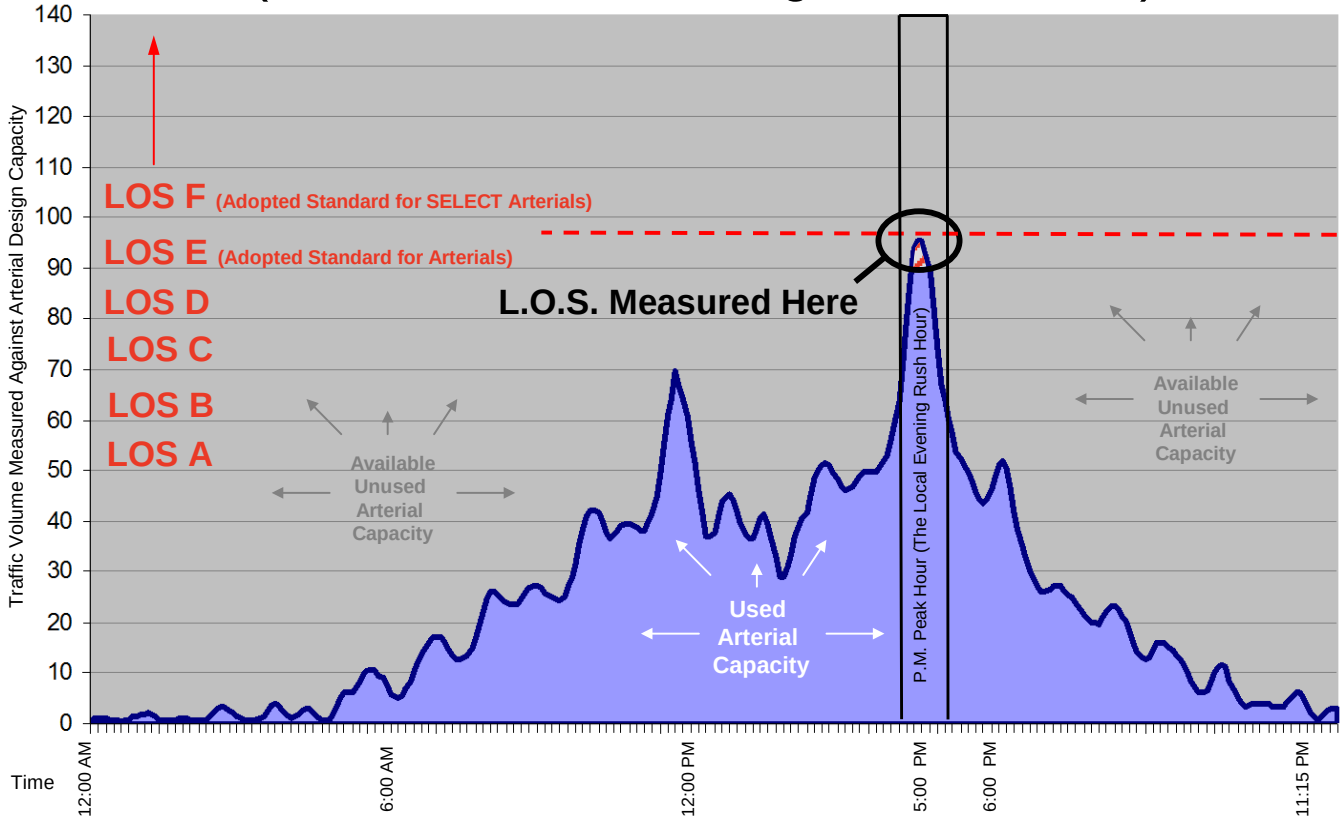
Motorized Transportation Modes

- **Arterial Streets:** Peak Hour LOS Person Trips Available (PTA) during weekday p.m. peak hour based on data collected at designated Concurrency Measurement Points for each Concurrency Service Area;

The LOS categories are established by the Transportation Research Board in the Highway Capacity Manual, 2000 (TRB, HCM 2000, p 10-5).

- **Transit:** Determine seated capacity, measure ridership, and equate to person trips available via public transit

P.M. Peak Traffic Volumes
(The Local Evening Rush Hour)



Comments

- service during weekday p.m. peak hour based on data collected at designated Concurrency Measurement Points for each Concurrency Service area;

Non-motorized Transportation Modes

- **Bicycle:** Credit person trips according to degree of bicycle network completeness for designated system facilities/routes for each Concurrency Service Area;

- **Pedestrian:** Credit person trips according to degree of pedestrian network completeness for designated system facilities/routes for each Concurrency Service Area; and

- **Trails:** Credit person trips according to degree of bicycle and pedestrian network completeness, where trials serve a clear transportation function for a Concurrency Service Area.

If there are not enough Person Trips Available in the Committed Multimodal Transportation System to serve a proposed development, then concurrency mitigation measures must be implemented to provide the number of person trips needed to serve the proposed development. For motorized modes, this may require the addition of capacity for vehicles or transit through a variety of measures.

*The City of Bellingham has adopted Peak Hour **LOS E for arterial streets**, which means that during the afternoon rush hour, the City allows arterials to carry 100% of the planned traffic volume that they were designed and constructed to carry.*

Some specific arterials in Bellingham may function at Peak Hour LOS F at peak hour where added capacity is not feasible or desirable.

Maximum Concurrency Threshold established for LOS F

Motorized Vehicle Trips

The City will regularly collect vehicle traffic counts at designated Concurrency Measurement Points on arterial streets serving Concurrency Service Areas (CSA). These vehicle traffic volumes will be converted to person trips using local and national data for average car occupancy rates. Motorized vehicle person trips will then be used as one variable to calculate total Person Trips Available within each Concurrency Service Area (CSA). The individual mode weight factors for each transportation mode available in each Concurrency Service Area are listed in Table 1. of BMC 13.70 Transportation Concurrency Management Ordinance.

Transit LOS. From 2004 WTA Strategic Plan, pp 5-8.

The following information regarding LOS classification for vehicles is provided for reference only as this is only one of several variables used to calculate multimodal LOS in Bellingham. The average travel speed for through vehicles along an urban arterial street is the determinant of the operating level of service (LOS) for vehicles. The travel speed along a segment, section, or entire length of an urban arterial street is dependent on the running speed between signalized intersection and the amount of control delay incurred at signalized intersections.

Comments

GMA Concurrency requirements and specific RCW reference.

Urban arterial street LOS for vehicles is based on average through-vehicle travel speed for the segment, section, or entire urban arterial street under consideration. The following Level of Service (LOS) standards for vehicles are described by the Transportation Research Board in the *Highway Capacity Manual, 2000* to characterize LOS along urban streets:

- **Peak Hour LOS A** (50% - 60% Capacity) Describes primarily free-flow operations at average travel speeds, usually about 90% of the free-flow speed for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

See Alternative Peak Hour LOS F discussion (below)

- **Peak Hour LOS B** (60% - 70% Capacity) Describes reasonably unimpeded operations at average travel speeds, usually about 70% of the free-flow speed for the street class. The ability to maneuver within the traffic stream is only slightly restricted and control delays at signalized intersections are not significant.

- **Peak Hour LOS C** (70% - 80% Capacity) Describes stable operations, however, the ability to maneuver and change lanes in mid-block locations may be more restricted than LOS B and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50% of the free-flow speed for the street class.

- **Peak Hour LOS D** (80% - 90% Capacity) Describes a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high traffic volumes, or a combination of these factors. Average travel speeds are about 40% of free-flow speed.

- **Peak Hour LOS E** (90% - 100% Capacity) Describes significant delays and average travel speeds of 33%, or less, of the free-flow speed. Such operations are caused by a combination of adverse signal progression, high density of signalized intersections, high traffic volumes, extensive delays at critical intersections, and inappropriate signal timing.

Maintain Peak Hour LOS E

- **Peak Hour LOS F** (100% $\pm$) Describes urban arterial street flow at extremely low speeds, typically 25% to 33% of free-flow speed. Intersection congestion is likely at critical signalized intersections, with long signal delays, high traffic congestion, and extensive queuing of vehicles.

City 6-Year TIP or "Highway of Statewide Significance"

Comments

Maintain Alternative Peak Hour LOS F within maximum concurrency threshold (1.0 – 1.25)

Transit Trips

Transit trips are determined by counting seated capacity available on WTA buses, measuring ridership on selected routes at Concurrency Measuring Points, and converting this to Person Trips Available within Concurrency Service Areas (CSA). Transit person trips are used as one variable to calculate total Person Trips Available within Concurrency Service Areas (CSA). For example, WTA high-frequency transit (15-minute headways) can provide the seated capacity equivalent of up to 320 person trips per hour (40-seat bus x 4 runs per hour in each direction).

The City works with WTA to determine seated capacity on transit routes, regularly collect transit ridership statistics, and to calculate the number of transit person trips available in each Concurrency Service Areas (CSA) within the City. The City also works closely with WTA in updating the Bellingham Comprehensive Plan and the WTA Strategic Plan.

Non-Motorized Bicycle and Pedestrian Trips

Sidewalks, bicycle lanes, and, in some cases, off-street multi-use trails also provide person trips in the multimodal transportation network. Pedestrian and bicycle trips are determined by measuring the degree of completeness of selected pedestrian and bicycle routes serving Concurrency Service Areas (CSA), and converting this to credits for Person Trips Available. The City works directly with the Bicycle and Pedestrian Advisory Committee (BPAC) to determine the degree of completeness of selected pedestrian and bicycle routes serving Concurrency Service Areas (CSA). Pedestrian and bicycle person trip credits are used as one variable to calculate total Person Trips Available within Concurrency Service Areas (CSA).

*Graphic T.4. Development Review Elements illustrating that **"Concurrency" is only one piece to transportation mitigation problem solving***

For example, assume that the City awards 20 person trip credits for every 1% of bicycle facility completed above 50%. Assume that the current inventory shows 45,000 linear feet of select bicycle facilities serving a Concurrency Service Areas (CSA). Assume that 27,000 additional linear feet of select bicycle facilities are fully funded within the 6-Year TIP. Then, 27,000 / 45,000 = 60% Complete, which is 10% above the minimum 50% threshold for awarding person trip credit. At 20 credits for every 1% above 50%, this would convert to 200 bicycle person trips available in that Concurrency Service Areas (CSA). The more complete the bicycle network is, the more person trip credits are available.

GMA requirement: The Transportation Element must implement the Land Use Element

Comments

Infill has been the adopted land use strategy in Bellingham for 15 years

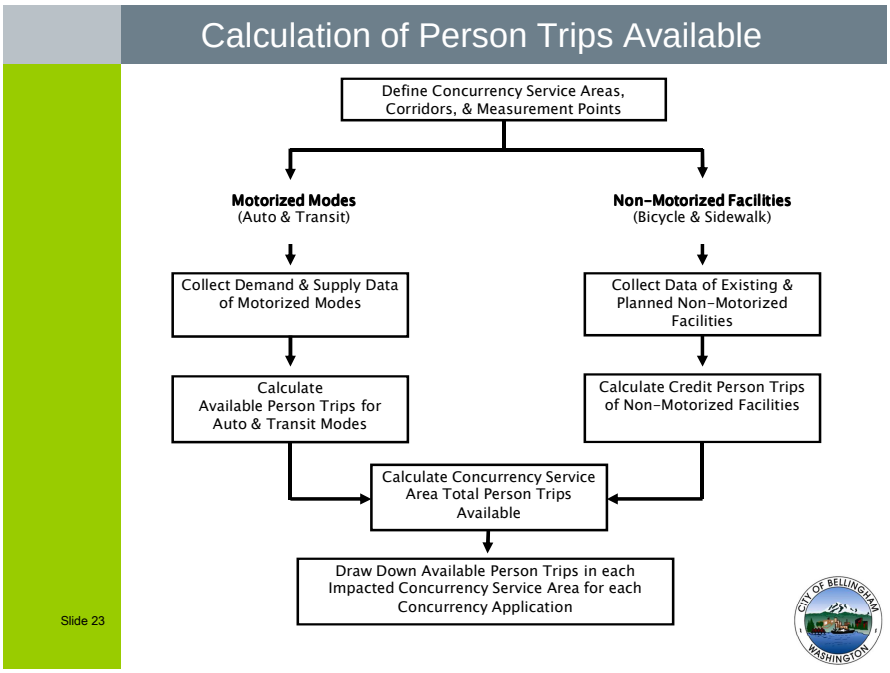
Bellingham is the dominant employment, shopping, and entertainment trip attractor for all of Whatcom County.

See Graphic T5a, Employment Centers in Whatcom County

See Graphic T5b, Percentage of Whatcom County Jobs Located in Bellingham, 2001
Graphics T.5.a. and T.5.b. These two graphics clearly demonstrate that Bellingham is the dominant employment center in Whatcom County. Bellingham is also the dominant shopping, entertainment, services, medical, and educational center in Whatcom County. All of these land uses generate inbound and outbound vehicle trips on Bellingham's arterial street network.

See Table T5, Top 25 Employers in Whatcom County

Drive to Affordability

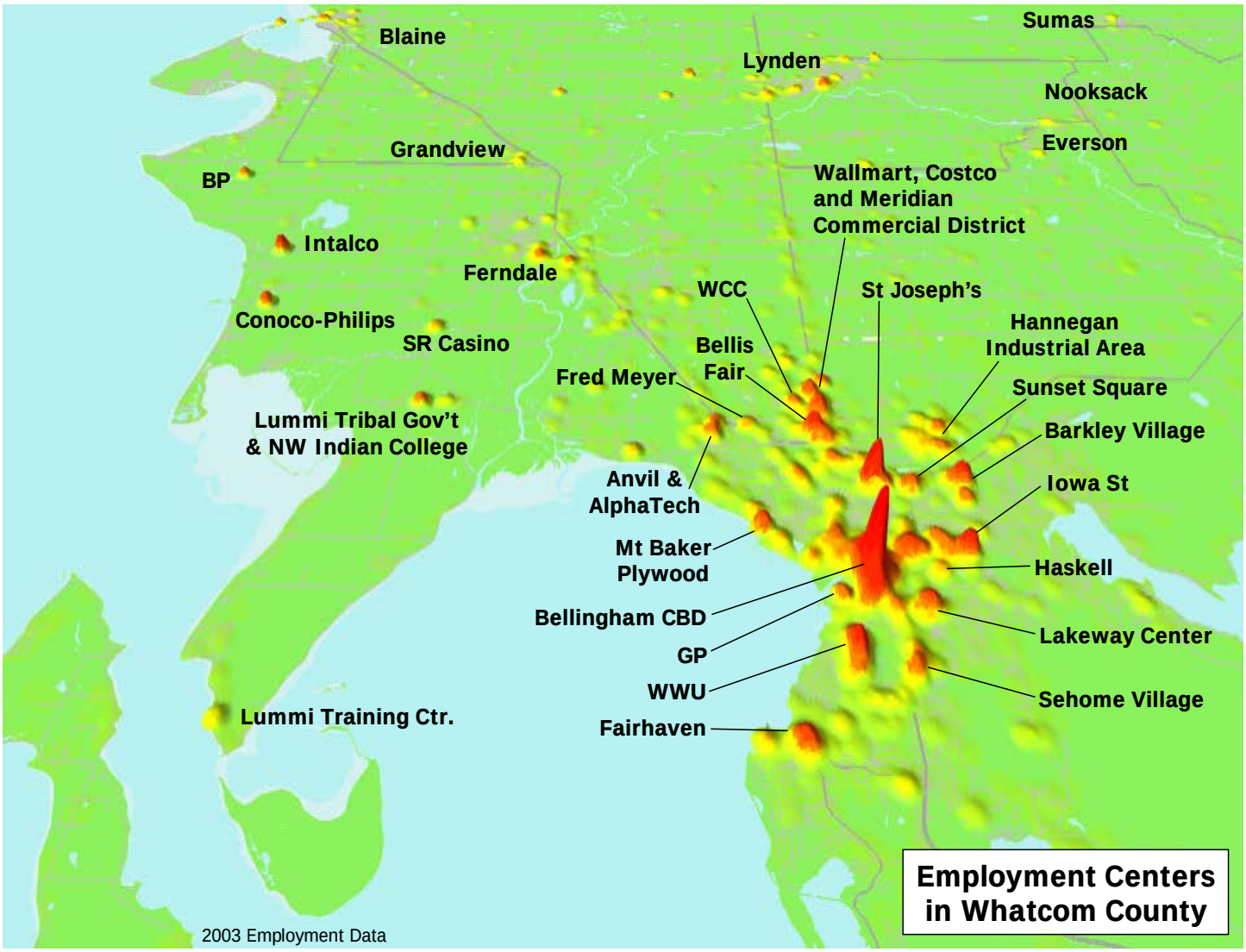


Transportation Concurrency Management

As per RCW 36.70A.070 (6) (a) (iii) (B), this Transportation Element contains the City's plan to provide specified level of service standards (LOS) for all locally owned arterials, transit routes, and pedestrian and bicycle facilities to serve as a gauge to judge performance of the system. The level of service (LOS) standard of Person Trips Available (PTA) adopted in this plan will be maintained through upkeep of the existing motorized vehicle circulation system, expansion and enhancement of WTA public transit service where needed, completing well-connected pedestrian and bicycle routes, and efforts to reduce the demand placed on the system (Transportation Demand Management).

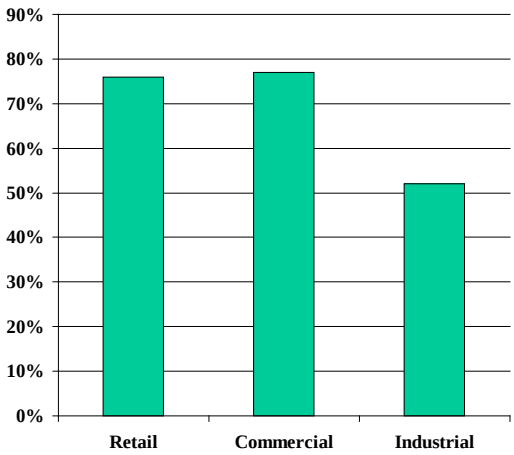
Regular traffic counts, arterial capacity, transit ridership counts, and seated transit capacity provide measurable criteria to judge the availability of person trips using motorized modes to help assess the adequacy of the transportation system to accommodate additional development. Pedestrian and bicycle facilities also provide non-motorized mobility options to support additional development, but these facilities are measured based on their degree of completeness rather than capacity or volume of use. Trails that serve a clear transportation function may also be counted as pedestrian and bicycle facilities parallel to arterials. Annual measurements of facilities and services on both the motorized and non-motorized transportation networks are equated to "person trips" and used to calculate an annual number of person trips available to serve new development in each Concurrency Service Area (CSA) (Calculation illustrated above).

Employment Centers in Whatcom County



Source: City of Bellingham GIS; State Employment Data 2002

- 80 percent of non-industrial jobs in Whatcom County are in Bellingham
- 50 percent of industrial jobs in Whatcom County are in Bellingham



Percentage of Whatcom County jobs located in Bellingham, 2001

Top 25 Employers in Whatcom County
(18 are located in Bellingham)

Table T.5. TOP 25 EMPLOYERS IN WHATCOM COUNTY			
#	**Business**	**Employ**	**Location**
1	Western Washington University	2,235	Bellingham
2	St Joseph's Hospital	1,757	Bellingham
3	Bellingham School District	1,651	Bellingham
4	Whatcom County Government	930	Bellingham and County
5	Ferndale School District	910	Ferndale
6	City of Bellingham Government	858	Bellingham
7	Haggen Corporation	843	Bellingham + Ferndale
8	Sodexho Food Services	648	Bellingham
9	Brown and Cole Grocery Stores	634	Bellingham
10	Heath Techna Corporation	613	Bellingham
11	British Petroleum Refinery	571	County
12	T-Mobile Cellular	569	Bellingham
13	Intalco Aluminum	465	County
14	Fred Meyer	441	Bellingham
15	Whatcom Community College	438	Bellingham
16	Lummi Indian Business Council	437	Lummi Nation
17	Everyday Staffing, LLC	396	Bellingham and County
18	Mount Baker School District	389	County
19	Haskell Corporation	350	Bellingham
20	Anvil Corporation	345	Bellingham
21	Madrona Medical Group PS	340	Bellingham
22	Matrix Service, Inc	327	Bellingham
23	Silver Reef Casino	327	Lummi Nation
24	Blaine School District	321	Blaine
25	Wal-Mart Associates, Inc.	318	Bellingham
Source: WWU, Center for Economic and Business Research			

Comments

Inbound/outbound traffic congestion.

Entry/exit points to City

Growth Forum report suggests allowing entry points to City to function at PEAK HOUR LOS F

Physical space limitations and Urban village traffic mitigation.

Arterials for which mitigation is difficult or prohibitive.

Challenge of maintaining Peak Hour LOS E with population growth occurring in both City and County.

Alternative Peak Hour LOS F

Eligible Arterials

As per RCW 36.70A.070 (6) (b), new developments must be prohibited unless there are an adequate number of available person trips within the Concurrency Service Area (CSA) of the development, or improvements to the multimodal transportation system to accommodate the impacts are made concurrent with the development or unless the multimodal transportation network affected by the new development meets one of the three exceptions listed below, consistent with the concurrency management requirements of the Growth Management Act.

Under GMA's concurrency management requirements, infrastructure must perform within the level of service adopted by the City. The LOS adopted by the City for the multimodal transportation network is Person Trips Available (PTA), measured during the weekday p.m. peak hour.

Consistent with transportation concurrency requirements of the Growth Management Act (RCW 36.70A.070 (6) (b)), land use and building permits for new developments may be issued as long as:

1.) The Concurrency Service Area (CSA) affected by the proposed development has an adequate number of Person Trips Available (PTA), or

2.) The Concurrency Service Area (CSA) affected by the proposed development has new multimodal transportation facilities scheduled and fully funded for improvement with the first, second, or third year of the City's Six-Year Transportation Improvement Program; or

3.) The transportation facilities affected by the proposed development are designated as "Highways of Statewide Significance" not subject to local transportation concurrency standards.

All new development proposed in Bellingham will also be required to pay City Traffic Impact Fees (TIF), fund and construct transportation improvements that are required by City development regulations, and/or fund and construct transportation improvements that are required to mitigate impacts identified through the State Environmental Policy Act (SEPA) project review process.

Transportation concurrency mitigation refers only to the addition of motorized transportation capacity or completeness of non-motorized transportation network, whether through the addition of a new travel lane or turn lane for vehicles, sidewalks, bicycle lanes, ride-sharing and other TDM programs, or transit service. The graphic below, shows that "Concurrency" is only one piece of the transportation mitigation

Comments

puzzle.

Annual Public Hearing

Annual Concurrency Management Report will provide advance warning of arterials approaching E/F

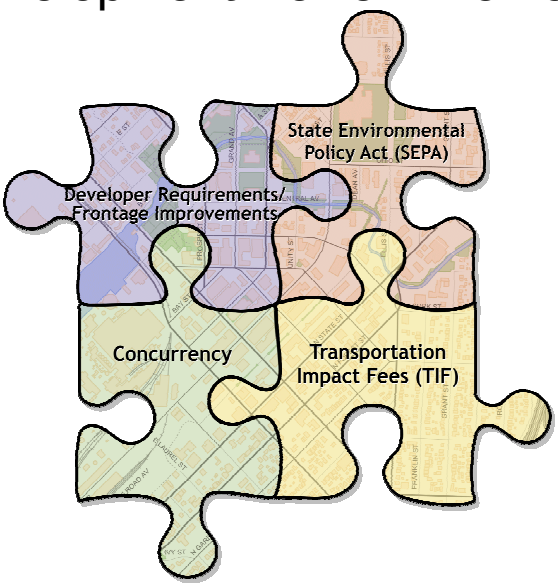
Potential mitigation alternatives explored

Comprehensive Plan Amendment

Public hearing required

City Council decision

Development Review Elements



Directing Urban Growth Through Transportation Policy

The GMA requires each City to develop "A transportation element that implements, and is consistent with, the land use element" (RCW 36.70A.030 (6)). Consistent with the 1992 *Visions for Bellingham* document, Bellingham's land use strategy emphasizes compact urban form, infill development, and concentration of population and jobs in mixed use urban villages. The intent is to create land use efficiencies and new opportunities for people to make more pedestrian, bicycle, and transit trips within and between urban villages.

Bellingham currently provides approximately 62% of the total jobs in Whatcom County and is the largest shopping and entertainment center within the County. This also makes Bellingham the dominant trip attractor in Whatcom County. The 2002 ECONorthwest employment forecasts projected that employment would grow steadily in the greater Bellingham Area as population increased. The City's share of the total jobs in Whatcom County is expected to grow to 68% by 2022. This means that Bellingham will continue to be a major trip attractor.

As shown in Table T.5., below, 18 of the top 25 employers in Whatcom County are wholly or predominantly located in Bellingham. Many of these organizations will continue to grow and will continue to provide additional employment opportunities for residents of both Bellingham and Whatcom County.

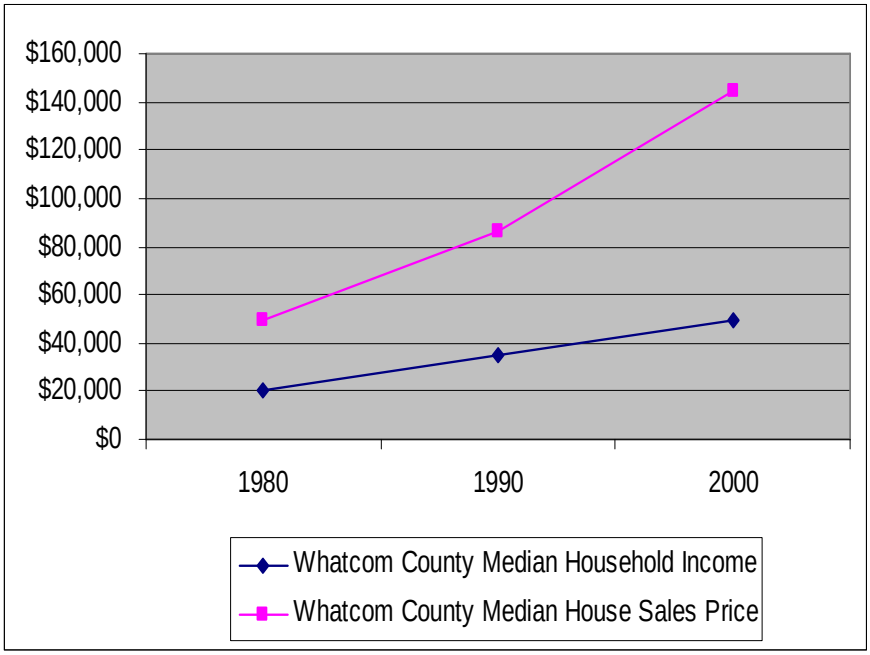
Comments

Level of Service (LOS) for Arterials, transit, freight

Level of Quality (LOQ) for bicycle, pedestrian, trails

The City Bicycle and Pedestrian Advisory Committee (BPAC) requires additional time to develop these standards.

Median Household Income vs. Median House Price, Whatcom County, 1980 -2000



Source: U.S. Census Bureau & Whatcom County Real Estate Research Reports

The "Drive to Affordability"

The gap between Bellingham wages and housing prices has been increasing and many people who may be employed in Bellingham may not be able to afford to live within the city limits while others may prefer to live in other cities, the UGA, or in the rural areas of the County. It is expected that a majority of these people will choose to drive into Bellingham in their private automobiles because WTA bus service may not be available or sustainable in low-density, non-urban areas. This is expected to create inbound traffic congestion in the morning and outbound traffic congestion in the evening on the roads that serve as major entry/exit points to Bellingham.

The 2004 Community Forum on Growth Management report "*Adaptable Space/Urban Place"* stated that "It might be perfectly acceptable in an infill strategy to tolerate peak level of service "F" conditions for roadways leading out of the city. Roadway improvement money should be spent on making infill work better and not on helping people live and commute beyond the UGA." ("*Adaptable Space/Urban Place,"* pp 78).

Concentrating people, jobs, shopping, and entertainment in urban villages will also place limitations on physical space available and the type of physical alterations that can be made to

Comments

arterial streets to accommodate peak hour vehicle traffic within the urban villages.

In addition, to the challenges of maintaining Peak Hour LOS E on arterials serving urban villages and entry/exit points of the City, some arterials within the City are projected to fall below the Peak Hour LOS E threshold within the 20-year planning period and there may be no feasible mitigating measures to return these arterials to Peak Hour LOS E.

Public Decision-Making to Adopt Transportation Policy

On an annual basis, and in conjunction with the public hearing for the 6-Year Transportation Improvement Program, the Public Works staff will publish a Transportation Report on Annual Concurrency (TRAC) that will provide an overall analysis of the performance of the multimodal transportation network. Public Works staff will annually report to the City Council the number of person trips available in each Concurrency Service Area (CSA) and where there may be needs for transportation mitigation. At that point in time, the City Council will direct staff to explore a range of alternative mitigating measures, including the consideration of allowing some arterials experience higher levels of motorized vehicle congestion during the p.m. peak hour. This would require amendments to Table 1. Of the BMC 13.70 Transportation Concurrency Management Ordinance.

The traffic model will have limitations for fine-scale connectivity analysis.

Adopting changes to individual thresholds in Table 1. Of BMC 13.70 can only be accomplished through amendment to BMC 13.70, which requires public hearings before both the Planning Commission and City Council and therefore ***additional arterial streets will not be allowed to, experience higher levels of motorized vehicle congestion during the p.m. peak hour unless the City Council votes to do so.***

Transportation Demand Management

Transportation Demand Management (TDM) refers to measures used to address transportation capacity by reducing the transportation demand generated rather than physical alterations to increase capacity supply. These methods focus on promoting programs for realizing better transportation efficiencies. The following TDM measures could be implemented in addition to physical improvements to the multi-modal transportation network to increase capacity for motorized transportation, increase the completeness of non-motorized transportation networks, use existing capacity more efficiently, or reduce the peak period transportation demands:

The City must plan for transportation improvements on a consistent City-wide basis rather than an inconsistent neighborhood-by-neighborhood basis.

Comments

- Continue to work with WTA to enhance the Primary Transit Network and encourage development that is transit supportive.
- Give higher priority to developing and maintaining transportation facilities such as the bicycle and pedestrian trails network that mitigate impacts on the environment, reduce energy consumption, and promote increased physical activity for the maintenance of better public health;
- Continue to work with the City and County Bicycle and Pedestrian Advisory Committees and Neighborhoods to identify missing links in the bicycle and pedestrian networks and to educate and encourage the public to use bicycle and pedestrian modes of transportation;
- Continue to implement Bellingham's Multifamily Design Review Guidelines to encourage development to be transit supportive, pedestrian-oriented, and bicycle friendly.
- Identify "Multi-Modal Corridors" throughout the City of Bellingham and the UGA and require new development to provide facilities or contribute TIF's for pedestrian, bicycle, and motor vehicles modes of transportation. *[GMA does not allow use of TIFs for transit facilities or service].*

Project list is not definitive, but rather a comprehensive list of perceived needs as of 2005. Over time projects may need to be added to or removed this list.

Transportation Element used to develop annual 6-Year Transportation Improvement Program (TIP)

- Work with WTA and the City Bicycle and Pedestrian Advisory Committee to set and monitor target goals for increasing the total share of bicycle, pedestrian, and transit trips and reducing automobile trips based on benchmark mode share data from 2004 FTA/Social Data Study.
- Continue to encourage land use patterns that reduce vehicle trips and vehicle miles traveled.
- Develop neighborhood commercial centers and urban villages and locate higher density housing convenient to jobs and services to ensure pedestrian and bicycle access to transit lines via sidewalks, trails, and bicycle routes, and to encourage bicycle, pedestrian and transit commute trips.

Transportation network is a regional system

- Develop a Transportation Demand Management program aimed at reducing congestion, air pollution and energy consumption by requiring large employers and major new developments to reduce the number of single occupant vehicles being driven to and from those projects. Focus areas should include downtown Bellingham, Western Washington University, Cordata/Bellis Fair, Saint Joseph's Hospital, and industrial areas along Woburn and Hannegan near Sunset Drive.
- Review parking requirements for major commercial and

Comments	
	industrial uses for the purpose of reducing the supply of parking thereby providing a disincentive to automobile use.
WTA	

Other Measures to Address Transportation Needs

Prerequisite of Birchwood Neighborhood Plan	• Maintain the transportation concurrency management system to ensure that adequate transportation facilities are available to serve new development.
Included in 2006-2011 TIP	• Continually utilize the City of Bellingham travel demand forecast model to anticipate future transportation needs so transportation facilities and services can be provided in a timely and coordinated manner.
Included in 2006-2011 TIP	• Identify and analyze opportunities to increase ***connectivity*** of the transportation network that would create better circulation throughout the city.
	• Continue City participation in the Whatcom County Council of Governments regional transportation planning process.
BPAC & City Council Recommendation	• Whatcom County and Bellingham should cooperate to establish a coordinated Transportation Impact Fee system for the proposed Urban Growth Area.
BPAC Recommendation	
Council recommendation	• Evaluate the potential to convert and/or replace the City's conventional gasoline and diesel-fueled vehicles to alternatively fueled vehicles.
Council Recommendation	• Continue to seek available state and federal transportation grant funding, collect Transportation Impact Fees (TIF), and identify new funding sources, such as Real Estate Excise Taxes (REET) to support necessary transportation system improvements.
BPAC Recommendation	
Included in 2006-2011 TIP	

PART 4: PLANNING FOR TRANSPORTATION PROJECTS

BPAC Recommendation	**Multi-Modal Transportation Improvement Projects Identified by Neighborhood and UGA region for the 20-year Planning Period**
BPAC Recommendation	The transportation network is a city-wide system to move people, freight, and goods in a safe and efficient manner throughout the City with a variety of transportation modes. The Transportation Element of the Comprehensive Plan is the guiding transportation policy document for City transportation priorities, projects, and multi-modal improvement requirements. New development proposed in various portions of the City, should be required to provide transportation improvements that provide benefit
BPAC Recommendation	
WTA	

Comments

consistent with city-wide transportation goals and policies rather than site-specific preferences.

BPAC Recommendation, included in 2006-2011 TIP

The list of multi-modal transportation improvement projects, below, identified for the 20-year planning period, has been compiled from the following sources:

BPAC Recommendation

- 1995 Bellingham Transportation Element;
- 1997 Whatcom County Transportation Element;
- 1980-2005 Bellingham Neighborhood Plans;
- 2001 Whatcom Transportation Plan (WCOG);
- 2003-2022 Washington State Transportation Plan;
- 2004 Final Environmental Impact Statement;
- 2004 WTA 6-Year Strategic Plan;
- 2004 Bicycle Pedestrian Advisory Committee Work;
- 2006-2011 Bellingham and Whatcom County 6-Year Transportation Improvement Programs (TIPs).

Included in 2006-2011 TIP

Included in 2006-2011 TIP

The list of multi-modal transportation improvement projects does not represent a definitive, prioritized project list, but rather a comprehensive list of perceived and/or recommended needs as of January 2006. Over time projects may need to be added to or removed this list.

BPAC Recommendation

The Public Works Department will refer to this list of multi-modal transportation improvement projects during the annual development of the 6-year Transportation Improvement Program (TIP) to seek multi-modal projects where mitigation is needed, or where finances permit. Other unanticipated projects may not appear on this list.

BPAC Recommendation

BPAC Recommendation

The list of multi-modal transportation improvement projects is presented by Neighborhood and UGA region for geographic reference only. The transportation arterial street network is a City-wide and regional system and must be monitored, analyzed, maintained, and improved as such. Public Works staff will seek input from Bellingham Neighborhoods for projects placed on the 6-Year TIP and will work with affected Neighborhoods to explore transportation capacity alternatives on arterial streets. Any proposal to remove on-street parking from a neighborhood arterial must be reviewed by the City Council.

WTA

New City public street improvements required for rezone and master plan of former Georgia Pacific site

Prerequisite considerations are listed in bold lettering.

Alabama Hill

- All projects from the 1980 and 1995 plans completed. No new street, bicycle, or pedestrian projects identified.

- Maintain and enhance WTA high-frequency transit route on

Comments	Alabama Street.
	Birchwood
	• **West Maplewood Improvements.** Provide minor widening, curbs, gutters, sidewalks, drainage, street lighting and landscaping from Northwest to the city limits.
	• West Illinois Street arterial extension. Construct West Illinois between its west terminus and Marine Drive with bicycle lanes, curb, gutter, sidewalks. Project will provide improved industrial and college access to the area.
	• McLeod Road Pedestrian Improvements. Construct curb, gutter, sidewalk on one side of McLeod Road between Northwest Road and Maplewood Avenue.
Not completed.	• Prioritize bicycle lanes and sidewalks on arterial streets within a mile of Birchwood and Shuksan schools.
Not completed.	• Complete sidewalk gaps on Birchwood Avenue
Included in 2006-2011 TIP	• Install an enhanced pedestrian crosswalk on Northwest Avenue at Shuksan Middle School
BPAC Recommendation.	• Install an enhanced pedestrian crosswalk on Northwest Avenue between Maplewood apartments and the Birchwood shopping center
BPAC Recommendation.	• Add sidewalks between Bakerview Road and Airport Drive
BPAC Recommendation.	• Install bicycle lanes and sidewalks on both sides of Northwest Avenue from, McLeod Road, under Interstate 5, to link the West Bakerview bicycle lane and sidewalk network to the Birchwood Neighborhood bicycle lane and sidewalk network.
BPAC Recommendation.	• Northwest/Elm/Dupont/Prospect/Bay corridor is a high priority for a bicycle lane on at least one side. Existing pedestrian facilities should be retained and enhanced, where possible.
BPAC Recommendation.	• Establish bicycle and pedestrian connection from Squalicum trail to Northwest Avenue commercial area.
WTA	• Establish bicycle and pedestrian connection from Firwood to adjacent trail.
Connection would create better circulation and connectivity in an increasingly congested area.	• Maintain and enhance WTA high-frequency transit route on Northwest Avenue.
	Central Business District

Comments	
BPAC Recommendation	• Holly Street corridor between Broadway Street and Lakeway Drive needs rehabilitation of existing street with safety and efficiency improvements for all modes, including pedestrian and bicycle.
BPAC Recommendation	• Consider shoulders on Wharf Street between State and Cornwall, if feasible.
BPAC Recommendation *WTA*	• Design and construct improvements to enhance the streetscape along upper Holly Street between Lakeway Drive and Railroad Avenue. The remaining years are intended to improve existing streets and sidewalks in the downtown area to enhance multi-modal activities and create a more bicycle and pedestrian friendly environment. • Roeder Ave. Bridge at Whatcom Creek – Replace timber piles, adjust grade, improve pedestrian facilities.
Not completed.	• Improve bicycle safety and efficiency on Northwest/Elm/Dupost/Prosepct/Bay corridor, including bike lanes or shoulders.
Not completed.	• Complete Coast Millenium Trail: South Bay trail to Railroad to Chestnut to Roeder with bike lanes and signs.
Not completed.	• Complete bike lanes/multi-use trail on Railroad to connect South Bay trail and Whatcom Creek bridge/Ellis street trail.
Not completed.	• Improve bicycle safety and efficiency on Ohio between Cornwall Avenue and I-5, including bike lanes or shoulders.
BPAC Recommendation	**Central Waterfront ("New Whatcom"/ Former G.P. Site)**
WTA. Will be implemented as funding allows.	• Public street connections will need to be made between the former Georgia Pacific industrial site, Downtown Bellingham, and Old Town area. Specific improvement requirements for the following streets will be developed as the master plan for this site is created. Bicycle and pedestrian facilities will be included wherever possible.
The need for a north-south collector arterial east of the Guide still exists. To be completed by private development.	• South Cornwall Avenue • Beale Street • Laurel Street • Central Entry
Not completed.	• "C" Street • "F" Street • Hilton Street

Comments	
On-going.	• West Chestnut Street • West Maple Street • Mill Town Loop • Laurel Connector • G.P./B.S.T. Connector • Pine Avenue Entry • Mid Point Entry • Cornwall Avenue • Commercial Street • Bay-Chestnut Streets
Highway of Statewide Significance (SR 539) and timing for 2007-2009 in advance of 2010 Vancouver, B.C. Winter Olympics.	
	Columbia
BPAC Recommendation	• Street trees, and underground utilities along Eldridge Avenue.
BPAC Recommendation	• **E. Maplewood street improvements.** Completed as private development occurs.
BPAC Recommendation	• West Street bicycle and pedestrian improvements between North Street and Squalicum Parkway.
BPAC Recommendation	• Northwest/Elm/Dupont/Prospect/Bay corridor is a high priority for a bicycle lane on at least one side. Existing pedestrian facilities should be retained and enhanced, where possible.
BPAC Recommendation	• Develop shoulders/bike lanes Northwest from Broadway to Squalicum Parkway.
BPAC Recommendation	• Improve bicycle safety and efficiciency on Meridian Street corridor between Broadway and Interstate 5, including bike lanes or shoulders.
City Council request	• Bay to Baker Trail: Add signs to connect Coast Millenium Trail route at Squalicum Parkway, out to airport.
	• Build a trail from the new Squalicum Park to the backside of Cornwall Park (W. Indiana St.) via West Street, North St., and Vallette.
WTA	• Maintain and enhance WTA high-frequency transit route on Northwest Avenue.
WTA. Will be implemented as funding allows.	**Cornwall Park**
WTA. Will be implemented as funding allows.	• A future multi-modal connection of East Orchard Drive to West Orchard Drive or Birchwood Avenue via an Interstate 5 underpass. A service tunnel already exists beneath Interstate 5 in this location.

Comments	
Happy Valley Neighborhood plan condition that other north-south arterial routes be identified	• Bicycle lanes, sidewalks, and pedestrian lighting on both sides of Birchwood Avenue between Meridian and Ellis.
Neighborhood initiated LID most likely financing method.	• Illinois needs bicycle lanes and sidewalks on both sides between Vallette and Summer for pedestrian access to grocery store.
Not completed	• Improve continuity of bicycle and pedestrian facilities, widen sidewalk and sign as shared-use path along Meridian corridor between Illinois Street and all the way under I-5.
WSDOT and City, 2006.	• Maintain and enhance WTA high-frequency transit route on Cornwall Avenue.
	Edgemoor
2006. South-bound traffic from 32nd will use Donovan for two blocks, then 30th to the signal at Old Fairhaven Parkway.	• **Street widening with bicycle lanes and sidewalks on Fieldston Road.**
	• Improve pedestrian facilities on Bayside.
Ongoing.	**Fairhaven**
BPAC Recommendation	• Pedestrian facility improvements on Cowgill, Donovan, 12th, 14th and 10th from Harris north to Boulevard Park.
BPAC Recommendation	• Improve 6th between Harris and the alley between Donovan & Larrabee. To be completed privately as the area develops.
BPAC Recommendation	• Harris Street corridor between 4th Street and 10th Street/Old Fairhaven Parkway needs 3-lane urban improvements. Bike lanes and sidewalk on both sides of corridor. To be completed privately as the area develops.
BPAC Recommendation	• WTA top priority future high-frequency transit route on Harris Street, 12th Street, and Donovan/10th loop.
BPAC Recommendation	**Guide Meridian**
BPAC Recommendation	• **A north-south collector street system to be constructed north of Kellogg Road, in the Tull Road and Deemer Road right-of-way.**
BPAC Recommendation	• Northwest Avenue improvements. Interstate 5 to city limits improvements include pavement widening, curbs, sidewalks, lighting, bicycle lanes, and landscaping.
WTA	• Meridian Street Corridor Improvements. Improvements to signal systems and physical changes to the management of the road

Comments	
	surface in the vicinity of I-5 to better accommodate the traffic load.
WTA. Will be implemented as funding allows.	• Widening of Guide-Meridian from Horton Road to Ten Mile Road and eventually to Canadian border. This is a State highway project (SR 539) that includes widening to four lanes and possibly roundabouts at major intersections with County roads.
Not scheduled.	
BPAC Recommendation.	• Improve bicycle and pedestrian facilities on Meridian Street from I-5 to northern City limits.
BPAC Recommendation	• Improve bicycle and pedestrian safety on Meridian Street underneath I-5.
BPAC Recommendation	• Provide bicycle and pedestrian access between Aldrich and Meadowbrook Court. Provided by private development when Horton and Kline arterials extend west into Northwest/Aldrich UGA.
BPAC Recommendation	• Provide bicycle and pedestrian access to connect Sterling Drive to Bellis Fair Mall.
Planning and Public Works staff recommendation	• Provide bicycle and pedestrian access to connect Eliza Avenue to Bellis Fair Mall.
WTA	• Provide pedestrian access between Sterling Drive, Bakerview Mobile Home Ct at No. end of Spring Drive.
WTA	• Consider joint funding and public-private partnerships to provide a safe, grade-separated bicycle and pedestrian crossing of Meridian Street to connect existing and developing residential areas east and west of Meridian Street, as well as a regional trail system in the northern portion of Bellingham and the UGA.
WTA	• Maintain and enhance WTA high-frequency transit route on West Bakerview Road, Eliza Avenue to Whatcom Community College, and Cordata Parkway to Bellis Fair Mall.
WTA. Will be implemented as funding allows.	• WTA top priority future high-frequency transit route on Cordata Parkway from Meadowbrook Lane to Whatcom Community College.
	• WTA possible lower priority future high-frequency transit route Telegraph Road to Deemer Road to Kellogg Road to Meridian to Westerly Road.
	Happy Valley
WTA. Will be implemented as funding allows.	• Alternative connections between the 21st Street/Donovan

Comments	
	Avenue intersection and Old Fairhaven Parkway should be evaluated and the most appropriate route identified.
To be completed by future private development.	• Improve Harris and Douglas to appropriate neighborhood collector standards. Neighborhood initiated LID most likely financing method.
To be dedicated by future private development.	• Improve 24th to 36 feet with a bike lane in each direction.
Connection would create better circulation and connectivity in an increasingly congested area.	• Close intersection at 32nd-Old Fairhaven Parkway to improve safety of on- and off-ramps at Interstate 5/Old Fairhaven Parkway.
Included in 2006-2011 TIP	• Improve a two-block section of Donovan Avenue, between 32nd and 30th Street, to full City collector arterial standards, including bicycle and pedestrian facilities. West of 30th Street, Donovan Avenue will be designed to minimize pass-through traffic from the new 30th— 32nd connection.
Included in 2006-2011 TIP	• Nonspecific street and sanitary sewer improvements in Areas 1, 3, and 9. Will be constructed privately as development occurs.
Included in 2006-2011 TIP	• Continuous bicycle lanes and sidewalks from 32nd to 21st where possible on both sides of Douglas Avenue.
	• Bicycle lanes and sidewalks on 24th and on 25th between Douglas and Bill McDonald, where incomplete.
Not scheduled.	• Pedestrian facility safety improvements needed from 20th St. on Knox.
Not scheduled.	• Continuous bicycle lanes and sidewalks on both sides of 32nd, attention to bus stops and wheelchair access.
	• Pedestrian bulb-out for safer crossing at Taylor and 21st.
BPAC Recommendation	• Enhance bus stops on 21st for pedestrian/transit rider comfort and wheelchair access.
Scheduled for 2006	• Mill Street, east of 21st needs sidewalks on both sides.
WTA. Will be implemented as funding allows.	• Transit access/service to Fairhaven College from Happy Valley. WTA project, dependent on transit funding available.
	• Maintain and enhance WTA high-frequency transit route on Bill McDonald Parkway from Samish Way to WWU.
Included in 2006-2011 TIP	• WTA top priority future high-frequency transit route from Bill

Comments	
	McDonald Parkway to 25th to 24th to Harris into Fairhaven.
	Lettered Streets
Included in the 2006-2011 TIP	• Install street lighting in the middle of the long blocks.
Included in the 2006-2011 TIP	• Northwest/Elm/Dupont/Prospect/Bay corridor is a high priority for a bicycle lane on at least one side. Existing pedestrian facilities should be retained and enhanced, where possible.
1995 Comprehensive Plan and BPAC recommendation.	• Holly Street corridor between Broadway Street and Lakeway Drive needs rehabilitation of existing street with safety and efficiency improvements for all modes, including pedestrian and bicycle.
BPAC recommendation.	• Complete Coast Millenium trail: South Bay trail to Railroad to Chestnut to Roeder with bike lanes and signs.
BPAC recommendation.	• Cornwall Avenue corridor between York Street and Illinois Street is a high priority for a bicycle lane on at least one side. Existing pedestrian facilities should be retained and enhanced, where possible.
BPAC recommendation.	• Provide enhancements to Old Village Trail between Maritime Heritage Park and Elizabeth Park to improve wayfinding, pedestrian connectivity with perpendicular streets, and pedestrian/vehicular separation where private driveways intersect the trail.
BPAC recommendation.	• Maintain and enhance WTA high-frequency transit route on Dupont/Elm/Northwest.
BPAC recommendation.	• Maintain and enhance WTA high-frequency transit route on Cornwall.
BPAC recommendation.	**Meridian**
BPAC recommendation.	• Maintain and enhance WTA high-frequency transit route on West Bakerview Road, Eliza Avenue to Whatcom Community College, and Cordata Parkway to Bellis Fair Mall.
BPAC recommendation.	• WTA second priority future high-frequency transit route on Meridian Street from Bellis Fair Mall to Downtown Transit Hub.
WTA. Will be implemented as funding allows.	• WTA possible lower priority future high-frequency transit route Telegraph Road to Deemer Road to Kellogg Road to Meridian to Westerly Road.
	Mount Baker
	• **Improvements to Orchard Drive between James Street and**

Comments	
	Irongate Road. 1/2 completed, full improvement with future development.
No plans. Mitigation difficult and right-of-way expensive.	• **Additional right-of-way on Orchard Drive.** To be obtained with future development.
No plans. Would require bridge over Whatcom Creek.	• A future multi-modal connection of East Orchard Drive to West Orchard Drive or Birchwood Avenue via an Interstate 5 underpass. A service tunnel already exists beneath Interstate 5 in this location.
BMC requires residential street improvements.	• Improve Sunset Drive to 5 lanes with bicycle and pedestrian facilities between Woburn Street and the City limits at McLeod Road. Future improvements may be needed to Britton Road.
BMC requires residential street improvements.	• James Street, between Sunset and City limits at McLeod Road: Improve to full secondary arterial standards, includes construction of turn lanes, bicycle lanes, curbs, gutters, sidewalks, enclosed drainage and street lighting.
Included in 2006-2011 TIP	
BPAC recommendation.	• New traffic signal at Irongate and East Bakerview. Future development will extend Irongate north and east to Hannegan Road.
BPAC recommendation.	• East Bakerview Road widened to four lanes with bicycle lanes, curb, gutter, sidewalks between Deemer Road and Hannegan Road. Important truck route and major east-west arterial.
BPAC recommendation.	• Hannegan Road widened to four lanes between East Bakerview Road and Sunset Drive. Bicycle lanes are preferred, but will depend on right-of-way and environmental constraints.
BPAC recommendation.	• Improve bicycle safety and efficiency at James/I-5/Sunset Interchange.
BPAC recommendation.	• Install safe pedestrian and bicycle crossing improvements at Barkley Boulevard/Chandler Parkway.
BPAC recommendation.	• WTA second priority future high-frequency transit route on Woburn Street from Alabama Street to Sunset and along Sunset from Woburn Street to Sunset Square Center.
BPAC recommendation.	**Puget**
WTA	• **San Juan Boulevard** East west arterial, including curb, gutter, sidewalks, and bicycle lanes between 48th Street and 40th Street. Project to be completed by LID as development along the route occurs.
WTA. Will be implemented as funding allows.	• Improve Fraser Street between the existing Regency

Comments	
	Apartments and Lincoln Street with bicycle lanes and curb, gutter, and sidewalks. Phase 1, Fraser between Puget and Lincoln. Phase 2, Fraser from Puget to Regency Apartments.
Not completed *Included in 2006-2011 TIP*	• Improve Puget Street from Fraser Street to the terminus of existing sidewalks with curb, gutter and sidewalks.
1995 Comp Plan *Not completed*	• Lincoln Street Improvements. Widen pavement and install curbs, sidewalks, street lighting, and bicycle lanes to Lincoln Street, between Ashley and Byron.
Sections completed by previous development.	• Intersection of Lincoln and Lakeway, limit right turns on red, especially eastbound onto Lakeway.
BPAC Recommendation.	• Continue median "theme" on Lakeway Drive from west of Interstate 5 to Nevada Street.
BPAC Recommendation.	• Sidewalks on Orleans Street from Lakeway to Civic Field Complex.
	• Improve Consolidation right-of-way between Nevada Street and 46th for pedestrian access.
BPAC Recommendation.	• Pedestrian access in right of way at Edwards east from Kelly Ridge Court to Brenda Highlands trail.
BPAC Recommendation.	• Pedestrian access in right of way at Edwards, west from Toledo to unpaved section of St. Paul.
BPAC Recommendation.	• Pedestrian access in right of way at Whatcom, west from Toledo to unpaved section of St. Paul.
BPAC Recommendation.	• Pedestrian access in right of way at Whatcom, west from Racine to Queen.
BPAC Recommendation.	• Improve bicycle safety and efficiency at Lakeway/I-5 Interchange.
No plans, WSDOT	• Improve bicycle safety and access at Samish Way and I-5 Interchange.
Included in 2006-2011 TIP	• WTA second priority future high-frequency transit route on Lakeway Drive from Whatcom Falls Neighborhood Center on Electric Avenue to Downtown Transit Hub.
	Roosevelt
	• Woburn Street improvements, if feasible. Full arterial standard

Comments	
	with the potential for 4 vehicle lanes, bicycle lanes and sidewalks between East Illinois Street and Alabama Street.
BPAC Recommendation.	• Racine Street should be improved to collector arterial status between Iowa and the Civic Field complex.
BPAC Recommendation.	• **Access developed to nearest neighborhood collector from Area 4.** Improvements completed as necessary to support new development.
WTA	• **Improve residential streets to nearest arterial from Area 5.** Improvements completed as necessary with new development.
Included in 2006-2011 TIP.	• Yew Street Pedestrian Improvements. Construct a sidewalk and a bike lane on the south side of Yew Street along adjacent city owned property.
	• Move poles to provide sidewalk travel width in the Iowa Street corridor between Moore Street and Woburn Street, and provide consistent sidewalk corridor on both sides of street.
No plans	• Complete sidewalks on Iowa street from Grant to Woburn on both sides; move poles on sidewalks to assure full sidewalk travel width, and provide consistent sidewalk corridor on both sides of street.
BPAC Recommendation	• Texas Street needs sidewalks and street trees on both sides of the street and street lighting to improve pedestrian safety.
BPAC recommends sidewalks on both sides of street.	• Sidewalks on Xenia, from Alabama to Roosevelt Elementary School.
	• Sidewalks on Carolina Street, leading into Roosevelt Park.
Pre-requisite from 1995 Comprehensive Plan.	• Improve bicycle safety and efficiency on Orleans Street from Texas Street to Sunset Drive, including bike lanes or shoulders.
Narrow State Highway (SR11) bridge is bottleneck. No plans.	• Improve bicycle safety and efficiency on Nevada Street from Texas Street to Kentucky Street.
BPAC Recommendation	• Maintain and enhance WTA high-frequency transit route on Alabama Street from Cornwall Avenue to Woburn Street.
	• WTA second priority future high-frequency transit route on Woburn Street from Alabama Street to Sunset and along Sunset from Woburn Street to Sunset Square Center.
BPAC Recommendation.	**Samish**
1995 Comp Plan	• **San Juan Boulevard** East west arterial, including curb, gutter,

Comments	
BPAC Recommendation	sidewalks, and bicycle lanes between 48th Street and 40th Street. Project to be completed by LID as development along the route occurs.
1995 Comp Plan	• Improve the route along south 37th / Harrison / 38th / Broad / 40th streets to full secondary arterial standards from Interstate 5 east to Samish Way.
WTA	• Construct 40th street to collector arterial standards connecting Harrison with San Juan Boulevard.
	• Sidewalks on Samish Crest, extending past Parkhurst.
WTA, scheduled for 2006	• Samish Way corridor needs 3-lane improvements for the entire corridor. Bicycle lanes should be included to enhance the bike route to Lake Padden. Sidewalks should be included along this corridor and enhance pedestrian crossings should be installed at 40th and 36th Streets. Pedestrian safety improvements should be made at the Interstate 5 Freeway off-ramp at Samish Way.
BPAC recommendation.	
No plans	• Add sidewalks, both sides, and lighting under Interstate 5 along Fairhaven Parkway.
BPAC recommendation.	• Continue sidewalk on east side of 40th from Fielding to Ashley-Samish Way intersection.
BPAC recommendation.	• Bicycle safety and efficiency improvements on 40th and Wilkin Streets to improve access to Lake Padden and trail system.
BPAC recommendation.	• Bicycle safety and efficiency improvements on Old Fairhaven Parkway Connelly Avenue from Interstate 5 to 36th Street to Lower Padden Creek Trail.
BPAC recommendation.	• Improve bicycle safety and access at Samish Way and Interstate 5 Interchange.
BPAC recommendation.	• Expand WSDOT park and ride facility at Old Fairhaven Parkway and 33rd on east side of Interstate 5, if feasible.
BPAC recommendation.	• WWU Lincoln Creek Transportation Center: Redevelop 7.8 acre former Drive-In Theatre site on Lincoln Street to WTA public transportation park and ride site with 600 parking spaces, stormwater improvements, and rehabilitation of Lincoln Creek stream corridor.
BPAC recommendation.	**Sehome**
WTA	• Improve bicycle safety and efficiency on North Samish Way

Comments	
	between Bill McDonald Pkwy. and Holly Street, including bike lanes.
Included in 2006-2011 TIP	• Improve bicycle safety and access on Forest Street between North State Street and Holly Street by reducing travel lanes from 3 to 2 and adding a bike lane.
	• Maintain and enhance WTA high frequency transit route from Downtown Transit Hub to Garden Street to WWU to Bill McDonald Parkway to Samish Way.
	Silver Beach
No Plans	• Electric Avenue Improvements. Safety improvements include minor pavement widening, curbs, sidewalks, street lighting, bicycle lanes and landscaping.
WTA. Will be implemented as funding allows.	• Where public right-of-way allows, create an off-street bicycle-pedestrian pathway along Electric Avenue from Bloedel-Donovan Park to Arbor Street at Whatcom Falls Park.
1995 Comp Plan.	• Improve bicycle safety and efficiency on North Shore Drive between Alabama Street and the City limits, including bike lanes or shoulders
	South
Included in 2006-2011 TIP	• Improve 30th Street to at least 28 feet with parking and sidewalk on one side. Project to be completed as development occurs.
Included in 2006-2011 TIP	• **Construct a new arterial connecting Chuckanut Drive with Old Fairhaven Parkway.** Project to be completed as development occurs in Area 4, "Chuckanut Ridge/Fairhaven Highlands."
BPAC recommendation	• **Widen the Fairhaven Bridge over Padden Creek.**
BPAC recommendation	• Improve bicycle safety and efficiency on Lake Samish Road between Chuckanut Drive and City limits, including bike lanes or shoulders.
WSDOT	**South Hill**
	• Construct a sidewalk on the east side of Highland Drive.
	• **Improve 10th Street** to 36 feet with curbs & storm drainage. Project to be completed as new development occurs.
	• Improve bicycle safety and efficiency on 10th Street between Mill Avenue and Douglas Avenue.

Comments

- Improve pedestrian routes and crossings on Taylor, Douglas, 10th, 11th, 14th, South State, Finnegan Way, and Garden Street.

- Maintain and enhance WTA high frequency transit route from Downtown Transit Hub to Garden Street to WWU to Bill McDonald Parkway to Samish Way.

- WTA second priority future high-frequency transit route from Downtown Transit Hub to South State Street to Fairhaven.

Sunnyland

- Improve pedestrian facilities on James Street between Alabama Street and Sunset Drive--school crossing at Maryland.

- James Street corridor between Alabama Street and Sunset Drive requires 4 travel lanes and a left turn lane.

- Place signs indicating route of urban trail between Sunnyland School and Bellingham High School (Kentucky to Franklin to Carolina to James to Lincoln, under Alabama to North).

- Improve pedestrian facilities at trail crossing at Alabama.

- Improve bicycle and pedestrian safety at Alabama and James for access to commercial centers.

- Sidewalks on north side of Illinois between James and Lyle to provide access to Sunnyland School.

- Continue sidewalk from James Street all the way to the pedestrian overpass above Interstate 5.

BPAC recommendation

- Cornwall Avenue corridor between York Street and Illinois Street is a high priority for a bicycle lane on at least one side. Existing pedestrian facilities should be retained and enhanced, where possible.

- Improve bicycle safety and efficiency on Ohio between Cornwall Avenue and I-5, including bike lanes or shoulders.

From July 2004 FEIS (see Appendix 5).. Placing this language in the Bellingham Comprehensive Plan acknowledges that the UGA is considered as part of the future City of Bellingham.

- Improve bicycle safety and efficiency on Sunset between Ellis Street and the I-5 Interchange.

- Maintain and enhance WTA high-frequency transit route from Downtown Transit Hub to Cornwall to Alabama Street to Woburn Street.

Comments	
	Whatcom Falls
	• Electric Avenue Pedestrian and Bicycle Improvements. Construct 3/4 street improvements along Electric Avenue between Bloedel Donovan Park and Lakeway Drive. The improvements will link the new pedestrian facility constructed across the bridge spanning the Lake Whatcom/Whatcom Creek outflow to the pedestrian facilities to be constructed with the Lakeway/Electric/Birch intersection project.
Whatcom County Comp Plan, Transportation Element	• Where public right-of-way allows, create an off-street bicycle-pedestrian pathway along Electric Avenue from Bloedel-Donovan Park to Arbor Street at Whatcom Falls Park.
Whatcom County Comp Plan, Transportation Element	• WTA second priority future high-frequency transit route on Lakeway Drive from Whatcom Falls Neighborhood Center on Electric Avenue to Downtown Transit Hub.
	York
Joint funding: County, BTC, City, WSDOT, Morse Steel	• Improve Meador to secondary arterial status between James and State Street.
Prerequisite to development, condition of approved plat *Prerequisite to development, condition of Cordata PUD*	• Meador Avenue Bridge Rehabilitaton at Whatcom Creek. Include sidewalks in improvements.
City-County arterial analysis	• Ellis Street Bridge Rehabilitation at Whatcom Creek. Include sidewalks in repairs.
City-County arterial analysis	• Improve bicycle safety and efficiency at Lakeway/Interstate 5 interchange.
Recommendation from Whatcom County Bike and Pedestrian Advisory Committee	• Improve bicycle safety and efficiency on Ellis Street between Holly Street and York Street, including bike lanes.
	Future Interstate 5 Transportation Improvements
WSDOT SR 539 Improvements 2007-2009	The Interstate system falls under the jurisdiction of the Washington State Department of Transportation and United States Federal Highway Administration
Prerequisite for development in James-Bakerview UGA	The Washington State Department of Transportation is preparing an Interstate 5 freeway plan (Access Point Decision Report) within the Bellingham Urban Growth Area in cooperation with the Whatcom Council of Governments, Whatcom County, City of Bellingham, Whatcom Transit Authority, Port of Bellingham, the Federal Highway Administration, private railroad operators, and private transportation providers.
City responsibility	
Prerequisite for development in James-Bakerview UGA	This freeway plan will address current and future safety concerns

Comments	
Prerequisite for development in Guide Meridian N'hood and UGA	for through and local traffic entering and exiting the freeway. The freeway plan will also evaluate and assess the traffic impacts to all state-owned transportation facilities (including Interstate 5, SR 539 and SR 542) resulting from City land-use decisions and growth in regional traffic (RCW 36.70A.070).
City-County arterial analysis *Whatcom County Comp Plan, Transportation Element*	Included in this evaluation and assessment of Interstate 5 will be the future demand for multimodal transportation facilities and services (e.g., transit and/or high occupancy vehicle lanes, pricing or toll lanes).
Whatcom County Comp Plan, Transportation Element	The result of this freeway plan is to monitor the performance of the freeway and begin the project development process to construct the highest priority funded improvements for the freeway and its interchanges.
PW analysis of UGA and 5-Year Review Area	After the plan is completed, the improvements to I-5 will be included in the statewide multimodal plan. Under RCW 47.06.140, Interstate 5 and SR 539 are defined as Highways of Statewide Significance and are essential state public facilities under the Growth Management Act (RCW 36.70A.200).
PW analysis of UGA and 5-Year Review Area	The current (2003-2022) Washington State Highway System Plan includes widening of Interstate 5 to six lanes within the Bellingham Urban Growth Area (this will be revisited in the I-5 freeway plan).
PW analysis of UGA and 5-Year Review Area	• The City will encourage WSDOT to improve bicycle and pedestrian facility safety in all projects, wherever possible.
PW analysis of UGA and 5-Year Review Area	• Bicycle and pedestrian under or over crossings to connect neighborhoods, at following suggested locations: Gladstone St., Carolina St., Maple St. to Ashley St., or Consolidation Ave., Donovan St., Douglas St., and Old Fairhaven Parkway
PW analysis of UGA and 5-Year Review Area	**Multi-Modal Transportation Improvements in the Bellingham Urban Growth Area**
City Council request	Bellingham and Whatcom County Public Works traffic engineers have identified a need for the transportation improvements listed below in the Bellingham UGA to provide an efficient arterial street network for traffic circulation as the UGA develops at urban densities over the 20-year planning period. The projects listed below have been identified in City and County Six-Year TIP's, Transportation Elements of City and County Comprehensive Plans, and the WCOG Whatcom Transportation Plan.
City – County PW arterial analysis *Whatcom County Comp Plan, Transportation Element*	Consistent with City and County Comprehensive Plan Transportation policies, the arterial street projects listed below would include bicycle lanes and sidewalks unless topography, environmental factors, or right-of-way constraints do not allow them.

Comments

Whatcom County Comp Plan, Transportation Element

Recommendation from Whatcom County Bike and Pedestrian Advisory Committee

Whatcom County project that will become increasingly important as Sudden Valley reaches buildout.

Whatcom County TIP, high-priority project

Recommendation from Whatcom County Bike and Pedestrian Advisory Committee

Whatcom County 6-Year TIP, high-priority project

Whatcom County 6-Year TIP, high-priority project

Prerequisite for development - Yew St UGA

These are both prerequisites for development in Yew Street UGA and Samish Neighborhood (City)

Prerequisite for development in Yew Street UGA Plan

Recommendation from Whatcom County Bike and Pedestrian Advisory Committee

If standard facilities cannot be included, innovative solutions should be considered to provide for bicycle and pedestrian travel and safety. Some of the arterials listed below are in or near sensitive environmental features, such as wetlands, streams, or steep slopes and construction may not be environmentally or economically feasible.

Northwest UGA

- Marine Drive between Bennett Drive and Lummi Shore Road needs reconstruction, bike lanes, and bridge improvements.
- Maplewood Avenue needs reconstruction, widening, drainage, shoulders, bike lanes, and bus stops.
- West Illinois Street extension.
- New June Road collector arterial between Stuart - W. Kellogg Road and Aldrich Road, including bicycle lanes, if right-of-way and adjacent wetlands permit.
- New Cordata Parkway secondary arterial between Horton Road and north UGA boundary.
- New Kline Road secondary arterial between Deemer Road and Aldrich Road.
- Kelly Road arterial between Cordata Parkway and the Guide-Meridian Street.
- Coast Millenium Trail: marked on-street bike lanes, signed off-street bike paths.

North Central UGA

- Guide Meridian (SR 539) improved to 5 travel lanes between Horton Road and Canadian border (WSDOT).
- East Bakerview Road improved to 4-lane primary arterial including bike lanes between Hannegan Road and Deemer Road.
- James Street Road improved to secondary arterial between Woodstock Way and Kellogg Road.
- Telegraph Road improved to secondary arterial between Deemer Road and James Street Road.
- New Deemer/Tull Road collector arterial east of Meridian

Comments	
	Street between Kellogg Road and Kline Road.
Recommendation from Whatcom County Bike and Pedestrian Advisory Committee	• Horton Road collector arterial from Deemer Road to Guide-Meridian Street. • Hannegan Road improved to 4 travel lanes with bicycle lanes between Woburn Street and Smith Road (Bicycle facilities may be in the form of paved shoulders). • Hannegan Road turn lanes, intersection improvements, and bike lanes between Bellingham City limits and Lynden City limits (Bicycle facilities may be in the form of paved shoulders).
These arterials would be needed to provide efficient traffic circulation for new development at urban densities if 5-year review areas are brought into the Bellingham UGA *New arterials constructed to City urban standards*	• New north-south James Street Road secondary arterial connection to Van Wyck Road along west side of King Mountain; • New north-south James Street Road secondary arterial connection between Van Wyck Road and Horton Road; • New east-west Horton Road secondary arterial connection between Guide Meridian, Van Wyck Road, and Hannegan Road; • Van Wyck Road access control on Guide Meridian. New east-west Van Wyck Road collector arterial connection with Horton Road secondary arterial; • New east-west Stuart Road collector arterial connection between Guide Meridian and James Street Road, if environmental conditions allow. • Consider joint funding and public-private partnerships to provide a safe, grade-separated bicycle and pedestrian crossing of Meridian Street to connect existing and developing residential areas east and west of Meridian Street, as well as a regional trail system in the northern portion of Bellingham and the UGA.
Prerequisite to development and inclusion in UGA *Whatcom County Comp Plan, Transportation Element* *Whatcom County Comp Plan, Transportation Element* *Whatcom County Comp Plan, Transportation Element*	***Northeast UGA*** • East Bakerview Road improved to primary arterial between Hannegan Road and Mount Baker Highway (SR 542). • Britton Road improved to secondary arterial between Barkley Boulevard and Mount Baker Highway (SR 542). • SR 542 improved to 4 lanes with bicycle lanes between

Comments	
	McLeod Road and SR 9 at Nugent's Corner (WSDOT).
Prerequisite to development and inclusion in UGA	• Bay to Baker Trail: marked on-street bike lanes, signed off-street bike paths.
	Eastern UGA
City-County arterial analysis, improve regional traffic circulation	• Lakeway Drive improved to 5 lanes between City limits and Austin Street (An alternative option could include 4 lanes with turn lanes at intersections, where warranted).
Prerequisite to development and inclusion in UGA	• Lake Louise Road: Several sections between Cable Street and Lake Whatcom Boulevard at Sudden Valley need widening, straightening, and reconstruction.
PW analysis of UGA and 5-Year Review Area	• North Shore Road bike lanes or separated use trail along BPA utility corridor from Bellingham City limits to North Shore/Ken Hertz Trail, if feasible.
PW analysis of UGA and 5-Year Review Area	• Cable Street reconstruction from Lakeview Street to Lake Whatcom Boulevard. Bicycle and pedestrian facilities on south side of road, stormwater collection system at the foot of the Cable Street/Lake Whatcom Boulevard.
PW analysis of UGA and 5-Year Review Area	***Southeast UGA***
	• Yew Street Road improved to secondary arterial between San Juan Boulevard and Samish Way.
City Council request	• New Consolidation Parkway/San Juan Boulevard extension east into UGA.
	• New Governor Road collector arterial between Samish Way and San Juan Boulevard.
	• New Wildwood Avenue collector arterial between Governor Road and 40th Street.
	• New Palmer Road east-west collector arterial between Governor Road and Yew Street Road.
1995 Comp Plan adopted Peak Hour LOS E for arterials; allowed some arterials to function at Peak Hour LOS F during p.m. peak hour due to difficult mitigation.	• Lookout Mountain (Galbraith) trails: North/South connecting Whatcom Falls Park to Lake Padden Park, East/West connecting Lake Louise Road to City and County Park properties and Yew Street Road (Whatcom County Bicycle Plan).

Bicycle and pedestrian trails planned in Bellingham UGA

Comments

The City has not adopted LOS standards for signalized intersections

Arterial street traffic counts provided in Appendix T.1. at the end of the Transportation Chapter

- Little Squalicum Beach trail and boardwalk
- West Airport Trail
- June Road Trail (west-side access to Whatcom Community College)
- Dewey Valley Trail (a segment of the Bay-To-Baker Trail)
- Sudden Valley Trail connector (to Bellingham)
- Coast Millennium Trail

Future Transportation Improvement Projects In the 5-Year Review/UGA Expansion Areas

The 1995 Comprehensive Plan establishes an Alternative PEAK HOUR LOS F.

Bellingham and Whatcom County Public Works transportation planners and traffic engineers have identified a need for the following transportation arterials to provide an efficient arterial street network for traffic circulation if the UGA boundary is expanded to include the 5-Year Review Areas with development occurring at urban densities over the 20-year planning period.

Note: This section is consistent with the same list presented on pages tr.26 – tr.28 in the 1995 Transportation Chapter

New development at urban densities in these areas would require City sewer and water utilities. These new arterial streets must be developed to City of Bellingham urban standards and must include bicycle lanes, curb, gutters, and sidewalks unless topography, environmental factors, or right-of-way constraints do not allow them. Some of the arterials below are in or near sensitive environments, such as wetlands, streams, or steep slopes and construction may not be feasible. In the case that standard facilities cannot be included, innovative solutions should be considered to provide for bicycle and pedestrian travel and safety.

Northwest 5-Year Review Area

For ALL arterials on this list: "Status" reflects that the City has already adopted Alternative Peak Hour LOS F for these arterials. A maximum LOS F concurrency threshold is established.

- New Van Wyck Road secondary arterial from West Horton Road to Pacific Highway.
- Slater Road improved to secondary arterial between Interstate 5 and Northwest Road.
- New Slater Road secondary arterial between Northwest Road and Hannegan Road.
- Possible future extension of Slater Road between Hannegan Road and SR 542.

North Central 5-Year Review Area

- The continuation of the Cordata Parkway secondary arterial

Comments

to West Smith Road.

- New east-west connections between Aldrich Road and Cordata Parkway extension and Meridian Street.
- New Irongate Road secondary arterial between East Bakerview Road and Hannegan Road.
- New north-south James Street Road secondary arterial connection to Van Wyck Road along west side of King Mountain;
- New north-south James Street Road secondary arterial connection between Van Wyck Road and Horton Road;
- New east-west Horton Road secondary arterial connection between Guide Meridian, Van Wyck Road, and Hannegan Road;
- Van Wyck Road access control on Guide Meridian. New east-west Van Wyck Road collector arterial connection with Horton Road secondary arterial;
- New east-west Stuart Road collector arterial connection between Guide Meridian and James Street Road, if environmental conditions allow.
- Consider joint funding and public-private partnerships to provide a safe, grade-separated bicycle and pedestrian crossing of Meridian Street to connect existing and developing residential areas east and west of Meridian Street, as well as a regional trail system in the northern portion of Bellingham and the UGA.

WTA will implement a high-frequency (15-minute headway) route on Boulevard in 2006, which adds the capacity equivalent of 320 single occupant vehicles (SOV) per hour to the arterial street.

PART 5: TRAVEL DEMAND FORECAST MODEL PROJECTION OF FUTURE FOR VEHICLE TRAFFIC CONGESTION

Under GMA's concurrency management requirements, infrastructure must perform within the adopted level of service identified and adopted by the City. The LOS adopted by the City for the multimodal transportation network is Person Trips Available (PTA), measured during the p.m. peak hour. Thus, building permits for new developments may be granted as long as person trips are available within the Concurrency Service Area (CSA) to serve the proposed development financial commitments for mitigating measures are secured and implemented, or the facility is fully funded and scheduled for construction in the first, second, or third year of the City's Six-Year Transportation

Comments

Improvement Program (TIP).

The City anticipates that the following arterial streets will continue to experience high levels of motor vehicle congestion during the weekday p.m. peak hour.

- **Meridian Street between Broadway and East Maplewood.** This arterial section of Meridian Street is expected to have traffic volumes that exceed the physical capacity of the road. Mitigation would require the removal of all on-street parking and the physical widening of the intersections at Broadway/Meridian and Illinois/Meridian. The removal of on-street parking between Broadway and Illinois would have a negative impact on businesses in the area. North of Illinois, the removal of on-street parking would, to a lesser degree, negatively affect residential on-street parking. The widening of intersections at Broadway/Meridian and Illinois/Meridian would require the displacement of businesses. ***Status:*** The City Council determined that removal of on-street parking and physical reconstruction of intersections was not a desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hour motor vehicle traffic congestion is expected for this arterial.

- **King Street between Ohio and Iowa.** This one-block link experiences lower levels of service primarily because of intersection problems at King and Ohio. Located in conjunction with the interstate southbound off-ramp, signalization of this intersection presents negative effects in the form of freeway backups due to the length of the ramp and sight distance concerns due to the ramp curvature. Southbound traffic on King experiences excessive delays because of the existing geometry. Mitigation of this deficiency is complex and will require major interchange restructuring. ***Status:*** The City Council determined that physical reconstruction of intersections was not a feasible or desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hour motor vehicle traffic congestion is expected for this arterial.

In 1995, the Woburn arterial section was grouped with Orleans and Lincoln on page tr.28 in the 1995 Transportation Element, but is presented separately here.

- **Boulevard Street between State and Finnegan.** Although experiencing higher levels of motor vehicle traffic congestion during the p.m. peak hour, this link presents no significant capacity concerns due to the limited number of intersections along the route. There are topographic constraints to widening this arterial, but the deficiency may be partially overcome with the installation of curb, gutter, sidewalks, improved street lighting, and bicycle lanes. Bicycle lanes have been created on part of this route and a flashing pedestrian crossing device has been installed at the Boulevard/Adams intersection. In addition, a shared off-

Comments

street bicycle and pedestrian pathway exists below the bluff that includes bridges, safe railroad crossings, and two boardwalks connect this portion of downtown to Fairhaven. WTA high-frequency public transit between downtown Bellingham and Fairhaven began in 2006 and potential future mitigation could include street trolleys. ***Status:*** The City Council determined that widening this arterial was not feasible or a desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hour motor vehicle traffic congestion is expected for this arterial.

- **12th Street between Old Fairhaven Parkway and Hawthorn.** This link is constricted in width due to the 2-lane configuration of the State highway bridge over Padden Creek. Additional complexity results from the convergence of Cowgill, Hawthorn, Park Ridge, 12th Street, and Chuckanut Drive (SR 11) at the signalized intersection south of the State highway bridge. Potential mitigation includes improvement of signal timing, a new arterial connecting Chuckanut Drive (SR 11) to Old Fairhaven Parkway through Area 4 of the South Neighborhood, and reconstruction and widening of the Padden Creek Bridge. ***Status:*** The City Council determined that reconstruction and widening of the State highway bridge was not a financially feasible form of mitigation for the community. Therefore, higher weekday p.m. peak hour motor vehicle traffic congestion is expected for this arterial.

Modified from 1995 to reflect that the arterial may function at LOS F during p.m. peak hour. The City has not adopted LOS for intersections.

- **Orleans Street between Sunset and Alabama.** Traffic volume can exceed the physical capacity of the road during the p.m. peak hour traffic congestion. The width of the street cannot support additional travel lanes without widening. If the road were to be widened, parking would be displaced and, in many instances, the road would be placed close to existing homes. ***Status:*** The City Council determined that removing on-street parking and widening this arterial was not a feasible or a desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hour motor vehicle traffic congestion is expected for this arterial.

Modified from 1995 to reflect that the arterial may function at LOS F during p.m. peak hour. The City has not adopted LOS for intersections.

- **Lincoln Street between Meador and Lakeway Drive.** Traffic volume can exceed the physical capacity of the road during the p.m. peak hour resulting in higher levels of motor vehicle traffic congestion. The width of the street cannot support additional travel lanes without widening. If the road were to be widened, parking would be displaced and, in many instances, the road would be placed close to existing homes. ***Status:*** The City Council determined that removing on-street parking and widening this arterial was not a feasible or a desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hour vehicle traffic

Comments

congestion is expected for this arterial.

WTA operates a high-frequency (15-minute headway) route on Dupont-Elm-Northwest, which adds the capacity equivalent of 320 single occupant vehicles (SOV) per hour to the arterial street.

- **Woburn Street between East Illinois and Alabama.** Increased residential, commercial, and industrial development, as well as regional pass-through traffic, will result in this transportation facility experiencing higher levels of motor vehicle traffic congestion. Physical widening of this arterial section of Woburn would require expensive purchase of right-of-way and possible purchase and removal of homes. Recommended future mitigation should include reconstruction of the Alabama / Woburn intersection to add capacity, establishing a WTA high-frequency transit route. ***Status:*** The City Council determined that removing on-street parking and purchasing homes to widen this arterial was not a feasible or a desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hour motor vehicle traffic congestion is expected for this arterial.

- **Lakeway Drive between Lakeway/King and Lakeway/Lincoln Intersections:** This section of arterial is directly affected by the two intersections. Future development along Lakeway Drive (Birch Street), in Sudden Valley, along Lincoln Street, and in the downtown area, will continue to impact this arterial section and these intersections. Vehicle traffic exiting Interstate 5 also impacts the Lakeway/King intersection. The two intersections were reconstructed in 2004 with wider turning radii and minor capacity improvements. In order to reduce future delay, the intersections would require additional approach lanes. Due to the surrounding built environment, widening of the streets would require right-of-way acquisition and displacement of businesses. ***Status:*** The City Council determined that widening this arterial was not a feasible or a desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hour motor vehicle traffic congestion is expected for this arterial.

Ohio Street at Ohio/King Intersection. The proximity of the intersection with the I-5 southbound interchange, combined with high traffic volumes and near-intersection high-volume driveways are expected to cause both the arterial and the intersection to experience higher levels of motor vehicle traffic congestion. Relocation or modification of the interchange and the closure of driveways are the only mitigating measures that could correct these circumstances. ***Status:*** The City Council determined that relocation or modification of the interchange and the closure of driveways were not a feasible or a desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hours motor vehicle traffic congestion is expected for this arterial

Arterial streets listed here would be needed as urban densities develop in the City and UGA.

Comments

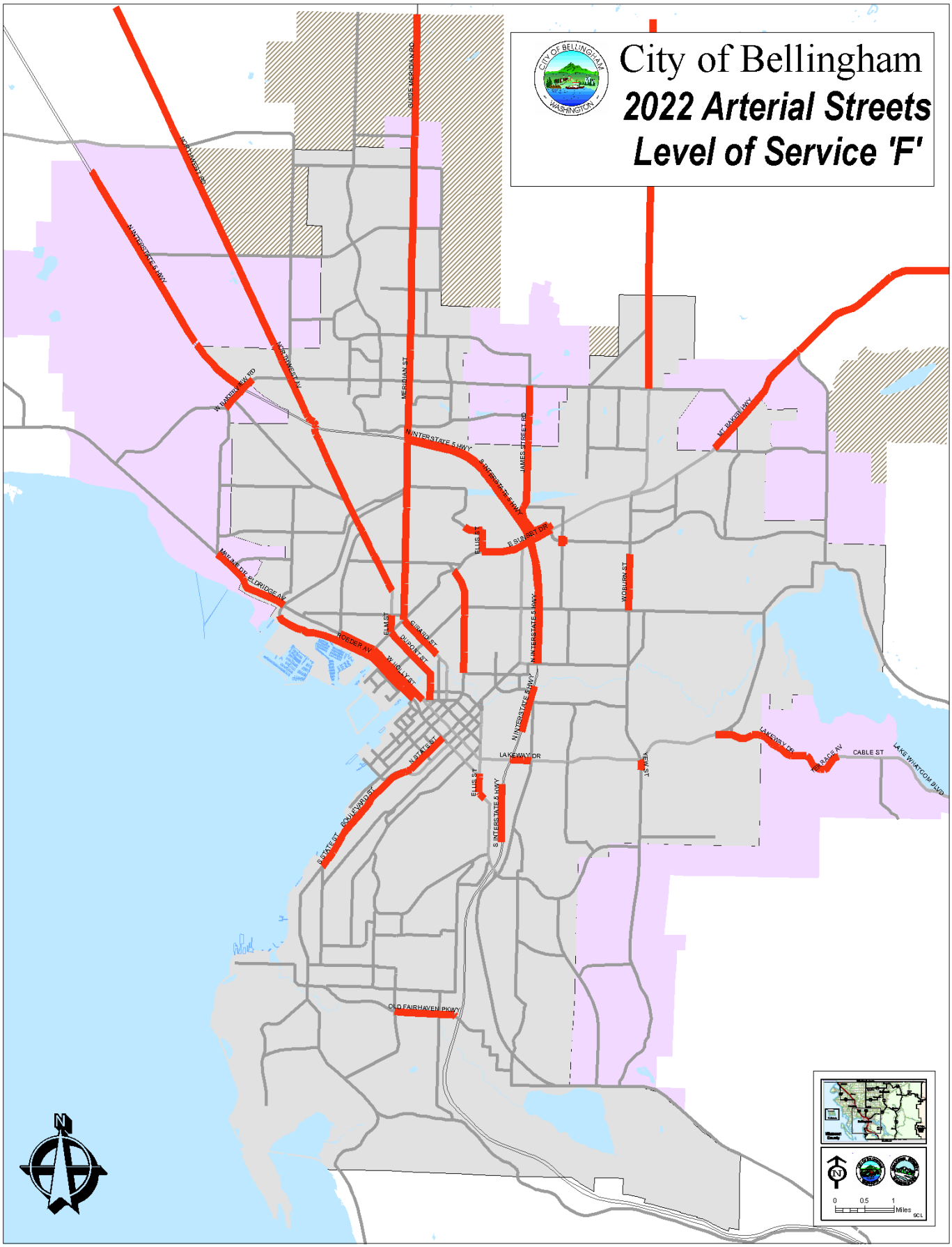
- **Ohio Street at Ohio/James Intersection.** The location of the intersection combined with high and unregulated traffic volumes from the southbound I-5 interchange and adjacent streets create delay at the intersection which will cause ~~it~~ the arterial to experience higher levels of motor vehicle traffic congestion. Signalization of the intersection would create severe congestion on Ohio Street and exacerbate the operation of the King/Ohio intersection. ***Status:*** The City Council determined that signalization of the intersection was not a feasible or a desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hour motor vehicle traffic congestion is expected for this arterial.

- **Northwest Avenue, Elm Street to Interstate-5:** Northwest Avenue, like many other arterials streets, has on-street parking. Removal of on-street parking would allow conversion of the street to four travel lanes, much like what was done on Alabama Street. The displacement of the parking would have a negative effect, not only to residents, but to the businesses in the vicinity of Lynn Street. This is another arterial street that will experience higher levels of motor vehicle traffic congestion. Northwest Avenue serves as a major entry/exit point to Bellingham and the City cannot control the number of vehicles traveling on this arterial. ***Status:*** The City Council determined that removal of on-street parking was not a feasible or a desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hour motor vehicle traffic congestion is expected for this arterial.

Arterials may ONLY be allowed to function at LOS F if the City Council chooses to adopt the Alternative Peak Hour LOS F standard for that arterial

- **Lakeway Drive (between Electric Avenue and City limits).** The two-lane portion of Lakeway Drive east of Electric Avenue to the Birch Street traffic signal and to the Bellingham City limits experiences higher levels of motor vehicle traffic congestion. The portion of Lakeway Drive east of the City limits is in the unincorporated Bellingham UGA and is therefore the responsibility of Whatcom County until annexation occurs. Lakeway Drive is the only east-west arterial that provides access to Bellingham from residential development in the Geneva UGA, the western Lake Whatcom Watershed, and the community of Sudden Valley which will have approximately 7,000 residents when it reaches the build-out allowed by County zoning. Traffic congestion occurs on weekday mornings and evenings as commuters from Sudden Valley and the Geneva UGA enter and exit the City for work, shopping, and entertainment. The City cannot control the number of inbound/outbound vehicles entering and exiting the City.

See Map T6, Travel Demand Forecast Model: Arterial Streets Projected to Reach Peak Hour LOS F by 2022


City of Bellingham
2022 Arterial Streets
Level of Service 'F'
CITY OF BELLINGHAM
WASHINGTON
NORTHWEST RD
INTERSTATE 5 HWY
NORTHWEST AV
W BAKER BLVD RD
GUIDE MERIDIAN RD
MERIDIAN ST
N INTERSTATE 5 HWY
S INTERSTATE 5 HWY
JAMES STREET DR
MT BAKER HWY
E SIRET DR
ELLIS ST
WOBURN ST
MARINE DR
ELDRIDGE AVE
ROEDER AV
ELM ST
GIRARD ST
DUPONT ST
W HOLLY ST
N STATE ST
S STATE ST
BOULEVARD ST
LAKEWAY DR
KENTUCKY ST
LAKEWAY DR
BRAGE AV
CABLE ST
LAKE WHATCOM BLVD
OLD FAIRHAVEN PKWY
N
0 0.5 1
Miles

Comments

Additional potential future mitigation could include:
1.) WTA high-frequency public transit between Sudden Valley and downtown Bellingham;
2.) Aggressive public educational efforts jointly funded by the City, County, WTA, and the Sudden Valley Association to encourage commute trip reduction such as carpooling, transit ridership, compressed work schedules, etc.; and
3.) Related mitigating measures, such as construction of a community commercial shopping and entertainment center to serve Sudden Valley and a new Sudden Valley public school complex. Both of these land uses have the potential to eliminate or reduce vehicle trips throughout the Lake Whatcom Watershed.

Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

- ***Recommendation:*** Widening Lakeway Drive to add vehicle capacity is not considered feasible or a desirable form of mitigation for the community. Therefore, higher weekday p.m. peak hour motor vehicle traffic congestion is expected for this arterial.

Travel Demand Forecast Model Projections

Possible widening to 3 to 5 lanes with sidewalks, bicycle lanes, and safe pedestrian crossings wherever possible.

While the population growth alternatives evaluated by the City in the July 2004 Final Environmental Impact Statement (FEIS) are based on the same rate of population growth, they distribute the growth (primarily the residential growth) in different ways, based on compact infill, substantial expansion of the Urban Growth Areas, or a combination of compact infill and limited expansion at urban densities. The major areas for commercial and industrial employment growth and, therefore peak hour trip generation, are the same under each alternative. While there could be an increase in industrial and commercial zoned land, the impacts will be primarily on the same major arterial corridors.

Travel Demand Forecast Model Assumptions

To identify future transportation deficiencies, the population growth scenarios from the FEIS were plugged into the transportation model and residential (home), commercial and industrial (jobs) growth distributed around the city and the Urban Growth Areas. The computer model analyzed traffic impacts from growth over the 20-year planning period. Some transportation facilities are projected to fall below a Peak Hour LOS E classification even with the assumed completion of all of the following arterial street projects:

Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

- San Juan Boulevard between Yew and 40th;
- June Road between Kellogg and Aldrich;
- Kline Road between Aldrich and Deemer;
- Kelly Road between Meridian and Cordata;

Comments

WTA provides a high-frequency (15-minute headway) route on Dupont-Elm-Northwest providing capacity equivalent of 320 single occupant vehicles (SOV) per hour. Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

WTA provides a high-frequency (15-minute headway) route on Dupont-Elm-Northwest providing capacity equivalent of 320 single occupant vehicles (SOV) per hour.

Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

Mitigation plan developed as part of St. Joseph Hospital Institutional Master Plan.

- Wildwood between 40th and Governor Road;
- Governor Road between Samish and San Juan;
- Palmer Road between Governor and Yew;
- Tull Road between Kellogg and Stuart;
- Deemer Road between Stuart and Kline;
- Horton Road between Deemer to Meridian;
- Guide Meridian (WSDOT) between Horton and Ten Mile;
- Sunset Drive (5 lanes) between Woburn and McLeod;
- Irongate Road between Bakerview and Hannegan;
- New arterial connection (possibly 24th Street) between Old Fairhaven Parkway and Chuckanut Drive;
- Bakerview (5 lanes) between Deemer and Hannegan;
- Hannegan (5 lanes) between Bakerview and Sunset; and
- Bakerview between Hannegan and Mt. Baker Highway.

The arterials projected to drop below Peak Hour LOS E classification during the p.m. peak hour are listed below and shown on Map T.8. Potential mitigation is identified, but where mitigation alternatives are limited or not feasible, adoption of higher levels of motor vehicle traffic congestion should be considered for some transportation facilities during the p.m. peak hour.

The list of arterials projected to experience higher levels of motor vehicle traffic congestion by 2022 is not a recommendation, nor is it an adoption, of higher levels of motor vehicle traffic congestion. Staff will alert the City Council when each of these arterials experience higher levels of motor vehicle traffic congestion during the Transportation Report on Annual Concurrency (TRAC) presentation. At that point in time, the City Council will have to direct staff to explore a range of alternative mitigating measures, including the consideration of allowing the arterial to experience higher levels of motor vehicle traffic congestion during the p.m. peak hour.

As stated in the section titled "Public Decision-Making to Adopt Transportation Policy," above, adopting changes to individual thresholds in Table 1. of BMC 13.70 can only be accomplished through amendment to BMC 13.70, which requires public hearings before both the Planning Commission and City Council and therefore additional arterial streets will not be allowed to, experience higher levels of motorized vehicle congestion during the p.m. peak hour unless the City Council votes to do so.

Comments

WTA provides a high-frequency service on Cornwall between CBD and Alabama. Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

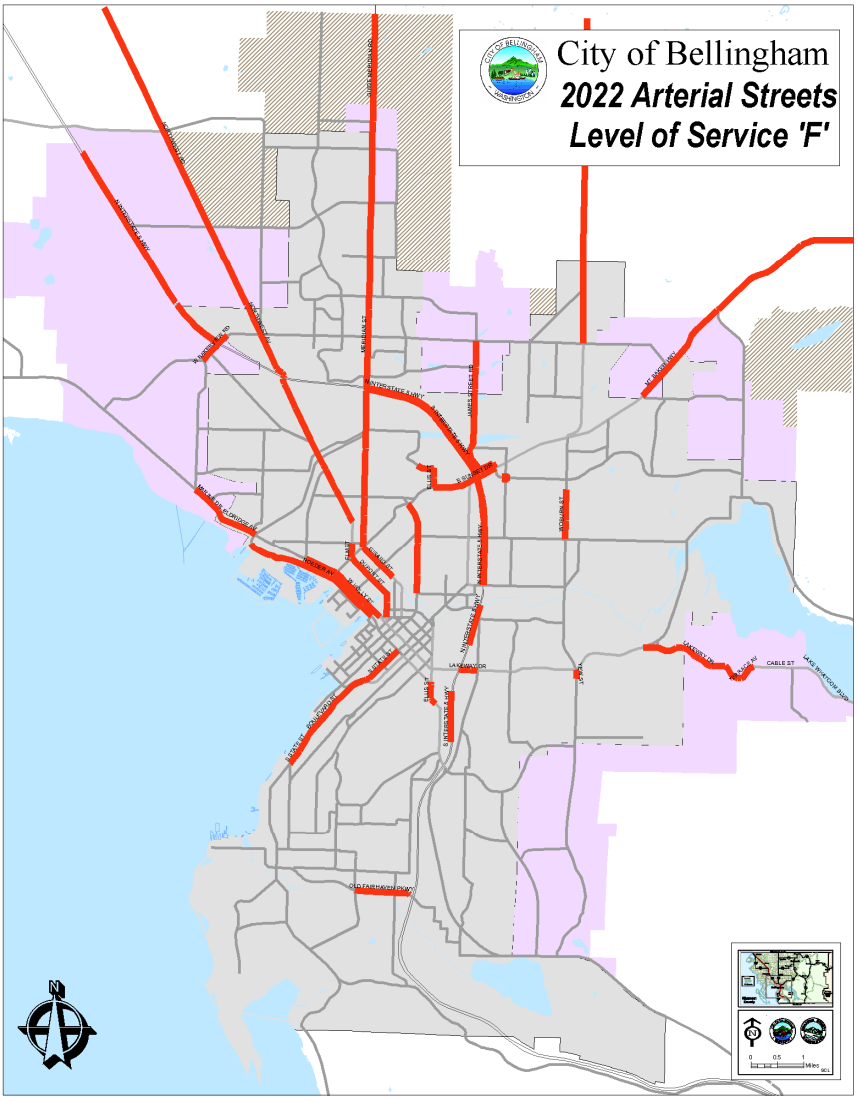
Improve intersection to extent possible.

Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

Improve intersection to extent possible.

Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

Travel Demand Forecast Model: Arterial Streets Projected to Experience Higher Levels of Motor Vehicle Traffic Congestion by 2022



Arterial Streets Projected to Experience Higher Levels of Motor Vehicle Traffic Congestion by 2022 (Based on 2002 – 2022 planning period)

NOTE: Change all 'recommendations' in this section generally as follows:

Recommendation: *If widening this arterial to add vehicle*

Comments

Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

Lakeway/Yew intersection is City responsibility. Mitigation of traffic congestion on Yew Street arterial is responsibility of Whatcom County until the Yew Street UGA is annexed to Bellingham. Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

The Lakeway Drive/Cable Street arterial east of the City limits serves as the only eastern entrance to Bellingham for all of the western Lake Whatcom Watershed, which includes Sudden Valley and Geneva and is therefore the responsibility of Whatcom County until annexation occurs.

Potential mitigating measures

capacity is not feasible or is not a desirable from of mitigation for the community, then the City Council may need to consider allowing higher levels of motor vehicle traffic congestion during the weekday p.m. peak hour for this arterial in the future.

CITY ARTERIAL STREETS

- **State Street between Chestnut and Boulevard.** This segment of State Street is projected to see additional development with associated vehicle traffic and pass-through traffic from downtown to Fairhaven and the southern portion of the City. In 2002, travel lanes on this segment of State Street were reduced from three lanes to two lanes and a bicycle lane was added on the west side. Pedestrian sidewalks exist along both sides of this arterial section and a shared off-street bicycle and pedestrian pathway that includes bridges, safe railroad crossings, and boardwalks connects this portion of downtown to Fairhaven. Potential future mitigation could include removal of the on-street bicycle lane or removal of on-street parking and re-establishment of three vehicle travel lanes. The displacement of the parking may have a negative effect, not only to residents, but to the businesses along State Street. Alternatively, future mitigation could include street trolleys and/or WTA high-frequency public transit between downtown Bellingham and Fairhaven. ***Recommendation:*** If widening this arterial to add vehicle capacity is not feasible or is not a desirable form of mitigation for the community, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

- **Roeder Avenue between Bay Street and Squalicum Parkway.** This transportation facility serves a vital role as part of the City of Bellingham Truck Route and as the primary access to Port of Bellingham facilities and services along the Bellingham Bay waterfront. Additional industrial, commercial, and residential development is anticipated along Roeder Avenue as the former Georgia-Pacific industrial facility is redeveloped in the future. ***Recommendation:*** Recommended mitigation is to physically widen Roeder to 3 to 5 lanes and, if right-of-way allows, to include sidewalks, bicycle lanes, and safe pedestrian crossings connecting Old Town to the redeveloped area of New Whatcom (former Georgia Pacific site) and downtown bicycle and pedestrian networks. However, if widening this arterial to add vehicle capacity is not a desirable form of mitigation for the community, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

Comments

A WTA high-frequency (15-minute headway) route between Sudden Valley and the Bellingham CBD could provide capacity to remove 320 single occupant vehicles (SOV) per hour from the Lake Whatcom Watershed and the Lakeway Drive arterial.

- **Holly Street from Bay Street west to Eldridge/Lynn.**
  This link will function at Peak Hour LOS F due to the 2-lane configuration and parking provisions along both sides of the street. Rezoning, master planning, and redevelopment of Old Town into an Urban Village is anticipated within the 20-year planning period and associated traffic congestion will occur on this section of Holly Street. Recommended mitigation is to remove on-street parking along one or both sides of the street, improve channelization, and add left turn lanes at intersections, as redevelopment occurs, to improve capacity. Parking time-prohibition should be considered along this link to facilitate peak-hour traffic volumes while allowing on-street parking during off-peak periods. ***Recommendation:*** If on-street parking is not removed from this section of Holly Street, thus allowing more vehicle capacity, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

Mitigation of traffic congestion on this arterial is the responsibility of Whatcom County until the Geneva UGA is annexed to Bellingham.

- **Dupont Street between Broadway and Prospect.**
  This section of Dupont through the Lettered Streets Neighborhood experiences restricted traffic flow due to on-street parking along the route. There is sufficient street width (44 to 48 ft) to accommodate an additional traffic lane in each direction. Potential mitigation could be accomplished by removing on-street parking and providing channelization for the additional lanes. ***Recommendation:*** If on-street parking is not removed from this section of Dupont Street then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

- **Girard Street between Broadway and Grand.**
  Due to physical constraints of this section of Girard through the Lettered Streets Neighborhood, this transportation facility is expected to function at Peak Hour LOS F within the 20-year planning period. ***Recommendation:*** Widening this arterial to add vehicle capacity may not be feasible and may not be a desirable form of mitigation for the community. Therefore the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

Mitigation of traffic congestion on this arterial is the responsibility of Whatcom County until the Northwest UGA is annexed to Bellingham.

- **Northwest north of Interstate 5 to Bakerview Road.**
  Increasing development along both Northwest and West Bakerview combined with inbound/outbound traffic from Whatcom County will result in this transportation facility functioning at Peak Hour LOS F within the 20-year planning period. The City cannot control the number of northbound

Comments

vehicles exiting Interstate 5, nor the number of vehicles entering and exiting the City on Northwest. Recommended mitigation should include working with WSDOT to address the Interstate 5/Northwest interchange on- and off-ramp configurations. ***Recommendation:*** Widening this arterial to add vehicle capacity may not be feasible and may not be a desirable form of mitigation for the community. Therefore the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

Mitigation of traffic congestion on this arterial is the responsibility of Whatcom County until the Northwest UGA is annexed to Bellingham.

- **Squalicum Parkway / Ellis @ St. Joseph's Hospital.** Increased traffic volumes generated from throughout the region will result in this transportation facility functioning at Peak Hour LOS F within the 20-year planning period. ***Recommendation:*** Work with St. Joseph's Hospital Institutional Master Plan process to determine mitigation and explore potential future access points.

Mitigation of traffic congestion on this arterial is the responsibility of WSDOT, Whatcom County, and the City of Bellingham. Add right turn lane for northbound Interstate 5

- **Cornwall between Ohio and Sunset.** Increased traffic volumes will result in this transportation facility functioning at Peak Hour LOS F within the 20-year planning period. Potential mitigation could include removal of on-street parking and establishment of WTA high-frequency transit route. ***Recommendation:*** If on-street parking is not removed from this section of Dupont Street, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

UGA land use is under Whatcom County jurisdiction until annexation, but capital improvements to arterials in this area is City responsibility due to past annexation agreement.

Widen James Street Road to 3 lanes with bicycle and pedestrian facilities

- **Sunset Drive between Ellis and Barkley.** Increased commercial development, inbound/outbound traffic from northeast Whatcom County, and traffic exiting Interstate 5 will result in this transportation facility functioning at Peak Hour LOS F within the 20-year planning period. ***Recommendation:*** Realign Barkley / James to provide a more direct movement. Improve coordination of signal timing between WSDOT and City signals. However, if reconstruction of this arterial to add vehicle capacity is not feasible or a desirable form of mitigation for the community, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

- **Barkley Boulevard at Orleans/Barkley intersection.** Increased residential, commercial, and office development along Barkley Boulevard, as well as pass-through traffic, will result in this transportation facility functioning at Peak Hour LOS F within the 20-year planning period. ***Recommendation:*** Improve intersection to allow additional capacity. However, if

Comments

Mitigation of traffic congestion on Hannegan Road north of the City limits is the responsibility of Whatcom County.

Mitigation alternatives will be considered and the Council may need to consider adopting Alternative Peak Hour LOS F, with a maximum concurrency threshold, in the future

Mitigation of traffic congestion on this arterial is the responsibility of WSDOT and Whatcom County until the Northeast UGA is annexed to Bellingham.

A future WTA high-frequency (15-minute headway) route along Meridian Street between CBD and Bellis Fair Mall could provide capacity to remove 320 single occupant vehicles (SOV) per hour from the arterial street.

SR 539 is a Highway of Statewide Significance and therefore is exempt from concurrency requirements.

SR 539 is a Highway of Statewide Significance and therefore is exempt from concurrency requirements.

reconstruction of this arterial and intersection to add vehicle capacity is not feasible or a desirable form of mitigation for the community, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

ARTERIALS SERVING AS MAJOR ENTRY/EXIT POINTS TO BELLINGHAM

- **Old Fairhaven Pkwy 32nd to 24th.** Due to the proximity the southbound Interstate 5 off-ramp, the entrance to a large grocery store, two gas stations, and the 30th Street intersection, congestion is expected to exceed Peak Hour LOS E. WSDOT has plans to signalize the southbound Interstate 5 off-ramp / Old Fairhaven intersection, but close proximity of the intersections creates a difficult situation. Possible mitigation includes coordination of signal timing at 30th and Interstate 5 ramps to allow additional flow to Old Fairhaven Parkway and a new arterial connecting Old Fairhaven Parkway to Chuckanut Drive through Area 4 of the South Neighborhood. ***Recommendation:*** If widening this arterial to add vehicle capacity is not feasible or a desirable form of mitigation for the community, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

- **Lakeway Drive at Yew Street intersection.** The south leg of this intersection will become congested as residential densities increase in the Yew Street Urban Growth Area. Lack of employment, shopping, and entertainment opportunities in the Yew Street corridor will generate vehicle trips into the City. Low residential densities will not support viable and convenient public transit. ***Recommendation:*** If reconstruction of this arterial and intersection to add vehicle capacity is not feasible or a desirable form of mitigation for the community, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

- **Lakeway Drive (east of Birch Street & City limits).** The two-lane portion of Lakeway Drive east of the Birch Street traffic signal and the Bellingham City limits will function at Peak Hour LOS F within the 20-year planning period. The portion of Lakeway Drive east of the City limits is in the unincorporated Bellingham UGA and is therefore the responsibility of Whatcom County until annexation occurs. Lakeway Drive is the only east-west arterial that provides access to Bellingham from residential

Comments

WSDOT will widen to 5 lanes, 2007 - 2009

development in the Geneva UGA, the western Lake Whatcom Watershed, and the community of Sudden Valley which will have approximately 7,000 residents when it reaches the build-out allowed by County zoning. Traffic congestion occurs on weekday mornings and evenings as commuters from Sudden Valley and the Geneva UGA enter and exit the City for work, shopping, and entertainment. The City cannot control the number of inbound/outbound vehicles entering and exiting the City.

Interstate 5 is a Highway of Statewide Significance and therefore is exempt from concurrency requirements.

Possibly add a third lane in each direction, fix interchanges if and when State funding allows

Potential future mitigation could include:

1.) Rechannelization from two wide travel lanes to four narrow travel lanes and elimination of shoulder/bike lane. Narrow travel lanes may be infeasible or dangerous due to many curves and limited sight distances. If narrow travel lanes are considered, then speed limits should be reduced from the current 35 mph posted speed limit.

2.) Physically widening and reconstructing Lakeway Drive, which would require expensive right-of-way acquisition and straightening of curves;

3.) WTA high-frequency public transit between Sudden Valley and downtown Bellingham;

4.) Aggressive public educational efforts jointly funded by the City, County, WTA, and the Sudden Valley Association to encourage commute trip reduction such as carpooling, transit ridership, compressed work schedules, etc.; and

5.) Related mitigating measures, such as construction of a community commercial shopping and entertainment center to serve Sudden Valley and a new Sudden Valley public school complex. Both of these land uses have the potential to eliminate or reduce vehicle trips throughout the Lake Whatcom Watershed.

2006-2011 6-year TIP developed from Comp Plan transportation improvement list, as well as unanticipated and emerging projects.

- ***Recommendation:*** Mitigation of traffic congestion on this arterial is the responsibility of Whatcom County until the Geneva UGA is annexed to Bellingham. If annexation occurs in the future, but the mitigating measures to add vehicle capacity are not feasible or considered desirable forms of mitigation for the community, then the City Council would need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial.

Establishes Comprehensive Plan, Transportation Chapter as the starting point for annual development of 6-year TIP.

- **Lakeway Drive from Ellis Street to Lincoln Street (underneath Interstate 5).**

Cross-reference to Capital Facilities Chapter.

This segment of Lakeway Drive connects downtown to land uses east and southeast of the City and is one of only 10 city arterials that cross or pass beneath Interstate 5. Traffic congestion occurs on weekday mornings and evenings as commuters enter and exit the downtown area. Adding capacity to this segment of Lakeway Drive would require the physical widening of the road cut beneath Interstate 5 and would be cost

Comments

prohibitive. Other mitigation could include 1.) Improvement of signal coordination between City and WSDOT signals, 2.) WTA high-frequency transit service. ***Recommendation:*** If widening this arterial to add vehicle capacity is not feasible or a desirable form of mitigation for the community, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

- **Eldridge Avenue – Marine Drive between Nequalicum and Bennett Drive.** Adding left turn lanes at intersections, as redevelopment occurs, may help to improve capacity. ***Recommendation:*** Mitigation of traffic congestion on this arterial is the responsibility of Whatcom County until the northwest UGA is annexed to Bellingham. If annexation occurs in the future, but widening the arterial to add turn lanes and add vehicle capacity are not feasible or are not considered desirable forms of mitigation for the community, then the City Council would need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial.

Many goals and policies from 1995 have been retained and/or modified.

- **Northwest Road north of West Bakerview Road.** This two-lane road is in the unincorporated Bellingham UGA and is therefore the responsibility of Whatcom County until annexation occurs. The City traffic model projects that this facility will function at Peak Hour LOS F within the 20-year planning period. This is a major entry/exit point to Bellingham and the City cannot control the number of inbound/outbound vehicles entering and exiting the City. ***Recommendation:*** Mitigation of traffic congestion on this arterial is the responsibility of Whatcom County until the northwest UGA is annexed to Bellingham. If annexation occurs in the future, but widening this arterial to add vehicle capacity is not feasible or not considered a desirable form of mitigation for the community, then the City Council would need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial.

TG-1 changed to TV-1 to reflect that these are "Transportation Visions"

Bellingham is dominant cultural and economic center of Whatcom County

- **West Bakerview Road @ Interstate 5.** Increasing development along both Northwest and West Bakerview combined with inbound/outbound traffic from Whatcom County and traffic exiting Interstate 5 is expected to result in this transportation facility functioning at Peak Hour LOS F within the 20-year planning period. ***Recommendation:*** Coordinate WSDOT and City signal timing, add a designated right turn lane to access northbound Interstate 5 on-ramp.

Urban Village concept

Multi-modal transportation

- **James Street between Woodstock Way and East Bakerview Road.** Increased residential development along James Street

Neighborhood Centers

Comments

and throughout the northcentral Bellingham UGA will result in this transportation facility functioning at Peak Hour LOS F within the 20-year planning period. ***Recommendation:*** James Street, between Sunset and City limits at McLeod Road is on 2006-2011 City TIP for improvement to full secondary arterial standards, includes construction of turn lanes, bicycle lanes, curbs, gutters, sidewalks, enclosed drainage and street lighting. Realignment of access from Sunset may also be necessary in the future. Additional mitigation could include WTA high-frequency transit. However, if widening this arterial to add vehicle capacity is not a desirable form of mitigation for the community, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

Bicycle and Pedestrian

Non-motorized transportation

Arterial streets

Grant funding priorities

- **Hannegan Road from Bakerview north to City limit**. Increased industrial development in the Bakerview Industrial Area and increased residential development in the Bellingham UGA and the rural portions of Whatcom County will contribute to traffic congestion and this transportation facility will function at Peak Hour LOS F within the 20-year planning period. Hannegan Road serves as the second major north-south entry/exit point to Bellingham after the Guide Meridian and the City cannot control the volume of inbound/outbound traffic on this arterial. ***Recommendation:*** If widening the City portion of this arterial to add vehicle capacity is not a desirable form of mitigation for the community, then the City Council may need to consider adoption of the Alternative Peak Hour LOS F standard with an associated maximum concurrency threshold for this arterial in the future.

Reduce auto reliance

Farmer's Market at Depot Market Square on Saturdays

Waterfront

Whatcom Creek corridor

- **Sunset Drive from McLeod/City limits to Britton Road.** Sunset Drive is a State highway (SR 542) beyond the City limits, but is not a designated Highway of Statewide Significance. Increased residential development in the Bellingham UGA as well as pass-through traffic will result in this transportation facility functioning at Peak Hour LOS F within the 20-year planning period. This is also the major entry/exit point to Bellingham from the northeast portion of Whatcom County and the City cannot control the volume of inbound/outbound traffic. ***Recommendation:*** Mitigation of traffic congestion on this arterial is the responsibility of Whatcom County until the northeast UGA is annexed to Bellingham. If annexation of the northeast UGA were to occur, and widening this arterial was not a desirable form of mitigation for the community, then the City Council would need to consider adoption of the Alternative Peak Hour LOS F standard, with associated maximum concurrency thresholds, for this arterial in the future.

Less need for parking

Comments

- **Meridian Street between East Maplewood and the City limits.** State Highway 539 is also referred to as Meridian Street within the City limits and the Guide-Meridian outside of the City limits. The City attempts to manage access to Meridian by requiring a minimum of 300' between driveway access points with a preference for 600', and encouraging shared driveway access. Commercial development along Meridian generates high volumes of traffic and this arterial serves as a major entry/exit point to Bellingham from the north County. ***Recommendation:*** This is a Highway of Statewide Significance and therefore is exempt from concurrency requirements.

Design streets that are people-oriented

- **Guide-Meridian (SR 539) north of Horton Road.** This link of State Route #539 from Bellingham to the north operates below Peak Hour LOS E due to its 2-lane configuration. SR 539 is a Highway of Statewide Significance and therefore is exempt from concurrency requirements. ***Recommendation:*** Mitigation can be accomplished by adding additional travel lanes. The Washington State DOT is currently planning on widening SR 539 Guide-Meridian to 5 lanes from Horton Road to l0 Mile Road. WSDOT also has future plans to widen SR 539 to 5 lanes from Ten Mile Road to the Canadian border.

Inter-jurisdictional coordination

Public awareness

- **Interstate 5 between Samish and Meridian.** Interstate 5 is a limited access freeway that functions as a primary arterial from the south end of the City to the north end of the City. Close spacing of major intersections coupled with poor inter-change design contribute to the deficiency of this section. The City cannot control the number of vehicles entering and exiting the City. Interstate 5 is also a Highway of Statewide Significance and is exempt from GMA concurrency standards. ***Recommendation:*** Possible future mitigation of this deficiency could be accomplished by increasing the number of lanes, improvement of interchange geometry, and a dedicated high-occupancy vehicle lane in each direction. There are currently no firm plans to improve the lane capacity or the interchange configurations of the interstate system through Bellingham.

City / County coordination

Reduce fossil fuel use

Focus on improved circulation and reduce road-widening emphasis

PART 6: SIX-YEAR FINANCING PROGRAM

Six-Year Transportation Improvement Program

Safe, efficient arterial network for movement of people and goods

The Bellingham Public Works Department prepares an updated *Six-Year Transportation Improvement Program (TIP)* every year for City Council adoption as part of the budgeting process. This document serves as a tool for land use planners and traffic engineers to plan, program, and budget for necessary multi-modal transportation projects.

Comments

The Public Works Department prepares the Six-Year TIP based on the list of multi-modal transportation improvement projects that have been identified for the 20-year planning period in this Transportation Element and emerging projects that have not been anticipated, but become necessary due to changing circumstances.

Residential street character

Transportation Improvement Program Financing

Truck routes must be maintained

Heavy Industrial vs. Residential traffic

The six-year Capital Facilities Financing Program for transportation improvements reflects the goals and policies identified in the 1992 Visions for Bellingham, in the 2004 County-wide Planning Policies and in this document. While financial planning for transportation involved the same process as that for capital facilities planning, the timing and funding for transportation improvements are restricted by the concurrency requirement and the binding nature of Peak Hour LOS standards.

The City is required to create a six-year financing plan for both transportation and capital facilities; however, the transportation improvements must be provided concurrently with development. The list of transportation projects to be completed during the six-year time frame is listed in the Capital Facilities Element. This list will be updated annually during the City Six-Year TIP and budget process.

Identify and connect missing links

WTA, Port, Amtrak, Greyhound, Alaska Marine Highway, Airporter Shuttle, passenger ferries, taxi cabs

The funding sources and mechanisms that will be used for transportation improvements are also described in the Capital Facilities Element. Typically, transportation capital improvements are funded through various sources, including local street funds, state Transportation Improvement Board funds, Local Improvement Districts (LID), Real Estate Excise Tax (REET) funds, developer contributions, and Transportation Impact Fees (TIF).

Connectivity

PART 7: TRANSPORTATION GOALS (TG)

The following goals and policies have been developed through a series of public planning processes over the past 15 years including the following:

Priority for pedestrian and bicycle in Urban Villages

- Visions for Bellingham, 1992;
- Bellingham Comprehensive Plan, 1995;
- Whatcom County Comprehensive Plan, 1997;
- Whatcom Council of Governments, Whatcom Transportation Plan, 2001;
- Washington State Transportation Plan 2003-2022
- Whatcom Transportation Authority, Six-Year Strategic Plan, 2004;

Support WTA 2004 Strategic Plan

Comments

- Community Forum on Growth Management; 2004.

Transportation Visions for Bellingham

Transit-oriented development

TV-1 Bellingham's transportation network is consistent with its position as a cultural and economic center, with particular emphasis on fixed or light rail access connecting Seattle, Bellingham and Vancouver, ferry service to the San Juan Islands, British Columbia and Alaska, and continued use of our waterfront for water transportation.

TV-2 Development patterns that encourage walking, biking and transit use are fostered through incentives and zoning regulations, including provisions for developments which allow people to live within walking distance of shopping and employment. These provisions may encourage small scale neighborhood centers as well as cottage industry or home occupations.

TV-3 Both pedestrian and bicycle facilities connect living, working, education, and recreational areas throughout the town. New development is designed to be pedestrian friendly. Walking is made easier by requirements for street trees and separated sidewalks on all new or reconstructed arterials except where existing mature vegetation or terrain suggest otherwise. Bicycling as a form of recreation and bicycling as a form of transportation flourishes, using facilities that are well lit and are built and maintained to allow year-round, all-weather use, and allow safe on and off-street travel.

TV-4 Bellingham continues to recognize the need for an efficient arterial system which minimizes through traffic on local residential streets. Transportation grant applications and local transportation funding priorities address multi- modal transportation improvements on City arterials, the Interstate 5 overpasses, and across the Interstate between Samish and West Bakerview.

As per the 2004 Social Data Study, private automobiles account for 87% of total trips made in Bellingham in 2004, transit for 2%, bicycling for 3%, and walking for 8%.

TV-5 Bellingham reduces noise pollution and increases air quality by reducing its reliance on the automobile and promoting walking, bicycling, and other modes of transportation.

Periodic surveys needed to monitor progress toward mode shift goals

TV-6 Pedestrians enjoy improvements downtown that reduce or eliminate cars on some streets or alleys and provide space for public gatherings, such as a public square.

TV-7 Multi-modal transportation linkages between downtown and the waterfront connect the Central Business District with the Bay and provide a safe walkways and bicycle paths along Whatcom Creek between the Bay and Lake Whatcom.

Comments

TV-8 A significant increase in the number of bicycle commutes into the central downtown area reduces the need for new parking spaces while decreasing the congestion, noise and pollution caused by motorized traffic. Lower levels of motor-driven traffic (and a lessened need for parking) frees up street areas for open green spaces, creative commercial activities and cultural events that are increasingly attracting people to the downtown and waterfront area.

TV-9 Whatcom Transportation Authority's Primary Transit Network and high-frequency route enhancements reflect Bellingham's commitment to adjust to changing transportation needs, utilizing public transportation to improve air quality, to decrease parking demand and to reduce reliance on the use of the automobile. Route enhancements may include enhanced service hours, shuttles from outlying areas to downtown and Bellis Fair, a downtown area bus providing both internal circulation and access to parking, and the use of innovative or historic vehicles in downtown and Fairhaven.

Commercial and Industrial parking reductions

Urban Villages and WTA Primary Transit Network

TV-10 Transit riders enjoy an increased sense of security on Whatcom Transportation Authority's Primary Transit Network.

General Transportation Goals

Separate pricing for housing units and associated parking spaces

TG-1 Enhance the function, safety, and appearance of Bellingham's streets.

TG-2 Encourage and provide for energy efficient means of transportation in Bellingham.

Car-sharing to reduce residential parking demand

TG-3 Establish on-going mechanisms to improve communication and develop coordinated approaches to common problems among governmental jurisdictions in Whatcom County and to ensure coordination and consistency among state, regional, and local transportation plans.

TG-4 Raise the public's level of awareness about regional transportation issues, laws and regulations, and alternative transportation modes such as transit, rideshare, bicycling and walking to better achieve the goals of the comprehensive plan.

Minimize impacts

TG-5 Coordinate city and county comprehensive plans to encourage land use types, mixes, and densities that promote balanced and effective transportation systems.

Alternative Transportation

TG-6 Provide a transportation system which minimizes environmental and social impacts and reduces reliance on fossil fuels.

TG-7 Focus on improving traffic circulation and reduce demand

Comments

for constructing costly system improvements designed to accommodate additional single occupancy vehicle trips.

TG-8 Use Intelligent Transportation Systems (ITS) where appropriate to achieve Bellingham's transportation goals and increase the efficiency of the transportation system.

Streets and Ways

TG-9 Ensure a regional system of state highways and local arterial streets that is functional, well maintained and meets the demands of the future without unnecessarily disrupting individual neighborhoods.

TG-10 Emphasize, accommodate, and provide facilities for multiple transportation modes on Bellingham streets wherever possible.

TG-11 Consider Intelligent Transportation Systems (ITS) solutions that will increase Bellingham's arterial street capacity while reducing the need for new construction.

TG-12 Provide safe and functional residential streets while retaining those elements of the right-of-way which are valued aspects of the character of the area.

Truck Routes

TG-13 Provide truck access to industrial and commercial areas while minimizing the negative impacts associated with truck routes through design standards and location.

TG-14 Segregate residential and heavy industrial traffic to the greatest extent possible.

TG-15 Use Intelligent Transportation Systems (ITS) that improve commercial vehicle mobility and provide safer, expedited travel through Bellingham and Whatcom County.

Multi-modal Connectivity

Policy incentives to support transit and alternative modes.

TG-16 Identify and commit to connecting 'missing links' within the land-based transportation network for all modes of transportation, including pedestrian, bicycle, transit, and motor vehicles.

TG-17 Work with transportation providers and other jurisdictions to increase the efficiency and convenience of inter-modal transportation connections within the regional transportation network.

WTA PTN service adds capacity equivalent of 320 single occupant vehicles per hour

TG-18 Identify and analyze low-cost opportunities to increase street

Comments

connectivity to create better traffic circulation within neighborhoods and throughout the city.

Pedestrian and Bicycle Facilities

TG-19 Increase mode share of bicycle and pedestrian trips by providing a safe, well-connected, and convenient bicycle and pedestrian circulation network throughout the city.

TG-20 Prioritize pedestrian and bicycle facility improvements over auto-oriented improvements within Urban Villages and areas targeted for infill development.

Public Transit

TG-21 Support the WTA 2004 Strategic Plan to focus transit resources in Bellingham, but also provide high quality, safe, convenient, accessible, cost-effective transit service throughout the urbanized area of Whatcom County as an attractive alternative to the single-occupancy vehicle.

LOS standards for all modes of transportation

TG-22 Support WTA high-frequency transit service by allowing higher density development in designated Urban Villages in Bellingham and the Bellingham UGA.

TG-23 When new development takes place, support WTA high-frequency transit service by encouraging transit-oriented development along and within ¼ mile of WTA's Primary Transit Network within Bellingham and the Bellingham UGA.

TG-24 Support WTA efforts to meet the public transportation needs of all segments of the community.

Will require additional work by BPAC and Public Works staff

TG-25 Support WTA efforts to meet service standards to protect average transit service speed on arterials as identified in the WTA's 2004 Strategic Plan.

To implement the land use strategy calling for infill and Urban Villages,

TG-26 Support efforts to increase public transportation's market share of total travel along WTA Primary Transit Network corridors in Bellingham and Whatcom County.

TG-27 Use Intelligent Transportation Systems (ITS) designed for improving transit services by providing more information at bus stops and on board buses, to enhance the safety of passengers and drivers, and to provide signal pre-emption for transit vehicles throughout Bellingham.

Alternative Transportation Mode Shift

TG-28 Set target goals to increase the mode share of pedestrian, bicycle, and transit trips and reduce automobile trips as a

Comments

percentage of total trips, as listed below.

Mode	2004	2010	2015	2022
Automobile	**87%**	**84%**	**80%**	**75%**
Transit Bus	**2%**	**3%**	**4%**	**6%**
Bicycle	**3%**	**4%**	**5%**	**6%**
Pedestrian	**8%**	**9%**	**11%**	**13%**

(Note: 2004 data from FTA/Social Data Study)

Concurrency management

TG-29 Secure multi-jurisdiction (City, County, WTA, Port, WCOG, WWU, WSDOT, FTA) funding to conduct Social Data and "Individualized Marketing" surveys, including follow-up travel behavior intervention in 2010, or one-year prior to the next Bellingham Comprehensive Plan update, to track and monitor progress towards mode shift targets.

Traffic Impact Fees

TG-30 Bellingham reduces automobile trips on roadways and increases the efficiency of transportation facilities by developing and encouraging Transportation Demand Management (TDM) strategies to help achieve target goals for transportation mode shift, wherever possible.

Prioritize funding for multi-modal improvements

TG-31 Encourage public education and funding for bicycle safety enforcement.

Minimize funding for widening entry/exit points

TG-32 Emphasize and commit to the implementation of infill and Urban Village land use strategies to create residential densities that will support safe, viable, and convenient opportunities to use transportation modes other than the private automobile.

Parking Supply Reductions

ITS may offer cost savings

TG-33 Review parking requirements for major commercial and industrial uses for the purpose of reducing the supply of parking thereby providing a disincentive to automobile use.

TG-34 Establish reduced parking requirements for transit-oriented development within master-planned Urban Villages and along and within ¼ mile of the WTA Primary Transit Network while ensuring that there will be minimal impacts to surrounding residential neighborhoods.

TG-35 Encourage the "unbundling" (separate pricing) of parking spaces associated with residential development in Urban Villages to promote reduction in ownership of multiple automobiles.

TG-36 Encourage the provision of car-sharing with new residential development within Urban Villages to reduce the residential parking demand.

TG-37 Establish parking reduction allowances for residential units in

Comments

Multi-jurisdictional, pro-active marketing for commute trip reduction

Urban Villages and within ¼ mile of the WTA Primary Transit Network that require each unit to receive WTA bus passes in perpetuity.

Lake Whatcom Watershed

TG-38 Minimize impacts to Lake Whatcom water quality from transportation uses.

Coordinate with School District

TG-39 Encourage and support alternative transportation modes in the Lake Whatcom Watershed.

Railroads

TG-40 Emphasize the importance of economically competitive and high quality transportation services and foster the development of passenger and freight rail while minimizing the negative impacts of railroads within the Bellingham urbanized area.

Lake Whatcom Street Standards

Port of Bellingham

Disincentives to through traffic on Lake Whatcom Bouleverad

TG-41 Provide adequate facilities for the water and air transportation of passengers and goods, and provide safe, convenient linkages to the air and water transportation systems.

Future routes away from Lake and need for stormwater treatment.

TG-42 Include inter-county and international transportation links, such as airports, Amtrak, high speed rail, bus transit and ferries in comprehensive transportation planning in Whatcom County.

Hazardous Materials

Stormwater and LID

TG-43 Insure the enforcement of existing regulations which protect the safety of the citizens from the potentially catastrophic effects of an accident involving the transportation of hazardous material.

Multi-jurisdiction effort for public education

PART 8: TRANSPORTATION POLICIES (TP)

General Transportation Policies

Multi-jurisdiction funding for WTA high-frequency service to Sudden Valley

TP-1 Consider revision of land use plans to allow densities and mixes of uses that reduce the number and length of vehicle trips and increase the opportunity to use public transportation and non-motorized modes of travel.

Increased Commute Trip Reduction efforts by City

TP-2 Reinforce the link between land use and public transportation by encouraging transit-oriented development along and within ¼ mile of WTA Primary Transit Network corridors and near urban villages, town centers, and neighborhood centers.

Comments

TP-3 Ensure that proposed capacity improvements to transportation systems are designed to serve proposals that are contiguous to existing development, as a means to discourage "leap frog" development patterns.

TP-4 Provide development incentives (such as increased density, increased square footage, and parking requirement reductions) for new development located within Urban Villages and along and within ¼ mile of WTA Primary Transit Network corridors when amenities for transit users, bicyclists and pedestrians are included, while minimizing impacts to surrounding residential neighborhoods.

TP-5 Encourage land development proposals to utilize the full capacity of the existing multi-modal transportation system, especially transit and non-motorized modes.

TP-6 Encourage public and private development proposals to enhance the street side environment to maximize comfort of the transit user and pedestrian.

TP-7 Encourage subdivision and commercial/retail project design which facilitates cost effective transit and emergency service delivery.

TP-8 Discourage transportation improvements, regardless of the financing mechanisms, that would trigger premature development -- that is, development which is inconsistent with applicable comprehensive plans and zoning.

TP-9 Ensure that alternative transportation modes are included in comprehensive plans, subdivisions, and other land developments.

TP-10 Support efforts to develop a mechanism for coordinating public transit service with school district bus service where reasonable in order to reduce trip duplication.

TP-11 Establish Level of Service (LOS) standards for a range of multimodal transportation modes to identify deficiencies and need for improvements.

Bellingham's adopted LOS standard is "**Person Trips Available by Concurrency Service Area"** based on arterial and transit capacity for motorized modes and on the degree of network completeness for pedestrian and bicycle modes, as listed below. The individual thresholds for each transportation mode available in each Concurrency Management Ordinance.

Motorized Transportation Modes

Comments

- **Arterial Streets:** Peak Hour LOS Person Trips Available (PTA) during weekday p.m. peak hour based on data collected at designated Concurrency Measurement Points for each Concurrency Service Area;

- **Transit:** Determine seated capacity, measure ridership, and equate to person trips available via public transit service during weekday p.m. peak hour based on data collected at designated Concurrency Measurement Points for each Concurrency Service Area;

Non-motorized Transportation Modes

- **Bicycle:** Credit person trips according to degree of bicycle network completeness for designated system facilities/routes for each Concurrency Service Area;

- **Pedestrian:** Credit person trips according to degree of pedestrian network completeness for designated system facilities/routes for each Concurrency Service Area; and

- **Trails:** Credit person trips according to degree of bicycle and pedestrian network completeness, where trails serve a clear transportation function for a Concurrency Service Area;

Parking reduction policy and parking maximums

Park and ride lots

Shared parking

TP-12 To further support the Urban Village and infill strategy of the Land Use Element, the Bellingham City Council is allowing some arterials to experience higher levels of vehicle traffic congestion during the weekday p.m. peak hour, as follows:

1.) On local arterials within designated Urban Villages;
2.) On local arterials that enter/exit the City; and
3.) On local arterials where mitigation is not feasible.

Employer incentives

TP-13 Implement the Intelligent Transportation Systems to increase the capacity and safety of arterials and collectors in the City of Bellingham.

Prioritize TDM over increased roadway capacity

Finance

TP-14 Maintain the concurrency management system to ensure that adequate transportation facilities are available to serve new development. Develop a financing plan that identifies funding necessary to meet identified needs or requires reassessment of the development pattern and forecast if needs cannot be met.

ITS

Maintain LOS standards adopted in 1995

TP-15 Develop regionally consistent and equitable transportation impact fees by which land developers are assessed fair-share contributions for any transportation improvements, including but

Peak Hour LOS E for most arterials

Comments

Alternative Peak Hour LOS F for specific arterials where mitigation is difficult

not limited to pedestrian facilities, bikeways, or roadways that are identified in the six-year Capital Improvement Financing Plan listed in the Capital Facilities Element.

TP-16 Emphasize preservation and enhancement of the existing transportation system in funding transportation programs.

TP-17 Transportation funding for public roads should be directed primarily toward multi-modal improvements that will enhance safety and circulation within and between urban villages, infill areas, schools, and employment centers within City limits.

TP-18 Transportation funding for widening of public roads at the edges of the City should be minimized and peak hour traffic congestion should be allowed to increase at entry and exit points to the City to discourage single occupancy vehicle work commutes from rural residential areas to urban employment centers.

TP-19 Evaluate whether Intelligent Transportation Systems may be more cost-effective in improving the transportation network before committing to the expenditure of public funds on more traditional transportation improvement projects.

Public Education

TP-20 Support efforts by WTA, City and County Bicycle and Pedestrian Advisory Committees, and the WCOG to develop an ongoing public education program for all transportation users in the urban area to learn about the rights of pedestrians and other forms of non-motorized transportation.

TP-21 Coordinate efforts between Public Works, Planning and Community Development, and the Police Department to protect pedestrians and bicyclists on public streets.

TP-22 Support pro-active marketing, advertising, and public education efforts by the WTA, WCOG, and City and County Bicycle Pedestrian Advisory Committees to encourage major employers and businesses to provide incentives for their employees to use transit, non-motorized transportation, or car-pooling/ridesharing to get to work rather than single-occupant private automobiles.

TP-23 Work with the Bellingham School District to implement Transportation Education programs, designed to promote transit and non-motorized transportation modes as part of a regional demand management program.

Residential Street Standards are requirements of the Bellingham Municipal Code.

Lake Whatcom Watershed

Comments	
	The following policies are intended to protect the Lake Whatcom Watershed and drinking water quality for the residents of Bellingham.
Skinny Streets	
	TP-24 Ensure all new residential streets are built to the Lake Whatcom road standard (Bellingham Municipal Code 13.04.075, or as amended).
Connectivity	
	TP-25 Implement disincentives for through traffic using Lake Whatcom Boulevard and incentives for through traffic to use Lake Louise Road, especially as traffic counts increase due to development in Sudden Valley.
	TP-26 Design major transportation routes so they are not located adjacent to Lake Whatcom, and that wherever they are located, they have stormwater treatment that prevents water quality degradation in the lake
	TP-27 Implement stormwater management measures, including Low Impact Development when possible, for all new roads and road/right-of-way improvement projects.
	TP-28 Secure multi-jurisdictional funding (City, County, WTA, Lake Whatcom Water & Sewer District, and the Sudden Valley Association) to engage in effective public educational efforts to reduce vehicle trips within the Lake Whatcom Watershed.
Urban Design	**TP 29** Secure multi-jurisdictional funding (City, County, WTA, Lake Whatcom Water & Sewer District, and the Sudden Valley Association) to establish and subsidize a dedicated WTA high-frequency service (15-minute headways) between Sudden Valley, Geneva, and downtown Bellingham to reduce auto dependence.
Bicycle Parking	
	TP-30 Expand commute trip reduction efforts and strongly encourage employees working in Bellingham, but living within the Lake Whatcom Watershed to use transportation alternatives to the private automobile, such as bicycling, carpooling, public transit, and compressed work schedules.
	Environment and Energy
	TP-31 Improve air quality by reducing vehicle exhaust emissions by promoting: alternatives to the single occupant vehicle; use of cleaner fuels; and, improving the operating efficiency of the transportation system.
Street Sweeping	
	TP-32 Promote energy conservation by implementing transportation demand management policies and through the use of alternative fuels.
	TP-33 Evaluate new facilities for adverse noise impacts, minimize if feasible, and mitigate as possible.
ADA Standards	

Comments

TP-34 Reduce the amount of impervious surfaces (e.g., streets, driveways) to the extent practicable to reduce total surface runoff, slow concentrations of pollutants and capture particulates.

UGA

TP-35 Minimize and control levels of harmful pollutants generated by transportation related construction, operations, and maintenance activities from entering surface and groundwater resources.

Sidewalk Repair

TP-36 Consider Intelligent Transportation Systems (ITS) that will decrease the need for new construction, decrease emissions by reducing delays and idling times, and enhance the transportation network in ways that minimize environmental impacts and reduction of open space.

Transportation Demand Management

TP-37 Develop programs to reduce single-occupancy vehicle use, vehicle miles traveled, trip length, and travel during peak periods. Encourage more major employers and developments to implement transportation management plans (including flexible work schedules) that reduce single occupancy vehicle use and travel during the peak periods.

TP-38 Support efforts by the Whatcom Council of Governments in developing a Regional Transportation Demand Management program to encourage high occupancy vehicle and alternative transportation use, including incentives developed through coordinated efforts of WTA, City of Bellingham, Whatcom County, Port of Bellingham and major employers.

Pedestrian Circulation

TP-39 Encourage use of non-automotive travel modes by developing parking management plans. Mechanisms to be considered include:

- An emphasis on short-term parking in retail areas;
- Market-based pricing of on-street parking meters to encourage short-term day time parking;
- Incentive-based pricing in garages to encourage long-term day time parking;
- Reduction of free or subsidized employee long-term parking availability;
- Re-evaluation of appropriate minimum and maximum parking ratios for development proposals; and
- Elimination of “free” public parking in Urban Villages.

Pedestrian Crossings

TP-40 Consider revisions to current zoning code requirements for the area adjacent to the CBD, Urban Villages, and major retail districts, as part of a parking management plan designed to

Comments

reduce the minimum number of on-site parking spaces required for development and to increase preferential space and lower costs for car pool and van pool parking in private developments.

Sidewalk Widths

TP-41 Consider imposing a maximum number of parking spaces allowed within Urban Villages and along the WTA Primary Transit Network where high frequency transit service exists prior to or concurrent with development.

TP-42 Support the location of safe new or expanded park-and-ride and car pool lots and support increased safety measures in existing park-and-ride and car pool lots.

Pervious Surfaces

TP-43 Encourage the use of common parking facilities among compatible, adjacent land uses where feasible.

Marked Crosswalks

TP-44 Provide preferential space and lower costs for car pool and van pool parking within the public right-of-way, and public facilities, where feasible.

TP-45 Encourage major employers to provide dressing room, showers, and lockers to facilitate walking, jogging, and bicycling to work.

TP-46 The City should develop and promote Transportation Demand Management strategies and programs for the purpose of reducing automobile trips generated rather than increasing roadway capacity.

TP-47 Use Intelligent Transportation Systems (ITS) information management tools to inform the public of transportation options.

Highways and Arterials

Public Transit

TP-48 Establish Person Trips Available by Concurrency Service Area for motorized transportation modes at Currency Measurement Points on arterial streets during weekday peak hours. Identify those facilities that are currently operating below the adopted Peak Hour LOS and identify specific actions necessary to bring these facilities up to standard.

Transit Dependents

TP-49 Identify system expansion projects necessary to meet peak LOS standards during the planning period and develop a financing plan to complete the necessary improvements.

Transit By Choice

TP-50 Walking and bicycling facilities should be provided on all new, reconstructed, or retro-fitted arterial streets, where right-of-way allows.

TP-51 Ensure that design and maintenance standards for arterials are consistent between jurisdictions.

Regional Service

Comments

TP-52 Preserve the system of routes for long-distance, statewide travel by developing a regional policy that encourages the city and county to work with WSDOT to manage access to state highways. This policy will seek to minimize the number of access points to state highways to protect the safety, capacity and operating characteristics of these facilities.

Emergency Response

TP-53 Assess the need and feasibility for preferential treatment for transit vehicles, van pools, and car pools to improve competitive transit time, (for example: HOV and transit-only lanes).

TP-54 New arterial corridors should follow topographic or land use patterns and minimize disruption to residential neighborhoods and the environment.

Bicycles on Busses

TP-55 Encourage the proper setting of speed limits to minimize traffic impact on residential neighborhoods.

Intermodal

TP-56 Preserve and maintain the existing arterial system to avoid costly reconstruction.

Private Sector

TP-57 Before committing to capacity-adding construction, consider using Intelligent Transportation Systems (ITS) alongside traditional infrastructure improvements to enhance the capacity of the existing system.

Park and Ride

Residential Streets

Bus Pass Programs

TP-58 Residential street standards are to be used as a guide in the development process. The actual width of the right-of-way and pavement shall be reviewed on a case by case basis as per BMC 13.04. Right-of-way and pavement width shall be the minimum necessary to provide for the safe use of vehicles, public transit, bicycles, and pedestrians.

Ridesharing

TP-59 The City should develop “Skinny Street,” “Alley,” and “Lane” standards for use in Traditional Neighborhood Design subdivisions, Cottage Housing developments, and Planned Unit Development projects.

High-frequency Service

TP-60 Discourage cul-de-sacs where topography allows and encourage well-connected streets in new and existing neighborhoods.

ITS

Non-motorized Transportation

TP-61 Give high priority to developing and maintaining non-motorized transportation facilities that lessen impacts on the environment and reduce energy consumption, such as the bicycle and pedestrian trails network.

ADA

Comments

TP-62 Identify site specific off-street bicycle/pedestrian facilities in the Parks and Open Space Element and in the Capital Improvement Program; on-street facilities should be incorporated into roadway improvement plans.

TP-63 Include adequate (e.g., to or exceeding WSDOT standards) facilities for safe and convenient bicycle and pedestrian travel in all roadway improvement projects where warranted and/or feasible.

TP-64 Utilize appropriate urban design elements to promote a pedestrian environment in areas of heavy pedestrian usage (e.g., commercial, governmental, business and medical centers, and transit centers).

TP-65 Provide safe, convenient and protected bicycle parking at activity centers such as commercial areas, institutions, parking garages, park-and-ride facilities and transit terminals.

TP-66 Develop appropriate bicycle treatments on those arterial streets designated as bicycle routes.

TP-67 Develop compatible bicycle/pedestrian facility standards between the City and County, including consistent maintenance standards and agreements.

Rail ROW

TP-68 Maintain a street sweeping program including interagency agreements on sharing services as needed to ensure that all shoulders, bicycle routes, and designated bike lanes are swept clear of sand, glass, and debris at least twice a year.

TP-69 Maintain bicycle and pedestrian facility surfaces for comfort and safety.

Industry

TP-70 Existing trail facilities should be retrofitted and new trails designed in accordance with the 1990 Americans With Disabilities Act (ADA).

TP-71 Coordinate development plans and route classifications with Whatcom County for Bellingham Urban Growth Area roads and trails which will increasingly serve as bicycling and foot travel facilities for City residents.

TP-72 Continue to pursue the repair and construction of sidewalks and pedestrian ways, with an emphasis on areas with greater pedestrian use. Some of those areas of the City which deserve priority for sidewalk work include:

Historic Railroad Station

- Sidewalks which serve as routes to City schools and parks.

Comments

Noise

- Neighborhoods adjacent to Western Washington University and the CBD.
- Urban villages, neighborhood centers, and infill areas

At Grade Crossings

- The more densely populated areas, especially developing multi-residential areas.
- Along and within ¼ mile of WTA Primary Transit Corridors

TP-73 Pedestrian circulation plans shall be required for commercial and large multi-family projects. Pedestrian facilities shall connect commercial and multi-family buildings with the abutting street(s) to encourage pedestrian/transit use.

TP-74 Require the construction of sidewalks or walkways with multiple residential, commercial or industrial development, where pedestrian facilities are appropriate, prior to issuance of occupancy permit.

TP-75 The following measures should be taken to insure safe, convenient and pleasant pedestrian facilities on city rights-of-way:

Truck Route

1. The pedestrian "walk" phases of signalized intersections should provide adequate crossing time for safe pedestrian crossing.

2. Sidewalks should, wherever right-of-way, topography, existing vegetation, grade and alignment allow, be separated from the street by a planting strip, rain gardens, or other low impact development techniques, especially where the curb lane is or will become a moving traffic lane.

Break-In-Bulk Center

3. Sidewalks should be a minimum of five feet wide and a minimum of eight feet in the central business district, urban villages, and neighborhood centers.

Truck Route & Interstate 5

4. Where brick pavers are used on sidewalks, they should be installed and maintained to ensure safe walking conditions for pedestrians.

Truck Route Map

5. Asphalt overlays should not be permitted on sidewalks in the central business district.

TP-76 Where feasible, pedestrian and bicycle facilities should be constructed with pervious materials and/or installation.

Hazardous Materials

Comments

TP-77 Marked crosswalks should be installed in the following circumstances:

1. Intersections in the Central Business District and Urban Villages.
2. Intersections controlled by traffic signals.
3. School route crossings.
4. Locations with high pedestrian volume, where warranted.

TP-78 Where appropriate, improve pedestrian crossing safety where trails, footpaths, or pedestrian routes must traverse busy streets.

Public Transit Service

Hazardous Rail Cargo

TP-79 Emphasize capital and transportation system management investments that improve the reliability, safety, and attractiveness of the public transportation system.

TP-80 Support the public transportation system serving the needs of elderly, disabled, youth, low-income individuals and other persons with transportation disadvantages, in accordance with adopted standards.

ITS

TP-81 Support the public transportation system providing viable options for persons preferring public transportation as an alternative to the private automobile.

TP-82 Support the expansion of direct, high quality, cost-effective, public transportation service connecting residential neighborhoods and commerce, employment and other activity centers, in accordance with adopted standards.

Airport Noise

TP-83 Assess the need for expanded regional service which connects Bellingham with activity centers of regional significance.

Public Water Access

TP-84 Assess the need for cross-town service which connects major activity centers without the need to transfer in the CBD and express and/or limited stop service on routes with high commuter use.

Boater Safety

TP-85 Assure continued preparedness of the public system for emergencies, including inclement weather and fuel shortages.

TP-86 Explore and utilize, where feasible and cost effective, existing and emerging technologies for alternative fuels and fuel efficiency measures for transit vehicles.

TP-87 Support multi-modal trips by providing secure bicycle

storage facilities, park and ride lots, other transit facilities, and allowing for the transporting of bicycles on public transit vehicles.

TP-88 Integrate the public transit system with other modes of transportation including auto, bicycle, and pedestrian travel with intercity bus, rail, ferries and airline facilities.

TP-89 Explore alternative means of expanding public transportation services such as the use of accessible private ground transportation services and shared ride taxi service.

TP-90 Provide convenient auto and bicycle access to park-and-ride facilities on regional routes where warranted and cost-effective; examine the need for fringe area parking facilities on cross-town routes.

TP-91 Encourage the WTA to develop employer-subsidized transit pass programs in conjunction with major employers.

TP-92 Encourage employers to establish employee benefits for ridesharing and transit.

TP-93 Work with other agencies to investigate the potential for expanding WTA's high-frequency bus service and other forms of high capacity transit such as light rail transit.

TP-94 Use Intelligent Transportation Systems (ITS) to provide more information to transit travelers, enhance passenger and driver safety, and expedite transit travel.

Public Transit Service for Senior Citizens and Citizens with Disabilities

TP-95 Support the WTA to provide accessible public transit service levels, both accessible fixed route and demand responsive service which, at a minimum, comply with or exceed the ADA Act of 1990 and FTA requirements and standards, including new guidelines and standards that will be developed.

TP-96 Identify key areas and streets that require upgrading in order to provide accessible routes of travel where needed and warranted.

TP-97 Support establishment of a formal mechanism for policy, service and facilities planning and service delivery among all agencies who are involved with specialized transportation and accessible routes of travel.

TP-98 Support establishment of an intergovernmental formal public education and outreach process to promote public awareness of service for seniors and citizens with disabilities and address service availability, training of users, potential users and

service providers.

TP-99 Encourage the WTA to continue to provide demand responsive service to individuals unable to access and use fixed route transit service, at a minimum, as required by the ADA Act.

TP-100 Provide pedestrian amenities that are appropriate for elderly and disabled citizens (e.g., larger signs for visually impaired, benches, etc.) according to the ADA Act.

Rail and Freight Transportation

TP-101 Encourage the preservation of rail rights-of-way in accordance with federal standards for maintenance and engineering.

TP-102 Support state and regional planning efforts to develop and improve passenger and freight rail transport in the region.

TP-103 Railroad access should be maintained to those industrial areas in the city which require it.

TP-104 Wherever it is shown to be feasible, use of duplicative rail lines should be consolidated.

TP-105 If and when they become available for other than railroad use, the City of Bellingham has an interest in acquiring vacant railroad properties for the purposes of passenger rail, light rail, etc.

TP-106 Maintenance and preservation of the former Burlington Northern Santa Fe passenger terminal building, listed in the national register of historic places, should be strongly encouraged.

TP-107 The City should work with Burlington Northern Santa Fe to seek ways to limit the noise and other impacts of the current switching facility on adjacent residential areas and aggressively pursue the relocation of the Burlington Northern Santa Fe switchyard to a non-residential location.

TP-108 The City should encourage railroads to place a high priority on maintaining their tracks where they intersect with city streets and should work with the city Public Works Director to determine priorities for those repairs.

TP-109 The City should work with Burlington Northern Santa Fe to provide safe and accessible pedestrian and bicycle crossings at trail, street, intersection, and other established pedestrian crossings.

TP-110 Wherever possible, when rail lines are constructed along city streets, they should be offset on the right-of-way so they are next to, rather than in the street.

TP-111 Any proposal which would significantly increase the number of rail cars moving through Bellingham should route that rail traffic on lines which are not adjacent to urban residential areas.

TP-112 Provide a recognized route system for trucks to provide truck assess to commercial and industrial land uses. Trucks are to use established routes except when a specific trip purpose cannot be reasonably served by this system.

TP-113 Restrict truck access if gross weight will adversely impact structural integrity of a street.

TP-114 Restrict truck access if truck activity adversely impacts a residential or commercial street.

TP-115 Encourage the location of a transfer facility to transport goods by container freight on rail systems for long distance movement of goods.

TP-116 Interstate freeway exits to the city's designated truck routes should be clearly signed indicating truck routes and their destinations.

TP-117 Such travel off the system for trucks, including travel to terminals or garages, should be limited to the shortest route between the destination and the nearest entrance to or exit from the truck route.

Hazardous Materials

TP-118 All trucks transporting hazardous materials should be restricted to designated routes. Any variance to these restrictions should be allowed only when authorized by a permit that is issued by the Police and Fire departments.

TP-119 Without a special permit, trucks transporting hazardous materials should only be allowed on Interstate 5, and the following two routes:

1. From the Interstate 5-Guide Meridian interchange south on Meridian Street to Squalicum Parkway to Roeder Avenue to the various industrial areas.

2. From the Interstate 5-Old Fairhaven Parkway interchange to Donovan to 10th to Harris to the various industrial areas.

TP-120 Switching of rail cars carrying hazardous materials should be relocated outside the urbanized areas and outside the City of Bellingham. Burlington Northern Santa Fe and the appropriate federal regulatory authorities should seriously consider rerouting all rail cars carrying hazardous material around Bellingham.

TP-121 Until such time as the switchyard is relocated the City should work with Burlington Northern Santa Fe to reduce accident risks at their switchyard.

TP-122 Consider using Intelligent Transportation Systems (ITS) packages that track the movement of hazardous materials and assist in the management of hazardous commercial goods.

Port of Bellingham

TP-123 Minimize noise impacts on Bellingham and the northern Urban Growth Area in any plans and improvements to accommodate increased air traffic.

TP-124 The City should work with the Port of Bellingham to develop multi-modal facilities, including small boat launches, providing for safe accessible access to and from Port properties, adjacent areas, and Bellingham Bay.

TP-125 The City should work with the Port of Bellingham and the United States Coast Guard to institute measures to ensure the safety of boaters on Bellingham Bay.

APPENDIX T.1. SELECTED TRAFFIC COUNTS FOR ARTERIALS IN BELLINGHAM AND THE UGA

(Source: Bellingham and Whatcom County Public Works Departments)

TRAFFIC COUNTS (VPD) – MAJOR ARTERIAL STREETS IN OR NEAR THE NORTHWEST BELLINGHAM UGA													
ARTERIALS	**1988**	**1990**	**1991**	**1992**	**1993**	**1994**	**1995**	**1996**	**1997**	**1999**	**2000**	**2001**	**% Chg**
Northwest Drive													
S of Bakerview	6,313	6,574	7,684				7,700		8,300	10,200		10,700	**70%**
N of Bakerview	4,752	4,671					6,200		6,700	7,200		6,900	**45%**
S of Slater		4,344				5,975						6,952	**60%**
N of Slater		4,682				6,285						7,417	**58%**
S of Smith		2,801		5,443			6,148	7,980				5,435	**94%**
N of Smith		3,488		4,222			4,344	4,753				4,097	**18%**
Slater Road													
W of Northwest Dr		1,185				2,664		2,874				3,350	**183%**
Aldrich Road													
N of Northwest Dr	865											1,194	**38%**
S of Smith Rd	585											1,166	**99%**
Smith Road													
W of Northwest Dr		2,536		2,797			3,484	3,177				3,503	**38%**
E of Northwest Dr		2,433		3,114			3,325	3,858				4,371	**80%**
W of Aldrich	+1,800											4,862	**170%**
E of Aldrich	+1,745											5,427	**211%**
West Bakerview Road													
W of Northwest Dr	6,422	6,714										14,400	**124%**
E of Northwest Dr							14,300		16,600	18,300			**28%**
Cordata Parkway													
N of Bakerview					12,200		13,000		12,600	14,600		15,000	**23%**
S of Horton					2,400		2,800		3,200	4,500		6,700	**179%**
Interstate 5													
N of Sunset									55,000		55,000		**0%**
N of Meridian									42,000		42,000		**0%**
N of Northwest									41,000		47,000		**15%**
N of Slater									32,000		40,000		**25%**

NOTES: + = 1983

TRAFFIC COUNTS (VPD) – MAJOR ARTERIAL STREETS IN OR NEAR THE *NORTH CENTRAL BELLINGHAM UGA*													
ARTERIALS	**1988**	**1990**	**1991**	**1992**	**1993**	**1995**	**1997**	**1998**	**1999**	**2001**			**% Chg**
Smith Road													
W of Meridian	*2,304				3,467	3,510							**52%**
E of Meridian	**2,338		3,628		3,694	4,252							**82%**
Meridian Street													
S of Bakerview					37,000	32,000	37,700		36,100	41,700			**13%**
S of Horton					24,000	21,800	26,500		22,900				**-5%**
East Bakerview Road													
E of Meridian						9,900	9,900		12,900				**30%**
W of James	4,918	7,526				12,341							**151%**
E of James	4,380	5,639				10,399							**137%**
W of Hannegan	**5,093					8,184							**61%**
James Street Road													
S of City Limit						4,100	6,500		8,000				**95%**
N of City Limit	3,862		4,750				6,251						**62%**
S of Telegraph	**3,715	4,327				5,930		9,644					**160%**
N of Telegraph	*2,175							5,786					**166%**
S of Bakerview	**2,606			3,561	3,602	5,257				4,990			**91%**
N of Bakerview	**644	809				874		995		#920			**43%**
Telegraph Road													
W of Deemer	1,590				3,600	3,400	3,500		8,400				**428%**
W of James	1,680	2,466						4,596					**174%**
E of James								88					**N/A**
Deemer Road													
S of Bakerview	617								1,600	2,100			**240%**
Hannegan Road													
S of Bakerview	**6,795		8,913		10,100	10,377	13,400			17,000			**150%**
N of Bakerview	**7,993		9,122			10,275			12,000	12,000			**50%**

NOTES: * = 1987, ** = 1989, # = 2002 traffic counts.

TRAFFIC COUNTS (VPD) – MAJOR ARTERIAL STREETS IN OR NEAR THE ***NORTHEAST BELLINGHAM UGA***													
ARTERIALS	**1988**	**1990**	**1991**	**1992**	**1993**	**1995**	**1997**	**1999**	**2001**				**% Chg**
Britton Road													
S of SR 542	^2,257			4,706		2,785	2,423	2,867					**27%**
N of Emerald Lake	**4,308		4,689				2,824		2,587				**-40%**
N of Northshore	**5,928				6,400	4,800	5,800	5,700					**-4%**
Hillsdale Road													
E of Britton	+963					1,751			2,232				**132%**
Barkley Boulevard													
W of Woburn						4,191	4,200	8,100	8,100				**93%**
E of Woburn						4,300			11,600				**170%**
W of Chandler									7,900				**N/A**
W of Britton							5,900						**N/A**
Chandler Parkway													
N of Barkley								1,800	2,900				**61%**
McLeod Road													
E of Sunset								4,000	5,000				**25%**
East Bakerview Road													
E of Hannegan	**1,339		1,467			1,653							**24%**
Dewey Road													
W of SR 542		795				740			1,307				**64%**
Sunset Drive													
E of Woburn					12,700	12,800	12,000	15,900	16,800				**32%**
E of McLeod									11,900				**N/A**
Woburn Street													
S of Sunset					11,800	14,500			15,800				**34%**
S of Barkley							16,200	17,700	18,400				**14%**
S of Alabama					7,800	8,800	10,000	11,300					**45%**
N of Lakeway					9,300	8,600	11,700	12,300	11,400				**23%**
Alabama Street													
W of Northshore					9,900	8,600	9,000	10,400					**5%**
W of Woburn					16,900	20,300	17,700	19,000	18,900				**12%**
W of Pacific					17,100	21,700	19,800	20,400					**19%**
Northshore Drive													
W of Britton					10,300	5,800	6,800	7,400	8,800				**-15%**
E of Britton					3,100	2,400	3,300						**7%**

Notes: + = 1983, ^ = 1984, ** = 1989, # = 2002

TRAFFIC COUNTS (VPD) – MAJOR ARTERIAL STREETS IN OR NEAR THE ***EAST BELLINGHAM UGA***													
ARTERIALS	**1988**	**1990**	**1991**	**1992**	**1993**	**1994**	**1995**	**1996**	**1997**	**1999**	**2000**	**2001**	**% Chg**
Lakeway Drive													
E of Lincoln/I-5									23,000	25,800		23,300	**1%**
E of Puget					20,900		23,000			25,800			**23%**
E of Yew					19,200		20,000		18,600	20,700		20,400	**6%**
E of Electric					12,000		11,900		11,900	12,000			**0%**
W of City Limit													
W of Oriental								11,706				13,019	**11%**
E of Euclid	%5,686							9,423					**66%**
W of Austin	+4,388	°9,161								9,965			**127%**
Oriental Avenue													
S of Lakeway	%623							663					**6%**
Euclid Avenue													
N of Lakeway	623										603	#699	**12%**
Austin Street													
S of Cable		1,771										#2,729	**54%**
Lake Louise Road													
S of Freemont	**1,380	1,593	2,272	2,225		2,496		2,533					**84%**
Lake Whatcom Blvd													
S of Coronado			3,519				4,214			4,818		#5,410	**54%**
Electric Avenue													
N of Lakeway					8,000		6,400		7,400	11,000		7,900	**-1%**

NOTES: + = 1983, °1985, % = 1986, ** = 1989, # = 2002

TRAFFIC COUNTS (VPD) – MAJOR ARTERIAL STREETS IN OR NEAR THE ***SOUTHEAST BELLINGHAM UGA***													
COUNTY ARTERIALS	**1988**	**1990**	**1991**	**1993**	**1994**	**1995**	**1997**	**1999**	**2001**				**% Chg**
Woburn Street													
N of Lakeway				9,300		8,600	11,700	12,300	11,400				**23%**
Yew Street													
S of Lakeway				4,600		4,100	4,500	6,500	4,500				**-2%**
S of City limit	**2,939	3,039	3,855	3,305	4,191		5,059	5,149	4,909				**67%**
N of Samish	*1,377				2,102		2,922	3,375	3,162				**130%**
Samish Way													
S of Galbraith	°1,361	1,281				1,722							**27%**
E of Yew	*1,428			2,266			3,691	3,058	2,839				**99%**
W of Yew	**1,995			3,600		2,300	3,400	6,200	3,900				**96%**
S of Larrabee				6,100		4,100	8,700	7,500	5,100				**-2%**
S of Lincoln				10,500		15,000	19,000	19,000					**81%**
Lincoln Street													
S of Lakeway				8,100		10,400	8,600	9,800	11,200				**38%**

NOTES: ° = 1985, * = 1987, ** = 1989

TRAFFIC COUNTS (VPD) – MAJOR ARTERIAL STREETS IN OR NEAR THE ***WEST BELLINGHAM UGA***													
ARTERIALS	**1988**	**1990**	**1991**	**1992**	**1993**	**1994**	**1995**	**1996**	**1997**	**1999**	**2000**	**2001**	**% Chg**
Marine Drive													
W of Bennett	+3,944	*4,160			4,067		5,026						**27%**
E of Alderwood	*3,811											#3,759	**-1%**
W of Alderwood		5,316										#5,861	**10%**
Bennett Drive													
N of Marine	**4,921		4,069		2,287		5,207		5,207	6,050		5,087	**3%**
S of Airport/Baker	α6,851	5,537		6,382			7,130						**4%**
N of Airport/Baker	%1,460	α1,937						5,548		2,526		4,258	**192%**
Cottonwood Avenue													
E of Bennett							989		958	1,130		1,180	**19%**
Cedarwood Avenue													
E of Bennett							1,503		1,509	1,461		1,487	**-1%**
Alderwood Avenue													
N of Marine		2,807						3,472				#2,001	**-29%**
W of Bennett	α2,243						2,051					#3,527	**57%**
Maplewood Avenue													
S of Bakerview	**1,872		2,247	2,478	2,287		2,070				1,030		**-5%**
Airport Way													
W of Bennett	α5,532	5,839						8,452			9,390		**70%**
Curtis Road													
N of Country Lane	*376								500			528	**40%**
S of Rural Ave									759			686	**-10%**
Rural Avenue													
S of Slater						1,648			1,387			#1,352	**-18%**
Slater Road													
E of Rural						9,306			8,959	9,533		#12,449	**34%**
W of Rural		5,049				8,103			7,739	8,363		#11,138	**121%**

NOTES: % = 1986, * = 1987, α = 1988, ** = 1989, # = 2002