2020 Local Road Safety Plan
for Multimodal Safety Improvements

In support of WSDOT’s City Safety Program for
Highway Safety Improvement Program (HSIP) grant funding

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OVERVIEW

Bellingham’s 2020 Local Road Safety Plan is in support of the 2020 City Safety Program grant funding administered by WSDOT and is based on collision data for years 2014-2018 to identify:

1.) Total, fatal, and serious injury collisions, common collision types, and risk factors;
2.) User groups and roadway locations disproportionately subject to risk of injury;
3.) Intersections and arterial street corridors where safety measures have been or are being applied to reduce these types of collisions, risk factors, and injuries;
4.) Bellingham’s adopted multimodal transportation plans, goals, policies, and mobility priorities to emphasize safety for vulnerable users, connectivity, and balance for all user groups; and
5.) Recommendations for systemic safety improvement measures that can be applied at intersections and arterial street corridors with common characteristics to eliminate risks and to help achieve Bellingham’s multimodal priorities listed above.

BELLINGHAM’S MULTIMODAL TRANSPORTATION PLANNING PRIORITIES

The City of Bellingham has created strategic transportation plans that emphasize mobility for all people using all travel modes, protecting the most vulnerable users, as well as system connectivity and balance.

- The [2012 Pedestrian Master Plan](#) established a 260-mile Primary Pedestrian Network and included a prioritized project list of 343 individual sidewalk and crossing improvements.

- The [2014 Bicycle Master Plan](#) established a 170-mile Primary Bicycle Network and included a prioritized project list of 225 individual bicycle and crossing improvements.

- The [2016 Multimodal Transportation Chapter](#) of the Bellingham Comprehensive Plan established modal hierarchy balanced with mobility and connectivity for all users.

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**Who Are We Planning For in Bellingham?**

![Who Are We Planning For in Bellingham?](image)

**BALANCE:** All mobility needs for all modes must be carefully considered, balanced, and implemented so that the citywide multimodal transportation system continues to work for everyone.

*Figure 1. From Multimodal Transportation Chapter of Bellingham Comprehensive Plan*
Figure 2. Defined Primary Pedestrian Network in 2012 Pedestrian Master Plan
Figure 3. Defined Primary Bicycle Network in 2014 Bicycle Master Plan
BELLINGHAM’S SYSTEMIC APPROACH TO TRANSPORTATION PLANNING AND SAFETY

As documented in this local road safety plan, when considering systemic improvements for pedestrian and bicycle improvements to address 2014-2018 collisions, Bellingham looks to intersections and arterial corridors with similar characteristics, safety risk factors, land use context, as well as the 2014-2018 collision locations where improvements have already been made from 2015 to the present.

Bellingham has spent significant time and effort working with residents, neighborhoods, interest groups, local businesses and organizations, schools and universities, local and State governmental agencies, and elected officials to create and adopt active transportation plans with safety for vulnerable users in mind.

- Over 18-months in 2011-2012, Bellingham worked with residents and interest groups to create a Primary Pedestrian Network, identified sidewalk and crossing gaps on the network, used criteria weighted for safety, low-income populations, social equity, transit proximity, land use, and pedestrian destinations to score and prioritize 343 individual sidewalk and crossing projects. The Pedestrian Master Plan was adopted in August 2012 and, since 2013, Bellingham has systematically constructed over 80 sidewalk and crossing improvement projects to improve pedestrian safety.

- Over 18-months in 2013-2014, Bellingham worked with residents and interest groups to create a Primary Bicycle Network, identified bikeway and intersection crossing gaps on the network, used criteria weighted for safety, demand, social equity & low-income populations, level of traffic stress, transit routes (see below) to score and prioritize 225 individual bikeway and intersection crossing projects. The Bicycle Master Plan was adopted in October 2014 and since 2015, Bellingham has systematically funded and constructed over 115 bikeway and intersection crossing improvement projects, which is over half (52%) of the project list in just 5 years.

Figure 4. Bicycle Master Plan Project Prioritization Process
Bellingham’s **SYSTEMIC NETWORK APPROACH** to create and enhance **MULTIMODAL CONNECTIVITY** and **MOBILITY FOR PEOPLE** is based on using **CORRIDOR-SCALE COUNTERMEASURES** to eliminate risk factors and create safe and comfortable walking and biking facilities throughout the City. Bellingham’s approach has been extremely successful and has been widely acknowledged as representing best practices in transportation planning, as listed and linked below.

- **Alabama Street Multimodal Safety Improvements Win 2016 National ITE Complete Streets Award**
- **ITE Journal Case Study, March 2016 “C-Curb Your Enthusiasm” for Safety on Alabama Street**
- **Alabama Street Wins 2016 Washington Governor’s Smart Project Award**
- **Alabama Street Wins 2016 APA Washington Award for Transportation Planning**
- **Bellingham Wins 2019 Washington Governor’s Award for Bike Plan Progress**
- **Bellingham Bike Plan Earns 2019 APA Washington Award for Implementation**
- At 12:00pm (PST) on March 18, 2020, the Association of Pedestrian and Bicycle Professionals (APBP) will host a webinar titled **Implementing Bicycle Infrastructure Quickly in Edmonton & Bellingham**
- In May 2020, the national American Planning Association’s Transportation Planning Division will publish its biennial **State of Transportation Planning** document featuring Bellingham’s transportation planning process and success in an article titled **“Moving Beyond the Automobile.”**
2014-2018 COLLISION HISTORY ANALYSIS

Number of Collisions According to the 2014-2018 WSDOT data, Bellingham experienced:

1.) 5,846 reported total collisions (Figure 5.);
2.) 398 (6.8%) drug and alcohol related;
3.) 78 (1.3%) serious injuries, 11 of which were drug and alcohol related (Figure 6); and
4.) 10 (0.2%) fatalities (Figure 6), 4 of which were drug and alcohol related.

Figure 6. Total collisions by year 2009-2013 (left) and 2014-2018 (right).

Most Common Collision Types
Of the 5,846 total collisions, the top 10 collision types by number were:

1.) 1,666 (28.5%) Rear-end;
2.) 1,381 (23.6%) 90° Angle (T);
3.) 655 (11.2%) Left-turn;
4.) 482 (8.2%) Hit fixed object;
5.) 448 (7.7%) Sideswipe (Same Direction);
6.) 404 (6.9%) Hit parked car;
7.) 248 (4.2%) Other (Wide variety);
8.) 201 (3.4%) Hit Bicyclist;
9.) 165 (2.8%) Hit Pedestrian; and
10.) 104 (1.8%) Right-turn.

Figure 7. Fatal and serious injury collisions by year 2009-2013 (left) and 2014-2018 (right).
Most Common Collision Types Resulting in Injury or Death

From 2014-2018, there were a total of 88 fatal and serious injury collisions, 80 of which resulted from the top 5 collision types by number (Figure 7). As the most vulnerable users of the citywide multimodal transportation system, pedestrians and bicyclists were disproportionately represented in 58 (70%) of the 88 collisions.

1.) 35 (39.8%) Hit Pedestrians; 4 pedestrian fatalities, 2 under influence of drugs/alcohol
2.) 23 (26.1%) Hit Bicyclist; 1 fatality
3.) 11 (12.5%) Hit Fixed Objects
4.) 6 (6.8%) 90° Angle (T)
5.) 5 (5.7%) Left-Turns

Figure 8. Most Common Collision Types Resulting in Injury or Death

Common Locational Factors of All Collisions

- 48 (54.5%) - At intersections
  - 24 (50%) With Signals
  - 24 (50%) Without Signals
- 30 (34%) - Not at intersections
- 10 (11.3%) - At driveways

Common Contributing Circumstances in Collisions

- Of the 10 fatality collisions from 2014-2018
  - 6 (60%) occurred in dark lighting conditions
  - 4 (40%) involved persons under the influence of drugs or alcohol
- Of the 78 serious injury collisions from 2014-2018
  - 9 (11.5%) occurred in dark lighting conditions
  - 12 (15.4%) involved persons under the influence of drugs or alcohol
- Of the 58 pedestrian and bicycle collisions, 20 (34.5%) of the collisions resulted from a driver, pedestrian, or bicyclist failing to yield the right-of-way, as follows:
  - 13 (22.4%) drivers failed to yield right-of-way to pedestrian or bicyclist
    - 7 (12.1%) pedestrians or bicyclists failed to yield right-of-way to vehicle

From 2015 to the present (2020), multimodal transportation safety improvements have been constructed in 17 (46%) of the 37 locations where 2014-2018 fatal and serious injury collisions were reported. In most cases, the safety improvements were made after the collisions and are intended to prevent further fatalities or serious injuries. The list below describes the year and type of safety improvements constructed in 17 locations where 1 pedestrian died, 11 were seriously injured, and 7 bicyclists were seriously injured.

Citywide Street Lighting – It should be noted that from 2015-2017, the City of Bellingham upgraded all street lighting fixtures throughout the city to light emitting diode (LED) fixture, which has improved visibility of pedestrians and bicyclists on all city streets.

- **Bill McDonald/Birnamwood** – Pedestrian serious injury - January 2018
  - Safety Countermeasures Constructed
  - 2005-2010 - 3 flashing crosswalks installed on Bill McDonald Pkwy (1 at Birnamwood)
  - July 2013 Bill McDonald Pedestrian Improvements - 7-foot wide 2,700 linear feet of sidewalk constructed from 35th Street to Birnamwood
  - 2020 Arterial resurfacing of Bill McDonald Pkwy; ADA upgrades to all intersection curb ramps, crosswalks, bike lanes enhanced; RRFB at Bill McDonald/35th Street – WSDOT Ped-Bike Safety Grant

- **Billy Frank Jr./Chestnut St.** – Bicyclist serious injury - February 2018
  - Safety Countermeasures Constructed
  - 2019 TBD Pedestrian and Bicycle Safety Improvements - Chestnut Road Diet; 1 vehicle lane removed; 6’ Buffered bike lane installed on Chestnut

- **Chestnut/Railroad** – Pedestrian serious injury – April 2018
  - Safety Countermeasures Constructed
  - This signalized intersection was reconstructed in 2019 TBD Pedestrian and Bicycle Safety Improvements - Chestnut Road Diet; 1 vehicle lane removed; 6’ Buffered bike lane installed on Chestnut; marked crosswalks; ADA upgrades

- **Cordata/Meadowbrook** – Pedestrian fatality – November 2018
  - Safety Countermeasures Constructed
  - 2019 Cordata/Stuart/Horton Safety Improvements - Cordata Road Diet; 2 vehicle lanes removed; Buffered bike lanes installed; Roundabouts constructed at Cordata/Horton and Cordata/Stuart

- **E. Maple/Newell St.** – Pedestrian serious injury - February 2017
  - Safety Countermeasures Constructed
  - 2016-2017 Samish-Maple-Ellis Corridor Study
  - July 2018 Flashing Crosswalk installed at E. Maple/Otis Street (1/2 block south) – TIB sidewalk grant
  - July 2020 Samish-Maple-Ellis Road Diet; 2 vehicle lanes removed; Buffered bike lane installed.

- **Ellis/Holly** – Bicyclist serious injury - February 2016
  - Safety Countermeasures Constructed
  - 2016-2017 Samish-Maple-Ellis Corridor Study
  - 2020 Samish-Maple-Ellis Road Diet; 2 vehicle lanes removed; Buffered bike lanes installed along both sides of Ellis Street with green transition zone markings for NB bike lane through Ellis/Holly intersection; ADA upgrades, curb ramps, crosswalks

- **Halleck/Cornwall** – Bicyclist serious injury - September 2014
  - Safety Countermeasures Constructed
  - July 2015 Ohio Street Bike Lanes - Parking removed along south side of Ohio St.; bike lanes installed with green bike boxes installed on 3 legs of Halleck/Cornwall intersection
  - July 2018 Halleck St. Bike Blvd. shared lane markings from Cornwall to Broadway
• **Lakeway/Orleans** – 2 pedestrian serious injuries - January 2016 and November 2016
  o Safety Countermeasures Constructed
  o *2018 Lakeway & Lincoln Pedestrian-Bicycle Safety and Mobility* – WSDOT Ped-Bike Safety Grant
    Hybrid (HAWK) Signal installed at Lakeway/Orleans and sidewalk constructed along west side of Orleans Street from Lakeway to Potter
  o *2020-2021 Lincoln-Lakeway Multimodal Transportation Study* to consider further improvements to Lakeway/Orleans intersection due to development proposal

• **N. Samish Way/Consolidation** – Pedestrian serious injury - February 2014
  o Safety Countermeasures Constructed
  o *2016-2017 Samish-Maple-Ellis Corridor Study* - 2019 WSDOT Pedestrian-Bicycle Safety Grant
  o July 2020 Samish-Maple-Ellis Road Diet; 2 vehicle lanes removed; Buffered bike lanes

• **Northwest/Alderwood** – Bicyclist serious injury - September 2014
  o Safety Countermeasures Constructed
  o October 2016 Dashed green bike lane markings installed across Alderwood

• **Northwest/W. Maplewood** – 2 bicyclist serious injury - March 2014 & September 2016
  o Safety Countermeasures Constructed
  o October 2016 Dashed green bike lane markings installed across W. Maplewood
  o *2017-2018 W. Maplewood Multimodal Safety Improvements* – WSDOT Safe Route to School Grant

• **Northwest/Bakerview** – 2 Pedestrian serious injuries – April 2015 and October 2017
  o Safety Countermeasures Constructed
  o *2016-2017 Northwest/Bakerview Intersection Safety Study*
  o July 2020 ADA traffic signal upgrade, curb ramps, sidewalks, bike lanes extended thru intersection

• **Orleans/E. Illinois** – Bicyclist serious injury – September 2015
  o Safety Countermeasures Constructed
  o August 2016 E. Illinois improved as Bike Boulevard (I-5 to Woburn Street)
  o July 2018 parking removed west side of Orleans Street; bike lanes installed
  o August *2018 TBD Pedestrian and Bicycle Safety Improvements* – Orleans/E. Illinois intersection reconstructed with curb extensions and marked crosswalks
  o July 2020 Flashing Beacon installed at Orleans/Railroad Trail (1 block south)

• **Roeder/ F Street** – Pedestrian serious injury – August 2014
  o Safety Countermeasures Constructed
  o *2019 Roeder Ave Resurfacing* - Road Diet; parking removed west side; Buffered bike lanes installed
  o August 2021 reconstruction of intersection with ADA upgrades to curb ramps, crosswalks, quadrangles for at-grade railroad crossing

• **Squalicum/Ellis** – Pedestrian serious injury – August 2017
  o Safety Countermeasures Constructed
  o August 2020 – Flashing crosswalk installed; Partnership between City & Hospital

• **Woburn/Rimland** – Pedestrian serious injury - May 2014
  o Safety Countermeasures Constructed
  o January 2013 Traffic signal constructed

On the next few pages, Table 1, Figure 9, and Figures 10-15 showing Bellingham’s systemic completion of pedestrian and bikeway networks illustrate a comprehensive corridor approach to improving safety.
### TABLE 1. 2014-2018 COLLISION LOCATIONS & MULTIMODAL SAFETY IMPROVEMENTS CONSTRUCTED 2015-2020

<table>
<thead>
<tr>
<th>DATE</th>
<th>PRIMARY STREET</th>
<th>DIST</th>
<th>FT</th>
<th>DIR</th>
<th>INTERSECTING STREET</th>
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<th>AUTO</th>
<th>PEDS</th>
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<th>DRUGS</th>
<th>FATAL COLLISIONS</th>
<th>SERIOUS INJURY COLLISIONS</th>
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| 35 | 13 | 9 | 3 |
Figure 9. Collision Locations 2014-2018; **Yellow** = Safety Projects Complete/Funded; **Orange** = Planned
Images of Bellingham’s Systemic Completion of Pedestrian and Bicycle Network Connectivity, 2015-2020

Figure 10. Central Bellingham featuring Alabama Street and Surrounding Improvements

Figure 11. North Bellingham featuring Cordata Parkway and Surrounding Improvements
Figure 12. Northcentral Bellingham featuring James Street and Surrounding Improvements

Figure 13. Southcentral Bellingham featuring Roeder, Lakeway, Samish-Ellis, and Surrounding Improvements
Figure 14. Southwest Bellingham featuring 14th Street, Mill Avenue, and Surrounding Improvements

Figure 15. West Bellingham featuring West Maplewood Avenue, and Surrounding Improvements


2014-2018 COLLISION LOCATIONS WHERE SAFETY IMPROVEMENTS ARE NEEDED

In addition to the multimodal transportation safety improvements listed above, many of the 2014-2018 fatal and serious injury collision locations are identified in adopted City transportation plans or studies. The list below and in Table 2, are 2014-2018 fatal and serious injury collision locations, type of injury, and possible or recommended safety improvements. Figure 8, above, shows fatal and serious injury collision locations where improvements are planned (Orange), but have yet to be funded to improve safety.

- **Byron/Lincoln** – Bicyclist serious injury – July 2015; Bicyclist fatality – November 2017
  - Sidewalk on west side Lincoln Street recommended in 2012 Pedestrian Master Plan
  - Bike lane on west side Lincoln Street recommended in 2014 Bicycle Master Plan
  - HAWK signals at Lincoln/E. Maple and Lincoln/Viking Circle and traffic signal at Lincoln/Consolidation applied for in unsuccessful 2018 WSDOT Ped-Bike Safety grant
  - Traffic signal at Lincoln/E. Maple warranted in July 2019 & November 2019 TIA
  - Lincoln Street Road Diet and buffered bike lanes to be analyzed in 2020-2021 Lincoln-Lakeway Multimodal Transportation Study

- **Cherrywood/Cottonwood** – Bicyclist serious injury – October 2015
  - Both Cherrywood and Cottonwood are recommended as Bicycle Boulevards in the 2014 Bicycle Master Plan and are considered walking and biking routes to Birchwood Elementary School
  - These will be programmed for local funding in Bellingham’s 2021-2026 TIP

- **Cordata/Meadowbrook** – Pedestrian fatality – November 2018
  - Crossing improvement recommended at Cordata/Tremont (1 block north) in 2012 Pedestrian Master Plan; could be at both Tremont and Meadowbrook
  - 2019 Cordata/Stuart/Horton Safety Improvements - Cordata Road Diet; 2 vehicle lanes removed; Buffered bike lanes installed; slower speeds; multiple-threat crossing eliminated

- **East Bakerview/James** – Serious injuries to 2 vehicle occupants – April 2018
  - As recommended in the James-Bakerview Intersection Improvements, the James/Bakerview roundabout is 100% designed and right-of-way dedication and acquisition is currently in process on all four corners; $1 million in construction funding is needed to complete this project in 2023
  - The 2019 James Street Multimodal Feasibility Study recommends a multiuse pathway on the west side of James Street between the roundabout and a 2021 James/Telegraph traffic signal

- **Elm/Monroe** – Bicyclist serious injury – September 2017
  - RRFB and green bike lane markings could be installed 2021-2022
  - Walking and biking route to Whatcom Middle School

- **F Street/Girard** – Bicyclist serious injury – July 2014
  - Meridian-Girard parking study was completed in 2019;
  - Bike lanes recommended in 2014 Bicycle Master Plan and could be installed 2021-2022
  - Walking and biking route to Whatcom Middle School

- **Fielding/32nd Street** – Pedestrian serious injury – February 2017
  - Crossing improvement recommended in 2012 Pedestrian Master Plan, but would require ADA sidewalk on west side of 32nd Street, which is cost prohibitive
  - A private development on the corner of 32nd Street and Ferry Street (1/2 block south of Fielding) is required to fund and construct curb extensions and a marked crosswalk

- **Lincoln/Lakeway** – Pedestrian serious injury – March 2017
  - Undefined crossing improvement recommended in 2012 Pedestrian Master Plan;
  - Initially studied in 2016-2017 Lakeway Drive Bikeway Study; very complicated intersection
  - Will be reexamined in the 2020-2021 Lincoln-Lakeway Multimodal Transportation Study
• **West Illinois corridor from Lynn Street to Sunset Drive** – 3 serious injury collisions
  o Lynn/W. Illinois – **Bicyclist serious injury** – February 2017
  o Northwest/W. Illinois – **Bicyclist serious injury** – December 2018
  o Bike lanes recommended in 2014 Bicycle Master Plan, requires parking removal north side
  o Crossing improvement recommended at Vallette Street (1 block west of Russell) and sidewalks on W. Illinois between Meridian and Lynn in 2012 Pedestrian Master Plan
  o Adopted in 2020 TIP; Parking study completed; Corridor length TIA completed March 2020
  o Safe walking and biking route to Parkview Elementary School
  o W. Illinois is the northern edge of the fast-growing Fountain District Urban Village
• **Northwest/Home Lane** – **Pedestrian serious injury** – November 2018
  o 2019 TIAs for private development have identified turn restrictions for Home Lane, which could be supplemented with a marked crosswalk and a pedestrian refuge.
  o Likely to be included in a 2021 regional multimodal transportation study
• **Northwest/Larrabee** – **Bicyclist serious injury** – December 2018
  o Whatcom County will resurface Northwest Drive from the city limits at Larrabee to Smith Road in 2021 or 2022 and green bike lanes markings could be installed on the east side of Northwest Avenue across the Larrabee intersection to alert drivers to the presence of northbound bicyclists
• **S. College Way/Bill McDonald Pkwy** – **Driver serious injury** – December 2016
  o This collision involved drugs/alcohol, but the City vacated S. College Way to WWU ownership and WWU could fund and construct a traffic signal at this intersection
• **Samish Way/Taylor Avenue** – **Pedestrian serious injury** – April 2017
  o 2012 Pedestrian Master Plan recommends undefined crossing improvement; could be a RRFB, but ADA landings would need to be constructed on each side of Samish Way, which has no sidewalks
• **Telegraph Rd/McLeod Rd** – **2 Driver serious injuries** – September 2018
  o Unsignalized intersection; Flashing crosswalk exists 100 feet east
• **W. Holly St/W. Champion** – **Pedestrian serious injury** – December 2016
  o 2012 Pedestrian Master Plan recommends undefined crossing improvements at unsignalized intersection; could construct curb extensions to shorten crossings, ADA ramps, marked crosswalk
• **W. Kellogg Rd/Cordata Pkwy** – **Pedestrian serious injury** - July 2015
  o Constructed in 2002 as the City’s first roundabout, but overbuilt with dual lanes.
  o 2018 RRFB installed on Kellogg Road 100 feet west of roundabout
  o 2019 [Cordata/Stuart/Horton Safety Improvements](#) - Cordata Road Diet; 2 vehicle lanes removed; Buffered bike lanes installed; slower speeds;
  o In 2021, City intends to study road diet on Cordata Pkwy south of Kellogg Rd to Bakerview Rd, which would require retrofitting both the Cordata/Kellogg and the Cordata/Westerly roundabouts from dual lanes to single lane “protected” roundabouts.
WSDOT Jurisdiction – State Highways

The City of Bellingham has been working with WSDOT on the State Active Transportation Plan and has identified multiple pedestrian and bicycle improvements on State Routes through the City of Bellingham. Both the Pedestrian and Bicycle Master Plans provide detail on gaps in sidewalks, crossings, and bikeways on State Routes, including Interstate 5, SR 539 “Guide-Meridian,” SR 542 “Mt. Baker Highway,” and SR 11 “Old Fairhaven Parkway-Chuckanut Drive.”

- **State Route 11 locations** – **Fatalities:** 1 pedestrian, 1 bicyclist – January & March 2017
  - Serious Injuries: 1 pedestrian, 1 bicyclist – October 2014 & November 2017
    - Prior to any of the collisions in 2014-2018, Bellingham had installed 2 flashing crosswalks with pedestrian refuges on SR 11 at 19th Street/Arroyo Park and at 29th Street/Happy Valley Park.
    - 2017 Pedestrian fatality in pedestrian-activated flashing crosswalk at 29th/Happy Valley Park; Pedestrian had crossing signal, lights were flashing yellow; driver failed to yield ROW to pedestrian; flashing crossing signal operating as designed.
    - 2017 Bicyclist fatality was at SR 11/30th Street traffic signal; light-duty pickup truck had entered intersection to make left-turn; light turned yellow; westbound bicyclist failed to yield ROW to driver and attempted to beat the light; bicyclist hit side of pickup truck at high speed as truck turned left.
    - 2017 Pedestrian serious injury was at SR 11/30th Street traffic signal; Pedestrian had crossing signal and light; driver failed to yield ROW to pedestrian; traffic signal operating as designed, but Lead Pedestrian Interval could be a good countermeasure for this type of situation.
    - 2017 serious injury to vehicle driver resulted from vehicle hitting fixed object concrete curb.
    - 2014 Bicyclist serious injury was at unsignalized intersection of SR 11/Willow Road; northbound bicyclist turning left did not yield right-of-way to vehicle; crossed traffic; hit by southbound vehicle.
    - In 2020, the City is constructing an RRFB at SR 11/14th Street.
    - A RRFB is recommended at SR 11/24th Street in the Pedestrian Master Plan.

- **State Route 539 locations** - **Serious Injuries:** 2 pedestrians – January 2014 and April 2018
  - 2018 Pedestrian serious injury resulted from a pedestrian crossed street against traffic signal, failed to yield ROW to vehicle.
  - 2016 serious injury to vehicle driver resulted from two vehicles traveling I opposite directions collided going in/out of a commercial shopping center driveway.
  - 2014 Pedestrian serious injury; pedestrian under influence of drugs or alcohol crossed street against traffic signal, failed to yield ROW to vehicle.
  - All intersections on SR 539 are signalized with protected time for pedestrian crossings. WSDOT will be resurfacing SR 539 in 2021 and is expected to make ADA upgrades. All SR 539 signalized intersections could be candidates for Lead Pedestrian Interval (LPI).
  - SR 539 was intentionally removed from the citywide 2014 Bellingham Bicycle Network because it is cost prohibitive to install adequate bikeways on SR 539 due to physical constraints, extreme traffic volumes (40,000 ADT).

- **Interstate 5 locations** – **Serious Injuries:** 1 pedestrian, 1 bicyclist – October 2016; Nov. 2018
  - Walking and bicycling is not legal on the Interstate mainline; conflicts exist at on-/off-ramps.
  - The City will examine I-5 on-/off-ramp locations with WSDOT at Samish, Lakeway, and Iowa interchanges in the 2020-2021 Lincoln-Lakeway Multimodal Transportation Study.
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**TABLE 2. 2014-2018 COLLISION LOCATIONS NEEDING FURTHER ANALYSIS**
COLLISION LOCATION SCORING CRITERIA

Bellingham’s SYSTEMIC NETWORK APPROACH to create and enhance MULTIMODAL CONNECTIVITY and MOBILITY FOR PEOPLE is based on using CORRIDOR-SCALE COUNTERMEASURES to eliminate risk factors and create safe and comfortable walking and biking facilities throughout the City, and in land use contexts where pedestrian and bicycle safety improvements have successfully been made from 2015 to the present.

Bellingham is focused on planning and constructing multimodal safety improvements for all users, but with special emphasis on pedestrians and bicyclists who are the most vulnerable to injury or death in collisions with vehicles. The 2014-2018 WSDOT collision data revealed that while vehicles hitting pedestrians and bicyclists represented only 3.4% and 2.8% of the 5,846 total collisions, pedestrians and bicyclists were disproportionately represented in 58 (70%) of the 88 fatal and serious injury collisions.

- 35 (39.8%) Hit Pedestrians; 4 pedestrian fatalities, 2 under influence of drugs/alcohol
- 23 (26.1%) Hit Bicyclist; 1 fatality

Bellingham’s 2020 Road Safety Plan uses scoring criteria that support the integrated land use and multimodal transportation plans that the City has invested years of public process and staff and consultant expertise in creating and adopting, as well as the financial investments made in PE/Design, right-of-way acquisition, and construction readiness adopted in the 6-Year TIP.

- 2012 Pedestrian Master Plan – 5 points;
- 2014 Bicycle Master Plan – 5 points;
- 2016 Multimodal Transportation Chapter, Bellingham Comprehensive Plan – 5 points;
- 2004-2019 Seven Urban Village Master Plans – 5 points;
- 2020-2025 or 2021-2026 Six Year Transportation Improvement Program (TIP) – 10 points;
- 2015-2020 Transportation Studies Focused on Corridors and Intersections – 10 points;

LOCATION SCORING AND RANKING

2014-2018 fatal and serious injury collision locations were scored and ranked, as follows:

- Tier 1: Score of 41-50 points;
- Tier 2: Score of 31-40 points;
- Tier 3: Score of 21-30 points;

Collision locations scoring 20 points or less were not considered competitive enough for further consideration in the 2020 Local Road Safety Plan for the WSDOT City Safety Program grant application process. The City will continue to use this data in looking for strategic opportunities to program local funding for safety improvements in these locations in the future.

The results of the scoring are shown in Table 3, below.
## Table 3. 2014-2018 Collision Locations Scored According to Plans, Studies, Local Funding, & Construction Readiness

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<th>INTERSECTING STREET</th>
<th>FATAL COLLISIONS</th>
<th>SERIOUS INJURY COLLISIONS</th>
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<th>2014 BIKE PLAN (5 PTS)</th>
<th>2016 URBAN VILLAGE PLAN (5 PTS)</th>
<th>2021 - 2026 TIP PROJECT STUDY COMPLETE (10 PTS)</th>
<th>CONSTRUCT READY (10 PTS)</th>
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80  24  13  0  0  0  0  0  22
LOCATION AND PROJECT PRIORITIZATION

After scoring and ranking fatal and serious injury collision locations, staff further examined all other collisions (including minor injury, possible injury, and no apparent injury) in these locations, as well as locations with similar characteristics and risk factors to vulnerable users, to prioritize safety improvements, shown in Table 4.

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<th>DATE</th>
<th>PRIMARY STREET</th>
<th>INTERSECTING STREET</th>
<th>Fatal</th>
<th>Serious</th>
<th>Minor</th>
<th>Possible</th>
<th>TOTAL SCORE</th>
<th>PRIORITY TIER</th>
<th>PROPOSED IMPROVEMENT</th>
<th>COST ESTIMATE</th>
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<td>E BAKERVIEW</td>
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<td>12</td>
<td>45</td>
<td>1</td>
<td>Roundabout</td>
<td>Multispe Path west side of James Street</td>
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<td>ADA, Bike Lanes</td>
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<td>Girard bike lanes</td>
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<td>ADA ramp upgrades, crosswalks</td>
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<td>BIRCHWOOD</td>
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<td>COTTONWOOD</td>
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<td>Bike Boulevard</td>
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<td>Reduce Roundabout from 2 lanes to 1</td>
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<td>Traffic Signal</td>
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Tier 3 locations are not considered competitive and most Tier 2 locations are currently being examined in the 2020-2021 Lincoln-Lakeway Multimodal Transportation Study. The Tier 1 prioritized locations considered most competitive for the City Safety Program federal HSIP grant funding include:

- James Street corridor between E. Bakerview Road and Telegraph Road
- W. Illinois Street corridor between Sunset Drive and Lynn Street
- Meridian Street-Girard Street corridor between Halleck Street and Squalicum Parkway
Figure 16. 2020 Local Road Safety Plan Top 5 Priorities for WSDOT City Safety Program
CONCLUSIONS AND RECOMMENDED CITY SAFETY GRANT FUNDING REQUESTS

As documented above, Bellingham’s **SYSTEMIC NETWORK APPROACH** to create and enhance **MULTIMODAL CONNECTIVITY** and **MOBILITY FOR PEOPLE** is based on using **CORRIDOR-SCALE COUNTERMEASURES** to eliminate risk factors and creating safe and comfortable walking and biking facilities throughout the City, and land use context where improvements have been made from 2015 to the present.

1.) The **James-Bakerview Intersection Improvements** stands out as the highest ranked Tier 1 location with **45** points. This project is already 100% designed, right-of-way acquisition is nearly complete, and will be construction ready in late-2022 or early-2023 *(SEE EXHIBIT A, below).*

Based on **Bellingham’s systemic approach** to completing pedestrian and bicycle network connectivity, James Street and E. Bakerview Road are recommended for sidewalks, intersection crossings, and marked bike lanes in the Bellingham Pedestrian and Bicycle Master Plans and the James-Bakerview intersection was included in the **2019 James Street Multimodal Feasibility Study** to evaluate how to provide pedestrian and bicycle facilities along the physically and environmentally constrained James Street corridor.

- From 2014-2018, the James/Bakerview intersection experienced 39 total collisions, as follows:
  - 1 serious injury collision involving 2 vehicle passengers;
  - 5 minor injury collisions;
  - 12 possible injury collisions; and
  - 21 collisions with no apparent injuries.

- From 2015 through 2018, the City invested $120,000 in local funds matched with $385,000 in federal STP Regional funds to complete 100% design for the **James-Bakerview Intersection Improvements** as a **multimodal roundabout**, consistent with Bellingham’s goals to promote active transportation, protect vulnerable users, and balance mobility and connectivity for all users. In 2019 the City secured a $2,000,000 federal STBG grant (FY 2023-2024) to construct the roundabout, matched with $270,000 in local City funds. This federal STBG funding will be obligated for construction in January 2023.
  - Planning level total cost estimate = **$900,000**
  - Minimum 0% local funding match = **$0**
  - Maximum HSIP grant funding request **$900,000**

2.) Currently, 101 apartments are under construction on the northeast corner of the James/Telegraph intersection and a traffic signal will be constructed there in summer 2021 with the **Telegraph Road Multimodal Improvements**. If the James/Bakerview roundabout is funded for 2023 construction, then the segment of the James Street multiuse pathway between Telegraph and Bakerview recommended by the **2019 James Street Multimodal Feasibility Study** could be constructed at the same time for an additional $800,000. This would link the roundabout with the traffic signal, sidewalks, and bike lanes on Telegraph Road, maximizing connectivity, and reducing collision risk along Segment 3 of the James Street corridor (Telegraph to E. Bakerview) *(SEE EXHIBIT B, below).*

- From 2014-2018, the James/Telegraph intersection experienced 14 total collisions, as follows:
  - 1 minor injury collision;
  - 4 possible injury collisions; and
  - 9 collisions with no apparent injuries.

- Planning level total cost estimate = **$800,000**
- Bellingham 20% local funding match = **$165,000**
- Bellingham HSIP grant funding request **$635,000**
• Three locations along the **W. Illinois Street Corridor** (Lynn Street to Sunset Drive) scored 42 points, ranking second highest. Based on Bellingham’s systematic approach to creating and enhancing pedestrian and bicycle network connectivity, the W. Illinois Street corridor is recommended for sidewalks, intersection crossings, and marked bike lanes in the Bellingham Pedestrian and Bicycle Master Plan.

• From 2014-2018, the W. Illinois Street corridor experienced 40 total collisions, as follows:
  o 3 serious injury collisions;
  o 3 minor injury collisions;
  o 9 possible injury collisions; and
  o 30 collisions with no apparent injuries.

• This W. Illinois Street corridor is 0.94-mile (4,963 LF) long (SEE EXHIBIT C, below) and has segments missing sidewalk, which makes improvements very costly. The installation of bike lanes along W. Illinois Street would require the removal of parking on one side, but a parking study was conducted in January and February 2019 and, with few exceptions, documented relatively low parking utilization.

• The most feasible way to secure grant funding for W. Illinois Street is to break the 0.94-mile corridor into three projects: A. East half; B. West half; and C. the Meridian/Illinois intersection.

3.) The western half of **W. Illinois Corridor (Lynn to Meridian)** would include:
  • Parking removal on W. Illinois (Sunset to Meridian) for 2,350 linear feet of bike lanes (Parking studies completed on W. Illinois and Meridian-Girard in 2019).
  • ADA upgrades, APS and countdown signals at W. Illinois/Northwest, with green bike boxes.
  • 3,070 linear feet of new sidewalk on W. Illinois from Meridian to Lynn.
  • Marked crosswalk at W. Illinois/Victor (per Bicycle Master Plan).
  • Rechannelize W. Illinois/Meridian intersection with bike lanes, turn lanes.
    o Planning level total cost estimate = $1,547,000
    o Bellingham 20% local funding match = $320,000
    o Bellingham HSIP grant funding request $1,227,000

4.) The eastern half of **W. Illinois Corridor (Sunset to Meridian)** would include:
  • Parking removal on W. Illinois (Sunset to Meridian) for 1,850 linear feet of bike lanes (Parking studies completed on W. Illinois and Meridian-Girard in 2019).
  • Bike lanes extended on Cornwall Avenue to W. Illinois intersection with a green bike box.
  • ADA ramp upgrades, APS and countdown signal heads at W. Illinois/Cornwall.
  • 2,560 linear feet of new sidewalk (Cornwall, Indiana, W. Illinois).
  • ADA ramps and marked crosswalks connecting sidewalks at Cornwall/W. Indiana
  • Raised crossing with RRFB at Cornwall/W. Indiana
  • Curb extension, ADA ramps, marked crosswalk at W. Illinois/Vallette.
    o Planning level total cost estimate = $1,749,000
    o Bellingham 20% local funding match = $350,000
    o Bellingham HSIP grant funding request $1,399,000

  • Convert the Meridian/Illinois traffic signal to a compact roundabout (Combine with Meridian-Girard).
    o Planning level total cost estimate = $613,000
    o Bellingham 20% local funding match = $125,000
    o Bellingham HSIP grant funding request $488,000
5.) The Meridian – Girard Corridor (Young Street to Squalicum Pkwy) SEE EXHIBIT D, below.

Several people riding bikes were involved in collisions along the 1.6-mile (8,500 LF) long Meridian-Girard corridor. Based on Bellingham’s systemic approach to creating and enhancing bicycle network connectivity, the Meridian-Girard corridor is recommended for marked bike lanes in the Bellingham Bicycle Master Plan. This would provide bike lane connectivity between the downtown Bellingham Urban Village, the Fountain District Urban Village, and the Bellingham Waterfront Urban Village (via Squalicum Parkway). Meridian-Girard bike lanes would also maximize connectivity to existing bikeways on Broadway, Connecticut, Victor, Squalicum, and Birchwood, as well as future bike lanes on W. Illinois Street.

- Bike lanes along the Meridian-Girard corridor may require the removal of parking on one side, but a parking study was conducted on both the Meridian-Girard corridor and the W. Illinois corridor in January-February 2019 and, with few exceptions, documented relatively low parking utilization.

- Meridian Street between Broadway Street and W. Illinois Street is within the Fountain District Urban Village and it is not possible to install marked bike lanes here because the Urban Village plan requires retention on-street parking to support ground floor retail shopping.

- Installing marked bike lanes on Girard Street from Young to Broadway, shared lanes markings on Meridian Street between Broadway and W. Illinois, and marked bike lanes between W. Illinois and Squalicum Parkway/Birchwood Avenue would include the following:
  - Parking removal on one side of Girard Street (Young to Broadway) for 2,760 linear feet of bike lanes, including the intersection of F Street/Girard where a bicyclist was seriously injured (Parking studies completed on W. Illinois and Meridian-Girard in 2019). Remaining on-street parking stall would be delineated with T’s and L’s, which help to further delineate the marked bike lanes.
  - Shared Lane Markings (SLMs) for 2,470 linear feet on Meridian Street (Broadway to W. Illinois) through the Fountain District Urban Village. Note that marked bike lanes are already present on Northwest Avenue and Broadway Street on the west and east sides of the Fountain District Urban Village and Bike Boulevards exist on Vallette Street and Connecticut Street.
  - Parking removal on one side of Meridian Street (W. Illinois to Squalicum & Birchwood) for 3,240 linear feet of bike lanes (Parking studies completed on W. Illinois and Meridian-Girard in 2019). Remaining on-street parking stall would be delineated with T’s and L’s, which help to further delineate the marked bike lanes.
  - The most feasible way to secure grant funding for the Meridian-Girard corridor is to couple it with the conversion of the Meridian/W. Illinois traffic signal to a multimodal roundabout, which is in the center of the Meridian-Girard corridor.

- From 2014-2018, the 1.6-mile (8,500 LF) long Meridian-Girard corridor, including the Meridian/Illinois intersection, experienced 129 total collisions:
  - 1 serious injury collision involving a bicyclist at F St/Girard;
  - 7 minor injury collisions;
  - 28 possible injury collisions; and
  - 93 collisions with no apparent injuries.

- Planning level total cost estimate = $175,000 Bike Lanes + $613,000 roundabout = **$788,000**
- Bellingham 20% local funding match = $35,000 + 125,000 = **$160,000**
- Bellingham HSIP grant funding request $140,000 + $488,000 = **$628,000**
Exhibit A: James/Bakerview Intersection Safety Improvements (Roundabout)
Exhibit B: James Street Multiuse Pathway (Telegraph to E. Bakerview)

James Street Preferred Alternative
West Side Shared Use Path

The preferred alternative (above) was identified in the 2019 James Street Multimodal Feasibility Study
Exhibit B: James Street Multiuse Pathway (Telegraph to E. Bakerview)

- The Telegraph Road Multimodal Improvements will be constructed in 2021, including a traffic signal at James/Telegraph.
- If funded, the James/Bakerview Intersection Improvements (Roundabout) will be constructed in 2023.
- The multiuse pathway along the west side of James Street could be constructed at the same time for $800,000.

Additional Corridor Improvements
- Protected ped crossings at Orchard, McLeod, Telegraph, Bakerview intersections
- Gilbert Drive vertical curve removed
- Fish-passable culverts under roadway
Project #14: W. Illinois Street Multimodal Safety Improvements
(Sunset Drive to Lynn Street)

PROJECT NARRATIVE: W. Illinois Street is a major east-west connection serving west-central Bellingham between Sunset (SR 542), Cornwall, Meridian (SR 539) and Northwest Avenue. W. Illinois provides access to Cornwall Park, Parkview Elementary School, a regional grocery store, Fountain District Urban Village, and residential homes in the Cornwall Park and Columbia Neighborhoods. Pedestrian and Bicycle Master Plans call for sidewalks and bike lanes on W. Illinois Street, but installation of bike lanes will require on-street parking to be removed on at least one side of the street. Intersection geometry and operations must be studied for improvements.

MULTIMODAL TRANSPORTATION BENEFITS: Tier 1 bicycle lanes, Tier 3 sidewalks, intersection improvements. WTA Routes 4, 15, and 232 (Green GO Line high-frequency route) serve W. Illinois.

PROJECT STATUS: Unfunded. State and federal grant funding will be sought.

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TRANSPORTATION IMPACT FEES COLLECTED: Yes, for local funds
RIGHT-OF-WAY ACQUISITION NECESSARY: Not yet known

Exhibit C: West Illinois Street Corridor (Sunset Drive to Lynn Street)
Exhibit C: West Illinois Street Corridor (Sunset Drive to Lynn Street)
Exhibit C: West Illinois Street Corridor (Sunset Drive to Lynn Street)
Exhibit D: Meridian-Girard Corridor Bike Lanes (Young to Birchwood)