Alabama Street Corridor Multimodal Safety Improvements Planning

The Phase 1 Feasibility Study for the Alabama Street Corridor Multimodal Safety Improvements, as recommended by the Pedestrian Master Plan, began in October 2012 and was completed by a multi-agency taskforce in April 2014. Alabama Street experienced too many vehicle collisions and is a barrier to pedestrian, bicycle, and transit users. A solution has been recommended through the Phase 1 Feasibility Analysis of Safety Improvements. The Alabama Safety Improvements June 2014 final scope was submitted to WSDOT and approved for 2015 construction.

Project Overview: ES-466

- Overview (PDF)
- Power Point Presentation (PDF)

December 2014 Update

Assessment study complete. Next Milestone: Conceptual design options and public outreach.

August 2014 Update

Engineering Survey and Design work on the Alabama Street Multimodal Safety Improvements (ES-466) is underway.
**July 2014 Update**

On July 9, 2014 the Metropolitan Planning Organization/Regional Transportation Planning Organization (MPO/RTPO) Policy Board approved the proposed STIP amendments to the Alabama project. In mid-July 2014, WSDOT approved the State Transportation Improvement Program (STIP) amendments to the final scope of the Alabama Street Corridor Phase 2 Multimodal Safety Improvements. FHWA final approval is in process and the STIP amendment is expected to be fully complete before the end of August, allowing Bellingham to use 100% ($1,461,824) of the federal Highway Safety Improvement Program, plus $1,075,000 in local funds to construct all of the improvements to the 1.75-mile corridor, including asphalt resurfacing, during the summer of 2015. Project Engineer Freeman Anthony is proceeding with preliminary engineering and design work.

**June 2014 Update**

The Bellingham City Council approved the defined scope of multimodal transportation improvements and directed Public Works to seek final approval from WSDOT to use 100% ($1,461,824) of the federal Highway Safety Improvement Program, plus $1,075,000 in local funds to construct all of the improvements to the 1.75-mile corridor, including asphalt resurfacing, during the summer of 2015. Public Works staff is working with WCOG and WSDOT to amend the State Transportation Improvement Program (STIP), which would allow Bellingham to access additional funding for preliminary engineering and design, as well as the $1,261,824 in construction funds. A final decision from WSDOT is expected by mid-July.

Alabama Safety Improvements June 2014 final scope submitted to WSDOT.

**May 2014 Update**

Public Works hosted a community meeting regarding the possible construction of a minimum standard (local access alleyway) “East North Street” between Queen Street and Undine Street as one method of mitigating access restrictions that would result for dead-end streets if raised c-curb median were to be installed on Alabama Street between Pacific Street and Undine, as recommended by Public Works. Raised c-curb median is a proven counter measure to reduce or eliminate 1.) side-impact collisions caused by vehicles
turning left across moving traffic from the travel lane or from side streets and alleys, 2.) rear-end collisions caused by vehicles stopping in the travel way to make left turns, and 3.) side-swipe collisions caused by moving vehicles swerving to avoid vehicles stopped in the travel way to make left turns. These are the three most predominant collision types that have been experienced in the central portion of Alabama Street between James Street and Yew Street. At the end of May, Public Works received new collision data from WSDOT, which documents in addition to the 262 vehicle collisions from 2006-2011, there were 52 additional vehicle collisions on Alabama Street between Cornwall Avenue and St. Claire Street in 2012 and 2013. In 2012 and 2013, 13 collisions occurred between Cornwall and James, 24 collisions occurred between James and Woburn, and 15 occurred between Woburn and St. Claire. A Council work session to further discuss the safety improvements recommended for Alabama Street is scheduled for Monday, June 9, 2014.

**April 2014 Update**

Staff recommendations were presented to the City Council April 7. Council held a work session on April 21 and directed staff to ask the Roosevelt Neighborhood their thoughts about building an E. North Street connector between Queen and Undine streets as a possible mitigation for the recommended c-curb. A Community Conversation is scheduled for May 14, 2014.

**March 2014 Update**

Open House #2 for the Alabama corridor held on March 5, 2014 at Roosevelt Elementary School. The multi-agency recommendation for safety improvements on the Alabama corridor were presented and then questions were answered by staff from all agencies at stations depicting various components of the project. All presentation materials, including a written summary of the recommendations and maps depicting the locations of all improvements were posted to the project web page. The Alabama corridor presentation was also made to the Bellingham Transportation Commission at their March 11, 2014 public meeting. After discussion and deliberation, the Bellingham Transportation Commission voted to approve Resolution 2014-02 in support of the multi-agency recommended safety improvements for the Alabama corridor. A public hearing is scheduled before the City Council on April 7, 2014.
**February 2014 Update**

Final Feasibility Study analysis work completed and multi-agency recommendation for safety improvements agreed upon. Open House #2 for the inter-related Bicycle Master Plan was held on February 20, 2014 at Whatcom Middle School. Public notices mailed to all neighborhoods and businesses for Open House # 2 for the Alabama corridor scheduled for March 5, 2014 at Roosevelt Elementary School. A public hearing is scheduled before the City Council on April 7, 2014.

**January 2014 Update**

Final Feasibility Study analysis work is being completed and Draft Report of Findings is underway. Public Works staff are now coordinating the second public meeting for the Alabama corridor, anticipated to occur in the first half March, with review by the Transportation Commission anticipated in March/April, and review by the Bellingham City Council anticipated in April.

**December 2013 Update**

Some additional analysis work was identified by the multi-agency working group and is currently underway with completion expected by the end of January. Public Works staff are now coordinating the second public meeting for the Alabama corridor to occur in late February or early March.

**November 2013 Update**

Multi-Agency Working Group met November 6, 2013 to discuss preliminary recommendations and will meet again on December 11, 2013 to develop final “Multi-Agency Working Group Recommendation.” Preliminary results of the technical analysis were presented to the Bellingham Transportation Commission on November 12. The Alternatives Analysis Report is currently being compiled and publication is expected by December 31, 2013.

**October 2013 Update**
The Phase 1 Technical Analysis has concluded and the Multi-Agency Working Group is scheduled to meet on November 6 to discuss analysis results and preliminary study recommendations. The complete results of the technical analysis will be compiled into an Alternatives Analysis Report by the end of 2013.

A second Open House with presentation to the public is envisioned for February 2014, but is not yet scheduled. A public hearing before the Bellingham City Council is envisioned for March 2014, but is not yet scheduled.

**September 2013 Update**

The Phase 1 Technical Analysis is wrapping up in October 2013 and complete results will be compiled into a Technical Report by the end of 2013. A second Open House with presentation to the public is envisioned for January 2014, but is not yet scheduled. A public hearing before the Bellingham City Council is envisioned for March 2014, but is not yet scheduled.

**June 2013 Update**

Travel demand modeling and technical analysis is on-going with WCOG and Fehr & Peers consultants.

**City Council Activity**

- June 9 – City Council Meeting (video)
- May 19 – Public Works/ Public Safety Committee

**Community Conversation**

A Community Conversation was held to discuss neighborhood connectivity and safety on Wednesday, May 14, 2014 at Roosevelt Elementary School, 2900 Yew Street.

Public comment tracker as of June 4, 2014 (PDF)

**Open House Events**
Two Open House events provided opportunities for the public and business owners to review project materials, ask questions, and provide input. To comment on the draft Recommendations, citizens completed and submitted a comment form. Public comments were accepted up to the April 7, 2014 public hearing at City Council.

**Open House #2 March 5, 2014**

- Wednesday, March 5, 2014, followed completion of the technical analysis.
- Public Comment Form Open House #2
- Presentation of Recommendations (PDF)
- Map with recommendations West- Cornwall to James (PDF)
- Map with recommendations Central- James to Yew (PDF)
- Map with recommendations East- Yew to St. Claire (PDF)
- Written summary of multi-agency recommended safety improvements (PDF)
- WTA Letter of Support for Alabama Safety Improvements (PDF)
- WCOG Letter of Support for Alabama Safety Improvements (PDF)

**Open House #1 February 12, 2013**

- Open House #1 Handouts (PDF)
- Open House #1 Posters (PDF)
- Notice of Open House #1 - Alabama Corridor Project (PDF) This notice was sent on January 14, 2013 to Neighborhood Associations, MNAC Representatives, and businesses within 500 feet of Alabama corridor, as well as Mayor Linville and City Council members.
- Letter mailed January 12, 2013 to all businesses within 500 feet of the Alabama Corridor Study area.

**Project History and Activities to Date**

- Project History (PDF)
- WSDOT Grant Funding Invitation and Proposal (PDF)
- Project #6 – Bellingham 2013-2018 Transportation Improvement Program (PDF)
- WSDOT City Safety Program: Purpose Statement and 2012 Funded Projects
- Project Activities May 2011 to February 2013 (PDF)

**2012 Traffic Volume Data Collection**
Videos of Existing Conditions at Alabama/James and Alabama/Woburn

Total traffic volumes on the corridor are highest at these two intersections, which are congested during peak hours. We recorded 14 hours of video from 6:00 AM to 8:00 PM and captured still images every five minutes of all the approaches at these two key intersections. These images were combined with video during the morning peak, midday peak, and afternoon peak time periods. The videos depict that while there are periods of traffic congestion, especially during the afternoon peak hour, some of this traffic congestion is due to the substandard left-turn pocket and there are very few periods of “cycle failure” where motorists have to wait through multiple signal cycles on Alabama Street.

- Alabama and Woburn streets
- Alabama and James streets

Similar WSDOT Safety Improvements on SR 539 "Guide Meridian" Street in 2013

- SR 539 “Guide-Meridian” I-5 to Horton Road – Mobility Improvements

Examples and Information on "Road Diets"

- Alabama Corridor & Case Studies for “Road Diets”
- Seattle, WA Road Diet Experience (PDF)
- Seattle, WA Nickerson St. Road Diet (PDF)
- Seattle, WA Nickerson St. Project Changes (PDF)
- Seattle, WA Mayor McGinn "Nickerson Improves Safety" (PDF)
- Vancouver, WA Case Study “Fourth Plain Road Diet”
- Orlando, FL Edgewater Dr. Road Diet (PDF)
- Tallahassee, FL Emergency Medical Response After Road Diets (PDF)

More Information

Contact the Public Works Department Transportation Planner, Chris Comeau, ccomeau@cob.org or 778-7946

contacts

Planning & Community Development
NOTICE
OPEN HOUSE #1 - ALABAMA CORRIDOR PROJECT

To: Roosevelt, Sunnyland, Lettered Streets, Silver Beach, and Alabama Hill Neighborhoods
From: Chris Comeau, AICP, Transportation Planner
Topic: Alabama Street Corridor Multimodal Safety Improvements
Post Date: January 14, 2013
Meeting: February 12, 2013

In May 2012, Bellingham received over $1.4 million in federal safety funds to study (Phase 1) a range of safety improvements along Alabama Street from Cornwall Avenue to St Clair Street and then to construct (Phase 2) the preferred alternative identified from the study. The project objective is to reduce collisions and improve safety and mobility for all users (ped, bike, transit, auto, freight) of the Alabama corridor.

A web page for the Alabama Street Corridor Multimodal Safety Improvements Project has been created and is accessible at http://www.cob.org/services/planning/transportation/alabama-corridor-study.aspx

From August through December 2012, Public Works has collected data and presented project information to the Roosevelt, Sunnyland, Lettered Streets, Silver Beach, and Alabama Hill Neighborhood Associations. Public Works has also been working with Fire, Emergency Medical Services, Police, Whatcom Transportation Authority, Traffic Operations, Whatcom Council of Governments, and Fehr & Peers transportation consultants. Public Works is now seeking input from the businesses, institutions, and owners of commercial properties along the Alabama corridor. We are interested in feedback from businesses regarding existing conditions along the project corridor and the range of alternatives proposed for technical analysis.

In addition to the Neighborhood Association meetings, Public Works will offer two public "Open House" events for the Alabama project in 2013. Open House #1 will be 6:30 - 8:30 p.m. on Tuesday, February 12, 2013 in the Roosevelt Elementary School cafeteria. This will be an opportunity for the public and business owners to see the major alternatives that we intend to examine in depth, ask questions, and for us to consider new information prior to committing each alternatives to in-depth analysis. Neighborhood Associations and businesses have been notified of Open House #1 date, time, and location. Open House #2 will be scheduled in the spring (late March/early April) when the technical analysis is complete, providing the public with an opportunity to see the actual results and conclusions of the alternatives analysis. Neighborhood Associations and businesses will also receive advance notice of Open House #2.

Following the technical analysis and both Open Houses, we will publish a Draft Report of Study Findings, present it to the Bellingham Transportation Commission at a public meeting in April 2013, and then to the Bellingham City Council at a public hearing in May 2013 to coincide with our annual public process for the City's 6-Year Transportation Improvement Program (TIP). This will allow Council to adopt the 2014-2019 TIP by June 30 with a defined construction project for Alabama. After TIP adoption, Public Works will complete Preliminary Engineering and Design by October 2013, obligate federal construction funds by the end of 2013, and issue bids for construction in early 2014.

Please call me directly (360) 778-7946 or email ccomeau@cob.org if you have questions about this project.
Project #6: Alabama Street Corridor, Phase 2 Multimodal Safety Improvements
(Based on Conclusions of Phase 1 Feasibility Study)

PROJECT NARRATIVE: 100% federal SAFETEA-LU Safety Funds secured by invitation-only grant application in 2011. Alabama is a busy 4-lane east-west corridor bisecting the Sunnyland and Roosevelt Neighborhoods, which presents a challenge to north-south travel for pedestrians, transit riders, and bicyclists. Traffic volumes approach 20,000 vehicles per day near Woburn Street. 85th% speed averages 38.5 mph vs posted 35 mph speed limit, and from 2004 through 2010 there were 93 vehicle collisions with known or possible injuries. Critically important is WTA Route 331 Gold GO Line - the most productive route in the entire WTA system - which relies on Alabama Street capacity to maintain average transit speed and on-time performance. A 2012 Phase 1 Feasibility Study will determine the actual scale and scope of Phase 2 multimodal safety improvements. WTA has committed $5,000 toward the Phase 1 Feasibility Study.

MULTIMODAL TRANSPORTATION BENEFITS
Possible: Center two-way left-turn lane, bicycle lanes, bus pull-out zones, crosswalk improvements.

PROJECT STATUS: Phase 1 Feasibility Study 2012; Phase 2 Construction scheduled 2013.

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TRANSPORTATION IMPACT FEES COLLECTED
No, 100% federally funded

RIGHT-OF-WAY ACQUISITION NECESSARY
Unknown until conclusion of Phase 1 Study

Four to Three Lane Road Diet

[Diagram of road diet]
Project #6: Alabama Street Corridor, Phase 2
Multimodal Safety Improvements
(Based on Conclusions of Phase 1 Feasibility Study)

PROJECT NARRATIVE: 100% federal SAFETEA-LU Safety Funds secured by invitation-only grant application in 2011. Alabama is a busy 4-lane east-west corridor bisecting the Sunnyland and Roosevelt Neighborhoods, which presents a challenge to north-south travel for pedestrians, transit riders, and bicyclists. Traffic volumes approach 20,000 vehicles per day near Woburn Street, 85th % speed averages 38.5 mph vs posted 35 mph speed limit, and from 2004 through 2010 there were 93 vehicle collisions with known or possible injuries. Critically important is WTA Route 331 Gold GO Line - the most productive route in the entire WTA system - which relies on Alabama Street capacity to maintain average transit speed and on-time performance. A 2012 Phase 1 Feasibility Study will determine the actual scale and scope of Phase 2 multimodal safety improvements. WTA has committed $5,000 toward the Phase 1 Feasibility Study.

MULTIMODAL TRANSPORTATION BENEFITS
Possible: Center two-way left-turn lane, bicycle lanes, bus pull-out zones, crosswalk improvements.

PROJECT STATUS: Phase 1 Feasibility Study 2012; Phase 2 Construction scheduled 2013.
Alabama Street Corridor Multimodal Safety Improvements

Project Activities to Date:

*Data collection delayed until mid-October due to construction on Electric, Yew, and Woburn.*

**September 20, 2012** Sunnyland Neighborhood Association meeting (City Staff: Mayor Kelli Linville; Ted Carlson, Public Works Director; Torhil Ramsay, Community Outreach Specialist; Rick Nicholson, WTA Service Director. [Chris Comeau not available for this meeting])

**September 14, 2012** Submit documents to WSDOT to "obligate" $146,568 in federal funds for Preliminary Engineering. $44,000 Task Order issued for Fehr & Peers to assist City, WTA, & WCOG staff with Phase 1 Feasibility Study.

**September 13, 2012** Agree to detailed project scope and budget with Fehr & Peers.

**September 6, 2012** Fehr & Peers selected as consulting firm for Feasibility Study based on top score from proposal evaluation.

**August 15, 2012** Roosevelt Neighborhood Association meeting (City Staff: Mayor Kelli Linville; Chris Comeau, Transportation Planner; Torhil Ramsay, Community Outreach Specialist)

**August 6, 2012** Bellingham Pedestrian Master Plan approved 7-0 by City Council (Recommendation 3.5.3. for Alabama Corridor Road Diet Feasibility Study and Pedestrian Safety Improvements)

**July-August 2012** - Solicitation of proposals for Phase 1 Feasibility Study from four transportation consultants on the City’s on-call roster (All four firms contacted City staff upon WSDOT publication of funding awards in June 2012)

**July-August 2012** - Public Works and WTA Staff Field Visits on Alabama Corridor

**June 2012** - Public Works adds Project #6 "Alabama Corridor" to 2013-2018 TIP

**May 2012** - Bellingham issues press release announcing grant funding award

**May 2012** - Mayor Kelli Linville announces grant funding award at MNAC meeting

**May 2012** - Bellingham awarded $1,461,824 for "Alabama Corridor" Phase 1 and Phase 2

**December 31, 2011** Original date for WSDOT to announce funding awards (delayed by 5 months)

**October 2011** - Public Works submits grant application to WSDOT for "Alabama Corridor"
January 11, 2013
Business/Property Owner
Street/Mail Address
Bellingham, WA 9822_

Dear ________________

In May 2012, Bellingham received over $1.4 million in federal safety funds to study a range of safety improvements along Alabama Street from Cornwall Avenue to St Clair Street and then to construct the preferred alternative identified from the study. A webpage for the Alabama Street Corridor Multimodal Safety Improvements Project has been created and is accessible at [http://www.cob.org/services/planning/transportation/alabama-corridor-study.aspx](http://www.cob.org/services/planning/transportation/alabama-corridor-study.aspx) Please take some time to look at the web site. Email comments, suggestions, concerns, questions, etc. directly to me at ccomeau@cob.org

From August through November 2012, Public Works has collected data and presented project information to the Roosevelt, Sunnyland, Lettered Streets, Silver Beach, and Alabama Hill Neighborhood Associations. Public Works has also been working with Fire, Emergency Medical Services, Police, Whatcom Transportation Authority, Traffic Operations, Whatcom Council of Governments, and Fehr & Peers transportation consultants.

Public Works is now seeking input from the businesses, institutions, and owners of commercial properties along the Alabama corridor. We are interested in your feedback regarding existing conditions along the project corridor and the range of alternatives proposed for technical analysis. We will hold two public "Open House" events for this project. **Open House #1 will be 6:30 - 8:30 p.m. on Tuesday, February 12, 2013 in the Roosevelt Elementary School cafeteria.** This will be an opportunity for the public and business owners to see the major alternatives that we intend to examine. Open House #2 will be in the spring when the technical analysis is complete, providing you an opportunity to see the actual results and conclusions of the alternatives analysis.

Following the technical analysis and Open Houses, we will publish a Draft Report of Study Findings, present it to the Bellingham Transportation Commission at a public meeting in April 2013, and then to the Bellingham City Council at a public hearing in May 2013 to coincide with our annual public process for the City's 6-Year Transportation Improvement Program (TIP).

Once again, please email comments, suggestions, concerns, questions, etc. directly to me and please attend the open house events this winter and spring.

Sincerely,

Chris Comeau, AICP, Transportation Planner
Bellingham Public Works Engineering
(360) 778-7946 or ccomeau@cob.org
Alabama Street Corridor Multimodal Safety Improvement Project

Central Section

Key
- Full Traffic Signal
- 1/2 or HAWK Traffic Signal
- Flashing Crosswalk
- Pedestrian Crosswalk
- Pedestrian Crosswalk with Center Refuge
- Consolidated WTA Transit Stop (Westbound)
- Eliminated WTA Transit Stop (Westbound)
- Fire Hydrants

Proposed Alabama Lane Channelization
- Bike Lanes
- White lane striping
- Yellow lane striping
- C-Curb Median
- C-Curb + Turn Lane
- Semi-Diverter at Xenia/Alabama
- 2 Eastbound & 1 Westbound Lanes
- Bike Lanes with Center Turn Lane
- Bike Lanes Proposed (BMP)
- Bike Boulevard or Trail (BMP)
- Future Residential Street & Bike Boulevard
- Street Widening

Air Photo Flown March 2013

March 2014
Show us where you live, work, or own property in relation to the Alabama Corridor Study Area

Name(s): ______________________________________

Street Address: _________________________________

Email (for Meeting Notices) _______________________

Mail (if different): _______________________________
Public Input – Written Comments

Please mail all written comments to:

Chris Comeau, AICP, Transportation Planner
Bellingham Public Works Engineering
210 Lottie Street
Bellingham, WA 98225

Call (360) 778-7946 or email ccomeau@cob.org
Alabama Street Corridor Multimodal Safety Improvement Project

East Section

Key
- Full Traffic Signal
- 1/2 or HAWK Traffic Signal
- Flashing Crosswalk
- Pedestrian Crosswalk
  with Center Refuge
- Consolidated WTA Transit Stop (Westbound)
- Eliminated WTA Transit Stop (Westbound)
- Fire Hydrants

Proposed Alabama Lane Channelization
- Bike Lanes
- White lane striping
- Yellow lane striping
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- 1/2 or HAWK Traffic Signal
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- Bike Lanes with Center Turn Lane
- Bike Lanes Proposed (BMP)
- Bike Boulevard or Trail (BMP)
- Consolidated WTA Transit Stop (Westbound)
- Fire Hydrants

Future Residential Street & Bike Boulevard

Air Photo Flown March 2013

March 2014
**BACKGROUND**

- **JUNE 2011** Bellingham was invited by WSDOT to apply for a safety grant due to the high number of injury collisions.

- **MAY 2012** The City was subsequently awarded $1.4 million in federal safety grants to study and implement safety improvements.

**WHY ALABAMA STREET?**

- Collisions are twice as high as other minor arterials in the region and is second only to Guide-Meridian.

- There were 93 injury-related collisions from 2004 to 2010.

**Collision Rate Comparison**

- The 2012 Bellingham Pedestrian Master Plan identified traffic volumes, vehicle speeds, narrow sidewalks, and lack of dedicated pedestrian crosswalks as a barrier to north-south mobility for pedestrians, bicyclists, and transit riders.
Outreach to Date

- **February 12, 2013**  
  Open House #1 Roosevelt Elementary School

- **January 30, 2013**  
  Public Works and Fehr & Peers met with Fire/EMS and Police Department staff to discuss Alabama

- **November 13, 2012**  
  Alabama Hill Neighborhood Association

- **November 8, 2012**  
  Silver Beach Neighborhood Association

- **November 7, 2012**  
  Multi-Agency Coordination Meeting  
  (City staff, City Fire and Police, Whatcom Transportation Authority, Whatcom Council of Governments)

- **October 9, 2012**  
  Lettered Streets Neighborhood Association

- **September 20, 2012**  
  Sunnyland Neighborhood Association

- **August 15, 2012**  
  Roosevelt Neighborhood Association

- **2011**  
  Pedestrian Master Plan Outreach

The Alabama Street corridor is a heavily traveled four-lane east-west secondary arterial that bisects the Lettered Streets, Sunnyland, Roosevelt, and Alabama Hill neighborhoods. Current traffic volumes exceed 20,000 vehicles per day in places with recorded speeds ranging 33.3 mph; 85th percentile speeds are 38.5 mph. According to WSDOT collision data for years 2004 to 2010, there have been 93 collisions with known or possible injuries along the Alabama Street corridor.

Whatcom Transportation Authority (WTA) provides high-frequency (15-minute) transit bus service on Alabama between Cornwall and Woburn on the Gold GO Line. The Gold GO Line is the most productive WTA transit route in Bellingham and connects downtown Bellingham to important retail-shopping centers and the northern WTA transit hub at Cordata Station.

Neighborhood residents served by the Alabama Street corridor have overwhelmingly identified traffic volumes, vehicle speeds, and lack of dedicated pedestrian crosswalks as barriers to north-south mobility for pedestrians, bicyclists, and transit riders needing to access transit stops and cross between neighborhood destinations.

Sidewalks along the corridor are a width of five feet with no buffer in most areas. Current travel lane widths will not allow significant modifications to increase separation along the corridor or provide for improvements at intersections to reduce crossing distance across four lanes.

A “road diet,” or the removal of one travel lane in each direction, with the addition of a two-way center left-turn lane, has the potential to provide the space necessary to improve the pedestrian, bicycle, and multi-modal environment and improve safety along the Alabama corridor.

Prior to any proposal for a “road diet” on the Alabama corridor, however, an in-depth feasibility study must be completed to fully understand the potential impacts on all travel modes. Critical elements include the potential impacts to transit service and traffic function on connecting corridors and at intersections. The study should include an evaluation of multiple alternative pedestrian safety improvements that could be implemented if the feasibility study concludes that a road diet is not the best solution to solve pedestrian safety issues on the Alabama corridor.
2012 Daily Traffic Volumes

- There are alleys, driveways, and side streets up to every 80 feet. This creates many potential turning and traffic conflicts.

- In certain stretches the 85th percentile vehicle speeds on Alabama are over 38mph, compared with a posted 35mph speed limit.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>PM Peak Hour LOS</th>
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<tr>
<td>Cornwall</td>
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<td>James</td>
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<td>Orleans</td>
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<tr>
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Historic Traffic Volumes on Alabama Street and Regional Context

- Despite growth in population, daily volumes on Alabama Street have been flat for the previous 20 years.

- Downtown Bellingham is the major employment center in Whatcom County, with Alabama Street providing key access.
Alabama Street Corridor Multimodal Safety Improvements

**Background on Vehicle LOS and Delay**

- Traffic on roads like Alabama does experience congestion, but this is often limited to a narrow range of time during peak commuter hours.

- Bellingham’s Urban Village and infill strategy allows some arterials to experience higher levels of traffic congestion (lower level of service) during P.M. peak hour.

- The use of Highway Capacity Manual auto-based LOS “grades” does not reflect other transport modes and is confusing to citizens who equate this with traditional grade report cards.

- Engineering terms like “failure” are inaccurate and lead to confusion and public controversy.

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<tr>
<th>Academic Achievement</th>
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<td>90-100%</td>
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Alabama Street Corridor Multimodal Safety Improvements

**Collision History**
(2006 – 2011)

**Collision Rate Comparison**
- Collisions per Million Vehicle Miles Traveled (MVMT)
- Annual Collisions per MVMT
  - Whatcom Countywide Collision Rate (2011)
  - All Minor Arterials in the WSDOT Northwest Region (2011)
  - Alabama Street Study Corridor, (2009)
  - Guide-Meridian Corridor at Bellis Fair Mall, Annual Average (2006 to 2010)

**Collision Causes**
- Driver Error - 51%
- Driver Distractions - 19%
- Slow - 6%
- Other - 13%
- Alcohol - 3%
- Disregard Signal - 8%

**Collision Types**
- Entering at Angle - 23%
- Turning - 24%
- Rear End - 33%
- Sideswipe - 6%
- Bike / Pedestrian - 5%
- Object - 6%
- Other - 3%

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**Figure 1.**
Alabama Street - 2006-2011 Collision History

- All Collisions
- Bicycle & Pedestrian Collisions

**Collision Sum**
- Collision Type
- Pedestrian
- Bicycle

**Whatcom Countywide Collision Rate (2011)**
- All Minor Arterials in the WSDOT Northwest Region (2011)
- Alabama Street Study Corridor, (2009)
- Guide-Meridian Corridor at Bellis Fair Mall, Annual Average (2006 to 2010)
**Corridor Transit Profile**

- Served primarily by WTA Route 331, Gold Line
- Highest ridership of any individual line in the WTA system with around 4,500 boardings and alightings a day
- Outside of normal dwell time for passenger stops, buses are delayed with other traffic, particularly when making left turns onto Cornwall Avenue and Woburn Street from Alabama Street

**Existing Daily Route 331 Boardings and Alightings, Stop Locations, and Corridor Marked Crosswalks**
Potential Improvements – Turn Restrictions

• Left turn movements at alleys and minor streets lead to many potential conflict points and serious collisions. Drivers must stop in the travel lane to make left turns from Alabama and must wait until both directions are clear to make left turns onto Alabama.

• FHWA research has shown that crash rates increase as driveway and minor street access increases on a roadway. Non-traversable median barriers generally have resulted in crash reductions of around 35%.

• Implementation on Alabama would include restricting left turns to existing signalized intersection locations and other strategic locations. Median would be mountable by emergency vehicles and similar to existing curb at James Street intersection.

• This approach will be employed on Guide-Meridian and has reduced collisions on other Washington State roadways.
**Potential Improvements – Pedestrian Crossings**

- Alabama identified as a major barrier to pedestrian travel in 2012 Pedestrian Master Master Plan
- Corridor has gaps of over 1,600 feet between marked crosswalks
- A road diet configuration allows for new two-stage pedestrian crossings at flexible locations with refuge medians
- If all travel lanes are retained, new crosswalks will require actuated overhead lights to improve pedestrian safety
Potential Improvements – Road Diet

- A road diet usually involves reducing the number of through travel lanes and adding a center two-way left turn lane.

- The curb-to-curb roadway width remains the same, and bike lanes and/or street parking are usually added in the newly created space.

- The FHWA has identified road diets as a proven method for increasing corridor safety by reducing vehicle speeds, reducing rear-end and sideswipe collisions, and improving safety for pedestrians and bicyclists.

## Documented Effects of Road Diet Conversions Elsewhere

<table>
<thead>
<tr>
<th>Project</th>
<th>Average Daily Traffic</th>
<th>Traffic Speed</th>
<th>Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Before</td>
<td>After</td>
<td>Before</td>
</tr>
<tr>
<td>Alabama Street – Bellingham, WA</td>
<td>Up to 18,700</td>
<td>N/A</td>
<td>Avg Spd: 33.3 mph</td>
</tr>
<tr>
<td>Nickerson Street – Seattle, WA</td>
<td>18,560</td>
<td>18,360</td>
<td>WB 85th: 40.6 mph</td>
</tr>
<tr>
<td>Fourth Plain Blvd – Vancouver, WA</td>
<td>17,000</td>
<td>No significant diversion</td>
<td>Avg: 29.4 mph</td>
</tr>
<tr>
<td>Ocean Park Blvd – Santa Monica, CA</td>
<td>23,000</td>
<td>Decrease less than 200 ADT, No change on adjacent local streets</td>
<td>WB 85th: 33 mph</td>
</tr>
<tr>
<td>Edgewater Drive – Orlando, FL</td>
<td>20,500</td>
<td>21,000</td>
<td>Study-defined excessive speed: 36 mph</td>
</tr>
</tbody>
</table>

### Example of a Road Diet Conversion (PBIC, 2009)

[Image of a road diet conversion]
**Potential Improvements – Road Diet**

**Existing Conditions**

44' Pavement Width

- Sidewalk & Buffer: Varies
- Travel Lane: 11 ft.
- Travel Lane: 11 ft.
- Travel Lane: 11 ft.
- Travel Lane: 11 ft.
- Sidewalk & Buffer: Varies

**Potential Road Diet Conditions**

44' Pavement Width

- Sidewalk & Buffer: Varies
- Bike Lane: 5 ft.
- Travel Lane: 11 ft.
- Two-Way Left Turn Lane: 12 ft.
- Travel Lane: 11 ft.
- Bike Lane: 5 ft.
- Sidewalk & Buffer: Varies
# Alabama Street Corridor Multimodal Safety Improvements

## Qualitative Comparison of Safety Improvements

<table>
<thead>
<tr>
<th>Corridor User</th>
<th>Treatment Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Through Motorists</strong></td>
<td></td>
</tr>
<tr>
<td>Full Road Diet</td>
<td>Highest potential increase in travel time delays due to intersection bottlenecks, but does provide space for turning vehicles and transit vehicles outside travel lanes</td>
</tr>
<tr>
<td>Partial Road Diet, Retain Full Lanes at Key Intersections</td>
<td></td>
</tr>
<tr>
<td>Specific Left Turn Restrictions with Emergency Mountable Curbs</td>
<td></td>
</tr>
<tr>
<td>Full Left Turn Restrictions with Emergency Mountable Curbs</td>
<td></td>
</tr>
<tr>
<td><strong>Local Access</strong></td>
<td></td>
</tr>
<tr>
<td>Improves ease of left turns on and off corridor</td>
<td>Improves ease of left turns on and off corridor</td>
</tr>
<tr>
<td><strong>Bicyclists</strong></td>
<td></td>
</tr>
<tr>
<td>Provides a continuous bike lane through corridor</td>
<td>Provides a bike lane that is dropped at key intersections</td>
</tr>
<tr>
<td><strong>Pedestrians</strong></td>
<td></td>
</tr>
<tr>
<td>Provides buffer from traffic and greatly eases crossings</td>
<td>Provides buffer from traffic and greatly eases crossings</td>
</tr>
<tr>
<td><strong>Transit Vehicles</strong></td>
<td></td>
</tr>
<tr>
<td>Potential delay increases, particularly at intersections</td>
<td>Potential delay increases, particularly at peak times</td>
</tr>
<tr>
<td><strong>Emergency Response</strong></td>
<td></td>
</tr>
<tr>
<td>Center turn lane and shoulders provide extra space outside of travel lane, potential peak hour congestion</td>
<td>Center turn lane and shoulders provide extra space outside of travel lane</td>
</tr>
</tbody>
</table>
Potential Improvements – Other

**Speed Limit Reduction, coupled with treatments to reinforce a lower speed**
Depending on roadway changes, options to reduce the incidence of speeding on the corridor will be evaluated.

**Transit Stop Consolidation or Relocation**
Depending on roadway changes, stops may be consolidated or moved to increase transit efficiency.

**Parallel and Intersecting Bicycle Boulevards**
Bicycle Boulevards are low speed streets that are “optimized” for bicycle travel through traffic control measures to discourage cut-through vehicle traffic while improving arterial crossings for cyclists. To improve bicycle mobility in the corridor, Bellingham may evaluate bicycle boulevards on parallel facilities like Texas Street and North Street as part of the Bicycle Master Plan.

**WHAT ARE YOUR IDEAS?**
Please fill out a comment card and leave it with us at the front desk or mail it to us from your home.
Alabama Street Corridor
Feasibility Study & Safety Improvements

Open House # 2
March 5, 2014
Roosevelt Elementary School
Target Zero Highway Safety Program

Alabama = 262 total & 93 injury-related collisions (2006-2011)
Where are the collisions happening on Alabama corridor?
Multi-Agency Effort

• City of Bellingham
  – Public Works Engineering & Operations
  – Fire and Emergency Medical Service
  – Police Department

• Whatcom Transportation Authority (WTA)

• Whatcom Council of Governments (WCOG)

• WSDOT – Target Zero Safety Funding

• Fehr & Peers Transportation Consultants
Public Process to Date

• **2011-2012 Pedestrian Master Plan**
  – Recommended Alabama Study; approved August 2012

• **May-June 2012 – Alabama adopted in 6-Year TIP**
  – Public hearing and recommendation by Transportation Commission

• **Aug-Dec 2012- Five Neighborhood Meetings**
  (Lettered Streets; Sunnyland; Roosevelt; Alabama Hill; Silver Beach)

• **February 12, 2013 Public Open House #1**
  – Presented 10 alternatives proposed for study

• **2013-2014 Bicycle Master Plan**
  – Informs Alabama Study; Open House #2 Feb 20, 2014

• **March 5, 2014 Public Open House #2**
  – Present study findings and multi-agency recommendation
10 Alternatives Studied

1. No action/no change
2. Comprehensive 4-to-3-lane “Road Diet”
3. Modified 4-to-3-lane “Road Diet”
4. Hybrid 4-to-3-lane “Road Diet”
5. Additional pedestrian crossings
6. Accommodation of parallel and intersecting “Bike Boulevards”
7. Strategic relocation and consolidation of WTA bus stops
8. Access Management: median, turn restrictions, & turn lanes
9. Consider resurfacing the Alabama corridor
10. Consider an examination of the speed limit
Alternatives Analysis

1.) No action/no change
– Maintain 4 lanes of traffic in existing conditions

- Doing nothing does not improve safety.
- “No Action” is not a viable alternative.
2.) Comprehensive 4-to-3-lane “Road Diet”
   - along the entire Alabama corridor

3.) Modified 4-to-3-lane “Road Diet”
   - between signals on Alabama corridor

4.) Hybrid 4-to-3-lane “Road Diet”
   - parts of corridor, where feasible, with “C-curb” median and turn lanes

What is a “Road Diet”?  

• Re-allocation of physical space to improve conditions for other uses
• Common conversion of 4-to-3 lanes, but many ways to implement road diets
• Proven method to reduce collisions; removes left-turns from travel lane
• Can improve traffic flow, eliminate weaving, and stops for vehicles to turn left
Traditional 4-to-3 Lane Road Diet

- Generally possible up to 20,000 ADT

Alabama ADTs
- 13,000 west
- 19,000 central
- 16,000 east

- Can sometimes have unintended consequences for transit service

Before Conversion to Road Diet

After Conversion to Road Diet
WHY is a 4-to-3-lane “Road Diet” suggested for study?

Proven counter measure for reducing vehicle collisions and improving safety for other transportation users

Side-impact  Rear-end  Side-swipe
WTA Concerns About Road Diet

High-frequency transit Gold GO Line = most productive route in WTA system

Q. What effect would 4-to-3-lane conversion have on Gold GO Line transit service?
Existing conditions along Alabama corridor
Comprehensive Road Diet: Applied along entire corridor
Modified Road Diet: Only applied between signals on Alabama
Hybrid Road Diet: Only applied on east & west ends of Alabama
RECOMMENDED: A hybrid 4-to-3-lane “Road Diet” on parts of corridor, where feasible, with “C-curb” median and turn lanes on other parts.

West End: Cornwall to James
4-to-3 lanes with bike lanes

East End: Extend existing lane configuration from St. Clair to Superior
10 Alternatives Studied

1. No action/no change

2. Comprehensive 4-to-3-lane “Road Diet”

3. Modified 4-to-3-lane “Road Diet”

4. Hybrid 4-to-3-lane “Road Diet” on parts of corridor, where feasible, with access management and “C-curb” median on other parts **IS RECOMMENDED**

   *NOTE: Recommendations for all other safety improvements are based on above*

5. Additional pedestrian crossings

6. Accommodation of parallel and intersecting “Bike Boulevards”

7. Strategic relocation and consolidation of WTA bus stops

8. Access Management: Median, turn restrictions, & turn lanes

9. Consider resurfacing the Alabama corridor

10. Consider an examination of the speed limit
Pedestrian, Bicycle, and Transit Bus Stop Crossings

5.) Additional pedestrian crossings across the Alabama corridor in strategic locations and as recommended in 2012 Pedestrian Master Plan

6.) Accommodation of parallel and intersecting “Bike Boulevards” as recommended in the 2014 Bicycle Master Plan

7.) Strategic relocation and consolidation of WTA bus stops at pedestrian crossings
Alabama = north-south mobility barrier for neighborhood residents, pedestrians, bicyclists, transit riders
Flashing crosswalks at Grant (2010) and St. Paul (2012)
High Intensity Activated Crosswalk (HAWK) signal
Recommended for crossing 4-lanes without a center pedestrian refuge
2012 Pedestrian Master Plan

Recommended Crossings of Alabama Corridor

• Ellis Street – Tier 1 = High Priority
• St. Clair/Michigan Street – Tier 1 = High Priority
Bike lanes on Alabama only possible with a traditional 4-to-3 lane Road Diet

West: 4-to-3-lane Road Diet recommended
• Marked bike lanes on Alabama from Dean to Iron

East: 4-to-3-lane rechannelization recommended
• NO bike lanes on Alabama between from Superior to St. Clair

“Bike Boulevard” crossing improvements needed at:

– West Alabama: Ellis & Grant
– Central Alabama: Moore, St. Paul & Undine
– East Alabama: Michigan
Alabama Corridor Crossings

New signalized crossings of Alabama are recommended at:

• **Ellis Street** – Install flashing crosswalk (from St. Paul) with center lane refuge

• **Moore Street** – Install HAWK signal across 4 lanes

• **St. Paul Street** – Widen intersection, add left-turn lanes, install 4-way traffic signal, marked crosswalks with pedestrian signals across Alabama & St. Paul

• **Undine Street** – Install HAWK signal across 4 lanes

• **Michigan Street** – Install HAWK signal and center lane refuge
Consolidate/Relocate WTA Bus Stops

Alabama: Proposed Stop Locations

- Crosswalks
- Inbound Bus Stops
- Outbound Bus Stops

Key Points:
- 350 ft distance
- 1/4 mi distance
- Streets: Cornwall Ave, Dean Ave, Ellis St, Franklin St, Grant St, Humboldt St, Iron St, James St, King St, Moore St, Nevada St, Orleans St, Pacific St, Queen St, Racine St, St. Paul St, Toledo St, Undine St, Verona St, Valencia St, Woburn St, Yew St, Michigan St
- Locations: Sunnyland Square, Barkley Village, Roosevelt Park
8.) **Access Management** = raised “C-curb” median, turn restrictions, & turn lanes

Central portion of Alabama corridor from James to Yew

**Proven counter measures to reduce vehicle collisions**

- Turn restrictions with C-curb Median
- Widening for new left-turn lanes
Access Management

Raised “C-curb” median, turn restrictions, & turn lanes

Existing raised C-curb median on Alabama east of James Street
Spot Widening to Add Left-Turn Lanes

- Right-of-way exists to widen intersection of Alabama/St. Paul
- Add left-turn lanes on Alabama
- Install 4-way traffic signal
- Install marked crosswalks
- St. Paul = Bike Boulevard connecting Texas, Railroad Trail, Illinois, and Barkley
- Provides gap in corridor curbside median for alternative route to north side
Other Considerations

9.) Consider Resurfacing the Alabama corridor
   - Yet to be determined
   - Still under consideration for 2015 overlay program

10.) Consider an examination of the speed limit
    - Yet to be determined
    - Requires additional engineering study based on actual effect of physical safety improvements
What’s next?

Remaining Public Process

• Transportation Commission presentation, discussion, recommendation to City Council  
  March 11, 2014

• City Council public hearing on Alabama  
  April 7, 2014

• City Council work session on Alabama  
  April 21, 2014

• Adopt defined Phase 2 Alabama project in TIP  
  June 2014
Open House Participation

Public comment forms available at:

• Display stations for safety improvement recommendations
• Welcome/sign-in table at entrance
• Project website www.cob.org search for “Alabama Corridor”

Public comments will also be accepted by email or mail

Chris Comeau, AICP, Transportation Planner
Bellingham Public Works Engineering
210 Lottie Street, Bellingham, WA 98225
Email: ccomeau@cob.org

Thank you for attending!
12/26/2012

I have some addition thoughts on the project. Some, I believe we can do, others that will require additional funding and others that will draw concern. As you know, there are many pedestrian buffers in sections on both sides of Alabama. If there are no bike lanes installed how will safety of the pedestrian be assured even if traffic speeds are reduced? I have heard stories that there may be bike safety corridors on some of the alternative routes along/feeding the main road. The crossing at St. Paul, I believe is part of one of them. My concern is “speeding” traffic along this narrow passage of St. Paul. At times 35/40 mph. Now here’s where the money comes in with my proposals. First, install speed bumps along St. Paul form Alabama to E. Maryland similar to the one’s used on St. Carie for some positive. Second, traffic - rush times or not - will be improved unless there are installed “round-a-bouts” such as the one’s used on the main arterial leading into and though Sedona, AZ 85179 (10:33 and 14:37 of the video caught my eye). I know...I know, we can’t afford it but you know, as well as I, this is the only way to solve our traffic blues.

Charles Law

10/9/2012

Please know that although I am not a bicyclist, I believe that the recommended change to Alabama Street with three traffic lanes, two bike lanes, and a planting strip separating the road and sidewalks is a wonderful idea. However, to make it work correctly I believe it is imperative that two critical areas be addressed. First, WTA buses must have turn-out spaces at every stop on the affected route. Second, there must be an improvement to the right turn for westbound traffic at Wonburn. If they cannot turn the corner faster than is done now, it will clog the pone westbound lane.

Tim Fry

12/2/2013

I have read your reports and find the conclusions very hard to believe. We now have two lanes of traffic in each direction with turn lanes at each of the major cross streets. When you cut back to 1 lane for the sealing last summer, there was a back-up even in the middle of the day, during rush hour this would have been terrible. cutting back will be a cause for road rage as people are hungry, tired, and want to get home, any delays will not be happy times. All of the east-west corridors are jammed these days, and the cross streets keep them even fully. Bicycle lanes will help the riders, but, until they are the majority, cars must the priority.

Bruce A. Swanson
360-734-3960

2/12/2013

My name is Don Ernest and I live at 2518 Racine Street, just three doors north of the corner of Alabama and Racine Street. I drive down Alabama Street many times each week, since it is the only exit from Racine Street and the alley that runs behind my residence. It has been my observation that most of the time, whenever one approaches a traffic signal in Bellingham, the driver must stop and wait for a red light. This wastes time and fuel. If lights are synchronized for a set speed on main streets, one may drive at that speed without stopping as long as traffic is normal. This also discourages speeding, since speeding motorists will run into red lights. The city has provided synchronized timing of traffic signals on several streets downtown and I understand this has also been done on a portion of Bakerview Street. More of this needs to be done around the city, and Alabama Street is a good example. I would recommend that traffic signals on Alabama be set for 30 mph. The current speed of 35 mph seems too fast, and 25 mph is too slow for a major street.

Don W. Ernest

2/13/2013

The idea of reducing Alabama to 2 lanes with a center turn lane is a very bad idea. If this proposal is carried out, traffic will be backed up to Cornwall from about 15:30 to 18:00. In addition, what will happen when a WTA bus stops to remove or add a bicycle from the carrier on the front of the bus and to take on or discharge passengers? Will the traffic behind the bus need to pile up while the bus is stopped as there is no turn out lane for the bus. How many of the cars will use the center lane to bypass the stopped bus? Your graph showing traffic density is wrong. Drive the street between 15:30 to 18:00 and you will see how much traffic it carries. If accidents with bicycle riders are a problem, I feel that many of them could be eliminated if the riders would simply obey the traffic laws that motorists have to abide by. Many times I have gotten a green light only to have a bicycle blow through a red light because they did not feel they had to stop. In addition stop signs don't seem to cause them to stop. I have also witnessed the riders just swerve onto the pedestrian crosswalk and go through the intersection instead of waiting for the green light. If there is money that needs to be spent or lost, why not spend it to synchronize the traffic lights on some streets. When we must stop and wait getting 0 miles to the gallon and then accelerate causing more pollution and then get to the next light only to have it turn red in front of you and again get 0 miles to the gallon only to repeat it at the next light. State street used to be set for a speed of 25 I think and it worked great. I think Chestnut street is set up this way and it works well. I realize these are one way streets but feel that Alabama could be set up and synchronize the lights in one direction part of the day and the other direction part of the day.

Dale Koranda
360/571/0697
2/13/2013

I feel quite qualified to comment on the proposals you are considering for Alabama Street because I live just two blocks south of Alabama on a non-through street. Every time I leave my street, at least six a week, I must use Alabama. I walk to and from Cornell from the top of Alabama hill several days a week, in good weather I bike (not on the street, rather on the trail) and do travel by auto when the weather is really bad or when I need carry back too much to tote in my arms. There is a wonderful bike friendly trail to the north of Alabama and if that is too far out of the way for some riders or heads in the wrong direction there are Texas and Carolina Streets. People do not ride on Iowa Street for the same reasons I do not ride on Alabama. Just how your study found an average speed of 38.5 mi/hr is hard to conceive because the stoplights at Woburn and Yew are not coordinated with each other at all. When I drive I seldom get through both intersections with two green lights. During high traffic times the traffic is significantly slower than the posted 35 mi/hr from one end of Alabama to the other. During high traffic times the westbound cars are lined up well past Xenia Street waiting for the red light at Woburn. With only one lane going west the line for the red light could well pass Yew. As for the rest of the street, I have made an observation just this week of one lane traffic between James and Cornell. There was utility work being done that caused the two lane traffic pattern. Did anyone in your office observe the traffic during this time? I was walking and could not cross Alabama anywhere except at a traffic light. I walked a block and one-half one time watching a car from a side street waiting to enter Alabama. One lane in each direction makes one long line of cars instead of having the two lanes of cars making times when one can cross or turn onto the street. I have noticed that drivers will stop for walkers if there is a painted crosswalk. There are few drivers even on the side streets that will stop for a waiting pedestrian at an unmarked intersection. I would suggest that more intersections should be marked with having the two lanes of cars making times when one can cross or turn onto the street. Changes should facilitate the safe flow of traffic for pedestrians, drivers, and riders.

2/13/2013

Dear Sir, I am writing concerning the suggested changes to Alabama St. I was at the Tues. evening meeting and one of the charts was most definitely in error and not up to date. Any week day Monday through Thursday there are four lanes and there is in addition a back up at the school lights. Trying to funnel the traffic down to three would be a real disaster. Alabama is the only east west arterial that runs from Lake Whatcom all the way through to Bellingham Bay. Consider very carefully the fall out from any changes. A case in point of a slightly different matter is Texas St. a street that parallels Alabama and just one block over. This street is 25 feet wide and the city decided at Michigan St to put in a round about which is 19 feet. The difficulty of school buses, fire trucks and the general public is an example of something not thought out well. When a grant is available sometimes it is used in a horrible way that the public has to endure for many years. I live just two blocks from Alabama St. and my family uses it every day. I have lived thirty years at this same location and about sixty five years in Whatcom county so I know this area well. The opinions of residents of Bellingham who know this area very well in addition to bicycle riders who say they would never use Alabama should certainly be factored in to any final decisions made. Thanks for your time and assistance in this matter.

2/11/2013

Thank you for accepting this comment from a resident and user of the Alabama Corridor project. I own and reside at 2413 Humboldt Street, between Texas and Alabama. I commute by bike to downtown daily and frequently bicycle east to Lake Whatcom, so I am intimately familiar with the bicycle thoroughfares in the area. I also frequently bicycle or walk to Trader Joe’s, and to Memorial Park. - I have mixed feelings about bike lanes on Alabama, even if I strongly support a road diet. Because of the heavy traffic I would worry about the broadband problem caused by left turning cars in the median, who might not see me because of cars overtaking me in the same direction. Regarding parallel corridors, I like using Texas, but I get forced onto Alabama between Lincoln and Moore, and again at Viewridge near the top of Alabama Hill. I DO think bike lanes at the Lake Whatcom side of Alabama Hill would be a great addition, but I’m not sure if this project can reach that far (I use the cul de sac connector between Iowa Drive and Rhododendron to avoid the steep grade of Alabama and the winter mud and gravel of the railroad trail). The Illinois corridor is nicer for cycling because there are fewer stop signs, but I do not like riding on Woburn and wish there was a safer alternative to get between Texas and Illinois in that area. I like the idea of creating a safer bicycle/pedestrian cross at St. Paul for this purpose. Likewise, there is no good route to get between Texas and Illinois near I-5. I can go under Alabama on Moore, but it doesn’t connect to Illinois unless I ride on the gravel path. Could we consider a paved bicycle/pedestrian path through Memorial Park adjacent to the freeway, along with improved crossings for bikes and pedestrians on James north and south of Alabama, like the one at Carolina? Even the Carolina crossing suffers from the problem of multiple lanes of traffic in each direction having to simultaneously stop to allow peds to cross. Thanks again for accepting comment. I will try to attend the public forum tomorrow night.

2/15/2013

First of all, thank you for all the hard work that you and your staff put into the presentation concerning the corridor. Generally, I was surprised that you choose to do this via an open house model. I am sure that you had to answer the same questions many times through the night. Plus, I am not sure that everyone attending was able to walk away with the same level of information. Just a couple observations from my point of view:......bicycle lanes on a main bus route concern me. I see the buses and cyclists vying for the right-of-way with the vehicle traffic along Alabama...the road diet proposed is a little scary for me, as I see folks using the center lane as their ‘second lane’. This creates a different format for collisions. Using the center lane to navigate around a bus that is stopped is creating uncertainty in the traffic flow. At this point I can stay in the second lane to travel and avoid the congestion behind the bus. I would also be concerned how this might impact the bus rider trying to cross the street after disembarking from the bus. Hopefully there will be opportunity in the future for a different kind of discussion format to allow people to hear their peer’s opinion in a context of accurate information/research that the CORB provides. Thanks again for your work, it is appreciated.
<table>
<thead>
<tr>
<th>Date</th>
<th>Comment</th>
<th>Email</th>
<th>Address</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/11/2013</td>
<td>Alabama Street &quot;Road Diet&quot; &quot;Road Diet.&quot; The name says it all. In spite of the City’s assertion that the goal of modifying Alabama street is to reduce collisions, the obvious agenda is to again reduce road capacity in order to be more “green,” the result being to cripple the movement of people and vehicles through a busy, yet well-functioning commuting and business corridor. Need proof? All you have to do is look at all the other bike lanes, bulbed-out crosswalks, traffic calming devices, concrete medians, and other “improvements” forced upon us as proof-positive that Bellingham’s roads have been increasingly “bottlenecked” in order to create a “one-lane-each-way-commuting: hell!” in a city that keeps growing. Let’s make roads more crowded so we can reduce collisions? Get real. I am not interested in a car-free utopia. I have to show up for work and school - with my stuff clean, dry, presentable, and on time - in a city that is cold, dark, and wet most days. Chris Comeau (City planner) states: “We’re not selling anything to anybody…we’re conducting a study.” But then he says: “Keeping Alabama the way it is not an option…” The public is not misinformed; we know that Bellingham doesn’t need any more road diets. We need the city to leave Alabama street alone, and start using our tax dollars to repave our deteriorating roads.</td>
<td><a href="mailto:mitchbratt@msn.com">mitchbratt@msn.com</a></td>
<td>Bellingham, WA</td>
<td>Robert Gray</td>
</tr>
<tr>
<td>2/11/2013</td>
<td>Mary and I will not be available to attend your Tuesday meeting at Roosevelt, so please take our input in writing. Mary and I bought our house on Alabama Hill in 1980. Mary and Paul Enfield 3320 Oregon Pl. Bellingham, WA 98226 Cell: 360-733-7765. Over the 32 years we have live here, much of the function of Alabama St. from Cresentline at the top of the hill to Cornwall has not change a lot, except for the added traffic caused by the Woburn/Barkley development. In addition to driving, I run and walk (mostly on trails) and ride bike around Bellingham (about 40 miles a week). By my observation poor driving is primarily caused by driver frustration, and our greatest cause of this frustration is unnecessary traffic impacts. …and frustrated drivers make poor decisions. Examples of poor design that impacts how people drive are traffic lights that are not engineered well, not coordinated for type of traffic at a specific time of day, unnecessary 4 way traffic signalization where 2 way would be more efficient (straight through from both sides with continual yield to take left across). Most traffic signals could revert to 2 stops more than half the hours of a week. Let’s be honest—today and for a long time into the future car traffic is going to be the our major means of transportation. When 99% of miles are generated by vehicles and only 1% of the miles are accounted for by distance walking, bicycling and buses, let’s first make sure that this general vehicle traffic is not impacted unnecessarily. Let me give an example of an unneeded fix with an unjustified impact: the recent bulbing out of the sidewalk at the SE corner of Alabama and Yew eliminated what had been a very functional right turn lane for free rights. The corner has pedestrian and traffic controls, so the reduction of pedestrian crossing distance across Yew was minimal, but now sometimes a dozen northbound Yew drivers have to wait for a signal to change if just one driver wants to go through or take a let at Alabama. How much better would it have been to have installed an improved turn lane—100 drivers taking right turns are impacted for every pedestrian crossing Yew. All of this added wait time at traffic signals increases our carbon footprint, far outweighing any improvements we have made by encouraging added bicycle travel. Let’s refocus our priorities and see if we can get Bellingham off the bottom of the charts for carbon footprint per mile driven for cities our size. If truly needed a barrier curb in problem areas is acceptable. Also push controls for flashing warning lights for pedestrian crosswalks can work well, providing pedestrian safety and no added traffic impact. Maybe it would even help encourage pedestrian to use the crosswalk rather than J-walking mid-block. We need the 4 lane traffic capacity we have on Alabama. Providing bike lane(s) on Alabama makes no sense. When biking east-west, I use Barkley, the trail or Texas. Thanks and good luck!</td>
<td><a href="mailto:openfield@comcast.net">openfield@comcast.net</a></td>
<td>3320 Oregon Place</td>
<td>Mary and Paul Enfield</td>
</tr>
</tbody>
</table>

Thank you for accepting this comment from a resident and user of the Alabama Corridor project. I own and reside at 2413 Humboldt Street, between Texas and Alabama. I commute by bicycle to downtown daily and frequently bicycle east to Lake Whatcom, so I am intimately familiar with the bicycle thoroughfares in the area. I also frequently bicycle or walk to Trader Joe’s, and to Memorial Park. - I have mixed feelings about bike lanes on Alabama, even if I strongly support a road diet. Because of the heavy traffic I would worry about the broadside problem caused by left turning cars in the median, who might not see me because of cars overtaking me in the same direction. Regarding parallel corridors, I like using Texas, but I get forced onto Alabama between Lincoln and Moore, and again at Viewridge near the top of Alabama Hill. I do think bike lanes at the Lake Whatcom side of Alabama Hill would be a great addition, but I’m not sure if this project can reach that far (I use the cul de sac connector between Iowa Drive and Rhododendron to avoid the steep grade of Alabama and the winter mud and gravel of the railroad trail). The Illinois corridor is nicer for cycling because there are fewer stop signs, but I do not like riding on Woburn and wish there was a safer alternative to get between Texas and Illinois in that area. I like the idea of creating a safer bicycle/pedestrian cross at St. Paul for this purpose. Likewise, there is no good route to get between Texas and Illinois near I-5. I can go under Alabama on Moore, but it doesn’t connect to Illinois unless I ride on the gravel path. Could we consider a paved bicycle/pedestrian path through Memorial Park adjacent to the freeway, along with improved crossings for bikes and pedestrians on James north and south of Alabama, like the one at Carolina? Even the Carolina crossing suffers from the problem of multiple lanes of traffic in each direction having to simultaneously stop to allow peds to cross. Thanks again for accepting comment. I will try to attend the public forum tomorrow night. | ydkoranda@msn.com           | dale koranda        | 3606710697       |

Page 3
2/21/2013 We attended the open house held at Roosevelt School on possible plans for Alabama Street and wanted to let you know some of our thoughts. Every city needs feeders; streets that carry commuter traffic and help support the city center business. Limiting these feeders limits access to these business and travel to homes. The redesign of Alabama Street looks to restrict travel and discourages travelers from entering the core from this direction. There will be increased neighborhood traffic to shorten travel time. This brings more speed bumps and traffic obstruction. The bike lane in the Alabama area has been established for several years and is safe and fast, only a few streets to cross and no cars turning out of side streets every block. (That’s how a friend of ours was killed, riding in a bike lane and a car pulled out of a side street not seeing him.) The trail runs from Alabama hill to the core making for an enjoyable ride. Entering Alabama from Ontario St. is way more challenging when bikes fly down the hill now, as we can only see on coming traffic for one block, St. Claire St., due to over hang of tree branches. Would be nice if branches could be trimmed to help with visibility up the hill. Right now, if a car is coming too fast they can pull over to the inside lane and miss a car that has just pulled out and is not up to speed yet. The earlier pictures of a 2 lane Alabama Street were interesting. But, the need was seen that Alabama needed to be changed to handle more traffic the city grew. So why would we want to go back to less lanes? You will have cars passing in the center turn lane to get past slow moving cars. Everyone will have to slow or almost stop when cars traveling in your direction turn right onto the side streets, causing a potential for more rear in collisions as they will not have the option to change lanes. We know coming down Alabama hill and turning right onto Ontario St. one almost comes to a stop to make the turn. Now other cars following just change to the inside lane, what will happen when there is no other lane? We do see a need for more of the flashing cross walks like on St. Paul St. to help pedestrians. Our neighborhood is dead end streets so we do need to use Alabama Street to reach any of our destinations.

tensinkpl3@msn.com
2733 Ontario Street
Pete & Linda Rensink

2/19/2013 Dear City of Bellingham: I am writing about the plans under consideration for Alabama Street improvements. First let me note that I write as a regular bicycle commuter. I live on top of Barlkey hill and commute to WWU. I ride on a lot of streets in Bellingham. I ride on busy streets, such as Northwest, Sunset (east of Orleans), Boulevard, Old Fairhaven Parkway, and all the downtown streets. There are a few places in town I avoid such, as Meridian. I also avoid Alabama St. It is a mess and a hazard for bicyclists, drivers, and pedestrians. I am glad that alternatives are being considered to improve safety. I also like the work that has been done on some streets to improve safety and access for bicyclists. I appreciate the work on Cornwall, Northwest, and the addition of some bike lane striping on parts of Lakeway. I like the work that was done of Indian St. heading to WWU. I attended the meeting on Tuesday, February 12th. I learned a lot at the meeting. I learned that there are many accidents related to traffic on Alabama – making it the second most dangerous street in Bellingham. I also learned that most of the accidents are related to left turns – either someone turning left or accidents related to people trying to avoid the people turning left by dodging into the other lane. I learned that the city is concerned about the safety on pedestrians both crossing Alabama and walking beside Alabama (parents of school aged children are particularly concerned). Importantly, I learned that adding bicycle lanes to one of the plans was essentially an afterthought. It was an afterthought because if the city moves to the road diet plan (one lane in each direction with a center turn lane), then there would be a few feet to spare on each side of the street. There had not been a serious consideration of whether this would create a safe bike route nor was there a consideration of how this would fit with the city’s bicycle master plan since work on that plan isn’t starting for several more weeks! I am concerned about bicycle safety. I am worried that by adding bike lanes you will be inviting bikers, but the route will not be safe for them. I have 3 primary concerns about safety. First, the bike lanes will disappear at the major intersections. At the intersections with James, Orleans/Pacific, Woburn, Yew, and Cornwall, the city will keep a left turn lane, a through lane, and create right turn lanes. The right turn lanes will mean that the bike lanes disappear. This is actually a frequent approach used on Bellingham streets. On busy streets it creates hazards as cyclists and cars merge. It is a tricky merge that I do frequently around town. I know of accidents in these situations and of one man with a fractured arm caused by driver error when cutting in front of the cyclist. There are better ways to handle these situations (see Portland downtown), but that would require space and that isn’t in the plan.

tag.Hyman@wwu.edu
3459 Bridewood Ct
Mr. Ira Hyman

(Continued from above) Second, I am concerned about the large number of left turns and bicyclists being unseen by car drivers. Part of the problem will be the back-ups away from the major intersections. Those back-ups, with two lanes, already extend past the next intersection (particularly at Woburn during commute time). With only one lane, I imagine the back-ups will be longer since the information provided Tuesday is that there will not be a decrease in the number of cars on the road. Bellingham drivers will frequently try to double lane in those lines which will leave space for drivers to cut off and cross the line of stopped traffic (they do this now across 2 lanes). But these left turners will not be looking for cyclists in the bike lane. Even if looking, they may not see the cyclists through the SUVs, vans, and trucks. Not only will this be a risk at the intersection back-ups, but all along the road. As a cyclist, I know I am often hidden behind large SUVS and trucks. People may think they have a gap because they can’t see the cyclists through the other traffic. There are a lot of left turns on Alabama and they are the current cause of most accidents. Under this plan, the left turns will be coming after the cyclists. Third, I am concerned about interaction between bikes and busses. Alabama is the busiest bus route in the city (something else I learned at the meeting). It is important that Alabama remains workable for the busses. This plan will have the busses pulling over for stops in the bike lane. Of course, they will still partially be in the traffic lane which means the through traffic will move into the turn lane – a potential accident risk that the city planner (Chris Comeau) completely dismissed when I raised this with him. He thought since this worked on Cornwall, it would work here. Of course Cornwall has half the traffic, more space, better sight lines, and fewer people turning left. My concern for bicyclists is with the interaction with busses at stops. The bus drivers are frequently not respectful of bicyclist right of way. I frequently have had busses pass and stop at stops without appropriate space. I know of many other cyclists who have also experienced this. If a cyclist tries to pass a bus with its flashers on, the bus may pull out without checking for bicyclists. I have had this experience frequently. Oddly, although bicyclists and bus drivers are both part of the alternative transportation system, the bus drivers have little apparent training and respect for bicyclists. Thus sharing the bike lane with busses on the busiest bus route in the city is not a good plan for safety.
2/25/2013 Dear Mr. Comeau,
I would like to see a "road diet" that would include lowering the speed limits, additional pedestrian buffers, and more crosswalks with safety islands.

[Email Address Name]

1519 Valhalla Street
Mr. Charles Law

2/27/2013 Dear Mr. Comeau, I would like to have these items included in the final draft.
1) Lower speed limit, 2) Bicycle lanes, 3) Left turning lanes, 4) More cross walks

[valeahlaw@yahoo.com]
1519 Valhalla Street
Charlene Law

2/27/2013 I am strongly opposed to any changes on Alabama. There is a large population on the east side of Bellingham and we have only 3 venues to get downtown. I count Lakeway, Alabama, and Sunset. (Iowa is offshoot of Alabama.) If you mess with Alabama, you will badly restrict one of those three. And the Sunset route is AWFUL. There are two philosophies on traffic patterns. You can either control or expedite traffic. You cannot do both. I believe the second way is by far the best. We need to get people efficiently to and from where they live to where they work or do their business. Restricting Alabama to one lane will cause some massive backups at the critical driving times. I hear people say the traffic goes too fast on Alabama. I drive that road every day and I do not see that. It may be true at 4 AM but it is not true at 8 AM or 5 PM. There is enough traffic during the day that 35 is pretty much maintained. I hear people say there are too many accidents on Alabama. Where are those accidents? I bet they are at locations already having an exclusive turn lane (Woburn, James, Cornwall). The bicyclists have bike lanes that parallel Alabama a short distance north and south of the street. That is where I ride. They do not need to ride on Alabama. There are enough controlled crosswalks that pedestrians can safely cross just a bit east or west of wherever they are. If Federal dollars are at issue, use them to put a place to walk or ride bikes on James Street Rd north of the Sunset Center and put a dedicated left turn lane on that road at Bakerview so people wanting to go straight ahead do not have to wait for those turning. That is much more needed than screwing up Alabama.

[nwjc@gmail.com]
2115 Birch Circle
Bob Jacobson

2/27/2013 Thank you for responding and sending me the information. I looked at the graph of accidents. 86 of the accidents along Alabama, about 80 percent of the total, were on Woburn, James, Pacific, and Cornwall. Those are all currently controlled intersections. I do not see how the proposals will help. I used to be a Fed and I would send the money back. It is NOT needed here and would be counterproductive. I am glad to hear about the James Street Bakerview intersection.

[nwjc@gmail.com]
2115 Birch Circle
Bob Jacobson

3/1/2013 1.) Focus on Alabama/Woburn intersection, do not restrict traffic to one lane, make traffic flow better between Alabama and Barkley Village (Woburn)
2.) Rather than invest funds in improvements to Alabama, enhance the Railroad Trail to the north with paved surface, lights, etc. for bikers.
I appreciate the work that you and the task force are doing to study these issues, and considering ideas like mine.

[larrystahlberg@comcast.net]
360 303-8440
Mr. Larry Stahlberg

3/4/2013 My wife and I bicycle ~3500 - 4000 miles a year, mainly in Bellingham and once in a while out in the country. We are also drivers (though less so than being bicyclists). I have seen the traffic on Alabama, especially at ~5 PM, when I drive to a monthly function. I can’t imagine only two car lanes. In our minds, it is foolish to cut down car lanes to make bicycle lanes on Alabama. Why? Because there are so many parallel streets that cyclists can take. Heading downtown, my wife and I typically bicycle from Barkley Haggen down Illinois St. to the southern crossing over I-5, then down E. Connecticut, Hampton Lane, then E. North, to Cornwall. Bicyclists can also, of course, take the Railroad Trail all the way from Barkley to the southern crossing of I-5. So, there you have it. Two options. No Alabama bike lanes needed. My suggestions for Alabama are (1) to add more walk signals or stoplights. Stoplights are safer, since with a walk signal, one lane of cars may stop for a pedestrian or bicyclists but other lanes may not. (In my experience, there have been several times when one lane of traffic on Alabama has stopped and other lanes have not. The driver of the car that stopped is wondering why I'm not biking forward! This sense of safety has become ingrained in me through many years and miles of bicycling. I can see how a neophyte could bicycle forth into other lanes where the traffic is still rolling. I've heard of instances where such cyclists have been killed.) (2) Relocate the pushbutton for walk lights closer to the bike lane. At the Grant St. crossing (I believe) of Alabama, if there is no break in the traffic, my wife has to maneuver her bicycle onto the sidewalk to the pedestrian button and push it to get the lights flashing. If you would like to waste money, then consider adding bike lanes on Woburn, from Illinois to E. Sunset. To this day, I don’t know why the city did not add bike lanes on Woburn when it was being built. Besides, Woburn has less traffic than Alabama.

[fred@bytewrite.com]
Mr. Frederick Su
5/3/2013

I have been watching the project for reducing the east-west lanes and related changes on Alabama Street from St Clair west to Cornwall. I have seen the report with turn counts at each intersection and other data. What I cannot see is how it is even remotely possible for one lane in each direction to carry anywhere near the traffic volume currently carried by two lanes in each direction. Just because federal or other funds are available does not mean the project makes transportation sense, improving vehicular, pedestrian and cyclist flow and safety. The traffic study refers to nearest alternate routes for vehicles and some may choose such alternatives for their vehicular use. But Sunset is already quite heavily used much of the day and Barkley use is increasing since the new construction both on north and south sides near Woburn has been or is being completed. Those are the only nearby alternatives to the north. To the south there is Iowa for much of the same distance and Lakeway even more to the south. Lakeway may be even busier than Alabama and Iowa can get rather backed up while deliveries occur from trucks parked in two-way left turn lanes or near any of the 5 traffic-light controlled intersections. I do not consider any of the options as very good options if Alabama is slowed or blocked. And what about cyclists alternate routes? Side streets are safer than to cycle alongside 35 mph vehicular traffic or even 25 mph. There are several alternate routes for cyclists including excellent trail in addition to side streets and even a pedestrian and cyclist crossing of I-5 a half blocks along Woburn. It appears to me that alternatives to Alabama for east west cyclist travel already exist. Pedestrian safety could certainly be improved along Alabama, particularly at several cross streets near bus stops. What many refer to as “disco lights” as installed on Lakeway appear to be a significant safety improvement. But to make other more significant pedestrian changes along or crossing Alabama seems a waste of money. Right turn lanes seem a minimum requirement for intersections such as Woburn, Orleans and James Streets. I did not see those in the plan. A pedestrian crossing delays turning vehicles. If vehicles turning right are turning from the planned single westbound lane for example at Woburn, delays of other vehicles are inevitable. The same is true for busses although I do recall some bus pullout zones in the plans. Those seem to me to be mandatory for each and every bus stop. My final comment, at least for today, concerns the overall Bellingham traffic conditions. I have heard since moving here in 2001, that Bellingham needs to support business growth and job opportunities. Reducing speed limits on Alabama from 35 to 25 means one less major route with the higher speed limit. It already appears crippling to business to have State Street at 25 mph, busiest portion of Lakeway near the elementary school limited to 25, Holly 25 everywhere. Meridian and Northwest both have significant portions limited to 25 as well as the roads they become as they cross Broadway, and other busy cross streets such as Woburn and Orleans at 25. From my economic and business perspective, Bellingham should be adding to the portions of many arterials that are set at 35 mph limits rather than lowering any, particularly on an arterial as heavily used as Alabama Street.

Ikeley@whatcom.ctc.edu
Alabama Hill
Jimmy Kelsey

2/18/2014

I live at the top of Alabama, and am an avid cyclist. I routinely bike on Alabama, both on the east and west segments of the road on the respective sides of the hill. I do not have an issue with biking on the road, traffic can be heavy, but with two lanes, it doesn’t seem to be much of an issue for cars to pass. I am against a “road diet” for Alabama, for several reasons: 1. I haven’t seen any evidence of cyclist and auto collisions that exceeds any other area, esp. considering the volume of auto traffic. Your study seems to talk about auto versus auto, or auto versus fixed object accidents, and not ones that necessarily involve a cyclist. 2. Other bike routes exist that are easy to use. When my son was younger, we would use the trail to travel. It is easy to ride even on road bikes. There are many residential streets. 3. For the hilly part of Alabama, you will never have significant use by cyclists, esp. those that are less experienced and more timid. 4. Any network of roads needs to have arterials that let higher volume of vehicles flow. Just like everyone’s body has a system of arteries that progressively branch from large to very small with corresponding amounts of flow, roads need the same structure to be efficient. Reducing the size and/or speed of Alabama makes no more sense than a blood system with only capillaries. 5. Bicycles are vehicles with the same rights and responsibilities as automobiles. I do not like the segregation of bicycles into separate lanes, as it encourages drivers to view that as the only place for a bicycle. 6. Road design cannot replace proper riding technique. Assertive, considerate, and predicable cycling is the safest way to ride. 7. There are few options for roads to handle the flow of traffic from residences around the lake. Alabama is a major one. I do not want that traffic pushed on to other streets. You must be aware of unintended consequences if you restrict traffic flow. Some suggestions for this area would be to better sign the alternative routes (i.e. the trail and the residential roads parallel to Alabama), to repair the road surface - particularly on the 15 overpass and the downhill westbound lanes of the hill, and better education of drivers and cyclists.

mhayner@pnnwsoft.com
2314 Crestline Dr
Mike Hayner

3/5/2014

After hearing comment on radio this morning, there has to be some new ideas. Bus pullouts, right & left turn lane, no bike lanes, improve James, Orleans, Woburn intersections, widen Woburn to north Connecticut St.

henefin@henefin.com
2415 F Street
Rich Church

3/5/2014

We would like to put road construction barrels along the route that would be closed off so the citizens of Bellingham can actually see how they will be impacted. Before this plan is implemented

henefin@henefin.com
3857 Hannegan Road
Jaime Henefin

3/5/2014

1.) Wouldn't it be a lot cheaper to change the speed limit then assess for further action? 2.) What is the perceived value of an isolated bike boulevard on Yew north of Alabama? Xenia is much calmer, but how to get kids on bike there from points south? And once at Roosevelt, where to park a bike since the rack has been rendered useless by its placement against a wall? 3.) Several bike boulevards/bike lanes run parallel to each other, within blocks of each other. Cyclists are not lazy - they will gladly travel a block or two extra to access a best route - we do it all the time. Seems that reducing this redundancy and spending the $$ to create some highly visible protected bike lanes would increase bike use by current drivers. 4.) Current measures are inadequate to call attention to the change in speed limit on Yew during school hours. All traffic into the north stretch of Yew is coming off a 35 mph street. Drivers need extra alerts to a 20 mph zone.

2700 Yew Street
Natalie Whitman

3/5/2014

Good Plan. Only problem, you need bus turn-outs to make this plan work at its full potential.

j_feemster@yahoo.com
2917 Cascade Place
Jeff Feemster
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<tr>
<th>Date</th>
<th>Comment</th>
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<th>Address</th>
<th>Name</th>
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<tr>
<td>3/5/2014</td>
<td>To refigure Alabama to one car lane in each direction is a bad idea. It will slow the traffic, but it will make people mad at the backed up traffic behind busses, people crossing Alabama on foot, etc. People will be going around busses in the center lane making it very bad for people crossing in front of stopped busses. I know people on bikes want their own lane, but these people will never number more than 1% of the population. Slow the traffic with 30 or even 25 mile speed limit. That will cut the accident rate down greatly.</td>
<td><a href="mailto:salmonbill@comcast.net">salmonbill@comcast.net</a></td>
<td>2135 Birch Circle</td>
<td>Gerald V. Smith</td>
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<td>3/5/2014</td>
<td>I think that simply reducing the speed limit on Alabama should be a studied alternative. In fact, I think it's outrageous that reducing the speed has not been done if, in fact, the accident rate is too high.</td>
<td><a href="mailto:claverthree@gmail.com">claverthree@gmail.com</a></td>
<td>2751 Dakin Street</td>
<td>Bill Black</td>
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<tr>
<td>3/5/2014</td>
<td>I'm upset to hear that lowering the speed limit to 25 mph is not in the equation. I live off of Alabama and St. Paul - cars are always speeding down Alabama at least 20-40 mph. I believe lowering it to 25 mph would slow them down to thirty, which wouldn't be that bad.</td>
<td><a href="mailto:claverthree@gmail.com">claverthree@gmail.com</a></td>
<td>1519 Valhalla Street</td>
<td>Charlene Law</td>
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<tr>
<td>3/5/2014</td>
<td>Add more &quot;HAWS&quot; - one at Queen. Reduce speed limit to 30 mph.</td>
<td>3/5/2014</td>
<td>1519 Valhalla Street</td>
<td>Charles Law</td>
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<td>3/5/2014</td>
<td>I'd like to see a pedestrian crossing at Crestline Drive/Alabama. I have to cross Alabama everyday and see other people struggling to race across as well.</td>
<td>3/5/2014</td>
<td>2913 Crestline Drive</td>
<td>Tilmann Glimm</td>
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<td>3/5/2014</td>
<td>1.) Bus stop between Verona and Valencia should have a crosswalk located right at the stop. People continue to cross Alabama as soon as they leave the bus. I do not believe they will walk down to a new crosswalk at Undine. 2.) Don't lower speed limits. I think it would make traffic frustrations more and lend to complacency, ie. people using cel phones or textin more. 3.) Don't open up North Street. I don't want the Woburn traffic by-passing Alabama. 4.) Bikes should use the trail or Texas should not be part of the Alabama discussion. 5.) I don't believe the statistics provided regarding accidents. Have they been audited? or evaluated for accuracy?</td>
<td><a href="mailto:Bamdad@comcast.net">Bamdad@comcast.net</a></td>
<td>2535 Valencia Street</td>
<td>David McCluskey</td>
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<tr>
<td>3/5/2014</td>
<td>It seems like Sunnyland and Alabama neighborhoods are getting the better side of this. I know the city values neighborhoods, but this plan appears to value Roosevelt differently than the others. I would prefer the whole corridor look like the plans from James to Cornwall, it would improve the quality of life for the densest populated, and poorest, neighborhood.</td>
<td><a href="mailto:kurt@rooseveltcc.org">kurt@rooseveltcc.org</a></td>
<td>1808 Undine Lane</td>
<td>Kurt Ingram</td>
</tr>
<tr>
<td>3/5/2014</td>
<td>Does not want c-curb median at Alabama/Undine (telephone message)</td>
<td>(360) 933-4424</td>
<td>2740 Undine Place</td>
<td>Bob Kronsnak</td>
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<tr>
<td>3/5/2014</td>
<td>Susan Rowe-Neuman just called me to say she had spoken to you today. Neither Susan nor I will be able to be at the meeting tonight, but wonder if we might share a few concerns. And please email me a copy of the tonight's presentation and public comments if possible. I will make a copy for Susan. Others in the Barkley Meadows Circle also share these concerns. You may recall my name and former messages regarding traffic patterns on Barkley Blvd when the new movie theatre was about to be built some time ago. Okay, our concerns are these if the speed limit on Alabama Street is reset to 25mph and if additional bike lanes are added along Alabama Street: 1) In order to travel at an increased speed, regular users of Alabama Street will reroute their traffic pattern to Barkley Blvd which has a 35mph speed limit. 2) To get to the higher speed limit on Barkley Blvd, traffic will increase on Woburn and Orleans streets. 3) The posted speed limit on Orleans Street and at various stretches along Woburn is 25mph, and thus we believe it is possible that rerouted traffic will exceed those limits as they head toward Barkley Blvd. 4) If Alabama resets the speed limit to 25mph AND adds bike lanes, it may be even more likely that drivers would head to Barkley Blvd with it's 35mph speed limit. As it is, bike riders along Barkley Blvd with it's current traffic load are sometimes as risk. With increased traffic, it could only get worse. 5) Drivers along Orleans Street, and to some extent Woburn, often in our opinion already travel above the speed limit. This proposal may exacerbate the problem. 6) To possibly preclude this potential shift in traffic patterns using Alabama Street, reducing the speed limit on Barkley Blvd to 25mph may be necessary.</td>
<td><a href="mailto:tsumandlinda@mcgrathhome.com">tsumandlinda@mcgrathhome.com</a></td>
<td>Barkley Meadows</td>
<td>Tom McGrath</td>
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<td>3/5/2014</td>
<td>Nice job tonight, Chris. Thank you to everyone. I have one comment: The problem of folks turning onto or from Alabama St. into or from the various alleyways between the named streets on the south side of Alabama. These intersections are not engineered for turns as the intersections at the named streets are designed. They are narrow and require a sharp turn off of or onto Alabama. Traffic flow and safety could be enhanced by eliminating the turns at these alleyways.</td>
<td><a href="mailto:Saraasq@gmail.com">Saraasq@gmail.com</a></td>
<td>1929 Lake Crest Drive</td>
<td>Dan Raas</td>
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<td>Date</td>
<td>Comment</td>
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<td>3/6/2014</td>
<td>I have major concerns on changes of traffic flow for Alabama St. I agree our roads need to be as safe as possible. This does not preclude the usage of the vast majority of people who use this for entering or leaving the core of our City, b that I mean the cars, trucks an busses that require efficient use of Alabama St. corridor. After reviewing the data published for the Open House of March 5, 2014, and considering that six (6) injury accidents per million miles driven is statistically insignificant, 0.0006%. Looking at the cause of those accidents, speed, testing or cell phone use, DUI, or inattentive driving are possible to which a traffic flow change on Alabama St. will not likely change. A flow change would likely shift some traffic to other areas not capable of handling an additional volume of traffic, thus creating an unsafe area that currently does not have such and was not designed to handle additional volumes. Probable addition of a marked crosswalk between Pacific St. and Woburn St. might be considered with the reevaluation of how the traffic light at Pacific is used and the left turn use. The timing of lights between Woburn and Orleans with any crosswalk improvements is needed if any changes are made. Noting that the 6 injury accidents did not have a fatality, at least it wasn't noted in the data. What I did not see in the data presented was: the daily volume of traffic numbers; the type of injury accident; if a fatality occurred; fortunately, I am pleased this has not occurred, at least according to the data offered here, not minimizing those who suffered injuries; the occurrence of police response for traffic accidents. Therefore, I would request that Alabama St. corridor from Cornwall to Electric remain two (2) lanes of traffic in both directions! P.S. I use this corridor daily!</td>
<td><a href="mailto:clhaak@comcast.net">clhaak@comcast.net</a></td>
<td>4933 Lewis Avenue</td>
<td>Rick Kiene</td>
</tr>
<tr>
<td>3/8/2014</td>
<td>Mr. Comeau, I read in the Bellingham Herald that you are receiving citizen comments on the plan to improve Alabama Street safety. I want to state my enthusiastic support for the idea of red light/stop light crosswalks. I used to live on Alabama Street and commuted to work via the 331 WTA bus. Crossing Alabama can be terrifying right now. This is a much-needed safety improvement and I wholeheartedly support the idea.</td>
<td><a href="mailto:elliott.charles.smith@gmail.com">elliott.charles.smith@gmail.com</a></td>
<td>2733 Grant Street</td>
<td>Elliot Smith</td>
</tr>
<tr>
<td>3/8/2014</td>
<td>Hello Sir or Madam,</td>
<td><a href="mailto:clhaak@comcast.net">clhaak@comcast.net</a></td>
<td>2733 Grant Street</td>
<td>Cheryl Haak</td>
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|            | Thanks for providing this e-mail address for public comment regarding potential work on Alabama Street. As a cyclist married to a cyclist who lives in Sunnyland, I can tell you unequivocally that we would never ride on Alabama Street with or without bicycle lanes. One of the needs of a cyclist is to feel secure which is done by being on low-traveled roadways which, of course, Alabama is not. Ask any cyclist in Bellingham and you'll discover they've figured out routes that keep one off of busy roads, like Alabama. Please don't waste money on bikes lanes on Alabama. It would be better to funnel that money into the Bay to Baker Trail if one were to get around with less danger on a bicycle.  

P.S. A center turn lane is an invitation for a headon accident. I'd rather see Alabama remain a 4 lane roadway because our city needs an East/West arterial that gets folks to where they need to be quickly. How about posting a police officer from time to time to ticket speeders? | clhaak@comcast.net                        | 2733 Grant Street                         | Cheryl Haak     |
<p>| 3/10/2014  | I have driven Alabama Street at least twice daily for over 15 years from Northshore to Squalicum Harbor, (home to work and back). I believe this to be a very bad idea. First off Alabama Street is a arterial. All neighboring streets feed on to Alabama Street keeping the neighborhood streets clear of major traffic. Changing Alabama Street to single lane will only send traffic back on to those neighborhood streets and to Lakeway Drive, Iowa Street and Barkly Blvd. This is not the way to get Alabama Street resurfaced. In the name of Safety, it would be a much better idea to drop the speed to 25 or 30 MPH and add a few more crosswalks. | <a href="mailto:matty@yorkstonoil.com">matty@yorkstonoil.com</a>                     | 2808 Huntington St                         | Matthew Yorkston |</p>
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<td>3/11/2014</td>
<td>My name is Kurt Ingram, I live at 1808 Undine Lane in the Roosevelt Neighborhood, I work as a Pastor in the Roosevelt Neighborhood off of Kentucky, and I am the vice president of our neighborhood. We as a neighborhood are very concerned with the plans that were presented for the Alabama corridor. Specifically the impact it has on the Roosevelt Neighborhood, and the appearance it gives in the difference between the way the Sunnyland, Alabama, and Roosevelt Neighborhood are being treated. I have been involved in the process from the beginning, I understand fully the study and the parameters of the grant, but it's actual impact on our neighborhood appears to be detrimental, it essentially creates a highway to rush through our neighborhood. One of our main concerns is for the many streets off of Alabama that dead end, so that Alabama is the only way to get out. Most of these are cut off by the divider, causing miles of extra travel to get to simple destinations in our area. Another serious issue is the car traffic it will push onto Illinois and Texas Street. Neither street has sidewalks on both sides, neither street is pedestrian friendly, and another street is being addressed in these plans. I know this is ground where the Alabama Corridor plan, the bike master plan, and the pedestrian master plan all intersect but it is a serious concern. The blocks on Texas Street are some of, if not THE, most populated blocks in town, and it is common for kids to be out along these roads which raises all kinds of issues. We are concerned with the traffic that will inevitably need to be dealt with where Texas meets Woburn, where Illinois meets woburn, and honestly all along Woburn. This plan makes like, commuting, and living in the Roosevelt Neighborhood more difficult and less desirable. Many of us our working hard to take what is historically one of the poorest neighborhoods, with the most crime/drug/violence issues and help grow a greater sense of neighborhood. I understand that the money is to deal with the problem of left hand turns across two lanes. And I understand that the models showed serious back ups at lights if a road diet of one lane in each direction was applied. But I also believe that our city has stated values that have not been brought to bare on this project, especially as it relates to the Roosevelt Neighborhood. We value quality of life, we value community, we value walkability, we value people, we value equality. And I think this plan shows a blatant disregard for those values. I think this plan shows that the city cares more about moving people quickly through our neighborhood more than the lives of the people who live here, even though this is a neighborhood our city ought to be cultivating and investing in more than any other in Bellingham. I think this plan shows that the voices in Sunnyland are listened to more than those in Roosevelt, voices that represent a higher socio-economic class. We love our neighborhood, and our city. We want to continue to work to make it the best possible HOME for everyone who lives here, and we are very concerned that the current plan actually works against that for our neighborhood. I would like to meet with you in the next couple of weeks if you have time, and discuss this, possibly with another member or two our neighborhood, please let me know if you would have any time available. Thank You.</td>
<td><a href="http://www.rooseveltcc.org">www.rooseveltcc.org</a></td>
<td>P.O. Box 31010; 98228</td>
<td>Kurt Ingram</td>
</tr>
<tr>
<td>3/12/2014</td>
<td>I was out of town for the meeting so viewed the presentation online. I live just off Alabama on the top of the hill, ride a bike downtown, walk to Cornwall, as well as drive Alabama so feel I am qualified to comment on what the traffic picture is at many times of the day and all days of the week. I have seen Alabama when the four lanes are restricted to two. It is not a pretty sight or a safe sight. It would work to have one lane westbound until Yew with a left turn only lane at Yew, but there would have to be two lanes plus the left turn lane from Yew to Woburn. (The recent construction at Woburn that reduced it to one lane with a left turn lane was really frustrating!) Limiting the left turns off Alabama is a good idea. We all jockey around the bus to not be stopped while people load and unload. Perhaps the westbound bus could be rerouted to Texas and brought back to Alabama at the Pacific light. If more crosswalk blinking lights were placed on Alabama the north-of-Alabama riders could get to Texas for their ride. This should greatly help the traffic situation and could be tried with a relative small cost. If it was tried and failed a more expensive plan could be tried. Perhaps if the James St. bus stop was relocated or had its own turnout that would help the problem at that intersection. I have not ever had a problem at Ellis &amp; Alabama so do not know why there are so many crashes at that intersection. Perhaps we need a traffic light there. There is a wonderful bike path just north of Alabama and I know from experience Texas is a good alternative to Alabama for riding my bike. It would work wonders if a bike/walking path over I-5 was built on Texas. I think that would take the bikes off Alabama creating safety for bikers and vehicles.</td>
<td><a href="mailto:belljack@yahoo.com">belljack@yahoo.com</a></td>
<td>2115 Birch Cir, Bellingham, WA 98229</td>
<td>Helen Jacobson</td>
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<td>3/13/2014</td>
<td>The study that you are proposing was absurd and ridiculous. A grade School kid at Roosevelt could have come up with a better solution. To convert ALABAMA back to a TWO WAY STREET takes us back 60 years. As a kid, in the early 1940’s car dealers used Alabama Hill as a test for their new model cars. The test was if a car could do 60 mph at the bottom of the hill in high gear and make it to the top without shifting down or stalling below 30 mph. WHEN traffic got too busy for a two lane road to handle the traffic they went to a FOUR lane road! YOUR 3 proposals will take us back 60 years! YOU and your staff need to drive this during rush hour like the rest of us do. I counted 23 cars waiting at the light at James Street at 3:00 p.m. last Wednesday, after I picked up my granddaughter at Roosevelt. CAN You imagine this backlog as a TWO LANE ROAD? LISTEN to the public for solutions such an example is the recent KGMI morning talk Radio’s caller’s suggestions: 1. MOVE BUS’s to Texas Street, where the people live in the apartments and then walk to Alabama Street to ride the bus. THIS will also eliminate the cost of many of the lighted cross walks as well. 2. Put dividers down the middle of the street to eliminate turns except at The existing street lights with left turn lanes or right turn lanes. A little common sense goes a long way, and this report does not demonstrate that! Sorry for being so critical, but I felt it was wasted money and staff time without Listening to the public. The few Bike Riders can ride on the sidewalk and be much safer. WE DID AS KIDS! They pay NO gas tax nor cost of this expensive change. ALSO count the number of Bikes compared to the cars that use Alabama DAY or NITE!</td>
<td><a href="mailto:jon@jonSoine.com">jon@jonSoine.com</a></td>
<td>2129 Ontario Street</td>
<td>Jon Soine</td>
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| 3/18/2014  | Hi Dillon,  

THANK you for the recent show on the Alabama corridor and the ridiculous fiasco that they are trying to create!  

The attachment is the comments that I sent in following the meeting at Roosevelt Elementary last week.  

One of your “call in’s” I felt had the perfect solution, that did not require a $1 million study! HE suggested: 1. Moving the bus’ to Texas Street where all the apartment complex are located 2. This will eliminate the need for cross walks to allow these renters to walk to Alabama to board the bus 3. Eliminate the bike lanes on the busiest street in town, letting the few bike riders ride on the sidewalks as we did When we were kids. 4. Putting barriers down the street like the Guide Meridian to eliminate turns except at interceptions that have street lights.  

YESTERDAY’s accident on NW is a classic example of what happens when you put undisciplined bike riders on a busy Highway or main corridors. THEY do not allow them on the state Hiway, and why should we on our main corridors. ALSO the bikes provide NO revenue. When we start charging bikes the same license as cars, they may have additional rights.  

Please ensure that our elected officials get this word! I think that you had the only practical solution that we can afford and saves lives! | jon@jonSoine.com | 2129 Ontario Street | Jon Soine   |
Dear Council Members:

The purpose of this letter is to raise issues and concerns not covered in the presentation to the public in regards to safety improvements to the Alabama travel corridor.

1. Street lighting is a serious issue. The current lights do not adequately light the roadway and also diminish (dilute) the effectiveness of vehicle headlights. On a rainy night it is extremely difficult to see the lane markers. In addition the road patches (filling in the cracks) look like lane markers. Striping the lanes in addition to the reflective bumps would certainly help keep cars in their lane.

2. Alleys drain water into the street. During the winter ice formed along the right lane as you reached the bottom of Alabama going west bound creating a serious hazard.

3. There are four entrances/exits to the mini mall located on Alabama and Yew Street. Two of these are located right at the intersection of Yew and Alabama creating a hazard that could be avoided if these entrances/exits were consolidated into larger ones further down Yew and Alabama.

4. The surface of Alabama is in need of resurfacing and drainage along the westbound lanes needs to be improved. Puddles spread out into the travel lanes with only a medium rainfall.

5. The street light at Yew needs to be synched with the light at Woburn for those traveling along Alabama. It makes no sense to have a red light at Yew when heavy traffic is flowing past Woburn. Likewise the light at Pacific and Orleans need to work better in conjunction with the main traffic flow. There seems to be no rhyme or reason to the settings.

6. Bicycle traffic should not be allowed on Alabama and signs should be posted to that effect. Better use of empty side streets for bicycle traffic would make traffic safer for both drivers and bicyclist. Improvements should be made to side streets to insure safety and ease of travel for bicyclists. Iowa would be a good choice for expanding bike lanes for through traffic to downtown. Mixing vehicle and bike traffic on the heavily traveled roadways should be kept to a minimum. As bike traffic increases more accidents will occur. Better to move bike traffic away from heavy vehicle traffic areas. Some bike lane lanes are effectively half the size marked by the white strip because the curb line bisects the travel lane creating an unsafe crack in the middle of the lane pushing bicyclists toward the vehicle lane.

7. There is little active enforcement of traffic regulations on Alabama. Perhaps some passive measures can be taken (signage, periodic flashing traffic speed signs) along with routine active enforcement.

8. There are a great number of turning options on/off of Alabama (30 streets, 43 alleys and 82 driveways in these 2.4 miles of roadway). Reducing this number would certainly provide safety benefits.

Please review these suggestions as you deliberate the safety recommendations presented by staff.

I reside at 2724 Undine Place, a dead end street on the north side of Alabama St. I have seen the tentative plans for the project and understand that no left turns will be allowed either way or even no lefts to even get on Alabama. The only lefts allowed will be at the lighted intersections. This would be unfair not only to my street but many others along the north side of Alabama that are dead ends. We have no other access or exit to use. What use to be a simple trip to say Haggen off Woburn now becomes going around blocks of unneeded travel. Also I don’t like the idea of unfettered lanes because no one can turn left. Seems to me that is inviting people to go faster no matter what the posted speed limit. I was under the assumption for some reason that this study was for mediating traffic flow. This seems to invite more traffic to come through here. To sum, I do not want the c-curb plan to be implemented as do other neighbors that I have talked to about it. I favor the option of the middle turn lane with lanes on either side for directional travel with no bike lanes. I would not like the extra light at St. Paul as I think that was planned to appease all the people who would have to make one of the last lefts legally in order to run the maze around to be on the correct side of Alabama to get home. I hope you will consider these ideas in the upcoming council meeting on April the 7th. Thank you.

Below are some of the emails and responses to Alabama Corridor Project. All emails have been "cut & pasted" from our Nextdoor website (last names have been removed). Since we last talked a petition has been circulating throughout the neighborhood with over 30 signatures so far, asking that our neighborhood should not be "divided" by physical or financial barriers. There has been personal letters sent to the City Council as well as the Mayor’s office on this subject.

Truly, Charles Law, Roosevelt MNAC member

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<tr>
<td>3/20/2014</td>
<td>The purpose of this letter is to raise issues and concerns not covered in the presentation to the public in regards to safety improvements to the Alabama travel corridor.</td>
<td><a href="mailto:myronlw@aol.com">myronlw@aol.com</a></td>
<td>P.O. Box 28425; 98228</td>
<td>Myron Wiznak</td>
</tr>
<tr>
<td>3/21/2014</td>
<td>I reside at 2724 Undine Place, a dead end street on the north side of Alabama St. I have seen the tentative plans for the project and understand that no left turns will be allowed either way or even no lefts to even get on Alabama. The only lefts allowed will be at the lighted intersections. This would be unfair not only to my street but many others along the north side of Alabama that are dead ends. We have no other access or exit to use. What use to be a simple trip to say Haggen off Woburn now becomes going around blocks of unneeded travel. Also I don’t like the idea of unfettered lanes because no one can turn left. Seems to me that is inviting people to go faster no matter what the posted speed limit. I was under the assumption for some reason that this study was for mediating traffic flow. This seems to invite more traffic to come through here. To sum, I do not want the c-curb plan to be implemented as do other neighbors that I have talked to about it. I favor the option of the middle turn lane with lanes on either side for directional travel with no bike lanes. I would not like the extra light at St. Paul as I think that was planned to appease all the people who would have to make one of the last lefts legally in order to run the maze around to be on the correct side of Alabama to get home. I hope you will consider these ideas in the upcoming council meeting on April the 7th. Thank you.</td>
<td><a href="mailto:quanemd@gmail.com">quanemd@gmail.com</a></td>
<td>2724 Undine Place</td>
<td>Peter James</td>
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<td>3/24/2014</td>
<td>Below are some of the emails and responses to Alabama Corridor Project. All emails have been &quot;cut &amp; pasted&quot; from our Nextdoor website (last names have been removed). Since we last talked a petition has been circulating throughout the neighborhood with over 30 signatures so far, asking that our neighborhood should not be &quot;divided&quot; by physical or financial barriers. There has been personal letters sent to the City Council as well as the Mayor’s office on this subject.</td>
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<td>4/9</td>
<td>I was at the meeting and I think (please, other attendees correct me if I get any of this wrong) that our main objection is the proposed raised median preventing all left turns on Central Alabama Street. We feel that it is not the best solution to the safety issues the project seeks to address. We think it would unfairly penalize residents; create serious hazards for the surrounding area; and negatively impact the look, feel and future character of our neighborhood. We have many alternative suggestions that will solve the safety issues all of us are concerned about, but will not harm our neighborhood and surrounding areas in the very real ways we see possible with a raised median solution.</td>
<td>Roosevelt NA</td>
<td>Teri</td>
<td></td>
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<td>4/10</td>
<td>My husband and I were not at the meeting, but here are several of our concerns. We live on the east side of Cleveland, so the only way on and off our street is Alabama. Blocking left turns only improves traffic for those who do not live in our area. Their commute will be smooth, whereas we will have to go 5-10 minutes out of our way, depending on traffic, to get to our homes. The main roads we will be forced to take include Iowa and Sunset, which are already heavily traveled. They will become even more congested with those of us trying to return to our homes in the Roosevelt neighborhood, adding even more time to our commute. We do not understand why they will not reduce the speed limit to 25, as it will reduce the severity of crashes (many of which occur at the stoplights; this will not be helped by banning left turns, but a 25 mph speed limit would) as lowering the speed limit over the 1.75 miles of road to be affected will only add 72 seconds to travel time for those traveling over that entire 1.75 miles. Contrast that with what we will have to do to get home or go to work, and this measure seems to benefit only those who live in more affluent neighborhoods. We are suspicious that while the planning commission has put forth the number of crashes that involve injury, they don’t differentiate between the crashes that occur at the stoplights and those that occur because of left turns in other areas. The intersection at Woburn and Alabama is known for a high number of crashes due to red light running. In fact, this was a main intersection being considered for red light cameras several years back because it was such a huge problem. These crashes have inevitably been figured into the numbers the planning commission is using. We believe that lowering the speed limit would go a long way in reducing the severity of the crashes. We have lived on Queen St for just over five years, and if I recall correctly, the only crashes I have known about in our area involve the intersections at Orleans and Pacific. Another more serious concern is what the proposed changes will do to traffic on side streets. We are concerned that in order to get through our neighborhood in attempt to beat the traffic on Iowa and Sunset, people will try to use side streets such as Texas and others. If this happens, the crashes that occur are much more likely to involve vulnerable users of the roadway such as pedestrians, children, and bicyclists. These crashes carry a much higher threat of death and severe injury than car on car crashes. Kids are the most vulnerable in these situations, and our neighborhood is home to Roosevelt Park, the Boys and Girls Club, and Roosevelt school. My two year old daughter was killed when she and I were hit by a car so I have personal experience with this. This proposed measure will not make the roads safer for bicyclists and pedestrians. Even though that is supposedly the idea behind it, it is a very car centric, &quot;let's get to where we are going as fast as we possibly can&quot; measure. Putting a bike lane on a 35 mph road does not increase safety for bicyclists. Lowering the speed limit and creating better access to the Railroad trail and residential streets for bicyclists does. This blocking mechanism also creates a barrier between two sides of our neighborhood, creating the feel of &quot;stay away,&quot; not &quot;this is a nice place to live.&quot; No one wants to live on a street that is being used by cars to bypass one of three main arterials in our city. This is bound to reduce the value of our neighborhood, not only in real property dollars, but also its perceived value in the community. Thank you Charles, for compiling this list. I hope that Mayor Linville takes our concerns seriously.</td>
<td>Roosevelt NA</td>
<td>Melissa</td>
<td></td>
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<td>4/11</td>
<td>Thank you for your well-written, thorough comments. I am in full agreement!!! I had not thought about the potential impact on side streets, but I think you are right to surmise this as a likely outcome. We live on Texas St and it is heavily used by pedestrians and cyclists of all ages, and lots of children cross the street and play near it as well. It is also a narrow street, sections of which have ditches along one side. All these factors mean that an increase in traffic, and probably frustrated traffic at that, would also likely result in increased danger. Count me in on opposing a median curb on Alabama, and in support of the easier, lower-cost measure of reduced speed limit.</td>
<td>Roosevelt NA</td>
<td>Cathy</td>
<td></td>
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<td>4/12</td>
<td>Thank you Melissa and Teri for your comments! Charles, I didn’t see you at the recent neighborhood meeting, but there are several people who are planning on talking on behalf of Roosevelt Neighborhood and the issue of doing away with the C curb proposal. At that meeting it was planned that removal of the C curbs which restrict left hand turns on Alabama, is the main talking point and that each individual will present how that affects them personally. We are also going to be submitting a petition with as many signatures as we can collect, we also encourage everyone to call your City Council members/mayor, and PLEASE come to the City Council meeting on April 7th at 7:00 in city hall chambers to show support. Contact the Roosevelt Neighborhood Association if you can help with anything (signature gathering) or have questions. 360.671.3090</td>
<td>Roosevelt NA</td>
<td>Amy</td>
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<td>3/24/2014</td>
<td>Thank you for getting back to me on this. My reason for asking this particular question is my neighbor had 2 meetings an idea was noted to reroute the 331 on to Pacific (right turn) then leave on to Texas on down to Woburn. Taking out the c-curb (not sure what their called) and putting in stop signs. Followed with a statement that by doing this it would end all the side swipe and rear end accidents that occur on Alabama. This is a bad idea for many reasons but I wanted more information as to what was causing the accidents. I see more people speeding to beat the light and also the issues you mention in your email then any involving the bus. For the most part people behave themselves when the bus is involved. They know people are getting off and on the bus. Thank you for getting back to me and including Rick with WTA in this correspondence. To be honest I'm more concerned about East North Street opening up in the future, and understand why. But that's down the road a ways.</td>
<td><a href="mailto:klmcallister58@gmail.com">klmcallister58@gmail.com</a></td>
<td>McAllister</td>
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Change is coming to Alabama Street and it more than what you may have read in the Bellingham Herald! Bellingham Public Works is planning changes to Alabama Street to improve safety, and you should be aware of what is planned. The changes will be different in different areas. Cornwall Avenue to James Street will receive a "road diet," in that it will go from four lanes to two plus a turn lane, and two bike lanes running through all but the first and last blocks of that section. From James Street through Woburn as far as Superior Street, there will be a yellow curb blocking all left turns EXCEPT at Orleans, Pacific, Woburn and Yew, plus at a new stoplight that will be installed at St. Paul. They are also making the left turn lane at Woburn Street, for eastbound traffic only, two blocks long.

From Superior east to St. Clair (and on up the hill, as it already exists, I believe) Alabama will be two lanes eastbound and only one lane west.

You can go to the following City of Bellingham site to view the maps of the three sections, and to read other information, such as the presentation PDF, which explains more about why they believe these measures are necessary. [https://www.cob.org/services/planning/tr...](https://www.cob.org/services/planning/tr...)

According to Public Works, these plans are pretty much non-negotiable, primarily so as not to take any chance of disrupting WTA's bus schedules. They're on a tight timeline to complete the work, as the funding is only available if they finish it by September 2015. Still, the public does have the opportunity to let Public Works and the City Council know what they think up to and including at the City Council meeting at 7 p.m. on April 7.

Some members of the neighborhood have already expressed concern about how traffic will change on side streets as a result of residents having to loop around in order to get to their streets. We believe that the Roosevelt Neighborhood would best be heard by Public Works and the City Council if we come up with specific recommendations that we put into writing and have signed by as many residents as possible.

Amy, thank you for your comment as well. One thing though, I do think that it was said at the meeting that while we all can speak about how the c-curb will affect us personally, we all want to focus on how it will affect our neighborhood as a whole, and how it will affect the residential streets surrounding Alabama. We can't let our comments devolve into "it's inconvenient for me" (though I know this is not what you meant), but need to bring home to the council how this goes against the city's plan for neighborhoods (page 10, section 3.6 of the city's comprehensive plan states "Create a safe, appropriate neighborhood street system in a network configuration that provides easy access but does not allow rapid or high volume traffic to disrupt residential neighborhoods"). How strongly we object to this, and how we think the safety issues can be solved without sacrificing our quality of life.

The city's comprehensive plan for community design is here: [http://www.cob.org/documents/planning/co...](http://www.cob.org/documents/planning/co...)

This is in our Roosevelt Neighborhood plan: "IN ORDER TO REDUCE CONGESTION, WOBURN STREET FROM ILLINOIS TO IOWA SHOULD BE CONSIDERED FOR IMPROVEMENT TO FOUR LANES OF TRAVEL BY ELIMINATION OF ON STREET PARKING AND MINOR WIDENING. FOUR LANE IMPROVEMENTS IN THIS AREA WILL BE DIFFICULT BECAUSE OF RIGHT-OF-WAY ACQUISITION ISSUES." which seems to address the congestion the planners are concerned about.

And on page 13 of this comprehensive city plan, Alabama Street is clearly designated as a secondary route for travel, not as a primary arterial. We want to avoid a costly mistake of turning Alabama into a primary arterial, causing the sorts of issues Melissa so eloquently describes, and instead route traffic to those roads already designated as such.
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<td>3/28/2014</td>
<td>I am writing to inquire about the proposals surrounding the Alabama St Corridor Safety Proposal. In the map (link below) which contains the James to Yew St proposal information it indicates a widening of the road for the WTA bus system between Verona and Valencia. I live at 2005 Alabama St with the sole driveway access directly off of Alabama St. I do have a couple of alternate proposals and would like to speak with someone involved in the planning of this project preferably in person onsite to discuss the impact the street widening will have on my driveway and property in general. I appreciate a prompt response to my inquiry.</td>
<td><a href="mailto:matthewrscott79@gmail.com">matthewrscott79@gmail.com</a></td>
<td>2005 Alabama Street</td>
<td>Matthew Scott</td>
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<tr>
<td>4/1/2014</td>
<td>Mr. Comeau,</td>
<td><a href="mailto:kirk@rockisland.com">kirk@rockisland.com</a></td>
<td>2626 Moore Street</td>
<td>Kirk Roberts</td>
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<td>I have contacted you in the past regarding the Alabama Street project, and you have been gracious in replying. I am sorry that I missed the public discussion last month. I was very disappointed to see the proposed plan. I support the road diet, which was originally proposed to go all the way through my Roosevelt neighborhood. Now I see that all we get is a curb. I can’t help feeling like the rich Cornwall neighborhood got what it wanted, and the working class Roosevelt neighborhood gets ... well ... screwed. Before I start making my voice heard to the city council, I want to acknowledge that I am not a traffic expert, and I want to understand why your department has decided that the neighborhood advantages of a road diet are not appropriate for my neighborhood. Could you explain the reasoning behind this decision? I appreciate your time and effort, and I hope to better understand this issue.</td>
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<td>4/4/2014</td>
<td>Dear City Council Members,</td>
<td><a href="mailto:kirk@rockisland.com">kirk@rockisland.com</a></td>
<td>2626 Moore Street</td>
<td>Kirk Roberts</td>
</tr>
<tr>
<td></td>
<td>Thank you for providing time for the public to discuss the Alabama Street revisions at the upcoming meeting. I do plan to be there. As a home owner and small-business owner, this is obviously important for me and my family. I want to express four thoughts in advance of the meeting. First, my gratitude to Chris Comeau. He spend 30 minutes on the phone with me today discussing this plan, and he has given his time for me in the past. Although I have concerns about this plan, I also commend Chris and his staff for their hard work, and for how accessible and welcoming he has been. That is truly commendable. Second, I am concerned about pedestrian safety for Roosevelt residents. I think it is critical for the red-light pedestrian crossings in this plan not to be compromised. I understand some business interests want a faster traffic path on Alabama. If safety is the paramount issue here, protecting pedestrians should be our number one concern. Third, I am disappointed that Roosevelt neighborhood will not get a “road diet” that is being planned for Cornwall. However, Chris patiently explained both the traffic volume issues and transit problems that would create, and I trust his expertise. He also mentioned that speed limit issues (I desire reducing the limit to 30) would be best discussed after the changes have been made. I would urge the council that—no matter what the final decision—they re-visit this issue in six months or a year to make sure not only that safety numbers have improved, but also that residents are feeling as though this is working. I must tell you that I and many of my neighbors feel as though the rich Cornwall neighborhood is getting what they want and that the working-class residents of Roosevelt are getting, well, screwed. As a Roosevelt resident, I am willing to trust the plan, but I want the Council to pay attention to how this works—or does not work—for us. Finally, I have an in-my-back-yard issue. The changes in the Roosevelt neighborhood will put more traffic onto North St. The intersection of North St. and Nevada currently has stop signs for North St. traffic. Since these changes will increase traffic on North St. (folks getting to Moore or Orleans) and will decrease traffic on Nevada (folks getting to Alabama), I would ask the council to change the stop signs so that they stop Nevada traffic instead. My thanks to both the Council and Chris Comeau for working to increase safety in my neighborhood.</td>
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Dear City Council member Lilliquist,

As a resident of the Roosevelt Neighborhood, I am keenly interested in the proposed redevelopment of the Alabama Street corridor, and concerned to see measures that will increase safety and protect quality of life for those of us who live nearby.

I write to express objection to the present proposal’s emphasis on pushing traffic along Alabama Street as fast as possible, without sufficient consideration for the knock-on effect on traffic patterns, safety and noise in the Roosevelt Neighborhood in particular. I ask for your support in redressing two issues of particular concern:

Firstly I believe it is vitally important that the improvement measures include a reduction in speed limit on Alabama from 35 mph to 25 mph (absent from the current proposal). The underlying purpose of the improvement proposal is to increase safety: there is compelling and widely accepted evidence that in driving speed limits drastically reduces the severity of accidents (particularly the likelihood of severe or fatal injury for pedestrians struck by cars):

• According to the AAA Foundation for Traffic Safety, “the average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph. The average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph. Risks vary significantly by age. For example, the average risk of severe injury or death for a 70 year-old pedestrian struck by a car travelling at 25 mph is similar to the risk for a 30 year-old pedestrian struck at 35 mph.” AAA Foundation for Traffic Safety ‘Impact Speed and a Pedestrian’s Risk of Severe Injury or Death’ September 2011 https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf

• AAA data is substantiated by studies carried out in Europe. According to the UK Royal Society for the Prevention of Accidents, “For pedestrians struck by the front of cars, the risk of fatal injury increases slowly until impact speeds of around 30 mph. Above this speed, risk increases rapidly (between 3.5 and 5.5 times from 30 mph to 40 mph)”. 2010 UK Department of Transportation data cited by the Royal Society for the Prevention of Accidents http://www.rospa.com/roadsafety/adviceandinformation/driving/speed/inappropriate-speed.aspx.

I urge you for your support in pushing safety concerns of residents in the densely populated Roosevelt neighborhood ahead of the desire of twice-daily commuters to travel along the Alabama Corridor as quickly as possible. The difference of travelling this stretch at 25 mph vs 35 mph is negligible time-wise, while the impact of a speed reduction on safety (given that many individual drivers actually exceed 35 mph) would be profound and entirely positive. Despite being a regular bus rider, I do not accept WTA’s case that its buses need to be able to travel along Alabama at 35 mph.

As a final note on the issue of speed limits, reducing and enforcing a 25 mph speed limit on Alabama Street will have an immediate knock-on safety effect for residents who live, walk, bike and drive in the surrounding neighborhoods. In the Roosevelt Neighborhood, residents are presently at daily risk from drivers who treat its connecting streets such as Orleans, Maryland and Pacific as 35 mph zones (and who accelerate along alleys to get up to such speeds). Please note that many of these streets are narrow and lack sidewalks. For example, there is a school bus stop directly outside my house despite the absence of sidewalks anywhere on this section of Maryland (students have no safe place to wait for the bus except on my front lawn). One is forced to be wary as a pedestrian at all times, but walking the neighborhood at night is an especially dangerous business. We would all benefit from reduction and enforcement of a 25 mph speed zone along the Alabama corridor.

Secondly, but related to the first issue, I strongly oppose the proposal to put in a solid curb down the middle of Alabama from King to Superior street. This will cause considerable inconvenience to Roosevelt Neighborhood residents whose roads will be “blocked off” to left-hand turns from Alabama, while negatively impacting residents of streets including Texas, Maryland, Pacific and St. Paul who will be forced to absorb increased traffic flow for which their streets are not designed.

As previously noted, many residents of the streets near Alabama are already affected in terms of safety by the number and speed of cars travelling their neighborhoods. Living near the very corner of Maryland and Orleans, I would be directly and severely affected by construction of the proposed solid curb. The curb would force additional, heavy traffic along my sidewalk-less street and in front of my house to reach either Orleans or Pacific. In addition to the increased risk of neighborhood traffic accidents, my quality of life as a resident and the value of my property would be negatively impacted on an ongoing basis by the increased noise, traffic fumes and congestion. All this would run contrary to the sincere hopes and expectations I have look to for neighborhood improvement stemming from the Alabama Corridor redevelopment project.

I thank you in advance for your consideration, and ask for your support in addressing the present short-comings of the Alabama Corridor proposal for the benefit of all surrounding Bellingham neighborhoods and residents.

Ruth Steele

Date Comment Email Address Name
4/3/2014 Opposed to the dividers in the project that will make it so she cannot turn left onto Racine. telephone call to Mayor’s office Racine Street Dru Clark
4/4/2014 We do not want a curb on Alabama Street to prevent left turns. There are 2 people that live in this household. souljazz@comcast.net St. Paul Street Roger & Tina Colwell
Thank you for your consideration

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| 4/6/2014   | I am writing to express concern that the proposed changes on Alabama street do not go far enough to improve the safety of all of the users of the corridor, nor do they improve the livability of residents east of James street. I have signed a letter from the Roosevelt Neighborhood Association that the City Council will be receiving in opposition of the c curbs. In addition to my shared neighborhood concern about the proposed c curbs, I am concerned about the proposed changes between Superior and St. Clair. Although under the current proposal this section will gain a center turning lane and an additional cross walk (at Michigan) – both good things – there will still be two lanes east bound and therefore no room for buffers between the sidewalks and street, and pedestrians will still be crossing multi lanes of high-speed traffic. The current proposal has not gone far enough to improve the safety of pedestrians in this area. This is a great concern because children on the north side of Alabama who live within a mile of school do not have school bus service and must walk to Roosevelt Elementary. Furthermore, Roosevelt Elementary acts as the bus stop for Whatcom Middle School and Squalicum high school students that live in this area – which increases the number of school children who must traverse the Alabama corridor en route to school. This impacts children walking on side streets as well as on Alabama Street, as vehicles maintain higher speeds as they turn into side streets. The area is also part of a city identified school zone in addition to being a highly traveled route for bus riders as well as residents east of Yew trying to access the businesses on Yew Street. In short, there are a great many pedestrians, cyclists, and residents in the eastern end of the corridor whose safety is not improved by the proposed changes. The proposed plan does little to nothing to improve livability, as well as pedestrian and bicyclist safety and mobility, and seems to be aimed solely at moving cars more quickly through the corridor east of James to St Clair street. The disparity between the treatment of the section east of James Street and the treatment of the section west of James Street is glaring. The proposed “road diet” for west of James should be implemented throughout the corridor if the city is truly committed to improving safety for all in the Alabama street corridor. When reviewing the current proposed plan for Alabama st. please consider the following:  
- Alabama street cuts through the Roosevelt neighborhood which is one the oldest and most densely populated residential neighborhoods in Bellingham  
- Residents of neighborhoods all along the corridor have repeatedly identified that the speed on Alabama is a great concern to them yet this plan has not directly or substantively addressed the issue of speed in most of the corridor  
- There is a national and state movement and cultural shift to reduce speeds within city limits. Why does Bellingham continue to have 35 mph streets in residential neighborhoods? (not just on Alabama)  
- Vehicle speed impacts pedestrian safety and comfort even when sidewalks and crosswalks are available and discourages many from walking or cycling  
- Vehicle speed will not change with just a posted speed change alone; many studies show that there must be enforcement, education, and a change in engineering (how the road looks/functions) to successfully lower speeds. Yet it is stunning that lowering speed on the Alabama corridor is not a clearly articulated goal of this plan. In fact, the intent and likely impact of the c curb and other amendments east of James appears to be just the opposite – to increase traffic flow. This is not only at odds with safety, it is also in conflict with the city’s own vision for transportation planning as laid out in the Comprehensive Plan transportation element. (Cont. below) |
| 4/6/2014   | (Cont. from above)  
- As Alabama St. currently functions and exists, it’s hard for many to imagine bike lanes, but with a full road diet the function of the road improves to accommodate all modes including bikes. For example, Fairhaven Parkway, Boulevard, Northwest, State, Cornwall, and many more are all very busy streets that all function well with bike lanes.  
- Bike lanes help provide a buffer between pedestrians and motorized traffic and at a fraction of the cost of planter strips or sidewalk widening  
- The Fehr Peers report indicates that the road diet is a viable option for the entire corridor and the case studies included cities with higher traffic volumes that have successfully implemented road diets  
- Many of the proposed changes do not appear to support the city’s own stated transportation values: “One of the city’s primary goals is to enhance the public environment at the street level, which is everyone’s community space and design the urban streetscape primarily for people rather than strictly for automobiles” (City of Bellingham comprehensive plan transportation element)  

When considering the plan for the Alabama corridor please regard it as part of your neighborhood. Think about how these changes would impact you personally. What would you want for your family and neighbors?  


My family uses all forms of transportation on Alabama st. My children walk to school daily, my husband bikes or rides the bus to work everyday and I walk and bike around the neighborhood. We also own a car. So it is important to us to be able to use all are modes of transportation safely. | shankurtz@yahoo.com | 2519 Alabama St | Shannon McCarty |
4/6/2014

I live off of Alabama Hill on Undine Lane. I make a left hand turn onto my road about 3 times a day on average, and my husband roughly 2 times. If you place a median that will drastically restrict access to our home, it will GREATLY inconvenience us. I highly suggest you rethink the idea and realize the tremendous impact this will have on families simply wanting to get home.

I work in Everett for Seattle Children’s Hospital and commute 4 days a week. I pick up my daughter from childcare around 5:45 and then eagerly head home. I make it home around 6pm and rush in the house to make dinner for her as she is always hungry. After dinner, she has a bath and then we wind down for bed around 7pm. My time with my daughter is so limited. The median you propose would require us to go out of our way to get to our road and make dinner for my hungry toddler even later. I would miss out on more quality time with her, which I am incredibly selfish about.

What about the dozens of families wanting to pick up their kids from the daycare at the end of Undine, Kids Korner? What a HUGE inconvenience for them! There is nothing more that parents look forward to at the end of the day than to see their kiddos, and your bad idea of a median will make it take even longer to see their smiling faces. What about drop off at daycare in the morning? No big deal to just wake up earlier so they can take a totally different route to drop their kids off?

There are countless ideas to improve this road that do not require inconveniencing people who live off these streets. What about roundabouts? What about reduced speed limit? What about stop signs? Speed bumps? A turn lane? There are many more better ideas out there that should be exhausted before you inconvenience families and cut into their time. This idea of a median is so selfish and absolutely absurd when no other ideas have ever been tried.

Please take my thoughts into consideration. If this median goes in, you ill be affecting my valuable time with my daughter, and for that I am absolutely not in support of this ridiculous idea.

I would drive to attend the meeting, but I will be working that night. Please know that I full heartedly DO NOT support a median going in that will block all left hand turn access.

4/6/2014

I am writing this email to address specific concerns I have about the Alabama Corridor Multimodal Safety plan. There are many elements in this proposal that I welcome, such as additional crossings and lane reductions. I commend the city leadership and its dedicated staff for taking advantage of this federal grant to begin addressing some long-time problems in this corridor.

As much as I like many of the added features, they are not enough. I am specifically concerned about the absence of speed reduction as a clearly stated goal of the plan. I urge you to make speed reduction to 25mph a priority for this corridor, to require that this become a stated goal of the plan, and to task city transportation planners with identifying the specific improvements that will result in speed reduction—not just at the west end, but in all of the corridor.

Transportation planners will assert that speed reduction cannot simply “happen” by putting up new speed limit signs—and they are right. Speed reduction can only occur through a conscious effort involving road design elements, enforcement, and education—in other words, it takes planning, design, and most importantly will. Those are the kinds of things that one would expect to see articulated in a multimodal safety plan for a corridor such as Alabama Street, but unfortunately speed reduction is only given a “wait and see” reference, coupled with many doubts about its desirability—yet speed has been repeatedly cited as a problem by residents and neighborhood associations all along the corridor, and speed reduction is a no-brainer safety improvement in a multi-modal environment.

Again, I urge you to require that speed reduction to 25mph be incorporated into the plan as a specific goal for this corridor. I am particularly troubled by the following elements of the plan that relate to speed:

- The curb will likely increase speeds through the James-to-St. Clair corridor by eliminating the barrier of left-turning vehicles; faster, less-obstructed traffic flow appears to be the intended result of the plan. This result is in direct conflict with the city’s claim that the plan is likely to reduce average speed (if you design a road to function as a highway, the 85th percentile speed will stay high, and planners will ultimately conclude that lowering the speed limit would be unwarranted (in fact, this was an argument I heard repeatedly at the second open house when I asked about the prospect of speed reduction).] The city’s plan needs to incorporate lower speeds as a clear goal and embody that goal in the design through the entire corridor, not just the western end.
- Pedestrian crossings are great but seem irresponsible over four lanes of 35 mph traffic; the likelihood of pedestrian fatality when struck by a vehicle increases greatly as speeds hit 30 mph and higher (6% die at 20mph, 19% die at 30mph, 65% die at 45mph http://hria.org/uploads/catalogerfiles/2013-speed-reduction-resources/ImpactBrief_120313.pdf) (Cont. below)
We are writing to you to express our concern regarding the c-curb that is being proposed for the central section of Alabama Street as a part of the Alabama Street Corridor Multimodal Safety Improvements Project. Many of us attended the meeting where the final plan was revealed (not until March 5, 2014) to the community and many residents are extremely concerned with this proposal for the following reasons:

The proposed raised yellow c-curb preventing left turns to neighborhood streets in the central section of Alabama effectively turns the street into a little freeway running through our neighborhood. It changes the look and feel of our neighborhood, which is a welcoming place where families live, to a place people will want to drive by as fast as they can in order to get wherever they are going. It physically divides our neighborhood, prevents residents from accessing their homes conveniently and will increase traffic onto side streets not designed to handle it. The safety and quality of life of residents of these streets will be compromised. The yellow c-curb will force over 300 cars per day (using conservative estimates) onto narrow side streets with no sidewalks. Children play there, people walk there, and they have no place to go to avoid traffic. This is a significant safety issue.

Alabama Street is designated as a secondary route in the City of Bellingham’s comprehensive plan (p 13-14) designed to carry 5,000 to 15,000 vpd. Traffic is already well above that figure according to your data. However, according to the case studies investigation Fehr & Peers did for the city, a road diet of three lanes with a turning lane is still a viable option for this amount of traffic, and has been used successfully in cases with much higher volumes (pg 11 of their letter to the city, TABLE 3 ROAD DIET CASE STUDY SUMMARY).

Page 17 of the Fehr & Peers document indicates that accidents were reduced using a three lane road diet, and the federal grant being used to pay for the project is for safety improvements. If possible traffic congestion is an issue, the city needs to route commuter traffic to those roads intended for it, such as Iwoa, Woburn, etc., or find some other solution that doesn’t negatively impact residents in the way the c-curb proposal will. Penalizing residents who live off Alabama 24 hours a day, seven days a week, for traffic congestion that may occur during one or two hours, on only five days of the week, is not reasonable.

Residents of the neighborhood were only told of the final plan on March 5 and it was almost immediately recommended for approval to the City Council. Feedback given on March 5 by concerned residents was met with indifference and a “this is what is going to happen regardless, there is no other possible solution” attitude. If a three lane road diet does not seem like the best solution to the safety issue, any number of others who did not penalize the residents of Roosevelt Neighborhood the way the proposed c-curb does.

Alabama Street is not Guide Meridian. Centerline curving and restricted turns through a residential neighborhood are not an appropriate solution to the safety issue. We, the below signees, hope our elected officials are listening to us and will halt plans for the c-curb immediately.
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<td>4/7/2014</td>
<td>Dear Chris,</td>
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<td>Samantha Sather</td>
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<td></td>
<td>(To include City Counsel members and other Public Works Officials)</td>
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<td>Deanna Seaman</td>
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<td>I am not sure if you are the key designer for the proposed Alabama Road Diet, but I believe you presented this plan at neighborhood meetings sometime last year.</td>
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<td>Gerry and Lorea Sather</td>
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<td>I have a few concerns with the write up on the city web site:</td>
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<td>Don Grahame</td>
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<td>Between Cornwall and James: a “road diet” including reducing the number of travel lanes from 4 to 3 and installing bike lanes, a center turn lane, a new flashing crosswalk at Alabama/Ellis, and enhancements to the flashing crosswalk at Alabama/Grant.</td>
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<td>Mystique Grobe-Neely</td>
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<td>• Between Iron and Superior: installing a median, new pedestrian-activated red-light traffic signals to stop road traffic at Alabama/Moore and Alabama/Undine, intersection widening and a new four-way traffic signal with left turn lanes and marked crosswalks at Alabama/St. Paul, and corridor widening to extend the left-turn lane from Alabama/Woburn through the Alabama/Verona intersection.</td>
<td>671-3090</td>
<td>David Dopp, President</td>
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<td>• From Superior to St. Clair: “rechanneling” including reducing the number of travel lanes from 4 to 3 without bike lanes, a center turn lane, a new pedestrian-activated red-light crossing signal at Alabama/Michigan.</td>
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<td>Kurt Ingram, Vice President, Roosevelt Neighborhood Association</td>
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<td>• “Bicycle boulevards”: improving several lower-volume, lower-speed, lower-stress residential streets parallel to and intersecting Alabama as “bicycle boulevards,” as a way to provide another option for cyclists.</td>
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<td>Teresa Quinn, Treasurer/Membership, Roosevelt Neighborhood Association</td>
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<td>In the turquoise highlighted areas: Iron St. is the last street intersecting Alabama prior to crossing James St., So I’m not sure if that is a typo from section to section or there is a special intention from Iron St. crossing James St.</td>
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<td>Meredith Stamey, Secretary, Roosevelt Neighborhood Association</td>
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<td>In the green highlighted area: “reducing travel lanes and installing bike lanes.”</td>
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<td>Geof Morgan, Executive Director, Whatcom Family &amp; Community Network</td>
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<td>Reducing travel lanes on a major arterial doesn’t really make sense especially at peak traffic times the intersection of James and Alabama can consist of traffic back up almost to the Alabama (I-5) bridge heading West and both traffic lanes backed up past Iron St. heading East. Reduction of lanes just in this particular area will have traffic backed up twice as far by way of current distance with two lanes. Meaning we will more than likely see cars backed up on or past the Alabama bridge for traffic heading West and cars backed up to at least Humboldt St. for traffic heading East.</td>
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<td>Steven Potvin</td>
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<td>Then installing bike lanes. I am not opposed to bicyclists on the road ways, but I do question whether we even need Bike lanes at all, especially on what is and should continue to be a major arterial. Bicyclists already have a legal right to share the roadways with or with out a designated lane of travel.  (Cont. below)</td>
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Some of our streets have more than enough room for Parking, Driving, and riding bicycles, without doing anything to them at all. Some streets in Bellingham obviously do not.

In the case of Northwest Street some of homes do not have alley to access to their property, parking is limited even more now for these folks. It was completely unnecessary to take away parking on one side and paint bike lanes when there was more than enough space for parking on both sides, riding bikes, and driving prior to the change, especially if everyone was courteous to one another and shared the road. It is not only dutiful, but it’s the law to share the road.

Broad Way from Cornwall to Meridian St. Is another example of poor design choice by almost eliminating parking all together in front of every house from Sunset Avenue to Meridian. A lot of those houses do not have alley access to their properties and there is more than enough room on that street for driving, parking, and riding bikes if the center median on Broadway wasn’t its current width.

I ride my bike all the time, and I didn’t need bike lanes on Broadway or Northwest to encourage me to ride there. I already ride where ever I want, follow traffic laws, and not once did I ever have a problem on those streets prior to the lanes being there.)

Now there is an idea for bike lanes on part of Alabama St.

If Alabama Street is a heavily-used, four-lane arterial that bisects five residential neighborhoods in central Bellingham, carrying more than 19,000 vehicles each day; Then why in the world would any one consider reducing lane travel and insist on having a bike lane on any part of that street?

I personally feel that some City Staff and specifically of the City Counsel has an incessant push for bike lanes regardless if there is room for them or not. That some how bike lanes are the true and only priority for our streets. Reducing travel lanes and taking away on street parking with out full consideration of every individual paying property owner who live on these streets to fulfill some illusional quest for the minority of travelers. By taking away a parking need or driving lane, then replacing it with a bike lane appears to be more of a novelty than a need and seems ridiculous. Certainly not the best long term solution for any master plan.

Keeping our streets flexible without painted bike lanes is a great option. Let us keep our streets free of un-needed signage and painted stripes equaling visual pollution, it becomes to too cost effective to maintain stripes and signs and in a lot of ways is entirely un-needed. (Cont. below)

Legally in the State of Washington bicyclists already have a right to share the road way with motorists.

People in cars really need to slow down, pay attention to the road, and be courteous to cyclists.

We do not need designated riding areas when cyclists are already entitled to the whole street.

Lastly, Highlighted in the Yellow area: This is the best answer!

- "Bicycle bouleivards": improving several lower-volume, lower-speed, lower-stress residential streets parallel to and intersecting Alabama as "bicycle boulevards," as a way to provide another option for cyclists.

This is where things make the most sense to me and I would like to share a few ideas and an optimistic approach for all of you to think about and consider.

Cyclists Do need an alternative in addition to the inter-urban trails that connect to the " lower-volume, lower-speed, lower-stress residential streets parallel to every major arterial in Bellingham.

I propose a big wide arching pedestrian bridge, one that would rival in comparison to the Alabama Pedestrian Bridge to cross I-5 and adjoin either Texas St to Texas St. or St North to North Street and maybe better yet a bridge on each of those streets. Carolina to Carolina is another option.

Another idea, Turn Texas St into an arterial Build a brand new vehicle bridge over I-5 make it a three lane arterial dedicated to bus traffic, provide slick bus stops all the way down with parking options as needed.

Please do not tell me it would be too expensive to do this when the City more than likely has set aside public funding for the 2012 Bellingham Pedestrian Master Plan and the 2014 Bellingham Bicycle Master Plan.

Not to mention the fact that the City has already spent up wards of 8 million dollars for Chuckanut Ridge to prevent development. Millions of dollars for all the potential park land set aside in north Bellingham near Meridian/Walmart area and other park assets (like 2 Million for the purchase of Wood Stack Farms). Millions of Dollars for land grabs around Lake Whatcom to protect our drinking water and water shed. Some of these were more noble causes to support, than the others and a bit of stretch to pay for, but they all got funded. All the while almost every street in Bellingham needs to be re-paved. (Cont. below)
(Cont. from above) I addition to repaving our streets, Bellingham and it's road ways at times are little cramped, some streets are narrow and crooked. This town has had a lot of growing pains and the streets are some what neglected. With cuts to our very Street Department, there is only so much Public Works can even do to improve them. A lot of our streets have a lack of parking and our arterials are busier than ever with traffic going everywhere.

A majority of Bellingham citizens work out side of Bellingham in neighboring cities and sometimes commute great distances to other counties as well. There will always be a need for Automobile traffic and parking.

Bellingham streets need to be repaved, parking strips need to be improved upon and in some cases every residential side street in this City needs to be creatively increased in width to almost full capacity of the city right of way providing parking options, side walks, paving improvements and a lane of travel for bikes and cars without striped lanes.

Once this is achieved, there will more than enough space for parking, walking, driving, riding bikes for everyone, without taking away one need to give to another (i.e. parking or lane travel for a bike lane). It will open the city up for travel in a way that will alleviate the need to redesign Arterial Streets.

I realize from your positions these ideas of mine may seem overwhelming or difficult to achieve, but it all can be done. After all Rome wasn't built in a day, and Bellingham roadways and right of ways could be way better than their current state.

I have lived in Bellingham since 2001, and I recently worked for the City Water Department for Five years before pursuing other endeavors. I love Bellingham, I loved working for the City Water Dept.

I know every street intimately and have been on almost every street in this town at least twice. I know that there are road "right of ways" and "alley ways" that haven't been developed yet. Some of these right of ways could be developed all the way through. North St. and E North St. is a prime example of this. One could go from Vining St. on Alabama Hill all the way to I-5 and over I-5 if another bridge were built and North Street connected to itself all the way through, then one could go all the way to Cornwall from there and beyond.

The things I mention in this email I used to think about while working in this city just by taking in my surroundings on every street I worked on. I used to drive dump trucks pulling heavy equipment on some of the tightest streets in town. Responding to water main breaks and then finding a place to park equipment in town was more than challenging on every occasion. (Cont. below)
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<td>(Cont. from above) Bellingham is unique in the sense that we wave at each other when a car lets us cross the street or when motorists let us pull out of an alley to get on the road way. I would say that the vast majority of us are thoughtful and kind to pedestrians and have adapted well to cyclists on the road in areas without the use of bike lanes. Of course there are the irresponsibly unkind motorists and bicyclists out there as well, so maybe the City and Citizens need to spread information about sharing the road ways in an advertising movement/campaign, and make it as customary as (that nice little wave we give each other when we take time to be kind and let the others cross before we do by being courteous) what I refer to as the Bellingham Wave. Just like installing water meters at every water service in town seemed like a daunting task; it is currently being achieved one address at a time multiple times a day. I propose improving every street in Bellingham one street at a time, with a few roads a month being done. Build pedestrian bridges in a few key areas over I-5. Possibly build a vehicle bridge connecting streets that are other wise blocked off from I-5, improve every undeveloped Alley right of way and repaving every street in Bellingham. The City has sold right of ways and alley ways that were abandoned from future use, put a freeze on that and develop them. A few of our newer Counsel members ran on the promise or notion of creating higher paying jobs in Bellingham. There are multiple Union Construction Companies in the area and these proposals of mine can create good Union jobs and would have the quality and craftsmanship on our roadways and alleyways that Union conducted work provides. This work will be a long term process and will give our roads and neighborhoods the facelift it needs to support the growth that it already has had and to better handle future growth. I encourage a directive to have city staff take a count of all the streets in this city that have not been widened for almost maximum potential. Then hire Union Contractors to widened them using creative designs like pervious grass grids for parking strips with out using pervious concrete (costs too much to maintain), repave the roads free of bike lanes, but ensure enough room for bikes and cars to share the roads, and plant trees in yards, not in the parking strip where they can affect sidewalks and water mains. At this point so much more room will be available for all of us to share through out the entire City. We can build green and efficient, provide great union jobs and jobs that support those construction roles as well. (Cont. below)</td>
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<td>(Cont. from above) How to pay for it all? I propose a property tax to this very cause it can only be used for roads repaving, widening etc.. Maybe 100 dollars annually for single family residences and larger fees for larger parcels and buildings. All within reason. A license plate and tab fee for bicycles. Or some other creative way to create revenue, like maybe re-offer plastic bags at the grocery store and charge a 50 cents a bag. I would buy them, I use them for waste basket linings. Maybe use current funding to go towards these improvements in the name of Bicycle plan. I’m pretty sure we do not need painted lanes to qualify for the bike plan funding, just widen the roads. I own a property in town and I would support a road way property tax if it meant an alternative to painted bike lanes and over-constructed painted streets. Someone at the City could possibly draft something up and get it on the next ballot. Let the people decide.</td>
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<td>(Cont. from above) Once the goal of every street and right of way is complete and improved, the tax could be reduced to cover the maintenance of such improvements and solid funding for our public works street department and only that department to utilize on the improvements because the Street Dept. is the heaviest hit in budget cuts. I apologize for the lengthy email. It is also not my intent to insult anyone with this email. I realize a lot of thought and effort go into big city projects, and I hope the vast majority of us can work together for immediate change in our city without sacrificing any amenity, we need and deserve them all.</td>
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Page 22
Date: 4/7/2014

I reside on the north side of Queen Street between Alabama and the Interurban Trail.

I want to recognize the efforts that the planning team has put into making Alabama Street safer. The plans to return our street to a configuration more appropriate for our neighborhood are very welcome. Residents are overwhelmingly in favor of the 4-to-3-lane “Road Diet” that is proposed for the Sunnyland end of the street.

In stark contrast, residents are overwhelmingly opposed to the C-curb that is proposed for our section between Pacific and Woburn. How can one plan deliver so much benefit to one end of our street, while so harshly penalizing our 8 blocks?

My objections to the C-curb proposal:

1. Alabama Speedway The proposed changes involve erecting a C-curb down the middle of Alabama for most of the distance between Pacific and Woburn. A C-curb is not a traffic control solution appropriate for residential neighborhoods. Drivers will drive differently. With the C-curb and 4 lanes and a speed limit of 35 MPH drivers, will inevitably increase speed and decrease vigilance. I oppose any solution that would encourage even more aggressive driving through our neighborhood.

2. Neighborhood Safety The city cannot consider safety on this section of Alabama in isolation from the safety of the neighborhood that it bisects. The C-curb would divert local resident traffic from Alabama onto our side streets - residential neighborhoods that are in no way configured for increased traffic. Nothing in the plan addresses the safety of these neighborhoods. It would appear the focus of the study is limited to safety of those drivers who use Alabama as a thoroughfare, not for those of us who live here.

3. Sidewalks The proposal includes more pedestrian crosswalks, but does nothing to protect pedestrians on the sidewalks. There continues to be no buffer between pedestrians and traffic traveling 35+ mph.

4. 24/7 Impediment The proposed C-curb is a 24/7 impediment to local residents who would normally make left turns into or out of their side streets. It not only prevents me from taking a left turn to work in the morning during the brief Bellingham rush hour, it also prevents me from taking a left turn for the 20+ hours each day when there is little or no traffic in either direction. (Cont. below)

(Cont. from above) Fatal Flaw The answer one gets is only as good as the question one asks. The question that needs to be asked here is not how can we make Alabama, a residential corridor, safer for the volumes of traffic it is attracting, but WHY are all these cars taking this route rather than utilizing arterials such as Woburn and Iowa and Barclay Boulevard?

Instead of erecting a C-curb to move even more traffic through our residential area, we need to be looking at other alternatives that will reduce our traffic volumes. For example:

1. Woburn Most commuters traveling our section of Alabama head north or south by the time they get to James. Improve Woburn from Alabama to Illinois and from Alabama to Iowa to encourage them to make this north/south decision earlier.

2. Alabama Hill Extend Crestline to Barclay Boulevard to give Alabama Hill residents traveling west or north a more convenient exit from their neighborhood.

3. Entrance to I-5 South at Iowa If I take Iowa to James, I can't take a left there to get to the freeway entrance - I am forced into the triangle route along State Street. It's frustrating so I take Alabama to James instead. You can see how popular this option is by the backup of cars on James waiting to cut through to the freeway entrance. This area needs new thinking.

4. Block back lane accesses to Alabama There are 6 back lanes on the south side of Alabama between Pacific and Woburn. These all have an alternate exit to Texas. Block the back lanes vehicle access to Alabama to decrease safety.

5. Eliminate the traffic light at Pacific Street Re-route traffic on Orleans through the intersection at Alabama onto Texas street and then on to Pacific. The double traffic lights are a huge impediment to travel. Eliminating the one on Pacific would significantly reduce congestion.

CALL TO ACTION I call on you as our representatives to recommend a modification of the plan to eliminate the C-curb proposal, to extend the 4-to-3-lane “Road Diet” to our section of Alabama, and to pursue appropriate long-term solutions that improve the safety and livability of our neighborhood overall.
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<td>4/8/2014</td>
<td>About Alabama St. My wife and I have lived on Alabama St for 40 years. I believe the the original plan of one lane East, one lane West with a turn lane running the full length of Alabama St. (with possible bike lanes) was and still is the best idea. I watch traffic everyday and see the vehicles turning left create a back up with folks then going around them without looking! All the turn vehicles would then be out of the traffic lane and the thru traffic would keep on going with no extra moves needed to continue on their way! I also believe that the speed limit needs to go down to 25 - 30 mph! With more enforcement! We had a severe accident early Sunday morning where a speeding vehicle flew thru the air and landed on our neighbors front porch destroying the whole front of the house and porch (2400 block of Nevada St.) The responders did an excellent job and the K-9 unit did their part on tracking the perp down!</td>
<td><a href="mailto:gowe43@aol.com">gowe43@aol.com</a></td>
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<td>Cliff</td>
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<td>4/9/2014</td>
<td>Mayor Linville</td>
<td><a href="mailto:donnagawron@mson.com">donnagawron@mson.com</a></td>
<td>2536 Queen Street - Apt 1 Bellingham, WA 98226</td>
<td>Donna Gawron</td>
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<td>4/9/2014</td>
<td>I understand from talking with people who were at the March 5th open house that you would be willing to share the raw data you gathered on the traffic accident incidents that you used to create the charts you have in your presentation. I'm interested in seeing the raw data for the &quot;Collision History&quot; chart and the &quot;Where are the collisions happening on Alabama corridor?&quot; chart. If you would please send me that data it would be much appreciated. Thank you for your time spent on this project and I look forward to receiving that data from you. Once again thank you very much for your work on this project.</td>
<td><a href="mailto:jeffsather@gmail.com">jeffsather@gmail.com</a></td>
<td></td>
<td>Dr. Jeffrey Sather DC</td>
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<td>4/9/2014</td>
<td>I was pleased to see our Mayor and Council Members listening to the feedback on the Alabama Safety Project during the Council Meeting on April 7, 2014. I believe it was very clear that the center, curb proposal in the plan is not supported by residents of the neighborhood. I've already sent written comment on the project, but after listening to the planners respond to some of the objections raised during the April 7 meeting, I want to add additional written comment to the record. In the Washington State Strategic Highway Safety Plan 2010 (Target Zero) grant description, under Priorities, Objectives, &amp; Strategies, the number one priority of the grant is to reduce speeding. The grant guidelines give recommendations about the way to do this. The first is to &quot;Use Engineering measures to effectively manage speed&quot; (recommendation 1.3.B). This is further defined by the statement that grant funded projects should &quot;use roadway design factors to influence driver speed&quot; and &quot;make design selections appropriate to type of roadway&quot; (1.3.B1). A curb down the middle of a residential street is not a design selection appropriate to the type of roadway. Nor is it going to reduce speeding, which is the number one priority of the grant. In fact, the curb will encourage speeding, as many stated at the April 7th Council Meeting. It will create a de facto freeway where there is no impediment to speeding, especially at night when the HAWK signals will not be activated due to lack of pedestrian presence. During the day, when pedestrians may more often activate HAWK signals, we can only hope that drivers will be able to react in time, given that they will no doubt be traveling at higher speeds than they do even now. Concerns about the current volume of traffic in the central section of Alabama (19000 vpd) were cited as one reason why the three lane road diet won't work. The consultants hired to study the feasibility of the plan had this to say about that, in a letter which included four case studies of other roads where road diets were successfully implemented: &quot;This memorandum provides background on road diets, summarizes existing conditions on Alabama Street, and outlines four case studies of road diets that were completed in other jurisdictions on similar corridors. Alabama Street is nearing the upper limit of traffic volume recommended for a three lane roadway, but the same is true for the case study corridors. Road diets implemented in other jurisdictions led to reductions in vehicle speeds and collisions&quot; (pg 1, Jonathan Williams, Matthew Ridgway, and Will Liska, Fehr &amp; Peers Consultants) Planners claim that congestion levels produced will be untenable. The same consulting firm has this to say about that: &quot;On the surface it would appear that reducing the number of lanes on a roadway will add to traffic congestion. However, on a road with many access points (such as Alabama Street) and few turning restrictions, the road already has reduced capacity due to the presence of left turning vehicles. These vehicles cause other traffic to stop in the travel lane, or quickly change lanes to avoid them. In contrast with this, on a street with a road diet, left turning vehicles are separated from other traffic and speeds are limited by the speed of the lead vehicle in the through lane. FHWA guidelines note that under most roadway volumes, road diets appear to have minimal effects on vehicle capacity, but that roads in excess of approximately 20,000 vehicles per day may have an increased likelihood of traffic congestion and potentially lead drivers to divert to other routes. (Cont. below)</td>
<td><a href="mailto:terimh@comcast.net">terimh@comcast.net</a></td>
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<td>Teri Hall</td>
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Planners claim the volumes will only increase on Alabama, rendering the three-lane road diet ineffective. The Whatcom Council of Governments (WCG) simulation software for intersection analysis forecasts that by 2032, the volume will increase to 23,583 vpd on Alabama west of Orleans and to 21,002 vpd on Alabama east of Orleans.

The thing to keep in mind about this forecast is that it assumes we continue to encourage the street’s use as a major thoroughway, that implementing a road diet in that section won’t naturally reduce volumes as commuters find that Alabama is slower, and isn’t their favorite quick way to get through town anymore. If we implement a three lane road diet, we will decrease speed and volume on Alabama’s central section, which will lead to decreased congestion.

One last note: The WTA representative at the April 7th Council Meeting stated that WTA was not tied to the c-curb. He stated that the c-curb did not affect them in any way.

PLEASE give the central section of Alabama a three lane road diet. Do not implement the c-curb.

A note about the public process that occurred:

Planners list all the public process that has occurred around this project—they say they have held five neighborhood association meetings (August through December 2012), two public open house events on the Alabama Corridor (February 2013 and March 2014), two public open house events for the inter-related citywide Bicycle Master Plan (April 2013 and February 2014). What they do not mention is that at none of those meeting was the c-curb ever presented as the chosen solution, save for one—the meeting on March 5th was the first time the public was made aware of the plan to install a c-curb. I was at that open house and I heard many questions and concerns regarding the curb. These questions and concerns were met with almost angry responses from "one city planner, who repeatedly stated that it was the only solution that would work, and who responded with a raised voice and sarcasm to many concerns. (When I asked if lowering the speed limit had been considered I was told it would not solve anything. When I began to say that it seemed like it might, given that 50% of the accidents on the graph I saw were attributed to driver error or inattention, the planner interrupted my question with a raised voice, saying that he “didn’t say it wouldn’t make some people happy, just that it wouldn’t work.”

Holding one open house where the actual plan is revealed this late in the process, where concerns are met with belligerence, and people are told to respond only to the person who is behaving belligerently, is not a good practice.

*This same city planner emailed a resident with all caps, underlines and exclamations points, instructing the resident to “stop spreading misinformation” about the plan, in response to an email that contained no misinformation (and was not sent to the planner in the first place), but did mention that the city was “thinking about” opening East North Street. It’s my understanding that an apology email was sent, but that sort of unprofessional behavior does not encourage positive relationships between the city and its constituents.

4/10/2014  
Please do not consider the Alabama Street improvements with the c-curb, which will prevent left turns in and out of the dead end streets. This will make the surrounding neighborhood have to accommodate up to hundreds of cars, and this would be less safe than Alabama Street is currently.

This is extremely important and it will affect a multitude of people and their safety. It would also lower property values. Lowering the speed limit with the "road diet" as is proposed from Cornwall to James with supporting enhancements would be a safer alternative. I know we all want safety first and foremost.

No c-curb, please. Thank you.

denshar111@msn.com  
2617 Toledo Street  
Bellingham, WA 98226  
Mr. and Mrs. Dennis Jenkins
To those whom it may concern,

Concerning the planned traffic revision for Alabama street; I have not heard anyone suggest what I believe is the simplest solution for improving traffic flow and safety along this corridor. The traffic light situation is ghastly, with lights changing erratically due to cars approaching Alabama from side streets and triggering light changes, causing traffic back-ups and much aggressive behavior by frustrated drivers trying to negotiate their way along the street. This, in my opinion, is what has created a very dangerous environment along this corridor, resulting in road rage and numerous accidents. I have observed this aggressive behavior many times and could have been involved in several "fender benders" if not for the fact that I am always a courteous and very defensive driver, giving way to aggressive drivers.

Everyone I have spoken with agree that traffic flow and safety could be vastly improved by synchronizing the traffic lights along Alabama, from James to Woburn, Orleans, Pacific and Yew St. I have spoken to several local police officers who are as aggrevated by the traffic light situation as the rest of us. It may be instructive to ask for their opinion on this issue as well.

The problem of occasional slowing by autos making left turns into their neighborhoods, pales to the current system of the triggering of the lights to change by any car approaching on a side street at all times of the day, which creates much (if not all) of the traffic problems.

All it takes is a chimpanzee on a tricycle approaching Alabama from these streets to trigger the lights to turn them red on named street intersections, creating huge traffic backups. This situation has created a massive problem of cars cutting through our neighborhood on Yew St, north of Alabama, near Roosevelt School.

The problem: Automobiles cut off of Woburn onto Connecticut to Yew St. then back to Alabama from the north, and from the south, off of Alabama onto Yew St. then cutting over to Woburn to avoid the traffic back-ups at Alabama and Woburn. The majority of these people careen through the neighborhood at very high speeds. Some have been clocked at over fifty miles per hour.

Not only has this problem destroyed the quality of life in our and the surrounding neighborhood, it additionally endangers the children walking and riding their bicycles to and from the neighborhood school. This problem will only be magnified in this and other neighborhoods by your current traffic revision plan. (Cont. below)

(Cont. from above) I and many of the local neighbors have contacted the police and the city complaining about this problem, to no avail. Synchronizing the traffic lights along this corridor would go a long way toward solving the traffic flow and safety problem that the city is attempting to address, as well as protecting the children in our neighborhood.

We have requested Speed bumps on Connecticut and Yew street (Also to no avail) which would help prevent illegal cut throughs as well as slow the parents down who also routinely travel at very high speeds through the neighborhood, transporting their children to and from school. I have communicated with the neighborhood association and they agree that it is needed and said that they have brought it to the attention of the city council.

I have lived in a number of cities that use the system of triggering signal changes from side streets on the off hours between 7PM and 6AM with good success, but never, insanely, during all hours. This is a very simple fix that would create huge improvement in traffic flow. It seems that synchronizing the traffic lights in Bellingham would be a simpler and much less expensive solution to the city’s traffic problems. Thank you for your consideration of this very serious issue.

My family and I live off of Alabama St. where we have to make a left hand turn to get onto our street. It would impact our daily routine negatively and we are voicing our opinion through this email to let you know that there are three of us that live in our house who separately have to drive from our jobs at different times where we all 3 would need to make a left turn to get home.

Please consider those of us in this situation and do not put the raised yellow curb on Alabama.

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<td>4/11/2014</td>
<td>Revised msg. This was forwarded in an unsatisfactory format.</td>
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<td><a href="mailto:khoulang@cs.whatcom.wa.us">khoulang@cs.whatcom.wa.us</a></td>
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| 4/12/2014  | First off, thank you for the commitment you’ve made to serve Bellingham. I appreciate your skills and willingness to labor on our behalf. It is no easy task. I wanted to write in regard to the Alabama Street proposal. I know this project has generated a lot of attention, especially from those of us in the central area. I am a homeowner on Valhalla Lane, a street accessed by St. Paul. I simply would like to state:  
• I understand changes are required for the safety of this area  
• I would like to see the speed limit on Alabama be reduced  
• I am in agreement with the road diet  
• I am opposed to the c-curb  
Again, thank you for your work and consideration.                                                                 | andrea.zikakis@yahoo.com     | 1705 Valhalla Lane, Unit B Bellingham, WA 98226 | Andrea Zikakis |
| 4/14/2014  | It has come to my attention that this was not forwarded to everyone. My apologies for redundancy. Note: I also want to add this to my statement that follows: If you do decide to go with your present revision plan, you MUST also do the same on Woburn, as our neighborhood is already like the "Bellingham Raceway" with all the cars cutting through at high speeds in order to avoid the light at Alabama, as mentioned in the following text. To those whom it may concern, Concerning the planned traffic revision for Alabama street; I have not heard anyone suggest what I believe is the simplest solution for improving traffic flow and safety along this corridor; The traffic light situation is ghastly, with lights changing erratically due to cars approaching Alabama from side streets and triggering light changes, causing traffic back-ups and much aggressive behavior by frustrated drivers trying to negotiate their way along the street. This, in my opinion, is what has created a very dangerous environment along this corridor, resulting in road rage and numerous accidents. I have observed this aggressive behavior many times and could have been involved in several “fender benders” if not for the fact that I am always a courteous and very defensive driver, giving way to aggressive drivers. Everyone I have spoken with agree that traffic flow and safety could be vastly improved by synchronizing the traffic lights along Alabama, from James to Woburn, Orleans, Pacific and Yew St. I have spoken to several local police officers who are as aggravated by the traffic light situation as the rest of us. It may be instructive to ask for their opinion on this issue as well. The problem of occasional slowing by autos making left turns into their neighborhoods, pales to the current system of the triggering of the lights to change by any car approaching on a side street at all times of the day, which creates much (if not all) of the traffic problems. All it takes is a chimpanzee on a tricycle approaching Alabama from these streets to trigger the lights to turn them red on named street intersections, creating huge traffic backups. This situation has created a massive problem of cars cutting through our neighborhood on Yew St, north of Alabama, near Roosevelt School. (Cont.) The problem: Automobiles cut off of Woburn onto Connecticut to Yew St. then back to Alabama from the North, and from the south, off of Alabama onto Yew St. then cutting over to Woburn to avoid the traffic back-ups at Alabama and Woburn. The majority of these people careen through the neighborhood at very high speeds. Some have been clocked at over fifty miles per hour. (Cont. below) | deanmajors@comcast.net       |                                            | Dean Majors  |
Date  | Comment | Email  | Address  | Name  
--- | --- | --- | --- | ---
4/16/2014 | Thank you all for the hard work that you do for Bellingham. I really do appreciate your public service and your good hopes for this community, and I’m fully aware that your decisions are far more complicated than most people realize. I live in the Roosevelt neighborhood. The efforts to make our area safer are welcome and needed. The specific effort to make Alabama Street safer is especially wise and prudent, so the recent proposals to make this happen are enthusiastically welcome. The ONE aspect of the proposal that nobody in this neighborhood agrees with is the proposed curb on Alabama Street. I know you’ve heard many complaints about this already, but I’d like to add yet another voice. Our neighborhood really, really, REALLY thinks this curb is a bad idea. The vast majority of accidents in our area are at the intersections of James and Alabama, and at Woburn and Alabama - not at the small intersections. A curb would effectively allow drivers to go even faster on Alabama because no one would be turning left at the smaller streets. It’s clear that no one wants drivers to go faster on Alabama, so why put in a device that makes it easier to speed? Faster speeds will undoubtedly create even more accidents at the high traffic intersections, potentially leading to loss of life. Please don’t put it in the curb. Please. Furthermore, the curb will drastically change the way the residents of the single block streets north of Alabama get home (such as Queen, Toldeo, and others). If they are heading toward Lake Whatcom on Alabama (95% of the residents go home in this direction), they will have to double back, get back onto Alabama going in the opposite direction (back towards town), which effectively INCREASES the amount of traffic on Alabama instead of reducing it. There is simply no other way for these residents to get home. In addition to the major hassle and loss of time for these residents, a curb also dramatically decreases their property value - who wants to buy a house that is difficult to access? Unless the city is prepared to compensate this huge financial loss to these home owners then the curb proposal needs to be scrapped. Please don’t put in the curb. Please. This is a smart town. We can figure out another way. The road diet has been suggested by many for our section of Alabama. That is certainly an option. It would slow down traffic and likely shunt Alabama traffic onto Sunset and Iowa, parallel streets designed for higher volume. Another option is reducing the speed limit to 25. There are plenty of high-volume residential areas that have a speed limit of 25 vs. 35mph. Why can’t Alabama Street be slower? (Cont. below) | charisboof@yahoo.com | 1705 Valhalla Lane, Unit B | Charis Weathers 

4/18/2014 | Some of us are concerned that not all feedback set was included in the documents prepared for the work session on Alabama scheduled for April 21, 2014. I sent an email to the Mayor and all City Council members that had over 40 signatures attached, and it is not among the feedback attached to the documents you will be examining Monday. Other emails sent to the same addresses are attached. Should I be resending the email at this time? | terimh@comcast.net | | Teri Hall 

(Cont. from above) Not only has this problem destroyed the quality of life in our and the surrounding neighborhood, it additionally endangers the children walking and riding their bicycles to and from the neighborhood school. This problem will only be magnified in this and other neighborhoods by your current traffic revision plan. It and many of the local neighbors have contacted the police and the city complaining about this problem, to no avail. Synchronizing the traffic lights along this corridor would go a long way toward solving the traffic flow and safety problem that the city is attempting to address, as well as protecting the children in our neighborhood. We have requested Speed bumps on Connecticut and Yew street (Also to no avail) which would help prevent illegal cut throughs as well as slow the parents down who also routinely travel at very high speeds through the neighborhood, transporting their children to and from school. I have communicated with the neighborhood association and they agree that it is needed and said that they have brought it to the attention of the city council. I have lived in a number of cities that use the system of triggering signal changes from side streets on the off hours between 7PM and 6AM with good success, but never, insanely, during all hours. This is a very simple fix that would create huge improvement in traffic flow. It seems that synchronizing the traffic lights in Bellingham would be a simpler and much less expensive solution to the city’s traffic problems. Thank you for your consideration of this very serious issue. (Cont. below)
**Date**: 4/18/2014  
**Comment**: A few final notes before Monday’s Public Works Committee session and City Council meeting:

Please remember that many of the residents of Roosevelt Neighborhood will be negatively affected by the c-curb, every time they leave and return home, once, twice, maybe even three times a day. They have no other route they can take to leave their homes, unlike the many commuters traveling through our neighborhood.

Similarly, many other of the Roosevelt residents will be affected every time we leave and return home, if we have to drive around the c-curb on their once relatively quiet streets.

Most of us are all for most of the changes that Public Works is suggesting. Just not the c-curb! And most of us believe that with the addition of the new light at St. Paul and the two HAWK crosswalks on this section of Alabama Street, plus if the speed limit were also reduced to 30 mph, safety would be greatly improved.

Thank you for your tough work on this issue. I have faith that City Council will see the immensely and unfairly negative impact on the Roosevelt Neighborhood that this c-curb poses. One of my neighbors has already put their house on the market, out of fear of what this will do to our property values!

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<td>4/18/2014</td>
<td><a href="mailto:kelly@justenough.biz">kelly@justenough.biz</a></td>
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<td>Kelly Pederson</td>
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<td>4/18/2014</td>
<td><a href="mailto:terinh@comcast.net">terinh@comcast.net</a></td>
<td></td>
<td>Teri Hall</td>
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<tr>
<td>4/18/2014</td>
<td><a href="mailto:kirk@rockisland.com">kirk@rockisland.com</a></td>
<td>2626 Moore St</td>
<td>Kirk Roberts</td>
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<td>Bellingham, WA 98226</td>
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<td>360-733-1753</td>
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4/18/2014

Some of us are concerned that not all feedback set was included in the documents prepared for the work session on Alabama scheduled for April 21, 2014. I sent an email to the Mayor and all City Council members that had over 40 signatures attached, and it is not among the feedback attached to the documents you will be examining Monday. Other emails sent to the same addresses are attached.

Should I be resending the email at this time?

4/18/2014

Thank you for your thoughtful consideration of the Alabama Street project. I am writing to echo the points made by Teri Hall in her email below.

As I mentioned during my testimony at the City Council meeting, the Roosevelt Neighborhood Association has been enthusiastic about the road diet approach since this process started. As Ms. Hall points out in her letter, the road diet is appropriate for the Roosevelt neighborhood stretch of Alabama.

I understand that the main concern for Chris Comeau and his staff is meeting the safety concerns of Alabama Street with the most efficient flow of traffic. However, I was disappointed that when given an opportunity to respond to neighbor concerns, Mr. Comeau’s colleague did not show the slightest openness to a road diet in our area. His response was to suggest cutting into the trail right-of-way or “finding other solutions.”

The solution—I believe—is right in front of us. Isn’t the quality of our neighborhoods more important than a possible increase in traffic congestion? Isn’t the desire of entire neighborhood worth more than the study results of city staff members? Public policy does not always mean the most efficient solution. Weight should be given to what the public feels is in their best interests.

I hope you will treat the residents of our neighborhood with the same respect as you have shown to those of the Sunnyland neighborhood.

Thank you for your service. Sincerely,
I have already submitted a detailed outline of my thoughts on the Alabama Corridor Project, along with my verbal address to council on the 7th, as President of the Roosevelt Neighborhood Association, I would also like to share an additional summary of my thoughts specifically on the Central Roosevelt C-curb component - to be sure what seems like a clear option in this matter does not get overlooked.

Again, thanks for all the work that has been done for our neighborhood in the last 5 years...including the additional crossings and primary intersection improvements included in this Corridor Project.

As I read all the other letters my neighbors in Roosevelt are sending you, I see little point to rehash many of my key points about all the negative impacts on the neighborhood by just the one Project component of a C-Curb in Central Roosevelt...

I still think it is worth pointing out:
- Many folks feel there is too narrow a focus on convenience for high commuter traffic volume & maximum accident elimination in the "corridor", and far too little emphasis and balance with other quality of life concerns for residents in the directly impacted area.
- A stated City goal to "Create a safe, appropriate neighborhood street system in a network configuration that provides easy access but does not allow rapid or high volume traffic to disrupt residential neighborhoods" - City's Comprehensive Master Plan -- page 10, section 3.6

A better than middle ground option that seems quite reasonable:
- With this Corridor Project, it is possible to accept less than full package available - To accept less than the maximum possible reduction in vehicle problems -- and not spend every last dollar of the grant, giving back the "free money" that is tempting to spend to seemingly fix "everything" possible....
- It is quite possible to install every other feature of this Plan, and Not install the C-curb, - along with a speed reduction to 30 mph.
- Leave the central Roosevelt corridor at the current 4 lane configuration, and see how all the other proposed components play out with traffic.
- We will still gain all the other benefits of safety/traffic flow improvements proposed under the grant. The planned intersection enhancements, expanded turn lanes, and ped-bike crossings are promoted by the planners as having traffic calming/slowing features that will improve safety and flow.
- It is also possible that with the remaining Alabama modifications proposed, those folks who currently have alternate main arterial routes around this residential zone, will no longer see Alabama as the quick and easy route, choosing the other routes, and reducing vehicle trips and interactions on Alabama. (Cont. below)

(Cont. from above)
- These other traffic flow features and improved crossings, combined with speed reduction to 30mph and leaving out the C-curb barrier, will allow this section of the "corridor" to still have a fair through traffic "capacity" for those peak hours, significantly reduce accident rates to a more acceptable risk, but balanced with not alienating so many residents every hour/day and negatively impacting property values and quality of life in this area.
- You have the unique opportunity here to really inspire Roosevelt Residents and renew their faith in the City by addressing many of these long standing neighborhood safety and connectivity issues, but I fear that may all be a wash, or even a backtrack, by just including this one overly intrusive component of a C-curb.

Thank You for your time and consideration!
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| 4/20/2014| We are writing to provide additional comment on the Alabama Street Multimodal Safety Improvements. We have written previously to you and we also attended the April 7 public meeting at which many of our fellow residents provided public comment on the plan. We support the comments expressed by many of our neighbors, and while we are grateful that the city is tackling safety issues along this corridor through our neighborhood, we are compelled to add emphasis to two major points - neither of which has been adequately recognized in the plan or in comments.  
1. Yew Street east to Alabama Hill needs the full road diet.  
   --This stretch recorded the highest average and 85th percentile speeds in the entire corridor (both directions) during the traffic study (40+ mph), yet it includes a school zone and constitutes part of our neighborhood's designated "safe route to school" for school children going to Roosevelt Elementary either to attend Roosevelt or to catch buses to High School or Middle School. There is no buffer from the traffic speeding next to the sidewalk, and unfortunately there is little traffic enforcement, even during school zone hours.  
   --The city has recognized this stretch as a dangerous speeding area with a high rate of violation of the school zone speed limit while the lights are flashing and with children present. The Yew Street intersection was one of the first proposed locations for red-light and speed camera installation before the project was stopped. According to a study by the Bellingham Police Department, "In our study on Alabama Street, 52 speeding violations were observed in just one hour, while children were walking to school with the school zone lights flashing. All were violations of 7 miles-per-hour or more over the speed limit." http://www.cob.org/documents/issues/traffic-safety-cam-editorial.pdf. This is a sad snapshot of the problem, but hardly surprising considering that the 85th percentile speed in this stretch is the highest in the corridor at 40+ mph. We actually forbid our children from walking along Alabama Street because it is too dangerous.  
   --The proposed configuration in this section of one lane westbound and two lanes eastbound is not enough. It still leaves no buffer between traffic and sidewalk, and there is nothing implemented to reduce speed on the two eastbound lanes in particular. The proposed HAWK crossing signal at Michigan Street, while a very welcome addition, would also be the lone obstacle to the 35-40mph traffic in this stretch of road, and on its own this seems a dubious safety feature if there are not additional design features that are proven to reduce speed, which is supposed to be the top priority of the grant.  
   --The traffic study revealed no traffic backups east of Yew Street with a full road diet configuration. When my wife asked the Public Works point person on this project why the full road diet wasn't being implemented east of Yew Street she was told that there was a concern for traffic backups, yet this is not supported by the traffic study. For example, there is not a projected backup problem east of Yew Street in a full road diet scenario. The presentation given at the second open house and at the April 7 City Council meeting shows projected backups if the full road diet were implemented on the entire corridor. You will see from those slides that no backups are evident east of (Cont. below) | kurtstony@yahoo.com | 2519 Alabama Street | Tony Kurtz & Shannon McCarty |

(Cont. from above) Yew Street in a full road diet scenario.  
1. My wife was also told about the need for two lanes heading toward Alabama Hill to prevent backups behind slower cars. Aside from that statement being an argument to facilitate speeding, it’s just not the case that cars would present backup problems going up the hill. It’s not an exceptionally long hill, and we’re not driving jalopies anymore. Our 15-year old car has no problem conquering the hill at the current speed, let alone a reduced speed limit.  
2. Please make speed reduction in the entire corridor a policy-level priority and require Public Works staff to identify how each proposed improvement will support speed reduction. As has been pointed out, speed management and speed reduction is a priority level one objective of the grant (https://www.cob.org/documents/pw/transportation/alabama-corridor-safety-improvements/safety-grant-alabama-corridor.pdf), yet speed reduction is not a clearly stated goal in the plan.  
   --Speed reduction needs to be an intentional part of the design. The "wait and see" recommendation for speed limit reduction of the current proposal is not a proactive approach to reducing speed in the corridor. Transportation engineers state their belief that the proposed improvements will result in lowering speeds, yet they do not reveal specifically how this is supposed to occur. Several elements of the plan serve only to remove barriers to through traffic (c-curb, turn lanes, even the two-block turning lane eastbound at Woburn), which will very likely result in speeds staying high or even increasing. We are only left with pedestrian crossings over mostly 3-4 lanes of high speed traffic as the primary hope for speed reduction impact in the current plan. While the crossings are great, they hardly constitute a comprehensive effort to reduce speed in the corridor.  
   --Please be bold in the implementation of a full road diet throughout the corridor. Based on all of the studies provided to the city by the consultants on this grant, the full road diet is a proven method to enhance safety and reduce speed. Cities much larger than Bellingham and with worse traffic problems are successfully implementing the full road diet, even in streets with higher volumes of traffic. | terimh@comcast.net | | Teri Hall |

4/21/2014 I write to thank you all for listening to the Roosevelt Neighborhood and other concerned citizens regarding the proposed c-curb on Alabama Street’s central section. It’s my understanding you instructed Public Works to meet with the neighborhood in order to arrive at a more suitable solution to reducing danger on Alabama—one that will not harm our neighborhood but that will still meet the goals of the Washington State Strategic Highway Safety Plan.  
We appreciate this. We feel like you are listening to us. We feel like you care.  
We’re eager to discuss how to improve safety. We want to work together to solve this issue. We’re so happy you’ve listened to our concerns and hopefully, the c-curb is a thing of the past.
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<td>I write to thank you all for listening to the Roosevelt Neighborhood and other concerned citizens regarding the proposed c-curb on Alabama Street’s central section. It’s my understanding you instructed Public Works to meet with the neighborhood in order to arrive at a more suitable solution to reducing danger on Alabama—one that will not harm our neighborhood but that will still meet the goals of the Washington State Strategic Highway Safety Plan. We appreciate this.</td>
<td><a href="mailto:terimh@comcast.net">terimh@comcast.net</a></td>
<td></td>
<td>Teri Hall</td>
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<tr>
<td>4/21/2014</td>
<td>Thank you all for listening to and hearing our unified objection to the proposed c-curb through our Roosevelt Neighborhood. As SAFETY is the purpose of this grant-funded project along the central stretch of Alabama St., I appreciate your thoughtful decision to ask Public Works to meet with the Roosevelt Neighborhood. We hope they heard our opposition to the c-curb proposal as clearly as you did. I’m confident that together we can agree upon a practical solution to increase safety without physically dividing our community. One of the things that drew us to Bellingham 8 years ago is the strong neighborhood association relationship with the city leaders. What a civilized way to build a strong community! You’ve proven that this system works.</td>
<td><a href="mailto:qalms60@comcast.net">qalms60@comcast.net</a></td>
<td></td>
<td>Patty Mitchell</td>
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<td>4/22/2014</td>
<td>Please listen to the neighborhoods and do not put in the C-curb down Alabama. Our city is built on the strength of our neighborhoods, and the city needs to do all they can to preserve their safety and integrity. Relocating traffic problems off of Alabama and dumping them into the neighborhoods surrounding Alabama is not a thoughtful solution.</td>
<td><a href="mailto:lwade51@gmail.com">lwade51@gmail.com</a></td>
<td></td>
<td>Lu Wade</td>
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<td>4/22/2014</td>
<td>I understand that it was determined in yesterday’s Work Session that Public Works will again meet with the Roosevelt Neighborhood, in mid-May. I worry that this meeting will be, like the March 5th meeting, more a presentation of a fait accompli (“there is what we are going to do, there is nothing else that will work”) rather than a meeting where alternatives to the c-curb are discussed and residents’ concerns are taken into account. Is this the case? Will the mid-May meeting be a presentation to us of what Public Works has decided will happen? If it is to be a presentation, will there be any meetings with the public prior to it to allow us to present our issues? Will those issues be taken into account? It seems that Public Works presented two basic alternatives to the Council and Mayor—a five lane road in the central section of Alabama, which was deemed too expensive and will not be pursued, or a c-curb with a section of East North opened up to alleviate the left turn issue for some residents. I think it’s important that all realize that the Roosevelt Neighborhood does not want a c-curb at all. Left turns are not the only objection residents have to a c-curb down Alabama. Opening up East North does not solve the problems a c-curb will create in our neighborhood. We object to the c-curb because: It creates a freeway down the center of the neighborhood (encouraging speeding rather than slowing cars). It divides our neighborhood physically, and no amount of talk about how crosswalks will connect it changes this. It radically changes the look and feel of our neighborhood to a more commercial area, which affects our quality of life and our property values. We do not want a c-curb solution of any sort in the central section of Alabama, yet the Public Works staff continue to push this as the only solution. Why? Why, when the studies done on three lane road diets indicate that this would increase safety (and would work even at the traffic volume we have during peak times) is a three lane road diet without bike lanes not the solution being proposed? (Yes, there will be congestion, during peak times. This is inevitable regardless of the solution you implement.) I would truly appreciate a reply with answers, from any or all of you, to my questions.</td>
<td><a href="mailto:terimh@comcast.net">terimh@comcast.net</a></td>
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<td>Teri Hall</td>
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5/5/2014  
To Public Works and City Council Members,  
The public process surrounding the safety improvements on Alabama Street appears to be broken.  
Public Works held various open houses to present potential solutions to Alabama’s safety issues, but never let the public know what they planned until the March 5th open house, where residents were told that the c-curb planned for their section of Alabama was a fait accomplis, with no other options available.  
Many residents attended the April 7th Council Meeting to protest the c-curb. The Council voted not to approve the project that night and scheduled a work session with Public Works to discuss it further, which they did on April 21st. At that session, Council instructed Public Works to meet with residents again. I watched the video of this meeting multiple times, and I believe that the intent of the Council Members present was for Public Works to have a discussion with residents to see if opening up East North Street to provide easier access for four dead-end streets would mitigate the issues the residents feel the c-curb creates. However, this is not what happened. Instead, we residents (at least the very few who received the mailing) have been invited to join Public Works on May 14th “for a discussion and participate in early project development of E. North St. between Queen and Undine streets. They ask us to “provide input to help . . . frame the project as we look at developing this section to minimal standards for vehicles as well as bicycles.”  
Once again, Public Works is presenting what they will do, instead of hearing what we have said. We would love to join them for a discussion, but not about East North, which does not mitigate our concerns about the c-curb.  
Our concerns remain regarding the “additional traffic forced on side streets that are not designed to handle it, which will increase accidents where children are very likely to be involved and diminish the quality of life of the people living on those streets, the commercial look/feel in our neighborhood a c-curb will create, the inconvenience of access (for many more residents than just those who live on those four dead-end streets) and lowered property values.”  
Why is Public Works ignoring the intent of the Council? Or are they?  
Does Council plan to listen to the residents and get rid of the c-curb?  
* Traffic from all dead-end streets will now be traveling up or down St. Paul, either from Alabama, Maryland, Illinois, or Barkley. Some north-side traffic will actually travel Texas to St. Paul, then up across Alabama. Residents from south of Alabama Street who previous turned left onto or off of Alabama will have to go south to Texas St. and other side streets to work around the curb, and residents from north of Alabama who are not on the dead-end streets will also have to use previously quiet residential streets to enter or exit their homes, going one way or the other. All visitors (friends, relatives, delivery people, etc.) will be forced to travel these same routes.

5/7/2014  
I’m writing to express our concerns about, and objection to, the city’s proposed “solution” to the Alabama Corridor safety concerns between Iron and Superior. The current plans to add a c-curb down the center of Alabama, coupled with adding a stoplight at St. Paul and developing the vacant easement property on E. North between Queen and Undine to “mitigate” the access nightmare caused by the c-curb, will vastly increase traffic on our street and directly affect our property value and quality of life.  
We’ve lived at our current address for nearly 17 years and have been complaining about the excessive speed of drivers up and down our street for years. After several studies verifying the problem, the city’s “solution” was to install a useless speed hump way too far up the street at the Railroad Trail where it effectively did nothing to slow down the cars and solve the problem. Needless to say cars still race up and down our street at excessive speeds which will only be magnified once you start directing more traffic onto our street. There are multiple families with young children and pets all in danger from these reckless drivers.  
My next concern is about the development of the easement property on E. North into a street. First off is the obvious frustration that rather than looking out my window onto a nice green space full of trees where the deer hang out, I’ll now be looking out at an ugly, loud, road. Next comes the drainage concerns when you remove all those trees and add additional pavement. We already have terrible drainage issues on our street which will be exacerbated by the replacement of trees and grass with blacktop which will cause additional runoff. My neighbor, who is directly adjacent to the easement, said that he’s tried to purchase the property from the city for years but was told that the land was being maintained for salmon habitat. How will paving over green space enhance salmon habitat??  
I also question the social equity of your current plan. I find it interesting that the “solution” in our neighborhood, which happens to be one of the lowest income areas in Bellingham containing multiple rental properties, is the one that has the greatest negative impact on the neighborhood, with minimal impact on the speed of cars on Alabama and no additional bike lanes to encourage safe, responsible commuting. Why do the arguably more affluent areas at the base of Alabama Hill and between Humboldt and Cornwall get the “road diet” and “rechanneling” options which actually improve their quality of life and property values by reducing the speed and flow of traffic and adding a turn lane and bike lanes, while our lower income neighborhood gets the crappy option that destroys our neighborhood? We pay the same property taxes that those people do. Shouldn’t we be given an option that improves, rather than destroys, our neighborhood? Ask yourself which option you would prefer if this was occurring in YOUR neighborhood!  
I suspect that, as in many of these cases, this will land on deaf ears and that as a tax paying citizen I don’t actually have much of a say in these matters. If, however, I’m wrong, I would respectfully ask you to reconsider your current plans and provide a solution to the Alabama problem that doesn’t diminish the quality of our neighborhood and lower our property values. If you insist upon your current course of action, I would ask, at the very least, that you install a 4-way stop at the intersection of St. Paul and E. North to slow traffic down, ensure adequate drainage is installed as part of the street construction, and pave the alleys running south of E. North to Alabama (like they are in the more affluent neighborhoods mentioned above).
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<td>5/8/2014</td>
<td>I received your Alabama Corridor Community Conversation mailer on Friday and I would like to know who all this was sent to: Property Owners or Occupants? For what range of streets and addresses?</td>
<td><a href="mailto:kelly@justenough.biz">kelly@justenough.biz</a></td>
<td></td>
<td>Kelly Pederson</td>
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<td>5/9/2014</td>
<td>To Bellingham’s Public Works Department Regarding the safety proposal for the Central Section of Alabama Street between Moore Street and Superior Street Is your objective to move increasing amounts of traffic through Alabama Street’s central residential corridor with less congestion or is the goal to make our streets (side streets included) SAFER FOR EVERYONE - pedestrians, cyclists and motorists? Do you have statistics that reveal what percentage of the total traffic on Alabama from Superior to Moore streets are residents of the Roosevelt neighborhood? Are Roosevelt neighborhood residents more or less often involved in accidents on this stretch of Alabama Street than motorists who reside elsewhere? Can you guarantee that the added traffic on side streets due to the proposed implementation of the raised c-curb on Alabama St. will not increase accidents on these side streets nor involve any more pedestrians than the current statistical count? It’s nice to see Public Works, WTA and Parks Department working together with City Council for the common cause. Portions of your current safety plan for the central section of Alabama Street have some real promise for solving the unsafe conditions there. Additionally, reducing the speed limit to 25 mph is crucial in my opinion. The raised c-curb, however, seems to be a component that adds more harm than good to human life; mainly the increased potential of a child/vehicle accident on the quiet, narrow side streets which presently are ill equipped to separate a greater volume of automobiles from cyclists and pedestrians. I would much rather read about cranky drivers having to “get used to” a slightly reduced speed limit on Alabama than to hear about a single pedestrian being injured because left turns are restricted by a raised concrete barrier and traffic is forced onto these side streets. Alabama Street is not a commercial thoroughfare, but rather a residential arterial. Please eliminate the c-curb portion of an otherwise good plan for a safer Alabama Street through Roosevelt’s residential neighborhood. I am hopeful you will bring to the May 14th meeting some alternatives to the c-curb, not plans to “mitigate” it’s presence.</td>
<td><a href="mailto:palm60@comcast.net">palm60@comcast.net</a></td>
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<td>Patty Mitchell</td>
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| 5/11/2014 | > I would like my family’s voice to be heard regarding the plan to open up East North and installation of C curbs on Alabama Street.  
> We own our home on Toledo Street which we purchased because it is a dead end street and has safe access to the Barkley Trail. We commute daily by bike to school and work, myself at the YMCA and my husband to St Joe’s Hospital and our son to Sunnyland Elementary School. We already have to navigate unsafe and unaware drivers when we cross streets, Pacific, Orleans and others, that bisect the Barkley Trail. If you open up East North you will make our street, and other side streets, considerably more dangerous because of traffic and impatient drivers you will be funneling through our formally dead end streets. We currently have the peace of mind knowing that our child and ourselves can safely walk up our street to the theater and back but you are threatening to take that safety away.  
> City planners knew how congested Alabama Street already was before they approved the addition of the movie theater and such to the neighborhood. The main streets that run parallel are already overburden and the installation of a C curb will only cause that congestion to get worse since it will direct additional traffic onto those streets. We would urge you instead to add at least one additional stop light on Alabama and add red lights (see the Hawk Pedestrian crossing system) to the current yellow pedestrian crossing light (that most of the drivers do not pay attention to and gives pedestrians the false sense of safety) and reduce the speed limit and enforce said limit. | bandg11@juno.com |                       | Mary E C Latta and family |
<p>| 5/12/2014 | In addition to my concerns listed in my previous email, I would like to mention that Toledo Street for one, is not wide enough to handle excessive two way traffic. Currently when two neighbors cars pass each other one of them usually has to stop or move over into the parking strip, to allow the other vehicle to safely pass. None of us mind this as we are usually traveling at a slow rate of speed to our home but if you open up East North we will have people driving our narrow roadway who have no investment in the safety of the residents. | <a href="mailto:bndg11@juno.com">bndg11@juno.com</a> |                       | Mary E C Latta             |</p>
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| 5/12/2014  | Regarding the C curb suggestion for the Alabama Street safety improvements  
Bellingham City Council  
Bellingham Public Works  
Please do not consider the Alabama Street improvements with the C curb, which will prevent left turns in and out of the dead end streets. It is not logical to prevent left turns into residential areas. A C curb may be appropriate for commercial areas but not residential. Opening East North Street will make the surrounding neighborhood have to accommodate up to hundreds of cars, and this would be less safe than Alabama Street is currently.  
This is extremely important and it will affect a multitude of people and their safety. It would also lower property values. Lowering the speed limit with the "road diet" as is proposed from Cornwall to James with supporting enhancements would be a safer alternative. Although a bike lane would be a safety hazard and the Inter Urban trail is sufficient to handle the bike traffic in this area  
No C curb, please. Thank you. | denshar111@msn.com                                | Mr. and Mrs. Dennis Jenkins |
| 5/13/2014  | My name is Arlene Porteous and I live at 2729 Superior St north of Alabama Street. I do have concerns for the proposed Safety and Traffic revisions on Alabama Street in the Roosevelt neighborhood. I appreciate your efforts to make Alabama Street a safe and efficient road.  
I oppose the use of the c-curbs in the area especially due to the subsequent increased flow of cars in the adjacent neighborhood streets. These areas are full of families, children, and pets and are not designed for an increased flow of traffic. These changes, due to the proposed c-curbs, would bring new safety concerns to those family neighborhoods.  
Even as it is now, Alabama Street caters to the commuter community to the east and north of the Roosevelt area. Putting c-curbs through our neighborhood would just allow commuters even more freedom to speed through our neighborhood. I believe that traffic speeds even NOW should be decreased to 30 mph with better law enforcement, from Lake Whatcom to at least James St. | porteous2@hotmail.com    | PO Box 29228  
Bellingham, WA 98228  
360-733-3656 (home)  
360-939-2773 (cell) | Arlene Porteous |
| 5/13/2014  | I am very opposed to putting a C curb along Alabama and especially the light and left turn lane on St Paul St. I live on that road and its already a very busy cross through street. With this change, it would make it even more busy, unsafe for children, and depreciate homes. I have little children who ride their bikes along this road and there is only one sidewalk on one side of the street. This CAN NOT HAPPEN!! I am scared for the safety of my children playing outside.  
How do you think a "road diet" slows or decreases traffic when the same about of traffic, if not more, will still be traveling that road? Decreasing lanes only backs up traffic, slowing down the mobility of users. People will use the cut across streets more just to avoid it making St Paul St the go through way. NO WAY!! People who use this street now, speed through without looking even when I have "slow children playing" signs up.  
Please please do not make these changes. I am very concerned and would consider moving to a more safer neighborhood for my children, which puts a stress and financial burden on my family. Please take this into consideration.  
Thank you for your time. | rtbabe26@comcast.net   | Ramon & Sonya Castellanos |
| 5/13/2014  | I have lived on Verona St, a dead end that intersects Alabama St, for 13 years. I understand the concern around the left turns and the number of accidents that they have caused. I am, however, wondering if there is a way to resolve this without impacting both mine and my husband's commutes so drastically. If there is a C-curb put in, it seems there needs to be something to accommodate the people who will be impacted the most. People like us who only have Alabama as a way to get off of our street, and the people who live on the side streets that will have increased traffic because of the road change.  
Could a u-turn or a round-about be put in on an already established intersection like Pacific St and Alabama? I grew up in Bothell Wa and when they put in medians along Bothell Everett Highway they put in u-turns that have worked well.  
I see this as a solution to both issues with minimal additional costs. Please consider the impact this C-curb will have on the residents and consider lessening the impact by putting in a u-turn or round-about. | ryansandy2@hotmail.com  | Sandy Sewell |
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<td>5/15/2014</td>
<td>Absolutely NOT in favor of this proposal. Being a homeowner on the 2500 block of Valencia would seriously impact how I and my neighbors access our homes. Home values would definitely go down. Heading towards Alabama hill, what are my options to get home? I would have to take some lengthy detours to get to me to where a simple left hand turn would get me to. I have lived here for 15 years and have never experienced a problem or much of a wait to get home. Let's be serious. Bellingham has a very limited &quot;rush hour&quot; time frame and I am slightly hard pressed to call it even that. It's more like a slight, limited not as quick hour. Seattle has rush hour, Everett has rush hour. I would hardly call having to sit through one light on Alabama St to get to my destination problematic, maybe a slight inconvenience at best!! You want to talk inconvenient, get on Woburn st between 445-545, what a joke! Talk about a road to avoid during certain time frames. What are you going to do about that? How about the Guide? A total hot mess, try riding a bike out there, your solution?? There are a lot of streets that due to poor planning on behalf of the city and county are fairly messed up. As a lifelong resident of Bellingham, I take it in stride and plan appropriately, it is what one does when a city has the type of growth we have experienced. I know how to get around Bellingham, I can take a number of different ways to many different locations. I can go North on Valencia from my home to bypass the left hand turn that I would need to take onto Alabama St. if I want to go up the hill or across Alabama St. No big deal other than getting out onto Woburn from North can be a little lengthy at times whether I am going North or South. When it is heavier traffic... yeah, I might have to wait a light to turn left or straight across Alabama. It is the getting home part. Heading up towards Alabama Hill now, I simply make a left onto Valencia St when I want to get home. With your current proposal, I would bypass my street, wait at the Woburn light to make a left but wait, &quot;Do Not Enter&quot; signage on North St!! A sign I fought for because many people were cutting over from Woburn St to avoid the light by cutting down Valencia St! Would a &quot;Local Access Only Sign&quot; be more appropriate at North St, perhaps. An easier fix for me and those on my street as far as access concerned. I am certain directing traffic onto side streets is not the answer. I am all for slowing traffic on Alabama down to 30mph, make a center turn lane for left hand turns, throw in the bike lanes(PLEASE!!) and one lane traffic each way for Alabama Heck, let's get some of those round-a- bouts things at the bigger intersections!! More lighted cross walks!! It's a residential area! Let's treat it like one. Let's build it up as that. It's not the Guide, or downtown.</td>
<td><a href="mailto:stafroz@yahoo.com">stafroz@yahoo.com</a></td>
<td>2500 Valencia St</td>
<td>Stacy Frost</td>
</tr>
<tr>
<td>5/15/2014</td>
<td>I am writing this e-mail to tell you that I absolutely do not want the c-curb on Alabama. I live on Undine, off of Alabama and the attempt to solve some traffic issues with the c-curb only creates another set of problems that far outweigh any attempted benefit. The c-curb creates problems for hundreds of people who live off of Alabama in the Roosevelt neighborhood. Some of the more major problems are access to our own homes and the safety of our children and families. The Roosevelt neighborhood matters and the c-curb disrupts and deteriorates the neighborhood. There are major safety issues for the families and children that live in the Roosevelt neighborhood. The c-curb would direct more traffic into highly dense, residential neighborhoods. These side streets do not have proper lighting or sidewalks. Our children's and families' safety must be addressed with a specific plan and budget that would be implemented simultaneously with any change to Alabama St. Any potential plan to mitigate the negative effects on the Roosevelt neighborhood are ridiculous because there is no funding and no timeline for additional sidewalks, street lights or constructing a new street (E. North St.). I believe that if you consider the c-curb, you are de-valuing the Roosevelt neighborhood and the families that live here. Not only does the c-curb create problems of safety and access for the Roosevelt community, there is no solution to these problems that can be executed in the near future. If there is no budget and no plan to develop sidewalks, lighting and a new street, then there really is no plan and is further proof that the City is disregarding the Roosevelt neighborhood. I ask that you do not allow the c-curb, for the sake of the Roosevelt neighborhood and the families that live here.</td>
<td><a href="mailto:carol.e.ingram@gmail.com">carol.e.ingram@gmail.com</a></td>
<td>360-398-3080</td>
<td>Carol Ingram</td>
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Thanks to the mayor, council members and to your staff for taking the time to meet with the Roosevelt neighbors on May 14 to discuss the options for the Alabama Corridor Multimodal Safety Improvements. You have worked hard to prepare a plan which you feel will meet the criteria for funding to improve safety.

The message I heard again is that the Washington Department of Transportation is the tail wagging the Bellingham dog. And the "treat" is grant money. If WDOT had not notified our city of its "high accident rate" on Alabama St. (how ever that is defined), would we even be having these safety discussions? However, since we are a responsible community, I think there are improvements that can be made to increase safety with or without outside funding that DO NOT INCLUDE A RAISED C-CURB therefore eliminating the need to open portions of E. North Street for traffic flow. You have indicated numerous times that the c-curb is a proven solution to the problem of left turns on a congested arterial AND have admitted that it also creates problems. I sincerely hope you have heard some strong suggestions from passionate Roosevelt residents to guide you to an amicable resolution.

That traffic enforcers do not stop offenders on Alabama St. "because it causes additional congestion" could be looked at differently. A deterrent might be a way to encourage commuters to use Barlkey Blvd or Iowa instead of Alabama. Is it possible that added congestion caused by enforcement of the laws might cause some drivers to avoid Alabama and take alternate routes while at the same time educating offenders of their carelessness?

Again, please don’t punish the residents of one neighborhood with a c-curb to appease the many other drivers who pass through it. Whether the goal is safety or dealing with congestion, I’m in favor of your proposed street widening, added signal(s), the HAWKS, crosswalks across Alabama, WITA’s relocation of some bus stops and reducing the posted speed limit. Close alley access along Alabama where residents have Texas Street or existing E. North Street access to their properties thus eliminating some of the left turn options. Please try this (or any of the viable suggestions that came from the neighborhood meeting) first and hold the c-curb option and opening more of E. North as a last resort.

While I previously submitted my concerns about, and objection to, the city’s proposed c-curb/E. North traffic “solution”, I would like to submit additional comments in response to last night’s neighborhood meeting regarding the development of E. North.

In response to my assertion that the c-curb/E-North traffic “solution” would negatively impact our neighborhood, unlike the “road diet” solutions in the more affluent neighborhoods which would improve their neighborhoods, mayor Linville and councilwoman Lehman gave their assurances that the varying solutions were based solely on traffic considerations and that socioeconomic biases would not be tolerated in the decision making process. While I certainly appreciate their assurances, and acknowledge that the proposed plans are likely based on traffic considerations rather than the socioeconomic status of neighborhoods, I don’t believe the message I was trying to convey was fully understood. Regardless of the factors considered when drafting the plans, I was attempting to convey that the existing proposal, if completed, will serve to further the socioeconomic division between these neighborhoods. We’ve seen dramatic improvements in our neighborhood in the 17 years that we’ve lived here. Many of the residences that had previously been occupied by drug dealers/users and petty criminals have been purchased or rented by couples or families that have a genuine interest in building a safe, clean, vibrant neighborhood. I firmly believe that if the city moves forward with the plan to put a c-curb down the center of Alabama, develop E-North, and funnel more traffic up our street (St. Paul) that it will negatively impact the values of our properties, diminish the quality of life, and likely drive many of these individuals away, reversing the positive trend that has occurred recently.

I also went away from last night’s meeting with the impression that the city is so concerned about missing out on the Federal grant money that they would rather implement solutions that negatively impact these neighborhoods, and go against the wishes of the tax paying constituents that live in them, attempt lower impact, less expensive, alternate solutions FIRST. These alternate suggested solutions may be "acceptable" to the DOT, and the city may lose their opportunity at the grant funds and have to fund them themselves over time, but they should at least be attempted before taking the more drastic measures that will definitely have a negative impact on our neighborhoods. Lower the speed limit, ENFORCE the speed limit, ticket distracted cell phone drivers, and install more lighted pedestrian crossings. Why should those of us living in these neighborhoods be punished for the actions of individual drivers that are speeding and/or not paying attention while driving?

I would also like to follow up on the issue of speeding drivers on St. Paul that I mentioned in my previous correspondence. One of the city representatives at the meeting last night stated that they did a recent speed study on St. Paul this past March and didn’t find any concerns about excessive speed. First off, I will be making a public records request for this information because living on this street I can assure you we have a problem with speeders. Case in point, last night at about midnight we were awoken by the all too familiar sound of a car coming off Alabama drag racing up our street. Obviously I didn’t see the car and couldn’t tell you precisely how fast it was going, but by the extreme sound and high RPMs of the vehicle’s engine as it raced past our bedroom window, it was clear that it was far exceeding the speed limit. Even if the study done in March didn’t indicate a problem, I can assure you there is a problem. I would also point out that the study was done during one of our rainiest months of the year, when even these idiots know better than to be speeding for their own well being. Our biggest problem with speeders typically (Cont. below)
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<td>5/15/2014</td>
<td>Good morning. Please read the attached letter regarding my own and my community’s continued objection to the C curb and to the proposed opening of East North Street to fix the C curb problem.</td>
<td><a href="mailto:bradgalvin@gmail.com">bradgalvin@gmail.com</a></td>
<td>2601 Queen Street</td>
<td>Brad Galvin</td>
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<td>May 12, 2014</td>
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<td>My name is Brad Galvin. I reside at 2601 Queen Street, one of the areas that would be negatively impacted by the proposed “C” curb. I attended the city council meeting on April 21st. I was one of the few of us who did not voice my concern over the C curb. I figured that you had gotten the message by the time it was my opportunity to speak.</td>
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<td>I am writing today to share my deep disappointment that the planning department has chosen to ignore the voices of the Roosevelt neighborhood, who spoke out against the “C” curb on Alabama street for over an hour. Did we need to drag it on another hour to get our point across? Not only does it appear we didn’t get our point across based on planning’s decision to retain the “C” curb, planning has brazenly chosen to exacerbate the problem by proposing that East North Street becomes open. How does that help? We objected to U-turns, so they propose running a street all the way through? In doing so, they miss the issues of most importance to us: • This will push a lot of traffic off Alabama onto the side streets. Adding another street through our neighborhoods just creates more traffic. • This will reduce safety for us all as motorists attempt to make up for lost time at our peril. • I have lived at my current residence for over 1 year. I drive to and from work at 8am and 5pm, respectively. I have never had to wait more than 5 seconds to take a left turn from Alabama street onto Queen. Never!</td>
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<td>I find it arrogant that the planning committee would contend that putting a C curb on Alabama “is not a major issue.” That alone shows the hubris with which this Alabama Corridor project is being approached. In fact, it was not until AFTER the council meeting on 4/21/14 that planning started checking traffic numbers on our side streets. Hubris indeed.</td>
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<td>A gentleman from our neighborhood at the council meeting put it well when he said “the grant tail is wagging the planning dog.” The planning committee’s persistence in the face of our pointed resistance illustrates this. It is my hope that my voice and the voices of my neighbors will be heard. The grant tail may wag the planning dog, but council is another matter. Council represents me. Represents us. Do not be wagged. Be strong. Represent us. Maybe the planning committee doesn’t respond to tactful expression of ideas. Let’s try this: “To hell with the “C” curbs!”</td>
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<td>5/15/2014</td>
<td>I’m all for the plans. I live on one side of Alabama and my friend lives on the other. Every time I turn left to go to her house I have been very close to being rearended. She lives in a culdesac with no other way in. This model of streets with this much speed and volume are ancient. The curbs and added features mean progress! I live at 1220 Texas St, I’m so happy to see improvements, thanks cob!</td>
<td><a href="mailto:contact.audreyd@yahoo.com">contact.audreyd@yahoo.com</a></td>
<td>1220 Texas St</td>
<td>Audrey</td>
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<td>5/15/2014</td>
<td>My comment on Mr. Schwartz' article about the meeting in the Herald, with photos attached.  <a href="http://www.bellinghamherald.com/2014/05/15/3644531/bellingham-neighborhood-alabama.html">http://www.bellinghamherald.com/2014/05/15/3644531/bellingham-neighborhood-alabama.html</a></td>
<td><a href="mailto:david@onkels.com">david@onkels.com</a></td>
<td>360-389-2519</td>
<td>David Onkels</td>
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<td>&quot;This is a solution in search of a grant, and grants (free money!!) are at the heart of a lot of bad planning at every level.  The City's own accident statistics demonstrate that more than half of all collisions occur at controlled intersections: Cornwall, James, Orleans, Pacific, Woburn, and Yew. About 14% of all collisions in the &quot;corridor&quot; occur at Woburn and Alabama, and this proposal does nothing to improve the LOS at that intersection, which is already substandard. In fact, this project, as presently envisioned, will increase the load on the intersection in both directions, certainly increasing the frequency of collisions of every sort. Since bicycles, east of the freeway, are handled very nicely on the existing trail system, and since bicycles can easily use Texas Street for east-west transit, I think that a focus on bike commuters, who are accommodated there and not on Alabama, is misplaced. Some widening at certain intersections, or for the length of the corridor, together with a signal at ST. Paul and a couple of HAWKS, will help alleviate congestion between Pacific and Woburn, but my conclusion is that the Woburn-Alabama intersection is in desperate need of improvement, with a dedicated right turn lane from Alabama westbound extending back to Yew Street, and a longer left turn lane on Alabama eastbound, to the west past Valencia Street, which I note has had ten accidents. I attribute those to problems with eastbound traffic volumes and storage shortages for vehicles waiting to turn left at Woburn. Increasing population at barkeley is going to exacerbate these problems and those at my other favorite intersection, Barkeley and Sunset. Continuing, one symptom of a problem intersection is driver avoidance behavior. On Alabama westbound at Xenia, cars presently take Xenia northbound to North Street, where they turn west to Woburn and turn north during gaps in traffic created by the signal timing. The COB proposal would alter the intersection to prevent this relief, without altering the intersection at Alabama and Woburn to deal with the problem. In the corridor proposed for the C-Curb, there have been 52 accidents, out of a total of something like 273, about the same number as that between Valencia and Woburn. &quot;</td>
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<td>I think that it's useful to look at the facial expressions of the people in the audience.</td>
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<td>5/16/2014</td>
<td>Hello Staff &amp; Council,  I am submitting feedback again, in this renewed window for comment on the proposal to open North St. as mitigation to left turn restrictions.  My name is David Dopps, and aside from my role with the Neighborhood Association, I am also a resident and property owner on one of the impacted &quot;dead end&quot; streets north of Alabama. In addition I also reside on the corner of the North St. right-of -way.  I would like to express my strong opposition to opening North St.  I purchased my property/little old house largely because it was on this quiet dead end street with little traffic, and in particular because it bordered this unimproved right-of-way which I value for its divers wildlife habitat, for the fruit trees growing there which I harvest, and for the privacy it provides in a typically wide open &amp; compact urban environment. I have since established my yard around having this habitat and privacy screen. I was told that at the time I purchased, and latter when I was denied purchasing the right-of-way, that there were no plans to open North St. I understand this was no guarantee, and plans change, but I do not feel this situation warrants this construction and intrusion. In the worst case scenario, I would rather work around having a turn restriction off Alabama, than to have the additional impact and detriment of also having a road put in place of my beloved thicket &amp; fruit trees adjacent to my yard.  Beyond my personal situation, I believe the additional impact on other neighbors near here, and cost of developing North St. for local vehicle access, or even as a paved bike lane for a minority population, is unnecessary given that there are other options to improved safety on and across Alabama. The opening of North St. for the &quot;benefit&quot; of those north of Alabama does not mitigate all the other detrimental impacts on the neighborhood character, other area residents and those living on side streets parallel to Alabama.  The primary issue I hear and agree with, is that the c-curb tactic is a 24/7 solution to a primarily peak hour issue. Surely one can find statistics to show accidents happening with these left turns at almost any hour of the day. But clearly the bulk of those accidents happen when the most vehicles are moving through the area, &quot;rush hour&quot;.  It is my recommendation that in place of the c-curb component:  -Speed reduction to 30 mph - posted in visible location in the block east the freeway overpass and west of woburn - Signage for &quot;No left turns from 7-9 am / 4-7 pm&quot; posted at each street along the central corridor (or as deemed appropriate)…)  (Cont. below)</td>
<td><a href="mailto:davidopps@juno.com">davidopps@juno.com</a></td>
<td>2539 Racine St</td>
<td>David Dopps, M.Ed</td>
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Neither of these is as absolute as a physical barrier, but would still contribute significantly to accident reduction, particularly in the context of the other improvements along the corridor, and are far less impacting and more complementary to neighborhood character and resident lifestyle. For those few willing to “break the law” in these cases evokes the same enforcement approach and penalty (income) as other traffic infractions. These “softer” techniques may lose some accident reduction potential, but that needs to be balanced with the benefits of not alienating such a large population of residents and voters.

Thank you again for all your work to improve safety, connectivity, AND community character in our neighborhood!

5/17/2014
I am very much in favor of the C-Curb on Alabama street. The main problem with traffic flow are drivers stopping for cars turning left on to the side streets all along the corridor from Wobum to Cornwall. Cars turning left are impeding traffic frustrating other drivers into dangerous maneuvers or drivers are just not focusing that the car in front of them has come to a stop resulting in rear-end collisions. Please remember that with a road diet you are still going to have people turning across two lanes of traffic, then hopefully using the middle lane to gain speed and merge safely into the line of traffic. With the increased density of the one lane road, I feel that we will find many accidents related to this new configuration.

C-Curb is the logical solution to the problem. Traffic flow will increase, the result will be the clearing of traffic along Alabama with fewer delays. I also would consider putting in bus turnouts to allow cars to pass them. This is a method that works well in many cities that I have driven in.

The last thing that I feel would reduce the amount of accidents on Alabama is to time the lights. I would set the light timing to 33 MPH. Leave the posted speed limit to 35 but post the light timing speed on the light poles.

We as a community must come to the realization that our city is growing along with the I-5 corridor. Closing off part of a vital arterial is a poor option. We as a populace must understand that quality of life is a large part of why we live in Bellingham. Doubling our commute times reduces the quality of life for everyone.

The problem with Alabama is that it is a major route for people to use the corridor living outside of the heavily travel section Alabama far exceeds the number of people that would be impacted by C-Curbs. Having lived in large cities that have used this method to reduce traffic accidents I have found that once implemented people come to embrace the benefits of smoother traffic flow.

dswilnot@comcast.net
2418 Crestline Drive
Bellingham, WA 98229
David Wilmot

5/17/2014
Please stop doing stuff. You’ve put curbs in the damn road (yes everybody runs over them endangering pedestrians). Put round-abouts where they do no good. Timed the lights to make everybody hate driving anywhere, at all, ever. And now your crowning d-bag achievement, the divider down Alabama street. Trust me, I will drive down Texas. Speaking of Texas why don’t you move your lame ass down there? You are totally inept.

cybermars@outlook.com
Barbara Plaskett

5/20/2014
I am writing to you about the proposed changes on Alabama st. and especially the idea of developing E. North st. I am asking you to consider the families that live on these side streets. My family is one of them, I am a single mom and I have lived on Racine st. for 8 years. My son has grown up with the other kids on our block. Because we live on a dead end road our kids have enjoyed playing outside in our Cul-de-sac. Most of the kids who live on our block are like us, their families are hard working and not extremely affluent. On our block we have two households who’s primary income comes from Caregiving (me being one of them). There is a two parent house hold where one parent is a bartender and the other is a grocery store cashier. Another family who’s primary bread winner is a social worker. This is a low income community, in a town where affordable housing in a safe neighborhood is increasingly harder to find. We are a community, we look out for each other, we watch out for each others kids, we share garden starts and tips. This kind of community could only happen because of the make up of our street. If you open E. North street our kids will no longer feel safe to play in our Cul-de-sac. E. North st. will divide us. The people who live on our street, don’t have many options, our kids can’t just start going to private exercise classes, these kids get their exercise by playing outside with each other. In this neighborhood the kids do still play outside and they do it all year long. I would like to invite you and your family to come take a walk down our street, come visit us, come see how we live.

I believe there are other options, and I believe that the only reason we don’t have grant money for those options are because we have not asked for it yet. Please consider widening Alabama st. and adding a few Roundabouts, or any of the other options that I as a caregiver have not thought of. Thank you for your time and consideration.

janandbarb@gmail.com
Warren Palken

5/20/2014
I attended the recent public meeting about the C Curb. I wish to suggest a modification, beneficial to the Street Diet Plan. The Street Diet plan is elegant. It is less intrusive than the clunky C curb, but can’t handle as much traffic. The C Curb has a convincing safety record. However, in support of the Street Diet plan, if a reversible lane were to be installed in the heavy central traffic section of Alabama, there would be improved traffic flow all peak hours. Because the Street Diet is a popular choice, modification of the C Curb should be considered.

wp1000@msn.com
Wendy Lantzy

5/21/2014
I live on Valencia street and my children play on Texas street often. I am concerned that Texas street may get more traffic with the installation of a c-curb. I am not a city builder and planner, nor do I pretend to know a fraction of all the details around this whole idea.

tdpg@wakeupandlive.biz
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<tr>
<td>5/21/2014</td>
<td>Thank you for the opportunity to comment on the proposed Alabama Street Corridor. I reside at 2520 Pacific St, just north of Alabama. I purchased and moved to my home two years ago from a residence on Grant St and Lakeway, so I understand the challenges of 'arterial living'. I was excited to see that my home, although a quick jump from downtown, still maintained a neighborhood feel. I want it to remain that way for all the residents of the Alabama area. My suggestions are as follows: 1. Slow it down - slow down Alabama to 25. Slowing down the traffic will only mean a few minutes difference to your destination but slower speeds reduce injury and collision. 2. Bus pull outs - I am all for mass transit and think it is important to give it as much of a chance as possible. Keep the Gold Line where it is, just provide pull outs to keep traffic moving around the bus. 3. Move bike traffic to Texas - Let's face it, Bellingham Bikes (weather the bikers know and observe traffic rules is a whole other discussion) and needs places to do it safely. If we maintain Alabama as an arterial, something has to go. Make Texas a more bike friendly, and direct route for those who don't want or the trail is not an option. 4. Slow bumps - Place these low bumps on neighborhood roads immediately connecting with Alabama. When you slow the road, more people will try to find quick zips through neighborhoods. This means potential issues or even fatalities as our children and animals. Slow bumps make it a pain for fast drivers to pick up that speed and zip through. 5. More lights and crossings - Line up the lights for those 25mph speeds to actually keep you moving and/or more identified ped crossing. Make it easier for people to be out of their car, remind cars the importance of ped crossing. Alabama is an arterial, no doubt about it. But, we must remember there are people who live in proximity and on that arterial. Cars are only one part of the equation. Many thanks, Brooksana Raney. PS - If you really want to talk back-ups on Alabama, you should take a look at the morning commute (7 - 8:30AM) and those parents dropping kids at the schools. They hold traffic up as they turn onto Ellis. Many times I have seen ped (kids!) crossing there while cars attempt to turn and regular traffic continues. Now that is a safety issue.</td>
<td><a href="mailto:fedheadibby@yahoo.com">fedheadibby@yahoo.com</a></td>
<td>2520 Pacific St</td>
<td>Brooksana Raney</td>
</tr>
<tr>
<td>5/21/2014</td>
<td>Dear Council,</td>
<td><a href="mailto:publicpolicyperspectives@comcast.net">publicpolicyperspectives@comcast.net</a></td>
<td></td>
<td>Clayton Petree</td>
</tr>
<tr>
<td></td>
<td>&quot;About 50 Roosevelt neighbors attended a &quot;community conversation&quot; about Alabama Street, but the city and the residents appeared to be talking past each other.&quot; - Ralph Schwartz reports on Alabama Street community conversation session. Ralph also mentioned he was told that city staff is going to &quot;provide different data&quot; and that the &quot;consultant erred by showing numbers of accidents&quot;. The very first time I testified at a public meeting was about 25 years ago when the City was trying to decide whether to install the roundabouts on Ellis Street between Alabama and Sunset Drive. I have avoided commenting on the Alabama street corridor proposal because I didn't really think it would make a difference, or was necessary; at a debate just 9 months ago, Council person Knutson said he would lay down in the middle of Alabama, Bob Burr style, before he let Alabama be put on a &quot;road diet&quot;. However, after speaking with many people about the issue, I would like to provide you with a few of my thoughts. I would like to see the new or different data that will be coming out soon... We know that the lighted intersections are where the most injury accidents are occurring. It is abundantly clear that the turn lanes at the lighted intersections are not long enough for storage during red lights. For multiple hours per day, lanes fill up at each red light and cause the inside through lane to be blocked. You then have people driving around the backed up turning cars to get through and often you will see cars backed up past the turn lane or driving the wrong direction in the oncoming lane so that they will not miss the left turn arrow light, or risking a turn during a very late yellow and, oftentimes, after the arrow turns red. Nobody likes to miss a green arrow at the lighted intersections on Alabama because it takes what feels like eons for it to come back to the turn lane again. It is the same problem when turning from Woburn on to Alabama, Orleans on to Alabama, Alabama to Orleans, Alabama to James, and James to Alabama. I would also ask you to recall the problems at Barkley Boulevard before it was improved at Woburn street. The configuration was a two lane street with bicycle lanes, and a center turn lane along the entire length. This configuration was the perfect example of a traffic planning disaster. Trying to go through or turn from eastbound Barkley on to southbound Woburn was an exercise in futility with cars backed up 3 sets of lights at times. What a nightmare that was! Of course, the problem was so severe that a large portion of Barkley recently had to be reconstructed with an extra lane and the results are nothing short of spectacular. Because of the change and dramatic improvement, I would almost prefer to take this route home over some of the alternatives, if the turn from Woburn on to Alabama wasn't so awful. The configuration on Barkley, before it was improved, is close to what Alabama would be like if the road diet was to be implemented. Also, please do not forget the additional traffic that will be added as Barkley Village adds the 1,021 new units the land capacity analysis shows are planned for the area into the transportation mix. Second, I would like to propose you use a proven idea for pull outs for WTA as the current situation with busses blocking one lane is clearly the cause for many lane change...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Comment</td>
<td>Email</td>
<td>Address</td>
<td>Name</td>
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</tr>
<tr>
<td>5/29/2014</td>
<td>Why bother. We were told at the first meeting that the option to keep Alabama as is is not on the table. I think the decision to reduce Alabama to two lanes has been made. Why bother with facts when minds have already been made up. The change will create the biggest traffic jam our city has ever seen.</td>
<td><a href="mailto:udkoranda@msn.com">udkoranda@msn.com</a></td>
<td>L Dale Koranda</td>
<td></td>
</tr>
<tr>
<td>5/29/2014</td>
<td>We live five houses north of Alabama on michigan st. I saw the people picketing on Alabama yesterday about the C curb. Please keep the C curb in the safety plan. It will make Alabama one of the more safer roads in Bellingham.</td>
<td><a href="mailto:starwhanson@gmail.com">starwhanson@gmail.com</a></td>
<td>Stan Hanson</td>
<td></td>
</tr>
<tr>
<td>6/4/2014</td>
<td>Woburn is a two lane, congested focal point for Alabama. If it wasn’t for Woburn, much of the problem would disappear. If Woburn was widened, this would reduce the major hindrance to using the less impacting Street Diet plan, with a mid-point reversible lane.</td>
<td><a href="mailto:wa1000@msn.com">wa1000@msn.com</a></td>
<td>Warren Falken</td>
<td></td>
</tr>
</tbody>
</table>
| 6/4/2014   | Dear Chris, We have been following with some level of interest the discussions and proposed options for the improved traffic flow along Alabama Street and write to make the following comments:  

*Speed limit*: We do not see the current speed limit being an issue, however “red light running” at the major intersections is an issue. Why the City does not go forward with red light cameras is beyond me! a terrific source of revenue and will eventually make honest drivers out of those whom currently disobey the traffic laws and put others at risk.  
*C curb*: ridiculous idea will likely increase speeds as drivers who already exceed the speed limit on Alabama will see no impediment between traffic lights and red light running will likely increase due to increased sense of “entitlement” on the arterial. For the pedestrians that alight the bus or choose to cross not designated controlled crosswalks the c curb may be seen by some as a “sanctuary” (ever so small) in the center of the roadway. We do not care for the separation that a c curb would bring to the roadway and the reduction in turning availability to side streets will likely add to the lengthy “lineups” that occur at the major controlled intersections along Alabama already, particularly at Woburn. Further: adding traffic to the side streets north of Alabama is a bad idea as 90% of those streets do not have any pedestrian separation from the roadway as sidewalks are in the main non existent. These side streets are not designed nor are they intended for added traffic counts despite the Public Works Director’s insinuation at one Council meeting. Staff would be well served to tour the side streets and to see the poor condition of these road ways and the associated lack of drainage separation and sidewalks in the Roosevelt neighborhood particularly north of Alabama.  
Bikes on Alabama- BAD ideal there is no room for bike lanes and there are safer, calmer bike ways provided already to the north and south of Alabama street and we understand that the Pedestrian Master Plan and the Bicycle Master Plan when adopted will lead to further improvements along these existing routes/pathways. My children and grandchildren (all of whom are bikers) currently know too well to stay off of Alabama and utilize the safer bike ways currently in place when biking east west along this corridor!  
Bus traffic- whilst the coordination of bus stops north and south with controlled intersections is a most sensible idea, an increased level of public safety and traffic flow would likely be achieved if the city were to provide bus turnovers along Alabama that allow the buses to actually move out of the lane of traffic when stopping to pick up or deposit bus passengers. When reviewing the aerial maps of the Alabama corridor one can see that in many cases there are presently large open spaces/ lots adjacent to the current or proposed bus stops that would enable the city to negotiate with property owners or take property currently in the right of way (or immediately adjacent to the right of way) in order that strategic bus turnovers might be constructed. As the Alabama corridor has one of the most highly utilized ridership counts of any of the current GO lines, this would offer an improved level of service for passengers with disabilities, bicycles, mothers with small children and strollers to easily access the bus service without delaying traffic flow or causing vehicles to attempt to swerve around stopped buses.  
Road Diet- what an interesting term! adopting a road diet between Cornwall and James seems to be a waste of effort. We do not have any difficulty entering or exiting Alabama from any of the side streets in this stretch nor have we experienced any lengthy delays in turning into or out of the side streets or alleys in this section. I guess it is a low cost option but again the buses when stopped along the existing curb will block the single lane of traffic in it’s entirety; another reason for bus turnovers at designated stops. I guess the answer is for traffic to “swing over” in to the center turn lane to go around the bus- sort of negates the idea of doing away with the current situation. In certain circumstances both the northbound and southbound buses can arrive at the designated stops at identical times and the stops are not too far apart in several instances!  
We trust that our concerns and those voiced by others who reside along the corridor will be addressed as the project moves forward. The Roosevelt and Alabama neighborhoods have often been ignored by the City and we trust that improvements of a positive nature are forthcoming as this and other plans for pedestrian safety, road safety, bicycle safety and improved streetscapes are progressed. | coliverray@live.com | 2518 Franklin Street and 2518 Michigan Street | Ray and Lynda Coliver |
Comments:

First: Widen Alabama to 5 lanes now so that it will be adequate for several years. If not,...

Second: Go ahead with the E. North St. extension plan. This is a good alternative and will eliminate left turns on Alabama.

Please make the E. North St. extension so that the curves are "steeper". Hopefully you will also construct and address safety along this section.

Thanks,

E. Sipes
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014
PUBLIC COMMENT FORM
Name: Susan Pagels
Address: 2635 Yew St
City: B'ham
State & Zip: 98226
Email: suepagels@gmail.com
Comments:

If you're going to extend North St. DO IT RIGHT - not to minimum standards

Is a light at St. Claire, Alabama in the works too?

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014
PUBLIC COMMENT FORM

Name: RICHARD PICKARD
Address: 2601 QUEEN
City: BELLINGHAM
State & Zip: WA 98226
Email: 

Comments:

NORTH ST. MITIGATION DOES NOT SOLVE THE PROBLEM EXCEPT FOR A LIMITED NUMBER OF HOMES.

ANY NEW STREET SHOULD HAVE A SIDEWALK TO MAKE IT A SAFE PLACE TO WALK

MORE TRAFFIC ON ST. PAUL AND OTHER SIDE STREETS MAKES FOR MORE ACCIDENTS IN THE NEIGHBORHOOD RATHER THAN ACCIDENTS ON ALABAMA

THANKS 😊

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Name: Jeffrey Dietrich
Address: 2526 St. Paul St.
City: Bellingham
State & Zip: WA 98226
Email: dietrich.jcd@gmail.com

Comments:

1. Neither the C-curb nor E. North seem to solve the real problem of high volume. Time should be spent trying to reduce the volume on Alabama St., moving it towards Iowa or Barkley streets that are commercial and not in peoples neighborhoods.

2. I would also like to see something proposed to reduce the avg. speed on the side streets that would see additional traffic. 30 mph avg. is too fast for a residential street.

3. If North Street was to be an option I would like to see the alley between St. Paul & Toledo St. to be shut off to traffic from Alabama St.

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014
PUBLIC COMMENT FORM

Name: **CARL RAVENCROFT**
Address: **2717 YEW ST**
City: **BELLINGHAM**
State & Zip: **WA 98226**
Email:

Comments:

TO ME, THE PUBLIC WORKS PROPOSAL IS SOUND AS IS - I HAVE NOTICED THE HAZARD OF CARS STOPPING TO MAKE LEFT TURNS FROM ALABAMA - EVEN AT MY STREET, YEW, MAKING A LEFT TURN ACROSS THE TWO LANES OF ONCOMING TRAFFIC SEEMS DANGEROUS. ADDING TURN LANES WILL HELP THIS PROBLEM. I FEEL LIKE A LIGHT AT ST. PAUL WOULD BE A WASTE OF MONEY, AND NOT A GREAT STREET TO SEND MORE TRAFFIC UP (ESPECIALLY IN THE NORTHBOUND DIRECTION).

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014

PUBLIC COMMENT FORM

Name: Michael Reed
Address: 2742 St Paul
City: Bellingham, WA 98226
State & Zip: 
Email: senordrums@gmail.com

Comments:

No center curb. Instead. lower speed to 25. Create a reversible center turn lane (AM/PM) or two lanes going east, one lane west with a center turn lane.

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014
PUBLIC COMMENT FORM

Name: Kurt Ingram
Address: 1808 Undine Ln
City: Bham
State & Zip: WA 98226
Email: kurt@roosevelt.org

Comments:
The curb is bad for this neighborhood. The hybrid plan looks like classism. The city created this neighborhood and continues to push towards infill which creates more density. You cannot have a neighborhood like this with a highway running through it.

- Slow down the speed limit
- Add more crosswalks
- Re-direct traffic to Iowa, Sunset, Barkley Blvd, and Lakeview
- Implement the Road Diet for the entire project.

This city values people and place. I hope these values are brought to bear on this project.

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014
PUBLIC COMMENT FORM

Name: Ric Ghirardini
Address: 2609 Queen St
City: Bellingham
State & Zip: WA 98226
Email: heaghi@gmail.com

Comments:
* Adopt the 3 lane road diet, use the center turn lane as a reversal lane during rush hour, reverting back to a turn lane during non-rush hours
* What impact will occur if WDOT does not accept your proposal? Will there be financial (or other) ramifications?
* Lower the speed to 30 mph.
* Create bus turn outs and enforce the law that states other drivers MUST allow the bus to reenter traffic
* If the WTA Gold Line is the highest ridership/highest revenue, have WTA adjust their Gold Line schedule to fit the slower speed limit and increased traffic

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014

PUBLIC COMMENT FORM

Name: CHARLES STORRS
Address: 2626 VALENCIA
City: _________________________
State & Zip: _________________________
Email: _________________________

Comments:

PROJECT IS TOO LIMITED IN SCOPE BOTH BY FOCUSING ON ALABAMA AND ON SAFETY. DESPITE ALL THE BIKE LOVERS IN PUBLIC WORKS, CARS NEED TO GET FROM THE COUNTY TO DOWNTOWN AND BACK. NORTHWEST, MERIDIAN AND SUNSET ARE POORLY DESIGNED AND OVERLY CONGESTED. MUCH OF THE TRAFFIC ON ALABAMA IS THE RESULT. THE ACCIDENT DATA SHOWS THAT THE MAJORITY OF THE ACCIDENTS OCCUR AT THE MAJOR INTERSECTIONS (JAMES, DURIE, PACIFIC, WOBORN). C CORB DOES NOTHING FOR THESE ACCIDENTS. CURBS WILL ACTUALLY INCREASE SPEED AS THERE WILL BE NO NEED TO WATCH OTHER TRAFFIC. PEDESTRIAN ACCIDENTS WILL BE WORSE. THERE ARE OFTEN PEOPLE WHO ARE TRAPPED ON THE WRONG SIDE OF THE EXISTING C CURB. IMAGINE THEM TRAPPED THERE FOR 3/4 OF A MILE INSTEAD OF JUST ONE BLOCK. DO NOT DIVIDE OUR NEIGHBORHOOD WITH THE C CURB HIGHWAY.

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Name: Jeffrey Sather
Address: 2516 Queen St
City: Blaine
State & Zip: WA 98230
Email: JeffSatherC@gmail.com
Comments:
No left hand turns during peak traffic hours, rush hours
Use the back side for additional comments. Drop into comments box or submit to:
Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014
PUBLIC COMMENT FORM

Name: Don Pat
Address: 1502 Valhalla St.
City: Bellingham
State & Zip: WA 98226
Email: 

Comments:

I hope that if E North Street is done, it won't be done like most streets in our neighborhood where sidewalk access is minimal. The only people who benefit from the "hood" are people going to work and back home at the top of Alabama and by the lake.

Slow down traffic and people will find new routes. Remember when the city was talking "road diet"? Where did that go?

Please don't divide our neighborhood by making Alabama a complete highway!!!
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014

PUBLIC COMMENT FORM

Name: Susan Pagels
Address: 2635 Yew St
City: B'ham
State & Zip: 98226
Email: suepagels@gmail.com

Comments:

If you're going to extend North St.
DO IT RIGHT - not to minimum standards

Is a light at St Claire Alabama in the works too?
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014

PUBLIC COMMENT FORM

Name: Bob Jacobson
Address: 218 Birch Circle
City: Bellingham
State & Zip: WA 98229
Email: rwjhej@gmail.com

Comments:

Why not consider widening Texas between Pacific and Washington and making that one way East bound and make Alabama one way West bound in that area? It would reduce stop lights but maybe it would alleviate the need for those now in the plan.

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014

PUBLIC COMMENT FORM

Name: Bill MITCHELL
Address: 2038 Moore St.
City: Bellingham
State & Zip: WA 98226

Email: 

Comments:

No Curb
No Bikes on Alabama
Reduce Speed to 25 mph
Place Speed Bumps at Pedestrian Crossings
Do not change streets in other areas

OR = Do Not Accept the Money

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
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(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014
PUBLIC COMMENT FORM

Name: Frank Black
Address: 1714 Alabama
City: Bellingham
State & Zip: WA 98229
Email: 

Comments:
E. North does nothing to relieve pressure on Texas. Do not put it. The C-Corridor. Better to do nothing.

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014
PUBLIC COMMENT FORM

Name: Sue Rutledge
Address: 2535 Queen St.
City: Bellingham, Wa
State & Zip: 98226
Email: Sue.Rutledge@gmail.com

Comments:
Adding a road on E. North will destroy habitat. It will also increase traffic.
Accidents seem to happen at intersections. Making those areas of concern rather than increasing traffic in neighborhoods seems to be a better solution.

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Please do not develop E. North St. I bought my house because it was on a quiet dead-end street. I never imagined there would be a reason to develop the right of way. All of my neighbors are in agreement. We want our street left one-way as it is.
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014
PUBLIC COMMENT FORM

Name: Ter Hall
Address: 2524 Queen
City: B'ham
State & Zip: 98226
Email:

Comments:
I've sent numerous emails outlining why the c-curb + East North are bad ideas. Please read them

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
Alabama St. Corridor Multimodal Safety Improvements
Possible E. North St. connector
Community Conversation * May 14, 2014
PUBLIC COMMENT FORM

Name: Jeff Stanley
Address: 2312 Vermont #2
City: Bellingham
State & Zip: WA 98229
Email: Stanleyjeff@hotmail.com

Comments:

It sounds like there have been thoughts and planning about the North Side of Alabama. I don’t have any problems with that. I wonder about Texas St. I am a biker and wonder how bikers will feel on Texas with more traffic. My one concern is how are bicyclists supposed to get around on the South side of Alabama.

For whatever its worth I am against 5 lanes on Alabama.

Use the back side for additional comments. Drop into comments box or submit to:

Public Works Engineering
City of Bellingham
210 Lottie Street
Bellingham, WA 98225
(360) 778-7900
pw@cob.org
I remain unconvinced of the C-curb as a solution to Alabama safety and concerned about the increased neighborhood traffic it will lead to. The North Street addition seems like a way to better make the neighborhood less pedestrian friendly while at the same time doing very little to mitigate the C-curb issues.
I am very disappointed to see the C-Curb remain in this proposal. I do not view the proposed opening of E. North St as a reasonable way of mitigating the following:

1) Penalizing neighborhood residents who will be unable to make left turns (and complicate access by emergency responders).

2) Driving traffic onto presently quiet streets not equipped to handle the traffic, many of which don't have sidewalks. These streets (including my own stretch of E. Maryland) are already unsafe to walk.

Children who take the school bus outside my house every day either stand in the street or in my yard.

I urge the Planning Dept. & Council to remove the C-Curb from its plans and to seriously look at the REDUCTION OF SPEED LIMIT on Alabama.
Many neighborhood residents have shared their concerns with groups including AAA about the impact of speed on pedestrian/cyclist fatalities—reducing speed to 25 mph would have a massive impact on safety (the issue we are concerned about here).

Reducing speed on this relatively short stretch of Alabama would also reduce frequency and severity of left-hand-turn related accidents.

Please revisit this issue and reject the C-Corb.

I’d sooner see CCB pay for a better plan for grant funding in the future.
Mary E-C. Latta
Please see emails
I sent regarding
not opening E-N
and NO C-Curbs
Additionally there
is NO room to
"punch" e-north
through - Too
dangerous for
Residents.
NOTICE
OPEN HOUSE #2 - ALABAMA CORRIDOR PROJECT

To: Roosevelt, Sunnyland, Lettered Streets, Silver Beach, and Alabama Hill Neighborhoods
From: Chris Comeau, AICP, Transportation Planner
Topic: Alabama Street Corridor Multimodal Safety Improvements
Post Date: February 18, 2014
Meeting: Wednesday, March 5, 2014

In 2011, Alabama Street was identified as having more vehicle collisions than any other street in Whatcom County besides Guide Meridian (SR 539). In 2012, Bellingham received over $1.4 million in federal safety grant funds to study (Phase 1; 2012-2014) a range of safety improvements along Alabama Street from Cornwall Avenue to St. Clair Street and then to construct the preferred alternative identified from the study (Phase 2; 2015). The project goal is to reduce vehicle collisions and improve safety and mobility for all users (pedestrian, bicycle, transit, auto, freight) along the Alabama corridor, consistent with Bellingham’s citywide Pedestrian and Bicycle Master Plans.

Public Works Engineering and Operations staff have been working with Bellingham Fire, Emergency Medical Services, and Police; Whatcom Transportation Authority (WTA), Whatcom Council of Governments (WCOG), and Fehr & Peers transportation consultants since September 2012 to analyze alternatives. The analysis is complete and will be presented at Open House #2 from 6:30 - 8:30 p.m. on Wednesday, March 5, 2014 in the Roosevelt Elementary School cafeteria. This will be an opportunity for the public and business owners to see the major alternatives that we examined in depth, ask questions, and learn about the public process schedule moving forward.

Following Open House #2, we will publish a Draft Report of Study Findings, present it to the Bellingham Transportation Commission at a public meeting on March 11, 2014, and then to the Bellingham City Council at a public hearing in April 2014 in advance of our annual public process for the City’s 6-Year Transportation Improvement Program (TIP). This will allow Council to adopt the 2014-2019 TIP by June 30 with a defined construction project for Alabama Street. After TIP adoption, Public Works will complete preliminary engineering and design by November 2014, obligate federal construction funds by the end of 2014, and issue bids for construction in early 2015.

A project web page for the Alabama Street Corridor Multimodal Safety Improvements is updated continuously and available at http://www.cob.org/services/planning/transportation/alabama-corridor-study.aspx or www.cob.org and search "Alabama Corridor".

Please call me directly (360) 778-7946 or email ccomeau@cob.org if you have questions about this project.
Alabama Street
Corridor Multimodal
Safety Improvement
Project

West Section

Key
- Full Traffic Signal
- 1/2 or HAWK Traffic Signal
- Flashing Crosswalk
- Pedestrian Crosswalk
- Consolidated WTA Transit Stop (Westbound)
- Eliminated WTA Transit Stop (Westbound)
- Fire Hydrants

Proposed Alabama Lane Channelization
- Bike Lanes
- White lane striping
- Yellow lane striping
- C-Curb Median
- C-Curb + Turn Lane
- Semi-Diverter at Xenia/Alabama
- 2 Eastbound & 1 Westbound Lanes
- Bike Lanes with Center Turn Lane
- Bike Lanes Proposed (BMP)
- Bike Boulevard or Trail (BMP)
- Future Residential Street & Bike Boulevard
- Street Widening

Air Photo Flown March 2013

March 2014
Today’s webinar presenters

Jeffrey Arms, PE, AICP, Project Manager, City of Orlando, Florida

Susan Conklu, Transportation Planner, City of Scottsdale, Arizona

Steve Ramsey, Senior ITS Engineer, City of Scottsdale, Arizona

Tamara Redmon, Pedestrian Safety Program Manager, U.S. Federal Highway Administration
**Jeffrey Arms**, PE, AICP, is a Project Manager in the Capital Improvements Division of Public Works at the City of Orlando. His current responsibilities include a streetscape project, a new bus rapid transit project, reconstruction of an urban arterial to add bus-only lanes and bike lanes, several multi-use trails, and a 17-mile citywide sidewalk project.

Mr. Arms has been with the City of Orlando for over ten years. He has held positions in the Transportation Engineering and Transportation Planning Divisions of the City of Orlando, where he served as a city representative on MetroPlan Orlando’s Transportation Technical Committee and their Bicycle and Pedestrian Advisory Committee, and was also responsible for development review and coordination with other agencies. Before he worked for the city, he was a project manager in the Orlando Office of HDR Engineering. In addition to his Masters in Public Administration from the University of Central Florida, Mr. Arms holds a BCE from the University of Florida. He is a member of the Institute of Transportation Engineers and the American Planning Association, a licensed Professional Engineer in Florida, a Certified Planner, and a certified Professional Traffic Operations Engineer.
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Edgewater Drive
Living through the Road Diet
&
Celebrating Ten Years as a Thinner, Safer & more Vibrant Road

Jeffrey Arms, PE, AICP, PTOE
City of Orlando, Project Manager
Edgewater Dr - Background

- Orlando, FL – 2 miles from Downtown
  - 1.5 mile minor arterial
  - 9 Traffic Signals in a 1-mile segment (660’ avg. spacing)
  - Buildings Address the Street
  - 20,000 ADT
Edgewater Dr - Background

– Edgewater Serves as the Main Street for College Park – Pre WWII Neighborhood –
Genesis of the Diet – 1999 Neighborhood Horizon Plan

- Focused on Edgewater Dr
  - Village Center Vision
  - Beautification
  - Pedestrian Friendly
  - Bicycle Friendly
  - Less Speeding
  - City Control of Road
Classic Road Diet

PREVIOUS CROSS SECTION

ROAD DIET

Only Resource at the time - Burden & Lagerway (1999). Road Diets Fixing the Big Roads
Project Opportunity

- Edgewater Drive was shown to be resurfaced by FDOT in the Metropolitan Planning Organization’s Transportation Improvement Program (TIP)

- Early Mainstreet Organization requested the City to study a potential road diet
Public Process

- Two public workshops plus presentations to the Neighborhood Association

- Synchro traffic analysis

- Neighborhood Association: favored

- Merchants Association: mixed support
Project Direction

• City agreed to take over the road from FDOT

• City committed to a trial phase in temporary tape and to complete a before & after analysis

• Developed extensive Performance Measures
Before & After Re-Striping Evaluation Criteria

- Crash Rate
- Injury Rate
- Speeding Analysis
- Edgewater Drive Traffic Volumes
- Parallel & Sidestreet Traffic Volumes
- On-Street Parking Utilization
- Pedestrian Volumes
- Bicycle Volumes
- Corridor Travel Times
Project Outcomes

• Resurfaced in May 2002 & collected four months of after data

• Presented results at public meetings
  – Residents - consensus for support
  – Merchants – no strong consensus – a few rallied to fight it
  – Data supported the project goals
Crash Rate

12.6

34% Reduction

8.4

1 crash every 2.5 days
(146 per yr)

1 crash every 4.2 days
(87 per yr)
Injury Rate

68% Reduction

Before: 3.6
1 injury every 9 days
(41 per yr)

After: 1.2
1 injury every 30 days
(12 per yr)
Speeding Analysis

- Speed Limit is 30 MPH
Edgewater Dr Traffic Volumes

Vehicles per Day

Before

20,500

After

18,100

12% Reduction

Driving Deaths Down: Proven Countermeasures that Work | 2-20-13
Travel Time Graphing

- After data collected in final 2003 condition with signal retiming
# Evaluation Matrix

<table>
<thead>
<tr>
<th>Measure of Effectiveness</th>
<th>Result</th>
<th>Did the Re-Striping Accomplish the Objective?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avoid Increasing Traffic On Neighborhood Streets</td>
<td>Overall 4% Reduction - Two Streets Had Significant Increases</td>
<td>YES</td>
</tr>
<tr>
<td>Reduce Speeding on Edgewater Dr</td>
<td>1% to 10% Reduction in percentage excessively speeding based on location</td>
<td>YES</td>
</tr>
<tr>
<td>Increase Bicyclist Volumes</td>
<td>30% Increase</td>
<td>YES</td>
</tr>
<tr>
<td>Increase Pedestrian Volumes</td>
<td>23% Increase</td>
<td>YES</td>
</tr>
<tr>
<td>Reduce Crashes</td>
<td>34% Decrease</td>
<td>YES</td>
</tr>
<tr>
<td>Increase On-Street Parking Use Rates</td>
<td>41% Increase</td>
<td>YES</td>
</tr>
<tr>
<td>Increase Pedestrian Satisfaction (Residents)*</td>
<td>71% felt crossing difficult before 55% felt crossing difficult after</td>
<td>YES</td>
</tr>
<tr>
<td>Increase Pedestrian Satisfaction (Merchants)*</td>
<td>No Change</td>
<td>NO</td>
</tr>
<tr>
<td>Increase Parking Satisfaction (Residents)*</td>
<td>28% felt comfortable before 47% felt comfortable after</td>
<td>YES</td>
</tr>
</tbody>
</table>

* Satisfaction results were qualitative and based on returned comment forms
Project Outcomes

City Placed Permanent Striping in the December 2002
Project Outcomes

Road was resurfaced again in 2012 – no one suggested to go back to 4 lanes – Public accepts it as a given
Lessons learned while Dieting

- Research – today there are extensive studies and documentation
- Analysis – simulations = powerful tool
- Traffic Signal Spacing limited capacity
- Public awareness key
- Public Surveys & Comments – nonscientific survey method used to receive comments – careful not to give the impression there is a vote
- Political support & timing is key
Results – Ten Years After

7 Story Mixed Use Project Complete
Results – Ten Years After

Photos courtesy of Orlando Main Streets

Active Main Street Association
## Summary of Taxable Values

<table>
<thead>
<tr>
<th>Parcels Included</th>
<th>Taxable Value in Millions</th>
<th>Percent Change in Taxable Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parcels Adjacent to Edgewater¹</td>
<td>$ 39</td>
<td>$ 59</td>
</tr>
<tr>
<td>All Parcels within 1/2 mile of Edgewater</td>
<td>$ 460</td>
<td>$ 764</td>
</tr>
<tr>
<td>Single Family Residential within 1/2 mile of Edgewater</td>
<td>$ 314</td>
<td>$ 562</td>
</tr>
<tr>
<td>Orange County²</td>
<td>$ 51,569</td>
<td>$ 92,266</td>
</tr>
</tbody>
</table>

1. The 7 story mixed use project, The Wellesley, was completed post 2006 Tax Values.
2. Orange County parcels includes the development of properties throughout the County.
Results – Ten Years After

College Park Business District is thriving – 77 net new businesses & 560 new jobs since 2008
Edgewater Drive to the north of the segment (four divided & five lane) was resurfaced by FDOT and lanes were narrowed to create bike lanes.
Results – Ten Years After

Edgewater Drive to the north of the segment (four divided & five lane) was resurfaced by FDOT and lanes were narrowed to create bike lanes.
Edgewater Vision Task Force – Completed a Special Plan in 2008
Results – Ten Years After

City Council Adopted the Special Plan Overlay – Includes use of transects – prepared for infill redevelopment
Results – Ten Years After

Streetscape & ADA upgrades are needed – current streetscape is 20 years old
Bicycle lanes are well used but some cyclists that prefer to take the lane are concerned about dooring
Pedestrian activity is high along the corridor & the ADT has increased back from 18,000 to 20,000
Results – Ten Years After

Parallel Street that saw an increase in volumes now has traffic calming & has dropped back to its previous level
Results – Ten Years After

Bike & Pedestrian Crashes Remain Down

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Before¹</th>
<th>After²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crashes Involving Bicyclists</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Crashes Involving Pedestrians</td>
<td>3</td>
<td>1</td>
</tr>
</tbody>
</table>

Notes:
2. After represents average of Years 2004 - 2010
# Results – Ten Years After

Crash & Injury Rates Remain Down

## Crash & Injury Rate Comparison

<table>
<thead>
<tr>
<th>Statistic</th>
<th>Before&lt;sup&gt;1&lt;/sup&gt;</th>
<th>After&lt;sup&gt;2&lt;/sup&gt;</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crash Rate (per MVM)&lt;sup&gt;3&lt;/sup&gt;</td>
<td>12.6</td>
<td>7.0</td>
<td>-45%</td>
</tr>
<tr>
<td>Injury Rate (per MVM)</td>
<td>3.6</td>
<td>2.0</td>
<td>-44%</td>
</tr>
</tbody>
</table>

**Notes:**

2. After represents average of Years 2004 - 2010
3. MVM = Million Vehicle Miles
Results – Ten Years After

2013
Thank You
RE: Fire/EMS Input on "Road Diet" Projects

From: Dwight Kingsbury
To: All Member Forum
Posted: 01-04-2013 04:19 PM
Message: If, apart from the EMS response question, a 3-lane roadway conversion is deemed practical in other respects, then such a conversion may well improve EMS response. This point is made in ITE's Recommended Practice on Designing Walkable Urban Thoroughfares ("Three-lane roadways can improve emergency response by allowing emergency vehicles to bypass congestion by using the two-way left-turn lane", chapter 9, "Traveled Way Design Guidelines", http://www.ite.org/css/online/DWUT09.html). Scores of such roadways are already operating.

Four-lane roadways can be rather awkward for EMS response. Drivers who hear an emergency vehicle siren are supposed to pull over to the right edge, and drivers in the curb lane can usually do so without much difficulty (on any given block, more than a couple cyclists are unlikely to be present under typical conditions, so plenty of curbside room remains for motorists). Drivers in inside lanes, though, often seem uncertain about where to go. If the curb lane has traffic, inside-lane drivers cannot pull over until they see where space remains for them. Sometimes inside-lane drivers move over only slightly and stop. EMS vehicle drivers then thread a path somewhere along the center of the roadway.

With a 3-lane cross-section, all through traffic should already be in the two outside travel lanes (which would no longer be "curb lanes" if bike lanes are included in the reconfiguration). Even if bike lanes are marked, more than a few cyclists are unlikely to be present on any given block under typical conditions, so plenty of curbside space should be open for motorists to pull over (this assumes, obviously, that curbside space has not been designated for on-street parking).

The only vehicles in the center lane should be those of drivers who were planning to turn left. On the approach to an intersection, these drivers can often do something to clear the way, e.g., proceed to make their left turns after other drivers have stopped (if EMS is approaching to overtake them), or move somewhere to the right (if EMS vehicle is oncoming).

With a 48 ft. curb-to-curb width and a 12 ft center LT lane, the width between the LT lane and the curb is 18 ft. After drivers in the travel lane have pulled to the curb, a corridor of 10+ ft should be clear in the travel lane, and the opening will be augmented by space on the near side of the adjacent LT lane, which is likely to be unoccupied for at least a width of a few feet even if befuddled LT lane drivers are present and don't move more than a couple feet out of the way.

Consequently, a more predictable and practical path is likely to be open for the EMS driver with this configuration.

Dwight Kingsbury
FDOT Safety Office
Tallahassee FL
850-245-1520
Original Message:
Sent: 01-03-2013 12:25 PM
From: Christopher Comeau
Subject: Fire/EMS Input on "Road Diet" Projects

Thanks to all for input about Fire/EMS involvement in "Road Diet" projects. I would still like to hear from any one else who has worked to educate Fire/EMS officials on the overall safety benefits of "Road Diets" to lessen their resistance and overcome the common perceptions of increased traffic congestion, access restrictions, delay of emergency response, etc. Our Fire Dept is somewhat resistant to this effort.

For those who brought up bicycle safety issues, I'd like to clarify that this project is primarily about decreasing collisions while also improving mobility for all users groups. From 2006 to 2011 the overall collision rate was double the average rate for similar roads in Northwest Washington and over four times higher than the countywide collision rate. Locally, the Alabama corridor was second only to Guide-Meridian (SR539) in both total and injury collisions. Project - http://www.cob.org/services/planning/transportation/alabama-corridor-study.aspx

Christopher Comeau AICP
Transportation Planner
City of Bellingham Public Works
Bellingham WA
ccomeau@cob.org
Open House #3 - Alabama Corridor Pre-Construction

City Council and WSDOT approved safety improvements include:

- implement a traditional 4-to-3-lane "road diet" (1 lane eastbound, 2-way center lane, 1 lane westbound, bike lanes both sides) between Iron Street and Dean Avenue
- implement a hybrid 4-to-3-lane “road diet” by extending the existing lane configuration on Alabama Hill (2 lanes eastbound, 2-way center lane, 1 lane westbound and no bike lanes) from St. Clair Street to Superior Street
- add five new enhanced pedestrian and bicycle crossing improvements, including High Intensity Activated Crosswalk (HAWK)s at Moore, St. Paul, Undine, and Michigan streets, supporting planned bicycle boulevards throughout the Roosevelt Neighborhood
- transit enhancements and relocation/consolidation of bus stops on the north side of Alabama
- access management and left-turning restrictions between I-5 and Pacific and between Woburn and Superior
- street widening to add and extend a left turn lane near Verona, Valencia and Woburn streets
- resurface the arterial corridor from Cornwall Avenue to St. Clair Street
- reduce the speed limit to 30 mph on the entire Alabama corridor between Cornwall and Electric

A project web page for the Alabama Street Corridor Multimodal Safety Improvements is updated monthly and available at [www.cob.org](http://www.cob.org) and search "Alabama Corridor". You can read about the planning process on the planning web page at [http://www.cob.org/services/planning/transportation/alabama-corridor-study.aspx](http://www.cob.org/services/planning/transportation/alabama-corridor-study.aspx). Bicycle Network Recommendations are in the Bicycle master Plan at [www.cob.org/bike](http://www.cob.org/bike).

**Work Schedule:**

At this time, the project is slated to go out to bid in March with construction from May through September, and final clean up in October 2015. At this time, the anticipated work schedule includes:

- May- July: Work on pedestrian improvements throughout the corridor and road widening at Woburn Street
- August: Finish pedestrian improvements and install pavement overlay and striping
- September: complete project clean-up and landscaping
- October: final punch list completion and project close-out

More detailed schedule information will be available once a contractor is selected.

**Expected impacts:**

- 3-4 weeks of construction at each street intersection with work on multiple intersections simultaneously
- Overlay paving from Cornwall Avenue to St. Clair Street at night
- Construction will involve noise, dust, sidewalk detours, routine lane closures and possible non-peak traffic detours with resulting traffic congestion

To sign up for bi-weekly construction update via email, please send an email to pw@cob.org and indicate in the subject line Alabama Corridor construction updates.

*Por favor, para información en Español, comunicarse con el Departamento de Obras Públicas al Teléfono (360) 778-7905.*
How vehicles navigate a **High-intensity Activated crossWalk (HAWK)** Signal

The signal is OFF when no pedestrians or bicyclists are using it.

When pedestrians or bicyclists push the button, the yellow **warning light flashes** to warn drivers to begin slowing.

The yellow **light is solid** to warn drivers to come to a stop.

Two solid **red lights** stop drivers and allow pedestrians and bicyclists to cross.

The red lights begin to flash, indicating drivers may pull up to the stop line, stop, verify the crosswalk is clear and then proceed through the intersection. All cars must stop before proceeding through the flashing reds.

The **signal turns off** again indicating vehicles may proceed without stopping.

*Graphics courtesy of WSDOT*

‘HAWK’ is an acronym for **High intensity Activated crossWalk**. The signal functions like a conventional signal to stop traffic and allow pedestrians and bicyclists to safely cross.

2012 City Safety Program: Selected Projects

In 2011, 50 cities in Washington state received an invitation to apply for projects funded by the City Safety Program. The goal of the program is to reduce intersection-related fatal and serious injury collisions on:

- city streets in cities of any population
- state highways that serve as arterials within cities with population above 25,000.
- Of the 40 cities that applied for funds, all 40 received funds in 2012. The program funded 77 local agency projects, shown below. The program distributes Highway Safety Improvement Program funds from Moving Ahead for Progress in the 21st Century Act (MAP-21) (pdf 1.4 mb). MAP-21 is the federal legislation for highway and transit programs.

Projects total $50 million and range in cost from $250,000 to $4.9 million. Construction for some projects will begin this summer with most projects being completed over the next three years, by fall 2015.

<table>
<thead>
<tr>
<th>Agency</th>
<th>County</th>
<th>Legislative District</th>
<th>Project Title</th>
<th>Project Description</th>
<th>Amount Awarded</th>
<th>Contact for More Info</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellingham</td>
<td>Whatcom</td>
<td>42</td>
<td>Alabama St. Corridor Multimodal Safety Improvements</td>
<td>Conduct a roadway configuration feasibility study and construct the chosen alternative.</td>
<td>$1,461,824</td>
<td>Chris Comeau, 360-778-7946, Email</td>
</tr>
</tbody>
</table>
Phase 2 Implementation 2014

- Phase 1: Feasibility Study 2012-13
- Phase 2a: Design & Engineering 2013
- Phase 2b: Construction 2014

- Phase 1: $49,000 to study possible safety improvements
- Phase 2: $1,417,000 in federal funds to construct safety improvements
- No safety improvements have yet been identified for construction
- Recommended 2014 safety improvements will be based on objective Phase 1 technical analysis and City Council decisions (See public process handout)
What is the Alabama project all about?

- Alabama Corridor project is about reducing vehicle collisions and increasing SAFETY for ALL USERS of the corridor (pedestrians, bikes, transit, and vehicles)

- **Problem:** Significant & unacceptable collision history [*93 injuries 2004-2010; second only to Guide-Meridian.*]

- **Solution:** Reduce collisions, improve safety for all users of corridor

- **Project:** Yet-to-be-defined; dependent on objective analysis of cause-and-effect of *alternative corridor safety treatments*, one of which is a 4-to-3-lane “road diet,” which is well-recognized as a traffic safety improvement to reduce vehicle collisions due to the center two-way left-turn lane
Range of Alternatives to be studied (Feb-March 2013)

- Access Management & “C-curb” median along corridor
  - Prevents left-turns across traffic
  - Reduces rear-end & broadside collisions
  - What is effect on Fire/EMS/Police response?
- Additional pedestrian crossings along corridor
  - Per Pedestrian Master Plan spacing and treatment guidelines
- Strategic relocation of WTA bus stops & possibility of transit “queue jumps”
  - To minimize mid-block crossings
  - To maintain WTA 15-minute frequency and on-time performance
- Parallel and intersecting “Bike Boulevards” (Texas, E. North, St. Paul)
  - To be further addressed in 2013 Bicycle Master Plan process
- Reduced speed limit (in conjunction with other alternatives)
  - To increase driver awareness
  - Reduce severity of all collisions
  - What is effect on WTA on-time performance?
- 4-to-3-lane “Road Diet,” where feasible, access management and “C-curb” median on other parts
  - Reduce vehicle collisions; add bike lanes & pedestrian crossings where feasible
  - What is effect on WTA on-time performance?
- Future Improvements at busy Intersections (not part of Phase 2 Implementation, but if certain alternatives are not feasible, then other future improvements may be needed)
Q. Why all of the focus on Alabama Street?

A: In all of Whatcom County, **only** Guide-Meridian (SR 539) ranks higher than Alabama corridor for vehicle collisions. In 2013 WSDOT will construct “access & safety improvements” on Guide-Meridian including elimination of left turns into Bellis Fair Mall at Telegraph and installation of c-curb median to restrict left-turns across traffic on Guide-Meridian, limiting access at strategic locations between I-5 and Kellogg Road.
All Collisions

Bicycle & Pedestrian Collisions

Figure 1.

Alabama Street - 2006-2011 Collision History
Q: Why so many collisions on Alabama?
A: Too many “turning conflicts”
Q: Isn’t there too much traffic on Alabama for a “Road Diet” to be effective?
A: We won’t know until we analyze that alternative, but historically, Alabama traffic volumes have not grown in proportion to City population growth and development.

From 1993 to 2013, Bellingham population has grown 45% while traffic volumes on Alabama have remained fairly stable in a range from 16,500 to 20,000 vehicles per day (vpd).

2012 traffic volumes appear to be similar to 1993 traffic volumes @ 17,000 vpd.
**“Road Diet” Case Studies of Corridors with Similar Characteristics**

*Before Implementation of “Road Diet”*

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Alternate Routes</th>
<th>Surrounding Land Uses</th>
<th>Average Daily Traffic</th>
<th>Transit Service</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alabama Street – Bellingham, WA</strong></td>
<td>1.7 miles 4 lanes</td>
<td>Parallel routes that also cross I-5 are 0.55 miles to the north and 0.45 miles to the south</td>
<td>Single-family residential, institutional, and some commercial/retail</td>
<td>18,700</td>
<td>2 local bus routes: RT 331 - 15 min weekday peak headways RT 525: 60 min headways</td>
</tr>
<tr>
<td><strong>Nickerson Street – Seattle, WA</strong></td>
<td>1.2 miles 4 lanes to 2 lanes + TWLTL + climbing bike lane</td>
<td>Bounded by Lake Washington Ship Canal to the north; no parallel routes to the south</td>
<td>Commercial, light industrial, institutional, and some medium-density residential</td>
<td>18,560</td>
<td>1 local bus route (15 min weekday headways)</td>
</tr>
<tr>
<td><strong>N 185th Street – Shoreline, WA</strong></td>
<td>0.7 miles 4 lanes to 2 lanes + TWLTL + bike lanes</td>
<td>Crosses I-5 to the east; parallel crossing routes are 1.00 miles to the north and 0.50 miles to the south</td>
<td>Single-family residential, institutional, and some commercial/retail</td>
<td>11,340</td>
<td>2 local bus routes (30 min peak hour headways)</td>
</tr>
<tr>
<td><strong>Fourth Plain Blvd – Vancouver, WA</strong></td>
<td>1.0 miles 4 lanes to 2 lanes + TWLTL + bike lanes + ADA improvements and utility work</td>
<td>Crosses I-5 to east and rail yard to west; parallel rail yard crossing routes are 0.5 miles to the north and south</td>
<td>Single-family residential; and some commercial, retail, and light industrial</td>
<td>17,000</td>
<td>1 local bus route (15 min peak hour headway, 30 min off-peak)</td>
</tr>
<tr>
<td><strong>Ocean Park Blvd – Santa Monica, CA</strong></td>
<td>1.1 miles 4 lanes + parking to 2 lanes + TWLTL + bike lanes + parking</td>
<td>Closest uninterrupted parallel routes are 0.5 miles to the north and south</td>
<td>Mixed-use medium density (residential, institutional, commercial, and retail)</td>
<td>23,000</td>
<td>1 local bus route (15 min weekday peak hour headway)</td>
</tr>
<tr>
<td><strong>Edgewater Drive – Orlando, FL</strong></td>
<td>1.5 miles 4 lanes to 2 lanes + TWLTL + bike lanes + streetscaping</td>
<td>Closest uninterrupted parallel routes are 0.7 miles to the west and 0.8 miles to the east.</td>
<td>Neighborhood commercial/retail center and some institutional and medium density residential</td>
<td>20,500</td>
<td>1 local bus route (20 min weekday peak hour headway, 30 min off-peak)</td>
</tr>
</tbody>
</table>

1 Before road diet implementation.

**“Road Diet” Case Studies of Corridors with Similar Characteristics**

*After* Implementation of “Road Diet”

<table>
<thead>
<tr>
<th>Project</th>
<th>Average Daily Traffic</th>
<th>Traffic Speed</th>
<th>Collisions</th>
<th>Transit Impact</th>
<th>Lessons Learned</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Before</td>
<td>After</td>
<td>Traffic Speed</td>
<td>Before</td>
<td>After</td>
</tr>
<tr>
<td>Alabama Street – Bellingham, WA</td>
<td>18,700</td>
<td>N/A</td>
<td>Avg Spd: 33.3 mph 85th: 38.5 mph</td>
<td>N/A</td>
<td>6-year injury collision total: 93</td>
</tr>
<tr>
<td>Nickerson Street – Seattle, WA</td>
<td>18,560</td>
<td>18,360</td>
<td>WB 85th: 40.6 mph EB 85th: 44.0 mph</td>
<td>WB 85th: 33.1 mph EB 85th: 33.3 mph</td>
<td>23% reduction in total crashes</td>
</tr>
<tr>
<td>N 185th Street – Shoreline, WA</td>
<td>11,340</td>
<td>11,960</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Fourth Plain Blvd – Vancouver, WA</td>
<td>17,000</td>
<td>No significant diversion</td>
<td>Avg Spd: 29.4 mph</td>
<td>Avg Spd: 24.2 mph</td>
<td>52% reduction in total crashes</td>
</tr>
<tr>
<td>Ocean Park Blvd – Santa Monica, CA</td>
<td>23,000</td>
<td>Decrease less than 200 ADT; No change on adjacent local streets</td>
<td>WB 85th: 33 mph EB 85th: 34.3 mph</td>
<td>85th: 27 mph</td>
<td>65% reduction in total number of accidents 60% reduction of injury accidents</td>
</tr>
<tr>
<td>Edgewater Drive – Orlando, FL</td>
<td>20,500</td>
<td>21,000¹</td>
<td>Study-defined excessive speed: 36 mph</td>
<td>Excessive speed reduction of 8-10%</td>
<td>Total crash rate down by 34%, injury rate down by 68%</td>
</tr>
</tbody>
</table>

¹ ADT also decreased on three potential diversion routes.
² Majority of running times do no vary more than a minute, and none take more than two minutes longer for the whole trip.
³ 18,100 immediately after treatment – temporary diversion.

What *might* a “road diet” look like and why is it being considered?
Alabama Street Corridor
Feasibility Study & Safety Improvements

Schedule & Public Process

**Phase 1a: 2011-2013**
- WSDOT invitation to apply for federal safety funding (June 2011)
- Grant Application (Oct 2011)
- Funds Awarded (May 2012)
- Transportation Data Collection [Delayed due to construction] (July 2012 – Feb 2013)
- Public Outreach, Neighborhood Meetings, Input, & Road Diet Education (Aug-Nov 2012)
- Develop Major Alternatives to study (Nov 2012 – Feb 2013)
- 1st Public & Stakeholder Input Open House (Feb 2013)
- Alternatives Analysis, Findings, & Draft Report (Feb-Mar 2013)
- 2nd Public & Stakeholder Input Open House (Mar/April 2013)
- Final Report with Staff Recommendation for Safety Improvements (April 2013)

**Phase 1b: early 2013**
- Public Review Process (April-June 2013)
- Transportation Commission public meeting & recommendation to City Council (April 2013)
- City Council public meeting, presentation and discussion of Staff & TC recommendations (May 2013)
- City Council public meeting and direction to construct a “Preferred Alternative” for Alabama Phase 2 Safety Improvements – 6 Year TIP (May-June 2013)

**Phase 2: 2013-2014**
- Design & Construction
- Issue RFP for Safety Improvements (July 2013)
- Begin Design (August 2013)
- Final Design (Nov 2013)
- Obligate construction funds (Nov-Dec 2013)
- Construct Preferred Safety Improvement Alternative (Spring/Summer 2014)
Alabama Corridor with 2 lanes 1957, before railroad trestle was removed
The Alabama project helps to implement the vision of the Transportation Element of the Bellingham Comprehensive Plan
[Adopted by Bellingham City Council June 15, 2006]

• “Bellingham’s aim is not to eliminate private automobiles, but to encourage the use of other transportation modes, wherever and whenever possible, while reducing the costly transportation capacity demand made by automobiles, and especially single-occupant vehicles (SOV), on City arterial streets. If the target goals are achieved over the next 20 years, then 75% of the total trips made in the City are still anticipated to be made by automobile. Clearly, this requires Bellingham to continue to provide a safe and efficient transportation network for automobiles as well.”

• “Given Bellingham’s circumstances as the major population, employment, shopping, and entertainment center in Whatcom County, the City officials have recognized that the City cannot build its way out of traffic congestion by continually widening arterials to add capacity for automobiles. Instead, the City is attempting to focus transportation funding on infrastructure improvements that will make walking, bicycling, and transit more viable, convenient, and safe.”

• “One of the City’s primary goals is to enhance the public environment at the street level, which is everyone's community space, and design the urban streetscape primarily for people rather than strictly for automobiles.”
Consistent with Comp Plan, Pedestrian Master Plan, WTA Plan, & City Council Legacies

✓ Bellingham Transportation Element “Complete Streets Policy Approach”
   http://www.cob.org/services/neighborhoods/community-planning/transportation/long-range-planning.aspx

✓ Project is specifically identified on page 3-14 in *Bellingham Pedestrian Master Plan*
   http://www.cob.org/services/neighborhoods/community-planning/pedestrian/pedestrian-master-planning.aspx

   *(Approved by Bellingham City Council on August 6, 2012)*

   Chapter 3 | Network Recommendations
   3.5.3 Alabama Corridor – Feasibility Study for Road Diet and Pedestrian Safety Improvements

✓ WTA is a funding partner contributing $5,000 for “Alabama Corridor Feasibility Study”

✓ City Council “legacies and strategic commitments” for

   Mobility & Connectivity Options
   - Provide safe, well-connected mobility options for all users
   - Maintain & improve streets, trails & other infrastructure
   - Limit sprawl
   - Increase infrastructure for bicycles, pedestrians & non-single-occupancy vehicle modes of transportation
   - Reduce dependence on single-occupancy vehicles
Public Input – Written Comments

Show us where you live, work, or own property in relation to the Alabama Corridor Study Area

Name(s): ______________________________________
Street Address: _________________________________ Email (for Meeting Notices) _________________________
Mail (if different): _______________________________ Bellingham, WA _________
Please mail all written comments to:

**Chris Comeau, AICP, Transportation Planner**
Bellingham Public Works Engineering
210 Lottie Street
Bellingham, WA 98225

Call (360) 778-7946 or email ccomeau@cob.org
Alabama Street Corridor Multimodal Safety Improvements

Project Activities to Date:

February 12, 2013 Public Open House #1 hosted from 6:30-8:30pm in Roosevelt Elementary School cafeteria, 2900 Yew Street. City staff from Public Works, Fire/EMS, Police, and WTA and Fehr & Peers.
- Chris Comeau, Public Works Transportation Planning
- Kim Brown, Public Works Transportation Options
- Craig Mueller, Public Works Engineering
- Steve Haugen, Traffic Operations
- Chief Ron Morehouse, Fire & EMS
- Lt. Mark Johnston, Police
- Rick Nicholson, Whatcom Transportation Authority
- Matthew Ridgeway, Fehr & Peers Transportation Consultants
- Jonathan Williams, Fehr & Peers Transportation Consultants
- WWU Planning Student Richard Bruno (Volunteer intern to City staff)

January 30, 2013 City and Fehr & Peers Transportation Planners meet with Bellingham Fire Chiefs Brad Bannerman and Ron Morehouse and Bellingham Police Lieutenant Mike Johnston at Bellingham Fire Department Headquarters, 1800 Broadway Avenue, to discuss various methods to improve safety for all users on Alabama, including a "Road Diet", as well as Fire, EMS, and Police issues, concerns, and needs with each method to be studied.

January 14, 2013 Notice of Open House #1 sent to Lettered Streets, Sunnyland, Roosevelt, Alabama Hill, and Silver Beach Neighborhood Associations, MNAC Representatives, Mayor, all City Council members, and Bellingham Herald reporter.

January 12, 2013 Letters mailed to all businesses within 500 feet of Alabama Corridor explaining purpose of project and announcing Open House #1 seeking input.

January 7 through 25, 2013 Fehr & Peers working with Whatcom Council of Governments to finish calibration of Travel Model to real-world traffic counts collected in 2012. City staff secure venue for Open House #1 and begin preparations, sending notices to all with vested interests.

December 17, 2012 through January 4, 2013 No activity due to winter holidays

November 14 through December 14, 2012 Fehr & Peers working with Whatcom Council of Governments to finish creation of Travel Demand Forecast Model and Intersection Micro-simulation Models and begin calibration to real-world traffic counts collected in 2012.
November 13, 2012 Alabama Hill Neighborhood Association meeting (City Staff: Chris Comeau, Transportation Planner) **Informational presentation of Alabama Street Corridor Multimodal Safety Improvements.**

November 9, 2012 WSDOT letter received confirming obligation approval of $146,568 in federal funds for Preliminary Engineering for Phase 2 (Construction) at conclusion of Phase 1 Feasibility Study.

November 8, 2012 Silver Beach Neighborhood Association meeting (City Staff: Chris Comeau, Transportation Planner), approximately 10 neighborhood residents in attendance. **Informational presentation of Alabama Street Corridor Multimodal Safety Improvements.**

November 7, 2012 Multi-Agency Coordination Meeting at WTA Headquarters -

- Chris Comeau, Public Works Transportation Planning
- Kim Brown, Public Works Transportation Options
- Craig Mueller, Public Works Engineering
- Steve Haugen, Traffic Operations
- Justin Taylor, Traffic Operation
- Chief Brad Bannerman, Fire & EMS
- Lt. Mark Johnston, Police
- Rick Nicholson, Whatcom Transportation Authority
- Maureen McCarthy, Whatcom Transportation Authority
- Becky Kelly, Whatcom Transportation Authority
- Andy Gomez, Whatcom Council of Governments
- Matthew Ridgeway, Fehr & Peers Transportation Consultants
- Jonathan Williams, Fehr & Peers Transportation Consultants

November 7, 2012 Intersection turning movement counts collected along Alabama corridor at Cornwall, Ellis, Grant, James, Orleans, Pacific, St. Paul, Undine, Woburn, Yew, Michigan, St. Clair and also at Woburn/Iowa and Woburn/Barkley. Video footage was collected at Alabama/James and Alabama/Woburn. Average Daily Traffic counts conducted on Woburn north and south of Alabama and on Yew south of Alabama. Fehr & Peers Consultants conducted vehicle travel time surveys and transit delay analysis on WTA Route 331 Gold GO Line and Route 525 along Alabama Corridor.


October 9, 2012 Lettered Streets Neighborhood Association meeting (City Staff: Chris Comeau, Transportation Planner; City Councilman Michael Lilliquist in attendance), approximately 10
neighborhood residents in attendance. **Informational presentation of Alabama Street Corridor Multimodal Safety Improvements.**

*Data collection delayed until mid-October due to construction on Electric, Yew, and Woburn.*

**September 20, 2012** Sunnyland Neighborhood Association meeting (City Staff: Mayor Kelli Linville; Ted Carlson, Public Works Director; Torhil Ramsay, Community Outreach Specialist; Rick Nicholson, WTA Service Director. *(Chris Comeau not available for this meeting)*), approximately 15 neighborhood residents in attendance. **Informational presentation of Alabama Street Corridor Multimodal Safety Improvements.**

**September 14, 2012** Submit documents to WSDOT to "obligate" $146,568 in federal funds for Preliminary Engineering. $44,000 Task Order issued for Fehr & Peers to assist City, WTA, & WCOG staff with Phase 1 Feasibility Study.

**September 13, 2012** Agree to detailed project scope and budget with Fehr & Peers.

**September 6, 2012** Fehr & Peers selected as consulting firm for Feasibility Study based on top score from proposal evaluation.

**August 15, 2012** Roosevelt Neighborhood Association meeting (City Staff: Mayor Kelli Linville; Chris Comeau, Transportation Planner; Torhil Ramsay, Community Outreach Specialist), approximately 20 neighborhood residents in attendance. **Informational presentation of Alabama Street Corridor Multimodal Safety Improvements.**

**August 6, 2012** Bellingham Pedestrian Master Plan approved 7-0 by City Council *(Pedestrian Master Plan Recommendation 3.5.3. for Alabama Corridor Road Diet Feasibility Study and Pedestrian Safety Improvements)*

**July-August 2012** - Solicitation of proposals for Phase 1 Feasibility Study ($49,000) from four transportation consultants on the City's on-call roster (All four firms contacted City staff upon WSDOT publication of funding awards in June 2012)

**July-August 2012** - Public Works and WTA Staff Field Visits on Alabama Corridor

**June 2012** - Public Works adds Project #6 "Alabama Corridor" to 2013-2018 TIP

**May 2012** - Bellingham issues press release announcing Alabama Street grant funding award

**May 2012** - Mayor Kelli Linville announces Alabama Street grant funding award at Mayor's Neighborhood Advisory Commission meeting
May 2012 - Bellingham awarded $1,461,824 for "Alabama Corridor" Phase 1 Feasibility Study and Phase 2 Construction of Preferred Alternative from Phase 1 Feasibility Study

December 31, 2011 Original date for WSDOT to announce funding awards (5 month delay)

October 2011 - Public Works submits grant application to WSDOT for "Alabama Corridor"

June 2011 - Bellingham 1 of 50 cities in Washington invited to apply for federal SAFETEA-LU funds; Alabama Street is the only corridor in Bellingham eligible to apply due to significant collision history (2006-2010).
Alabama Street Corridor Multimodal Safety Improvements

Project Activities to Date:

November 13, 2012 Alabama Hill Neighborhood Association meeting (City Staff: Chris Comeau, Transportation Planner)

November 8, 2012 Silver Beach Neighborhood Association meeting (City Staff: Chris Comeau, Transportation Planner)

November 7, 2012 Multi-Agency Coordination Meeting at WTA Headquarters - City PW Engineering & Operations, City Fire & EMS, WTA, WCOG, Fehr & Peers Consultants

November 7, 2012 Intersection turning movement counts collected at Cornwall, Ellis, Grant, James, Orleans, Pacific, St. Paul, Undine, Woburn, Yew, Michigan, St. Clair. Video footage collected at Alabama/James and Alabama/Woburn. Fehr & Peers Consultants conduct transit delay analysis on WTA Route 331 Gold GO Line and Route 525 along Alabama Corridor.


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July-August 2012 - Public Works and WTA Staff Field Visits on Alabama Corridor

June 2012 - Public Works adds Project #6 "Alabama Corridor" to 2013-2018 TIP

May 2012 - Bellingham issues press release announcing grant funding award

May 2012 - Mayor Kelli Linville announces grant funding award at MNAC meeting

May 2012 - Bellingham awarded $1,461,824 for "Alabama Corridor" Phase 1 and Phase 2

December 31, 2011 Original date for WSDOT to announce funding awards (delayed by 5 months)

October 2011 - Public Works submits grant application to WSDOT for "Alabama Corridor"
Alabama Street Corridor Multimodal Safety Improvements

**Project Activities to Date:**

**November 13, 2012** Alabama Hill Neighborhood Association meeting (City Staff: Chris Comeau, Transportation Planner)

**November 9, 2012** WSDOT letter received confirming obligation approval of $146,568 in federal funds for Preliminary Engineering for Phase 2 (Construction) at conclusion of Phase 1 Feasibility Study.

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- Chris Comeau, Public Works Transportation Planning
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**October 15-26, 2012** Construction wrapping up; data collection resumes on Woburn, Yew, and Electric. Collision analysis for years 2004 through 2011 for vehicles, pedestrians, and bicyclists. "Road Diet Case Study" research comparing comparable corridors to Alabama.
October 9, 2012 Lettered Streets Neighborhood Association meeting (City Staff: Chris Comeau, Transportation Planner; City Councilman Michael Lilliquist in attendance), approximately 10 neighborhood residents in attendance.

Data collection delayed until mid-October due to construction on Electric, Yew, and Woburn.

September 20, 2012 Sunnyland Neighborhood Association meeting (City Staff: Mayor Kelli Linville; Ted Carlson, Public Works Director; Torhil Ramsay, Community Outreach Specialist; Rick Nicholson, WTA Service Director. [Chris Comeau not available for this meeting]), approximately 15 neighborhood residents in attendance.

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July-August 2012 - Public Works and WTA Staff Field Visits on Alabama Corridor

June 2012 - Public Works adds Project #6 "Alabama Corridor" to 2013-2018 TIP

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May 2012 - Bellingham awarded $1,461,824 for "Alabama Corridor" Phase 1 and Phase 2

December 31, 2011 Original date for WSDOT to announce funding awards (5 month delay)
October 2011 - Public Works submits grant application to WSDOT for "Alabama Corridor"

June 2011 - Bellingham 1 of 50 cities in Washington invited to apply for federal SAFETEA-LU funds; Alabama is only corridor in Bellingham eligible to apply due to significant collision history.
Alabama Street Corridor Multimodal Safety Improvements

Project History

In May 2011, Bellingham began the Pedestrian Master Plan process by asking all City residents to participate in a community survey to tell City planners where pedestrian needs were not being met. The Alabama Street corridor was consistently identified as a barrier to pedestrian and bicycle travel by residents of the Sunnyland, Roosevelt, and Alabama Hill Neighborhoods. As a result of this public input, the Bellingham Pedestrian Master Plan Section 3.5.3. specifically recommends a project titled "Alabama Corridor - Feasibility Study for Road Diet and Pedestrian Safety Improvements."

In June 2011, WSDOT sent the City of Bellingham documentation of 93 injury-related vehicle collisions on Alabama from 2004-2010 and invited Bellingham transportation planners to apply for federal "Highway Safety Improvement Program" funds to improve safety along the corridor. Subsequently, Public Works transportation planners submitted a grant application titled "Alabama Street Corridor Road Diet Feasibility Study & Safety Improvements" in October 2011.

In May 2012, Bellingham was awarded $45,000 in Preliminary Engineering funds for a Phase 1 Feasibility Study to examine several alternatives to improve safety and an additional $1,416,824 in Construction funds for Phase 2 Implementation of the Preferred Alternative from the Phase 1 Feasibility Study. The Alabama Street Corridor Multimodal Safety Improvements project was immediately added to the 2013-2018 Transportation Improvement Program, as required for use of the federal grant funds.
Project Overview: ES-466

Phase 1 (2012-2013) involves an 8-month long Feasibility Study to examine alternative methods to reduce vehicle collisions and to improve safety for all transportation users (pedestrians, bicyclists, transit riders, and automobile and freight/service delivery truck drivers).

Public outreach began in May 2011 with the Pedestrian Master Plan and Public Works will continue to work with Neighborhoods and the general public through the course of the Feasibility Study at Neighborhood Association meetings, Open House events, and public meetings before the Transportation Commission and City Council.

Public Works transportation planners (PW), Whatcom Transportation Authority (WTA), and Whatcom Council of Governments (WCOG) will be assisted by Seattle-based Fehr & Peers Transportation Consultants to provide expertise in examining street corridors for multimodal safety improvements, including successful implementation of "road diets" on multi-lane corridors served by transit.

Phase 2 (2013-2014) will implement and construct the preferred method to reduce vehicle collisions and improve safety for all users, as identified in the Phase 1 Feasibility Study and approved by the Bellingham City Council.
Schedule & Public Process

**Phase 1: 2011-2013**
- WSDOT invitation to apply for federal safety funding (June 2011)
- Grant Application (October 2011)
- Funds Awarded (May 2012)
- Transportation Data Collection [Delayed due to construction] (July 2012 – October 2013)
- Public Outreach, Neighborhood Meetings, Public Input, & Road Diet Education (August-December 2012)
- Develop Major Alternatives to study (November 2012 – March 2013)
- Alabama Corridor Study Public & Stakeholder Open House #1 (February 2013)
- Bike Master Plan Public Open House #1 (April 2013)
- Alternatives Analysis & Findings (March 2013 – January 2014)

**Phase 2: 2014**
- Alabama Corridor Study Public & Stakeholder Open House #2 (March 2014)
- Transportation Commission public meeting & recommendation to City Council (March 2014)
- City Council public hearing, presentation and discussion of Public Works & Transportation Commission recommendations (April 2014)
- City Council direction to Public Works to construct a “Preferred Alternative” for Alabama Phase 2 Safety Improvements & Final Report Published (April 2014)

**Phase 3: 2014-2015**
- Public Works Engineering Design of Safety Improvements (Oct - Nov 2013)
- Begin Design (April 2014)
- Final Design (November 2014)
- Obligate construction funds (November-December 2014)
- Construct Preferred Safety Improvement Alternative (Spring/Summer 2015)
- Federal deadline for project completion (September 2015)
Alabama St. Corridor Multimodal Safety Improvements
Open House * March 5, 2014
PUBLIC COMMENT FORM

Name: ____________________________________________
Address: __________________________________________
City: _____________________________________________
State & Zip: _______________________________________
Email: ____________________________________________

Comments:

____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________

Drop into comments box or submit to:

Chris Comeau, Transportation Planner
City of Bellingham
Public Works Department
210 Lottie Street
Bellingham, WA 98225
(360) 778-7946
ccomeau@cob.org
In May 2012, the City of Bellingham was awarded $1,461,824 in federal safety funds to study and implement safety improvements on Alabama Street from Cornwall Avenue to St. Clair Street. The City was invited by WSDOT to apply for the safety funds due to the high number of collisions reported on the corridor. There were 93 injury collisions from 2004 to 2010 on the corridor. In terms of total collisions, from 2006 to 2011 the overall collision rate was double the average rate for similar roads in Northwest Washington and over four times higher than the countywide collision rate. Locally, the Alabama corridor was second only to Guide-Meridian (SR539) in both total and injury collisions.

One option to improve safety that will be investigated as part of the Feasibility Study is a road diet on Alabama Street to convert the road from four to three lanes. This reconfiguration would add a two-way left turn lane and reduce the number of through lanes to one in each direction. The Federal Highway Administration (FHWA) has identified road diets as a proven method for increasing corridor safety by reducing vehicle speeds, reducing rear-end and sideswipe collisions, and improving safety for pedestrians and bicyclists in the corridor by easing roadway crossings and providing dedicated space for bicycle lanes.

This memorandum provides background on road diets, summarizes existing conditions on Alabama Street, and outlines four case studies of road diets that were completed in other jurisdictions on similar corridors. Alabama Street is nearing the upper limit of traffic volume recommended for a three lane roadway, but the same is true for the case study corridors. Road diets implemented in other jurisdictions led to reductions in vehicle speeds and collisions and did not lead to long term diversions of traffic onto parallel streets. The next step in evaluating the feasibility of roadway changes for Alabama Street will be to test potential reconfigurations in a microsimulation model of the corridor to determine changes in corridor travel time and diversion rates for existing and future conditions.
ROAD DIET BACKGROUND

Road diets, or roadway rechannelizations, traditionally reduce the number of through vehicles lanes to make more room for on-street parking, pedestrian crossing islands, and/or bike lanes. The traditional application is on a road with a four lane cross section where the vehicle lanes are reduced from four lanes to three lanes with the center lane functioning as a two-way left-turn lane. The remaining ten to twelve feet of overall roadway space is then converted to bicycle lanes. Figure 1 presents example images of this conversion. In almost all cases, the curb to curb pavement width remains the same.

Figure 1. Before (left) and After (right) of a Traditional Road Diet Project (Pedestrian Bike Information Center, 2009).

The Federal Highway Administration (FHWA) has identified road diets as a proven safety countermeasure, noting the following benefits (FHWA-SA-12-013):

- Decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat collision risk (where one vehicle stops for a pedestrian on a multi-lane road, but the vehicle in the other lane does not)
- Providing room for pedestrian crossing islands (the addition of the median splits a multi-lane crossing into multiple single-lane crossings)
- Improving safety for bicyclists when bike lanes are added (in addition, bike lanes increase the buffer between the travel lane and the sidewalk)
- Providing the opportunity for on-street parking (where applicable)
- Reducing left-turn, rear-end, and side-swipe crashes by providing a dedicated left turn lane
- Improving speed limit compliance and decreasing collision severity when collisions do occur, thus reducing injury collisions
Recently completed research compiled by FHWA compared collision rates for 30 road diet project sites in California and Washington State, with projects included from Seattle and Bellevue. Table 1 provides summary comparison of average metrics, including collisions before and after.

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Average Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collisions/mile/year before road diet</td>
<td>28.57</td>
</tr>
<tr>
<td>Collisions/mile/year after road diet</td>
<td>24.07</td>
</tr>
<tr>
<td>Daily traffic before road diet</td>
<td>11,928</td>
</tr>
<tr>
<td>Daily traffic after road diet</td>
<td>12,790</td>
</tr>
<tr>
<td>Length of projects (miles)</td>
<td>0.84</td>
</tr>
</tbody>
</table>

In comparing these sites with reference locations, the evaluation of total collision frequency indicated a statistically significant effect of a road diet treatment in reducing collisions. Based on these results, the FHWA bulletin notes that their findings suggest that a conventional road diet treatment on a suburban corridor with moderate to high ADT could expect a 19 percent reduction in collisions.

On the surface it would appear that reducing the number of lanes on a roadway will add to traffic congestion. However, on a road with many access points (such as Alabama Street) and few turning restrictions, the road already has reduced capacity due to the presence of left turning vehicles. These vehicles cause other traffic to stop in the travel lane, or quickly change lanes to avoid them. In contrast with this, on a street with a road diet, left turning vehicles are separated from other traffic and speeds are limited by the speed of the lead vehicle in the through lane. FHWA guidelines note that under most roadway volumes, road diets appear to have minimal effects on vehicle capacity, but that roads in excess of approximately 20,000 vehicles per day may have an increased likelihood of traffic congestion and potentially lead drivers to divert to other routes.\(^1\)

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ALABAMA STREET – EXISTING CONDITIONS

Alabama Street is classified as a secondary, or minor, arterial. The corridor analysis on Alabama Street is approximately 1.75 miles in length, from Cornwall Avenue to St. Clair Street. Recent speed studies indicate that in certain stretches of the corridor, the 85th percentile speed is 38.5 mph, compared to the posted 35 mph speed limit.\(^2\)

ROADWAY VOLUME

Daily traffic volumes on the corridor vary from 13,000 on the west end to 18,300 on the portion between James Street and Orleans Street. These are displayed as Figure 2, which also contains a graph detailing directional volumes by time of day for three locations. There is a clearly pronounced eastbound PM peak period from 4:00 to 6:00 PM due to heavy outbound commuter traffic from downtown Bellingham to exit points on Sunset (SR542) and Hannegan Road. Figure 3 provides the peak hour directional volumes for the corridor and peak hour turning movement counts at four intersections.

It is worth noting that to the east of St. Clair Street (outside of the project area), the roadway is already one lane in the westbound direction with a center two-way left turn lane. This roadway segment carries 7,100 vehicles per day, comparable to several other stretches of the corridor.

Figure 2.

Alabama Street -
Daily Directional Traffic Volume
Figure 3.

Alabama Street -
PM Peak Hour (4:30-5:30 PM) Traffic Volume

[Map of Alabama Street showing traffic volumes and turning movement counts]
COLLISION HISTORY

Collision data was provided by the Washington State Department of Transportation (WSDOT). There were 93 known injury collisions on the corridor between 2004 to 2010. The total collisions per mile per year in the study corridor from 2006 to 2011 averaged 25.4, which is within the range of the corridors in the larger FHWA study summarized in Table 1. Table 2 provides a comparison of collisions per million vehicle miles travelled (MVMT) for the Alabama Street corridor and the average rate of other regional roadways.\(^3\)

<table>
<thead>
<tr>
<th>Road Facility</th>
<th>Collisions per Million Vehicle Miles Traveled (MVMT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama Street Study Corridor, Annual Average (2005 to 2011)</td>
<td>5.95</td>
</tr>
<tr>
<td>All Minor Arterials in the WSDOT Northwest Region (2011)</td>
<td>2.93</td>
</tr>
<tr>
<td>Whatcom Countywide Collision Rate (2011)</td>
<td>1.36</td>
</tr>
</tbody>
</table>

\(^*\)Fehr & Peers 2012, WSDOT 2011

**Figure 4** displays the total collision history from 2006 to 2011. Collisions are concentrated at the major intersections, with a substantial quantity occurring near the Woburn Street intersection. Vehicle collisions that involved bicycles or pedestrians were less pronounced, with five collisions involving bicyclists and ten involving pedestrians. Again, these collisions were clustered around the Woburn Street intersection.

Safety concerns for pedestrians were cited throughout the public process for the Bellingham Pedestrian Master Plan (2011-2012). Neighborhood residents overwhelmingly identified traffic volumes, vehicle speeds, narrow sidewalks, and lack of dedicated pedestrian crosswalks a barrier to north-south mobility for pedestrians, bicyclists, and transit riders needing to access transit stops and cross between neighborhood destinations.\(^4\)


Alabama Street - 2006-2011 Collision History

Figure 4.
TRANSIT SERVICE

The Alabama corridor is served primarily by the WTA route 331, also known as the Gold GO Line. This line has the highest ridership of any individual line in the WTA system with a total of around 4,500 boardings and alightings on an average weekday.

Buses stop in-lane for passengers to board and alight. This minimizes transit delay associated with re-entering the travel lane, but likely leads to delay for other vehicles and enhances the possibility of vehicle collisions as drivers change lanes to avoid being stuck behind buses.

Daily boarding and alighting information from 2011 was provided by WTA. Figure 5 identifies corridor stop locations along with average daily boardings and alightings. As indicated, the busiest stops were near Valencia/Undine on the east end of the corridor, followed by the stops at James Street.

Figure 5 also identifies observed stop points along the corridor, along with the associated stop or dwell time. Where the stop times are tied to a transit stop location, the dwell time is for the bus to load and unload passengers. Stop times at locations on the corridor that are not a stop (principally eastbound on Alabama at Woburn and westbound on Alabama at Cornwall, both where the bus makes left turns) are due to delay for traffic signals and/or roadway congestion. This stop time information was collected on Wednesday, November 7th during the PM peak period. Note that some of the longer dwell times at stops were due to specific passenger issues, but are part of normal transit operations.
Figure 5.
Alabama Study Corridor - 2011 WTA Route 331 Average Daily Boardings and Alightings and PM Peak Period Observed Stop Location and Dwell Time

Daily Boarding and Alighting
- < 30
- 31 - 50
- 51 - 75
- 76 - 100
- > 100

Stop Location and Dwell Time
- Inbound Run 1
- Inbound Run 2
- Outbound Run 1
- Outbound Run 2

- Outbound to Cordata Station
- Inbound to Downtown Bellingham
- Alabama St. Study Corridor
SELECT CASE STUDIES

The following sections document four road diets that have been implemented since 2000, both in Washington State and nationwide. These case studies represent corridors with similar pre-diet characteristics to Alabama Street in terms of safety, average daily traffic volume, transit service, surrounding land uses, and the availability of alternate/parallel routes. Though every road diet has a unique set of localized concerns and expectations, these case studies provide a general overview of best practices, expected results, and lessons learned. Characteristics of the four case studies and how they relate to the context of Alabama Street are summarized in Table 3.

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Alternate Routes</th>
<th>Surrounding Land Uses</th>
<th>Average Daily Traffic</th>
<th>Transit Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama Street – Bellingham, WA</td>
<td>1.7 miles 4 lanes</td>
<td>Parallel routes that also cross I-5 are 0.55 miles to the north and 0.45 miles to the south</td>
<td>Single-family residential, institutional, and some commercial/retail</td>
<td>13,000 to 18,300</td>
<td>2 local bus routes: 331 - 15 min weekday peak headways 525: 60 min headways</td>
</tr>
<tr>
<td>Nickerson Street – Seattle, WA</td>
<td>1.2 miles 4 lanes to 2 lanes + TWLTL + climbing bike lane</td>
<td>Bounded by Lake Washington Ship Canal to the north; no parallel routes to the south</td>
<td>Commercial, light industrial, institutional, and some medium-density residential</td>
<td>18,560</td>
<td>1 local bus route (15 min weekday headways)</td>
</tr>
<tr>
<td>Fourth Plain Blvd – Vancouver, WA</td>
<td>1.0 miles 4 lanes + TWLTL + bike lanes + ADA improvements and utility work</td>
<td>Crosses I-5 to east and rail yard to west; parallel rail yard crossing routes are 0.5 miles to the north and south</td>
<td>Single-family residential with some commercial, retail, and light industrial</td>
<td>17,000</td>
<td>1 local bus route (15 min peak hour headway, 30 min off-peak)</td>
</tr>
<tr>
<td>Ocean Park Blvd – Santa Monica, CA</td>
<td>1.1 miles 4 lanes + parking to 2 lanes + TWLTL + bike lanes + streetscaping</td>
<td>Closest uninterrupted parallel routes are 0.5 miles to the north and south</td>
<td>Mixed-use medium density (residential, institutional, commercial, and retail)</td>
<td>23,000</td>
<td>1 local bus route (15 min weekday peak hour headway)</td>
</tr>
<tr>
<td>Edgewater Drive – Orlando, FL</td>
<td>1.5 miles 4 lanes to 2 lanes + TWLTL + bike lanes + streetscaping</td>
<td>Closest uninterrupted parallel routes are 0.7 miles to the west and 0.8 miles to the east</td>
<td>Neighborhood commercial/retail center and some institutional and medium density residential</td>
<td>20,500</td>
<td>1 local bus route (20 min weekday peak hour headway, 30 min off-peak)</td>
</tr>
</tbody>
</table>

1 Before road diet implementation.

Acronyms: TWLTL = Two-way left-turn lane, ADA = American with Disabilities Act

Fehr & Peers 2012
In 2010, the City of Seattle rechannelized over one mile of Nickerson Street, the City's 28th road diet/rechannelization project since 1972. The Nickerson Street rechannelization added two new marked crosswalks (one midblock) and converted the four-lane roadway into two travel lanes, a two-way left-turn lane, a climbing bicycle lane, and sharrow striping downhill. On-street parking was maintained on both sides of the street.

The rechannelization had two goals: improve pedestrian safety and reduce automobile speeds. Collisions, speed, and traffic volumes were monitored before and after implementation to determine if these goals were being met without adverse impacts. During the year after project completion, collisions decreased by 23% compared to the average over the previous five years. Speeding was reduced as well. The share of top-end speeders, those driving 10+ mph over the posted 30 mph speed limit, dropped from 17% to 1.4% westbound and from 38% to 1.5% eastbound. Additionally, the 85th percentile speeds along the corridor dropped from 41 mph westbound and 44 mph eastbound to 33 mph in both directions. Volume studies showed that average daily traffic (ADT) decreased very slightly after implementation, from 18,560 in 2009 to 18,360 in 2011 (a decrease of one percent). This decrease was apparently part of larger citywide decrease, as the ADT on two potential alternate routes also declined. This indicated that the rechannelization resulted in little to no diversion.

Over the course of multiple rechannelization safety projects during the past four decades, the Seattle Fire Department has generally been supportive. Seattle City Traffic Engineer Dongho Chang relayed in an email on the issue that, "The center turn lane provides a space for fire vehicles to safely bypass traffic [vehicles] that have pulled to the right, as required by law, and does not adversely affect fire response times. The fire vehicle is also much more visible to opposing traffic with the reconfigured lane assignments, since there isn't [visual obstruction] due to larger vehicles in the inside lane blocking the outside view of the drivers in the inside lane." Regarding the safety benefits of road diet/rechannelization projects, Fire Chief Gregory Dean added, "Preventing the loss of life and property is our number one priority. A reduction in the number of collisions allows for good access for emergency response vehicles, helping firefighters and paramedics respond faster to emergency incidents."
FOURTH PLAIN BOULEVARD – VANCOUVER, WA

In 2001, the City of Vancouver saw the scheduled street resurfacing of Fourth Plain Boulevard, a four-lane principal east-west arterial, as an opportunity to improve safety, neighborhood livability, and the experience of all roadway users. Along with the resurfacing, the City implemented a road diet to reconfigure the roadway into two travel lanes with a two-way left-turn lane and bicycle lanes on both sides. Along with this work, Americans with Disabilities Act-compliant sidewalk curb-cuts were added and underground utility work was completed. In conjunction with the reconfiguration, the existing state truck route was shifted from Fourth Plain Boulevard to the parallel Mill Plain Boulevard.

As part of the project, the City prepared a post-implementation report to evaluate the road diet’s impact on a variety of performance categories: traffic flow and operations, neighborhood impacts, economic impacts, and bicycle/pedestrian impacts. The report noted positive safety gains with few to no negative impacts:

- Speed tests indicated a moderate decrease in corridor speeds, from 29.4 mph before implementation (2000) to 24.2 mph after (2002). Speeds increased slightly to 25.2 mph in 2003 but remained constant through the following year.
- The total number of collisions decreased by 52% compared to the three-year average before implementation with the collision rate reduced from 7.5 to 3.9 collisions per million vehicle trips.
- There were no collisions involving pedestrians reported in the year after implementation compared to six in the previous three years. At the same time, pedestrian trips during the PM peak hour increased by 44%.
- Post-implementation traffic counts on surrounding local streets showed that trips generally did not shift away from Fourth Plain Boulevard, aside from the anticipated diversion of trucks to Mill Plain Boulevard. Some local streets gained between 100 and 300 ADT, but others experienced no change or small declines.

A supplementary online survey was conducted in 2004 to gauge public perceptions about the road diet and its impact on neighborhood livability. The results indicated that the majority of

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respondents feel the project has improved traffic issues and has created a calmer, safer street environment.\(^8\)

**OCEAN PARK BOULEVARD – SANTA MONICA, CA**

In 2008, the City of Santa Monica reconfigured the four-lane Ocean Park Boulevard on a trial basis in an effort to improve pedestrian safety. The new configuration included two travel lanes, a two-way left-turn lane, bicycle lanes on both sides, and additional parking in some locations. As a major east-west arterial with a relatively high ADT of 23,000, there was local concern that the road diet would cause significant diversion to neighborhood streets and/or increase corridor travel times for automobile and transit.

To determine the impact of the new configuration, the City monitored various performance measures before and after implementation, including ADT, speed, collisions, and transit travel time. Their findings revealed that, while ADT decreased by around 3,000 to 4,000 vehicles per day on Ocean Park Boulevard, adjacent local streets changed by less than 200 vehicles per day, indicating that the road diet caused little to no local traffic diversion. Speed and collision data showed a significant safety improvement. Before implementation, 85\(^{th}\) percentile speeds were between 33 and 34 mph and in conflict with the 25 mph school zone speed limit. Post-road diet, 85\(^{th}\) percentile speeds dropped to 27 mph. Comparing the nine months before and after implementation, total collisions declined by 65%, and collisions resulting in injuries dropped by 60%. Bus travel time through the reconfigured corridor was measured during multiple times of day and days of the week. Results showed some variation compared to pre-diet conditions, but none of the runs indicated an increase of more than two minutes, and the majority of runs were within a minute of the original time.\(^9\)

Since no additional physical barriers (e.g. as median, pedestrian bulb-outs) were constructed as part of this project, emergency responders did not express concerns about navigating the reconfigured corridor. In the case of projects that include physical barriers and could potentially limit the responder’s ability to pass other vehicles or make turns onto side streets, the City has historically set up trial runs for emergency vehicles, using traffic cones to mark the roadway’s new configuration. These trial runs help inform the City and responders of any travel time delays or other issues could be expected after project implementation. As emergency response entities have become more familiar with road diet design elements and their impact on vehicle response

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and maneuvering, they have begun providing the City with design requirements at the start of new projects. For example, the Fire Department now specifies the necessary channelized roadway width to allow for passing (20 feet) as well as the maximum spacing between breaks in a median (150 feet).

EDGEWATER DRIVE – ORLANDO, FL

Edgewater Drive is the primary north-south arterial through the Main Street-style retail center of the College Park neighborhood, located about three-quarters of a mile north of Downtown Orlando. In 2001, the City took over jurisdiction and maintenance of 1.5 miles of Edgewater Drive from the Florida Department of Transportation (FDOT) in an effort to pursue corridor-related goals from the College Park Neighborhood Horizon Plan with greater autonomy. The following year, the City re-striped the four-lane roadway cross-section to two travel lanes, a two-way left-turn lane, and bicycle lanes on both sides of the street (previously existing on-street parking was maintained on both sides of the street). Similar to the Fourth Plain Boulevard road diet, this project coincided with a scheduled street resurfacing.

The City documented the re-striping’s impact by monitoring multiple measures of effectiveness before and after implementation. Key results showed significant increases in safety and bicycle/pedestrian activity:

- The percentage of excessive speeders – those traveling more than 6 mph over the 30 mph speed limit – was measured on the northern, middle, and southern ends of the corridor. The share of excessive speeders dropped by half, from 15.7% to 7.5% in the northern section, and by 10% (from 29.5% to 19.6%) in the southern section. The share dropped slightly from 9.8% to 8.9% in the middle section.

- Collision rates were calculated per MVMT using the three-year collision average before implementation and a four-month observation period after. The overall collision rate declined by 34% from 12.6 to 8.4 per MVMT. Moreover, the injury collision rate was cut by 68% from 3.6 to 1.2 per MVMT.

- The total number of weekday pedestrians on the Edgewater Drive corridor increased by 500, or 23%. Notably, the number of those crossing the street rose by 56%, indicating that pedestrians found it easier to cross the three-lane cross-section.

- The total number of weekday bicyclists increased by over 100, a gain of 30%.

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The post-implementation results also showed an initial corridor ADT reduction of 12% (from 20,500 to 18,131) as well as a combined ADT reduction of 4% on parallel streets and side streets. Eventually, corridor ADT rose to 21,000. These numbers would suggest that, initially, some trips diverted away from the neighborhood entirely after implementation but returned once drivers became more familiar with navigating the reconfigured roadway.

In addition to monitoring automobile traffic, the City observed post-implementation transit service to determine how much automobile travel time delay could be attributed to corridor bus stops. Transit routes, headways, and equipment were the same with regards to Edgewater Drive before and after the project. Field measurement indicated that average bus loading delay remained unchanged (around 30 seconds), suggesting that transit service was similar with and without the re-striping.

**SUMMARY**

The before/after results and lessons learned discussed in the previous section are displayed in Table 4.

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<table>
<thead>
<tr>
<th>Project</th>
<th>Average Daily Traffic</th>
<th>Traffic Speed</th>
<th>Collisions</th>
<th>Transit Impact</th>
<th>Lessons Learned</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Before</td>
<td>After</td>
<td>Before</td>
<td>After</td>
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<tr>
<td></td>
<td>ADT</td>
<td></td>
<td>Avg Spd</td>
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<td></td>
<td></td>
<td></td>
<td>33.3 mph</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>38.5 mph</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama Street – Bellingham, WA</td>
<td>18,700</td>
<td>N/A</td>
<td>Avg Spd: 33.3 mph</td>
<td>N/A</td>
<td>6-year injury collision total: 93, collisions per MVMT of 5.95</td>
</tr>
<tr>
<td>Nickerson Street – Seattle, WA</td>
<td>18,560</td>
<td>18,360</td>
<td>WB 85°: 40.6 mph</td>
<td>WB 85°: 33.1 mph</td>
<td>23% reduction in total crashes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>EB 85°: 44.0 mph</td>
<td>EB 85°: 33.3 mph</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>WB &gt; 40 mph : 17%</td>
<td>WB &gt; 40 mph : 14%</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>EB &gt; 40 mph : 38%</td>
<td>EB &gt; 40 mph : 15%</td>
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<td></td>
<td></td>
<td></td>
<td>85°: 33.1 mph</td>
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<td></td>
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<td>38.5 mph</td>
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</tr>
<tr>
<td>Nickerson Street – Seattle, WA</td>
<td>18,560</td>
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<td></td>
<td>EB 85°: 44.0 mph</td>
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<td>EB &gt; 40 mph : 15%</td>
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<td></td>
<td></td>
<td></td>
<td>85°: 33.1 mph</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fourth Plain Blvd – Vancouver, WA</td>
<td>17,000</td>
<td>No significant diversion</td>
<td>Avg Spd: 29.4 mph</td>
<td>Avg Spd: 24.2 mph</td>
<td>52% reduction in total crashes</td>
</tr>
<tr>
<td></td>
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<td></td>
</tr>
<tr>
<td>Ocean Park Blvd – Santa Monica, CA</td>
<td>23,000</td>
<td>Decrease less than 200 ADT</td>
<td>WB 85°: 33 mph</td>
<td>85°: 27 mph</td>
<td>65% reduction in total number of accidents</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>EB 85°: 34.3 mph</td>
<td></td>
<td></td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Edgewater Drive – Orlando, FL</td>
<td>20,500</td>
<td>21,000</td>
<td>Study-defined excessive speed: 36 mph</td>
<td>Excessive speed reduction of 1 -10%, depending on segment</td>
<td>Total crash rate down by 34%, injury rate down by 68%</td>
</tr>
<tr>
<td></td>
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</tr>
</tbody>
</table>

**Acronyms:** WB = Westbound, EB = Eastbound, MVMT = Million vehicle miles travelled, ADT = Average Daily Traffic, FDOT = Florida Department of Transportation

*Fehr & Peers, 2012.*
Alabama Street Corridor
Road Diet Feasibility Study & Safety Improvements
Bellingham adhered to the following set of instructions provided via email from WSDOT dated June 7, 2011:

What We Need from You - Based on the programs available to your city, please do the following:

1) Review your data. Attached you will find a spreadsheet with specific details about what Intersections and Corridors you are eligible to include in your proposal. You will also find a worksheet with all of your intersection-related fatal and serious injury collisions from 2004-2008.

2) Based on your data, your eligible projects, and knowledge of your road network, develop a safety funding proposal. This proposal should include a separate entry for each proposed project you are applying for (intersection, corridor, or citywide). Each project should include:
   a) The intersection or corridor being addressed; or the locations being addressed in a citywide effort. Include the intersecting street names, as well as noting which, if any, state highways are included.
   b) The type of improvement(s) being made (if you are proposing something you think might be questioned in our review, please provide data for justification to help us understand your approach).
   c) Your legislative & congressional districts affected by the proposed improvements.
   d) Your project schedule – key dates (Begin Design, Environmental Documents Approved, R/W Approved, Contract Advertised, Open to Traffic).
   e) What the cost breakdown of your funding would be between PE, RW, and CN, along with the total cost of the improvement(s) and the amount being requested (you are able to apply for 100% of the funding needed).
   f) Who the contact point will be for the project.
   g) For projects including state highway locations, please include a letter of concurrence from your region WSDOT office. Please contact your region Highways & Local Programs engineer to begin that process and to involve the correct individuals.
   h) For projects involving a shared corridor, please submit those projects as a joint proposal including both cities. Please include some description of how the project will move forward, the roles of each city in that process, etc. (If a city is submitting both a shared corridor project AND other projects, please submit those in 2 separate proposals. Submit one proposal which includes only your city projects, and a separate proposal which includes any shared projects.)

3) Submit your proposal directly to me via email by 10/28/11.

4) H&LP will review your proposal. A benefit/cost analysis will be done for all Intersection and Corridor projects, based on total project cost, which will then be compared to other invitational projects. Citywide projects will be evaluated for meeting the criteria (low-cost, widespread, and addressing intersection-related collisions). A final on-site review for projects may also be scheduled prior to final notification of award.

Final Details
Please note that this is the city safety program for 2009-2015. So unless additional funding becomes available, this will be the only city safety program funding available during that time period.

As noted above, proposals are due back to me no later than 10/28/11. Internal processing of proposals and benefit/cost analysis will occur in November and December so that award letters can go out by the end of the year. The design phase of the projects must be authorized by September 1, 2012. And all funds must be obligated by June 30, 2015. (Any remaining funds after that date will be reprogrammed to other priority projects.)

Again, please read the attached document for more detailed program information and additional requirements (number of projects to be submitted, etc.). If you have any questions as you develop your proposal, please do not hesitate to contact me.

Matthew Enders, P.E.
WSDOT Highways & Local Programs
(360) 705-6907
Matthew.Enders@wsdot.wa.gov
City of Bellingham, WA
Alabama Street Corridor Feasibility Study & Safety Improvements

Legislative District:
42nd District - Senator Doug Ericksen, Representative Jason Overstreet, and Representative Vincent Buys

Congressional District:
2nd District – U.S. Senator Patty Murray, U.S. Senator Maria Cantwell, U.S. Representative Rick Larsen

Possible Funding Opportunity
The Washington State Department of Transportation (WSDOT) has invited the City of Bellingham to apply for federal grant funds for safety improvements to the Alabama Street corridor, which has been identified as project candidate based on collision history.

Collision History
According to WSDOT collision data from 2004-2010, the Alabama Street corridor experienced:
- 1 fatal
- 2 serious injury
- 24 evident injury, and
- 66 possible injury collisions
- 93 total collisions with known or possible injuries

Project Summary
The Alabama/F Street corridor is a heavily traveled 4-lane east-west secondary arterial that bisects the Lettered Streets, Sunnyland, Roosevelt, and Alabama Hill Neighborhoods in Bellingham and divides the city from north to south between Bellingham Bay and Lake Whatcom (See Map 1, next page). Current traffic volumes exceed 20,000 vehicles per day in places and 85th percentile speeds average 38.5 mph compared to the posted 35 mph speed limit. According to WSDOT collision data for years 2004 - 2010, there have been 93 collisions with known or possible injuries along the Alabama Street corridor.

Whatcom Transportation Authority (WTA) provides high-frequency (15-minute) transit bus service on Alabama between Cornwall and Woburn on the Gold GO Line (See Map 3, Route 331). The Gold GO Line is the most productive WTA transit route in Bellingham and connects downtown Bellingham to important retail shopping centers and the northern WTA transit hub at Cordata Station. Evening rush hour traffic congestion on Alabama has begun to impact on-time service performance for Route 331. Bellingham is currently engaged in the creation of a Pedestrian Master Plan and the residents of Neighborhoods served by the Alabama Street corridor have overwhelmingly identified traffic volumes, vehicles speeds, and lack of dedicated pedestrian crosswalks as a barriers to north-south mobility for pedestrians, bicyclists, and transit riders needing to access Route 331 bus stops.

Bellingham is requesting $1,467,000 in safety funding for a two-phase project requiring an in-depth feasibility study leading to construction of either a 1.75-mile “road diet” or, if considered unfeasible, several location-specific safety and mobility improvements for all users of this important corridor. A Phase 1 feasibility study would require $50,000 in preliminary engineering funds and Phase 2 would require $1,417,000 in design, engineering, and construction funds for a 1.75-mile corridor “road diet” conversion from 4- to 2-lanes with center left turn lane and bicycle lanes (See cost estimates, page 11). This project would implement many of the safety improvement methods recommended in Target Zero.
## Washington State Strategic Highway Safety Plan 2010
### Target Zero – Priorities, Objectives, & Strategies

**Priority Level One: Speeding** *(page 31)*

<table>
<thead>
<tr>
<th>1.3 Objectives and Strategies to Reduce Speeding Related Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1.3.B. Use Engineering measures to effectively manage speed</strong></td>
</tr>
<tr>
<td>1.3.B1 Use roadway design factors to influence driver speed; make design selections appropriate to type of roadway. <em>(P)</em></td>
</tr>
<tr>
<td>1.3.B2 Ensure that speed limit and warning signs are visible and installed at appropriate intervals.</td>
</tr>
<tr>
<td>1.3.B5 Separate motorized traffic from non-motorized traffic using shared-use paths, sidewalks, bridges, etc.</td>
</tr>
<tr>
<td>1.3.B6 Ensure that speed limit and warning signs are visible and installed at appropriate intervals and locations.</td>
</tr>
</tbody>
</table>

**1.3.C. Build partnerships to increase support for speed reducing measures**

| 1.3.C3 Expand corridor safety model to high-crash locations where data suggests a high rate of speeding-related fatal or serious injury crashes. *(P)* |

*(P) = Proven Method
*(T) = Method Tried
*(E) = Experimental

**Priority Level Two: Intersections** *(pages 48-50)*

<table>
<thead>
<tr>
<th>2.5 Strategies to Reduce Intersection-Related Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2.5.A. Reduce motor vehicle collisions at intersections</strong></td>
</tr>
<tr>
<td>2.5.A1 Implement traffic control and operational improvements where appropriate:</td>
</tr>
<tr>
<td>• Optimize clearance intervals. <em>(P)</em></td>
</tr>
<tr>
<td>• Improve signal timing to reduce rear-end collisions.</td>
</tr>
<tr>
<td>• Employ emergency vehicle preemption. <em>(P)</em></td>
</tr>
<tr>
<td>• Remove unwarranted signals. <em>(P)</em></td>
</tr>
<tr>
<td>• Employ flashing yellow arrows at signals. <em>(E)</em></td>
</tr>
<tr>
<td>• Limit turning movements at intersections to reduce conflict points.</td>
</tr>
<tr>
<td>• Improve the pavement surface and/or establish better maintenance practices in regard to snow and ice control.</td>
</tr>
<tr>
<td>2.5.A3 Install illumination where appropriate. <em>(P)</em></td>
</tr>
</tbody>
</table>

**2.5.B. Reduce the occurrence of existing driveways, and discourage the use of new driveways, within or adjacent to intersections**
2.5.D. Improve driver awareness of intersections
2.5.D1 Improve visibility of intersections on approaches. (T)
2.5.D2 Improve visibility of signals and signs at intersections. (T)
2.5.D3 Improve sight distances at intersections. (P)
2.5.D4 Provide advance warning of intersections. Provide advance warning signs at strategic locations, including real time flashing lights warning of traffic signals ahead and transverse rumble strips.

(P) = Proven Method
(T) = Method Tried
(E) = Experimental

2.5 Strategies to Reduce Intersection-Related Collisions
2.5 E. Reduce vehicle collisions involving pedestrians and bicyclists at intersections
2.5.E1 Improve intersection geometry to increase bicycle and pedestrian safety; provide refuge islands and raised medians for pedestrians. (P)
2.5.E2 Improve signal timing for pedestrians, such as providing countdowns and crossing lead-times. (P)
2.5.E3 Improve pavement markings with high visibility crosswalks and bicycle lanes. (T)
2.5.E4 Install colored bicycle lanes and bicycle boxes. (E)
2.5.E5 Improve visibility for all users through pedestrian scale lighting at intersections. (E)

Priority Level Three: Pedestrians (pages 66-69)

3.3 Strategies to Reduce Collisions Involving Pedestrians
3.3. A. Improve pedestrian and motorist safety awareness and behavior
3.3.A1 Continue to provide education, outreach, and training. (P)
   • Utilize community traffic safety task forces to address pedestrian safety issues. (P)
   • Implement programs (engineering, enforcement and education) to influence impaired pedestrians. Solutions for improving the built environment should focus on appropriate zoning, crossing treatments and other safety improvements near high speed, high volume, multilane arterials.
   • Ensure that transportation agencies are following national guidelines on the use of reflective markings and sign materials.
3.3. B. Improve pedestrian facilities

3.3.B1 Develop and update design guidance for the safe accommodation of pedestrians. (P)

3.3.B2 Develop programs to improve pedestrian safety accommodations at intersections and interchanges. (P)

3.3.B3 Implement pedestrian safety programs targeting pedestrian crash concerns in major urbanized areas and select rural areas with the construction of additional pedestrian facilities. (P)
- Provide safer crossings by installing refuge islands, lighting, pedestrian lead interval at signals and shortening of crossing distances.
- Reduce pedestrian exposure to vehicular traffic.
- Improve sight distances and/or visibility between motor vehicles and pedestrians; move the stop bar farther back from the intersection.
- Reduce vehicle speeds through traffic calming features in urban centers where appropriate.


3.3. C. Improve safety for children walking to school

3.3.C1 Maintain dedicated school zone safety funding and encourage enforcement of school zone traffic laws. (P)

3.3.C2 Continue WSDOT’s safe routes to school grant opportunities. (P)

3.3.C3 Install computer controlled and timed school zone flashing lights at K-12 schools where appropriate. (P)

3.3. D. Improve data and performance measures

3.3.D1 Inventory existing pedestrian infrastructure and identify deficiencies. (P)

(P) = Proven Method
(T) = Method Tried
(E) = Experimental

Priority Level Four: Bicyclists (page 77)

4.0 Strategies to Reduce Collisions Involving Bicyclists

State Bicycle Facilities & Pedestrian Walkways Plan strategies focus on:

- Making connections and improving bicycle facilities in urban areas where housing and employment mix.

- Reducing barriers to bicycling on higher speed, higher volume arterials.

- Improving and increasing connected, separated paths and trails.
Map 1. Alabama/F Street Corridor Bisecting Neighborhoods – Bellingham Bay to Lake Whatcom
**Existing Conditions**
The Alabama/F Street corridor is a heavily traveled east-west secondary arterial that bisects the City of Bellingham from Bellingham Bay to Lake Whatcom and divides the city almost evenly from north to south (See Map 2). 2010 traffic volumes ranged from 3,800 vehicle per day on F Street in the Old Town area near the Waterfront District, 7,700 near Cornwall Avenue, 13,100 near James Street, 18,700 at Interstate 5, and 18,600 near Woburn Street. Several major arterial streets with significant traffic volumes intersect the Alabama corridor and provide important connections to other places.

![Map 2. 2009 Vehicle Traffic Volumes Recorded on Alabama/F Street Corridor – Bellingham Bay to Lake Whatcom](image)

**Travel Demand Forecast Analysis**
City transportation planners will work with the Whatcom Council of Governments (WCOG), which, as the Regional Transportation Planning Organization (RTPO), maintains a regional travel demand model for the arterial network and has micro-simulation software for intersection analysis. Forecast data indicates the following traffic volume increases on Alabama and intersecting arterials (2012 – 2032).

**Travel Demand Forecasts of Vehicles Per Day (VPD) for Alabama Street and Intersecting Arterial Streets (2032)**

<table>
<thead>
<tr>
<th>Alabama Street Corridor between Cornwall Avenue and Yew Street (2032)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>“F” Street west of Cornwall =</td>
<td>12,708 vpd</td>
</tr>
<tr>
<td>Alabama east of Cornwall =</td>
<td>17,629 vpd</td>
</tr>
<tr>
<td>Alabama west of Orleans =</td>
<td>23,583 vpd</td>
</tr>
<tr>
<td>Alabama east of Orleans =</td>
<td>21,002 vpd</td>
</tr>
<tr>
<td>Alabama west of Woburn =</td>
<td>19,876 vpd</td>
</tr>
<tr>
<td>Alabama east of Woburn =</td>
<td>17,306 vpd</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Major Arterial Cross Streets along the Alabama Street corridor (2032)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cornwall north of Alabama =</td>
<td>14,945 vpd</td>
</tr>
<tr>
<td>Cornwall south of Alabama =</td>
<td>9,741 vpd</td>
</tr>
<tr>
<td>James north of Alabama =</td>
<td>17,573 vpd</td>
</tr>
<tr>
<td>James south of Alabama =</td>
<td>18,768 vpd</td>
</tr>
<tr>
<td>Orleans north of Alabama =</td>
<td>10,503 vpd</td>
</tr>
<tr>
<td>Pacific south of Alabama =</td>
<td>5,096 vpd</td>
</tr>
<tr>
<td>Woburn north of Alabama =</td>
<td>20,369 vpd</td>
</tr>
<tr>
<td>Woburn south of Alabama =</td>
<td>13,723 vpd</td>
</tr>
<tr>
<td>Yew St south of Alabama =</td>
<td>3,754 vpd</td>
</tr>
</tbody>
</table>

Currently, the posted speed limit is 35 mph along the entire length of Alabama Street, and the 2009 recorded average and 85th-percentile speeds are shown in Table 1., below.
Table 1. Average and 85th Percentile Vehicle Speeds Recorded Along Sections of Alabama Street Corridor in 2009

<table>
<thead>
<tr>
<th>Location/Cross Street on Alabama</th>
<th>Travel Direction/Lane</th>
<th>Count Date</th>
<th>Posted Speed</th>
<th>Average Speed</th>
<th>85th Percentile Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>West of St Paul</td>
<td>Westbound 1</td>
<td>4/29/2009</td>
<td>35 mph</td>
<td>35 mph</td>
<td>39.6 mph</td>
</tr>
<tr>
<td>West of St Paul</td>
<td>Westbound 2</td>
<td>4/29/2009</td>
<td>35 mph</td>
<td>32 mph</td>
<td>38.4 mph</td>
</tr>
<tr>
<td>West of St Paul</td>
<td>Eastbound 1</td>
<td>4/29/2009</td>
<td>35 mph</td>
<td>33 mph</td>
<td>38.0 mph</td>
</tr>
<tr>
<td>West of St Paul</td>
<td>Eastbound 2</td>
<td>4/29/2009</td>
<td>35 mph</td>
<td>32 mph</td>
<td>37.6 mph</td>
</tr>
<tr>
<td>West of Michigan</td>
<td>Westbound 1</td>
<td>5/27/2009</td>
<td>35 mph</td>
<td>35 mph</td>
<td>40.8 mph</td>
</tr>
<tr>
<td>West of Michigan</td>
<td>Westbound 2</td>
<td>5/27/2009</td>
<td>35 mph</td>
<td>34 mph</td>
<td>39.2 mph</td>
</tr>
<tr>
<td>West of Michigan</td>
<td>Eastbound 1</td>
<td>5/27/2009</td>
<td>35 mph</td>
<td>32 mph</td>
<td>37.6 mph</td>
</tr>
<tr>
<td>West of Michigan</td>
<td>Eastbound 2</td>
<td>5/27/2009</td>
<td>35 mph</td>
<td>34 mph</td>
<td>40.0 mph</td>
</tr>
<tr>
<td>East of James</td>
<td>Westbound 1</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>32 mph</td>
<td>36.2 mph</td>
</tr>
<tr>
<td>East of James</td>
<td>Westbound 2</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>33 mph</td>
<td>38.0 mph</td>
</tr>
<tr>
<td>East of James</td>
<td>Eastbound 1</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>32 mph</td>
<td>36.3 mph</td>
</tr>
<tr>
<td>East of James</td>
<td>Eastbound 2</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>33 mph</td>
<td>38.0 mph</td>
</tr>
<tr>
<td>East of Cornwall</td>
<td>Westbound 1</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>35 mph</td>
<td>39.6 mph</td>
</tr>
<tr>
<td>East of Cornwall</td>
<td>Westbound 2</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>34 mph</td>
<td>39.2 mph</td>
</tr>
<tr>
<td>East of Cornwall</td>
<td>Eastbound 1</td>
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<td>35 mph</td>
<td>33 mph</td>
<td>37.8 mph</td>
</tr>
<tr>
<td>East of Cornwall</td>
<td>Eastbound 2</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>34 mph</td>
<td>39.2 mph</td>
</tr>
<tr>
<td><strong>Cumulative Total</strong></td>
<td></td>
<td></td>
<td><strong>33.3 mph</strong></td>
<td><strong>38.5 mph</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Street Profile and Access**

The existing Alabama Street profile from Cornwall Avenue to Yew Street includes 5-foot sidewalks, street trees in some sections, concrete curbs and gutters, and 2 westbound and 2 eastbound vehicle travel lanes with dedicated left-turn lanes at major signalized intersections. The physical space available on Alabama Street is 44-feet wide from curb face to curb face with two 11.5-foot outside travel lanes and two 10.5-foot inside travel lanes (See Figure 1, below, and Figure 2, next page).

Several mid-block alleys and driveways also access Alabama Street without the benefit of a center two-way left-turn lane or dedicated left-turn pockets. Vehicles attempting to make left turns into alleys or driveways must wait for a gap to cross two on-coming lanes of 35 mph traffic, which sometimes leads to poor decisions, high risk maneuvers by drivers, and many collisions along the corridor.

![Figure 1. Existing Alabama Street Corridor Profile and Access From Side Streets, Alleys, and Driveways](image-url)
Figure 2. Existing Alabama Street Corridor Profile and Proposed Alternative 1. “Road Diet” Profile

Please Note: Alabama Street width = 44-feet from curb to curb, which is not proposed to change.
Existing lanes are approximately 11.5-feet outside, 10.5-feet inside.
Proposed lanes are 11-feet, center lane 10-feet, bicycle lanes 6-feet
Public Transit

Whatcom Transportation Authority (WTA) provides high-frequency (15-minute) transit bus service on Alabama between Cornwall and Woburn on the Gold GO Line (See Map 3, Route 331). The Gold GO Line is the most productive WTA transit route in Bellingham and connects downtown Bellingham to important retail shopping centers, such as Sunnyland Square, Barkley Village, Sunset Square, and Bellis Fair Mall, as well as Whatcom Community College and the northern WTA transit hub at Cordata Station.

The traffic volumes, speeds, and infrequent crosswalk locations on Alabama Street create a significant mobility barrier for pedestrians, transit riders, and bicyclists needing to cross this busy corridor. Vehicle traffic congestion also negatively impacts on-time service performance for WTA busses, which can create inconvenience for both transit-dependent and transit-by-choice riders, which can reduce ridership. The City of Bellingham has made a policy commitment to protect the average speed of WTA transit busses on arterial streets to avoid this type of negative impact to transit service and riders.
**Pedestrian Safety Concerns**

Bellingham is currently engaged in the creation of a Pedestrian Master Plan and the residents of Neighborhoods served by the Alabama Street corridor have overwhelmingly identified traffic volumes, vehicles speeds, and lack of dedicated pedestrian crosswalks as barriers to north-south mobility for pedestrians, bicyclists, and transit riders needing to access bus stops.

<table>
<thead>
<tr>
<th>Table 2. Pedestrian Master Plan Community Survey Locations of Concern Along Alabama Street (St. Claire to Cornwall)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alabama Hill Neighborhood</strong></td>
</tr>
<tr>
<td>Category</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td><strong>Roosevelt Neighborhood</strong></td>
</tr>
<tr>
<td>Category</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Sidewalk</td>
</tr>
<tr>
<td>Traffic</td>
</tr>
<tr>
<td>Traffic</td>
</tr>
<tr>
<td><strong>Sunnyland Neighborhood</strong></td>
</tr>
<tr>
<td>Category</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
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<tr>
<td>Crossing</td>
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<tr>
<td>Crossing and Traffic</td>
</tr>
<tr>
<td>Crossing and Traffic</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
</tbody>
</table>

Pedestrian Master Plan consultants and City staff are in agreement that there will be a strong recommendation in the adopted Pedestrian Master Plan for the Alabama Street corridor to be studied for the feasibility of implementing either a “road diet” conversion or site-specific improvements to safety and mobility for all users of this important corridor from Cornwall Avenue to St Claire Street.

A “road diet” would involve converting the existing 4 vehicle lanes to 2 vehicle lanes and 2 bicycle lanes with a two-way center left-turn lane and could possibly include landscaped medians with adequate turn-pockets strategically installed at high-demand intersections. If the feasibility study concludes that the proposed “road diet” conversion results in more costs and negative impacts to WTA transit operations than benefits to the multi-modal transportation needs of the City and WTA, then site-specific improvements for pedestrian safety, access, and mobility both across and along Alabama Street will be identified and constructed in lieu of the “road diet” conversion.
**Scope of Phase 1 Feasibility Study**

The proposed feasibility study would require a multi-agency area-wide look at the existing and future land uses, arterial street connections, traffic volumes, signalized intersections, and high-frequency transit service that influences the Alabama Street corridor, including significant redevelopment areas such as the 200-acre Barkley Village, the Sunnyland Square/James Street commercial area, and the 220-acre Waterfront District. Significant coordination will be required with Whatcom Transportation Authority (WTA) to understand the existing and future service needs of the Gold GO Line, which provides high-frequency (15-minute) transit service on Alabama between Cornwall and Woburn.

1. Consultant, City, and WTA review of current “best practices” – 5 case studies and interviews with engineering staff from U.S. jurisdictions that have implemented “road diets” on similar multi-lane two-way streets with traffic volumes of 15,000 - 20,000 or greater with a significant transit service.
2. City issue of contract to collect turning movement counts at all signalized intersections on the Alabama Street corridor.
3. Consultant and City qualitative assessment of current access and turning movements at un-signalized intersections and driveways.
4. Consultant and City qualitative assessment of freight truck volumes, classifications, and frequency.
5. Consultant and WTA qualitative assessment of WTA transit service frequency and ridership.
6. Consultant, City, and WTA qualitative assessment of current traffic signal timing, parameters for acceptable cycle length in future conditions scenario, and signal pre-emption for transit.
7. Consultant and City analysis of all reports for fatal, serious injury, evident injury, and possible injury collisions on the Alabama Street corridor.
8. WCOG/RTPO TransCAD model forecasts of vehicle traffic volumes for years 2020 and 2032 on entire Alabama Street corridor and all major intersecting arterial streets.
9. WCOG/RTPO model analysis of corridor travel time and speed for existing and future conditions.
10. WCOG/RTPO micro-simulation analysis of intersection turning movements, delay, level of service, and vehicle queue lengths for existing and future conditions. [225 hrs = $20,000]
11. City confirmation that there are no right-of-way needs or concerns for proposed improvements.
12. City and WTA identification of preferred alternative

**Phase 1 Feasibility Study Cost (Preliminary Engineering Funds)**

The study to analyze the feasibility of a road diet is expected to take 6 months with very close coordination between City, WTA, and WCOG/RTPO staff to incorporate and analyze the relationships between land use, employment, housing, pedestrian demand, bicycle mobility, transit, and vehicle and freight traffic needs. A Phase 1 feasibility study would require $50,000 in preliminary design and engineering funds. The conclusion of the feasibility study would lead to the construction of either:

**Alternative 1.**
A 1.75-mile “road diet” converting four 11-foot travel lanes to two 11-foot travel lanes with an 10-foot two-way center turn lane, and 6-foot marked bicycle lanes on each side; OR

*If a “road diet” considered unfeasible due to negative impacts to transit service or other factors;*

**Alternative 2.**
Several location-specific safety and mobility improvements for all users of this important corridor. These would include high-visibility activated crosswalks (also called HAWK signals), flashing pedestrian crosswalks, curb extensions, enhanced visibility, re-location of bus stops, and improved signage.
**Phase 2 Project Implementation Costs (Engineering and Construction Funds)**

There are not expected to be any right-of-way costs, but there will be significant cost to convert Alabama Street from 4 vehicle lanes within the 44-foot width of the street to two 11-foot vehicle lanes with a 10-foot two-way center left turn lane and 6-foot bicycle lanes on each side.

### Phase 2

**Alternative 1: Road Diet Conversion - St Claire to Cornwall 9,160 linear feet (1.75 miles)**

<table>
<thead>
<tr>
<th>Description</th>
<th>Number</th>
<th>Units</th>
<th>Cost / Unit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>striping</td>
<td>9,160</td>
<td>Linear Feet</td>
<td>$15.00</td>
<td>$137,400</td>
</tr>
<tr>
<td>grinding</td>
<td>27,480</td>
<td>Linear Feet</td>
<td>$1.00</td>
<td>$27,480</td>
</tr>
<tr>
<td>stencils bikes lanes (thermoplastic)</td>
<td>26</td>
<td>Each</td>
<td>$200.00</td>
<td>$5,200</td>
</tr>
<tr>
<td>2 inch overlay</td>
<td>439,680</td>
<td>Square Feet</td>
<td>$1.50</td>
<td>$659,520</td>
</tr>
<tr>
<td>Pedestrian refuge</td>
<td>5</td>
<td>Each</td>
<td>$35,000</td>
<td>$175,000</td>
</tr>
</tbody>
</table>

Materials total                                         $977,120

Add:

- Engineering                                           15%                                               $146,568
- Project Admin                                         10%                                               $97,712
- Contingency                                           20%                                               $195,424

**Alternative 1 - Project Total**                         $1,416,824

**Assumptions:**

1.) This does not account for work that may need to be done at intersection or other adjustments for transit

### Phase 2

**Alternative 2: Pedestrian Safety Improvements - St Claire to Cornwall 9,160 linear feet (1.75 miles)**

<table>
<thead>
<tr>
<th>Description</th>
<th>Number</th>
<th>Units</th>
<th>Cost / Unit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAWK signals</td>
<td>2</td>
<td>each</td>
<td>$120,000</td>
<td>$240,000</td>
</tr>
<tr>
<td>Curb intersection improvements</td>
<td>6</td>
<td>each</td>
<td>6,000</td>
<td>$36,000</td>
</tr>
<tr>
<td>Additional crossing enhancements</td>
<td>7</td>
<td>each</td>
<td>100,000</td>
<td>$700,000</td>
</tr>
</tbody>
</table>

Total                                                  $976,000

Add:

- Engineering                                           15%                                               $146,400
- Project Admin                                         10%                                               $97,600
- Contingency                                           20%                                               $195,200

**Alternative 1 - Project Total**                         $1,415,200

**Assumptions:**

1.) All costs include installation of relevant signing

### Total Project Cost Estimates

- Phase 1 Multi-Agency Feasibility Study = $50,000
- Phase 2 Alternative 1 Construction = $1,416,824
- Phase 2 Alternative 1 Construction = $1,466,824

Total Project Funding Request = $1,467,000
Project Timeline for Alabama Street Road Diet Feasibility Study & Safety Improvements

Pedestrian Master Plan Completion and Adoption
(With Recommendation for Alabama Corridor Road Diet Feasibility Study) May – June 2012

BEGIN FEASIBILITY STUDY
(Conducted by City, WTA, and WCOG staff with support by on-call consultant) June 2012
  • Alternative 1: Road Diet (4 to 2 lanes with center turn lane and bike lanes)
  • Alternative 2: Series of Pedestrian Safety Improvements along Corridor

CONCLUDE FEASIBILITY STUDY

BEGIN DESIGN AND ENGINEERING
(Based on Conclusions & Preferred Alternative Selected in Feasibility Study) Jan - April 2013

ENVIRONMENTAL DOCUMENTS APPROVED
(None anticipated) March 2013

RIGHT-OF-WAY APPROVED
(None anticipated – all work within existing City-owned ROW) March 2013

CONTRACT ADVERTISEMENT
(Bid Award to Contractor) May - June 2013

PROJECT CONSTRUCTION
(Preferred Alternative Improvements) July – October 2013

PROJECT COMPLETION
(Ribbon-Cutting to Open for Public Use) November 2013

City of Bellingham Contact for Questions or Further Information

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Bellingham Public Works Engineering
210 Lottie Street
Bellingham, WA 98225
(360) 778-7946
ccomeau@cob.org
Nickerson Street project improves safety

The city of Seattle today released data demonstrating that the Nickerson Street rechannelization project has enhanced safety along the roadway by reducing speeding and collisions.

Completed by the City in August 2010, the modifications have produced the following results:

- Reduced collisions by 23 percent over a one-year period (compared to the previous five-year average)
- Motorists traveling over the speed limit have declined by more than 60 percent
- Top-end speeders (people traveling 10 or more miles over the speed limit) have fallen by 90 percent
- The 85th percentile speed dropped from 40 mph and 44 mph westbound and eastbound to 33 mph and 33 Westbound and Eastbound. This is an 18 and a 24% reduction in speed.
- Traffic volumes remain roughly the same with no evidence of traffic diversion.

In August 2010 the Seattle Department of Transportation (SDOT) reconfigured Nickerson Street to improve safety, especially for pedestrians, and increase driver compliance with the speed limit. This followed through on a commitment made to the community to evaluate other crossing improvements when the department removed three crosswalks (at 15th Avenue West, 13th Avenue West and Dravus Street) that failed to meet national guidelines for unsignalized marked crosswalks. In addition to the reconfiguration, two crosswalks were added; the sharp curve at 8th Avenue West was smoothed; the travel lane was widened from 12 to 13 feet to help freight movement; and a new uphill bicycle lane was added.

After completing a traffic analysis of Nickerson Street, considering traffic that might shift to this corridor due to the North Tunnel Portal of the Alaskan Way Viaduct Project and construction of the
Mercer West Corridor, SDOT determined there would be minimal impact and the rechannelization was completed. SDOT has monitored traffic and compared it to data from before the project, as an important part of implementing safety projects is to evaluate their effects. More information on the project’s effects can be found in SDOT’s before and after report.

At a press conference held along Nickerson Street, Mayor Mike McGinn explained the purpose of the project: “As our recent Road Safety Summit highlighted, all of us want to reduce collisions on city streets while working toward zero fatalities and serious injuries.”

“Preventing the loss of life and property is our number one priority,” said Chief Gregory Dean, Seattle Fire Department. “A reduction in the number of collisions allows for good access for emergency response vehicles, helping firefighters and paramedics respond faster to emergency incidents.”

“We are so pleased to see that even seven years after Nick’s crash, that the City has honored its commitment to improving road safety for pedestrians, drivers and cyclists,” said Jennifer Messenger, mother of Nicholas Messenger, who was hit by a car when attempting to cross a street in Crown Hill. “We are hopeful that with continued public safety education and the city of Seattle’s commitment to improving our roadways and safe crossings that we will prevent senseless catastrophic injuries and deaths.”

In January 2012, the Federal Highway Administration issued a memorandum recommending nine research-proven countermeasures that have the greatest effect on improving safety. Road diets, or road rechannelizations, were one of them. Seattle has long been a leader in this realm. Nickerson was the 28th road rechannelization completed in the city since 1972. As of March 2012 there are 36 citywide. Not only do rechannelizations improve safety, but they support the city’s Complete Street Ordinance.

Taking a corridor-wide perspective and continuing to use a Complete Streets approach to improve safety was one of the recommendations coming out of recent Road Safety Summit meetings. Over 3,000 comments were received from more than 600 people through the summit.

“Improving road safety saves lives, and it improves our quality of life,” said Tony Gomez, Violence and Injury Prevention Manager for Public Health – Seattle & King County. “Everyone benefits from neighborhoods that give more options for kids and adults to move around, stay active and be safe.”

Be Sociable, Share!

Posted by: Robert Cruickshank

http://mayormcginn.seattle.gov/nickerson-street-project-improves-safety/
[...] officials offered traffic safety data on March 1 showing how the Nickerson Street rechannelization project completed in August 2010 has cut speeding and [...] 

Comment from Linda Carlson
Time March 7, 2012 at 6:23 pm

Sadly, the Nickerson Street revisions have resulted in cars racing to get in front of others when motorists see the two lanes merging into one, and the congestion is sometimes horrible. Safer? I don’t know. Slower? For sure.

Write a comment

Name:

E-mail:

URL:

Message:

Submit!
Nickerson Street Rechannelization
Before and After Report

Nickerson Street Rechannelization

In August, 2010, the Seattle Department of Transportation (SDOT) reconfigured the travel lanes on Nickerson Street from 13th Avenue West to Florentia Street. The goal of this project was to improve pedestrian safety by reducing exposure to multiple lanes of traffic and increasing driver compliance with the speed limit. Prior to rechannelization there were two travel lanes in each direction. The street was reconfigured to one lane in each direction with a two-way left turn lane in the center. Two new marked crosswalks were installed. As part of the rechannelization, SDOT agreed to monitor vehicle traffic and speeds over the following year.

Speed data is reported for both 85th percentile and top-end speeders. The 85th percentile speed is the speed at which 85 percent of vehicles are traveling at or below, and it is considered the route’s operating speed.

Top-end speeding is the percent of drivers traveling more than 10 miles per hour over the posted speed limit, which on Nickerson Street is 30 miles per hour. These top-end speeders pose some of the greatest threat to pedestrians. A pedestrian hit at 30 miles per hour has approximately 55 percent chance of survival. At 40 miles per hour the chance of survival is only 15 percent.

Project Goals:
- Improve pedestrian safety
- Add marked crosswalks
- Reduce exposure to multiple threat collisions
- Increase driver compliance with the posted speed limit
- Reduce speed

Project Outcomes
- Add two marked crosswalks
- Collision reduction in the first year
- Significant speed reduction
Speed data was recorded between 6th Avenue W and 3rd Avenue W in June, 2007. Prior to the project, the 85th-percentile speeds in both directions exceeded the speed limit: 40.6 mph westbound and 44.0 mph eastbound. Approximately 90 percent of drivers exceeded the speed limit. Speed data was collected at the same location after rechannelization in February, 2011. The 85th percentile declined to 33.1 mph westbound and 33.3 eastbound. After rechannelization, the percent of speeders declined by two-thirds and the percent of drivers exceeding the speed limit by 10 or more miles per hour dropped by more than 90 percent.

<table>
<thead>
<tr>
<th>85th Percentile Speed between 3rd Avenue W and 6th Avenue W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed in miles per hour</td>
</tr>
<tr>
<td>Before</td>
</tr>
<tr>
<td>--------</td>
</tr>
<tr>
<td>Westbound</td>
</tr>
<tr>
<td>Eastbound</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Speeders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent driving over the speed limit</td>
</tr>
<tr>
<td>Before</td>
</tr>
<tr>
<td>--------</td>
</tr>
<tr>
<td>Westbound</td>
</tr>
<tr>
<td>Eastbound</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Top End Speeders</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent 10+ mph over the speed limit</td>
</tr>
<tr>
<td>Before</td>
</tr>
<tr>
<td>--------</td>
</tr>
<tr>
<td>Westbound</td>
</tr>
<tr>
<td>Eastbound</td>
</tr>
</tbody>
</table>
Collisions
The primary motivation of the rechannelization was to allow changes that improve pedestrian safety. After the rechannelization was completed, SDOT installed two new marked crosswalks at Dravus Street and 11th Avenue W. In addition, preliminary collision statistics show a substantial reduction in collisions after the project was completed.

### Change in Number of Collisions on Nickerson from 13th Ave W to N Florentia St after Rechannelization

<table>
<thead>
<tr>
<th>5-Year Average</th>
<th>One Year Post-Project</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>33.6</td>
<td>26</td>
<td>-23%</td>
</tr>
</tbody>
</table>

Volume
In 2009 prior to rechannelization there were approximately 18,500 vehicles per weekday between 3rd Avenue W and 6th Avenue W. After rechannelization this number remained roughly the same with 18,300 vehicles recorded in August, 2011 at the same location.

### Nickerson Traffic Volume

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak</td>
<td>816</td>
<td>733</td>
<td>-10%</td>
</tr>
<tr>
<td>PM Peak</td>
<td>915</td>
<td>927</td>
<td>+1%</td>
</tr>
<tr>
<td>Average Weekday</td>
<td>18,563</td>
<td>18,364</td>
<td>-1%</td>
</tr>
</tbody>
</table>
**Freight Use**
The number of freight vehicles of all types on Nickerson Street rose slightly after the rechannelization but still account for approximately 5 percent of vehicles along the corridor. Large trucks such as semi-trailers account for approximately 2 percent of total traffic, and they continue to use Nickerson Street both as a through route and to access the Queen Anne neighborhood via 3rd Avenue W.

**Alternate Routes:**
Geographic conditions (including steep hills to the south and the Lake Washington Ship Canal to the north) and an offset grid pattern limit the number of alternate routes that serve as potential diversion routes for the Nickerson Street corridor. One concern that arose during project planning was that vehicles would be diverted to alternate routes in an attempt to bypass traffic on Nickerson Street.

One such potential route is W Dravus Street. Historical volumes show approximately 8,000 vehicles on Dravus Street, but the most recent counts show volume has fallen to 7,000 vehicles of which 60 per day, or less than 1 percent, were large freight vehicles. In comparison, Nickerson Street served approximately 400 large freight vehicles during the same time period.

15th Avenue W was also identified as a potential diversion route. Traffic volume declined slightly on this street after the Nickerson rechannelization.

<table>
<thead>
<tr>
<th>15th Avenue W Traffic Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before</td>
</tr>
<tr>
<td>AM Peak</td>
</tr>
<tr>
<td>PM Peak</td>
</tr>
<tr>
<td>Average Weekday</td>
</tr>
</tbody>
</table>

**Conclusions**
The Nickerson rechannelization enabled SDOT to install two new marked crosswalks. The rechannelization improved all marked and unmarked crosswalks on the corridor by reducing the multiple lane threat where one lane of traffic stops but the second lane does not. The project improved traffic safety overall by dramatically reducing the percent of drivers traveling more than 10 miles per hour over the speed limit. The percent of drivers traveling over the speed limit has been reduced by more than 60% and the percent of top-end speeders has been reduced by 90%. Traffic volume remains roughly the same as it was before the rechannelization. There is no evidence that the rechannelization has resulted in traffic diversions.
Nickerson Street Changes

Revised February 27, 2012

In the summer of 2008, The Seattle Department of Transportation (SDOT) removed three marked crosswalks along Nickerson Street. These crosswalks were removed because they no longer met national guidelines for unsignalized marked crosswalks. When the crosswalks were removed, SDOT made a commitment to the community that we would evaluate other pedestrian improvements along the corridor – including a possible rechannelization.

After completing a traffic analysis of Nickerson Street - taking into consideration traffic which may shift to this corridor due to the North Tunnel Portal of the Alaskan Way Viaduct project and construction of the Mercer West Corridor, SDOT determined that there is minimal impact and the rechannelization project was completed in the summer of 2010.

Travel lanes on Nickerson Street (from 13th Avenue West to Florentia Street) were reconfigured to improve pedestrian safety and increase driver compliance with the speed limit. SDOT also added two new marked crosswalks and monitored traffic speeds over the next year.

The year following the rechannelization saw a 23 percent reduction in collisions over the preceding five-year average. The project improved traffic safety by dramatically reducing the percent of drivers traveling more than 10 miles per hour over the speed limit. The percent of drivers traveling over the speed limit has been reduced by more than 60 percent, and top-end speeders have fallen by 90 percent. Meanwhile, traffic volume (including freight) remains roughly the same as it was before the rechannelization, with no evidence of traffic diversion.

Project summary:

- Pedestrian crossing improvements at three locations.
- Smooth the sharp curve at 8th Ave W
- One lane of motor vehicle traffic in each direction
- New two-way left turn lane
- New uphill bicycle lane

If you have any questions about this project, please contact the Seattle Department of Transportation at walkandbike@seattle.gov or (206) 684-7583.

This project is part of the "Bridging the Gap" transportation levy approved by Seattle voters in November 2006.
Road Diets: The Seattle Experience

November 20th, 2012
Gina Coffman, Planner
Toole Design Group
vcoffman@tooledesign.com
34 road diets have been installed in Seattle since 1972

- Five projects in 2010
- Five projects in 2011
- Two studies in 2012
- One study in 2013
Seattle’s Complete Streets Approach

- **Vision:** Streets that are safe, convenient and accessible for everyone
- **Plans:** Bicycle, Pedestrian, Transit, Freight
- **Funding:** Bridging the Gap, state, federal grants
- **Implementation:** Complete Streets checklist
- **Outreach:** Community collaboration
- **Opportunities:** Redesigning streets
45th St: Rechannelized in 1972
Why Road Diets? Walk/Bike Trips

- Ballard: 20% Drove alone, 5% Carpoled/Dropped off, 8% Bus, 46% Walked, 7% Biked, 14% Other
- Fremont: 16% Drove alone, 5% Carpoled/Dropped off, 10% Bus, 52% Walked, 7% Biked, 10% Other
- Admiral: 13% Drove alone, 8% Carpoled/Dropped off, 11% Bus, 56% Walked, 1% Biked, 13% Other
- Columbia City: 14% Drove alone, 4% Carpoled/Dropped off, 10% Bus, 10% Walked, 1% Biked, 14% Other
- Othello: 5% Drove alone, 4% Carpoled/Dropped off, 7% Bus, 17% Walked, 3% Biked, 13% Other
- Capitol Hill: 3% Drove alone, 17% Carpoled/Dropped off, 57% Walked, 9% Biked, 13% Other
Why Road Diets? Fewer Lanes
Why Road Diets? Fewer Collisions

US Federal Highway Administration Proven Safety Measure to reduce all collisions by 29%
Why Road Diets? Pedestrian Safety

Travelling speed and pedestrian survival

- Hit at 40 km per hour: 25% of pedestrians will die
- Hit at 50 km per hour: 55% of pedestrians will die
- Hit at 60 km per hour: 85% of pedestrians will die

~ 25 MPH
~ 31 MPH
~ 37 MPH

City of Canterbury, UK
Why Road Diets? Bicycle Accommodation

- Total miles per year
- Miles requiring parking / travel lane reductions
Why Road Diets? Bike Lanes

A modest decrease in motor vehicle speed can dramatically increase survival in pedestrian crashes.
Why Road Diets? Transit

Delridge Wy
Why Road Diets? Transit

Dexter Ave Before

Dexter Ave After
Pitfalls
How are Corridors Identified?

- Bike/Ped Master Plan Prioritization Process
- Community requests

S Columbian Way: ADT 8,000
How are Corridors Implemented?

- CIP Projects
- Repaving Projects
- Bike/Ped Plan Funding
- Transit Projects
What Factors are Considered?

Tier 1: Traffic Operations

Nickerson St Before

Nickerson St After
What Factors are Considered?

Tier 2: Safety/Collisions
What Factors are Considered?

Tier 3: Livability

7th Ave Before

7th Ave After
<table>
<thead>
<tr>
<th>Data needs</th>
<th>Before Study</th>
<th>After Study (&gt;1 year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADT</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Bike and Ped Counts</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Crash Data</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Speed</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Transit Operations</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Turning vehicle counts</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Gap Studies</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Parking use</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Side street diversion</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Vehicle Classification</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Signal LOS</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Stakeholder Satisfaction</td>
<td>√</td>
<td>√</td>
</tr>
</tbody>
</table>
Out Reach: Common Concerns

• **There will be gridlock!**
  – Maintain capacity at signalized intersections
  – Gain efficiency by removing left turns from travel lanes

• **People will cut though the neighborhood!**
  – Monitor pre and post project implementation
  – Implement traffic calming measures if problems occur

• **I’ll be trapped in my driveway by all the traffic!**
  – Sight distance is improved for left turns
  – Access from side streets and driveways improved by crossing only one travel lane to the two-way left turn lane.
# Out Reach: Common Concerns

<table>
<thead>
<tr>
<th>Street</th>
<th>Before Comments</th>
<th>After Comments</th>
<th>Requests to remove</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE 125th St</td>
<td>394</td>
<td>7</td>
<td>3</td>
</tr>
<tr>
<td>Nickerson St</td>
<td>66</td>
<td>8</td>
<td>0</td>
</tr>
</tbody>
</table>
Case Study: Stone Way N

- 1.2 miles
- ADT – 13,000
- Burke-Gilman Trail Access
- Woodland Park Access
- Within 5 blocks – 8 schools, 2 libraries and 5 parks
Stone Way N: Marked Crosswalks

- Uncontrolled, marked crosswalks at 4 intersections.
- Crosswalk guidelines changed in 2004.
- Marked crosswalks would be non-compliant with four-lane cross section.
Stone Way N: Bicycle Master Plan

• Adopted in 2007
• 1st Project: Stone Way
• Recommended climbing lane and shared lane markings.
Stone Way N: 85\textsuperscript{th} Percentile Speed

- Speed limit 30
- Before: 85\textsuperscript{th} % was 37 mph
- After: 36 mph northbound
- After: 34 mph soundbound
Stone Way N: Aggressive Speeders

- Before: 3% of vehicles 40 mph+
- After: <1%, 40 mph+ after rechannelization
- Reduction in seriousness of collisions/injuries.
Stone Way N: Bicycle Volume

• Increased 35%

• 15% of the peak hour traffic volume!
Stone Way N: Motor Vehicle Volume

- ADT Dropped 6% (consistent with citywide trend between 2006-08)
- Peak Hour volume dropped approximately 5%
- Off-peak volume actually increased south of 45th Street
Stone Way N: Neighborhood Traffic

- Four non-arterial streets commonly mentioned as alternatives to Stone
- Volume decreased on all four of those streets
- Traffic did not divert after rechannelization.
Stone Way N: Collisions

- Total collisions declined 14%
- Injury collisions declined 33%
- Angle collisions declined 56%
- Bicycle collisions no change, but rate declined
- Pedestrian collisions declined 80%

<table>
<thead>
<tr>
<th>COLLISIONS BY TYPE</th>
<th>2005-07</th>
<th>2007-09</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right Turn</td>
<td>1</td>
<td>0</td>
<td>-100%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>5</td>
<td>1</td>
<td>-80%</td>
</tr>
<tr>
<td>Sideswipe</td>
<td>14</td>
<td>6</td>
<td>-57%</td>
</tr>
<tr>
<td>Angle</td>
<td>34</td>
<td>15</td>
<td>-56%</td>
</tr>
<tr>
<td>Left Turn</td>
<td>12</td>
<td>9</td>
<td>-25%</td>
</tr>
<tr>
<td>Parked Car</td>
<td>34</td>
<td>29</td>
<td>-15%</td>
</tr>
<tr>
<td>Head On</td>
<td>1</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Pedalcyclist</td>
<td>7</td>
<td>7</td>
<td>0%</td>
</tr>
<tr>
<td>Rear End</td>
<td>17</td>
<td>28</td>
<td>65%</td>
</tr>
<tr>
<td>Total</td>
<td>159</td>
<td>137</td>
<td>-14%</td>
</tr>
<tr>
<td>Injury</td>
<td>52</td>
<td>35</td>
<td>-33%</td>
</tr>
<tr>
<td>Percent Injury</td>
<td>33%</td>
<td>25%</td>
<td></td>
</tr>
</tbody>
</table>
Stone Way N: Conclusions

• Speed has declined
• Collisions have declined
• Pedestrian crossings are safer
• Bicycle volume has increased
• Traffic has not diverted to neighborhood streets
• Peak hour capacity has been maintained
• Strong case for implementing road diets
Possible Elements of Future Studies

Study Data:
• Pre and Post survey of nearby businesses and residents
• Volume of parallel arterials

To Address/Answer:
• Livability
• Impact to business
• Travel time
• Diversions to other arterial streets
Follow-up studies and monitoring

• Volume of principal street /peak hour capacity
• Speed and collisions
• Traffic signal level of service
• Volume of parallel arterials
• Travel time
• Bicycle volumes
Factors:

• ADT 16,200
• 4 lanes to 2 lanes with TWLTL and bike lanes
• Business district
• High bus usage
• High number of pedestrian collisions
## Results of Studies

<table>
<thead>
<tr>
<th>Street</th>
<th>ADT begin</th>
<th>ADT change</th>
<th>Collisions</th>
<th>85&lt;sup&gt;th&lt;/sup&gt; %</th>
<th>Top end speeders</th>
<th>Travel time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stone Way</td>
<td>13,000</td>
<td>-6%</td>
<td>-14%</td>
<td>-6%</td>
<td>-80%</td>
<td>N/A</td>
</tr>
<tr>
<td>NE 125&lt;sup&gt;th&lt;/sup&gt; St</td>
<td>16,200</td>
<td>+4%</td>
<td>N/A</td>
<td>-8%</td>
<td>-69%</td>
<td>+1.5 min</td>
</tr>
<tr>
<td>Nickerson St</td>
<td>18,600</td>
<td>-1%</td>
<td>-23%</td>
<td>-21%</td>
<td>-94%</td>
<td>N/A</td>
</tr>
<tr>
<td>Fauntleroy</td>
<td>16,500</td>
<td>+0.2%</td>
<td>-31%</td>
<td>-1%</td>
<td>-13%</td>
<td>+32 sec</td>
</tr>
<tr>
<td>Columbian Way</td>
<td>11,200</td>
<td>+20%</td>
<td>No change</td>
<td>-6%</td>
<td>-50%</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Results of Studies

For 30 road diets, the average change in ADT was 1.97%.
Alabama Street Corridor
Feasibility Study & Safety Improvements

Presented by Chris Comeau, AICP, Transportation Planner
Bellingham Public Works Engineering
So far, lots of confusion and misunderstanding of what this project is actually about

So what’s the real story with the Alabama Corridor project?
Alabama Street Corridor
Feasibility Study & Safety Improvements

What is the Alabama project all about?

• Alabama Corridor project is about reducing vehicle collisions and increasing SAFETY for ALL USERS (peds, bikes, transit, & vehicles)

• **Problem:** Significant & unacceptable collision history [93 injuries 2004-2010]

• **Solution:** Reduce collisions, improve safety for all users of corridor

• **Project:** Yet-to-be-defined; dependent on objective analysis of cause-and-effect of *alternative corridor safety treatments*, one of which is a 4-to-3-lane “road diet,” which is well-recognized as a traffic safety improvement to reduce vehicle collisions
Other Alternatives that will also be studied

• Access Management & “C-curb” median along corridor
  – Prevents left-turns across traffic
  – Reduces rear-end & broadside collisions
• Additional pedestrian crossings along corridor
  – Per Pedestrian Master Plan spacing and treatment guidelines
• Strategic relocation of WTA bus stops & possibility of transit “queue jumps”
  – To minimize mid-block crossings
  – To maintain WTA 15-minute frequency and on-time performance
• Parallel and intersecting “Bike Boulevards” (Texas, E. North, St. Paul)
  – To be further addressed in 2013 Bicycle Master Plan process
• Reduced speed limit
  – To increase driver awareness
  – Reduce severity of collisions
  – What is effect on WTA on-time performance?
• 4-to-3-lane “Road Diet” on parts of corridor, where feasible, with access management and “C-curb” median on other parts
  – Reduce collisions; add bike lanes & pedestrian crossings where feasible
• Future Improvements at busy Intersections (not part of Phase 2 Implementation)
• June 2011: Bellingham = 1 of 50 cities invited to apply for federal safety funds through WSDOT’s “Target Zero Highway Safety Program”

• **Citywide** = Bellingham receives $350,000 to convert all pedestrian signals to numerical countdowns *(approximately 75 traffic signals)*

• **Intersections** = None eligible for Target Zero

• **Corridor** = Alabama only corridor eligible to apply due to significant collision history:
  - 93 injury-related collisions *(2004-2010)*
  - Total vehicle collisions are far higher

• May 2012: Bellingham receives $1,461,824 to solve problems identified on Alabama Corridor
In all of Whatcom County, **only** Guide-Meridian (SR 539) ranks higher than Alabama corridor for vehicle collisions. In 2013 WSDOT will construct “access & safety improvements” on Guide-Meridian including elimination of left turns into mall at Telegraph and installation of c-curb median to restrict left-turns to strategic locations between I-5 and Kellogg Rd.

**Project Goal:** Reduce Vehicle Collisions and Improve Safety for All Users of the Alabama Corridor, including Pedestrians, Bicyclists, Transit Riders and Busses, Automobiles, Freight and Service Trucks, and Fire, Ambulances, and Police.
Historically, Alabama Corridor traffic volumes have not grown in proportion to City population growth and development.

From 1993 to 2013, Bellingham population has grown 45% while the traffic volumes on Alabama have fluctuated in a relatively stable range of about 3,000 vehicles per day.
Concerns Identified by Alabama Hill, Roosevelt, Sunnyland Neighborhood Residents through Summer 2011 Community Survey (over 800 respondents)
As part of the 14-month-long Bellingham Pedestrian Master Planning Process

<table>
<thead>
<tr>
<th>Table 2. Pedestrian Master Plan Community Survey Locations of Concern Along Alabama Street (St. Claire to Cornwall)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alabama Hill Neighborhood</strong></td>
</tr>
<tr>
<td><strong>Category</strong></td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td><strong>Roosevelt Neighborhood</strong></td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Sidewalk</td>
</tr>
<tr>
<td>Traffic</td>
</tr>
<tr>
<td>Traffic</td>
</tr>
<tr>
<td><strong>Sunnyland Neighborhood</strong></td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing</td>
</tr>
<tr>
<td>Crossing and Traffic</td>
</tr>
<tr>
<td>Crossing and Traffic</td>
</tr>
<tr>
<td>Crossing and Traffic</td>
</tr>
</tbody>
</table>
Alabama = North-South Mobility Barrier

Current Traffic Volumes vary from 13,000 vpd to 19,000 vpd

Side streets, alleys, driveways create many turning conflicts
Q: What is meant by “turning conflicts”?
Alabama Street Recent Collision History

According to WSDOT collision data from 2004-2010, the Alabama Street corridor experienced:

- 1 fatal
- 2 serious injury
- 24 evident injury, and
- 66 possible injury collisions
- 93 vehicle collisions with known or possible injuries
- Total (injury + non-injury) vehicle collisions is much higher
Figure 1.
Alabama Street - 2006-2011 Collision History
Figure 8 page 115 Bellingham Pedestrian Master Plan Draft Needs Analysis
So what the heck is a “Road Diet”? 

- Re-allocation of physical space on a transportation corridor to improve conditions for one or more user groups

- Commonly 4-lanes converted to 3-lanes (Seen on next slide)  
  - 1 travel lane in each direction plus a center two-way left-turn lane

- Proven method to reduce vehicle collisions by removing left-turning vehicles from the moving travel lane

- Can improve traffic flow by eliminating weaving movements and interruptions in flow due to vehicles stopped to turn left

- Bellingham has done 3 “road diets” reducing vehicle travel lanes to add bicycle lanes, but all have been on one-way streets with excess arterial capacity (State, Forest, Magnolia)
Definition – Road Diet

- Up to 20,000 ADT
- < 1500 vph
  Feasibility
  Probable
- 1500-1700 vph
  Exercise Caution
- >1700 vph
  Feasibility
  Less Likely

Before Conversion to Road Diet

After Conversion to Road Diet
Road Diet Overview

Potential Advantages

• Improved Safety
• Improved Signal Operations (Four Lanes, Split Phased)
• Reduction in Speeding / Speed Fluctuation
• Improved Emergency Response Time
• Low Cost to Convert
• Bikes/Transit/Pedestrians
• Improved Multi-Modal Use
Road Diet Overview cont.

Potential Disadvantages

• Perceived Increase in Travel Delay
• Loss of Passing Opportunities
• Lane Storage at Intersections
What *might* a “road diet” look like for Alabama Street?
WHY is a 4-to-3-lane “Road Diet” suggested for study?

Proven technique for reducing vehicle collisions and improving safety for other users.
WHY is a 4-to-3-lane “Road Diet” suggested for study?
Proven technique for reducing vehicle collisions and improving safety for other users
WHY is a 4-to-3-lane “Road Diet” suggested for study?
Proven technique for reducing vehicle collisions and improving safety for other users.
Potential Challenges to Implementing Road Diet on Alabama Corridor

1.) WTA high-frequency transit Gold GO Line
a.) What effect does 4-to-3-lane conversion have on transit service?
Potential Challenges to Implementing Road Diet on Alabama Corridor

2.) Existing (2010) and Future (2032) Traffic Volumes

a.) What effect does 4-to-3- lane conversion have on vehicle congestion?

Travel Demand Forecast Analysis

City transportation planners will work with the Whatcom Council of Governments (WCOG), which, as the Regional Transportation Planning Organization (RTPO), maintains a regional travel demand model for the arterial network and has micro-simulation software for intersection analysis. Forecast data indicates the following traffic volume increases on Alabama and intersecting arterials (2012 – 2032).

Travel Demand Forecasts of Vehicles Per Day (VPD) for Alabama Street and Intersecting Arterial Streets (2032)

Alabama Street Corridor between Cornwall Avenue and Yew Street (2032)
- "F" Street west of Cornwall = 12,708 vpd
- Alabama east of Cornwall = 17,629 vpd
- Alabama west of Orleans = 23,583 vpd
- Alabama east of Orleans = 21,002 vpd
- Alabama west of Woburn = 19,876 vpd
- Alabama east of Woburn = 17,306 vpd

Major Arterial Cross Streets along the Alabama Street corridor (2032)
- Cornwall north of Alabama = 14,945 vpd
- Cornwall south of Alabama = 9,741 vpd
- James north of Alabama = 17,573 vpd
- James south of Alabama = 18,768 vpd
- Orleans north of Alabama = 10,503 vpd
- Pacific south of Alabama = 5,096 vpd
- Woburn north of Alabama = 20,369 vpd
- Woburn south of Alabama = 13,723 vpd
- Yew St south of Alabama = 3,754 vpd
“Road Diet” Case Studies of Corridors with Similar Characteristics

Before Implementation of “Road Diet”

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Alternate Routes</th>
<th>Surrounding Land Uses</th>
<th>Average Daily Traffic</th>
<th>Transit Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama Street – Bellingham, WA</td>
<td>1.7 miles 4 lanes</td>
<td>Parallel routes that also cross I-5 are 0.55 miles to the north and 0.45 miles to the south</td>
<td>Single-family residential, institutional, and some commercial/retail</td>
<td>18,700</td>
<td>2 local bus routes: RT 331 - 15 min weekday peak headways RT 525: 60 min headways</td>
</tr>
<tr>
<td>Nickerson Street – Seattle, WA</td>
<td>1.2 miles 4 lanes to 2 lanes + TWLTL + climbing bike lane</td>
<td>Bounded by Lake Washington Ship Canal to the north; no parallel routes to the south</td>
<td>Commercial, light industrial, institutional, and some medium-density residential</td>
<td>18,560</td>
<td>1 local bus route (15 min weekday headways)</td>
</tr>
<tr>
<td>N 185th Street – Shoreline, WA</td>
<td>0.7 miles 4 lanes to 2 lanes + TWLTL + bike lanes</td>
<td>Crosses I-5 to the east; parallel crossing routes are 1.00 miles to the north and 0.50 miles to the south</td>
<td>Single-family residential, institutional, and some commercial/retail</td>
<td>11,340</td>
<td>2 local bus routes (30 min peak hour headways)</td>
</tr>
<tr>
<td>Fourth Plain Blvd – Vancouver, WA</td>
<td>1.0 miles 4 lanes to 2 lanes + TWLTL + bike lanes + ADA improvements and utility work</td>
<td>Crosses I-5 to east and rail yard to west; parallel rail yard crossing routes are 0.5 miles to the north and south</td>
<td>Single-family residential; and some commercial, retail, and light industrial</td>
<td>17,000</td>
<td>1 local bus route (15 min peak hour headway, 30 min off-peak)</td>
</tr>
<tr>
<td>Ocean Park Blvd – Santa Monica, CA</td>
<td>1.1 miles 4 lanes + parking to 2 lanes + TWLTL + bike lanes + parking</td>
<td>Closest uninterrupted parallel routes are 0.5 miles to the north and south</td>
<td>Mixed-use medium density (residential, institutional, commercial, and retail)</td>
<td>23,000</td>
<td>1 local bus route (15 min weekday peak hour headway)</td>
</tr>
<tr>
<td>Edgewater Drive – Orlando, FL</td>
<td>1.5 miles 4 lanes to 2 lanes + TWLTL + bike lanes + streetscaping</td>
<td>Closest uninterrupted parallel routes are 0.7 miles to the west and 0.8 miles to the east.</td>
<td>Neighborhood commercial/retail center and some institutional and medium density residential</td>
<td>20,500</td>
<td>1 local bus route (20 min weekday peak hour headway, 30 min off-peak)</td>
</tr>
</tbody>
</table>

1 Before road diet implementation.

“Road Diet” Case Studies of Corridors with Similar Characteristics

After Implementation of “Road Diet”

### TABLE 2. ROAD DIET CASE STUDY SUMMARY – IMPLEMENTATION RESULTS

<table>
<thead>
<tr>
<th>Project</th>
<th>Average Daily Traffic</th>
<th>Traffic Speed Before</th>
<th>Traffic Speed After</th>
<th>Collisions</th>
<th>Transit Impact</th>
<th>Lessons Learned</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Before</td>
<td>After</td>
<td>Avg Spd: 33.3 mph 85th: 38.5 mph</td>
<td>N/A</td>
<td>6-year injury collision total: 93</td>
<td>N/A</td>
</tr>
<tr>
<td>Alabama Street – Bellingham, WA</td>
<td>18,700</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nickerson Street – Seattle, WA</td>
<td>18,560</td>
<td>18,360</td>
<td>WB 85th: 40.6 mph EB 85th: 44.0 mph</td>
<td>WB 85th: 33.1 mph EB 85th: 33.3 mph</td>
<td>23% reduction in total crashes</td>
<td>TBD</td>
</tr>
<tr>
<td>N 185th Street – Shoreline, WA</td>
<td>11,340</td>
<td>11,960</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Fourth Plain Blvd – Vancouver, WA</td>
<td>17,000</td>
<td>No significant diversion</td>
<td>Avg Spd: 29.4 mph</td>
<td>Avg Spd: 24.2 mph</td>
<td>52% reduction in total crashes</td>
<td>TBD</td>
</tr>
<tr>
<td>Ocean Park Blvd – Santa Monica, CA</td>
<td>23,000</td>
<td>Decrease less than 200 ADT; No change on adjacent local streets</td>
<td>WB 85th: 33 mph EB 85th: 34.3 mph</td>
<td>85th: &lt; 27 mph</td>
<td>65% reduction in total number of accidents 60% reduction of injury accidents</td>
<td>Measured before / after transit service impacts. Some variation in travel time²</td>
</tr>
<tr>
<td>Edgewater Drive – Orlando, FL</td>
<td>20,500</td>
<td>21,000¹</td>
<td>Study-defined excessive speed: 36 mph</td>
<td>Excessive speed reduction of 8 - 10%</td>
<td>Total crash rate down by 34%, injury rate down by 68%</td>
<td>TBD</td>
</tr>
</tbody>
</table>

¹ ADT also decreased on three potential diversion routes.
² Majority of running times do not vary more than a minute, and none take more than two minutes longer for the whole trip.
³ 18,100 immediately after treatment – temporary diversion.
Potential Challenges to Implementing Road Diet on Alabama Corridor

3.) 85th % speed is higher than posted speed
   a.) How would lower speed limit effect WTA transit on-time performance?
   b.) What is appropriate speed limit given the land use & mobility context?

<table>
<thead>
<tr>
<th>Location/Cross Street on Alabama</th>
<th>Travel Direction/Lane</th>
<th>Count Date</th>
<th>Posted Speed</th>
<th>Average Speed</th>
<th>85th Percentile Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>West of St Paul</td>
<td>Westbound 1</td>
<td>4/29/2009</td>
<td>35 mph</td>
<td>35 mph</td>
<td>39.6 mph</td>
</tr>
<tr>
<td>West of St Paul</td>
<td>Westbound 2</td>
<td>4/29/2009</td>
<td>35 mph</td>
<td>32 mph</td>
<td>38.4 mph</td>
</tr>
<tr>
<td>West of St Paul</td>
<td>Eastbound 1</td>
<td>4/29/2009</td>
<td>35 mph</td>
<td>33 mph</td>
<td>38.0 mph</td>
</tr>
<tr>
<td>West of St Paul</td>
<td>Eastbound 2</td>
<td>4/29/2009</td>
<td>35 mph</td>
<td>32 mph</td>
<td>37.6 mph</td>
</tr>
<tr>
<td>West of Michigan</td>
<td>Westbound 1</td>
<td>5/27/2009</td>
<td>35 mph</td>
<td>35 mph</td>
<td>40.8 mph</td>
</tr>
<tr>
<td>West of Michigan</td>
<td>Westbound 2</td>
<td>5/27/2009</td>
<td>35 mph</td>
<td>34 mph</td>
<td>39.2 mph</td>
</tr>
<tr>
<td>West of Michigan</td>
<td>Eastbound 1</td>
<td>5/27/2009</td>
<td>35 mph</td>
<td>32 mph</td>
<td>37.6 mph</td>
</tr>
<tr>
<td>West of Michigan</td>
<td>Eastbound 2</td>
<td>5/27/2009</td>
<td>35 mph</td>
<td>34 mph</td>
<td>40.0 mph</td>
</tr>
<tr>
<td>East of James</td>
<td>Westbound 1</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>32 mph</td>
<td>36.2 mph</td>
</tr>
<tr>
<td>East of James</td>
<td>Westbound 2</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>33 mph</td>
<td>38.0 mph</td>
</tr>
<tr>
<td>East of James</td>
<td>Eastbound 1</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>32 mph</td>
<td>36.3 mph</td>
</tr>
<tr>
<td>East of James</td>
<td>Eastbound 2</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>33 mph</td>
<td>38.0 mph</td>
</tr>
<tr>
<td>East of Cornwall</td>
<td>Westbound 1</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>35 mph</td>
<td>39.6 mph</td>
</tr>
<tr>
<td>East of Cornwall</td>
<td>Westbound 2</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>34 mph</td>
<td>39.2 mph</td>
</tr>
<tr>
<td>East of Cornwall</td>
<td>Eastbound 1</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>33 mph</td>
<td>37.8 mph</td>
</tr>
<tr>
<td>East of Cornwall</td>
<td>Eastbound 2</td>
<td>6/23/2009</td>
<td>35 mph</td>
<td>34 mph</td>
<td>39.2 mph</td>
</tr>
</tbody>
</table>

Cumulative Total: 33.3 mph, 38.5 mph
One Possible Alternative for Bikes: **Bike Boulevards Parallel to Alabama Corridor**

- Texas (Cornwall to St Clair) requires bike/ped overpass of I-5 at Texas (unknown cost)
- E. North (Cornwall to Woburn) requires improving ROW between Pacific & Valencia (unknown cost)
- Bike Blvds will be studied in 2013 as we create a city-wide Bicycle Master Plan
Phase 1 Feasibility Study (late 2012 – early 2013)
Multi-agency Alternatives Analysis to Study Cause & Effect Relationships of Various Measures to Reduce Collisions and Improve Safety for all users of Alabama Corridor.

**ONE** Alternative to be studied is a 4-to-3-lane “Road Diet” *(more detail to come)*

<table>
<thead>
<tr>
<th>Alabama Street Corridor, Phase 1 Road Diet Feasibility Study (Cornwall to St Claire)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal SAFETEA</td>
</tr>
<tr>
<td>WTA Transit</td>
</tr>
<tr>
<td>Project Total</td>
</tr>
</tbody>
</table>

**City of Bellingham Public Works** – Project Lead & Transportation Planning Analysis

**Whatcom Transportation Authority** – Transit Service Provider & Funding Partner

**Whatcom Council of Governments** – Travel Demand & Intersection Modeling

**Consulting Firm (Fehr & Peers)** – Public Involvement, Outreach, Education
Phase 2 Implementation 2014

- $1,417,000 in federal safety funds to construct SAFETY IMPROVEMENTS along 1.75-mile Alabama corridor, which could include:
  - Full Road Diet
  - Partial Road Diet
  - No Road Diet
  - Transit Queue-Jumps
  - Multiple Crossing Improvements
  - Pedestrian Refuges
  - Parallel Bike Blvds (Texas, E. North)
  - Other Improvements, etc
Alabama Corridor with 2 lanes 1957, before railroad trestle was removed
Alabama Corridor Modern Construction 1969, just after completion of Interstate 5
The Alabama project helps to implement the vision of the Transportation Element of the Bellingham Comprehensive Plan
[Adopted by Bellingham City Council June 15, 2006]

• “Bellingham’s aim is not to eliminate private automobiles, but to encourage the use of other transportation modes, wherever and whenever possible, while reducing the costly transportation capacity demand made by automobiles, and especially single-occupant vehicles (SOV), on City arterial streets. If the target goals are achieved over the next 20 years, then 75% of the total trips made in the City are still anticipated to be made by automobile. Clearly, this requires Bellingham to continue to provide a safe and efficient transportation network for automobiles as well.”

• “Given Bellingham’s circumstances as the major population, employment, shopping, and entertainment center in Whatcom County, the City officials have recognized that the City cannot build its way out of traffic congestion by continually widening arterials to add capacity for automobiles. Instead, the City is attempting to focus transportation funding on infrastructure improvements that will make walking, bicycling, and transit more viable, convenient, and safe.”

• “One of the City’s primary goals is to enhance the public environment at the street level, which is everyone's community space, and design the urban streetscape primarily for people rather than strictly for automobiles.”
Consistent with Comp Plan, Pedestrian Master Plan, WTA Plan, & City Council Legacies

- Bellingham Transportation Element “Complete Streets Policy Approach”
  [Link](http://www.cob.org/services/neighborhoods/community-planning/transportation/long-range-planning.aspx)

- Project is specifically identified on page 3-14 in Bellingham Pedestrian Master Plan
  [Link](http://www.cob.org/services/neighborhoods/community-planning/pedestrian/pedestrian-master-planning.aspx)
  (Approved by Bellingham City Council on August 6, 2012)

- WTA is a funding partner contributing $5,000 for “Alabama Corridor Feasibility Study”

- City Council “legacies and strategic commitments” for

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**Mobility & Connectivity Options**

- Provide safe, well-connected mobility options for all users
- Maintain & improve streets, trails & other infrastructure
- Limit sprawl
- Increase infrastructure for bicycles, pedestrians & non-single-occupancy vehicle modes of transportation
- Reduce dependence on single-occupancy vehicles
How Can You Participate?

See Next 3 Slides for
Project Schedule and
Public Comment Forms
Schedule & Public Process

**Phase 1a: 2011-2013**
- WSDOT invitation to apply for federal safety funding (June 2011)
- Grant Application (Oct 2011)
- Funds Awarded (May 2012)
- Transportation Data Collection [Delayed due to construction] (July 2012 – Feb 2013)
- Public Outreach, Neighborhood Meetings, Input, & Road Diet Education (Aug-Nov 2012)
- Develop Major Alternatives to study (Nov 2012 – Feb 2013)
- 1st Public & Stakeholder Input Open House (Feb 2013)
- Alternatives Analysis & Findings (Mar - May 2013)
- 2nd Public & Stakeholder Input Open House (June 2013)
- Draft Report with Public Works Recommendation for Safety Improvements (July 2013)

**Phase 1b: mid- 2013**
- Public Review Process (June - August 2013)
- Transportation Commission public meeting & recommendation to City Council (July 2013)
- City Council public hearing, presentation and discussion of Public Works & Transportation Commission recommendations (August 2013)
- City Council direction to Public Works to construct a “Preferred Alternative” for Alabama Phase 2 Safety Improvements & Final Report Published (August 2013)

**Phase 2: 2013-2015**
- Issue RFP for Safety Improvements (Oct - Nov 2013)
- Begin Design (Jan 2014)
- Final Design (Aug 2014)
- Obligate construction funds (Nov-Dec 2014)
- Construct Preferred Safety Improvement Alternative (Spring/Summer 2015)
Show us where you live, work, or own property in relation to the Alabama Corridor Study Area

Name(s): ______________________________________
Street Address: _________________________________

Email (for Meeting Notices) _______________________
Mail (if different): _______________________________

Bellingham, WA _________
Please mail all written comments to:

**Chris Comeau, AICP, Transportation Planner**
Bellingham Public Works Engineering
210 Lottie Street
Bellingham, WA 98225

Call (360) 778-7946 or email ccomeau@cob.org
FOURTH PLAIN BOULEVARD
DEMONSTRATION
RE-STRIPING PROJECT

Post Implementation Report 1.2
October 2004

Transportation Services
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- PURPOSE OF EVALUATION  
- ANALYSIS COVERED IN EVALUATION

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- ARTERIAL TRAFFIC FLOW AND OPERATIONS  
- NEIGHBORHOOD IMPACTS  
- ECONOMIC IMPACTS  
- OTHER FACTORS (NOT INCLUDED IN ORIGINAL ACCORD)  
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**FIGURES AND MAPS**

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- FOURTH PLAIN - WEEKDAY PEAK HOUR VOLUMES AT KEY INTERSECTIONS (2001 VS. 2004)  
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Fourth Plain Re-Striping Project
Post Implementation Report

General Introduction

Project Background

In early 2001 - a neighborhood planning grant initiated a community dialogue regarding the future of Fourth Plain. This initial community dialogue was initiated and facilitated by the adjacent neighborhood associations (Hough, Amada, Carter Park and Shumway). The community dialogue process resulted in an expression of interests and desires which in large part centered around the notion that the re-surfacing of Fourth Plain (planned for Summer 2001) should integrate additional pedestrian enhancements and that the City should evaluate the potential to re-configure the striping to reduce the travel lanes from four to three – implementing what is often referred to as a "road diet".

In follow-up to the community dialogue process and in preparation for the street re-surfacing project a stakeholder committee was formed. The stakeholder committee worked to evaluate more directly the re-configuration opportunity and to set-forth performance parameters to measure (overtime) the potential effects of the proposed 3-lane demonstration project. The committee met three times over the course of four months to prepare a Community ACCORD. The Community ACCORD's central purpose is to define performance measures which will be used to guide the monitoring and adjustment (if necessary) of the 3-lane demonstration project. (See related handouts for a copy of the ACCORD.)

Purpose of 3-Lane Demonstration Project

The purpose of the 3-lane Demonstration project as defined by the ACCORD committee is to affordably enhance the environment for all street users while minimizing operational or spillover effects from a demonstration lane reconfiguration. The project was implemented in conjunction with the Year 2001 street resurfacing project.

The operational intent of the demonstration lane reconfiguration was to reduce the number of motor vehicle lanes from four to three (converting a four lane undivided roadway cross-section to a two lane with center left turn lane section). The center turn lane was added throughout the corridor for the first time except at Main and Broadway which historically had left turn lanes. Sidewalk ADA ramps, bike lanes
and underground utility work were added as a part of this project as well. All in all - this project worked to establish a balance between vehicle operations, port freight access, and neighborhood livability while maintaining the existing street width.

**Purpose of Evaluation**

This is the first post-evaluation of the demonstration project prepared in the spirit and using the defined parameters of the Community ACCORD.

The intent of this first evaluation is to simply document observed data (data collected through traffic counts and sales tax revenue) and to document anecdotal information and survey data related to the impacts of the 3-lane demonstration project. The performance criteria evaluated are those specifically identified in the ACCORD. Supplemental evaluation observations are also input where appropriate.

As the ACCORD committee intended, the evaluation parameters seek to balance the needs of the involved stakeholders with respect to travel conditions, access to jobs, arterial user safety, livability and economic development and viability during the demonstration project, which are issues integrally tied to this critical west side transportation link. The performance criteria don’t measure all possible measures – they are simply to be used as “indicators” of the effect of the 3-lane demonstration project.

*Note: The findings and observations documented in this report are an initial indicator of what may be occurring or has occurred on this corridor as a result of the 3-lane demonstration project. Additional follow-up evaluation will likely occur either in conjunction with the provisions of the ACCORD or as initiated by the Transportation Department. More thorough analyses may be needed on the performance measures and the data collected in order to make final observations or conclusions.*

**Analysis Covered in Evaluation**

- Traffic Volumes
- Turning Movements
- Freight Access
- Travel and Delay Study
- Safety Analysis
- Pedestrian Analysis
- Bicyclist Analysis (BLOS)
- Measurements of Effectiveness
Fourth Plain Re-Striping Project
Post Implementation Report #1

Community Accord Performance Measures  \( (PFM) \)

Number of Failures

The Community Accord states:

*When circumstances contribute to a failure of a performance measure (whether individually or cumulatively) a corrective action(s) may need to occur. The extent of the corrective action will be dependent upon the magnitude of the performance failure. Given the nature of this ACCORD, the remedies of the performance failure can take effect in a progressive manner, and may ultimately require the termination of the modified lane configuration.*

The following parameters are to be used to assess the presence and magnitude of failure of a performance measure. If a performance failure exists, the magnitude of the performance failure is the determining factor in assessing and implementing a corrective action.

**Arterial Traffic Flow and Operations**

\( PFM^\dagger \)

- There have been no concurrency related LOS failures which have resulted in a project denial, as related directly to a Fourth Plain Boulevard operational capacity deficiency.

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\( \dagger \) PFM: Performance Measure, as listed in the Community Accord
There has been no collision rate increase above the three year average of the most previous three years or statistically higher than roadways of similar character and modal integration. The number of collisions is now 52% lower than as measured in the before project collision analysis (2.0 versus 4.2 per month). The currently measured collision rate is half of the before project measured rate (3.9 vs. 7.5 collisions per 1,000,000 trips). In general, roughly half of this improvement in collision rates can be attributed to the modified lane configuration on Fourth Plain, as other sample street collision rates also improved in the study area during the same time period.

It was expected that collisions on the roadway with the lane reduction would be less severe in the “after” period because of the anticipated slower traffic. The ratio of all injury and fatal collisions in the “before” to the total number of “before” collisions was expected to be less than same ratio for the after period. In all cases, both Fourth Plain and the comparison sites, the changes were not statistically significant.

No record of either a fatal or disabling injury collision in the “after” period is very encouraging. Again the “before” numbers are too small to be statistically significant but still very interesting. As speeding is often a leading contributing circumstance in fatal and disabling injury collisions, the apparent reduction maybe a result to the traffic calming aspect of the lane reduction.

There have been no reports of queuing of vehicles continually interrupting access to adjacent business and residences along Fourth Plain. Property access along Fourth Plain has improved with the addition of a dedicated center turn lane and the bike lanes. The later providing a buffer for exiting driveways.

Comments were received regarding queuing along Main Street. Corrective action was taken in the spring of Yr 2003 to alleviate this by retiming the signals. This situation was alleviated for a short period yet has arisen again and may need to be revisited. Additional analysis should ascertain whether this condition is caused due to a growth in traffic generally in this part of the City, or if it is directly related to the demonstration project.

The average PM peak-hour corridor travel speed as tested in conjunction with the City’s annual concurrency travel time measurements has remained constant in the last three years after dropping roughly 14% in the first year of measurement immediately after the re-striping project. The measurements are as follows: YR 2001 – 29.4 mph; YR 2002 – 24.2 mph; YR 2003 – 25.4 mph; YR 2004 – 25.2 mph. The initial reduction in travel speeds between the before (Yr 2001) and after (Yr 2002) travel speeds was measured at roughly 14%. This is a moderate decrease in travel speeds — yet is within an acceptable range of reduction considering the other safety benefits of the project. The fact that subsequent years speed measurements have remained constant suggests that a stabilizing of the corridor travel speed performance has occurred since the reconfiguration and that a new speed baseline has been established.
The bike lanes have provided unexpected operational benefits such as, keeping road debris within in the street and off of the sidewalks, providing a buffer lane where vehicles may rest when broken down, and space for police enforcement of speeding drivers.

Traffic operation on Fourth Plain, after the change in lane configuration, was of great concern for many of the Community Accord members. Based on the traffic performance and public feedback received by the Transportation Department, the overall quality of service and safety parameters have improved in such a way that equalizes the minor operational reductions – for an overall positive performance rating since the reconfiguration occurred.

Follow-up Items:

1) Traffic signal timing adjustments should be evaluated and periodically adjusted as part of an annual program in order to get optimal performance between the intersections of Columbia, Main and Broadway.

2) Additional monitoring of collision activity to develop a longer time-period evaluation for statistical validity.

**Neighborhood Impacts**

PFM i

- There has not been an increase in complaints about cut-through traffic through the adjoining neighborhoods.

- Local street traffic counts (comparing before and after periods) found that regional traffic for the most part has stayed on Fourth Plain, as some side streets only gained from 100 to 300 additional trips per day, while other streets lost volumes (#16 Kaufman NB: 1200 to 1095 VPD and SB: 1146 to 555 VPD) Other streets had little net change in total volumes, as traffic volumes in one direction increased while the other fell (#15 Lincoln NB: 498 to 393 VPD and SB: 385 to 504 VPD). (See Screen-line Counts 2001-2003.)

PFM ii

- As measured, there has not been an overall increase in vehicle speeds or complaints of speeding, as compared to speed data gathered before the modifications were completed. Generally the average speeds on the adjoining neighborhood streets were lower. A few streets experienced higher speeds but this was within a mile per hour of the previous records (which is deemed statistically insignificant).

PFM iii

- There is no imminent safety issue as measured by collision reports (as noted above) or engineering judgment.
Other Observations:

- One curious change may have occurred; the prominent travel direction has reversed on some of the lightly traveled side streets during the PM peak-hour. Some streets now have a prominent south bound flow direction (Columbia St south of corridor, Harney, E Street); while others have a prominent north bound flow direction (Daniels) in the neighborhoods south of the Fourth Plain. For streets north of Fourth Plain, only prominent switch was the flow direction of Columbia St to south bound after the project.

The new lane configuration has improved neighborhood livability steadily since the construction was completed.

Follow-up Items:

1) None. Continue to monitor as per the ACCORD.

**Economic Impacts**

PFM i

- There has been no affect on the ability of development proposals to obtain certificates of concurrency in the period since the reconfiguration was implemented.

PFM ii

- A study of retail activity as measured in estimates of “taxable retail sales” was initiated for this study and data was prepared by the Washington State Department of Revenue. The retail sales analysis found that the area defined as the West Fourth Plain study area fared no worse than its peer areas. This change in retail sales tax activity occurred after the implementation of related project activities (street closures and traffic rerouting for utility and street reconstruction) and in the midst of a recession that affected all portions of the city. When comparing gross receipts before and after the construction changes the Fourth Plain/ Main Street commercial area had a decrease of 4.7% vs. greater declines of -9.8% and -25.0% in two other west side community commercial zones between the years 2001 through 2003 (data prepared by the Research Division of the Washington State Department of Revenue - April 27, 2004). (see table: Estimates of Taxable Retail Sales)
There have only been 2 customer complaints after the construction and lane changes were completed, as documented by the City’s Citizen Advocate/Ombudsman other than earlier complaints from the Uptown Village Association. This has led to further work on modifying the corridor traffic signal timing.

Other than the disruption directly due to construction activities, the economic and business activity of the surrounding areas is better than similar zones. Redevelopment and renovation work along the corridor has proceeded at a quicker pace since the completion of the project.

Follow-up Items:

1) None. Continue to monitor as per the ACCORD.

**Other Factors (not included in original ACCORD)**

**Pedestrians and Bicyclists**

**General Observations:**

- Overall the observed PM peak hour pedestrian trips increased by 44% (68 to 98 trips). The heaviest foot traffic occurred east and west along the corridor. The highest east bound foot traffic flows occurred at Main (16 pedestrian trips) and Broadway (14 pedestrian trips) and west bound foot traffic from crossing from I-5 (12 trips). The highest north bound traffic flow occurred at Broadway (14 trips). Broadway had the highest concentration of pedestrian trips (39 trips) of any intersection though Main had the highest proportion of all trips that were pedestrians (2.1%).

- Pedestrian safety has improved, as there were zero reported pedestrian collisions along Fourth Plain for the first year versus six reported pedestrian collisions in the three years previous to the restriping work (average of two per year).

- Bicycle operational safety along the corridor has improved for operational issues affected by the striping work. The level of service for bicycles (BLOS)\(^2\) improved significantly on Fourth Plain from D Street to Lincoln, those sections with the bike lanes. (Bike lanes were not added along the last two blocks in order to provide a transition between five lanes to three lanes.) The Bicycle Compatibility Index changed from "Moderately Low", BLOS of D, in the “before” conditions to “Moderately High”, BLOS of C in the “after” conditions for

---

\(^2\) BLOS or Bicycle Level of Service is a national standard for quantifying the bike-friendliness of a roadway. It indicates bicyclist comfort level for specific roadway geometries and traffic conditions and not to traffic capacity, as is the case for traditional LOS measure for motor vehicles.
the typical mid-block location. Even in the worse location (between Main and Broadway) the BLOS changes from “Extremely Low”, BLOS of F in the “before” conditions to “Moderately Low”, BLOS of D in the “after” conditions. Note: a BLOS of A is better than a BLOS of B, a BLOS of B is better than a BLOS of C, and so on to a BLOS of F.

- Bicyclist collisions have increased in the most recent period. In the three years before we had two bicycle collisions versus three bicycle collisions in the last year. The traffic safety issues related to the bicycle collisions are primarily due to riders riding the wrong direction on the street (one case before and two after). This type of operator behavior can be mitigated through better bicyclist education and enhanced stenciling/ signage along the corridor.

The walking and bicycling environment was enhanced by the re-stripping configuration, though the observed bicycling volumes did not increase as greatly as the pedestrian volumes. The winter weather during the traffic data collection periods likely suppressed the bicycling traffic volumes in addition to the pedestrian traffic volumes too. It is important to note the number of pedestrian and bicycle collisions are too low to conclude that they are related to changes on Fourth Plain.

Follow-up Items:

1) None. Continue to monitor as per the ACCORD.

2) Related: Work to establish more ‘bike education’ opportunities for Vancouver bicyclists, especially to address wrong way riding.

3) Related: Continue work on connecting bikeway and sidewalk network to Fourth Plain, as identified in Neighborhood Action Plans and City planning documents, such as Neighborhood Traffic Management Plans, Transportation System Plans, etc.
Fourth Plain Re-Striping Project
Post Implementation Report #1

Photos of Conditions

PHOTO 1.1: Lane configuration before (BEFORE)

PHOTO 2.1: Lane configuration with traffic (BEFORE)

PHOTO 1.2: Lane configuration with traffic after (AFTER)

PHOTO 2.2: Lane configuration with traffic (AFTER)
PHOTO 3.1: Bicyclist in traffic without bike lane (BEFORE)

PHOTO 3.2: Bicyclist in traffic with bike lane (AFTER)

PHOTO 4.1: Pedestrian zone without buffer lane (BEFORE)

PHOTO 4.2: Pedestrian zone with buffer lane (AFTER)
PHOTO 5.1: Freight traffic (BEFORE)

PHOTO 5.2: Freight traffic (AFTER)

PHOTO 6.1: Passing at speed possible with 4 or 5 lanes (BEFORE)

PHOTO 6.2: 1 lane restricts passing and moderates speeds (AFTER)
PHOTO 7.1: Mirrors and other trucking equipment too close (BEFORE)

PHOTO 7.2: More space for trucking equipment (AFTER)

PHOTO 8.1: ADA ramps missing along corridor (BEFORE)

PHOTO 8.2: ADA ramps added along corridor (AFTER)
## ESTIMATES OF TAXABLE RETAIL SALES FOR SELECTED AREAS WITHIN VANCOUVER (2001 vs. 2003)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Johns</td>
<td>$4,800,166</td>
<td>$5,321,099</td>
<td>$5,427,548</td>
<td>-9.8%</td>
<td>-2.0%</td>
</tr>
<tr>
<td>Grand &amp; Evergreen</td>
<td>$8,819,674</td>
<td>$11,758,837</td>
<td>$10,781,937</td>
<td>-25.0%</td>
<td>9.1%</td>
</tr>
<tr>
<td>Fourth Plain &amp; Main*</td>
<td>$30,651,567</td>
<td>$32,192,729</td>
<td>$34,214,531</td>
<td>-4.7%</td>
<td>-5.9%</td>
</tr>
</tbody>
</table>

SOURCE: Washington State Department of Revenue, Research Division (April 27, 2004), revised area*
TAX MAP 1: ST JOHNS COMMERCIAL DISTRICT SURVEY AREA
TAX MAP 2: GRAND & EVERGREEN COMMERCIAL DISTRICT SURVEY AREA
TAX MAP 3: FOURTH PLAIN COMMERCIAL DISTRICT SURVEY AREA
### PROJECT CONDITIONS: 2001 – 2003 WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES

#### FOURTH PLAIN – TOTAL WEEKDAY PM PEAK HOUR TRAFFIC VOLUME (2001 vs. 2003)

<table>
<thead>
<tr>
<th>FLOW</th>
<th>Lower River Rd</th>
<th>Fruit Valley</th>
<th>Lincoln</th>
<th>Kauffman</th>
<th>Columbia</th>
<th>Main</th>
<th>Broadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEST</td>
<td>149</td>
<td>158</td>
<td>441</td>
<td>232</td>
<td>428</td>
<td>289</td>
<td>431</td>
</tr>
<tr>
<td>EAST</td>
<td>366</td>
<td>408</td>
<td>394</td>
<td>487</td>
<td>536</td>
<td>499</td>
<td>555</td>
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<tr>
<td>NORTH</td>
<td>194</td>
<td>233</td>
<td>237</td>
<td>101</td>
<td>39</td>
<td>59</td>
<td>168</td>
</tr>
<tr>
<td>SOUTH</td>
<td>NA</td>
<td>NA</td>
<td>290</td>
<td>260</td>
<td>NA</td>
<td>NA</td>
<td>127</td>
</tr>
</tbody>
</table>

NOTE: Weekday PM peak hour is +/- 5 minutes of 4:45 PM to 5:45 PM.

#### MILL PLAIN – TOTAL WEEKDAY PM PEAK HOUR TRAFFIC VOLUME (2001 vs. 2003)

<table>
<thead>
<tr>
<th>FLOW</th>
<th>Lower River Rd</th>
<th>Thompson</th>
<th>Lincoln</th>
<th>Kauffman</th>
<th>Franklin</th>
<th>Main</th>
<th>C</th>
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</thead>
<tbody>
<tr>
<td>WEST</td>
<td>149</td>
<td>158</td>
<td>175</td>
<td>219</td>
<td>167</td>
<td>216</td>
<td>205</td>
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<tr>
<td>EAST</td>
<td>366</td>
<td>408</td>
<td>366</td>
<td>408</td>
<td>169</td>
<td>285</td>
<td>165</td>
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<tr>
<td>NORTH</td>
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<td>64</td>
<td>44</td>
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<tr>
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<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>22</td>
<td>25</td>
<td>39</td>
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</table>

NOTE: Weekday PM peak hour is +/- 5 minutes of 4:45 PM to 5:45 PM. *15th Street used for missing flow.
FOURTH PLAIN - WEEKDAY PEAK HOUR VOLUMES AT KEY INTERSECTIONS (2001 vs. 2004)

COLUMBIA STREET - WEEKDAY PEAK HOUR VOLUMES

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>West</td>
<td>519</td>
<td>471</td>
<td>-9%</td>
</tr>
<tr>
<td>East</td>
<td>630</td>
<td>613</td>
<td>-3%</td>
</tr>
<tr>
<td>North</td>
<td>247</td>
<td>231</td>
<td>-6%</td>
</tr>
<tr>
<td>South</td>
<td>91</td>
<td>98</td>
<td>8%</td>
</tr>
<tr>
<td>Total</td>
<td>1487</td>
<td>1413</td>
<td>-5%</td>
</tr>
</tbody>
</table>

MAIN - WEEKDAY PEAK HOUR VOLUMES

<table>
<thead>
<tr>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>West</td>
<td>599</td>
<td>459</td>
<td>-23%</td>
</tr>
<tr>
<td>East</td>
<td>687</td>
<td>657</td>
<td>-4%</td>
</tr>
<tr>
<td>North</td>
<td>317</td>
<td>374</td>
<td>18%</td>
</tr>
<tr>
<td>South</td>
<td>312</td>
<td>289</td>
<td>-7%</td>
</tr>
<tr>
<td>Total</td>
<td>1915</td>
<td>1779</td>
<td>-7%</td>
</tr>
</tbody>
</table>


<table>
<thead>
<tr>
<th>FLOW</th>
<th>Lower River Rd</th>
<th>Fruit Valley</th>
<th>Lincoln</th>
<th>Kauffman</th>
<th>Columbia</th>
<th>Main</th>
<th>Broadway</th>
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</thead>
<tbody>
<tr>
<td>WEST</td>
<td>9.2</td>
<td>12.3</td>
<td>4.1</td>
<td>8.0</td>
<td>4.6</td>
<td>6.2</td>
<td>5.0</td>
</tr>
<tr>
<td>EAST</td>
<td>5.9</td>
<td>14.0</td>
<td>8.3</td>
<td>7.0</td>
<td>4.2</td>
<td>4.6</td>
<td>3.8</td>
</tr>
<tr>
<td>NORTH</td>
<td>9.4</td>
<td>9.8</td>
<td>4.3</td>
<td>3.0</td>
<td>0.0</td>
<td>3.1</td>
<td>3.5</td>
</tr>
<tr>
<td>SOUTH</td>
<td>NA</td>
<td>7.5</td>
<td>5.9</td>
<td>5.2</td>
<td>NA</td>
<td>NA</td>
<td>3.1</td>
</tr>
</tbody>
</table>

NOTE: PM peak hour is +/- 5 minutes of 4:45 PM to 5:45 PM. Data from January 2001 and January 2003.


<table>
<thead>
<tr>
<th>FLOW</th>
<th>Lower River Rd</th>
<th>Fruit Valley</th>
<th>Lincoln</th>
<th>Kauffman</th>
<th>Columbia</th>
<th>Main</th>
<th>Broadway</th>
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</thead>
<tbody>
<tr>
<td>WEST</td>
<td>14</td>
<td>19</td>
<td>18</td>
<td>19</td>
<td>20</td>
<td>18</td>
<td>22</td>
</tr>
<tr>
<td>EAST</td>
<td>22</td>
<td>57</td>
<td>33</td>
<td>34</td>
<td>23</td>
<td>23</td>
<td>21</td>
</tr>
<tr>
<td>NORTH</td>
<td>18</td>
<td>23</td>
<td>10</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>SOUTH</td>
<td>NA</td>
<td>NA</td>
<td>17</td>
<td>14</td>
<td>NA</td>
<td>NA</td>
<td>4</td>
</tr>
</tbody>
</table>

FOURTH PLAIN - NUMBER OF TRUCKS PM PEAK HOUR TRAFFIC (2004 June)

<table>
<thead>
<tr>
<th>FLOW</th>
<th>Lower River Rd</th>
<th>Fruit Valley</th>
<th>Lincoln</th>
<th>Kauffman</th>
<th>Columbia</th>
<th>Main</th>
<th>Broadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>21</td>
<td>38</td>
<td>25</td>
</tr>
<tr>
<td>EAST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22</td>
<td>44</td>
<td>25</td>
</tr>
<tr>
<td>NORTH</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>SOUTH</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3</td>
<td>6</td>
<td>10</td>
</tr>
</tbody>
</table>

NOTE: 2004 data is from June, and not January, as in other time periods.
### MILL PLAIN – TRUCK PM PEAK HOUR PERCENT OF TOTAL TRAFFIC (2001 & 2003)

<table>
<thead>
<tr>
<th>FLOW</th>
<th>Lower River Rd</th>
<th>Thompson</th>
<th>Lincoln</th>
<th>Kauffman</th>
<th>Franklin</th>
<th>Main</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEST</td>
<td>9.2</td>
<td>12.3</td>
<td>10.5</td>
<td>12.6</td>
<td>12.3</td>
<td>14.8</td>
<td>7.5</td>
</tr>
<tr>
<td>EAST</td>
<td>5.9</td>
<td>14</td>
<td>11.1</td>
<td>10.3</td>
<td>11.9</td>
<td>11.9</td>
<td>6.1</td>
</tr>
<tr>
<td>NORTH</td>
<td>9.4</td>
<td>9.8</td>
<td>9.9</td>
<td>11.3</td>
<td>0</td>
<td>2.6</td>
<td>3.0</td>
</tr>
<tr>
<td>SOUTH</td>
<td>NA</td>
<td>7.5</td>
<td>13.3</td>
<td>6.8</td>
<td>6.1</td>
<td>4.9</td>
<td>2.1</td>
</tr>
</tbody>
</table>


### MILL PLAIN – NUMBER OF TRUCKS PM PEAK HOUR TRAFFIC (2001 & 2003)

<table>
<thead>
<tr>
<th>FLOW</th>
<th>Lower River Rd</th>
<th>Thompson</th>
<th>Lincoln</th>
<th>Kauffman</th>
<th>Franklin</th>
<th>Main</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>WEST</td>
<td>14</td>
<td>19</td>
<td>18</td>
<td>28</td>
<td>21</td>
<td>32</td>
<td>15</td>
</tr>
<tr>
<td>EAST</td>
<td>22</td>
<td>57</td>
<td>19</td>
<td>29</td>
<td>20</td>
<td>32</td>
<td>12</td>
</tr>
<tr>
<td>NORTH</td>
<td>18</td>
<td>23</td>
<td>6</td>
<td>5</td>
<td>0</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>SOUTH</td>
<td>NA</td>
<td>NA</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

NOTE: Truck volume estimated as a percent of the total entering volume for all vehicles in intersection.
FOURTH PLAIN – PEDESTRIAN COUNTS: WEEKDAY PM PEAK HOUR 2003 (January)
SCREENLINE COUNTS: WEEKDAY PM PEAK HOUR VOLUMES FOR SELECTED SITES ALONG FOURTH PLAIN (2001 & 2003)

<table>
<thead>
<tr>
<th>Site</th>
<th>PRE</th>
<th>POST</th>
</tr>
</thead>
<tbody>
<tr>
<td>VPD</td>
<td>NS</td>
<td>SB</td>
</tr>
<tr>
<td>1053</td>
<td>1610</td>
<td>1131</td>
</tr>
</tbody>
</table>

LEGEND:
- VPD = VEHICLES PER DAY
- 833 MPH = TRAVEL SPEED OF AT OR BELOW 83% OF VEHICLES
- AVG MPH = AVERAGE SPEED
- Site = LOCATION OF TRAFFIC COUNT
- INPUT SDC 2006 FROM HDR
March 5, 2014

Mr. Chris Comeau, AICP, Transportation Planner
City of Bellingham Public Works Department
210 Lottie Street
Bellingham, Washington 98225

RE: Alabama Street Corridor Safety Improvement Feasibility Study

Dear Mr. Comeau:

The Whatcom Council of Governments is pleased to provide this letter in support of the Alabama Street Corridor Safety Improvement Feasibility Study that the City of Bellingham has prepared to address the significant problem of vehicle collisions in the 1.75-mile section of the Alabama Street corridor between Cornwall Avenue and St. Clair Street. The Washington State Department of Transportation has identified that section as having the second-highest number of vehicle collisions in Whatcom County over the five-year period ending in 2010.

The simulation modeling performed by Principal Planner Andrés Gomez of my staff revealed that implementation of the so-called "Hybrid Road Diet" – whereby only the eastern and western ends of the corridor would be reduced from four lanes to three, in conjunction with other treatments in the corridor’s central section – would not adversely impact travel times to a significant degree on this heavily-used arterial road. The Hybrid Road Diet is WCOG’s preferred alternative for addressing the documented safety issues in the Alabama Street corridor while maintaining the current level of mobility for the thousands of people who travel through it daily.

Very truly yours,

Robert H. Wilson, AICP
Executive Director
SUMMARY OF MULTI-AGENCY RECOMMENDED SAFETY IMPROVEMENTS

March 2014
The Alabama Street Corridor Multimodal Safety Improvements project emerged as a top priority for the City of Bellingham in 2011 after WSDOT identified Alabama as having the second highest number of vehicle collisions (262) in all of Whatcom County from 2006-2011, including 93 injury-related collisions. Neighborhood residents have also identified Alabama Street as a major mobility barrier and a negative impact on neighborhood quality of life. Fortunately, Bellingham transportation planners were able to convince WSDOT and FHWA officials that the most responsible approach to reducing vehicle collisions and improving safety for all users of the corridor was to study a range of alternatives, document which would provide the greatest safety improvement without negatively affecting vehicle or transit operations, and then construct the most beneficial improvements. While it is rare to convince grant funding agencies to fund an undefined set of safety improvements, in May 2012 Bellingham was awarded $1,417,824 to do just that.

Unfortunately, the local media's portrayal of the project focused public attention on only one alternative being studied to improve safety on the corridor - the 4-to-3-lane road diet. This limited portrayal of the project generated a lot of public controversy and misunderstanding about the entire range of safety improvements that the multiple agencies recommend making on the Alabama Street corridor and why. The Alabama Street Corridor Multimodal Safety Improvements project involved an in-depth examination of many very complex and inter-related variables that can be confusing to the public.

After more than a year of technical study (October 2012 through February 2014) that included several inter-agency meetings and coordination, five neighborhood association meetings (August through December 2013), two public open house events on the Alabama Corridor (February 2013 and March 2014), two public open house events for the citywide Bicycle Master Plan (April 2013 and February 2014), and presentation of the results to the Bellingham Transportation Commission (November 12, 2013 and March 11, 2014), the alternatives analysis has been completed and a unified multi-agency recommendation for safety improvements on the Alabama corridor is presented here.

The recommended safety improvements have been endorsed by the Bellingham Transportation Commission and will be presented to the Bellingham City Council in April 2014. Ultimately, the safety improvements will become the defined scope of the Alabama Street Multimodal Safety Improvements project adopted in Bellingham's 2015-2020 Transportation Improvement Program (TIP) in June 2014.

Public Works anticipates the following project schedule moving forward to complete the project:

- Federal NEPA requirements completed September 2014
- Project design and engineering completed December 2014
- Obligation of construction funds January 2015
- Advertisement and bids February 2015
- Contract awarded March 2015
- Construction Begins June 2015
- Construction complete September 30, 2015
MULTI-AGENCY RECOMMENDATION

The safety improvements recommended below are the result of a multi-year, multi-agency, and public effort to weave citywide Pedestrian and Bicycle Master Plans, neighborhood plans, Whatcom Transportation Authority service plans, and City emergency response plans together. The safety improvements are also consistent with the goals of the Washington State Target Zero priorities to improve safety on transportation facilities.

Existing Condition/No Action

Taking no action and leaving Alabama in its existing condition will not reduce the high number of vehicle collisions documented by WSDOT, nor will it improve the pedestrian, bicycle, and transit rider safety issues identified by the public in the 2012 Pedestrian and the 2014 Bicycle Master Plan. This alternative will not achieve the stated purpose and outcome of the project, as described in the grant application and for which the grant funding was specifically awarded to the City of Bellingham. The $1,467,824 federal grant funds are specifically for constructing safety improvements by September 2015 to solve the documented vehicle collision problems on Alabama Street.

- Taking no action is not a solution and is not recommended.

Road Diet and Rechannelization

While a complete 4-to-3-lane “road diet” (Section 6.2) is not supportable in the central portion of the Alabama corridor between James Street and Yew Street, the following road diet and rechannelization improvements are recommended:

- Implement a 4-to-3-lane conversion with bike lanes added between Iron Street and Dean Avenue on the west end of the Alabama corridor. The turn and through lanes at both Cornwall Avenue and James Street will be retained in their existing configuration to accommodate long-term transit and transportation needs. The left-turn lane on the eastbound approach at Alabama/James will be lengthened by removing the existing large median and replacing it with 6-inch c-curb median. This will add vehicle storage capacity and will help to relieve eastbound traffic congestion at the busiest times of the day.

- Implement a hybrid “road diet” by extending the existing lane configuration on Alabama Hill (2 lanes eastbound, 2-way center lane, 1 lane westbound) from St. Clair Street to Superior Street. There are heavier pm peak (evening rush hour) traffic volumes from Woburn eastbound up the Alabama Hill and having a second eastbound lane going up the hill allows vehicle traveling at posted speed to maneuver around slower moving vehicles safely. Lighter am peak (morning rush hour) traffic volumes do not require two travel lanes between St Clair Street and Superior Street, which allows the inside westbound lane to be converted to a center turn lane.
These changes to lane channelization on the east and west ends of Alabama Street will not create negative impacts to vehicle traffic, WTA transit, or fire/emergency response operations, but will allow a two-way center left-turn lane to help reduce vehicle collisions on each end of the corridor, as well as allow for center lane refuges at crossing locations identified in Pedestrian Master Plan, the Bicycle Master Plan, neighborhood plans, and at WTA bus stop locations. The bike lanes between Iron Street and Dean Avenue will also help to connect bicycle boulevards parallel and perpendicular to Alabama that are identified and prioritized in the Bicycle Master Plan and will provide separation between moving vehicle traffic and pedestrians walking along Alabama.

Pedestrian, Transit, Bicycle Crossings

New and enhanced crossing improvements are recommended from west to east along the Alabama corridor in strategic locations, consistent with the Pedestrian Master Plan, the Bicycle Master Plan, neighborhood plans, and at relocated and consolidated WTA bus stop locations, as listed below.

- **Ellis:** Move the existing St. Paul pedestrian-activated flashing crosswalk to Ellis and install a center lane with a new crosswalk and a concrete refuge on the east side of the intersection (supports Ellis bike blvd)
- **Grant:** Install a center lane and a concrete refuge in the existing pedestrian-activated flashing crosswalk on the west side of the intersection (supports Grant bike blvd)
- **Moore:** Install new pedestrian-activated High Intensity Activated Crosswalk (HAWK) signal for pedestrians, transit riders, and bicyclists to cross 4-lanes of traffic with no center lane refuge (supports Moore bike blvd)
- **St. Paul:** Move existing pedestrian-activated flashing crosswalk to Ellis, widen intersection and install a fully automated traffic signal with left-turn lanes and marked crosswalks on all four intersection approaches for pedestrians, transit riders, and bicyclists to cross 4-lanes of traffic with no center lane refuge (supports St. Paul bike blvd)
- **Undine:** Install new pedestrian-activated High Intensity Activated Crosswalk (HAWK) signal and crosswalk on east side of intersection for pedestrians, transit riders, and bicyclists to cross 4-lanes of traffic with no center lane refuge (supports Undine bike blvd)
- **Michigan:** Install new pedestrian-activated High Intensity Activated Crosswalk (HAWK) signal and crosswalk with a concrete center lane refuge on the east side of the intersection for pedestrians, transit riders, and bicyclists to cross 3-lanes of traffic (supports Michigan bike blvd)

The 6 new and enhanced crossing locations listed above are in addition to the 6 existing crossings of the Alabama corridor in the following locations:

- **Cornwall:** Existing Traffic signal and marked crosswalks on all four intersection approaches
- **James:** Traffic signal and marked crosswalks on all four intersection approaches
- **Orleans:** Traffic signal and marked crosswalks on all four intersection approaches
- **Pacific:** Traffic signal and marked crosswalks on all four intersection approaches
- **Woburn:** Traffic signal and marked crosswalks on all four intersection approaches
- **Yew:** Traffic signal and marked crosswalks on all four intersection approaches
Transit Enhancements and Relocation/Consolidation of Bus Stops

The new and enhanced crossing locations listed above will improve access to WTA bus stops and will help transit riders cross Alabama to get to WTA bus stops on time, but WTA will also relocate and consolidating some westbound bus stops that experience heavier boardings/departures, as follows:

- Consolidate the existing bus stops on the east side of St. Paul and mid-block between Racine and Queen into one bus stop on the west side of St. Paul.
- Consolidate the existing bus stops between Orleans and Pacific and between Moore and Nevada into one bus stop on the west side of Orleans.
- Consolidate the existing bus stops between Iron and Humboldt and between Ellis and Franklin into one bus stop on the west side of Grant.

Over time, WTA could also enhance existing transit stops at all of the crossing locations above by converting signed bus stops into more comfortable and convenient covered bus shelters with the Gold GO Line branding scheme. This would make waiting for WTA busses more pleasant for riders, especially in inclement weather, and would also help to clear up the pedestrian environment by providing a separate space for transit riders to wait out of the main through-way portion of the sidewalks.

Access Management, Turning Restrictions, and New Turn Lanes

On the center section of the Alabama corridor between James Street and Woburn Street where installation of a center turn lane to reduce vehicle collisions is has been determined not to be feasible by this alternatives analysis, the installation of 6-inch high yellow c-curb median at high-collision locations is recommended to prevent vehicles from turning across two lanes of on-coming traffic and risking side-impact collisions. Restricting turns in these locations will also reduce rear-end vehicle collisions, because the cars will no longer be stopped in the travel lane waiting to turn left. This recommendation for c-curb median has been reached in consultation with the Bellingham Police and Fire Departments to ensure that adequate gaps in median installations will be provided to avoid negative impacts for police, fire engine, and ambulance access into neighborhoods. Public Works recognizes that this creates inconvenience to residents living on the north side of Alabama, but alternative routes to homes and garages are available with fairly minimal travel time increases.

There are some locations where new left-turn lanes are recommended instead of installing c-curb median, including St. Paul, Verona, Valencia, and Woburn.

St. Paul: The intersection of St. Paul/Alabama is recommended to be widened to install new left-turn lanes on both the eastbound and westbound approaches, and a full traffic signal is recommended with marked crosswalks and protected crossing time for pedestrians, bicyclists, and transit riders.

Verona, Valencia, and Woburn: The section of Alabama between Woburn to the alley between Verona and Undine is recommended to be widened to install a continuous center left-turn lane, which will double as an extended left-turn lane for the high volume of pm peak hour left-turns from eastbound Alabama to northbound Woburn. This will reduce traffic congestion and reduce travel delay for WTA transit Route 331, which turns from Alabama north onto Woburn.
Arterial Resurfacing and Rechannelization

The 1.75-mile Alabama corridor between Cornwall Avenue and St. Clair Street has been steadily moving up the City's priority list of arterial streets that require asphalt resurfacing and, coincidentally, it appears that Alabama can be included as the top priority in Bellingham's 2015 overlay program. Grinding and resurfacing the arterial street provides safety advantages for all users, including:

- Smooth and even surfaces for ADA compliance at all signals, curb ramps, and crosswalks;
- Clear demarcation of vehicle travel lanes, center turn lanes, bicycle lanes (west end), center lane refuges, and crosswalks;
- Clear demarcation of new lane widths at intersections to maximize vehicle capacity in turn lanes; and
- Installation of all new retro-reflective lane delineators for increased visibility at night and in dark winter months.

Federal funding not used for new HAWK signals, intersection widening, and installation of c-curb median can be used for arterial resurfacing for safety improvements. This will help to extend the City's local funding for arterial resurfacing in 2015.

Reduction of Posted Speed Limit

Vehicle speeds were consistently identified as having a negative impact on quality of life in all of the residential neighborhoods that are bisected by the Alabama corridor throughout the public process for the creation of the Pedestrian and Bicycle Master Plans, as well as the public input gathered at neighborhood association meetings, the Mayor’s Neighborhood Advisory Commission, and the public Open House. Public Works anticipates that the recommended safety improvements (Road diet, several new pedestrian-activated crossing signals, a new traffic signal, and raised c-curb median) will have an overall speed reducing effect on the Alabama Street corridor.

Lowering the speed limit does not in itself reduce vehicle collisions because it does not address the root of the problem, which is vehicles stopping in the travel lanes to turn left across traffic. The technical analysis found that lowering the posted speed limit on Alabama Street from 35 mph to 30 mph would not result in appreciably greater travel times from one end of the corridor to the other and would not result in negative impact to WTA transit or typical vehicle traffic. Lowering the posted speed limit to 25 mph, however, would require noticeably greater travel time for vehicle traffic and would negatively impact on-time performance for WTA busses on Alabama.

No determination was made as to what effect lowering the speed limit would have on Police, Fire, and Emergency Medical Service response times, but Police, Fire, and EMS responders are generally not supportive of lowering the speed limit at this time. Alabama is a primary emergency response route with no reasonable alternatives to get to the scene of an emergency without delay.

- Lowering the vehicle speed limit will require further engineering study and is not a component of the safety improvements recommended for Alabama Street at this time. If a lower speed limit is found to be supportable after engineering studies are completed, then this could be implemented after physical safety improvements are constructed on the Alabama corridor.
Opportunity for Study of Future Improvements

The Alabama Street Corridor Multimodal Safety Improvements project is specifically limited to addressing the known and documented safety issues along the existing 1.75-miles of the Alabama corridor between Cornwall Avenue and St. Clair Street. Furthermore, the safety improvements recommended for construction in 2015 are limited to the existing footprint of the corridor.

- **East North Street**: There is one possible future improvement located off of the Alabama Street corridor that Public Works recommends studying for the benefit of neighborhood access and additional safety. *Consistent with the Roosevelt Neighborhood Plan and the Draft Bicycle Master Plan*, the unbuilt portions of public right-of-way along East North Street from Queen Street to Valencia Street should be considered as a local access residential street and bicycle boulevard parallel to the north side of Alabama. *It should be stressed that Public Works is not advocating for a new arterial street in this location.* The completion of East North Street would provide a parallel local access residential street for the full length from I-5 to Woburn, similar to Texas Street on the south side of Alabama. Like Texas, traffic calming features could be constructed on East North Street at the same time as the street to minimize vehicle speeds and to maximize the potential of East North Street serving as a future bicycle boulevard, as recommended in the citywide Bicycle Master Plan. The Roosevelt Neighborhood Plan is outdated and includes language requiring new residential streets to be constructed to full urban street standards, but if this planning language were to be amended, then East North Street could be constructed as a minimum standard residential street or as a "skinny street" with limited vehicle access. *There is no recommendation to do anything to East North Street at this time, but Public Works should continue to work with residents of the Roosevelt Neighborhood to update the neighborhood plan to reflect current conditions and future opportunities to improve multimodal transportation circulation in the neighborhood.*

There may be other transportation improvements that can be made in the future, but these will require further study that is beyond the scope of the Alabama Street Corridor Multimodal Safety Improvements project. Possibilities for future study include, but are not limited to:

- Sidewalk widening (Challenge: Right of Way Acquisition at Intersections; Cost)
- Installation of bus pullouts (Challenge: Right of Way Acquisition; WTA may not support; Cost)
- Parking removal on Woburn Street to add vehicle lane capacity, intersection storage, and/or bike lanes (Challenge: Residential neighborhood resistance)
- Widening Woburn Street from Alabama to Illinois to add vehicle lane capacity, intersection storage, and/or bike lanes (Challenge: Right of Way Acquisition; Cost; Demolition of homes)
- Parking removal on Pacific Street (south of Alabama) to add vehicle lane capacity, intersection storage, and/or bike lanes (Challenge: Residential neighborhood and business resistance)
- Parking removal on Orleans Street (north of Alabama) to add vehicle lane capacity, intersection storage, and/or bike lanes (Challenge: Residential neighborhood and business resistance)
February 27, 2014

City of Bellingham
Public Works Department
210 Lottie St.
Bellingham, WA 98225

RE: Alabama Street Corridor Safety Improvement Project

Dear City of Bellingham:

The Whatcom Transportation Authority (WTA) supports the Alabama Street Corridor Safety Improvement Project. The project as envisioned would improve safety along a 1.7 mile stretch of Alabama by limiting turning movements that aren’t at an intersection, adding right turn lane “pockets” at key locations and add a number of pedestrian crossings. These actions should help to reduce the number of accidents and improve pedestrian safety to and from WTA bus stops.

WTA staff have reviewed the “Draft Alternatives Analysis Report (December 2013)” and have agreed to move and consolidate selected bus stops to better serve the future pedestrian crossings. All told WTA does not see this project noticeably affecting on-time performance of route 331 along this corridor.

WTA appreciates the excellent working relationship we have with the City of Bellingham and our involvement with the design review committee for this project.

Sincerely,

Pete Stark
General Manager
March 5, 2014

Mr. Chris Comeru, AICP, Transportation Planner
City of Bellingham Public Works Department
330 Lottie Street
Bellingham, Washington 98225

RE: Alabama Street Corridor Safety Improvement Feasibility Study

Dear Mr. Comeru:

The Whatcom Council of Governments is pleased to provide this letter in support of the Alabama Street Corridor Safety Improvement Feasibility Study that the City of Bellingham has prepared to address the significant problem of vehicle collisions in the 1.75-mile section of the Alabama Street corridor between Cornwall Avenue and St. Clair Street. The Washington State Department of Transportation has identified that section as having the second-highest number of vehicle collisions in Whatcom County over the five-year period ending in 2010.

The simulation modeling performed by Principal Planner Andrés Gomez of my staff revealed that implementation of the so-called “Hybrid Road Diet” – whereby only the eastern and western ends of the corridor would be reduced from four lanes to three, in conjunction with other treatments in the corridor’s central section – would not adversely impact travel times to a significant degree on this heavily-used arterial road. The Hybrid Road Diet is WCOC’s preferred alternative for addressing the documented safety issues in the Alabama Street corridor while maintaining the current level of mobility for the thousands of people who travel through it daily.

Very truly yours,

[Signature]

Robert H. Wilson, AICP
Executive Director
SUMMARY OF MULTI-AGENCY RECOMMENDATIONS
AND CITY COUNCIL APPROVED SAFETY IMPROVEMENTS

June 2014
INTRODUCTION

The safety improvements recommended for the Alabama Street corridor are the result of a multi-year, multi-agency public planning process to weave citywide Pedestrian and Bicycle Master Plans, Bellingham Neighborhood plans, Whatcom Transportation Authority (WTA) service plans, and City emergency response plans together.

The alternatives listed below were studied and evaluated between September 2012 and March 2014.

1.) No Action/Existing Condition
2.) A Comprehensive 4-to-3-lane “Road Diet” along the entire Alabama corridor
3.) A Hybrid 4-to-3-lane “Road Diet” on parts of corridor, where feasible, with access management and “C-curb” median on other parts
4.) Additional pedestrian crossings across the Alabama corridor in strategic locations
5.) Accommodation of parallel and intersecting “Bike Boulevards” (Texas, E. North, St. Paul, Grant, etc.) recommended in the 2014 Bicycle Master Plan
6.) Strategic relocation and/or consolidation of WTA bus stops at pedestrian crossings
7.) Access Management, “C-Curb” Median, and Turn Lanes
8.) Rechannelization and resurfacing the Alabama corridor
9.) Reducing the existing posted 35 mph speed limit to a lower speed limit
10.) Possible future improvements (not part of 2015 Implementation)

The safety improvements for the Alabama Street corridor, described and illustrated below, were approved by the Bellingham City Council on June 9, 2014 and are consistent with the goals of the Washington State Target Zero priorities to improve safety on transportation facilities. Illustrations of the approved safety improvements are provided below for each of the alternatives studied, but due to the 1.75-mile length of the Alabama corridor project limits, a comprehensive depiction of the approved safety improvements are provided at the end of the document in 3 distinct segments labeled "West," "Central," and "East," as well as a depiction of the "Entire Corridor," which can be viewed in greater detail by using the pdf 'zoom' feature.

Existing Condition/No Action

Taking no action and leaving Alabama in its existing condition will not reduce the high number of vehicle collisions documented by WSDOT, nor will it improve the pedestrian, bicycle, and transit rider safety issues identified by the public in the 2012 Pedestrian and the 2014 Bicycle Master Plans. This alternative will not achieve the stated purpose and outcome of the project, as described in the grant application and for which the grant funding was specifically awarded to the City of Bellingham. The $1,467,824 federal grant funds are specifically for constructing safety improvements by September 30, 2015 to solve the documented safety problems on Alabama Street.

• Taking no action is not a solution and is not recommended.
Road Diet and Rechannelization

While a complete 4-to-3-lane “road diet” is not supportable in the central portion of the Alabama corridor between James Street and Yew Street, the following road diet and rechannelization improvements are recommended on both the west and the east ends of the project limits:

- Implement a 4-to-3-lane conversion with bike lanes added between Iron Street and Dean Avenue on the west end of the Alabama corridor. The turn and through lanes at both Cornwall Avenue and James Street will be retained in their existing configuration to accommodate long-term transit and transportation needs. The left-turn lane on the eastbound approach at Alabama/James will be lengthened by removing the existing large median and replacing it with 6-inch c-curb median. This will add vehicle storage capacity and will help to relieve eastbound traffic congestion at the busiest times of the day.

![Before Conversion to Road Diet](image1)

![After Conversion to Road Diet](image2)

West Section of Alabama

Please see comprehensive depictions at the end of this document labeled “West,” “Central,” “East,” and “Entire Corridor,” which can be viewed in greater detail by using the pdf 'zoom' feature.
Implement a hybrid “road diet” by extending the existing lane configuration on Alabama Hill (2 lanes eastbound, 2-way center lane, 1 lane westbound) from St. Clair Street to Superior Street. There are heavier pm peak (evening rush hour) traffic volumes from Woburn eastbound up the Alabama Hill and having a second eastbound lane going up the hill allows vehicle traveling at posted speed to maneuver around slower moving vehicles safely. Lighter am peak (morning rush hour) traffic volumes do not require two travel lanes between St Clair Street and Superior Street, which allows the inside westbound lane to be converted to a center turn lane.

Existing 2 eastbound lanes, center turn lanes, 1 westbound lane on Alabama Hill

These changes to lane channelization on the east and west ends of Alabama Street will not create negative impacts to vehicle traffic, WTA transit, or fire/emergency response operations, but will allow a two-way center left-turn lane to help reduce vehicle collisions on each end of the corridor, as well as allow for center lane refuges at crossing locations identified in Pedestrian Master Plan, the Bicycle Master Plan, neighborhood plans, and at WTA bus stop locations.

Please see comprehensive depictions at the end of this document labeled "West," "Central," "East," and "Entire Corridor," which can be viewed in greater detail by using the pdf ‘zoom’ feature.
*Pedestrian, Transit, Bicycle Crossings*

6 new and enhanced crossing improvements are recommended from west to east along the Alabama corridor in strategic locations, consistent with the Pedestrian Master Plan, the Bicycle Master Plan, neighborhood plans, and WTA’s relocation and consolidated of bus stop locations, as listed below.

- **Ellis:** Move the existing St. Paul pedestrian-activated flashing crosswalk to Ellis and install a center lane with a new crosswalk and a concrete refuge on the east side of the intersection (supports Ellis bike blvd)
- **Grant:** Install a center lane and a concrete refuge in the existing pedestrian-activated flashing crosswalk on the west side of the intersection (supports relocated WTA bus stop and Grant Street bike boulevard in 2014 Bicycle Master Plan)
- **Moore:** Install new pedestrian-activated High Intensity Activated Crosswalk (HAWK) signal for pedestrians, transit riders, and bicyclists to cross 4-lanes of traffic with no center lane refuge (supports Moore Street bike boulevard in 2014 Bicycle Master Plan)
- **St. Paul:** Move existing pedestrian-activated flashing crosswalk to Ellis (above) and install a new pedestrian-activated High Intensity Activated Crosswalk (HAWK) signal for pedestrians, transit riders, and bicyclists to cross 4-lanes of traffic with no center lane refuge (supports relocated WTA bus stop and St. Paul Street bike boulevard in 2014 Bicycle Master Plan)
- **Undine:** Install new pedestrian-activated High Intensity Activated Crosswalk (HAWK) signal and crosswalk on east side of intersection for pedestrians, transit riders, and bicyclists to cross 4-lanes of traffic with no center lane refuge (supports Undine bike blvd)
- **Michigan:** Install new pedestrian-activated High Intensity Activated Crosswalk (HAWK) signal and crosswalk with a concrete center lane refuge on the east side of the intersection for pedestrians, transit riders, and bicyclists to cross 3-lanes of traffic (supports Michigan bike blvd)

**Example of a "HAWK" pedestrian crossing signal proposed in 4 locations listed above**
The 6 new and enhanced crossing locations listed above are in addition to the 6 existing signalized crossings of the Alabama corridor in the following locations:

- **Cornwall**: Existing Traffic signal and marked crosswalks on all four intersection approaches
- **James**: Traffic signal and marked crosswalks on all four intersection approaches
- **Orleans**: Traffic signal and marked crosswalks on all four intersection approaches
- **Pacific**: Traffic signal and marked crosswalks on all four intersection approaches
- **Woburn**: Traffic signal and marked crosswalks on all four intersection approaches
- **Yew**: Traffic signal and marked crosswalks on all four intersection approaches

Please see comprehensive depictions at the end of this document labeled "West," "Central," "East," and "Entire Corridor," which can be viewed in greater detail by using the pdf 'zoom' feature.
Transit Enhancements and Relocation/Consolidation of Bus Stops

The new and enhanced crossing locations listed above will improve access to WTA bus stops and will help transit riders cross Alabama to get to WTA bus stops on time, but WTA will also consolidate 8 existing westbound bus stops that experience heavier boardings/departures into 5 bus stops, as follows:

- Consolidate the existing bus stops between Iron and Humboldt and between Ellis and Franklin into one bus stop on the west side of Grant.
- Maintain the existing bus stop on the east side of James Street.
- Consolidate the existing bus stops between Orleans and Pacific and between Moore and Nevada into one bus stop on the west side of Orleans.
- Consolidate the existing bus stops on the east side of St. Paul and mid-block between Racine and Queen into one bus stop on the west side of St. Paul.
- Maintain the existing bus stop between Verona and Valencia Streets.

Please see comprehensive depictions at the end of this document labeled "West," "Central," "East," and "Entire Corridor," which can be viewed in greater detail by using the pdf ‘zoom’ feature.

Over time, WTA may also enhance existing transit stops at all of the crossing locations above by converting signed bus stops into more comfortable and convenient covered bus shelters with the Gold GO Line branding scheme. This would make waiting for WTA busses more pleasant for riders, especially in inclement weather, and would also help to clear up the pedestrian environment by providing a separate space for transit riders to wait out of the main through-way portion of the sidewalks.
Access Management and Turning Restrictions

On the center section of the Alabama corridor between James Street and Yew Street where installation of a center turn lane to reduce vehicle collisions has been determined not to be feasible by the alternatives analysis, the installation of raised c-curb median in select locations, listed below, is recommended to prevent vehicles from turning across two lanes of on-coming traffic and risking side-impact and rear-end vehicle collisions, because the cars will no longer be stopped in the travel lane waiting to turn left. This recommendation for c-curb median has been reached in consultation with the Bellingham Police and Fire Departments to ensure that adequate gaps in median installations will be provided to avoid negative impacts for police, fire engine, and ambulance access into neighborhoods.

- Extend the existing c-curb median (shown below) from King Street to the I-5 bridge because homes on King Street are accessible from East North Street via the James Street traffic signal.

- Install c-curb median from I-5 to Pacific Street. Homes on Moore and Nevada Streets are connected to Texas Street and East North Street parallel to Alabama and can therefore be accessed from the existing traffic signals and left-turn lanes at Orleans and Pacific.

- Raised c-curb median between Pacific and Undine cannot be installed because there is currently no identified method that is acceptable to the community to mitigate the access restrictions to residents living on the dead-end streets of Queen, Racine, St. Paul, Toledo, and Undine. The installation of HAWK signals at Moore, St. Paul, and Undine will help to reduce collisions and the reduction of speed limit from 35 mph to 30 mph will lessen the severity of vehicle collisions.

- Install c-curb median from Woburn to Superior Street. Homes on Xenia, Yew, and Superior Streets are currently connected to Texas Street and East Connecticut Street parallel to Alabama and can be accessed from the existing traffic signals and left-turn lanes at Woburn and Yew.

Existing raised c-curb median between James and King on Alabama Street

Please see comprehensive depictions at the end of this document labeled "West," "Central," "East," and "Entire Corridor," which can be viewed in greater detail by using the pdf ‘zoom’ feature.
Street Widening to Add and Extend a Left-Turn Lane

There are some locations where new and extended left-turn lanes are recommended instead of installing c-curb median or HAWK signals, including Verona, Valencia, and Woburn.

Verona, Valencia, and Woburn: The section of Alabama between Woburn and Undine is recommended to be widened from a 4-lane to a 5-lane section to install a continuous center left-turn lane, which will double as an extended left-turn lane for the high volume of pm peak hour left-turns from eastbound Alabama to northbound Woburn. In addition to reducing vehicle collisions at Verona and Valencia, this extended left-turn lane will reduce peak hour eastbound traffic congestion and reduce travel delay for eastbound WTA transit busses on Route 331, which turns from Alabama north onto Woburn.

Widen Alabama to 5-lanes from Woburn to Undine to extend the left-turn lane

Please see comprehensive depictions at the end of this document labeled “West,” “Central,” “East,” and “Entire Corridor,” which can be viewed in greater detail by using the pdf ‘zoom’ feature.
**Speed Limit Reduction**

While speed is not the primary issue or cause of vehicle collisions on the Alabama corridor, speed is always a contributing factor to injuries sustained in collisions. The alternatives analysis showed that lowering the posted speed limit from 35 mph to 30 mph would not substantially increase travel time for either WTA busses or private vehicles, but that lowering the speed limit to 25 mph would result in significant delay for both WTA busses and private vehicles.

The Bellingham City Council voted to lower the current posted speed limit of 35 mph to 30 mph for the entire 2.48-mile Alabama Street corridor from Cornwall Avenue to Electric Avenue. The 1.75-miles from Cornwall Avenue to St. Clair Street at the base of the Alabama Hill is within the project limits, but the additional .73-mile between St. Clair Street and Electric Avenue at Lake Whatcom is outside of the project limits.

Public Works is confident that the construction of the 6 new and enhanced crossings of Alabama will have an overall speed reduction effect on the Alabama corridor and the reduction of the posted speed limit should both increase driver reaction time to stop at pedestrian crossings and lessen the severity of any injury collisions that may occur, increase the probability of survival for any pedestrians, bicyclists, or transit riders that may be involved in collisions, and will enhance the quality of life for residents of the Roosevelt Neighborhood who live along Alabama Street.
Probability of Survival for Pedestrians Hit by Vehicles Traveling at Different Speeds

Vehicle Speed

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<tr>
<th>Speed</th>
<th>Survival Rate</th>
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</thead>
<tbody>
<tr>
<td>20 MPH</td>
<td>9 out of 10</td>
</tr>
<tr>
<td>30 MPH</td>
<td>5 out of 10</td>
</tr>
<tr>
<td>40 MPH</td>
<td>only 1 out of 10</td>
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</table>

Bellingham City Council-Approved Speed Limit of 30 mph
Arterial Resurfacing and Rechannelization

The 1.75-mile Alabama corridor between Cornwall Avenue and St. Clair Street has been steadily moving up the City’s priority list of arterial streets that require asphalt resurfacing and, coincidentally, it appears that Alabama can be included as the top priority in Bellingham’s 2015 overlay program. Grinding and resurfacing the arterial street provides safety advantages for all users, including:

- Smooth and even surfaces for ADA compliance at all signals, curb ramps, and crosswalks;
- Clear demarcation of rechannelized vehicle travel lanes, center turn lanes, bicycle lanes (west end), center lane refuges, and crosswalks;
- Clear demarcation of new travel lane widths at intersections to maximize peak hour vehicle capacity in extended left-turn lanes; and
- Installation of all new retro-reflective lane delineators and thermo-plastic fog lines and crosswalks for increased visibility at night and in dark winter months.

Project Engineer Freeman Anthony has provided cost estimates for the safety improvements as follows:

<table>
<thead>
<tr>
<th>2015 Alabama Street Recommended Safety Improvements</th>
<th>Cost</th>
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<tr>
<td>HAWK signals, ADA, widening, c-curbs</td>
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<td>Arterial Resurfacing</td>
<td>$1,100,668.25</td>
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<td><strong>Total</strong></td>
<td><strong>$2,337,090.25</strong></td>
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The federal HSIP grant award is for $1,461,824, which means that $225,402 will remain after HAWK signals, widening to add/extend left-turn lane, and installation of c-curb medians are constructed. Bellingham requests that the $225,402 in federal HSIP funding be directed toward arterial resurfacing, which will provide additional safety improvements. The City of Bellingham will fund the remaining $875,266 cost for asphalt resurfacing that is not covered by federal HSIP funding.
Conclusions

The recommended safety improvements for Alabama Street are consistent with the:

- 2005 Whatcom Transportation Authority Strategic Plan;
- 2006 Transportation Element of the Bellingham Comprehensive Plan;
- 2012 Bellingham Pedestrian Master Plan;
- 2014 Bellingham Bicycle Master Plan; and
- 2013 WSDOT Target Zero Safety Plan

The recommended safety improvements for Alabama Street have been endorsed by:

- Bellingham Police, Fire, and Public Works Departments
- Whatcom Transportation Authority (See letter attached)
- Whatcom Council of Governments (See letter attached);
- Bellingham Transportation Commission (See Resolution passed March 11, 2014; attached)
- Bellingham City Council (See record of legislative action taken June 9, 2014; attached)

The $1,461,824 federal HSIP funding requires that Phase 2 Alabama Street Multimodal Safety Improvements (ES-466) must be completed by September 30, 2015. Bellingham Public Works anticipates the following project schedule moving forward to complete the project:

- City Council approval of project elements
- City Council adoption of 2015-2020 TIP
- Federal NEPA requirements completed
- Project design and engineering completed
- Obligation of construction funds
- Advertisement and bids
- Contract awarded
- Construction Begins
- Construction complete

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>City Council approval of project</td>
<td>June 9, 2014</td>
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<tr>
<td>elements</td>
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<td>City Council adoption of 2015-2020</td>
<td>June 23, 2014</td>
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<td>TIP</td>
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<td>Federal NEPA requirements completed</td>
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<td>Project design and engineering</td>
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<tr>
<td>Obligation of construction funds</td>
<td>January 2015</td>
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<tr>
<td>Advertisement and bids</td>
<td>February 2015</td>
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<tr>
<td>Contract awarded</td>
<td>March 2015</td>
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<tr>
<td>Construction Begins</td>
<td>June 2015</td>
</tr>
<tr>
<td>Construction complete</td>
<td>September 30, 2015</td>
</tr>
</tbody>
</table>

Questions about the transportation planning analysis and project elements should be directed to:

**Chris Comeau, AICP, Transportation Planner** at (360) 778-7946 or ccomeau@cob.org

Questions about the engineering cost estimates or construction schedule should be directed to:

**Freeman Anthony, P.E., Project Engineer** at (360) 778-7924 or fanthony@cob.org
February 27, 2014

City of Bellingham
Public Works Department
210 Lottie St.
Bellingham, WA 98225

RE: Alabama Street Corridor Safety Improvement Project

Dear City of Bellingham:

The Whatcom Transportation Authority (WTA) supports the Alabama Street Corridor Safety Improvement Project. The project as envisioned would improve safety along a 1.7 mile stretch of Alabama by limiting turning movements that aren’t at an intersection, adding right turn lane "pockets" at key locations and add a number of pedestrian crossings. These actions should help to reduce the number of accidents and improve pedestrian safety to and from WTA bus stops.

WTA staff have reviewed the “Draft Alternatives Analysis Report (December 2013)” and have agreed to move and consolidate selected bus stops to better serve the future pedestrian crossings. All told WTA does not see this project noticeably affecting on-time performance of route 331 along this corridor.

WTA appreciates the excellent working relationship we have with the City of Bellingham and our involvement with the design review committee for this project.

Sincerely,

Pete Stark
General Manager
March 5, 2014

Mr. Chris Comerou, AICP, Transportation Planner
City of Bellingham Public Works Department
510 Lottie Street
Bellingham, Washington 98225

RE: Alabama Street Corridor Safety Improvement Feasibility Study

Dear Mr. Comerou:

The Whatcom Council of Governments is pleased to provide this letter in support of the Alabama Street Corridor Safety Improvement Feasibility Study that the City of Bellingham has prepared to address the significant problem of vehicle collisions in the 1.75-mile section of the Alabama Street corridor between Cornwall Avenue and St. Clair Street. The Washington State Department of Transportation has identified that section as having the second-highest number of vehicle collisions in Whatcom County over the five-year period ending in 2010.

The simulation modeling performed by Principal Planner Andrés Gomez of my staff revealed that implementation of the so-called “Hybrid Road Diet” — whereby only the eastern and western ends of the corridor would be reduced from four lanes to three, in conjunction with other treatments in the corridor’s central section — would not adversely impact travel times to a significant degree on this heavily-used arterial road. The Hybrid Road Diet is WCOG’s preferred alternative for addressing the documented safety issues in the Alabama Street corridor while maintaining the current level of mobility for the thousands of people who travel through it daily.

Very truly yours,

[Signature]

Robert H. Wilson, AICP
Executive Director
RESOLUTION NO.2014-02

A RESOLUTION BY THE BELLINGHAM TRANSPORTATION COMMISSION REGARDING THE ALABAMA STREET CORRIDOR FEASIBILITY STUDY AND SAFETY IMPROVEMENTS

The Transportation Commission (TC) has previously noted the high collision rate on Alabama Street in its 2011 recommendations on the initial bike and pedestrian projects to be funded by the Transportation Benefit District. The current Federal Highway Safety Improvement Program grant provides a good opportunity to address many of the Alabama Street corridor safety issues.

Overall, the TC supports the recommended hybrid 4-to-3-lane “Road Diet” on parts of the Alabama corridor, where feasible, with “C-curb” median and turn lanes on other parts. The project also provides an opportunity to include several of the recommended crossing/intersection improvements included in the recent Pedestrian and Bicycle Master Plans.

The TC has the following additional comments:

- The funding requirements and source of funds for the recommended project should be clearly spelled out.
- City staff should continue to work with residents of the affected neighborhoods to update neighborhood plans to reflect current conditions and future opportunities to improve multimodal transportation circulation in the neighborhoods.
- The TC encourages the use of street side amenities to soften the pedestrian environment on the corridor.

PASSED by the City of Bellingham Transportation Commission
this 11th day of March, 2014

Signed
Chair, City of Bellingham Transportation Commission
June 9, 2014 Bellingham City Council approval of Alabama Safety Improvement Project Elements

City of Bellingham
City Council Regular Meeting Action Summary
06/09/2014, 7:00 PM

Mayor Kelli Linville
Council Members Jack Weiss, Gene Knutson, Cathy Lehman, Pinky Vargas, Terry Bornemann, Michael Lilliquist and Roxanne Murphy

Contact: (360) 778-8200, ccmail@cob.org
www.cob.org/council
All meetings are held in the City Hall Council Chambers at 210 Lottie Street, Bellingham, WA unless otherwise noted.

20370 6. Work Session on the Alabama Corridor Safety Improvements

Terry Bornemann / Jack Weiss moved to recommend approving the staff alternative proposal to reduce the C-curb.  MOTION CARRIED 7-0.

Terry Bornemann / Gene Knutson moved to recommend a reduction in the speed limit.  Michael Lilliquist / Gene Knutson moved to amend the motion and to specify reducing the speed limit from 35 to 30 mph along the entire length of Alabama; Cornwall to Electric.  MOTION CARRIED 7-0.
MAIN MOTION 7-0.
February 27, 2014

City of Bellingham
Public Works Department
210 Lottie St.
Bellingham, WA. 98225

RE: Alabama Street Corridor Safety Improvement Project

Dear City of Bellingham:

The Whatcom Transportation Authority (WTA) supports the Alabama Street Corridor Safety Improvement Project. The project as envisioned would improve safety along a 1.7 mile stretch of Alabama by limiting turning movements that aren’t at an intersection, adding right turn lane “pockets” at key locations and add a number of pedestrian crossings. These actions should help to reduce the number of accidents and improve pedestrian safety to and from WTA bus stops.

WTA staff have reviewed the ‘Draft Alternatives Analysis Report (December 2013)’ and have agreed to move and consolidate selected bus stops to better serve the future pedestrian crossings. All told WTA does not see this project noticeably affecting on-time performance of route 331 along this corridor.

WTA appreciates the excellent working relationship we have with the City of Bellingham and our involvement with the design review committee for this project.

Sincerely,

Pete Stark
General Manager