

ORDINANCE NO. 2010-12-069

AN ORDINANCE OF THE CITY OF BELLINGHAM AMENDING THE PUGET NEIGHBORHOOD PLAN COMPONENT OF THE BELLINGHAM COMPREHENSIVE PLAN

WHEREAS, the City of Bellingham has adopted 25 neighborhood plans as a component of the Bellingham Comprehensive Plan, including the Puget Neighborhood Plan; and

WHEREAS, the City has a process to amend the comprehensive plan and the neighborhood plans once per year in accordance with BMC 20.20.060, BMC 21.10.150 and the State Growth Management Act; and

WHEREAS, in 2009, the City of Bellingham received a proposal from the Puget Neighborhood Association (PNA) to update the general information, goals and policies in the Transportation, Open Space and Utilities sections of the neighborhood plan; and

WHEREAS, in March, 2010 the City Council docketed the PNA's neighborhood plan amendment proposal for review in 2010; and

WHEREAS, the PNA notified and sought input from property owners and residents of the neighborhood regarding the proposed amendments. The PNA's outreach process concluded with a 2009 neighborhood meeting wherein the attendees voted unanimously to submit package of amendments to the City for review; and

WHEREAS, the responsible official reviewed the proposed amendments under the procedures of the State Environmental Policy Act, and a Determination of Non-significance was issued on April 15, 2010; and

WHEREAS, the Bellingham Planning Commission held a public hearing on May 13, 2010; and

WHEREAS, the Planning Commission found and concluded that the proposed amendments comply with, and will implement the goals and policies of the Bellingham Comprehensive plan, and that the amendments satisfy the factors and criteria for comprehensive plan amendments found in BMC 20.20.060 C. and D.; and

WHEREAS, The Planning Commission voted unanimously to recommend approval of the proposed amendments, and thereafter adopted Findings of Fact, Conclusions and Recommendations documenting the Commission's findings; and

WHEREAS, the Bellingham City Council held a public hearing on July 26, 2010 to consider the proposed amendments; and

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WHEREAS, following the public hearing, the City Council directed staff to prepare an ordinance approving the amendments as part of the annual comprehensive plan amendment process; and


WHEREAS, the City Council finds that the proposed amendments satisfy the BMC comprehensive plan amendment criteria and, as a result, the Council hereby adopts the Findings of Fact, Conclusions and Recommendations of the Bellingham Planning Commission.

NOW THEREFORE, THE CITY OF BELLINGHAM DOES ORDAIN:

Section 1. The City Council hereby adopts the Findings of Fact, Conclusions and Recommendations of the Planning Commission as shown in Exhibit 1.


Section 2. The Puget Neighborhood Plan, Section II, Open Space, Section III, Public Utilities and Services, and Section V, Transportation are hereby repealed and replaced with the text as shown in Exhibit 2.

PASSED by the Council this 13th day of December, 2010



Council President

APPROVED by me this 16th day of December, 2010

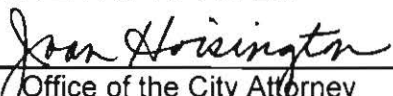


Mayor

ATTEST: 

Finance Director

APPROVED AS TO FORM:



Office of the City Attorney

Published: December 17, 2010

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EXHIBIT 1

2010 Puget Neighborhood Plan Amendments

Planning Commission Findings of Fact, Conclusions and Recommendations

PUGET NEIGHBORHOOD PLAN AMENDMENTS BELLINGHAM PLANNING COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS

MAY 13, 2010

SUMMARY

The Puget Neighborhood Association (PNA) is requesting amendments to the text of the Open Space, Utilities, and Transportation sections of the 1996 Puget Neighborhood Plan. The proposed amendments would update these sections and to add new goal and policy language.

I. FINDINGS OF FACT

1. Proposal Description -

The proposal includes text amendments to the Open Space and Utilities sections and a complete rewrite of the Transportation section of the neighborhood plan. The changes proposed by the PNA are intended to:

- update the plan with new information to reflect changed circumstances since the plan was last updated in 1996; and
- identify problem areas with respect to the parks, open space, stormwater and transportation facilities; and
- identify the values and priorities of the neighborhood; and
- add policy language supporting the City's ongoing efforts to develop urban village projects; and
- add policy language supporting development of additional neighborhood parks and trails; and
- add goal and policy language supporting expansion of pedestrian, bicycle and transit facilities and options; and
- add goal and policy language addressing current transportation network safety issues.

2. Background Information/Procedural History -

January 2010 – the Planning Director recommends docketing the proposed amendments for review in the 2010 comprehensive plan amendment process. The Planning Commission agrees and in March, 2010 the City Council docketes the proposal.

March-April 2010 – City staff and the PNA work together to revise the language in the neighborhood's original submittal so the changes are supported by both groups.

May 2010 – The Planning Commission holds a public hearing on the proposal.

3. Public Comment -

No public comments were received prior to or during the Planning Commission public hearing.

4. Consistency with the BMC Review Criteria -

Comprehensive plan amendments must be consistent with the factors and review criteria in BMC 20.20.060. Specific criteria are as follows:

1. The proposed amendment bears a substantial relation to public health, safety, and welfare;

The proposed amendments will bring the Open Space, Utilities and Transportation sections of the plan up to date. The amendments also will help ensure that park, open space and recreational facilities are available to the residents. The added goal and policy language will help address safety issues in the neighborhood. The Planning Commission finds that the proposed amendments are consistent with the criteria.

2. The proposed amendment is consistent with the Growth Management Act;

The staff report shows that the proposed amendments are consistent with a number of provisions of the GMA and the City's Comprehensive Plan. The Planning Commission finds that the proposed amendments are consistent with the criteria.

3. The comprehensive plan will be internally consistent;

The amendments to the Open Space, Utilities and Transportation sections update the information in the plan to be consistent with the Parks, Recreation and Open Space and Transportation chapters of the Comprehensive Plan. The suggested new goal and policy language is consistent with the overall goals and policies of the Comprehensive Plan. The Planning Commission finds that the proposed amendments are consistent with the criteria.

4. The proposed amendment will result in long-term benefits to the community as a whole and is in the best interest of the community.

The proposed amendments will benefit the community by preserving neighborhood character, improving access to public facilities, creating connectivity in the bicycle and pedestrian circulation system and improving safety. The Planning Commission finds that the proposed amendments are consistent with the criteria.

BMC comprehensive plan amendment criteria were included in the Planning Commission's deliberation of the proposal and reflected in the staff report.

II. CONCLUSIONS

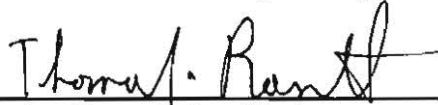
Based on the staff report and the information presented at the public hearing, the Planning Commission concludes:

1. The proposed amendments to the Puget Neighborhood Plan are consistent with, and will help implement the overall goals of the Bellingham Comprehensive Plan.
2. The proposed amendments satisfy the comprehensive plan amendment review criteria in BMC 20.20.060 C and D.

III. RECOMMENDATIONS

Based on the findings and conclusions, the Bellingham Planning Commission recommends that the City Council approve the proposed amendments to the Bellingham Comprehensive Plan as shown in the attached document.

ADOPTED this 13TH day of May, 2010.



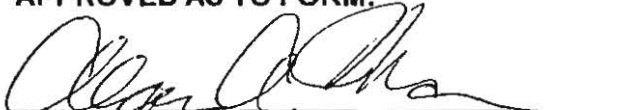
Planning Commission Chairperson

ATTEST:



Recording Secretary

APPROVED AS TO FORM:



City Attorney

EXHIBIT 2

2010 Puget Neighborhood Plan Amendments New Open Space, Utilities, Transportation Sections

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II. OPEN SPACE

PART ONE - PARKS, TRAILS, AND OPEN SPACE

Existing Facilities

The 84-acre Civic Athletic Complex is a "community park" that attracts users from all parts of the city and county. The accompanying increase in traffic, noise, light, litter and crowds can have a negative effect on the Puget neighbors.

The following facilities are located in the Civic Athletic Complex:

- **Civic Stadium:** The stadium has 2800 seats in the south grand stand, 680 seats in the north grand stand and 200 bench seats in the north grand stand. The parking lot has 575 stalls and 12 handicapped stalls. The stadium is used by all three Bellingham High School football, soccer and track and field teams for practices and games. Western Washington University uses the stadium for track and field and cross country practices and meets. The adult football teams "Bulldogs" and "Blitz" use the stadium for practices and games. There are a number of youth and adult soccer leagues which also use the facility. All three Bellingham High Schools have used the facility for commencement services.
- **Civic Stadium Track:** The track at Civic Stadium is utilized for a variety of uses by Sehome, Bellingham and Squalicum High Schools and Western Washington University. The track is also used by the general public, for Parks department track meets, police training and various other Park program uses.
- **Joe Martin Baseball Field:** This baseball field has 60 individual seats and bench seating for 3,000. Bellingham, Sehome and Squalicum High Schools, and Western Washington University use the facility for baseball practices and games. In addition there are a number of American Legion youth and adult baseball leagues who use the field. This is also the home stadium of the Bellingham Bells.
- **Frank Geri Softball Fields:** These four fields and two parking lots are used primarily for adult softball and youth baseball practice and games. The three Bellingham high schools use the fields for fastpitch softball practices and games. They are occasionally used for soccer practices by youth and adult teams.
- **Downer Youth Ball Fields:** These two baseball fields are used by youth baseball teams including the Boys and Girls Club and YMCA leagues. Bellingham School District Middle Schools also use the facility.
- **Arne Hanna Aquatic Center:** The Aquatic Center has four swimming pools, which include a beach-entry instructional pool with a 135 foot water slide, a 25 yard, eight-lane lap pool, a dive tank with a one-meter springboard and a hydro therapy pool. The Arne Hanna Aquatic Center offers a variety of programs, including lap swims, American Red Cross swim lessons and training courses, 3 different intensity levels of shallow water aerobics, deep water running, deep water aerobics, water child care, kayaking and preschool, family and open swims. All Three Bellingham High School swim teams use the center for practices and meets.

- **Sportsplex Ice Arena and Indoor Soccer Fields:** This building houses an indoor ice arena and soccer fields. Portable bleachers can be brought in for sporting events. The facility hosts ice hockey practices, games and tournaments; Indoor adult and youth soccer clinics, games and tournaments; Adult and youth ice skating lessons and performances. The "Roller Betties" hold their roller derby events here. The facility is also used for community garage sales and business association expositions.
- **Dirt Bike Park:** This park is used by the public for dirt bike practice and recreational use.
- **Skate Park:** This park is used by the public for recreational skate boarding. It is also used annually for the "Russ Schofield Classic".
- **Neighborhood Playground:** Located adjacent to Carl Cozier Elementary School whose students use the playground and adjacent park area for school activities.

Existing and Proposed Trails

Public Trails

The Puget Neighborhood has several existing trails and proposed trails. They vary in function, from transportation for pedestrians and bikes, nature experience, exercise, and walking dogs on woodland trails, providing connectivity within the neighborhood on public rights-of-way trails and short connector trails.

- **Whatcom Creek Trail:** Within the neighborhood, this bike and pedestrian trail begins at Fraser Street just east of Puget Street. It travels north, crosses Whatcom Creek and then follows the creek east to Valencia Street and west to Meador Avenue.
- **Civic Athletic Complex Trails:** These bike and foot trails are located throughout Civic Field complex. They enter west of Geri fields off Fraser Street. They travel behind the fields on the south side and continue across Puget Street down the hill to St. Paul Street and then north to Fraser Street and south to St. Paul Street. Another portion enters Civic Field just east of Moore Street and travels behind the ice area north toward Geri Field. The trail then turns east then southeast across Puget Street
- **The Cemetery Creek Trail:** This trail is in the Magnolia Hills/ Wildflower development and travels through the Cemetery Creek Green belt.
- **Pacificview Pond Trail:** This neighborhood trail circumvents a small pond in the Pacificview Development.
- **Samish Crest Trails:** These trails, when constructed will begin in the Puget Neighborhood and head south toward Lake Padden and east to Yew Street. These trails, although not in the boundaries of the Puget Neighborhood, abut the southern border of the neighborhood and are pivotal in eventually connecting the Whatcom Creek Trails to the Lake Padden Trails.

In addition:

Footpaths: There are a number of unofficial trails on undeveloped streets and public utility rights-of-way (ROW). They are informal footpaths without identifying signage that provide connectivity within the neighborhood. Depending upon frequency of use, weather, and topography the conditions of these trails vary from well-worn and easily passable to rocky, muddy, steep and difficult to traverse.

- Consolidation ROW between Nevada and 46th
- Edwards ROW between Kelly Ridge Court and Brenda Highlands/Samish Crest Trails
- Edwards ROW between Toledo and St. Paul
- Whatcom ROW between Toledo and St. Paul
- Whatcom ROW between West Racine and Queen

Existing Open Space

The Puget Neighborhood has a variety of dwelling types on large lots with private landscaping primarily south of Lakeway, east of Nevada, west of Puget. These green spaces are privately owned with no public access, however the resulting beauty helps define the character of the neighborhood. Preservation of this quality is warranted. North of Lakeway and west of Woburn the houses are clustered on small lots that help define and protect a green belt around Cemetery Creek.

Whatcom Creek, which flows from Lake Whatcom to Bellingham Bay, is a resource of citywide interest. It bisects Bellingham geographically and connects Lake Whatcom, Bloedel Donovan Park, Scudder's Pond, Whatcom Falls Park, the Civic Center, The Maritime Heritage Park, Bellingham Bay, and the "Waterfront District" redevelopment area. The part of Whatcom Creek in the neighborhood has a regulated 100-foot buffer area. Lincoln Creek and both forks of Cemetery Creek have a 75-foot minimum regulated buffer area.

Existing Environmentally Sensitive Areas

Green space is also a result of wetlands and/or environmentally sensitive areas that have been or will be restored to native habitat.

- Whatcom Creek
- Red Tail Reach Salmon and Wildlife Restoration Project
- Cemetery Creek
- The Hawley Property: This is an open space west of Puget and east of Nevada in between Edwards and the base of Puget hill.

PART TWO – ANALYSIS & OBJECTIVES

The Puget Neighborhood is a pivotal link between two major greenbelt areas which wildlife inhabit: 1) Whatcom Creek Greenway; and 2) Samish Crest Greenway, (which will ultimately extend to Lake Padden).

Because many of the larger landscaped lots are on the hill and are part of the water flow into Whatcom Falls Creek, the neighborhood must be responsible about runoff. Prudent and limited use of fertilizer, pesticide and insecticide is vital.

In undeveloped, un-platted residential areas, dedication of open space and park impact fees are a required part of plat approval. Many of the open space patterns follow steep hillsides and stream corridors. These critical areas are inherently unsuited for development. Stream corridors are also a recreation resource and have value as wildlife areas. Steep hillsides provide the scenic backdrops that are an important element of Bellingham's character. The nature of development on hillsides should be such that the scenic character is not significantly altered.

Because of the central location of Civic Athletic Complex in the Puget Neighborhood, highly developed parks are not needed. Instead, naturally landscaped, low maintenance open space areas and smaller neighborhood parks are proposed with playgrounds for toddlers and small picnic facilities. In the Puget Neighborhood Survey conducted in 2009, 70% of respondents want neighborhood parks/playgrounds for small children within walking distance of their homes. 100% of respondents with preschool and elementary age children think it is important to be able to walk to a playground or small park.

PART THREE – PUGET PARKS, RECREATION AND OPEN SPACE GOALS (PPG) AND PRIORITIZED IMPLEMENTATION STRATEGY

PPG 1: A public park should be within walking distance (1/2 mile radius) of every Puget Neighborhood resident.

1. Develop a park with a playground and small picnic area on the upper hill south of Lakeway Drive on the City park property near Racine Street and San Juan Boulevard.

PPG 2: Puget neighborhood trails should provide accessibility & connectivity options within the neighborhood.

Construct trails as indicated in the City's Comprehensive Plan, including:

- A. Complete/extend Samish Crest Trail, including connections to Wade King Elementary School and 40th Street.
- B. Complete Whatcom Creek Trail to Downtown.

- C. Install better signage on existing trails and rights of way.
- D. Provide adequate funding for trail maintenance.
- E. Evaluate the possibility of adding the following trail connections:
 - Construct a trail/stairs in the Consolidation Avenue right-of-way from Puget Street to Nevada Street.
 - Construct a trail through the Hawley Property from Puget St. to Nevada St.
 - Construct connection trails in the Whatcom Street right-of-way from E. Racine St. to Toledo St. and W. Racine St. to Queen St.
- F. Encourage developers to provide neighborhood trail connectors to improve non-motorized transportation links as development occurs.

PPG 3: The Puget Neighborhood should continue to use practices which protect and preserve the environment.

- A) Encourage widespread use of the Backyard Habitat Program, which includes native vegetation and plantings to absorb runoff in the Whatcom Creek watershed areas.
 - B) When building trails, use native plants and other low impact development techniques designed for the appropriate level of use to provide natural habitat for birds and wildlife.
 - C) A dense buffer of native vegetation along 1-5 should be installed simultaneously by the abutting property owners when developed or redeveloped. The purpose of the buffer is to mitigate freeway noise, absorb runoff, protect water quality in Lincoln Creek, and lessen the visual impact of the freeway.
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III. PUBLIC UTILITIES & SERVICES

PART ONE – EXISTING FACILITIES AND SERVICES

DRAINAGE

The Puget Neighborhood has had many improvements to the drainage, stormwater retention and flood control facilities since the last Puget Neighborhood Plan revision.

The City of Bellingham Public Works Department has completed work on an update to the 1995 Watershed Master Plan, which has been renamed the 2007 Stormwater Comprehensive Plan (SCP).

The City's 1995 plan continues to be a useful part of the new SCP. The work done under the new plan focused on a new integrated stormwater modeling system. This system was needed to meet the new regulatory requirements that the City passed in 2006, along with our Municipal Phase II NPDES permit, that came into effect February 2007. Specifically, this system works with the City's geographic information system (GIS) by melding information on land use, impervious surfaces, vegetation, soils, rainfall and our stormwater systems (including our creeks) to provide runoff information. This system paints a much more accurate picture of our current stormwater system and issues such as erosion, flooding and needed system improvements. This system also provides the city and development engineers better information to integrate into site planning. The SCP is a dynamic tool that is intended to evolve as more data becomes available, providing new and better information for years to come.

WATER

The water system serving the Puget Neighborhood is comprised of four different pressure zones due to the topography of the area.

SANITARY SEWER

Except for a few properties, the entire neighborhood is serviced with sanitary sewer. A requirement will soon be placed in the city code requiring all houses to be on city sewer.

PART TWO – UTILITIES GOALS

DRAINAGE GOALS:

PDG 1: All water channels should be kept open and supporting water flow at all times.

PDG 2: All new developments should be constructed consistent with the recommendations of the Watershed Master Plan, the Stormwater Comprehensive Plan, and stormwater development standards.

WATER GOAL:

PWG 1: Those facilities which are undersized for fireflow should be replaced. Water pipes which are asbestos coated should be replaced.

SANITARY SEWER GOAL:

PSG 1: All of sanitary sewer system should be sized to adequately serve the neighborhood especially where new development is occurring.

PART 3 – UTILITIES PRIORITIZED IMPLEMENTATION STRATEGY

DRAINAGE

1. Any new major development should submit a drainage plan in conformance with the City's storm water management code for approval by the Public Works Department. That plan should be implemented prior to, or concurrent with, development with the full cost of the plan being at the developer's expense.
2. Storm sewers with run-off control should be installed at future development sites.
3. Creeks should be maintained for further protection of aquatic resources. Some modification of certain streams is recommended (see Watershed Master Plan and 2007 Stormwater Comprehensive Plan) to increase the flood plain capacity or storage basin capacity.

DRAINAGE PROBLEM AREAS as identified by the residents of the neighborhood. These are areas of Puget Neighborhood that require remedial action due to excessive rainwater accumulation.

- Nevada Street in the older section between Lakeway and Edwards.
- E. Lopez Ct. at E. Toledo St.
- Ponderosa St. at Toledo St.
- Wildflower Way at Wildflower Court
- Moore St. at York St.
- Fraser St. at Lincoln St.
- Pacific St. at Lakeway
- Pacific St.—north of Lakeway at the dead-end
- Toledo St. at the northern end/bottom of hill - the stream overflows onto the street at the pathway going into the park area
- E. Racine St. in the 1200 block – water runs down the street missing the drains and going into downside driveways
- Edwards at Puget – water coming down Edwards does not go into a storm drain

WATER

- Some facilities south of Lakeway and east of Lincoln require replacement due to undersized water mains for fire flow requirements.

- Consolidation Street has sections of piping that do not meet the fire flow requirements of the current zoning density. These will need to be upgraded when development occurs.
- Areas east of Racine St. also require some system upgrades to improve the "Padden-Yew pressure zone" serving these plats.
- South of Lopez St. requires upgrading of fire flow availability.

SANITARY SEWER

- Sections of the Lincoln St. trunk sewer line require replacement or upsizing as development occurs in the southwest corner of the Puget Neighborhood.
 - Development of both existing lots and new plats will require extensions of transmission mains.
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V. TRANSPORTATION

PART ONE – STREETS, PEDESTRIAN AND BICYCLING FACILITIES

Neighborhood transportation options include walking, bicycling and driving, with bus WTA public transit routes on Lakeway, Woburn, and Lincoln (in 2010), plus immediate access to the Seattle airport shuttle, and the Lincoln Creek Park & Ride (currently with access to Skagit County via the Inter-county Connector).

Arterials

- Primary Arterials: Lakeway, Woburn
- Secondary Arterials: Lincoln,
- Collector Arterial: Puget, Fraser, San Juan Boulevard (Yew to Puget)
- Planned Future Secondary Arterial (pending adequate funding): San Juan Blvd (Elwood to Pacificview)

Pedestrian Facilities

Sidewalks – include all of the following:

- Non-existent
- Extruded curb over asphalt
- Rolled curb with adjacent sidewalk
- Square curb with adjacent sidewalk
- Setback sidewalks with intervening planting strip

Footpaths on undeveloped streets/ public utility rights-of-way (ROW).

Common use has created informal pathways in the public right-of-way (i.e., rocky, narrow footpaths with muddy and slippery surfaces during rainy season.), that are without identifying signage.

- Consolidation ROW between Nevada and 46th
- Edwards ROW between Kelly Ridge Court and Brenda Highlands /Samish Crest Trails
- Edwards ROW between Toledo and St. Paul
- Whatcom ROW between Toledo and St. Paul
- Whatcom ROW between West Racine and Queen

Bicycle Lanes

- South side of Lakeway from Queen to Verona
- East side of Lincoln between Consolidation and Lakeway Center/Mobile Home Park
- Fraser (both sides) between Lincoln and Valencia
- Puget (both sides) between south entrance of Civic Field parking lot and Fraser

In addition:

Public trails provide access within the Puget Neighborhood. They—and the above-mentioned footpaths—substitute for sidewalks in some developments, or provide “cut-through” connectivity between long city blocks, in addition to providing routes to destinations such as Civic Athletic Complex or the Lakeway Commercial Area.

All City maintained trails in Puget neighborhood are listed here for context. Some of them serve as transportation routes – as well as recreation – leading to destinations and providing connectivity to other transportation routes.

- Whatcom Creek Trail between Meador Avenue and Woburn Street
- Racine Trail between Whatcom Creek and Fraser Street
- Civic Field Trails* along creeks and in open space throughout the Civic Field complex
- Cemetery Creek Trails along creeks and in open space adjacent to subdivisions
- Pacificview Trails in open space
- Other minor connections

*NOTE: Refer to the Open Space section for a listing of Civic Field activities that result in neighborhood traffic impacts.

PART TWO – TRANSPORTATION ANALYSIS & OBJECTIVES

One reason many of the Puget neighbors have chosen to live in the neighborhood is because of proximity to downtown, Western Washington University, as well as Interstate-5 for its connections to outlying areas. In fact, more than any public or private facility, the Puget neighborhood is unified by the presence of Lakeway Drive. Besides being the focus for the regional and neighborhood commercial district, the Lakeway/Lincoln area is a crossroads intersection with many users of a wide variety of transportation modes moving in multiple directions.

Topography, history, and development style have limited the through street grid in the Puget neighborhood. The preponderance of cul-de-sacs, dead-end streets, and the lack of parallel arterial streets have exacerbated the traffic issues due to reliance on Lakeway as the primary corridor for access and mobility throughout the neighborhood. The transition of Lakeway from a narrow, curving County road adjacent to residential development east of the City limits, into a major arterial adds to the challenge of added improvements to achieve safety and efficiency for all transportation modes. Acquisition of additional right-of-way needed in order to add consistent bicycle, pedestrian and transit facilities along Lakeway would be costly, and would change the character of the neighborhood. The traffic problems affecting travel through, and livability within, the Puget neighborhood provide a challenge.

In order to determine policy suggestions for mitigating the challenges of the Lakeway corridor, connecting arterials, and residential streets, the Puget Neighborhood Plan

identifies the following specific travel barriers to the neighborhood center and other destinations by users of all modes.

CHALLENGES TO SAFE, EFFICIENT TRAVEL (Categorized by Destination)

DESTINATION: LAKEWAY/LINCOLN COMMERCIAL DISTRICT (REGIONAL) Including travel to Carl Cozier Elementary School and Civic Field Complex

Pedestrian Challenges for Access to the Commercial District (*within ¼ mile*)

1. Access from immediately adjacent neighborhoods (Sehome, York) is constricted by the presence of the I-5 freeway.
2. I-5 underpass sidewalks on Lakeway are 3' wide. Thus, vehicle traffic feels too close for comfort, especially with the concrete wall adjacent to the sidewalk. Sidewalks are often shared between pedestrians and cyclists, thereby adding more volume to a narrow sidewalk corridor.
3. Parking lot size and building setback positions create distance between destinations and appear inhospitable to users outside of a vehicle.
4. The Bellingham School Board has determined that students residing south of Lakeway will be bused to Carl Cozier Elementary School in order to avoid crossing Lakeway on foot or bike.
5. The natural pedestrian flow across Lincoln (south of Lakeway) is mid-block between the Lakeway intersection and the enhanced crosswalk. Vehicle flow in multiple directions into/out of opposing commercial driveways, combined with pedestrians shopping at both locations and crossing to transit stops increases the unpredictability and hazard for all users.
6. Much of the commercial development is in large parcels / long blocks, creating long walking distances.
7. Pedestrians crossing commercial driveways must watch multiple directions simultaneously to ensure their right-of-way will not be compromised by a vehicle.
8. Several intersections where drivers can turn right on red feel unsafe to pedestrians due to:
 - a. Motorists waiting on crosswalk markings, as well as
 - b. Uncertainty if pedestrians have been seen/acknowledged.
9. Nevada Street is a residential through-street within ¼ mile of Lakeway and the commercial district. Nevada residents experience traffic volumes such that residents would feel safer walking in separated space. (Currently no curbs, gutters or sidewalks exist on either side of Nevada, between Edwards and Consolidation. The City has included sidewalks for this area in the Six-Year TIP, but adequate funding has yet to be identified.)

MOTORIZED Challenges for Access to the Commercial District

Two (2) major intersections with stoplights in close proximity to each other, plus the 3rd stoplight west of I-5 freeway create long waits at lights during morning and evening rush hours, as well as other high demand periods.

1. Traffic flow in multiple directions with commercial driveways in close proximity to stoplight intersections—challenges the motorist to pay attention simultaneously to multiple traffic directions, high volume traffic & speeds
2. Commercial Driveway Left Turns: It is difficult for drivers turning left from commercial driveways onto Lakeway due to number of lanes to cross, prevailing speed of cross-traffic and/or morning/evening volume.
3. Driveway alignment along Lincoln between the Fred Meyer and Lakeway Center parking lots makes left turns and travel from one to the other difficult for motorists—especially when a motorist from the opposite driveway is also turning left, destination unknown as through-traffic or crossing over to the other parking lot.
4. Nevada Left Turns: It is difficult for drivers turning left from Nevada. Issues include: waiting for breaks in traffic in order to turn onto Lakeway, number of lanes to cross, and prevailing speed.
5. Auto-oriented commercial development makes it more likely that neighbors will drive from one establishment to the other, even if across the street (e.g., Fred Meyer Shopping Center to Lakeway Center), which can create increased congestion in parking lots and on the arterials.

BICYCLE Challenges for Access to the Commercial District

1. Lakeway in particular--and Lincoln Street within the commercial district--provide a significant barrier for many cyclists. Issues include:
 - a. Lack of a bike lanes or designated shared travel space along Lakeway and Lincoln,
 - b. The discrepancy between motor vehicle and bicycle speeds makes sharing the lane difficult and/or uncomfortable for cyclists.
 - c. Morning & evening commute traffic volumes,
 - d. Number of vehicle lanes,
 - e. "Jockeying" for position by motorists during lower volume hours creates a feeling of lack of safety when motorists stay in the same travel lane as cyclists.
 - f. Motorists making a right turn at intersections who don't notice bicyclists.
2. Access from immediately adjacent neighborhoods (Sehome, York) to the commercial district is constricted by the presence of the I-5 freeway. Access by bike from Puget neighborhood and other neighborhoods east of the freeway to

areas west of the freeway including WWU and downtown is limited to Lakeway, Samish or Meador.

DESTINATION: THROUGH ACCESS including Downtown, Western Washington University, other locations north & south along the I-5 corridor

For All Transportation Types: see above comments in the commercial district section.

DESTINATION: Access to HIGH FREQUENCY TRANSIT “PLUM GO-LINE” – Lakeway from Downtown to Woburn

PEDESTRIAN Challenges for Access to the Transit High Frequency Line

1. Neighbors who want to board or disembark from the bus do not feel safe crossing the street (.6 mile distance on Lakeway between stoplights at Yew and Puget) – because of 4 lanes to cross, difficulty judging speed (posted at 35 mph), and limited sightlines.
2. Because Whatcom Street is parallel to Lakeway, it provides an alternative to Lakeway for pedestrians traveling through the neighborhood. It can be used to connect with Puget Street where a stoplight provides an opportunity to cross Lakeway and access transit stops. Whatcom Street has 2 segments that are undeveloped. However, each segment has an informal footpath without identifying signs. Common use has created these rough pathways in the public right-of-way. (i.e., rocky, narrow footpaths with muddy and slippery surfaces during rainy season).

DESTINATION: LINCOLN CREEK PARK & RIDE

The Lincoln Creek Park and Ride facility is owned, operated, and being improved in several phases by Western Washington University (WWU). The 6-acre site was formerly used as a drive-in movie theater, but is in the process of being transformed into a multimodal park and ride and transit facility with high-frequency service to the university. There are some existing challenges to the pedestrian and bicycle environment that will have to be addressed as the project is completed, including:

BICYCLIST Challenges for Access to the Lincoln Creek Park & Ride

1. Lincoln southbound drive lane doesn't have a shoulder and the discrepancy between motor vehicle and bicycle speeds makes sharing the narrow lane difficult for cyclists as they begin the incline towards Samish.
2. Lack of connecting facilities along busy Lakeway limits user access.

PEDESTRIAN Challenges for Access to the Lincoln Creek Park & Ride

1. Gravel pathway along Lincoln between Ashley/Maple & Byron
2. Transit stop on Lincoln at Byron does not have a curb cut or other connecting pedestrian facilities
3. Pedestrian crossings are challenging in the unmarked intersections at both Byron

and Maple (each with a transit stop on the west side of Lincoln). Posted vehicle speed limit is 35 mph.

Project plans require WWU to construct sidewalks and bicycle lanes along the entire property frontage on Lincoln Street and to install a new traffic signal at Lincoln/Consolidation with marked crosswalks and pedestrian crossing signals. WTA transit busses will be routed into the Lincoln Creek site via a new driveway entrance and will then exit the site via the new signalized intersection at the main public entrance to the park and ride site. The new traffic signal will help to keep WTA busses on schedule, will provide safer crossing for pedestrians and bicyclists, and will slow vehicle traffic along Lincoln. The City of Bellingham has committed to working with WWU to improve the pedestrian connection between the existing Car Wash site and the new traffic signal at Consolidation. WWU will also be required to improve the western edge of Lincoln Street, opposite the Park and Ride facility, with a minimum 4-foot-wide shoulder. Ultimately, future development on the west side of Lincoln Street will be responsible for constructing a full bicycle lane, curb, gutter, and sidewalk.

DESTINATION: ARTERIALS IN RESIDENTIAL ZONES

PEDESTRIAN CHALLENGES While Traveling Along Arterials

Puget Street (between Edwards & Consolidation): Lack of sidewalks and/or separated walking space from vehicles is even more hazardous in winter weather due to steep topography (i.e., sliding cars).

MOTORIST & BICYCLIST CHALLENGES While Traveling Along Arterials

Left Turns onto Lakeway: It is difficult for drivers turning left from residential streets onto Lakeway due to number of lanes to cross, speed of cross-traffic and sightlines (for example: Racine, Toledo, Undine, St. Paul have all been identified by Puget neighbors).

Left Turns on/off Lakeway: Crossing, or making a left turn onto or off of Lakeway, is difficult for motorists and bicyclists all along the corridor. Issues include waiting for breaks in traffic in order to turn, crossing four lanes. High travel speeds and short sightlines increase the difficulty for motorists who stop on Lakeway to await a break in traffic in order to turn left off Lakeway.

DESTINATION: RESIDENTIAL CONNECTIVITY

PEDESTRIAN CHALLENGES for Residential Connectivity

1. Distance: Much of residential development is in large parcels / long blocks limiting through access and increasing travel distances. In addition, the steep topography is a challenge for those who want to walk or bike.
2. Condition: Informal pedestrian footpaths in the undeveloped street right-of-way, where common use has created pathways in the public right-of-way. (i.e., rocky,

narrow footpaths with muddy and slippery surfaces during rainy season.)

- Consolidation ROW between Nevada and 46th
- Edwards ROW between Kelly Ridge Court and Brenda Highlands /Samish Crest Trails
- Edwards ROW between Toledo and St. Paul
- Whatcom ROW between Toledo and St. Paul
- Whatcom ROW between West Racine and Queen

3. Parking on sidewalks: Walking paths in some sections of the Puget neighborhood are an extension of asphalt with an extruded curb, which seems to create confusion for drivers about the parking availability. Thus, sidewalk access can be impeded by residents or visitors parking cars in designated pedestrian space.
4. Rolled Curbs: Sections of the neighborhood with rolled curbs where the lots also have narrow street frontage and/or lack off-street parking often have parked cars on the sidewalks, which can create barriers to walking. (for example, in the Magnolia Hills development).

MOTORIST CHALLENGES for Residential Connectivity

Some Puget residents report difficulty maneuvering on narrow residential streets (< 28' wide) e.g., St. Paul Street--between Lakeway and Whatcom). However, narrow streets create less impervious surface and stormwater impact, as well as providing a traffic calming effect to slow vehicles. Therefore, we are not proposing any corrective infrastructure actions. Residents have phoned law enforcement to address illegal parking concerns.

PART 3 PUGET TRANSPORTATION GOALS (PTG)

PTG 1: Expand Puget neighborhood transportation options to more fully support pedestrian, bicycle and transit travel for mobility within the neighborhood.

PTG 2: Expand Puget neighborhood transportation options for accessibility & connectivity to areas outside the neighborhood, especially to nearby employment, educational and cultural centers.

PTG 3: Preserve livability of residents affected by the principal, secondary, and collector arterial streets.

We recognize the great importance of the through-traffic arterials that pass through the residential neighborhood connecting downtown, the university, the Lakeway and Samish corridors, Interstate 5, and outlying neighborhoods together. However, heavy traffic volume as well as possible future changes to flow may have a detrimental effect on the wellbeing and safety of residents living in proximity to these streets. It is the desire of the neighborhood to preserve a sense of cohesive community, and to preserve all residents' safety and wellbeing.

PTG 4: Increase traffic-related safety.

Whether Puget residents travel as pedestrians, bicyclists or motorists, safety is a big concern. With the understanding that state regulations and requirements for each classification of street (such as principal arterial, secondary arterial, collector, and residential street) it is the desire of the Neighborhood to use any effective and appropriate method to ensure that traffic speeds are maintained at safe levels and to help drivers feel connected with the people of the neighborhood. On arterial streets, these may include, but are not limited to, special slow zones near schools and curved or limited-view ramps or entryways, trees and planted medians and street edges, signage, bicycle lanes, pedestrian crosswalks, pedestrian bulb-outs, and street lighting. On residential streets, in addition to the above strategies, physical traffic calming measures such as speed humps, rumble strips, or traffic islands/circles may be installed if they meet the criteria stated in Bellingham's Neighborhood Traffic Safety Program (NTSP).

PTG 5: Improve vehicle, bicycle, and pedestrian use and safety along Lakeway & Lincoln corridors, in accordance with the proposed Lakeway Urban Village development.

The Lakeway / Lincoln corridors pose many issues to the community, and specific plans for redevelopment must address and include traffic issues in accordance with the Bellingham Comprehensive Plan, redevelopment to Urban Village standards, and the City's arterial network master planning, traffic access from I-5 to the downtown core and any increase in traffic flow on adjacent arterials. Because there is much work still to be done towards evolving a master Puget Urban Village Redevelopment Plan, our objective here is to emphasize the immediate need for addressing pedestrian and bicycle access and safety issues. We believe that improving pedestrian crossings and bicycle use across the neighborhood and with connections to other neighborhood routes will increase use, and support well any future plans.

PART THREE – TRANSPORTATION POLICIES AND PRIORITIZED IMPLEMENTATION STRATEGY

The following Puget Neighborhood transportation policies were developed from discussions at Puget Neighborhood Association meetings and the 2008-09 PNA statistically valid survey. It is worth noting that many of the transportation needs identified by Puget Neighbors relate most strongly to improving pedestrian and bicyclist access or decreasing the effects of autos on residential streets. A reduction in the need for automobile use to access destinations within the neighborhood can improve conditions for drivers as well, by reducing the number of cars on the road. Lakeway is a WTA high frequency corridor (buses every 15 minutes on weekdays). Therefore, increased utilization of transit along this corridor could have the added benefit of

reducing the number of driving trips. Pedestrians' ability to cross Lakeway to access transit stops is key to increasing bus use .

In the neighborhood survey conducted in 2008-09 Puget Neighbors identified the top 2 benefits of living in the neighborhood:

- Proximity to downtown 96.1%
- Convenient access to services 85.0%

86% of Puget neighbors use the Lakeway/Lincoln shopping district at least once per week. Nearly 24% use it even more—everyday. Previously mentioned comments in Part 2 identify the challenges to travel and the desire for improved access and increased use of the commercial area.

58% of Puget neighbors walk or bike on Puget arterials at least once a week. More than 28% of those who walk or bike, do not feel at all safe, and 45% feel “somewhat safe”. However, more than 49% of drivers feel “very or completely safe”. Less than 40% feel “somewhat safe”.

Puget Neighborhood Transportation Policies (PTP)

Locations identified with each policy statement are considered to be major problem areas, as identified by the neighborhood residents in the previous section. Possible solutions will require study and, if justified, may or may not include construction at these specific locations. These locations should be considered high priorities when developing transportation solutions for the Puget neighborhood as a whole.

In addition, the list of Puget Neighborhood projects in the 2005 City of Bellingham Comprehensive Plan Transportation section are listed at the end of this section. The policies listed below are meant to inform any planning efforts towards those projects of the vision and values of the Puget Neighborhood. As the comprehensive plan is updated, further identification of Puget Neighborhood projects that embody these priorities can also be included.

FUTURE LAKEWAY/LINCOLN URBAN VILLAGE (Per COB PLANNING and/or DEVELOPMENT PROPOSALS)

The sooner an urban village master plan can be completed and adopted for the area encompassing the Lakeway/Lincoln/King/Puget intersections, the sooner the neighborhood will see redevelopment, elimination of driveways/turning conflicts, and transformation of streets by developers.

PTP 1: Develop and promote safe, efficient and appealing access for all users as redevelopment occurs in the urban village (Lakeway/Lincoln area). Access for non-motorized traffic within any commercial, multi-use or multi-family development should be direct to destination, easily accessible and safe.

Locations include:

1. New residential and/or mixed-use development
2. Redesign or redevelopment of commercial sites and/or rezone to urban village status

ACCESS TO COMMERCIAL AND RECREATIONAL CENTERS

PTP 2: Develop and promote efficient and safe access for motorists, pedestrians, bicyclists and transit users into, and through, the Lakeway/Lincoln neighborhood center and Civic Field complex with particular attention to solutions that improve access for all users, emphasizing safety and efficiency. Puget Neighborhood preference is to implement solutions that support a mode shift from motorized to walking, bicycling and transit. This may improve conditions for drivers by reducing the number of short car trips to access commercial and recreational destinations in the neighborhood.

Locations and major problem areas include:

1. Pedestrian safety at intersections (e.g., southeast Lakeway at Lincoln)
2. Impact of commercial driveways on Lakeway's motorized and non-motorized traffic
3. Impact of 3 stoplights on traffic flow and patterns
4. Impact of I-5 access
5. Driveway alignment between Fred Meyer and Lakeway Center parking lots
6. Pedestrian use of Alley from Nevada Street to Cost Cutter parking lot.
7. Lack of landscaped medians and setback multimodal facilities.

See also: COB Comprehensive Plan—Transportation Policy section, TP-9, 46, 50, 57, 63, 64, 66, 75, 78, 81, 82, and Community Design section, CDP-8, 41, 63, 68, 77

INTERSTATE 5 AND RELATED AREAS

The Washington State Department of Transportation has developed an Interstate Master Plan for the Bellingham area (Fairhaven to Slater). Detailed information is available on the WSDOT website*.

This is an excerpt from the "EXECUTIVE SUMMARY of IMPROVEMENTS". Included are those projects directly related to the Puget Neighborhood.

"The plan incorporates state and federal transportation policy, transportation analysis, and input from elected officials and local agency staff, stakeholders and members of the community and identifies the following strategies to improve safety and help relieve congestion on I-5:

- ◆ Implement a collector-distributor (C/D) system that would connect the Samish Way, Lakeway Drive and Iowa Street interchanges as one "system" with the middle interchange connected only to the C/D.
- ◆ Preserve space in the median of I-5 for future managed lanes (one lane in each direction) to provide flexibility to accommodate future improvements.
- ◆ Accommodate non-motorized transportation.
- ◆ Implement active traffic management improvements including ramp metering.
- ◆ Replace the existing Samish Way interchange with a new interchange.

- ◆ Build a new single-point urban interchange (SPUI) at Lakeway Drive that is connected only to the C/D roadway.
- ◆ Build a new SPUI interchange at Iowa Street. The northbound off and southbound on-ramps at Iowa Street would connect to the mainline. The northbound on- and southbound off-ramps would connect to the C/D."

For reference: Annual Average Daily Traffic (AADT) 2006 data provided by WSDOT identifies the following daily activity at the Lakeway/I-5 on and off-ramps:

- Southbound On Ramp (from Lakeway to I-5) – 3,358 vehicles
- Southbound Off Ramp (from I-5 to Lakeway) – 7,730 vehicles
- Northbound On Ramp (from Lakeway & King to I-5) – 8,931 vehicles
- Northbound Off Ramp (from I-5 to King & Lakeway) – 2,956 vehicles

PTP 3: Promote City efforts to collaborate with WSDOT to manage access to state highways while mitigating impact on local travel – where I-5 affects local driving, walking, bicycling, capacity, safety, attractiveness, access, and increases motorized traffic volume.

Locations and major problem areas:

1. Limited through-access / across I-5 between Meador and Samish—especially affecting pedestrian travel
2. Pedestrian right-of-way at Lakeway & I-5 underpass (access between York & Puget Neighborhoods)
3. Bicycle safety/efficiency along Lakeway (the route from Ellis to King, including Lakeway/I-5 underpass)
4. Complicated vehicle access to northbound ramp
5. Lakeway/King intersection (stoplight backups add to capacity challenges)
6. Lakeway/Lincoln intersection (stoplight backups add to capacity challenges)
7. Pedestrian lighting at Meador underpass

See also: COB Comprehensive Plan—Transportation Policy section, TP- 46, 52, 57, 90

ARTERIALS – BIKE TRAVEL

Current configuration of the Lakeway and Woburn arterials do not have enough physical space to add bike lanes within the built section (curb to curb). New development and re-development along any of the following arterials may provide opportunities to identify locations to improve cyclist access. As with all infrastructure development, funding sources will vary. For example: bike lanes will be constructed by WWU and private developers along the full length of Lincoln, between the Samish/I-5 overpass and Fred Meyer/Lakeway Center (not including the current commercial shopping area).

PTP 4: Provide facilities for safe and convenient bicycle travel to neighborhood/urban center, park-and-ride facilities, and through-travel to employment and school destinations in the construction and retrofit of arterials.

Locations include:

1. Lakeway between Puget Street and I-5

2. Lakeway between Woburn and Puget (north side)
3. Lincoln
4. Woburn
5. San Juan Boulevard (See PTP-J for more detailed information)

See also: *COB Comprehensive Plan—Transportation Policy section, TP-50, 57, 61, 63, 66, 69, 90 and Community Design Section, CDP-70*

LAKEWAY ACCESS

PTP 5: Identify and implement solutions for motorist and bicyclist safety and efficiency for access to Lakeway from neighborhood streets, , where possible.

Locations include:

1. Nevada across Lakeway (left turns from Nevada onto Lakeway)
2. Lakeway between Racine and Verona – to/from Lakeway and residential streets (for example: Racine, Toledo, Undine, St. Paul)

SIDEWALK CONSTRUCTION

There are several locations in the Puget Neighborhood that would benefit from sidewalk construction. As mentioned previously, funding sources may vary. Examples include:

- Local Improvement Districts (LID) funded by the private property owners who live along the street.
- Lincoln Street sidewalks (east side) would be constructed by WWU with the development of the Lincoln Creek Park & Ride.
- Sidewalks on the west side between Fred Meyer parking lot and Byron Street would be constructed by private development between Lincoln Street and I-5.
- Nevada Street sidewalks are currently listed—though not yet funded—in the City Six-Year Transportation Improvement Program.

The following policy statement is intended to articulate the Puget Neighborhood's priorities.

PTP 6: Promote the construction of sidewalks where they would connect neighborhood residents to services, or high-frequency transit, separate foot and motorized traffic, and/or provide needed connectivity.

Locations include:

- Nevada Street – between Edwards and Consolidation
- Lincoln Street – where missing between Lakeway and Byron

UNDEVELOPED FOOTPATHS LOCATED IN THE PUBLIC RIGHT-OF-WAY (ROW)

Topography, history, and development style have limited the through street grid in the Puget neighborhood. The preponderance of cul-de-sacs, dead-end streets, and the lack of parallel arterial streets have exacerbated the traffic issues due to reliance on Lakeway as the primary corridor for access and mobility throughout the Neighborhood.

Several street rights-of-way that have not been constructed are currently used and/or have the potential for use as non-motorized throughways. These Puget Neighborhood policies identify those locations where access could be improved with surface mitigation (e.g., crushed limestone). Funding sources will vary for these types of projects. Thus, Puget Neighbors will work with appropriate City Departments (for example: Parks to coordinate neighborhood volunteer labor) to identify appropriate public-private funding partnerships.

PTP 7: Provide low-impact surface mitigation where common use has created informal pathways in the public right-of-way. (i.e., rocky, narrow footpaths with muddy and slippery surfaces during rainy season.) These pathways provide safety by separating motorized and non-motorized traffic. Improvement of these paths should be prioritized in places where they increase pedestrian access to neighborhood centers and/or Primary WTA Transit Corridors.

Locations include:

1. Whatcom between Toledo and St. Paul
2. Whatcom between West Racine and Queen

Because Whatcom Street is parallel to Lakeway, it provides an alternative to Lakeway for pedestrians traveling through the neighborhood. It can be used to connect with Puget Street where a stoplight provides an opportunity to cross Lakeway and access transit stops.

See also: COB Comprehensive Plan—Transportation Policy section, TP-61, 69, 72

PTP 8: Identify, and develop or improve pedestrian pathways in the undeveloped public rights-of-way (ROW) where they can improve pedestrian connectivity within long residential blocks. Provide low-impact surface mitigation that would improve rocky, narrow footpaths that can be muddy and slippery.

Locations include:

1. Consolidation between Nevada and 46th or other nearby access from Toledo Hill to the Lincoln Creek Park & Ride
2. Edwards ROW between Kelly Ridge Court and Brenda Highlands Trail/Samish Crest Trail
3. Edwards ROW between Toledo and St. Paul

See also: COB Comprehensive Plan—Transportation Policy section, TP-61, 72, 88

ARTERIALS (Lakeway, Lincoln, Woburn, Puget)

One suggested solution to improve safety on arterials is to change and/or post speed limits at 25 mph. However, this does not always slow drivers, and can lead to unintended consequences (e.g., the need for constant law enforcement presence).

PTP 9: Develop multiple solutions for arterial-appropriate mitigation where vehicle travel speeds increase concerns for pedestrian safety, and/or where

pedestrian travel must cross to access high frequency transit stops.

Locations include:

1. Lakeway between Puget and Yew.
2. Puget between Edwards and Consolidation
3. Woburn at Old Woburn

See also: COB Comprehensive Plan—Transportation Policy section, TP-55 regarding arterials: “Encourage the proper setting of speed limits to minimize traffic impact on residential neighborhoods.” And TP-78 “...improve pedestrian crossing safety where pedestrian routes must traverse busy streets”.

FUTURE DEVELOPMENT OF SAN JUAN BOULEVARD

The Puget Neighborhood envisions the potential for a completed San Juan Boulevard to divert neighborhood motorists off of Lakeway and to provide access to new development on the hill. Because of the steep topography, there will unlikely be a lot of bicycle through-traffic from Yew Street to Elwood. At the same time, the Neighborhood wants to promote easy and safe access *across* any newly constructed roads, and to ensure that residents making short trips on foot or on bike within the Puget and/or Samish Neighborhoods, will have adequate space to do so—adjacent to or in proximity of—San Juan Boulevard.

PTP 10: Develop multiple crossing locations on San Juan Boulevard— to those local developments which are, or will be, constructed on either side of the street—especially for bicycle and pedestrian access. Include pedestrian routes for access to potential transit stops. Additionally, develop multimodal routes nearby when adjacent pedestrian and/or bicycle facilities are not feasible along the length of San Juan Boulevard.

REFERENCES

FROM City of Bellingham 2005 COMPREHENSIVE PLAN:

Puget

Included in 2006-2011 TIP

- **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

Bellingham Comprehensive Plan, Transportation Chapter

T-40

Comments

the route occurs.

Included in the 2006-2011 TIP

- Improve Fraser Street between the existing Regency 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.

Included in the 2006-2011 TIP

- Improve Puget Street from Fraser Street to the terminus of existing sidewalks with curb, gutter and sidewalks.

1995 Comprehensive Plan and BPAC recommendation.

- Lincoln Street Improvements. Widen pavement and install curbs, sidewalks, street lighting, and bicycle lanes to Lincoln Street, between Ashley and Byron.

BPAC recommendation.

- 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.

BPAC recommendation.

- 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.

BPAC recommendation.

- Improve bicycle safety and access at Samish Way and I-5 Interchange.

WTA. Will be implemented as funding allows.

- WTA second priority future high-frequency transit route on Lakeway Drive from Whatcom Falls Neighborhood Center on Electric Avenue to Downtown Transit Hub.