

Transportation Improvements & Studies In and Around the Samish & Puget Neighborhoods

**Samish Neighborhood Association Meeting
Online – October 8, 2020**



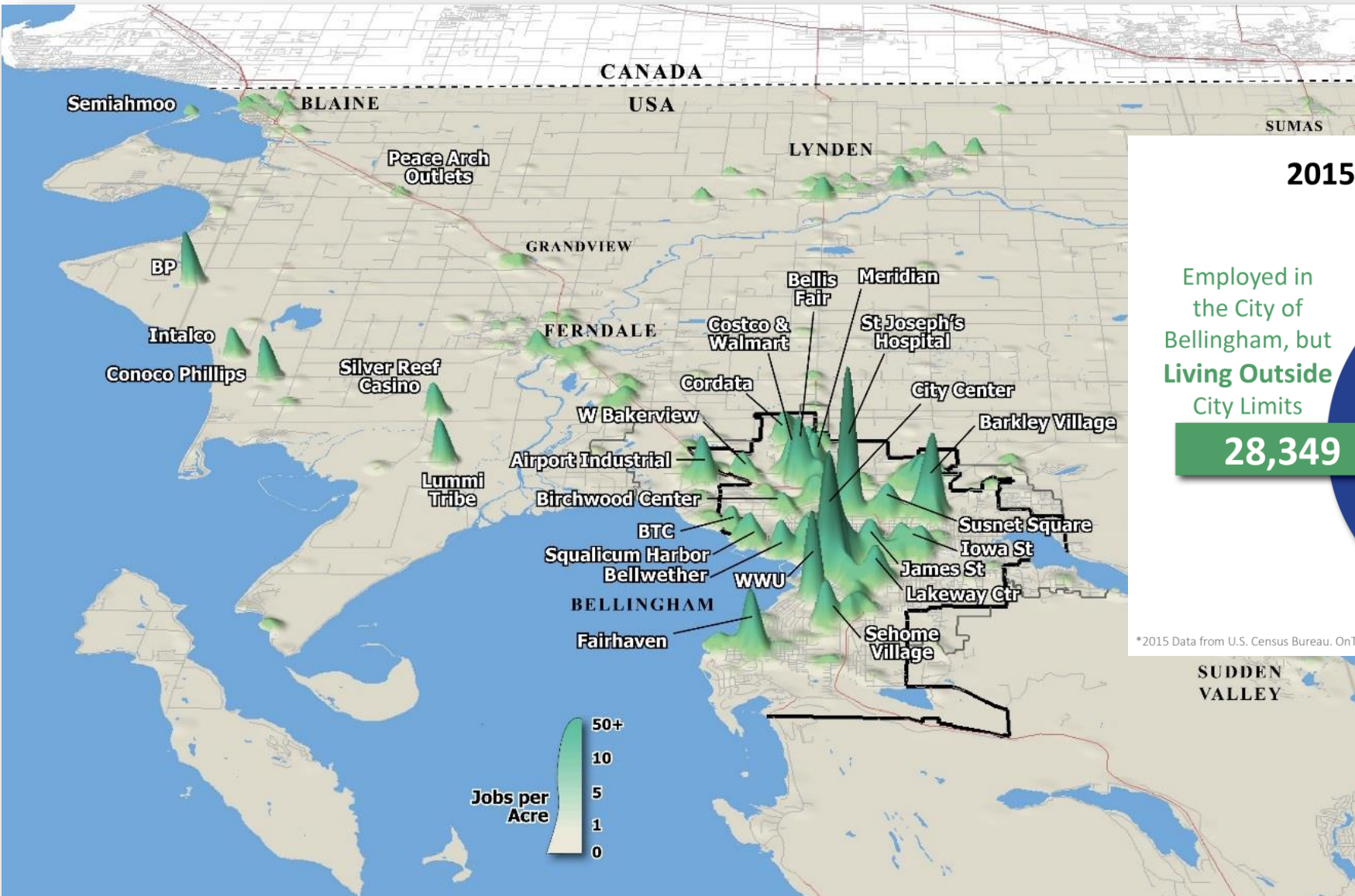
Presentation Overview

- **Big Picture:** Bellingham's Citywide Transportation Planning Practice [*~ 2 mins*]
- **Recent:** Transportation Projects - Samish & Puget Neighborhoods [*~ 3 mins*]
 - [2016-2017 Lakeway Drive Bikeway Study](#) → [2018 Lakeway-Lincoln Multimodal Improvements](#)
 - [2016-2017 Samish-Maple-Ellis Corridor Study](#) → [2020 Samish-Maple-Ellis Multimodal Improvements](#)
 - [2020 Transportation Benefit District Projects and 40th Street Sidewalk and Bike Lanes](#)
- **Today:** Future Transportation Improvements in Samish & Neighborhoods
 - [2020-2021 Lincoln-Lakeway Multimodal Transportation Study](#) [*~ 15 mins*]
- **Interstate 5 through Bellingham**
 - [I-5 Operations & TDM Study](#) (WSDOT staff) [*~20 mins*]
- **Questions/Discussion**

Bellingham is the Regional Center

(Employment, Shopping, Education, Medical Services, etc.)

**Disproportionate
Number of
Vehicle Trips
In/Out of City
each day**



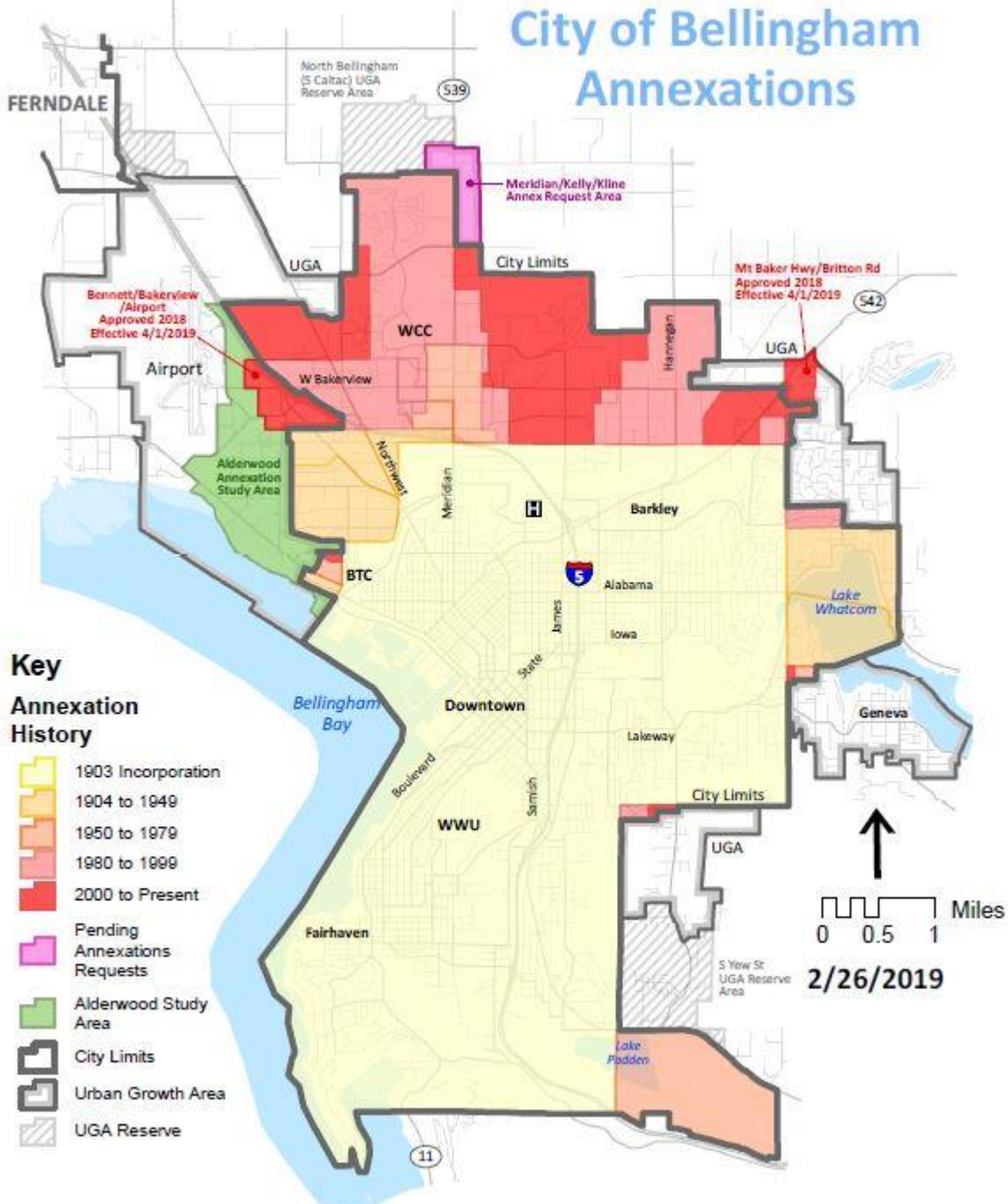
**2015 Inflow/Outflow Job Counts:
Bellingham City Limits**



*2015 Data from U.S. Census Bureau. OnTheMap Application. Longitudinal-Employer Household Dynamics Program. <http://onthemap.ces.census.gov/>

**Out of town
visitors generate
a lot of sales tax**

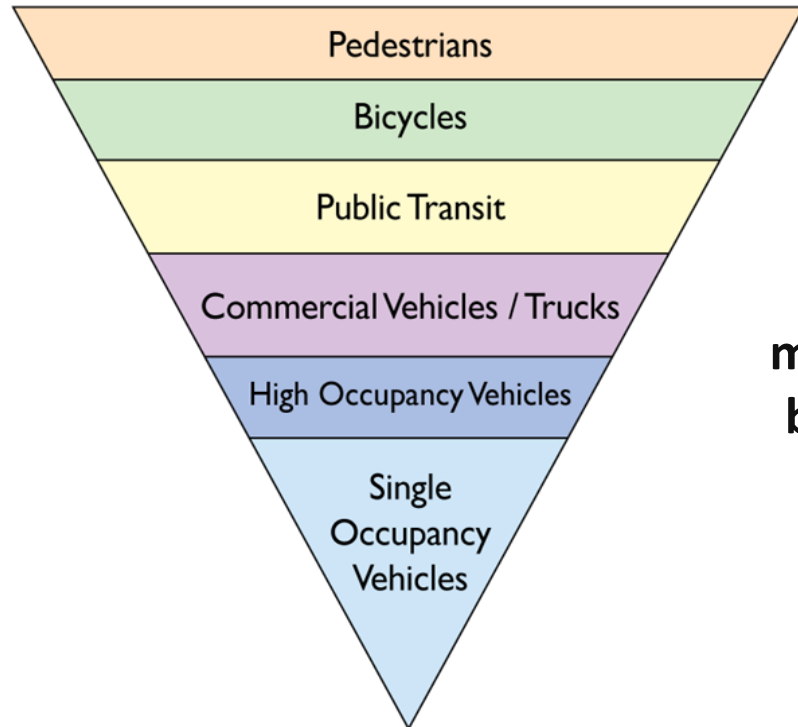
City of Bellingham Annexations



City Growth & Annexation of Urban Growth Area (UGA)

- Since 1980, the **City population has doubled from 46,000 to 92,000**
- 25% of City limits added north of 1904 boundaries via annexation since 1980
 - 1990's = predominantly commercial & industrial land to generate **sales tax revenue**, which provides almost all local transportation funding (**General Fund, Street Fund, WTA Levy, Bham TBD**)
 - 2000's = predominantly residential land, which does not generate much tax revenue and is very expensive to provide urban services to
- When UGA annexes, City inherits old, narrow, rural standard roads with no shoulders, no sidewalks, no bike lanes
 - **Extremely expensive to retrofit rural roads to urban multimodal complete streets**

Bellingham: Who Are We Planning For? PEOPLE



BALANCE:

All mobility needs for all modes must be carefully considered, balanced, and implemented so that the multimodal transportation system can provide space and safety for everyone.



So.... What should we measure? **Safe mobility for PEOPLE**

Source: [Multimodal Transportation Chapter – 2016 Bellingham Comprehensive Plan](#)

Bellingham's Active Transportation Plans

Pedestrian Master Plan (2012)

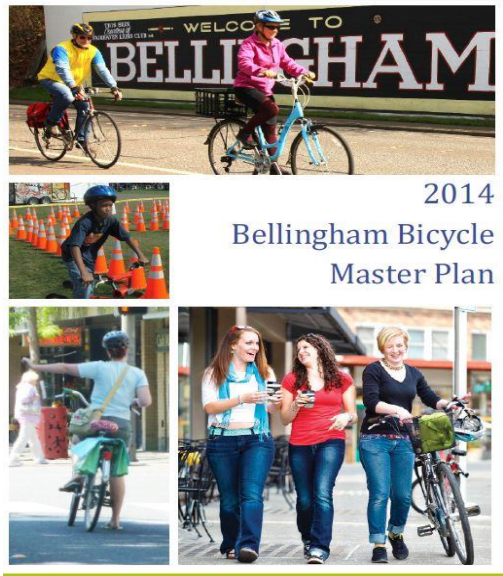
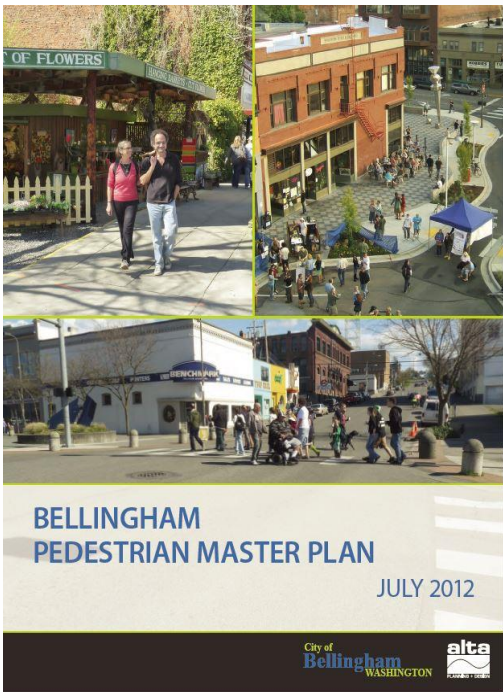
- 258-mile pedestrian network
- ~ 162 miles (63%) complete
- **343** Prioritized sidewalks + crossings

Bicycle Master Plan (2014)

- 164-mile bicycle network
- ~ 87 miles (53%) complete
- **215** Prioritized bikeways + crossings

Multiuse Greenways Trails (1990 x4)

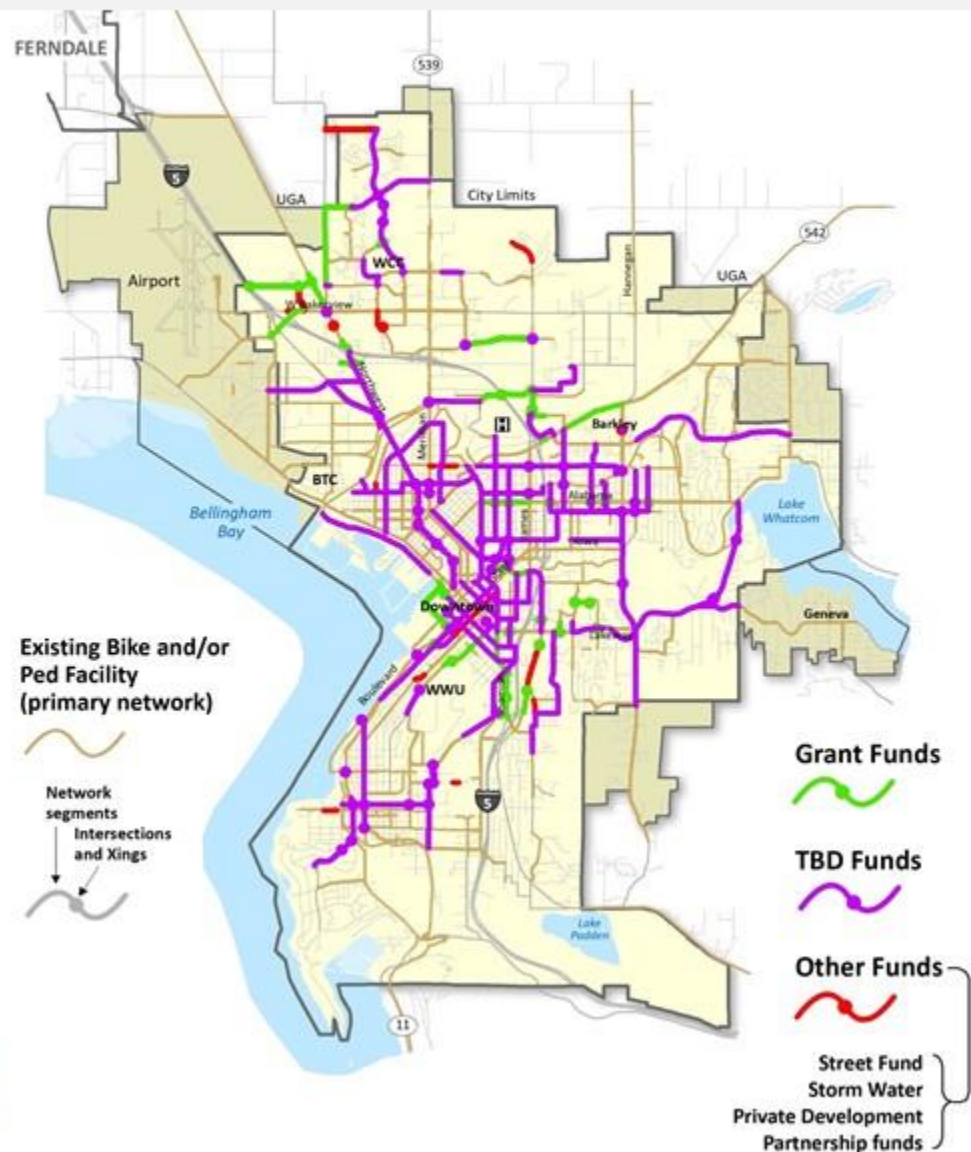
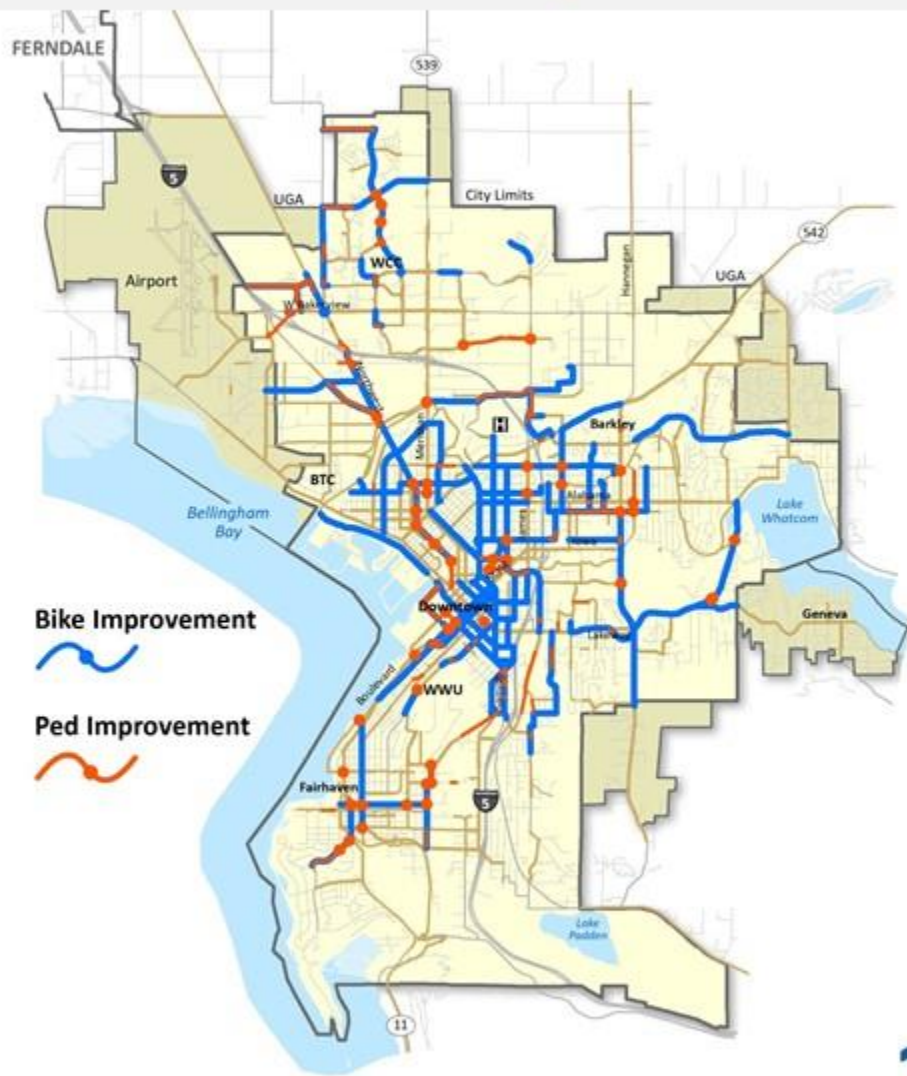
- Extensive citywide trail system
- 80 miles existing multiuse trails
- **61** miles (76%) = secondary transportation



All Projects 2010 - 2021

Bike / Ped Facility

Grant / TBD / Other Funded



2021

2016-2017 Lakeway Drive Bikeway Study

Assembling this complex puzzle,
piece by expensive piece

Short-term (2017 thru 2019)

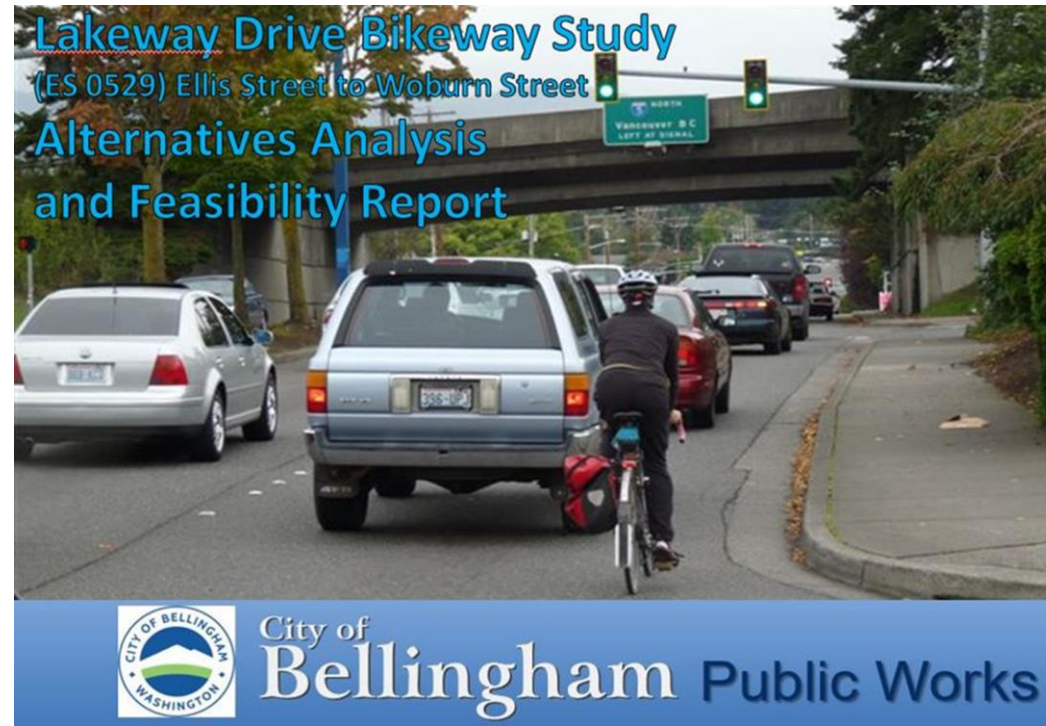
- 1.) 2017 - Uphill climbing lane on Woburn (Iowa to Lakeway); Green bike box at Woburn/Lakeway
- 2.) 2018 - HAWK signals at three locations on Lakeway Drive [Undine; Orleans; Grant]
- 3.) 2018 - Marked bike lanes from Undine HAWK to Puget - Green bike box north leg at Puget;
- 4.) 2019 - Lakeway shared bike-ped path from Undine HAWK to Old Lakeway Bike Blvd

Mid-term (2020 thru 2025)

- 5.) 2020 - Old Lakeway Bike Blvd (Yew-Lakeway) connect to Woburn/Lakeway
- 6.) Work with BSD and Parks to re-organize Orleans-Lincoln block on Lakeway Drive
- Consider Safe Route to School grant with reconstruction of Carl Cozier ES (2024-2025)

Long-term (2025 and beyond)

- 7.) Further Study Needed on Lakeway Drive corridor from Lincoln to Ellis



Samish-Maple-Ellis Multimodal Safety Improvements

\$1,007,000 WSDOT Pedestrian & Bicycle Safety Grant + local matching funds

What do these improvements include?

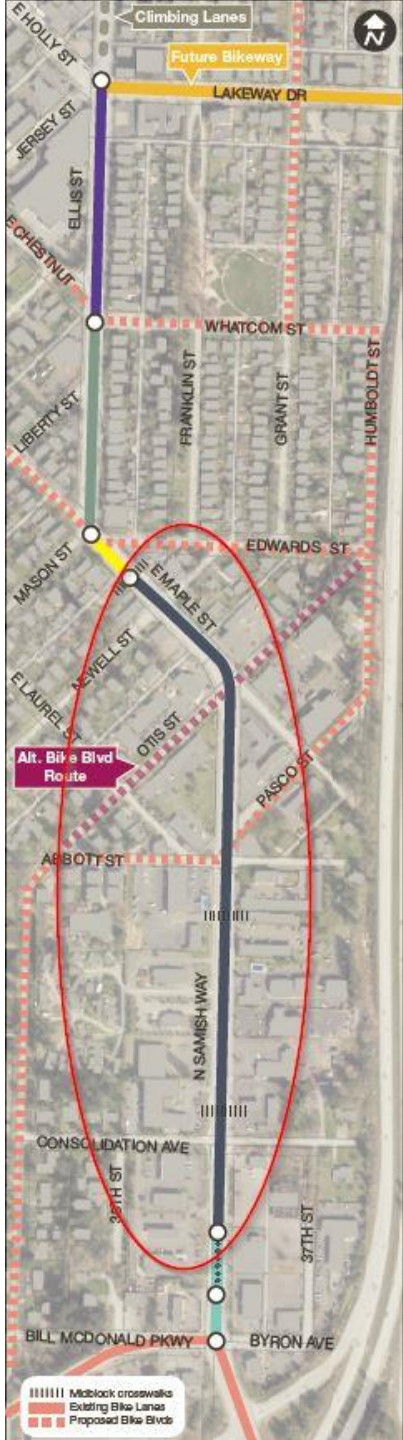
1.5-mile-long N. Samish-Maple-Ellis-York corridor from I-5/Samish interchange to Lakeway Drive (Red →) and then to Cornwall Avenue (Green →) will experience major changes, including:

- **Bill McDonald Pkwy to Chestnut St:** 1 vehicle lane in each direction will be removed and replaced with **buffer-separated bike lanes**;
- **Chestnut St to Lakeway Dr and Cornwall Ave:** Vehicle lanes will be rechannelized for installation of **marked and buffered bike lanes**;
- **Bill McDonald Pkwy/35th St:** **Flashing crosswalk** installed across Bill McDonald Parkway between the Sehome Hagen and 35th Street, one of the busiest WTA bus stops serving WWU and Sehome High School;
- **Ellis St/Glastone St:** **Flashing crosswalk** installed across Ellis Street between York Neighborhood and Eleanor Senior Resident Apts; and,
- **Green bike boxes** installed at some signalized intersections where safety conflicts exist and bicycle connections are needed for people riding bikes.

See [Frequently Asked Questions](#) document for study documentation, extensive public process, and transportation grant funding



Corridor Segment 4



MAPLE ST/215' E/O ELLIS ST TO (EAST OF MID-BLOCK XING) SAMISH WAY/ 300' N/O BILL MCDONALD PKWY

Existing

56' curb-to-curb
2 lanes NB, 2 lanes SB, CTL
Bus stop both sides



Potential Options

A



Requires removal 1 NB and 1 SB travel lane

B



Requires removal 1 NB and 1 SB travel lane





C



Requires removal 1 NB and 1 SB travel lane

Public Works Plan for Short-Term (2017-2020) and Long-Term (2021+)

Connectivity of Pedestrian & Bicycle Facilities between Puget Neighborhood and Downtown Bellingham

-  Bikeways (except red)
-  Trail connections
-  Intersection Improvements
-  Green Bike Boxes

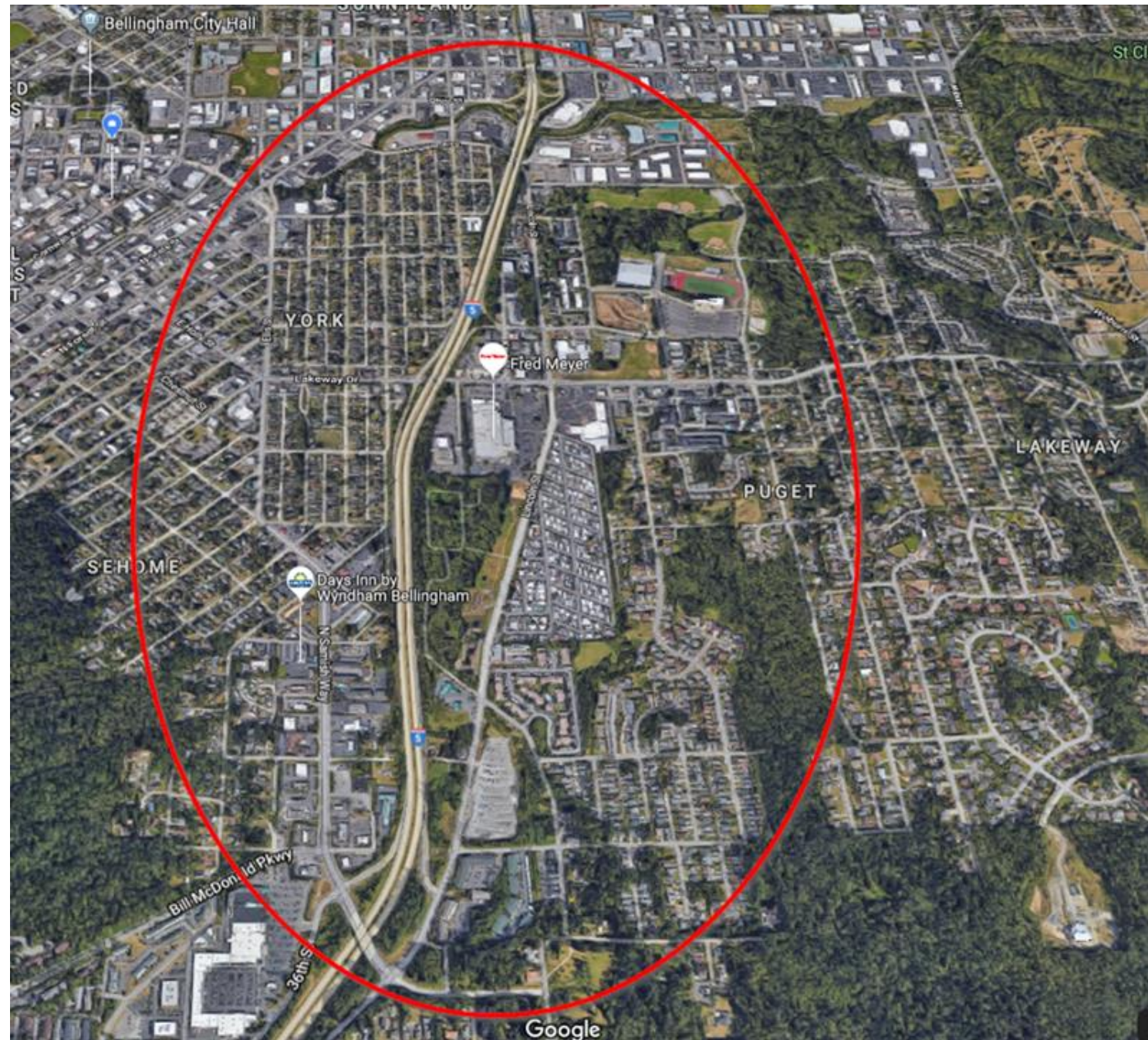
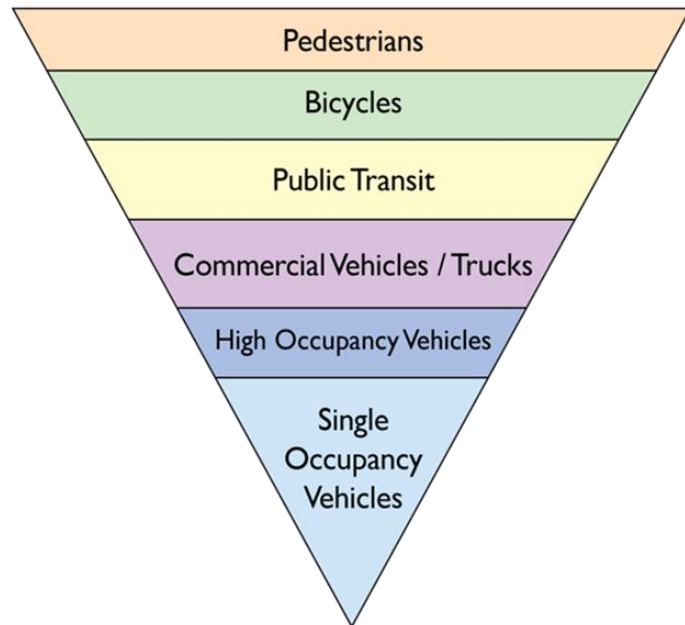
- Mobility Barriers**
- 2014 existing bicycle and intersection improvements
- 2015 - 2017 bicycle and intersection improvements
- 2018 bicycle and intersection improvements
- 2019 - 2020 bicycle and intersection improvements
- Future unfunded links



2020-2021 Lincoln-Lakeway Multimodal Transportation Study

Assessing existing & future conditions for:

- People walking
- People biking
- People walking to bus stops
- People driving vehicles



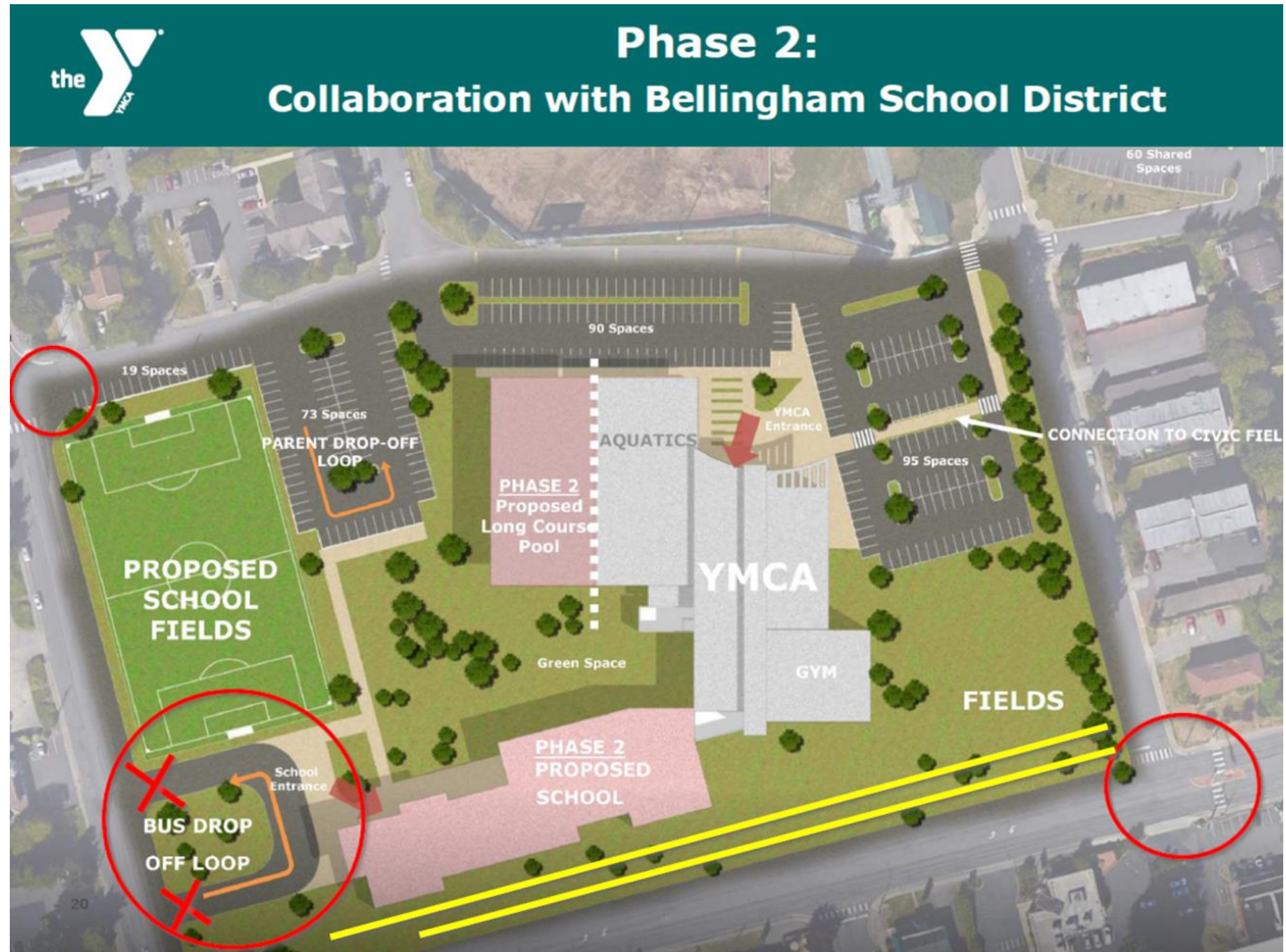
Why Are We Doing This Study Now?

- YMCA Proposal Presented to Bellingham City Council in June 2019 – *Pre-COVID*
- Relocate YMCA from downtown to Civic Field
- Major transportation impacts at Lincoln/ Lakeway, as well as surrounding streets.

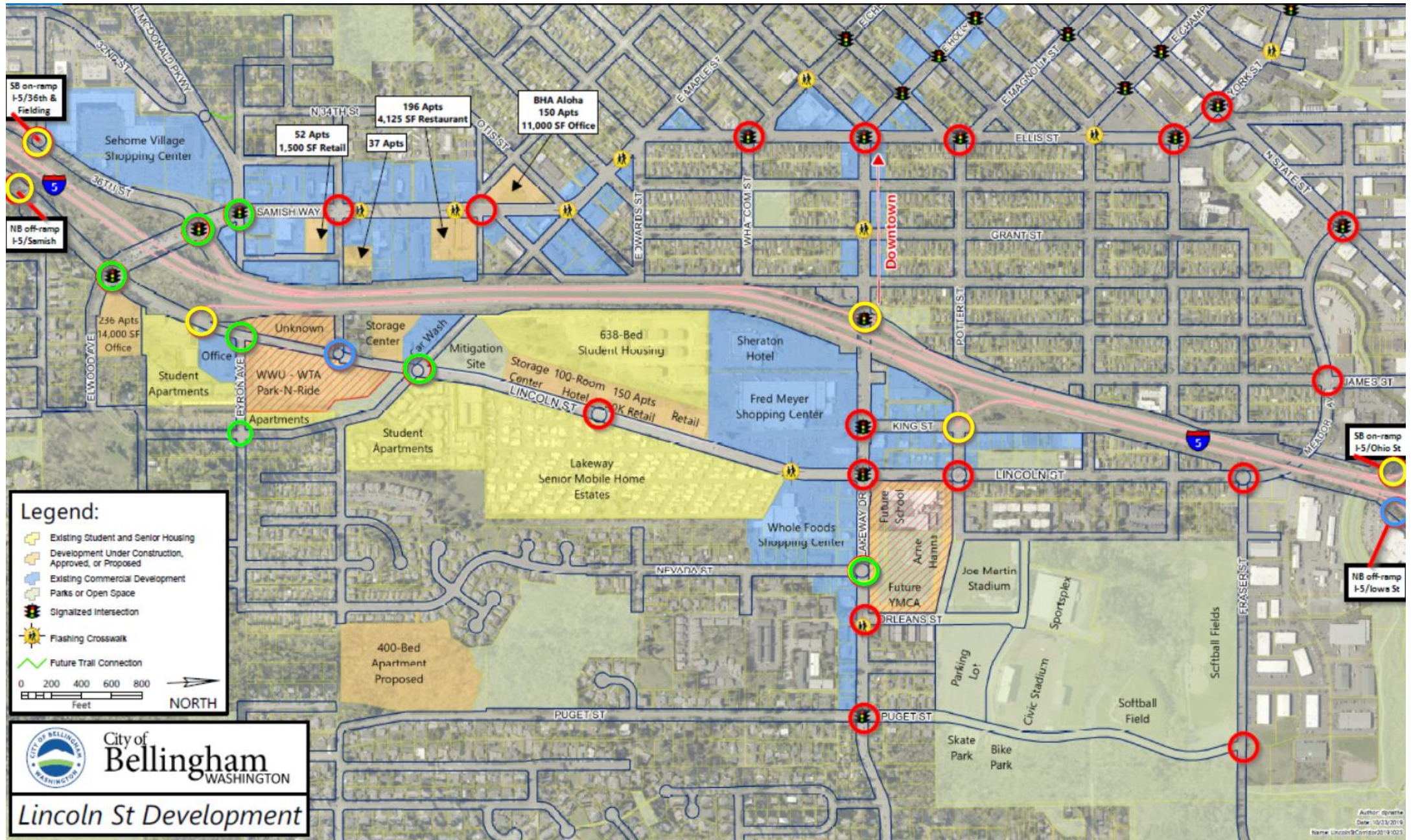


But Wait! There's More

- Carl Cozier Elementary School will need to be reconstructed in mid-2020's and Bellingham School District is interested in a longer competitive swim pool
- This, combined with significant development already approved along Lincoln Street, N. Samish Way, and in surrounding neighborhoods led to **Lincoln-Lakeway Study**



Lincoln-Lakeway Multimodal Transportation Study Area



Legend:

- Existing Student and Senior Housing
- Development Under Construction, Approved, or Proposed
- Existing Commercial Development
- Parks or Open Space
- Signalized Intersection
- Flashing Crosswalk
- Future Trail Connection

0 200 400 600 800 Feet

NORTH

City of Bellingham
WASHINGTON

Lincoln St Development

resources

- [Lincoln-Lakeway Study Survey PDF - English \(Survey Closed\)](#)
- [Lincoln-Lakeway Study Survey PDF - Español \(Encuesta Cerrada\)](#)

Community Outreach Efforts

- Citywide Press Release Issued May 11
- Online Survey link on project web page, also available in Spanish
- Survey link emailed to six City Neighborhood Associations including Puget, Samish, Sehome, York, Downtown, Whatcom Falls
- Online Survey link emailed to Sudden Valley Community Association
- Paper copies mailed to Lakeway Estates Senior Mobile Home Park
- WWU Community Relations sent survey link to student apartments

Community Survey: May 11 – June 1, 2020

[Community Survey Report – August 2020](#)

- 11 Questions, Plus Comments
- **558 Survey Responses**
- Focus on 4 Transportation Modes
 - Pedestrian
 - Bicycle
 - Public Transit
 - Private Vehicles
- **Highest Improvement Needs/Concerns**
 - Sidewalks, Crossing Signals, Crosswalks
 - Bicycle facilities, Separated from Vehicles
 - Safe, accessible transit stops/shelters
 - Reduce vehicle traffic congestion
- **Discussion of Trade-Offs**
 - Urban densities beget urban amenities
 - *(Sidewalks, bike lanes come with more people)*
 - City can't build its way out of traffic congestion
 - *(Competition for limited physical street space)*

Future Transportation Improvements Being Studied in Lincoln-Lakeway Multimodal Transportation Study

New Traffic signals at:

- Lincoln/E. Maple
- N. Samish/Abbott
- N. Samish/Consolidation
- Lincoln/WWU Park-N-Ride (*maybe*)

New HAWK signal / Flashing crosswalk at:

- Lincoln/Viking Circle

New or Enhanced Bikeways on:

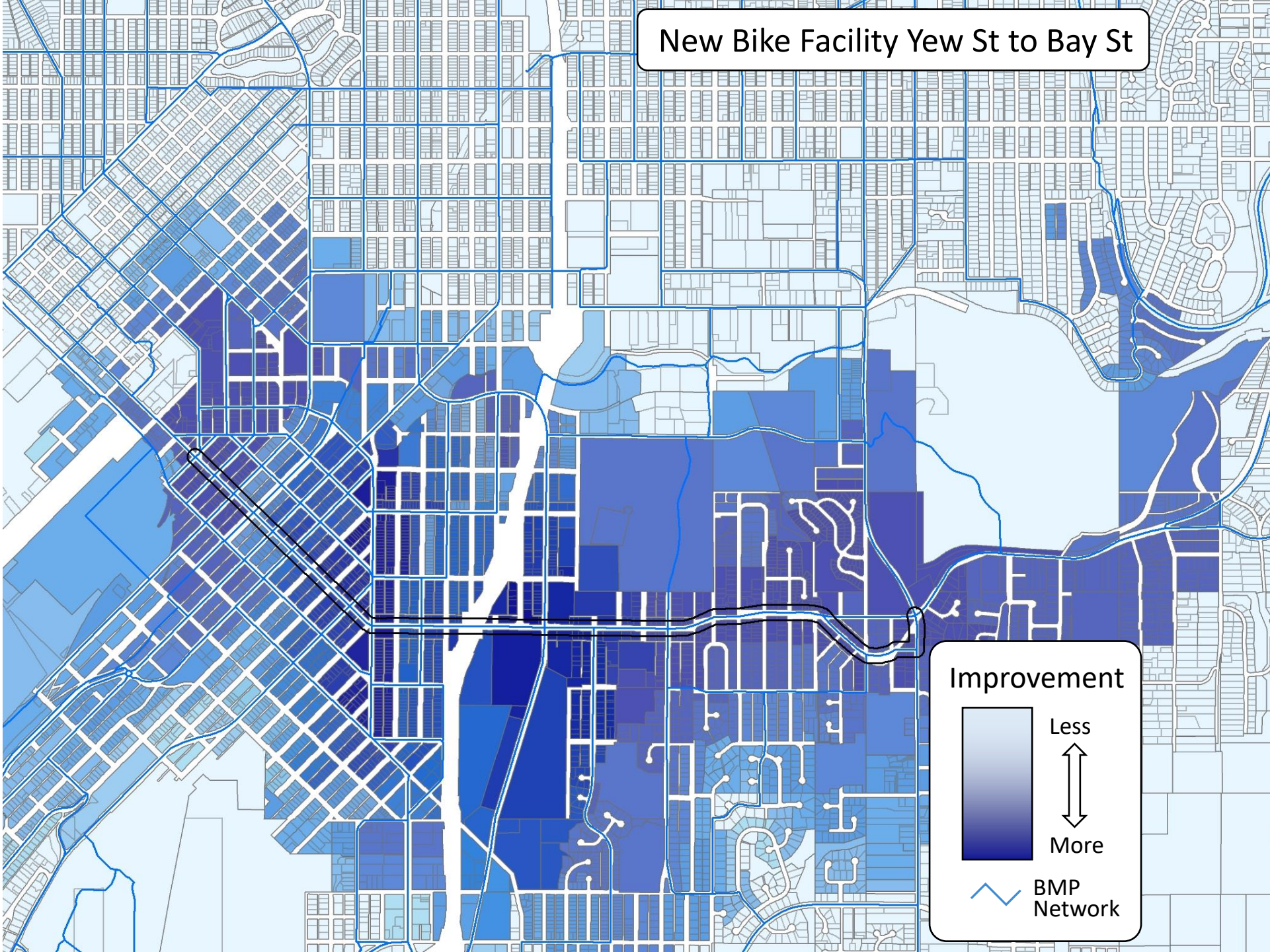
- Lakeway Drive: Puget beneath I-5 to Ellis
- Lincoln Street: Elwood to Lakeway
- N. State Street: York to Ohio

Future Feasibility Analysis for:

- Possible safety Improvements at:
 - Lincoln/Lakeway intersection
 - Lakeway/King intersection
 - Lincoln/Potter intersection
 - Lakeway/Orleans intersection
- Possible driveway realignments at:
 - Fred Meyer Gas & Grocery
 - Whole Foods Grocery
- Possible traffic circulation changes at:
 - Lakeway/King intersection
 - I-5 northbound on/off-ramps
- Others Yet To Be Determined

New Bike Facility Yew St to Bay St

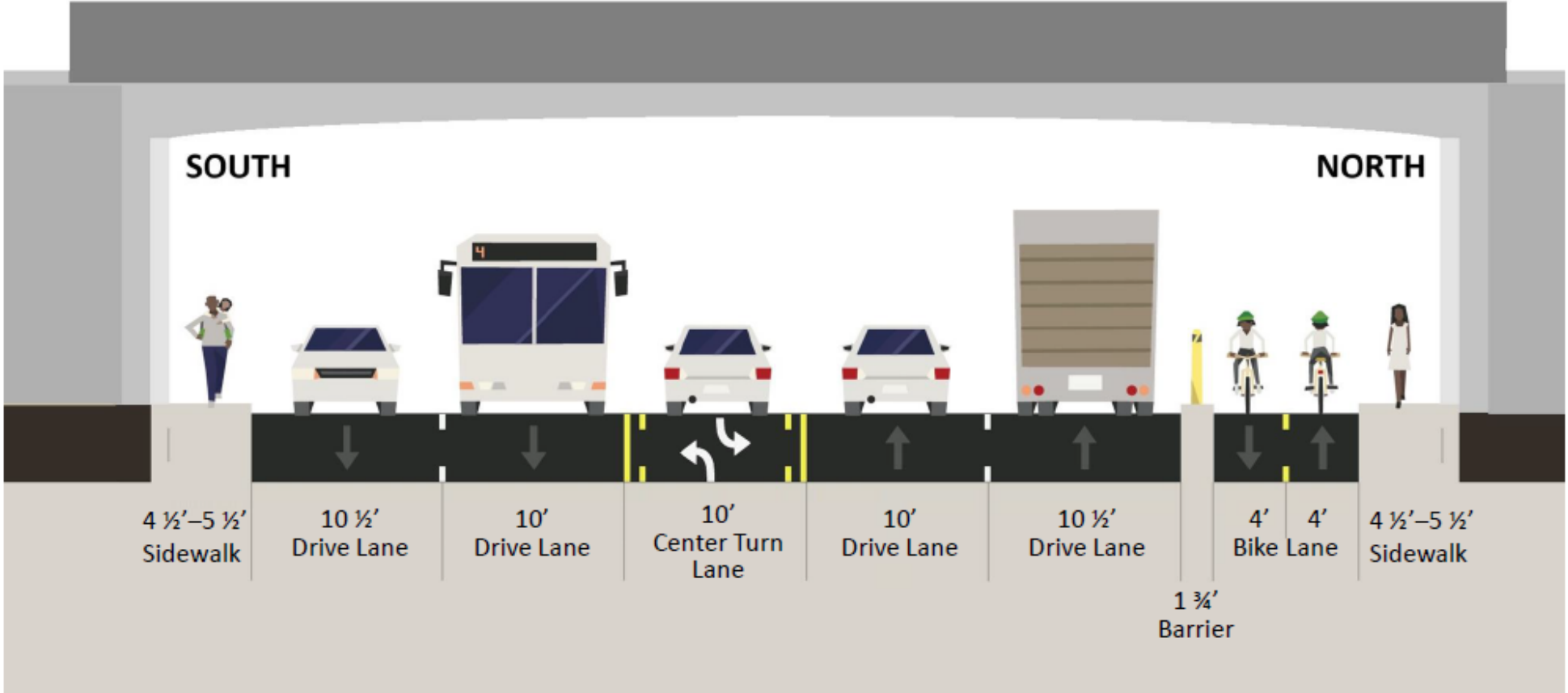
- **Lakeway Drive Bikeway from Puget to Ellis**
- **Ranked #2 of 185** individual projects in Bellingham Bicycle Master Plan
- 2016-2017 Bike Feasibility Study from Yew to Ellis
- Several bike links and crossings constructed from 2017-2019
- Western portion Puget to Ellis needs further study and support for bikeway under I-5



- **Lakeway Drive Beneath I-5**

- Recommended by City Bikeway Study
- Posted 25 mph
- Requires WSDOT to accept urban arterial lane widths rather than State Highway lane widths
- Lakeway is a city street, not just a freeway interchange
- Practical Solution
- Multimodal Street
- Complete Network
- Safety for Vulnerable Users on Bikes
- Helps Mode Shift and VMT Reduction

Lakeway Under Interstate 5



Lincoln-Lakeway Multimodal Transportation Study - What's Next?

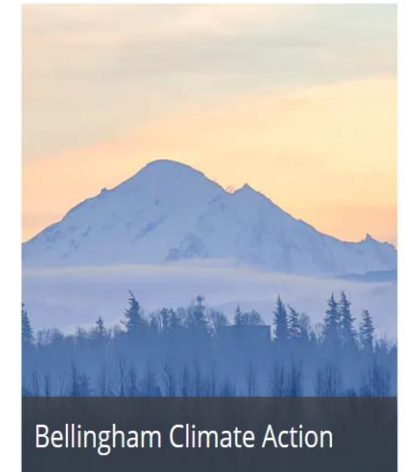
- Intersection Traffic Counts
 - October 13-16, 2020
- Existing Conditions Report
 - October-November 2020
- Neighborhood Meetings
 - October-November 2020
- [“Engage Bellingham”](#) platform →
 - November-December 2020
- Future Transportation Modeling
 - December 2020-February 2021
- Stakeholder Interviews
 - Yet to be determined, 2021
- Future Improvement Recommendations
 - April-May 2021
- Transportation Grant Applications
 - Beginning June 2021 and beyond



Click on the tiles below to learn about projects, provide feedback and connect with staff. Register today to take advantage of all of the site's engagement opportunities!



[Click Here To Register!](#)



Transportation Plans & Implementation

Resources on City of Bellingham web site

[Multimodal Transportation Chapter – 2016 Bellingham Comprehensive Plan](#) = GMA 20-Year Plan

[2021-2026 Transportation Improvement Program \(TIP\)](#) = Annual 6-Year Plan for Capital Improvements

[2012 Pedestrian Master Plan](#) = Citywide sidewalks and crossing improvements

[2014 Bicycle Master Plan](#) = Citywide bikeways and crossing improvements

[2020 Transportation Report on Annual Mobility \(TRAM\)](#) = Annual Progress Report on Implementation

[Transportation Fund Story Map](#) = Online, interactive, graphic illustration of all above

Questions or more information please contact:

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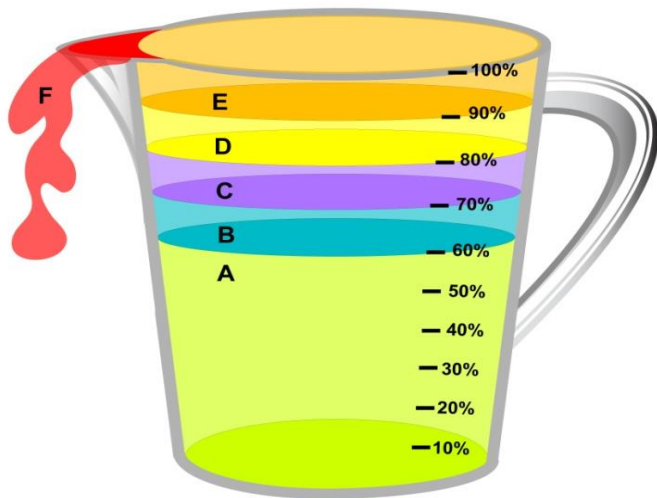
Slides Reserved for Q & A Discussion Only

Since 2006, Bellingham Transportation Planning no longer focuses only on Highway Capacity Manual Vehicular Level of Service (LOS) Measures that are Auto-centric, Time-Sensitive, and Disconnected from Local Land Use Context

Roadway Segment

Volume-to-Capacity (v/c)

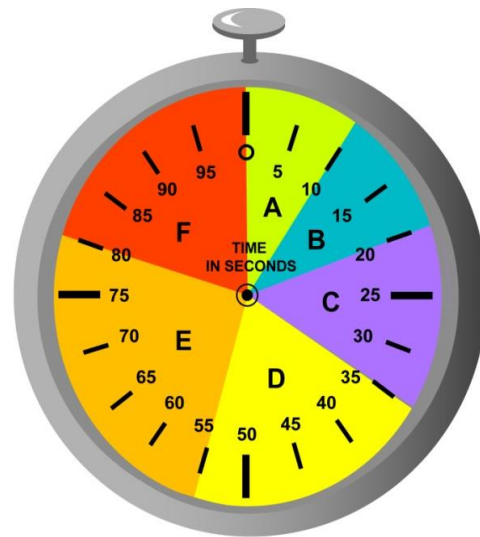
[Traffic Count vs Designed Capacity]



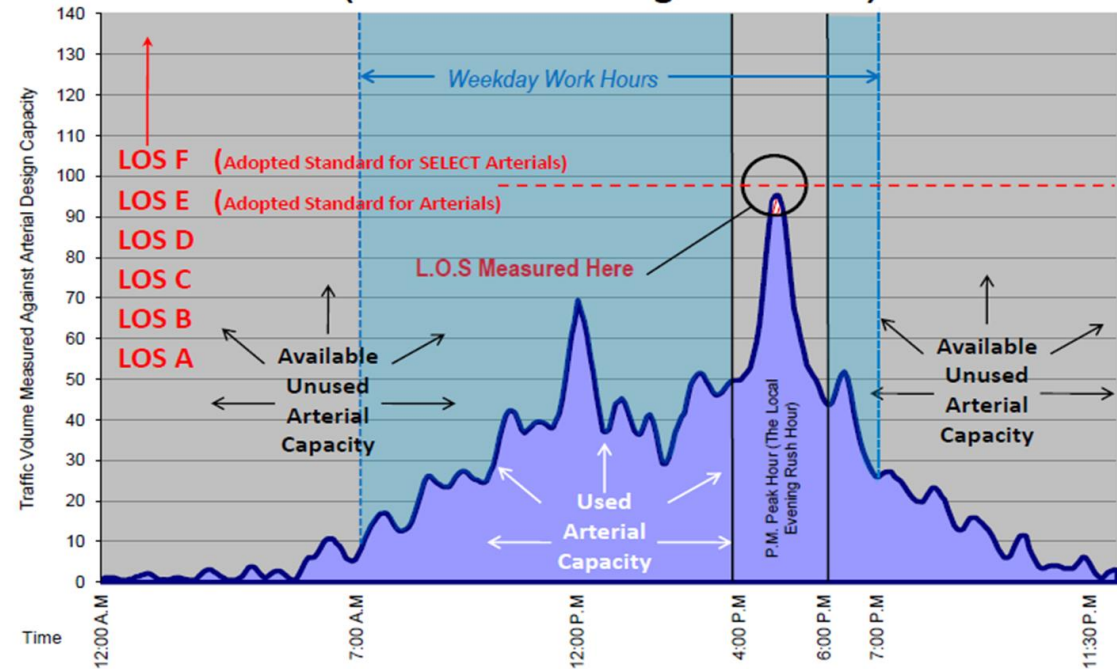
Intersection Delay

(seconds) per Vehicle

[Driver Inconvenience]



P.M. Peak Traffic Volumes (The Local Evening Rush Hour)

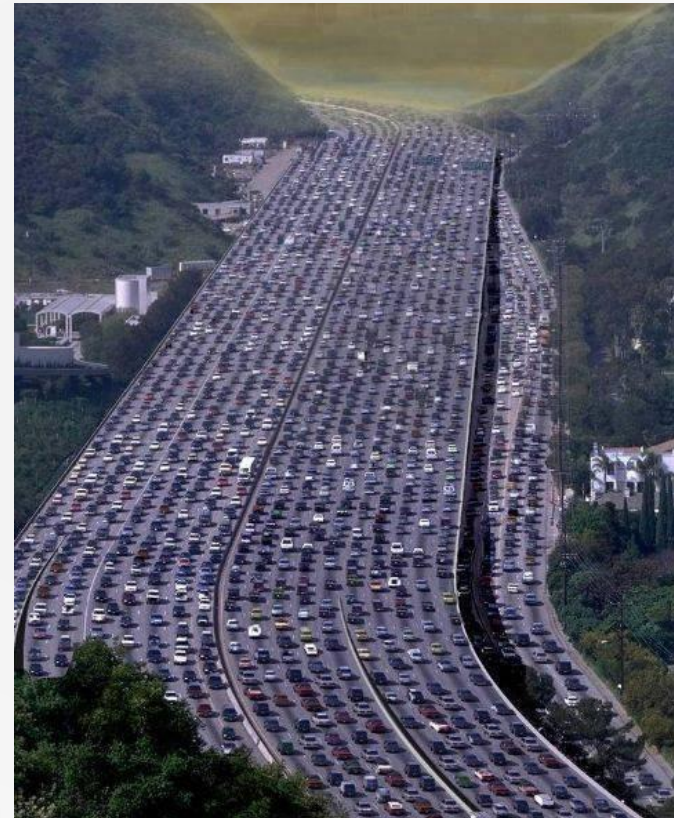


Perpetual Accommodation and Subsidy of Auto Convenience and Speed at the Cost of Safety, Active Transportation, & Livability

IF this is the “logical” way to measure transportation THEN these are the “logical” outcomes to expect



Intersection widening for vehicle capacity has made this a hostile place for walking and biking.



18 general purpose vehicle lanes = massive mobility barrier to cross

Civil engineering of the built environment has influenced societal mobility behavior to the extreme

This is de facto
“Social Engineering”

Please Note:

- This does ***Not*** mean that we don't build new streets or make intersection and arterial safety improvements for vehicles
- We build new streets to serve ***growing*** areas of town
 - (June, Kline, Mahogany, Horton, Orchard, Granary-Laurel)
- We build roundabouts and traffic signals
- We install center medians to reduce vehicle collisions
 - Removal of excess vehicle travel lanes also reduces vehicle collisions
 - Less vehicle speeding, weaving, and passing
- We support WSDOT projects on I-5 and State Highways
- However, our goal is not to “solve vehicle traffic congestion” by unnecessarily widening City streets and intersections
 - Neither of which actually reduces vehicle traffic congestion long-term
 - Both of which are counter to City goals to ***improve safety and mobility for people***