

# Meridian Birchwood Roundabout

Funding Request: \$2,625,000



**Request:** The City of Bellingham requests \$2,625,000 for the Meridian Birchwood Roundabout project. This project is broken into two phases. Phase 1 will merge the Squalicum Parkway freight truck route with Birchwood Avenue on the west side of Meridian Street and decommission the Meridian/Squalicum traffic signal. Phase 2 will reconstruct the Meridian/Birchwood intersection as a multimodal roundabout. This funding request includes design of both phases and construction of Phase 1. The total cost of this funding request is estimated at \$7 million. The City understands that the EDI request could be up to 50% EDI funding (75% grant, 25% loan) matched by 50% City funding.

The City is asking for only grant dollars and will make up the 25% loan amount with other funds as follows: \$375,000 Bellingham Street Fund, \$800,000 Bellingham Transportation Fund, \$550,000 Bellingham Parks Greenways Fund, \$150,000 Port of Bellingham funds, \$2,500,000 Federal STBG funds, and \$2,625,000 requested EDI funding (grant only). (City 62.5%, EDI (grant) 37.5%)

**Issue:** Two closely spaced intersections on a critical freight route and multimodal transportation link between the industrial Bellingham Waterfront and U.S.-Canadian border crossings connected by Interstate 5 and Guide-Meridian (SR 539) experience major congestion which delays freight movement. The recently completed Birchwood Avenue extension will increase intersection congestion due to the closely spaced signals. Better connection between Squalicum Creek Park and Cornwall Memorial Parks is also needed.

**Solution:** Phase 1—merge Squalicum Parkway with Birchwood Avenue and decommission the Squalicum/Meridian traffic signal. Phase 2—Reconstruct the traffic signal at Meridian/Birchwood as a dual-lane multimodal roundabout. A Greenways trail would connect Squalicum Creek Park and Cornwall Memorial Park. Acquire BNSF and adjacent rights-of-way to construct roundabout and trail. This project will increase safety, sight distance, access, and efficiency, implement projects listed in the Pedestrian Master Plan, Bicycle Master Plan, ADA Transition Plan, Parks PRO Plan, and coordinate with existing WTA service routes. This request is for design of both phases together with right-of-way acquisition and construction of Phase 1.

