

# EDITED

## FAIRHAVEN NEIGHBORHOOD AND URBAN VILLAGE PLAN

### Goals, Polices, and Analyses Relevant to Parking - But Not the Parking Chapter

#### 5. Enhance infrastructure to encourage and support the pedestrian and bicycle-friendly atmosphere.

#### 6. Address traffic, pedestrian safety and parking challenges....

Fairhaven Key Planning Principles and Values ... *Issues to address:* ...

- Current and future parking limitations ...
- Increasing traffic and urban village "sprawl" into adjacent residential areas ...

**Goal 2.4** Preserve existing jobs and promote development of new jobs by maintaining and expanding infrastructure (such as streets, utilities, parking and pedestrian and bicycle amenities), as needed and as financial resources allow. ...

Policy 2.22...

**RESIDENTIAL TRANSITION 4 (Area RT-4)** ... Parking lots should be located adjacent to the alley and/or interior sides of properties and landscaped and/or buffered to protect and enhance the greenery of Old Fairhaven Parkway.

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## CHAPTER 5: MULTIMODAL TRANSPORTATION & CIRCULATION

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The Fairhaven Neighborhood Urban Village is a regional tourism destination located close to parks, the waterfront, industry, walking trails, a branch library, elementary and secondary schools, and Western Washington University. Fairhaven has a compact, well-connected street grid system and is a unique walking and bicycling-oriented neighborhood, with heavy pedestrian use in and around the residential and commercial districts.

The *Comprehensive Plan's* Transportation Element includes a city-wide goal of reducing the overall percent of total trips made by single-occupancy vehicle to 75% by 2022. All transportation improvements that promote multi-modal transportation (pedestrian, bicycle, motorcycles, transit, automobile, and freight movement) should be encouraged. A multimodal transportation project improvement list for the Fairhaven Neighborhood is contained in the Transportation Element of the *Bellingham Comprehensive Plan*, and the City annually considers this project list in developing its 6-Year Transportation Improvement Program.

### Fairhaven Transportation Goals and Policies

**Goal 5.1** Enhance infrastructure in Fairhaven to encourage and support the pedestrian and bicycle-friendly atmosphere.

## **Goal 5.2** Address traffic, pedestrian safety and parking challenges. ...

The City made significant improvements to 12<sup>th</sup> Street in 2010, but due to the presence of high-demand on-street parking, there was no physical space to add marked bicycle lanes. Instead, bicyclists and vehicle drivers share the travel lanes between the marked bicycle lanes on Finnegan Way and Old Fairhaven Parkway-Donovan. This is a common shared mode situation in busy, mixed use urban environments. The presence of small blocks, on-street parking, multiple vibrant business, as well as many crosswalks and traffic signals serve to slow vehicle speeds.

### **West Harris Avenue (Principal Arterial - 10<sup>th</sup> Street to Burlington Northern Santa Fe railroad tracks** ...

Private development on all of the vacant properties between 9<sup>th</sup> Street and the railroad tracks will be responsible for completing the southern edge of the street with setback sidewalks, streets trees, curb, gutter, crosswalks, and stormwater improvements. See the ... Harris Avenue Streetscape figures for details. ...

### **East Harris Avenue (Collector Arterial - 10<sup>th</sup> Street to 21st Street)**

East of 10<sup>th</sup> Street, Harris Avenue is classified as a collector arterial rather than as a principal arterial, because it is not part of the designated truck route. Trucks and WTA buses cannot navigate this narrow urban street section with high-demand angled parking on each block. Setback sidewalks, street trees, pedestrian bulb-outs, and crosswalks exist between 10<sup>th</sup> and 12<sup>th</sup> Streets and on the south side of the block between 12<sup>th</sup> and 13<sup>th</sup> Streets. In the 600 feet between 10<sup>th</sup> and 12<sup>th</sup> Streets, there are six marked crosswalks plus one mid-block crossing to the Fairhaven Village Green. Each of the intersections is four-way stop controlled or signalized, and vehicles travel at extremely low speeds on this part of Harris Avenue.

The section of Harris Avenue between 12<sup>th</sup> and 14<sup>th</sup> Streets is less urban, but redevelopment of underutilized properties could change the character of this part of Harris. Private developers should be required to construct curb, gutter, sidewalks and where possible install street trees and setback sidewalks. ...

**Non-arterial Commercial Shopping Streets** - There are several "commercial shopping" streets within the Fairhaven Commercial Core. Their primary function is to provide parking, circulation and pedestrian accessibility throughout the heart of the commercial district. Each intersection is four-way stop controlled with pedestrian bulb-outs and marked crosswalks. Most blocks have sidewalks, street trees, angled or parallel parking and very slow vehicle speeds. ...

### **Capital Facility Goals and Policies** ...

**Policy 6.4** The Fairhaven Neighborhood should work with the Bellingham Police Department to develop an enforcement program to address the issue of overnight parking of non-resident vehicles and people residing in their vehicles on public streets in the Fairhaven Neighborhood.

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### **Public Safety** ...

One problem that exists in Fairhaven, and in other industrial parts of the City, is where vehicles are parked, and people are observed living in vehicles, along public streets in the neighborhood. This vagrant parking on the public right-of-way and/or on private property is illegal and creates an unsafe, unsanitary, and unsightly environment for residents, children, and visitors to the area.