

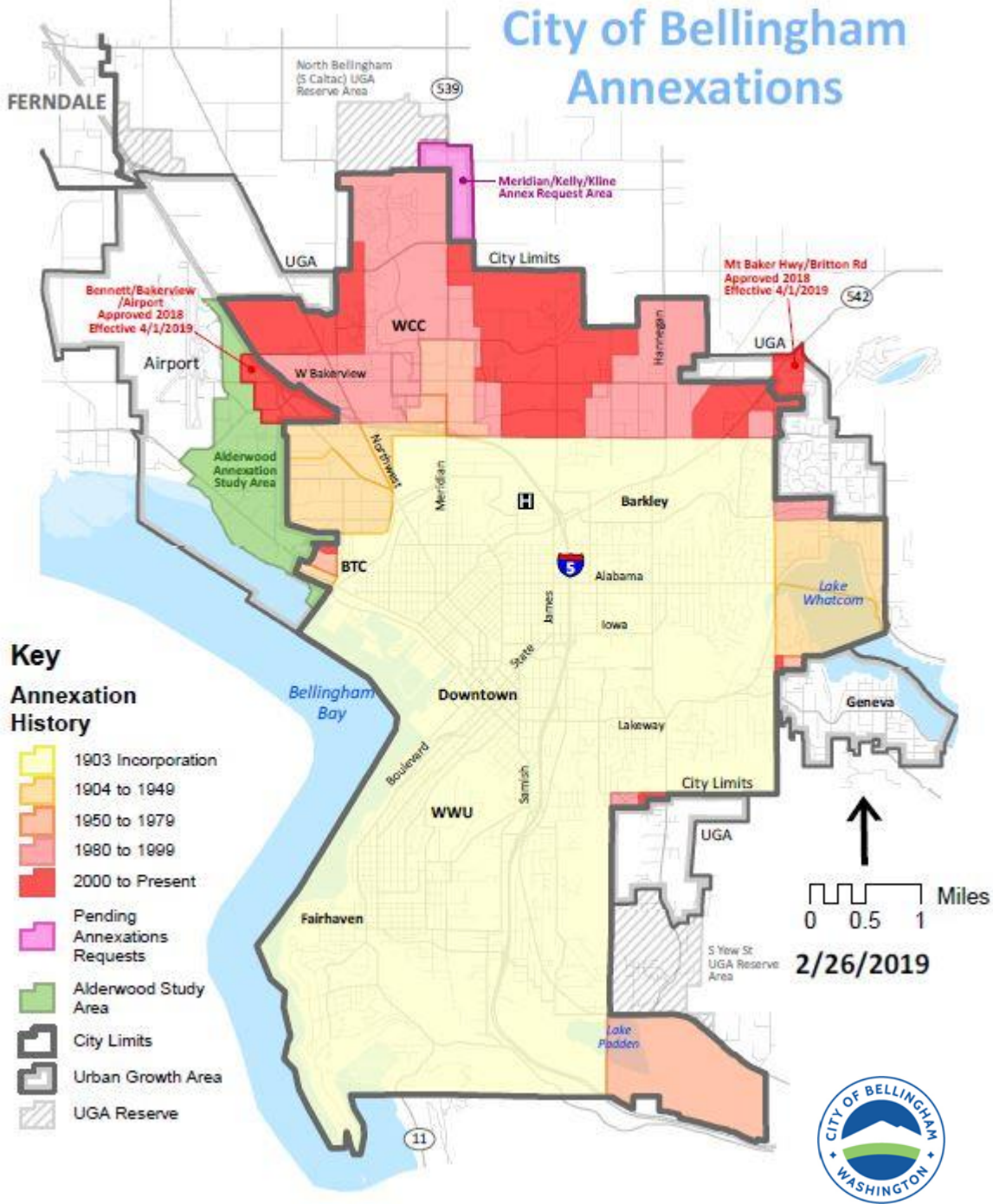
King Mountain Transportation Changes

King Mountain Neighborhood Association - March 15, 2021

**Chris Comeau, Transportation Planner
Bellingham Public Works**



City of Bellingham Annexations

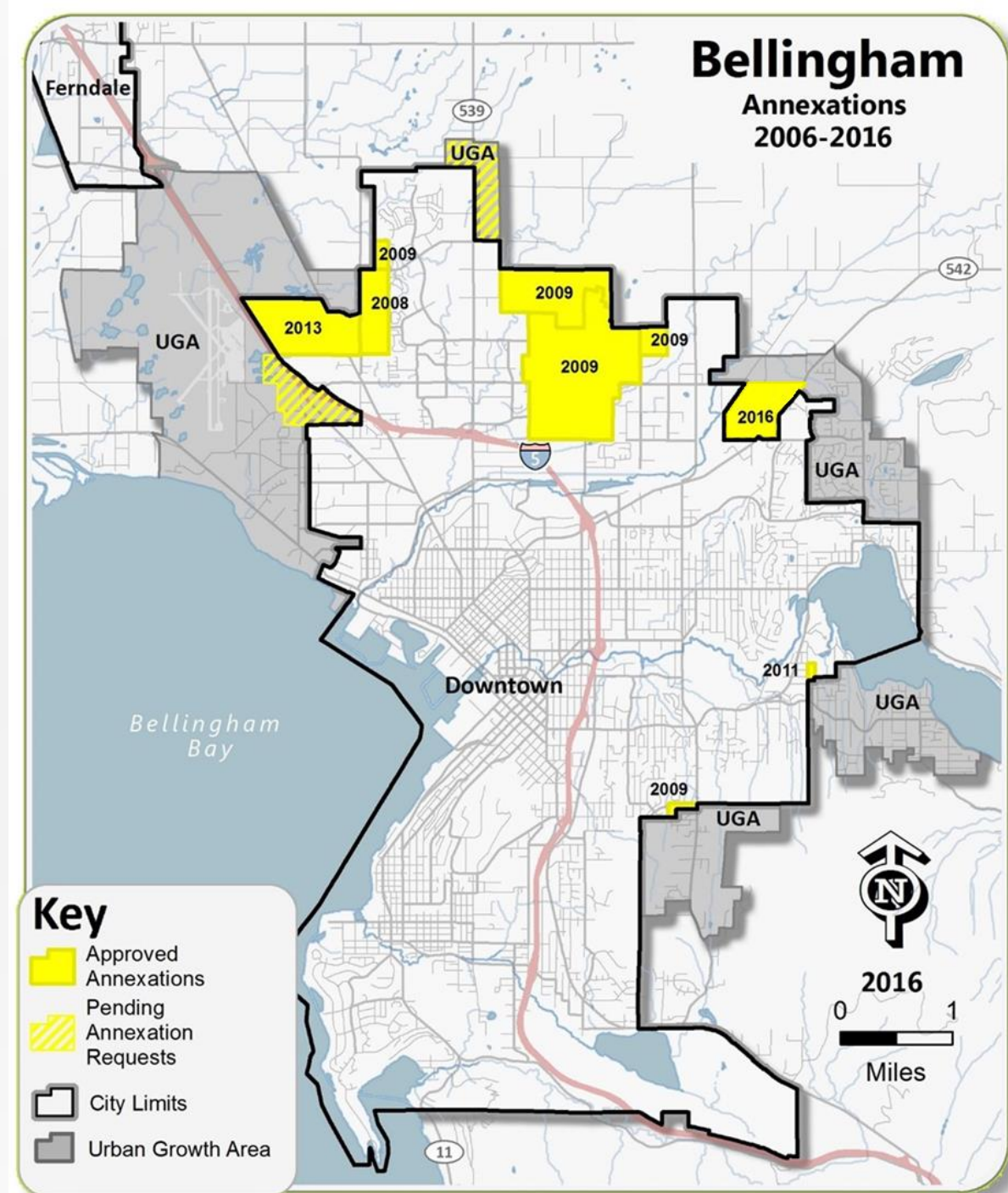


Growth by Annexation

- Since 1990, City + UGA population has grown by **65%** from 60,000 to 99,000
- 25% of City limits added north of 1904 boundaries via annexation since 1980
 - 1990's = predominantly commercial & industrial land to generate *sales tax revenue*, which provides almost all local transportation funding (General Fund, Street Fund, Transportation Fund, WTA Levy)
 - 2000's = predominantly residential land, which does not generate very much tax revenue and is very expensive to provide urban services to
- When UGA annexes, City inherits old, narrow, rural roads with no shoulders, no sidewalks, no crosswalks, no ADA, no bike lanes
 - **Extremely expensive** to retrofit rural roads to urban multimodal complete streets

King Mountain UGA → City Land Use-Transportation

- Growth Management Act (GMA)
- Urban Growth Area = Future City
- 1,000 acres annexed County to City (2009)
- King Mountain Neighborhood Plan (2010)
Low Rural to High Urban Land Use Densities
- Development must be served with
“Adequate” Transportation Facilities
- In Bellingham “Adequate” = Multimodal
- Rural Roads to Urban Complete Streets
- Urban Amenities Require Urban Densities
- Growth must help pay some cost and the
public must help pay some cost of growth



KING MOUNTAIN NEIGHBORHOOD ZONING

AREA	ZONING DESIGNATION*
1	Residential Multi, Planned
2	Residential Single
3	Public, Park
4	Public, Park
5	Residential Single
6	Residential Single
7	Residential Single
8	Residential Multi, Planned
9	Residential Multi, Planned
10	Residential Multi, Planned
11	Residential Single
12	Residential Single
13	Residential Multi, Planned
14	Residential Single
14A	Residential Multi, Mixed/Planned
15	Res Single/Res Multi, Planned

*SEE BELLINGHAM MUNICIPAL CODE TITLE 20
TABLE OF ZONING REGULATIONS FOR
MODIFICATIONS IN THE LIST OF PERMITTED
USES AND OTHER SPECIAL PROVISIONS
FOR EACH NUMBERED AREA

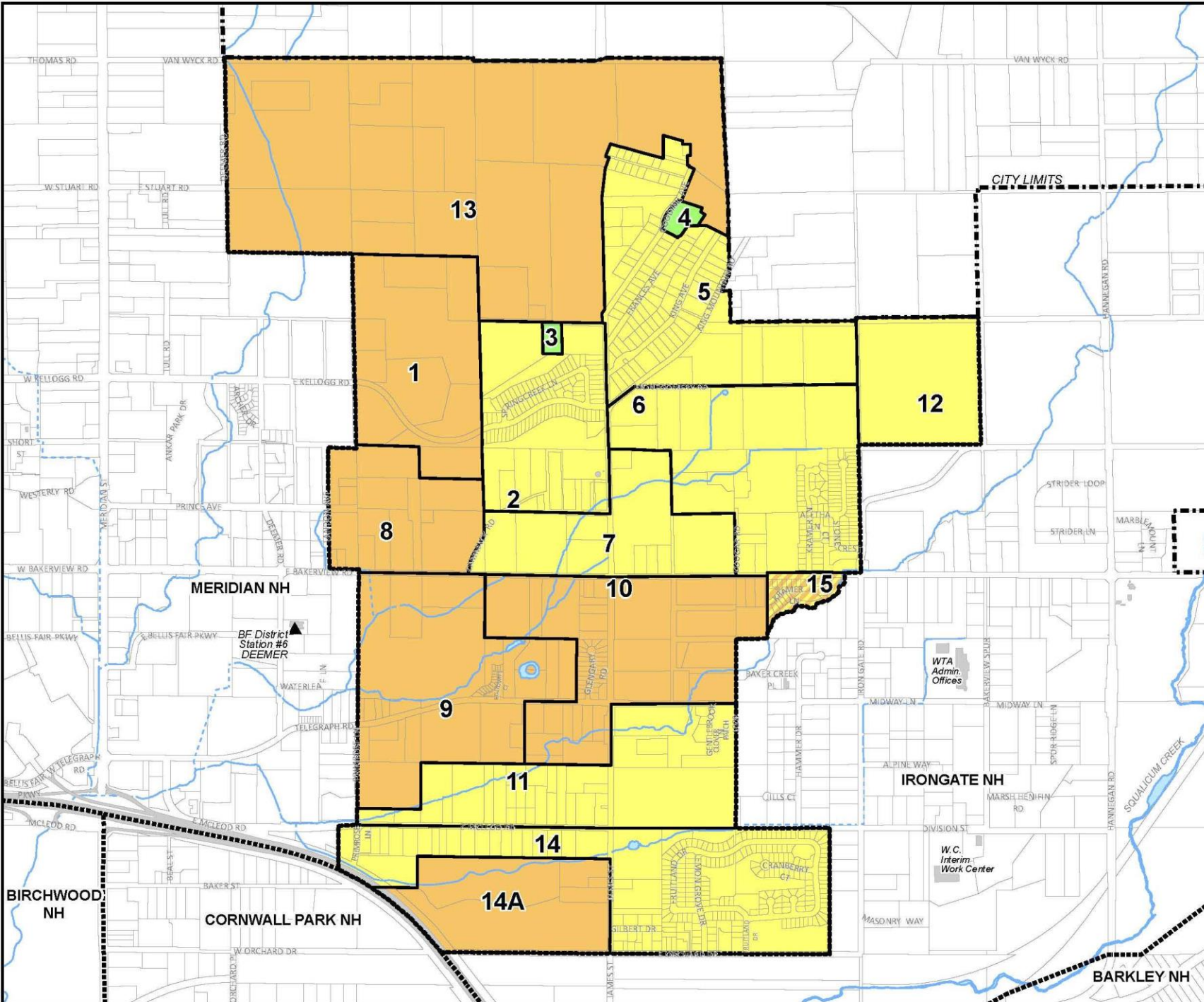


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Feet

City of Bellingham
Planning Department
2011

← 2010
KMN Plan
zoned the
entire area
to allow
the growth
planned
for in the
Comp Plan



Existing and Future Traffic

James Street corridor 2018 Traffic Volumes →

- Orchard – Telegraph: 11,000 ADT
- Telegraph – Bakerview: 8,000 ADT
- Bakerview – Kellogg: 5,100 ADT

Future Considerations:

- When **Orchard – Birchwood Connector** → opens to public in **2022**, traffic may increase on James Street, but traffic may decrease on Telegraph, Woodstock, and I-5 interchanges at Meridian and Sunset
- Over time, more development in King Mountain Neighborhood will create more traffic much like other parts of Bellingham that are growing
- **More development will help to pay some of the cost to provide transportation improvements:**
 - Street frontage improvements required
 - Transportation Impact Fees (TIF) required
 - Sometimes off-site mitigation required (intersections)
- **Transportation improvements are planned**, but will take many years and many millions of dollars



Washington's Regulatory Tools for Transportation

Multimodal Transportation Concurrency:

- Measures “Adequacy” of transportation system to accommodate planned growth. Cumulative people-moving capacity of sidewalks, bikeways, transit service, and arterial streets;

Transportation Impact Analysis (Traffic Study):

- Usually required for larger projects (> 50 trips). Can require off-site mitigation for traffic signals, turn lanes, safety, non-motorized connectivity;

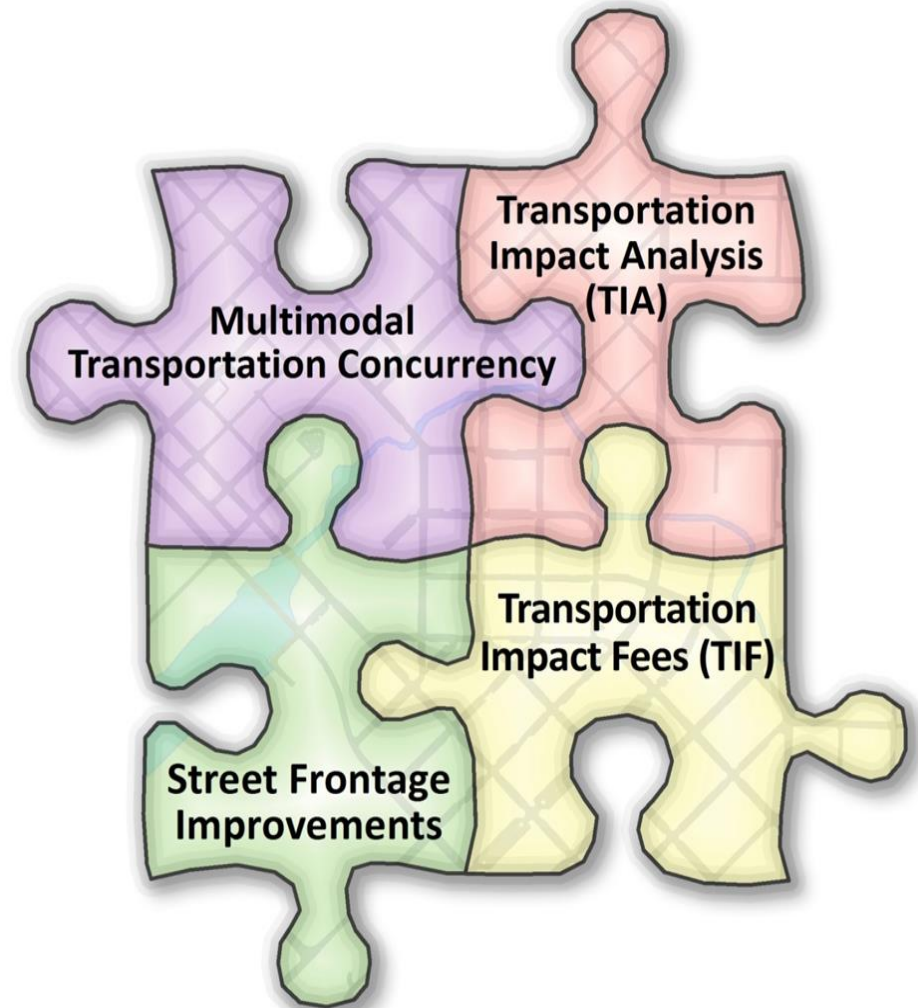
Street Frontage Improvements:

- Requires construction of street edge to City standards for sidewalks, curb/gutter, bike lanes, pavement, ADA curb ramps, crosswalks;

Multimodal Transportation Impact Fee:

- Recovers portion of City's capital investment in citywide multimodal transportation network.

Required for development in Bellingham



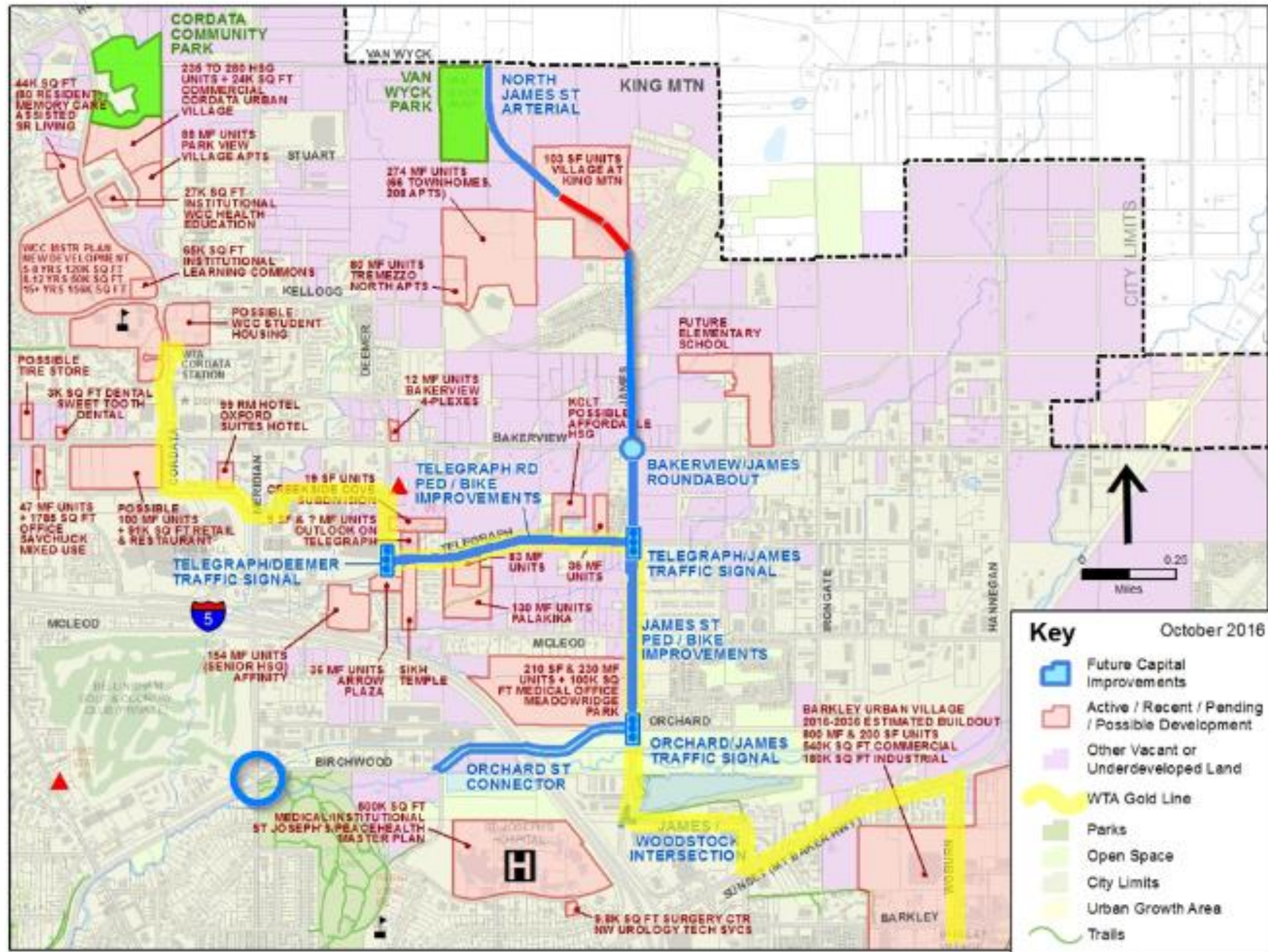
Public Funding for **Street**, **Trail**, **Park**, and **Stream** Improvements in the King Mountain Neighborhood (2009 – present)

20-acre Van Vyck Park purchased [North King Mtn] (2009)	\$3.33 million
James Street Bridge & Orchard to Woodstock (2014-2016)	\$8.35 million
Squalicum Creek Re-Route [Sunset Pond - Bug Lake] (2015)	\$6.64 million
Squalicum Creek Trail [Sunset Pond – Cornwall Park] (2017)	\$2.45 million
29-acre Bakerview Park purchased [Central King Mtn] (2020)	\$2.31 million
Orchard Drive Extension & Traffic Signal at James (2021)	\$12.2 million
Telegraph Road Corridor & Traffic Signal at James (2022)	\$6.5 million
East Bakerview / James Multimodal Roundabout (2023)	\$4.0 million
<u>James Street Multiuse Pathway (Currently Unfunded)</u>	<u>\$14.2 million</u>

Stream \$6.64 million; Park/Trail \$8.09 million; Streets \$45.25 million; **Total \$59.98 million**

These projects all have separate funding, engineering, right-of-way, and permitting requirements

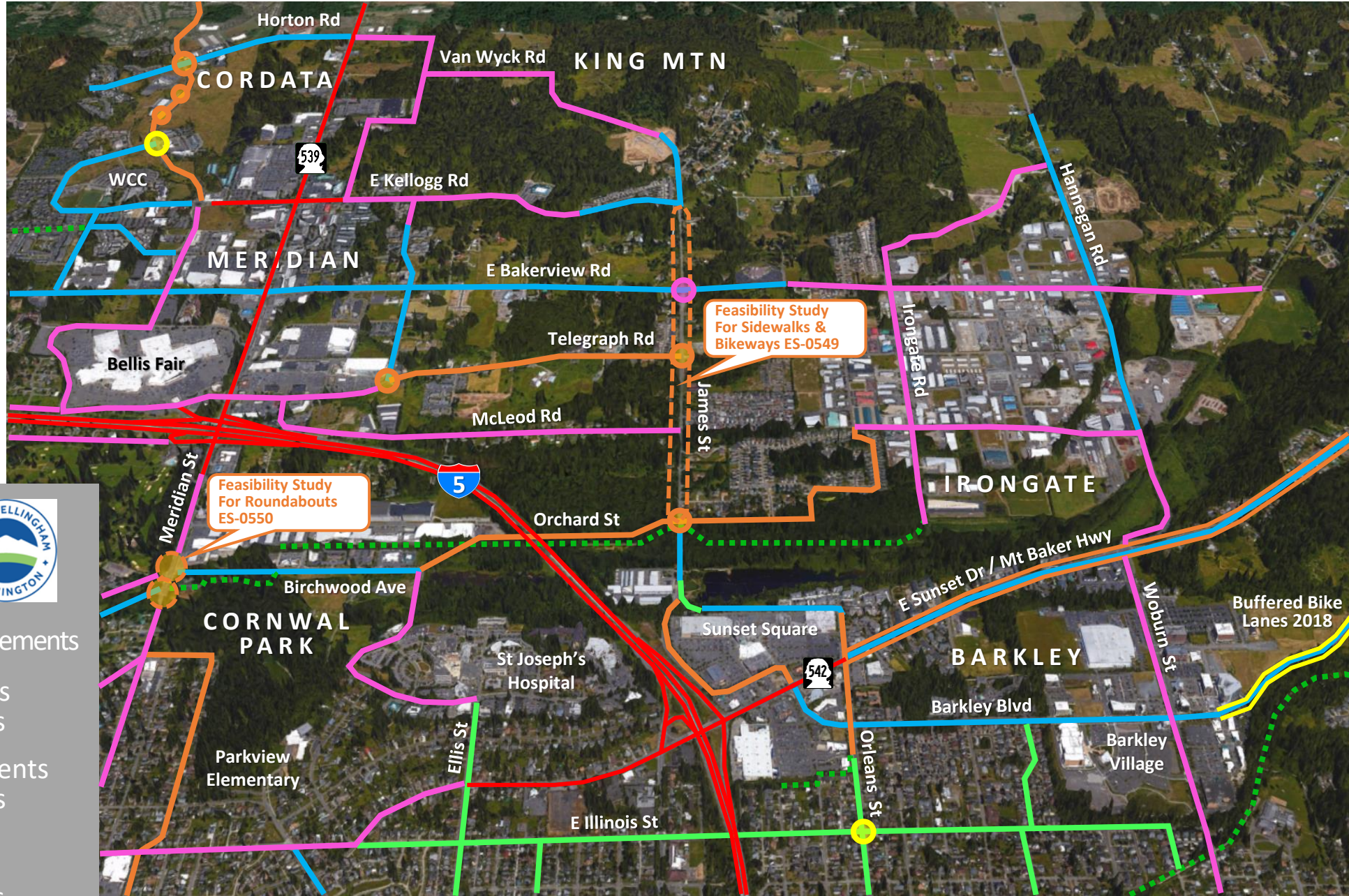
Current and Future Transportation Improvements in King Mountain Neighborhood




Public Works Plan

Short-Term (2017-2020)
and Long-Term (2021+)

Connectivity of Pedestrian & Bicycle Facilities in and surrounding King Mountain Neighborhood



-  Mobility Barriers
-  Existing bicycle facilities 2014
-  2015 - 2017 bicycle improvements
-  2018 bicycle improvements Intersection improvements
-  2019 - 2020 improvements Intersection improvements (if funded)
-  Future unfunded links Intersection improvements





James Street Corridor Improvements: These 2014-2016 improvements included bridge reconstruction, conversion of a narrow rural roadway into a **full-fledged urban arterial with bike lanes and a sidewalk along the east side** between a subdivision of 250 homes to Sunset Pond Park, and the reconstruction and realignment of the James/Woodstock intersection to remove sight distance and safety issues. These projects also allowed the 2015 relocation of Squalicum Creek to a new stream channel, the 2016 construction of the regional Squalicum Creek Trail between Sunset Pond Park and Cornwall Park, and will commence with the 2019-2020 construction of the Orchard-Birchwood multimodal arterial connection grade-separated beneath Interstate 5.

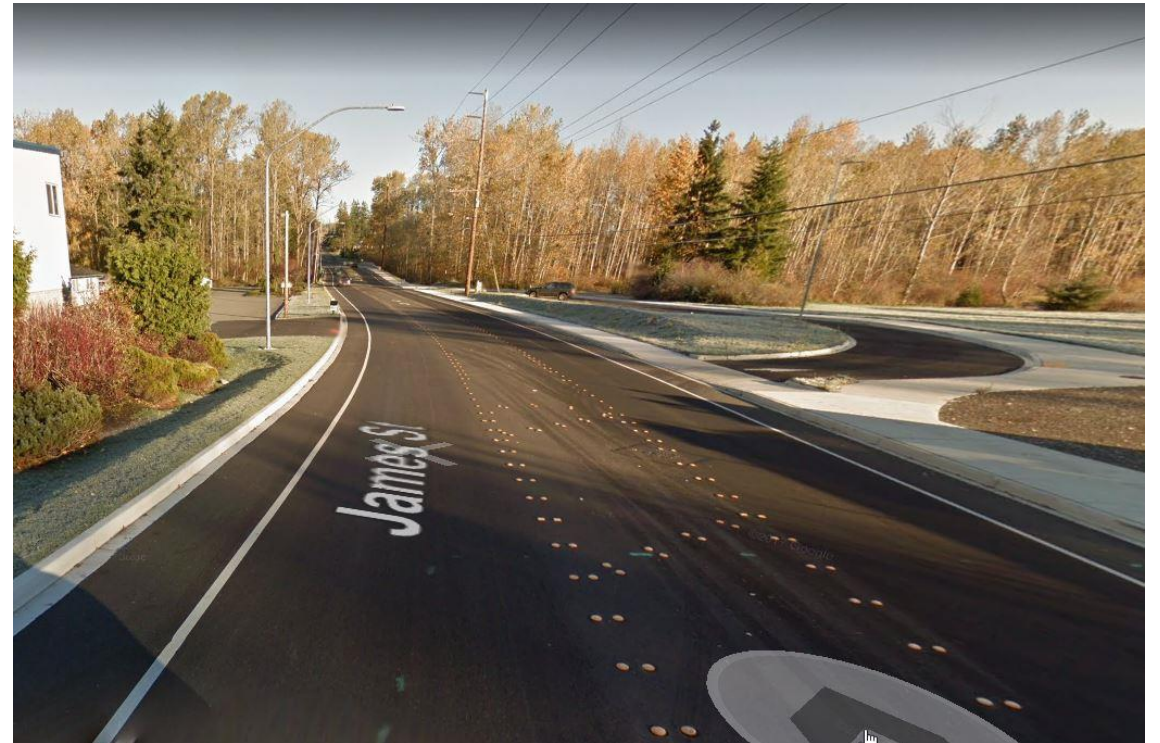
Project Cost: **\$8,350,000** (\$5,845,000 federal BRAC & STP-Regional; \$1,250,000 WA TIB; \$1,255,000 local)

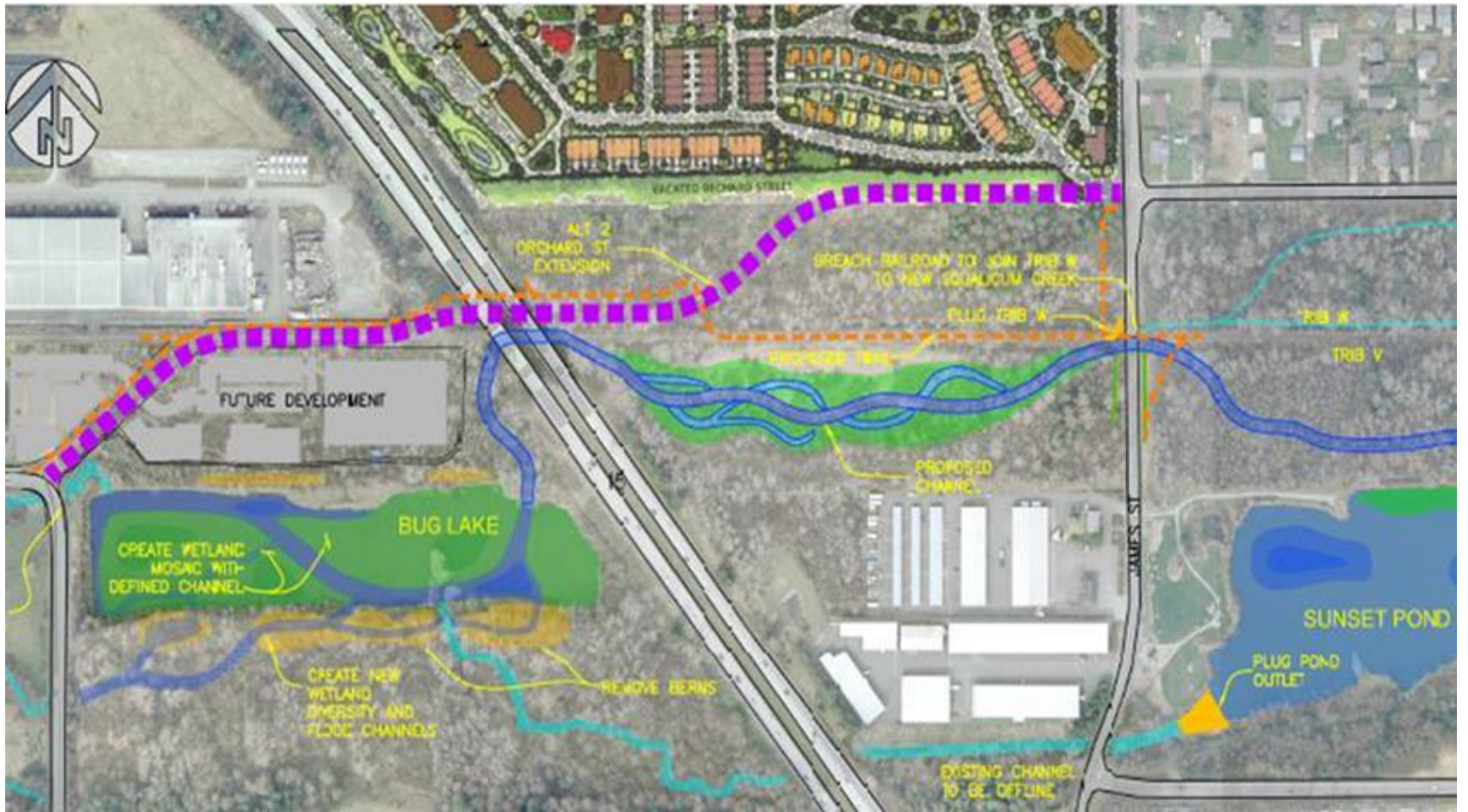
Project Benefits: **New multimodal bridge and arterial street, safety for all users, speed & collision reduction, sidewalk, crosswalks, bike lanes, regional trail connection, and associated future projects.**

2013 Pre-Project: Deficient Bridge & Narrow Rural Roadway



2016 Post-Project: New Bridge & **Urban Multimodal Arterial Street**



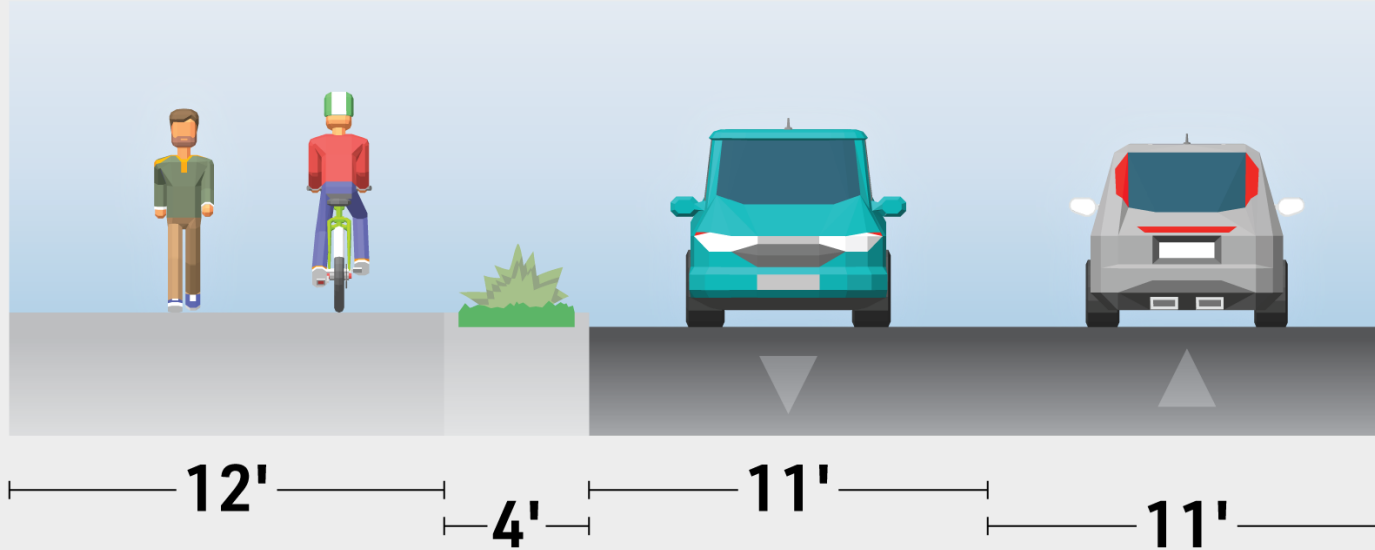


James St Bridge, Squalicum Creek Reroute, Squalicum Creek Trail, & Orchard Drive Extension

James Street West Side Shared Use Path

As determined by [2019 James Street Multimodal Feasibility Study](#)

March 22, 2021: City Council to discuss new James Street arterial standard



SHARED USE PATH

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



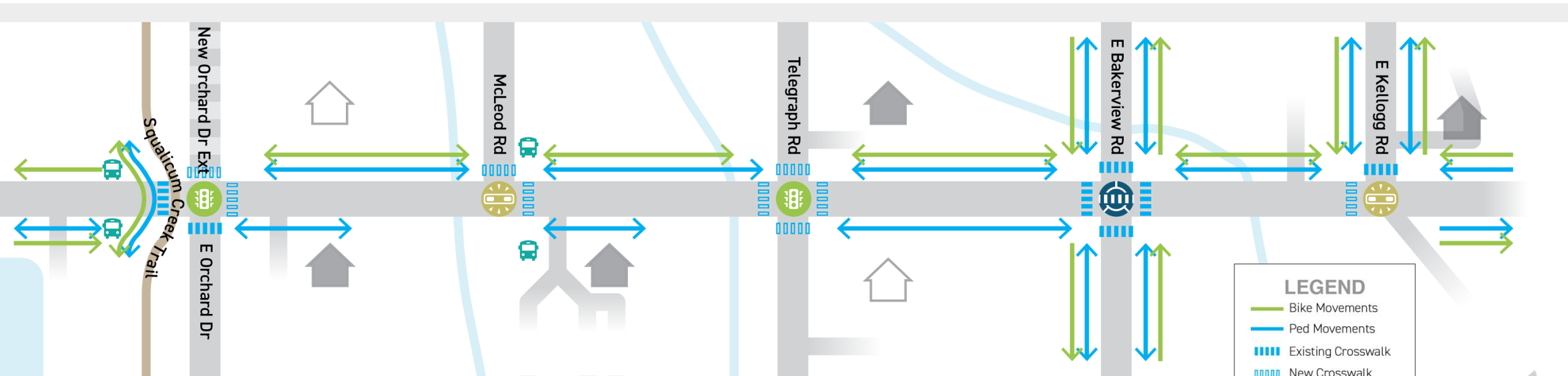
Visualization (looking south just s/o Mcleod Rd)



James Street West Side Shared Use Path

As determined by [2019 James Street Multimodal Feasibility Study](#)

March 22, 2021: City Council to discuss new James Street arterial standard



LEGEND

- Bike Movements
- Ped Movements
- Existing Crosswalk
- New Crosswalk
- ⊙ New RRFB
- ⊙ New Roundabout
- ⊙ New Signal
- 🚌 Existing Bus Stop
- 🏠 Existing Development
- 🏠 Future Development
- Creek

Additional Corridor Improvements

- Protected ped crossings at Orchard, McLeod, Telegraph, Bakerview intersections
- Gilbert Drive vertical curve removed
- Fish-passable culverts under roadway



James Street West Side Shared Use Path

Estimated Construction Costs (2025 dollars)

Standard Arterial Section

- Segment 1: \$5.7 million + \$1.0 million culvert
- Segment 2: \$4.6 million + \$3.5 million culvert
- Segment 3: \$2.9 million
- Segment 4: \$4.6 million + \$1.0 million culvert
- **Total Cost: \$24.1 Million**
 - Active Improvements: \$17.8 million
 - Fish-Passable Culverts: \$5.5 million
 - Wetland mitigation: \$0.8 million

West Side Shared Use Path

- Segment 1: \$3.1 million + \$1.0 million culvert
- Segment 2: \$2.3 million + \$3.5 million culvert
- Segment 3: \$0.8 million
- Segment 4: \$2.1 million + \$1.0 million culvert
- **Total Cost: \$14.2 Million**
 - Active Improvements: \$8.3 million
 - Fish-Passable Culverts: \$5.5 million
 - Wetland mitigation: \$0.4 million



Why is it **SO** Expensive?

Environmental Issues & Challenges

Critical Areas & Natural Features:

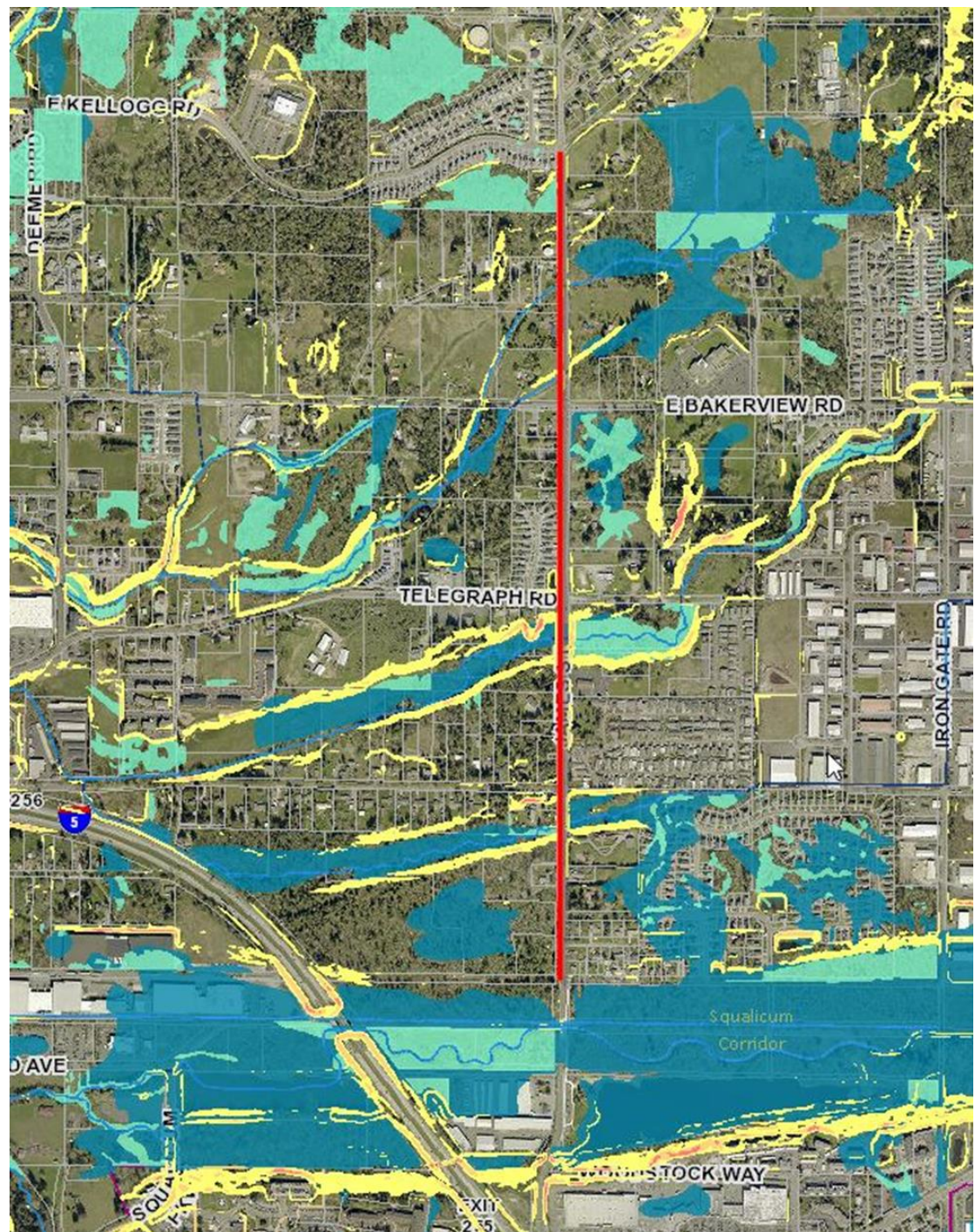
- Wetlands & buffers
- Streams, fish barriers, flood zone, buffers
- Steep slopes in ravines and ditches
- Open space & forested habitat

Probable impacts to all of the above:

- Mitigation sequencing documentation
- How to minimize impacts
- Feasibility of alternatives analyzed
- Cost to mitigate unavoidable impacts

The City Must Take A Balanced Approach:

- Accommodate planned growth
- Fund multimodal transportation needs
- Require environmental protection
- Constrained costs & funding capability



King Mountain Neighborhood Land Use and Transportation Information and Resources

- [King Mountain Neighborhood](#)
- [2010 King Mountain Neighborhood Plan](#)
- [2016 Comprehensive Plan Transportation Element](#)
- [2021 Orchard Drive Extension](#)
- [2022 Telegraph Road Improvements](#)
- [2023 James/Bakerview Roundabout](#)
- [2019 James Street Multimodal Feasibility Study](#)
- [Bellingham Multimodal Transportation Planning](#)
- [6-Year Transportation Improvement Program \(TIP\)](#)

DRAFT 2022-2027 TIP available in early May 2021



Six-Year (2021-2026) Transportation Improvement Program (TIP)

Seth Fleetwood, Mayor
Eric Johnston, Public Works Director

City Council Members

Gene Knutson - 2nd Ward, Council President
Hannah Stone - 1st Ward, Council President Pro Tempore
Pinky Vargas - 4th Ward, Mayor Pro Tempore
Dan Hammill - 3rd Ward
Michael Lilliquist - 6th Ward
Lisa Anderson - 5th Ward
Hollie Huthman - At Large Ward

Public Review Process

Draft posted on City Web site for Public Review: May 4, 2020
Transportation Commission Review: May 12, 2020
City Council Public Hearing: May 18, 2020
City Council Work Session to adopt: June 8, 2020
Submittal to Washington State: June 30, 2020

Adopted June 8, 2020

Prepared by Chris Comeau, AICP-CTP
Transportation Planner
Public Works Engineering
ccomeau@cob.org

Questions & Contact Information:

Chris Comeau, AICP-CTP

Transportation Planner

Bellingham Public Works Engineering

360.778.7946 ccomeau@cob.org

