

Appendix A: Public Engagement

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Public Meeting #1: Open House

Open House Flyer

BICYCLE MASTER PLAN OPEN HOUSE



Help make bicycling safer, easier, and more comfortable for all people and skill levels - come and **share your ideas** and priorities for the new Bellingham Bicycle Master Plan. The open house will include a **presentation at 6:30 PM** and a set of stations where you can:

- Rank goals and objectives
- Provide ideas on maps for existing and future bike routes
- Identify important locations to bicycle to in Bellingham
- Learn about bicycle facility types (e.g. - bike lanes, bicycle boulevards, shared-use pathways etc.)

BICYCLE PARKING:

- Free valet bike parking provided by everybodyBIKE. Look for the everybodyBIKE tent, across Halleck Street from the school front entrance.

AUTOMOBILE PARKING:

- On Halleck Street in front of the school
- On D Street between Halleck Street and Irving Street
- In the Municipal Court parking lot off C Street

Tuesday, April 23, 2013
Whatcom Middle School
Auditorium, 2nd Floor
810 Halleck Street
5:30 – 8:30 PM

PROJECT WEBSITE:

www.cob.org/bike

SURVEY:

www.surveymzmo.com/s3/1211291/Bellingham-Bike-Master-Plan-Survey

INTERACTIVE MAP:

<http://wikimapping.net/wikimap/project124.htm#UUyFYKj3GNR>

Open House Presentation Boards

BICYCLE FACILITY TYPES

SHARED LANE MARKINGS (also called sharrows)

A pavement marking symbol that indicates appropriate bicycle positioning in a shared lane (typically on downhill or connector areas).



BICYCLE LANE

Marked space along a length of roadway designated for use by bicyclists.



BUFFERED BICYCLE LANE

A bike lane with additional buffer space between the bike lane and the auto lane or parked cars, used on high-volume or high-speed roads, or roadways with high parking turnover.



STRIPED PAVED SHOULDER

The portion of the roadway between the travel way and the edge of pavement, for accommodation of stopped vehicles, emergency use and often used by cyclists where paved.



BICYCLE CLIMBING LANE

On a sloped roadway: a bicycle lane on the up-hill to provide space for slow climbing bicycles and shared lane marking on the downhill.



CONTRA FLOW BICYCLE LANE

Bicycle lane separated by a yellow centerline marking on a street with one-way motor vehicle traffic, to allow contra-flow bicycle traffic.



BICYCLE FACILITY TYPES

MULTI-USE TRAIL

A gravel pathway that is not adjacent to a roadway that accommodates both pedestrians and bicycles, dog walkers, joggers etc. through open space and/or parks.



BICYCLE DETECTION AT INTERSECTION

A pavement marking symbol that indicates an appropriate bicycle position to trigger a traffic signal.



WAYFINDING SIGNS AND PAVEMENT MARKINGS

Signs and pavement markings that help bicyclists find important destinations and routes within the bicycle facility network.



BIKE PARKING

Bicycle racks should be designed so that they:

- Support the bicycle at two points above its center of gravity.
- Accommodate high security U-shaped bike locks.
- Accommodate locks securing the frame and one or both wheels (preferably without removing the front wheel from the bicycle.)
- Provide adequate distance [minimum 36" (91cm)] between spaces so that bicycles do not interfere with each other
- Do not contain protruding elements or sharp edges.
- Do not bend wheels or damage other bicycle parts.
- Do not require the user to lift the bicycle off the ground.



GREEN BIKE LANE

Part of a bike lane that demarcates a conflict zone or an area where motor vehicles may be merging across the bicycle lane.



LOCATIONS PRIORITIZATION

The Bellingham Bicycle Network that will be defined in the Master Plan will be implemented incrementally over time as funding becomes available and the city makes improvements to the roadway network. It is necessary to prioritize bicycle infrastructure improvements to ensure that the most critical needs, e.g. safety, high demand, are met first. The following are destinations suggested by the Plan Steering Committee.

Do you have suggestions for additional destinations? Please write down your ideas and/or place a dot next to the destinations you believe are most important for bicyclists in Bellingham.

[illegible]

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Please put a dot next to the destinations you believe are most important for bicyclists in Bellingham.

DESTINATIONS	
Downtown	
City of Bellingham for bicyclists coming from outside City limits	
K-12 schools (safe biking routes to school)	
Recreation destination (e.g. Lake Padden, Cornwall Park, Lake Whatcom)	
Urban Villages	
Major places of employment (over 100 employees, e.g. the hospital)	
Higher education institutions (e.g. WWU, NW Indian College, WCC, BTC)	
Northern Bellingham areas (areas with few bicycle facilities)	
Frequently visited destinations (e.g. Post Office, DMV, library, courthouse)	
Connections to transportation centers (downtown and Cordata transit stations, Amtrak, Alaska ferry)	
Shopping (e.g. Bellis Fair Mall, Sunset Square, Farmer's Market)	
Airport and surrounding area	
Civic Field	



DRAFT GOALS AND OBJECTIVES

VISION: A complete, well-connected bicycle network using a range of high-quality bicycle facilities that is attractive to bicyclists of all ages and experience levels.

The following Goals and Objectives for the Bellingham Bicycle Master Plan have been derived from the Plan Steering Committee. The Goals and Objectives will be used to frame the Plan document in terms of programs and policies, project prioritization, implementation and evaluation. Do you have suggestions for other goals and objectives? Please write down your ideas and/or place a dot next to the Goals and Objectives you believe should be recommended in the Bellingham Bicycle Master Plan.

[illegible]

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GOALS AND OBJECTIVES	
Double the number of bicyclists in 10 years	
Reduce the number of crashes involving bicyclists (also focus on bicyclists feeling safe)	
Promote broad and equitable access to bicycling (for all ages and user groups)	
Improve intersections for bicycles and cars	
Better, secure bicycle parking and gear storage	
Improve routes across major barriers to bicycling (e.g. I-5)	
Create easy routes between key destinations (with wayfinding signs)	
Education: young, old, new to bicycling, drivers	
Mentor program to help newly interested commuters	
Bike Share (employer supported or community program)	
Public bike repair/access to repair equipment	
Fix streets like Railroad Ave that don't accommodate bikes	
Provide education on how to fix bicycles	
Promote senior biking	
Provide accessible bike parking	
Stop cars from parking in bike lanes	
Enforcement for riding without lights	
Develop better organizations and programs	



General Open House Comments

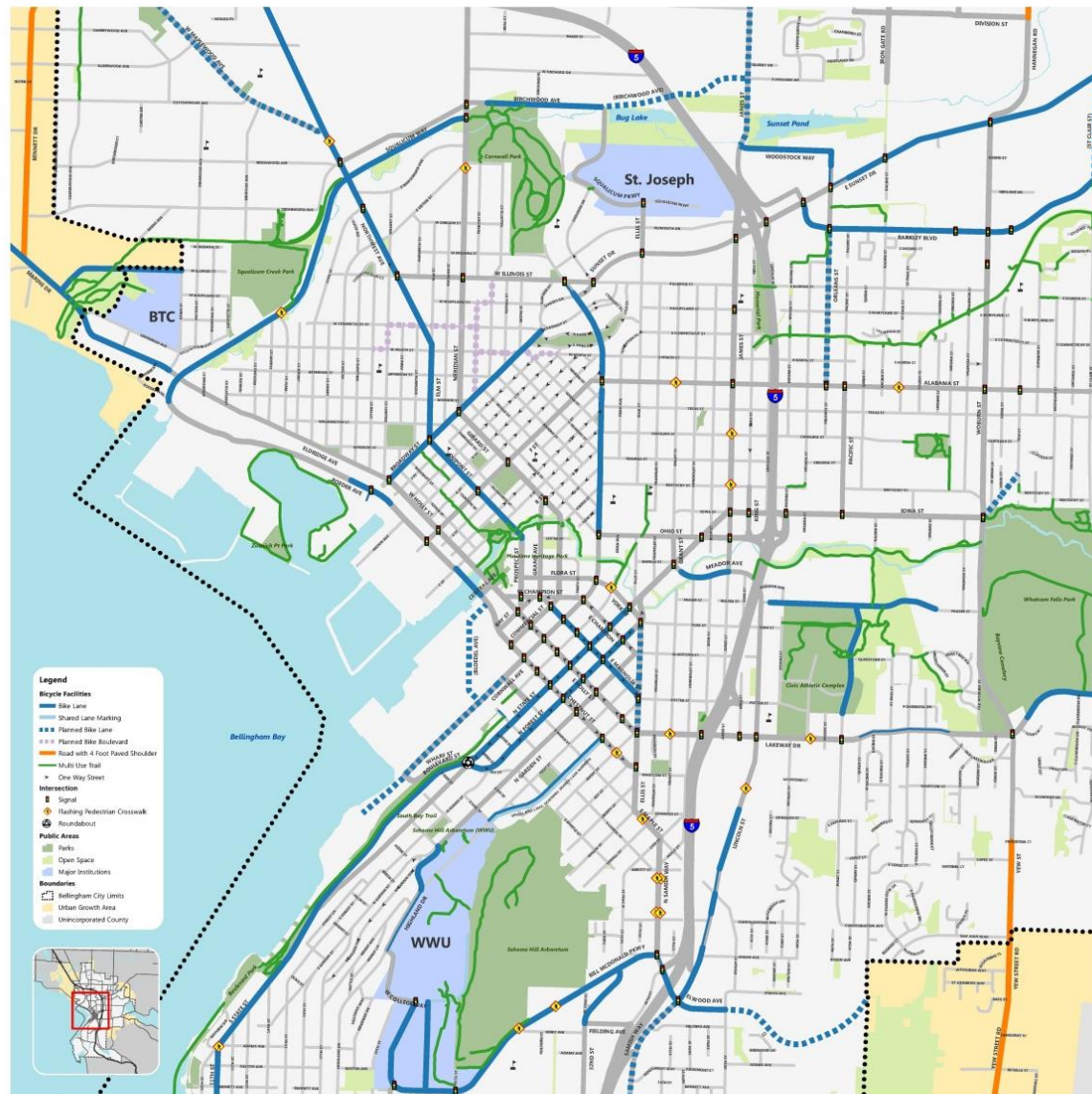
Bellingham BMP Public Open House #1 Comment Forms		
Name	Affiliation	Comments
		<p>In very random order</p> <ul style="list-style-type: none"> * Bike parking at all schools plus classes about safe cycling for all students in each school, ES, MS and HS courses * Good Signage at urban village areas clearly stating how many minutes it takes to get to/from there by bike. Ex. New Movie theatre to downtown around 15 min by bike. Great signs to follow the whole way to downtown that a kid could do it. * Bridge over I-5 on E Illinois at Sunny land is pretty blind on the approach from either side. Hard to see an oncoming cyclist * From the trail over Whatcom creek crossing 4 lanes of traffic on York street can be tough. Cars really fly there. Road diet anyone? (Cornwall to Forest) * Work to increase bike use East of I-5 * All improvements should be accompanied by education along the corridor. Small additional cost to ensure facilities get used * Contra flow bike lane on E Champion bus station to housing project - lots of wrong way cycling here * Change Streetscape along Samish Way * Left turn pocket coming out of Trader Joes parking lot heading north and crossing Alabama * Better bike parking (covered) all around town at bus stations and urban villages
Kirsten Wert	Smart Trips	
		<p>It would be great if the city could work with businesses and developers to offer incentives for them to locate near existing facilities. As a negative example, Sportsman Chalet moved from downtown to James Street a few years ago, citing parking needs. Someone should remind businesses like this that many potential customers bike, and find out how business fulfill its role in creating a more bike friendly city. Private land is an important part of bikeability. Since not all businesses will be persuaded to move into denser parts of the city, we could also use cycle expressways to the north and east parts of the city. Separated routes that parallel James St. and Lakeway DR would be a good first step. I don't see the current problems (Traffic and Width) with these streets being mitigated by any sort of ones-street improvements</p>
Evan Derickson	Student WWU	<p>Please include NE Bellingham. We need safe bike/multiuse trails that go to town. Barkley Blvd - No! Too steep, too fast, too many blind curves. Trail that is parallel to Barkley has 3 sets of stairs. NE Bellingham includes Barkley Village, Squalicum HS, an elementary school, library, Haggens, etc.! Once I get to Woburn the rest is easy. But from Squalicum HS, it's very dangerous (already 1 death)</p>
Mary Jensen	Resident and Tax Payer	

Kath Salisbury		<p>Please consider the transitions from the roads to the city trails. For example, traveling on Woburn North past the cemetery, the left turn just past the creek is very challenging. This needs a rolled curb. Currently I ride on the sidewalk for a short stretch. Also traveling south on Hannegan is very hazardous.</p> <p>If such an ordinance could be adopted at the city level, an Idaho-stop-sign-law would make cycling easier without reducing safety. Idaho's statewide law has been in place for over 20 years. It allows cyclists to treat stop signs as yield signs. This would only apply when a cyclist approaches a stop sign with clear visibility and no cross traffic. If this cannot be achieved at the municipal level, the City should join with other cities in asking for a State law</p>
Evan Derickson	Student WWU	<p>Goal: Increase number of women and underserved populations cyclists (only 26% of trips by bike made by women nationally (LAB). Encourage biking as an affordable and healthy. Increase info in Spanish. Research on active transportation shows number one factor encouraging women to bicycle is perceived safety. Things like protected/separated bike lanes, bike boxes at lights (esp. for L Turns) and driver education regarding cyclists would make Bellingham an even better place to ride a bike! Thank you for all the improvements in recent years like Cornwall Ave and Northwest ave bike lanes</p>
Kelsey		<p>I love downtown biking and I think that you have done a wonderful job with the lettered street and NW area. However, we just moved to the Alabama area and have been frustrated by the lack of bike lanes. Kentucky Street works as a boulevard but the path behind PSE on Nevada is really rough. Also on that Boulevard, James Street and Woburn are quite difficult to cross. I liked the ideas around bridges. Bikes need more ways to get over I-5</p>
Jeff Stamey		<p>Connecting existing trails and allowing more off-road access to recreation ((No Suggestions), Whatcom, falls, & Cornwall Park</p>
Javon Smith		<p>RE: Locations Prioritization</p> <p>The item notes Northern Bellingham and locations with less facilities</p> <p>I would include all areas within the city limits and the area east of I-5. Bike facilities provide a better alternative for getting to those denser areas west of I-5</p>
Therese Kelliher		<p>* Need lights, signage and or crossing on James and Illinois intersection (very busy bike and pedestrian crossing with the Illinois bridge over interstate</p> <p>* Cars backing out downtown off-street facilities downtown especially for elderly and new or inexperienced or slow riders</p>
Sherri Daymon	BTC - Employee	<p>* Open bike map</p>

Base Maps of Existing Bicycle Facilities Presented at the Open House for Public Comment

Existing and Planned Facilities - Downtown

Bellingham Bicycle Master Plan



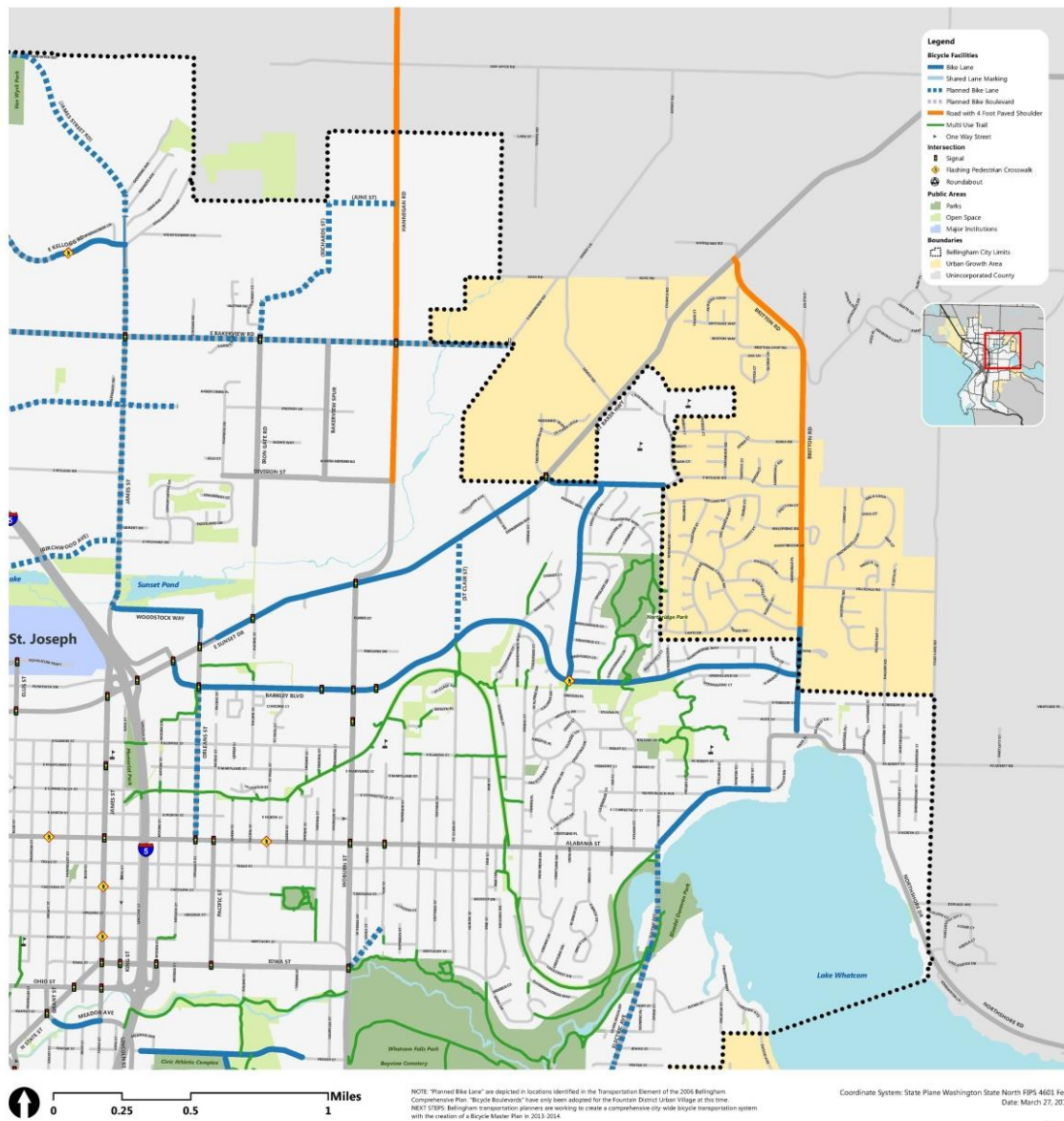
NOTE: "Planned Bike Lane" are depicted in locations identified in the Transportation Element of the 2008 Bellingham Comprehensive Plan. "Bicycle Boulevard" have only been adopted for the downtown Urban Village at this time. NEXT STEPS: Bellingham transportation partners are working to create a comprehensive city-wide bicycle transportation system with the revision of a Bicycle Master Plan in 2013-2014.

Coordinate System: State Plane Washington State North 1985 4601 Feet
Date: March 27, 2013



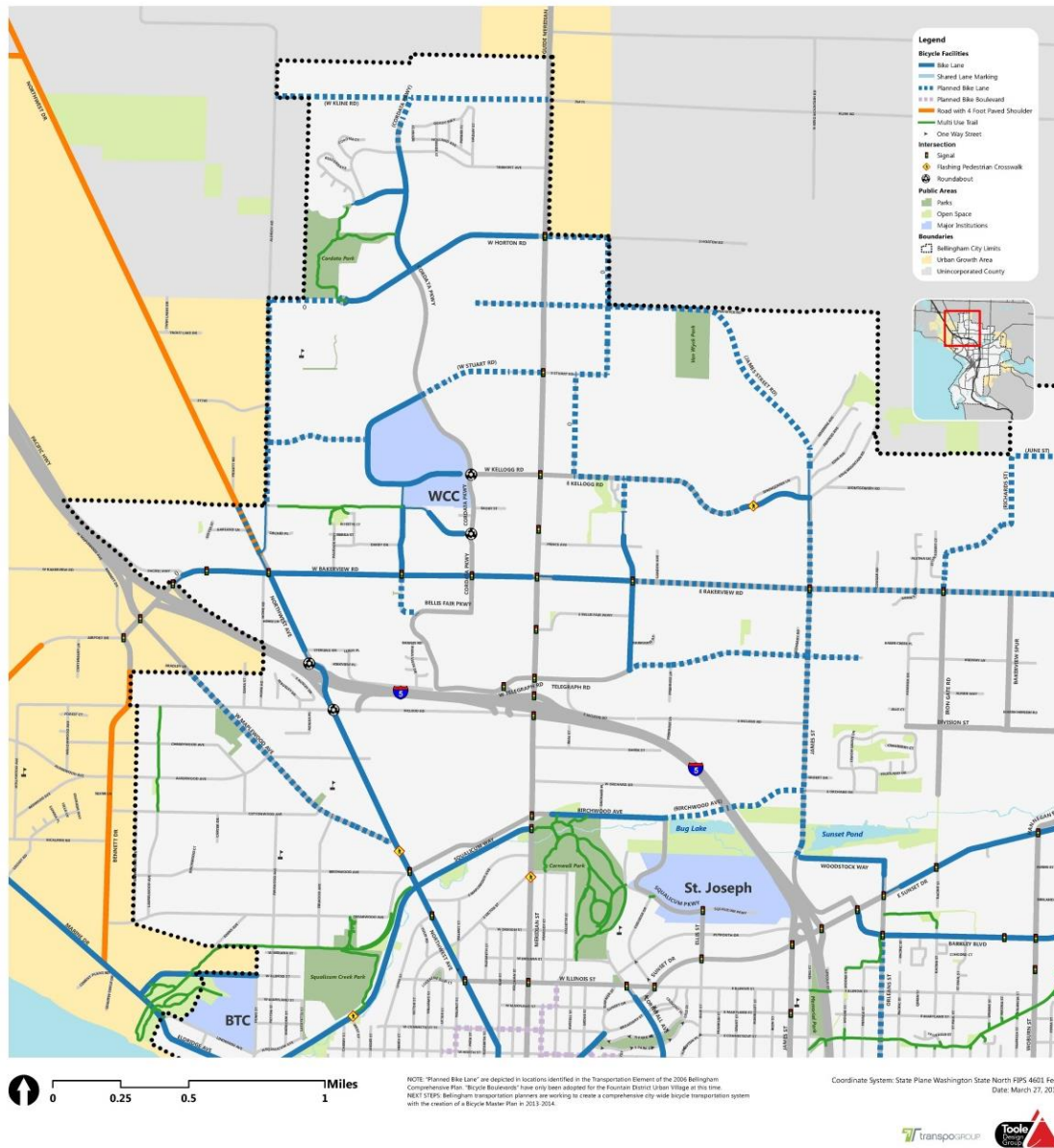
Existing and Planned Facilities - Northeast

Bellingham Bicycle Master Plan



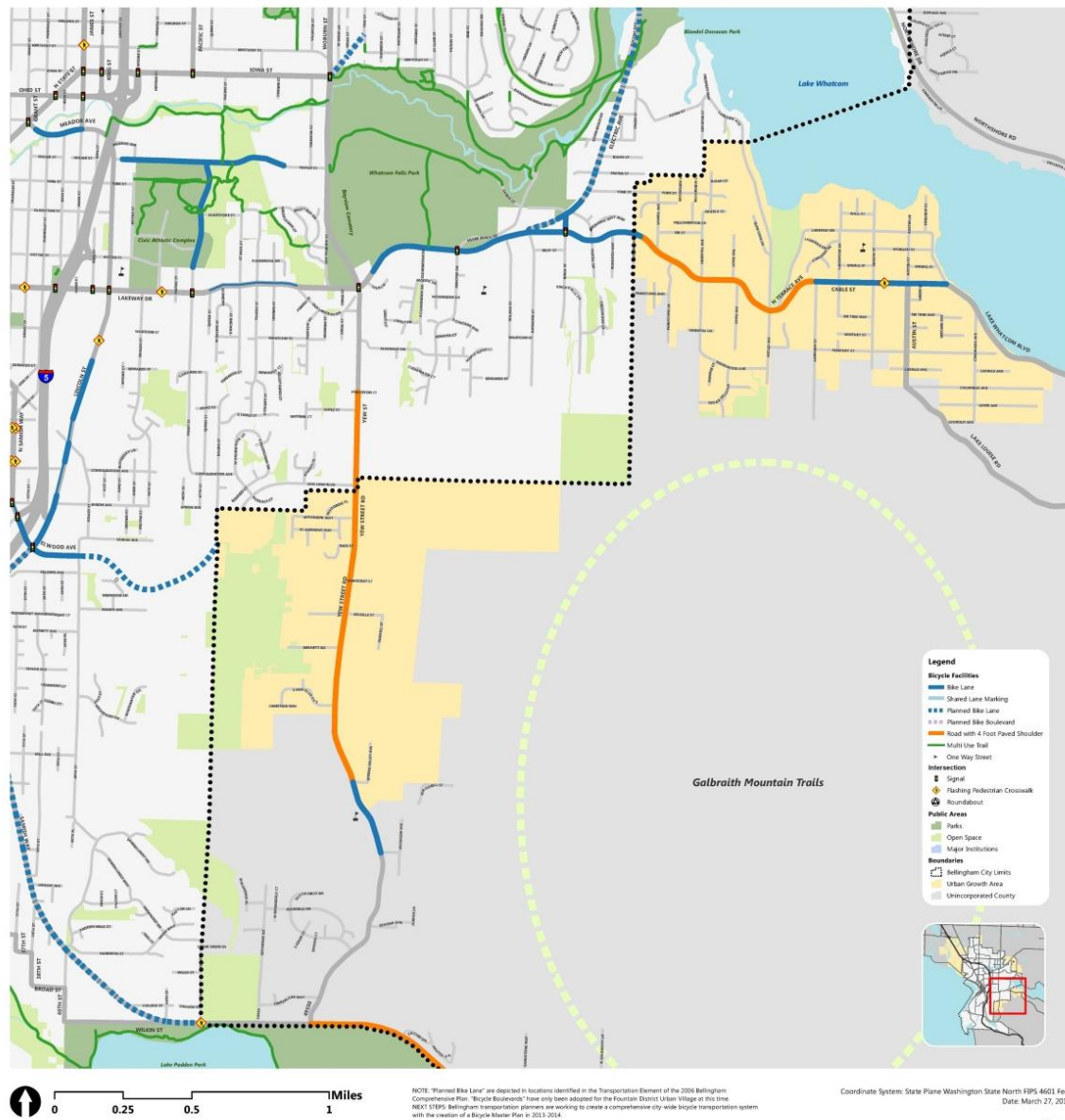
Existing and Planned Facilities - Northwest

Bellingham Bicycle Master Plan



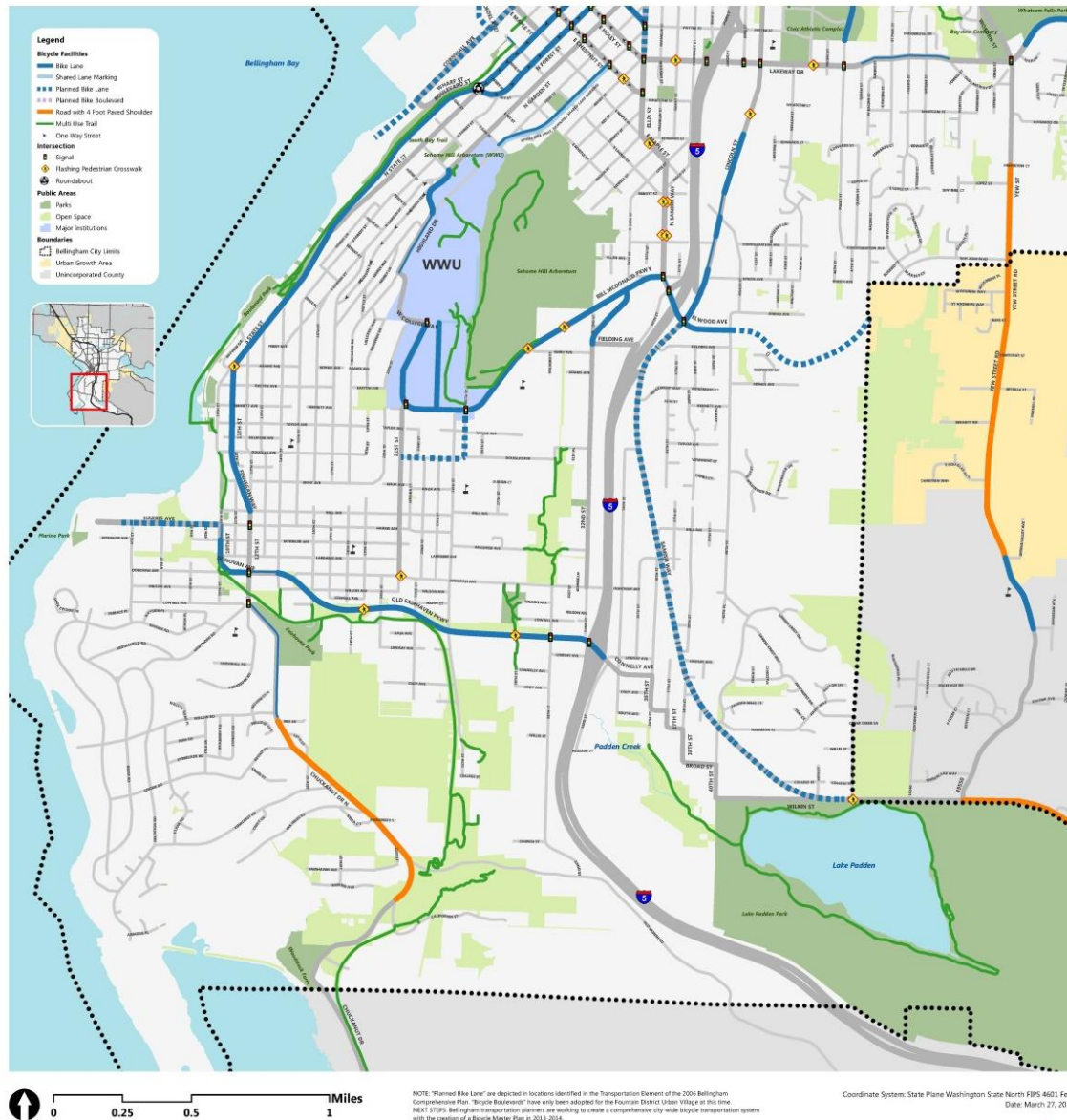
Existing and Planned Facilities - Southeast

Bellingham Bicycle Master Plan



Existing and Planned Facilities - Southwest

Bellingham Bicycle Master Plan



Public Open House #1, Comments from Maps

Map	Location (street or intersection)	From	To	Comment
Downtown (DT)				
DT 1	Kulshan St	Elm St	Meridian	Heavy bike traffic on Kulshan
DT 1	Elm & Broadway			Need signal sensors at intersection, Bike sensor for signal
DT 1	Dupont & F St			Need signal sensors at intersection
DT 1	Eldridge Ave	Spruce St	Keesling St	This chicane is dangerous- remove parking on the one side and install lanes. Not an issue for neighborhood
DT 1	Eldridge Ave	Squalicum Way	Broadway	repave
DT 1	W Maplewood Ave	Cherrywood Ave	Alderwood Ave	No Sidewalks
DT 1	W Maplewood Ave	Alderwood Ave	Cottonwood Ave	Not much traffic: does it need a bike lane? Concrete road slows traffic with bad joints.
DT 1	Roeder Ave	Squalicum Way	Broadway	need bike lanes
DT 1	Roeder Ave	Broadway St	C St	need bike lanes
DT 1	Waterfront	Zuanich Pt. Park	Boulevard Park	Continuous biking path along the new waterfront redevelopment area (as originally proposed in the plans)
DT 1	W North St	Keesling St	Pacific St	Make North St (or Illinois) into a cross city route bike boulevard
DT 1	W Illinois St	Meridian St	Sunset Dr	Needs bike lanes. Yes!
DT 1	Meridian St & W Orchard Dr			Hit by car at intersection
DT 1	Northwest Ave	W Maplewood Ave		busy ped xing
DT 1	W Connecticut St & Kulshan St			Add stop signs on North and South
DT 1	Ellis St	Squalicum Way	Sunset Dr	Tough road
DT 1	Sunset Dr	Summer St	Orleans St	Needs bike lanes
DT 1	James St	Woodstock Way	north	Need bike lanes. Yes! Yes!-up to Kellogg or Stuart & King Mtn
DT 1	Birchwood Ave	Squalicum Pkwy	James St	Good improvement! Needs awareness that it exists
DT 1	W Orchard & I-5			This bridge is scary, important
DT 1	W Orchard	I-5	James St	Important trail

DT 1	Meridian & Broadway St			Improve sensor/ switch to time
DT 1	Dupont St & F St			bike sensor
DT 1	Downtown			Ped/Bike only 3rd phase for crossing roads downtown
DT 1	Downtown			sharrows
DT 1	Hannegan Rd			Bay to Baker Trail
DT 1	Connecticut & Kulshan St			4 way stop (Planned Bike boulevard needs protection from N/S drivers)
DT 1	Alabama St	Cornwall	east	Needs bike lanes
DT 1	Texas St	Cornwall	James St	bike blvd
DT 1	Texas St	James St	Nevada St	bike lane
DT 1	Grant St	E Illinois St	Kentucky St	Bike blvd
DT 1	James St	Ellis St	Alabama St	Bike lanes, many businesses I want to go to but traffic and no shoulder makes it frustrating.
DT 1	Ellis St & Flora St & York St	Whatcom Creek		Connect trails
DT 1	York & Ellis & Forest			Pinch point at intersection for cars pulling 45 degrees onto state St.
DT 1	Carolina St & I-5			bridge
DT 1	Nevada St	Virginia St	Kentucky St	please pave this, pave this
DT 1		Kentucky & Franklin	King	
DT 1	Woburn St & Alabama			Look at xing
DT 1	Texas St			Better route than Alabama
DT 1	Magnolia & Ellis St & Potter			Needs better bike connection to Potter
DT 1	Chestnut St			Three lanes each + hills = :(Contraflow lanes?
DT 1	Chestnut St	Central Ave	Ellis	needs bike lane
DT 1	Holly St			Three lanes each + hills = :(Contraflow lanes?
DT 1	Railroad Ave Trail	York St	E Laurel St	needs signage to connect to trails
DT 1	Railroad Ave Trail	York St	E Laurel St	signage to indicate bike crossing
DT 1	Railroad Ave Trail	southern end of trail	E Laurel St	needs bike lane
DT 1	N State Street	Boulevard St	?	Needs contraflow cycle track
DT 1	H St	Bancroft St	Clinton St	Connect trails
DT 1	State St & York St			Cars turn right on red NW onto York from SW on State St when biker on sidewalk facing SE has

				Walk light, driver is only looking to her left to see who's coming, and pedestrian and biker cannot step off of the curb.
DT 1	N/A			Keep trails safe for Pedestrians
DT 1	Prospect St & Dupont			No passing of bikes signage on this corner
DT 1	w Holly St	NE Squalicum Ave	Indian St	bike lane
DT 1	Indian St	Holly St	Chestnut St	bike lane
DT 1	Lakeway Dr	Ellis St	?	needs bike lane
DT 1	Lakeway Dr & civic field ped xing			bridge
DT 1	Lincoln St	Lakeway Dr	Meador Ave	bike lanes
DT 1	Ellis St	Lakeway Dr	Edwards St	bike lanes
DT 1	E Maple St	Edwards St	Otis St	bike lanes
DT 1	Samish Way	Otis St	Bill McDonald Pkway	bike lanes
DT 1	Bill McDonald Pkway	Samish Way	?	two way please, connect to Humboldt
DT 1	Bill McDonald Pkway	32nd St	Ferry Ave	high density area
DT 1	Elwood Ave	Bill McDonald Pkway	Lincoln St	lots of traffic and lanes to cross, worst part of my route to Whatcom Falls
DT 1	Elwood Ave	Bill McDonald Pkway	Lincoln St	very difficult to cross on bike
DT 1	32nd St	Fielding St	?	bike lane on 32nd
DT 1	Jersey St	Myrtle St street end		create a bike path here (to connect to paths into the Arboretum)
DT 1	Huntoon Trail (Sehome Hill Arboretum)	Highland Dr	S College Dr	this route is important (avoids the hill)
DT 1	W College Way	Highland Dr	Bill McDonald Pkway	Needs bike lane, Yes lanes create squeeze for bikes. Yes
DT 1	Garden St	Olive St	?	Pave Garden
DT 1	Waterfront	Boulevard Park	GP site	Overwater walkway
DT 1	Halleck St	Peabody & Broadway	Ohio & Cornwall	Make bike boulevard. This will provide corridor to Whatcom Middle School.
DT 1	Trail	Northwest Ave & Squalicum Way	Squalicum Creek Park	Wonderful trail but muddy
DT 2	Marine Dr.			Overpass over marine Dr (over Railroad)!!

DT 2	Marine Dr.			Bike lane. Need to extend out to Lummi Island ferry along Kwina/Cagey. Also up to Ferndale /crossing Slater Rd.
DT 2	Marine Dr. & Seaview Ave			Very dangerous, people driving fast taking a right turn over bike lane
DT 2	Monroe St	Lafayette St	Meridian	Great option for bike boulevard
DT 2	Downtown			Seniors shopping downtown thrift shops, book stores, antiques, Library, Farmer's Market . . . Cars backing out at me. Holly hill to dangerous. Few people on sidewalks. How about speed limits for one-speed bikes. Seniors on sidewalks, avoiding chaos that is downtown.
DT 2	Bay St and Holly St			I was hit by a car.
DT 2	Northwest Ave	?	?	Commute Route
DT 2	Northwest Ave & Birchwood			Hard to get L Arrow
DT 2	Northwest Ave & Birchwood			Bike lane ends here. +1.
DT 2	Birchwood Ave	Northwest Ave	Cedarwood Ave	Gaps in bike lane and sidewalk
DT 2	Birchwood Ave & Meridian			Hit by car at intersection
DT 2	Meridian St	Squalicum Way	Broadway St	bike lanes
DT 2	Kulshan St	W Indiana St	Broadway St	Bike boulevard
DT 2	Northwest Ave & Illinois St			Bike detector at signal
DT 2	Monroe St	Lafayette St	Meridian	Safe route to School
DT 2	Broadway St/Elm St/ Dupont St			Bike detector at signal
DT 2	Madison St	Eldridge Ave	Broadway St	Bike boulevard
DT 2	Broadway St & Madison St			Need a bike box here for left turn (+1)
DT 2	New connection	Victor St & Eldridge Ave	Zuanich Pt Park Trail	Would be an awesome spot for a bridge! Tons of people will walk and bike to restaurants (+1)
DT 2	w Illinois St & Meridian St			Light does not trigger for bikes
DT 2	w Illinois St	Russell St	?	No sidewalk so competing with pedestrians
DT 2	Cornwall & Illinois St			Signal does not detect bikes

DT 2	W Illinois St & Sunset Dr			Light can be unresponsive
DT 2	Broadway St & Monroe St			1-way conflict
DT 2	H St	W Holly St	W North St	Bike Lane
DT 2	Dupont St & F St			bike detector
DT 2	Dupont St & F St			Gap on SW corner (bike lane??)
DT 2	W North St	King St	Keesling St	bike boulevard
DT 2	Cornwall St & Alabama			bike lane disappears through intersection
DT 2	Cornwall	Alabama St	Ohio St	Dooring danger
DT 2	Dean Ave/Virginia Ave (?)			bike lane
DT 2	Franklin St	Kentucky St	E Illinois St	bike boulevard
DT 2	Ellis St & Sunset Dr			help turning to hospital at signal
DT 2	St Joseph's Hospital			No facilities to the hospital
DT 2	E Illinois St & James St			Need signal lights and/or xing
DT 2	James St & Woodstock Way			Lots of potholes. Dangerous!
DT 2	Sunset Dr	Cornwall	Orleans St	bike lanes
DT 2	E Illinois St	I-5	Woburn St	Bike boulevard
DT 2	Texas St	Cornwall St	St Clair St	Bike boulevard
DT 2	Alabama St			No bike lanes on Alabama, there are enough other close routes for bikes let's not make the bikers look needy and leave that one for the cars. I agree, no bike lanes on Alabama! Make blvds.
DT 2	new trail segment	Kentucky St & Virginia	King St & Connecticut	Connect the trails, or create bike blvd connector
DT 2	Ellis St	Sunset	Kentucky St	Suggested route (for bike boulevard connecting between trail segments)
DT 2	Kentucky St	Ellis St	Lincoln St	
DT 2	Lincoln St	Kentucky St	Connecticut St	
DT 2	Lincoln St & Texas St			Good crossing, bike crossing
DT 2	Ohio St & Ellis			trail crossing: flashing walk
DT 2	Cornwall St & Ohio St			Light does not trigger for bikes
DT 2	Nevada St alignment	Kentucky St	Whatcom Creek Trail	bike ped (trail) connection on Nevada
DT 2	Woburn St & Trail south of Iowa St			Ramp to trail from street. Yes!!
DT 2	Barkley Blvd	e Sunset Dr	Woodstock Way	Bike lane

DT 2	James St	Woodstock Way	?	Bike lanes needed! No shoulder, lots of traffic and potholes.
DT 2	Whatcom Creek Trail (Cornwall)	Flora St	Ohio St	trail intersection signs are missing
DT 2	Flora St	Cornwall St	N State St	Road diet, seam in road dangerous
DT 2	Commercial St	Holly St	E Magnolia St	pothole in turn lane, buzzer sign
DT 2	Champion St	Cornwall St	Ellis St	Parking on east side of roadway: area to watch for bikes when parking
DT 2	Lakeway Dr	Ellis St	I-5	Tough to get across this intersection onto Lakeway. Some way to get onto Lakeway eastbound when coming up Humboldt/Grant/Franklin
DT 2	Lakeway Dr	I-5	Racine St	Need bike lanes very dangerous!!! Yes! Better to reroute instead.
DT 2	Meador Ave/Lincoln St	James St	Fraser St	Very dangerous!
DT 2	Fraser St	Lincoln St	1/2 block east	Connect this (bike lane)
DT 2	Fraser St, Puget St, Lakeway Dr			reroute for Lakeway
DT 2	Chestnut St	Cornwall	Ellis St	Separated bike lane on Chestnut St, reduce to 2 car lanes.
DT 2	Railroad & E Maple (Trail intersection)			fix this
DT 2	Railroad & E Maple (Trail intersection)			permanent bike pump, + repair equipment / tools @ Market Square
DT 2	Holly St & Forest St			bike box
DT 2	N Forest St & N State St			This is a total mess for bikes. Connect north bound to trail.
DT 2	Waterfront	Boulevard Park	Zuanich Pt Park	(Waterfront trail). This was the proposed bike/walking path in the new waterfront area. Please reconsider putting this back into the plan (S.P). Yes this would be a great trail.
DT 2	Prospect St & Holly St			Hit by car at intersection
DT 2	Prospect St	Dupont St	Bay St	bike lanes
DT 2	E Holly St	Bay St	Indian St	bike lanes
DT 2	N Samish Way	E Maple St	Bill McDonald Pkway	Add bike lanes or N Samish with 1 car lane in each direction and

				turning bays (road diet)
DT 2	Trail	Ellis St	York St	Please fix bridge between Ellis & York. Main route for many uses. This missing bridge is causing cyclists to go over the railroad trestle bridge (@ the bank on State and York). This is very dangerous b/c the raised bridge. We need the bridge back for overall connectivity and safety. Yes it would be great to have this bridge back. The bump on the alternative bridge by the bank is dangerous.
DT 2	Holly St	Indian St	Bay St	Should be reduced to 2 lanes for cars and the third lane made as bike lane.
DT 2	Waterfront Area	Pine St	Palm St	New Park
Northwest (NW)				
NW 1	Northwest Dr	Smith Fields	W Bakerview Rd	2-way cycle track to smith fields. Not a bike lane-needs to serve kids and moms, so separate from traffic.
NW 1	Aldrich Rd	Cordata	Northwest Ave	Add bike lanes to Cordata along Aldrich,
NW 1	June Rd (planned)	Aldrich Rd	W Kellogg Rd	Add wayfinding for this route
NW 1	W Bakerview Rd & Northwest Ave			Difficult intersection for bikes to get in the left turn lane. Yes. Yes. Yes. Yes!
NW 1	Informal connection through parking lot	Eliza Ave	Pana Vista Dr.	formalize this connector
NW 1	Eliza Ave	Eliza Ave	Spring Dr	Route needs signs, yes! Yes! Fire lane but is not kept clear.
NW 1	Sterling Dr & Bellis Fair Pkway			formalize this connector
NW 1	Bellis Fair Mall			How do bicyclist get to the mall? Very difficult!
NW 1	Guide Meridian & Kellogg Rd			bike box
NW 1	Guide Meridian & E Bakerview Rd			bike box
NW 1	Guide Meridian			Meridian is very scary for biking. No room for bikes in traffic.
NW 1	Guide Meridian &			intersection very scary

	Telegraph Rd			
NW 1	Guide Meridian	Birchwood Ave	W Bakerview Rd	bike lane
NW 1	Guide Meridian	Birchwood Ave	W Bakerview Rd	Can meridian be made Safer?
NW 1	E McLeod Rd	Telegraph Rd	James St	good connection, good route
NW 1	Guide Meridian	W Stuart St	north	Sweep
NW 1	James St	Woodstock Way	E Bakerview Rd	Bike lanes. Yes, Please, Yes! Yes, Bike lanes Yes! Add bike lanes.
NW 1	Birchwood Ave	Squalicum Pkwy	Meridian St	Add bike lanes
NW 1	Telegraph Rd	dead-end east of James St	Midway Ln & Hammer Dr	gap
NW 1	Division St & Hammer Dr	Fruitland Dr		gap
NW 1	Hannegan Rd	north of sunset intersection		Lane between guard rail and multiple lanes going SE. Yes! Yes!
NW 1	Squalicum Pkwy	Birchwood Ave	Ellis St	Add bike lanes. Yes!
NW 1	W Illinois St	Northwest Ave	Woburn St	Bike Blvd. Yes! Yes!
NW 1	Cornwall & W Illinois St			doesn't detect bikes
NW 1	W North St	Cherry St	Cornwall St	
NW 1	E Illinois St & Lincoln/I-5			This bridge is really narrow and is a bit of a blind spot.
NW 1	Squalicum Way	Northwest Ave	Meridian St	Improve Open Old Rail Trail, there are homeless and wild dogs
NW 1	Cedarwood Ave	Birchwood Ave	Cedarwood Ave	Gaps in bike lane
NW 1	Cedarwood Ave	Firwood Ave	Cedarwood Ave	Needs sidewalk
NW 1	Marine Dr Bridge	Lindbergh Ave	W Illinois St	Separated trail along road west of the bridge, over bridge or around bridge. Trail could go on greenways land to Wynn Rd. Fix this bridge. Very dangerous but hugely traveled.
NW 1	Waterfront Rail			Change BSNF Rail-line into a bicycle trail
NW 1	Sunset Pond	James St	east	Improve Bay to Baker Trail
NW 2	Northwest Dr	north	City Limits	Needs bike lane, Yes! Frightful bike ride down this hill (North of Trout Lake Rd)
NW 2	Bellingham Airport			Covered bike parking at the airport would be super!
NW 2	Aldrich Rd	W Horton Rd	Mahogany Ave	Marine Drive would be better than this (for proposed bike lanes).
NW 2	Whatcom community College			Make students safe. Yes!

NW 2	Cordata Pkwy	W Horton Rd	W Bakerview Rd	Needs bike lane. This is the second scariest St in B'ham. A bike lane would help.
NW 2	Stewart Rd & Cordata Pkwy			signal needed
NW 2	Mahogany Rd	Aldrich Rd	trail entrance	Connects now. Fix drainage
NW 2	W Kellogg Rd	Cordata Pkwy	Tull Rd	Bike lane
NW 2	Guide Meridian	Kellogg Rd	Telegraph Rd	Horrible (+2) just smoothing the pavement through here would be a huge improvement. I ride through here and up to Lynden on the Guide several days per week. Make this work.
NW 2	Bellis Fair Mall			Bike boulevard through paring area to bypass meridian.
NW 2	Guide Meridian	E Bakerview Rd	? south	Connect mall to south. All of the guide needs work.
NW 2	Westerly Rd			add to map
NW 2	W Bakerview Rd	Northwest Ave	Cordata Pkwy	Bike lane ends at Northwest Dr. A protected lane would feel safe. Currently doesn't due to traffic speed.
NW 2	new trail segment	Sterling Dr. /Leroy Pl	Eliza Ave/Bellis Fair Pkwy	trail here
NW 2				
NW 2	McLeod Rd & Northwest Ave			round about in construction
NW 2	James St	E Kellogg Rd	Woodstock Way	Bike lane!!!, need bike lane. Make wide bike lane on hills.
NW 2	James St & Bakerview Rd			Bad intersection. Roundabout!
NW 2	Maplewood Ave	Alderwood Rd	Cottonwood Rd	Remove extruded curb
NW 2	Birchwood Ave	Laurelwood Rd	Northwest Ave	These roads are not bike friendly. Fix.
NW 2	Cedarwood	Laurelwood Rd	Northwest Ave	These roads are not bike friendly. Fix. Repaving Cedarwood would make it fine.
NW 2	Squalicum Way	Norwest Ave	Guide Meridian	Connect parks. Old Rail trail now home to campers, dogs at large.
NW 2	Cornwall			wayfinding in park
NW 2	new trail (connecting Gilbert Dr to W Orchard Dr)	I-5	James St	surface rail bed

NW 2	Birchwood Ave	Squalicum Pkway	James St	Bay to Baker/bike lane connector. 2nd that bike lane idea. 3rd that: connect to Hannegan road to west from E Orchard Dr.
NW 2	Barkley Blvd	Orleans St	Woburn St	Bike lane has grooves. Also too narrow.
NW 2	E Illinois St	Orleans St	Woburn St	Illinois is a bike blvd candidate
NW 2	Ellis St	Sunset Dr	Squalicum Pkway	need bike lanes to hospital
NW 2	Guide Meridian			All the Guide needs work
NW 2	Prince Ave			Prince Ave car facing west: driver is only looking left. Is oblivious to anything in her path. Officer offers victim a ticket, just old & in the way, was on sidewalk.
NW 2	North Bellingham			Make a corridor from East Bellingham to WCC (without using Meridian)
NW 2	NW of Bellingham City Limits			Kwina to Cagey Rd is narrow and dangerous! Many bikers follow Marine Dr out to Lummi View Dr. Very sketchy ride in sections. (+1)
NW 2	NW of Bellingham City Limits			Please continue out to Lummi Ferry
NW 2	Marine Dr			Please continue bike lanes to Slater Rd Fix RR Bridge. Yes! Yes! Overpass by rail road (before Wynn Rd/Marine Dr is dangerous.
Southwest (SW)				
SW 1	General			Keep trails safe for Pedestrians
SW 1	General			Make sure signals esp. for left turns pick-up cyclists. Mark loops w/ T.
SW 1	Forest & State & Boulevard			Very bad intersection for bicyclists and walkers. Do something to make the clearer for cyclists connecting from State St to the bike trail. Agree. Transition from sidewalk to trail.
SW 1	State St	Boulevard	North	Allow bikes to go the wrong way on State.
SW 1	Holly St			Sharrows/lanes on Holly

SW 1	N Samish Way	Bill McDonald Pkway	north	Shared lane marking? Not heavy traffic could make a bike/bus lane need bike lanes here! (x2) Yes! Samish is bad for biking.
SW 1	N Samish Way & Abbott St	under I-5		Cool spot for underpass shortcut
SW 1	Samish Way	48th St	Elwood Ave	Need bike lanes. Ditto. No shoulder, very scary. Yes. Ditto that! Need space to walk too. Yes! Would like to see bike and ped lanes separated from traffic so that old ladies and families with children feel comfortable to use them.
SW 1	36th St	Fielding Ave	Bill McDonald Pkway	Gap no shoulder and very scary
SW 1	Edwards St and Grant St			Create a cut-out in curb
SW 1	Lakeway Dr	Ellis St	Queen St	Sharrows, lanes. Indicator for drivers bicycle presence. Lakeway not safe for biking.
SW 1	Whatcom St alignment gaps	Toledo St	Nevada St	Need a back door to the shopping center.
SW 1	Fraser St/Woburn St	Lakeway Dr		Send bicycle boulevard to downtown via Frasier St
SW 1	Toledo Hill Climb	Lakeway Dr	Consolidation Ave	Newton St, Whatcom St, Undine St, Edwards St, Toledo St, E Lopez St, Racine St
SW 1	Lincoln St	Elwood Ave	Byron Ave	Review Data (presence of bike lane?)
SW 1				
SW 1	Elwood Ave	40th St	city limits (Racine St alignment)	sweet!
SW 1	40th St	Adams Ave	Donovan Ave	good route.
SW 1	Connelly Ave	I-5	36th Ave	Kids use this to go to school. Bike and ped lanes please.
SW 1	36th Ave	Connelly Ave	Samish Way	Kids use this to go to school. Bike and ped lanes please.
SW 1	Yew St	Wilkins St	Jefferson St	No shoulder very scary with traffic. Dangerous!!! Ditto!!
SW 1	I-5 & Kellogg St			Bike/Ped Bridge @ cliff. (connect gateway)

SW 1	California St/Chuckanut Dr/Old Samish Rd			better connection avoiding Arroyo Park. Very hard to ride. Intersection throws bikes into road here.
SW 1	Chuckanut Dr	Fairhaven Park	south	Sharrow on road. Good idea! Or something like it. Agreed! Need more enforcement of speed limits.
SW 1	Chuckanut Dr & 16th St			Separate bike lane
SW 1	Donovan Ave & 10th St			Need better access to trail narrow steep.
SW 1	Waterfront Trail (10th St alignment)	Mill St	Douglas St	widen trail
SW 1	S State St			Works great for bikes (rec/fitness/ commute)!
SW 1	Bill McDonald Pkway	21st St`	W College Way	debris problem
SW 1	General			leash laws
SW 2	State St & Forest St & Boulevard St			the roundabout (proposed?) shown here does address one of my personal concerns: going north by bike on Boulevard from Fairhaven, getting across the Wharf St to use the foot bridge to the alley below state (behind Morse Hardware/Herald Bldg) (even with the recent change, going N using Forest would be ridiculous) - But the solution I have long advocated is a through alley - graded ramp down to the trail. Somewhere between 14th St and the turn off up from Boulevard up to the Armory (this would avoid 2 minor hills-an extra discouragement to trailer use. This would ideally include aped/bike crossing and discontinuing the bike lane from there Northbound.
SW 2	Oak St & Indian St			Bike lane and road narrow here. Remove bump out please
SW 2	Indian St	E Maple St	E Laurel St	Parking on downhill should switch to uphill.
SW 2	Ivy St	N Forest St	N Garden St	Bad curb, eliminates access

				between 'hoods.
SW 2	N State Street & E Maple St			bad intersection
SW 2	E Maple St & Railroad			Improve intersection on Maple. Can't see traffic on Maple
SW 2	E Laurel & Railroad			better trail connection
SW 2	E Chestnut	Cornwall Ave	Ellis St	Add bike lane (preferably separated_ on Chestnut between Railroad and Ellis. Reduce car lanes to 2 (seems to be all that's needed)
SW 2	E Holly St	Cornwall Ave	Lincoln St	add bike lanes
SW 2	Potter St & Ellis St			bike trigger for signal
SW 2	Lakeway Dr			Needs bike lanes!
SW 2	Lincoln St	Lakeway Dr	north	connect bike lanes
SW 2	Lakeway Dr	Lincoln St	Queen St	Need bike lanes! Yes!!! Ditto! IBID! Please?! X1,000,000 Yes! Agreed!
SW 2	Lakeway Dr & Puget St			Need trigger light.
SW 2	East side of I-5	freeway onramp near Elwood Ave	Lakeway Dr	Multi-use trail here. Fix deadly drop off.
SW 2	Lincoln St	Ashley St	North	100' gap in bike lane
SW 2	I-5 & Edwards			bridge or underpass to cross I-5
SW 2	Consolidation St	45th St	47th St	Connect with development?
SW 2	N Samish Way	Otis St	Bill McDonald Pkway	Make N Samish 1 car lane in each direction with turning bays allowing room for bike lanes in each direction. +2
SW 2	Sehome High School			Needs safe way to bike to school
SW 2	32nd St	Fielding Ave	Donovan Ave	Heavy use of bikes on 32nd St
SW 2	S Garden St	Ferry	Beech	repave Garden
SW 2	General			Bike lanes need to be kept clear more often
SW 2	S State St			Swept more often
SW 2	Finnegan Way & 11th St			Vehicles speed should be under 25 (angle parking + bikes/peds=trouble. Difficult to cross 11th as a ped and as a cyclist.
SW 2	Mill Ave & 10th St & Trail			Needs calming device to slow/alert entry onto multipurpose roadway at 10th and Mill.

SW 2	10th St	Douglas St	north trail entrance	needs signage to connect
SW 2	Boulevard overwater trail			snow bikes so pedestrians are safer
SW 2	Harris Ave	Marine Pk	10th St	Needs maintenance
SW 2	20th St alignment	Bennett Ave	Easton Ave	a better trail here on the short section (through park)
SW 2	Mills Ave	Finnegan Way	21st St	Bike blvd +3 (or Harris?)
SW 2	Interurban Trail	North of 14th St alignment		Improve trail drainage here
SW 2	Interurban Trail (along Chuckanut Dr)	Old Samish	California	Difficult connection (+1)
SW 2	30th St	Old Samish	Connelly Ave	Needs a bike lane on uphill side.
SW 2	I-5 & (south of) Connelly Ave			bridge or underpass to cross I-5 (along Cody St alignment) +1
SW 2	New Trail	36th St	Connelly Ave across I-5	Connect Padden creek trail with interurban trail (between
SW 2	Padden Creek Trail	36th St	34th St	great trail extended down to 34th St
SW 2	Samish Way	48th St		Too rough
SW 2	24th St	Old Fairhaven Pkwy	Mill Ave/school	Eliminate ditch, road needs to be widened
SW 2	I-5 at Donovan Ave			Under/overpass suggested
SW 2	Samish Way	Ridgemont Way	College St	Repave, too rough, bad pavement on shoulders, needs better shoulders esp. northbound
SW 2	Samish Way & 40th St			Fix deadly curbs and potholes
SW 2	Yew Street Rd	Samish Way	Tacoma Ave	No shoulder, very scary add bike lanes
Northeast (NE)				
NE1	Northshore Dr	Britton Rd	City Limits	Needs bike lane
NE1	Lake Whatcom/Electric Ave			Need a way to get from here to downtown on street, not on Alabama
NE1	Electric Ave	City Limits	Alabama St	Sidewalk and shoulder
NE1	Woburn St	City Limits	Iowa St	Climbing hill need
NE1	Woburn St & Trail south of Iowa St			Delete curbs
NE1	Meador Ave	N State St	I-5/Lincoln St	Why this gap?
NE1	Meador Ave	I-5	Trail entrance	Suggest light
NE1	Meador Ave	I-5	Trail entrance	Dangerous curve, fast traffic
NE1	Trail entrance	Meador Ave	I-5	Common homeless campsite,

				debris in trail often
NE1	James ST & Kentucky St			Bike crossing
NE1	Trail along Kentucky St	Moore St	Nevada St	Bumpy, needs to be paved
NE1	James St	Alabama St	Iowa St	Suggest bike lane to connect trails
NE1	Trail entrance south of Memorial Park	James St	E North St	Signage on route to continue west - E North? Connecticut?
NE1	Michigan St	Alabama St	Texas St	Circle of death, two both intersections along Michigan
NE1	James St and Connecticut			Signal crossing
NE1	E Connecticut and Orleans St			Signal crossing
NE1	E Illinois St	Ellis St	Woburn St	This is almost a bike boulevard now. Improving crossings at James, Orleans, and Woburn would be cool.
NE1	Memorial Park	E Illinois St	E Maryland St	Add path with gravel compatible with road tires
NE1	Trail from St. Clair - east/south			Nice!
NE1				
NE1	Orleans St & Barkley Blvd			Dangerous intersection, sooo dangerous!!
NE1	Orleans St & E Sunset Dr			Dangerous intersection, sooo dangerous!!
NE1	Woodstock Way, north side	James St	Orleans St	Bike lane contain bumps (roots) and often have twigs and debris
NE1	James St	Woodstock Way	Birchwood Ave	Lots of potholes and no shoulder = dangerous connector!
NE1	James St		City Limits	Improve the Bay to Baker Trail
NE1	James St		City Limits	Finish Bay to Baker Trail
NE1	James St		City Limits	Sea to Ski Trail
NE1	Woburn St/Hannegan Rd	E Sunset Dr	Division St	Bike Lane and sidewalk needed (even more because it's a trucking route) X3
NE1	James St	E Orchard Dr	Fruitland Dr	Suggest bike blvd or trail
NE1	Division St & Hammer Dr			Suggest tail
NE1	James St	Woodstock Way	Kellogg Rd	Busy - no room for bikes
NE1	James St	Woodstock Way	Kellogg Rd	Rough road

NE1	James St	Woodstock Way	Kellogg Rd	Bad road surface, no room for bikes or peds x 2
NE1	James St Rd	Gooding Ave	North	King Mtn needs a trail to access points north (BMS Park!)
NE1	Woburn St & Barkley Blvd			Suggest trail north/east to high school off Baker Hwy/Tree Farm Ln
NE2	Northshore Dr			Bike lanes-bike route to "Y" Road
NE2	Fraser St	Meador Ave	Woburn St	Use as a signed alternative to Lakeway + 1
NE2	Meador Ave	James St	Fraser St	Need bike lane
NE2	State St	York St	Iowa St	Bike lane
NE2	Bellingham St	Valencia	Woburn St	Curb
NE2	Texas St	Ellis St	St. Clair St	Bike Boulevard
NE2	St. Claire St	Texas St, Iowa Dr, Crown Ln, View Ridge Dr	Alabama St	Needs Signs for climbing route +1
NE2	St. Claire St	Texas St, Iowa Dr, Crown Ln, View Ridge Dr	Alabama St	Agree! [need signs for climbing route] Especially trying to connect downtown and Barkley/Silver beach/Alabama
NE2	St. Claire St	Texas St, Iowa Dr, Crown Ln, View Ridge Dr	Alabama St	Good route up avoiding Lakeway and Alabama
NE2	St. Claire St	Texas St, Iowa Dr, Crown Ln, View Ridge Dr, W Crestline Dr	Barkley Blvd	Needs Signs for climbing route
NE2	Franklin St	Kentucky St	E Illinois St	Bike Blvd +1
NE2	E North St	Columbia Neighborhood	I-5	Bike Blvd
NE2	Alabama St & I-5			Improve crossing
NE2	Texas St & I-5			Suggest crossing
NE2	Kentucky St & I-5			Good underpass for bikes
NE2	E North St & James St			Suggest bike crossing
NE2	E Illinois St	West of Ellis St	Woburn St	Bike boulevard + 1
NE2	Barkley Blvd & Chandler Pkwy			Button for flashing light is bad for bikes
NE2	Trail off Sussex Dr			Safety issue for school kids on this low-visibility trail
NE2	Squalicum Creek	Hannegan Rd	E Sunset Dr	Connect here as climbing route (DNR owns it)
NE2	Woburn St/Hannegan Rd	E Sunset Dr	E Bakerview Rd	Add bike lanes

NE2	Squalicum Creek	Hannegan Rd	Birchwood Ave	Connect Hannegan to St. Joseph's using old rail
NE2	James St	Woodstock Way	E Bakerview Rd	Bike lane!
NE2	James St & Woodstock Way			Fix road/this corner
NE2	Alabama St	West of Ellis St	Electric Ave	No bike lanes on Alabama, leave for cars and safer bike routes nearby
NE2	I-5	James St	Lincoln St	Get across
NE2	Hannegan Rd	City Limits	north	Please continue bike lane her and take down sign that says "End Bike Lane"
NE2	Mt. Baker Hwy	City Limits	north/east	No safe way to Squalicum High
Southeast (SE)				
SE1	Lake Louise Rd			Sweep shoulder (and bike "lanes") frequently (it's getting better I think)
SE1	Yew St Rd	City Limits/Samish Way	Tacoma Ave	Very dangerous
SE1	Yew St Rd	City Limits/Samish Way	Tacoma Ave	Wade King Elem. - lots of kids want to ride to school from development to SW
SE1	Yew St Rd	Kingsmill St	San Juan Blvd	Separated trail, not widened road +1
SE1	Samish Way	Larrabee Ave	48th St	More sweeping +1
SE1	Samish Way	Larrabee Ave	48th St	Not safe
SE1	Samish Way	Larrabee Ave	48th St	Narrow lane
SE1	Samish Crest Trail	48th St/Samish Way	north	Future trail. This would be great bike trail to connect to Lake Padden
SE1	Iowa St	Monroe St	Woburn St	Need break in fence to bike this (arrows pointing north to Kentucky)
SE1	Iowa St	Monroe St	Woburn St	Need bike lanes +1
SE1	Iowa St	Monroe St	Woburn St	Cycle track
SE1	Iowa St & Woburn St			Difficult to bike this intersection
SE1	Fraser Street	end of ex. Bike lanes	Old Woburn St	Better connection +1
SE1	Fraser St & Woburn St			Awkward crossing
SE1	Fraser St & Woburn St			Remove curb or curb cut on east side of Woburn and crossing X2
SE1	Meador Ave	James St	Lincoln St	Difficult to cross here, poor sight

				distance
SE1	Meador Ave	James St	Lincoln St	Need signage or bike lanes
SE1	East side of I-5	Byron Ave/Lincoln St	North of Iowa St	Trail along I-5 (like in Olympia) to take the 60% of 1-5 trips that are less than 5 miles, also to forestall the excessive widening of 1-5 that is planned
SE1	Lakeway Dr	I-5	Puget St	Need bike lanes x 4
SE1	Lakeway Dr	I-5	Puget St	Cycle track +1
SE1	Lakeway Dr	I-5	Puget St	Need bike lanes or parallel route downtown to lake x 2
SE1	Lakeway Dr	Grant St	Puget St	Need bike lanes here too
SE1	Nevada St/44th St			Speed control roundabout
SE1	Lakeway Dr	Queen St	Old Lakeway Dr	Lower speed limit
SE1	Lakeway Dr & I-5			Need tunnel like on Binkley (sp?)
SE1	Trail between Iowa Dr/Iowa Place & Rhododendron Way			Wider and patch hole for bikes
SE1	General comments for SE			A. Re-gravel existing paths more often. B. Clean shoulders more.
SE1	Birch St	Lakeway Dr	south	This area needs bike and jogging lanes very badly. Extremely high use are and dangerous for all.
SE1	Electric Ave	Lakeway Dr	north	Sweep shoulders/lanes
SE1	Electric Ave	Lakeway Dr	north	Better shoulders
SE1	General comments for SE			Leash laws on trails
SE2	Lake Whatcom Blvd	Cable St	east	Access to and from Sudden Valley
SE2	Flynn St/Lakeside Ave	Electric Ave	N Terrace Ave	No good access to downtown from Gereca (sp?) +1
SE2	Flynn St/Lakeside Ave	Electric Ave	N Terrace Ave	Signage needed for wayfinding
SE2	Iowa St	I-5	Woburn St	Really unpleasant
SE2	Woburn St	Iowa ST	Lakeway Dr	Bike lane needed
SE2	Woburn St & Fraser St			Improve crossing to trail into Whatcom Falls Park
SE2	Woburn St & Fraser St			Needs curb cut
SE2	Yew St/Woburn St	Lakeway Drive	Iowa St	Climbing lane
SE2	Lakeway Dr & Kenoyer Dr			Gap
SE2	Lakeway Dr/ north side	Woburn St	Kenoyer Dr/Silver Beach St	Connect trail& repave

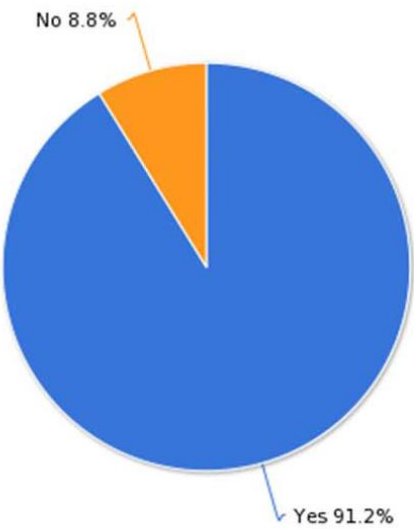
SE2	Birch St	Lakeway Dr	south	Most in need of bike/jogging lane entire city. Short length, high priority
SE2	Iowa St, north side	Moore St	Pacific St	Wayfinding markers here (at trails)
SE2	James St & Ohio St			This whole intersection is dangerous
SE2	James St & Ohio St			Allow bikes to go north?
SE2	N State St			Need bike lane on State
SE2	Fraser ST bike lanes			Great for bikes!
SE2	Lakeway Dr	I-5	Puget St	Horrible for cyclists + Amen + I agree! Lakeway is the worst x 2
SE2	Lakeway Dr	I-5	Puget St	Need bike lane +1
SE2	Lakeway Dr	King St	Nevada St	Bike and ped bridge somewhere in here
SE2	Whatcom St alignment gaps	St. Paul St	Toledo St	Connect +1
SE2	Yew St	Spring Valley Ave	San Juan Blvd	More sweeping +1
SE2	Yew St	Samish Way	Tacoma Ave	Add bike lane + 1 (yes!)
SE2	Yew St	Samish Way	Tacoma Ave	Very dangerous
SE2	Samish Way	Larrabee Ave	48th St	Add bike lanes +1
SE2	Samish Way			Rough road, no shoulder
SE2	General comments for SE			Many "Dead End" signs on roads that lead to trails, "Except for bike/peds" added to bottom?
SE2	Galbraith Mountain Trails, SE corner			Connect to Lookout Mtn
SE2	General comments for SE			Leash laws on trails

Online Survey

The following pages provide full results from an online survey that was conducted over a two-month period (April-May 2013) during the development of the Bellingham Bicycle Master Plan. The survey is comprised of 30 questions regarding perceptions of bicycling and transportation habits of Bellingham community members and was made available online at the City's website. The survey gathered information on existing bicycle behavior, favored bicycle facility types, barriers to bicycling in Bellingham, and attitudes toward bicycling for transportation and recreation.

The 832 responses received from participants offer a look into the perceptions regarding bicycling in Bellingham. Most respondents were between the ages of 25-64 (84.3%, 701 respondents). There were a balanced number of responses from females (50.8%, 413) and males (49.2%, 410). Geographically, the respondents were dispersed across (as well as outside of) the City. Participants in this survey were not chosen at random and are not a statistically valid sample.

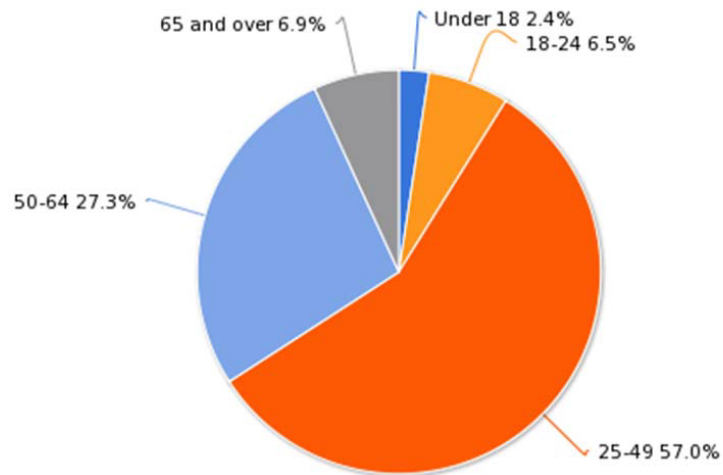
1. Have you bicycled in Bellingham in the last year?



Value	Count	Percent
Yes	756	91.2%
No	73	8.8%

Statistics	
Total Responses	829

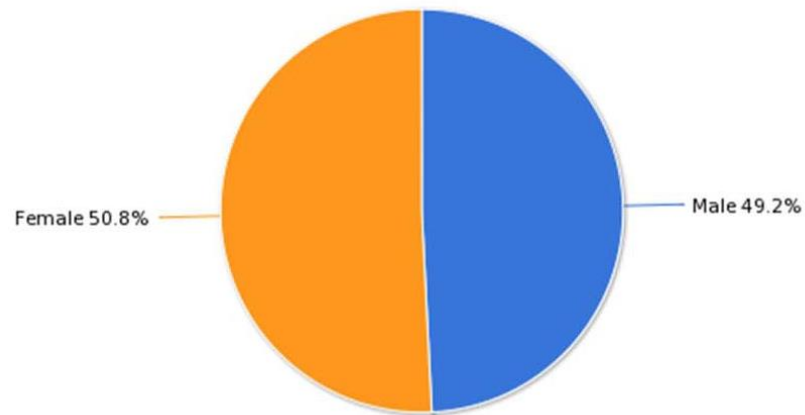
2. Your age?



Value	Count	Percent
Under 18	20	2.4%
18-24	54	6.5%
25-49	474	57.0%
50-64	227	27.3%
65 and over	57	6.9%

Statistics	
Total Responses	832
Sum	27,877.0
Avg.	34.3
StdDev	14.3
Max	65.0

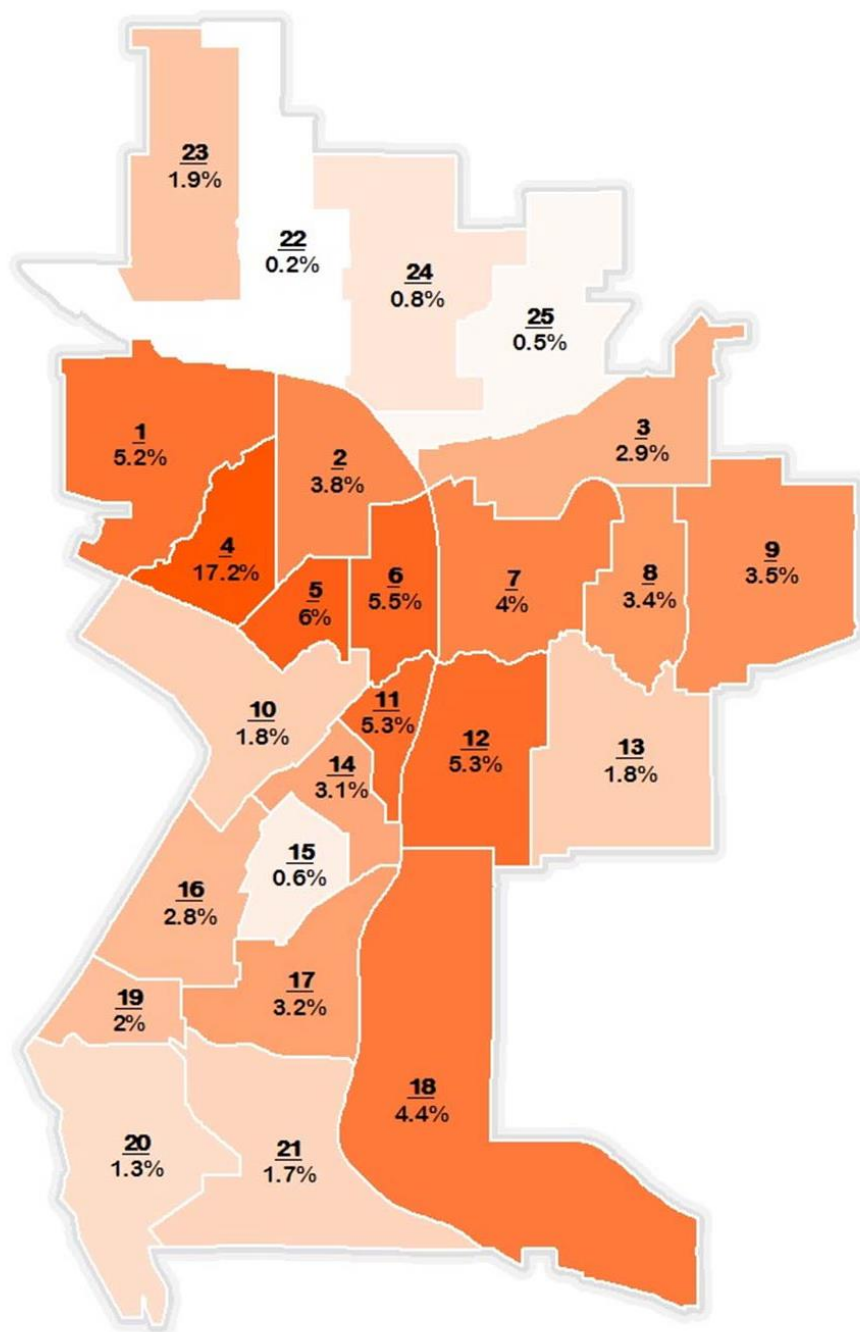
3. Your gender?



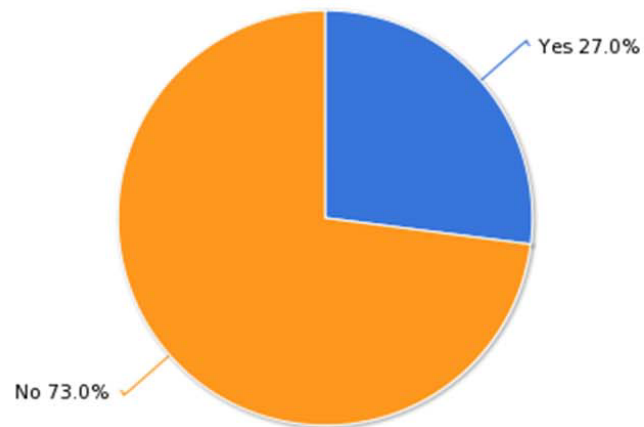
Value	Count	Percent
Male	400	49.2%
Female	413	50.8%

Statistics	
Total Responses	813

4. What neighborhood do you live in?



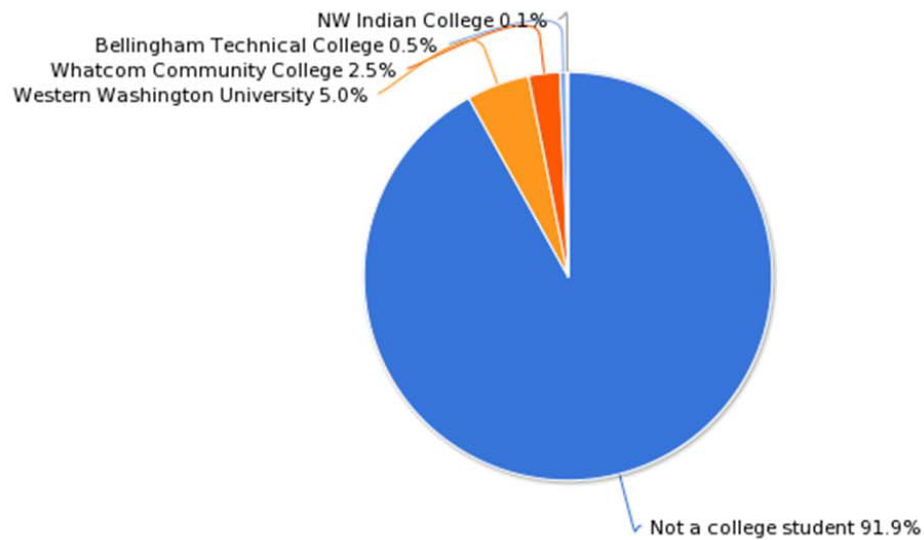
5. Do you bicycle with children?



Value	Count	Percent
Yes	224	27.0%
No	605	73.0%

Statistics	
Total Responses	829

6. Are you a college student, if so where?



Value	Count	Percent
Not a college student	738	91.9%
Western Washington University	40	5.0%
Whatcom Community College	20	2.5%
Bellingham Technical College	4	0.5%
NW Indian College	1	0.1%

Statistics	
Total Responses	803

7. Do any of the following factors prevent you from bicycling in Bellingham? Please select up to 4 choices, in order of importance to you, 1 being most important. Note: "bicycle facilities" include bike lanes, shared lane markings, paved shoulders, multi-use trails.

Item	Total Score ¹	Overall Rank
Continuous bicycle facilities do not exist for the trips I would like to take	1156	1
Bicycle facilities are too few, and are not interconnected	1106	2
There are too many barriers to bicycling (freeways, hills, lack of street connectivity)	956	3
Road surfaces are poor (potholes, cracks, debris, etc.)	699	4
I don't know a safe bicycle route to my destination	523	5
Other (please specify below under Comments)	494	6
There are not enough multi-use trails	474	7
Distances are too great	269	8
Trail surfaces are poor (gravel, puddles, debris, etc.)	267	9
Total Respondents:		
¹ Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.		

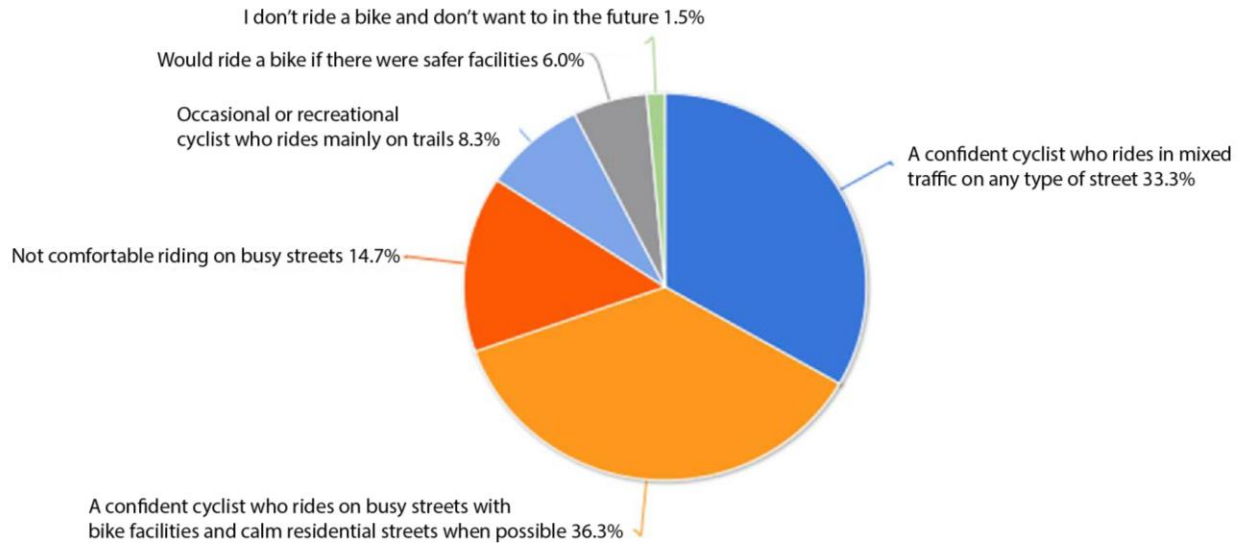
8. Do any of these additional factors prevent you from bicycling in Bellingham? Please select up to four choices in order of importance to you, 1 being the most important.

Item	Total Score ¹	Overall Rank
Weather	1296	1
I don't feel safe riding a bicycle around cars and trucks	1096	2
Time constraints due to schedule demands	918	3
I have too much to carry	667	4
I'm concerned for my personal safety (e.g. riding alone on trails)	422	5
I have small children	321	6
Other (please specify below under Comments)	267	7
I don't have a bicycle I can ride	105	8
I am physically limited from riding a bicycle	61	9
I don't feel like I am the kind of person who rides a bike	55	10
Total Respondents:		
¹ Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.		

9. What do you like most about bicycling in Bellingham? Please select up to three choices in order of importance to you, 1 being most important.

Item	Total Score ¹	Overall Rank
I live within bicycling distance of many important destinations	1163	1
I feel like I am helping the environment	936	2
The network of off-street multi-use trails	742	3
It is a quick way to get around	597	4
The network of on-street bicycle facilities (e.g. bike lanes, shared lane markings, paved shoulders)	459	5
Other (please specify below under Comments)	279	6
Motorists respect bicyclists on the roadways	135	7
Road surfaces are well maintained	79	8
Crossing roadways is safe and easy	42	9
Total Respondents:		
¹ Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.		

10. Which of the following best describes you?



Value	Count	Percent
A confident cyclist who rides in mixed traffic on any type of street	274	33.3%
A confident cyclist who rides on busy streets with bike facilities and calm residential streets when possible	298	36.3%
Not comfortable riding on busy streets	121	14.7%
Occasional or recreational cyclist who rides mainly on trails	68	8.3%
Would ride a bike if there were safer facilities	49	6.0%
I don't ride a bike and don't want to in the future	12	1.5%

Statistics	
Total Responses	822

11. How many days per week do you bike when the weather is good (May to October)?

	0 days/ week	1 days/ week	2 days/ week	3 days/ week	4 days/ week	5 days/ week	6 days/ week	7 days/ week	Responses
Commute to school or work	32.0% 234	7.8% 57	9.7% 71	10.4% 76	12.0% 88	23.4% 171	1.4% 10	3.4% 25	732
Shopping or errands	25.1% 186	25.4% 188	19.7% 146	11.6% 86	5.4% 40	4.7% 35	2.3% 17	5.8% 43	741
Recreation, health or exercise	11.9% 91	29.3% 224	19.2% 147	16.4% 125	7.7% 59	6.9% 53	2.9% 22	5.6% 43	764
Social or entertainment	25.0% 176	28.6% 201	18.9% 133	10.8% 76	5.7% 40	3.7% 26	1.8% 13	5.4% 38	703

12. How many days per week do you bike if the weather is bad (November to April)?

	0 days/ week	1 day/ week	2 days/ week	3 days/ week	4 days/ week	5 days/ week	6 days/ week	7 days/ week	Responses
Commute to school or work	50.8% 371	9.7% 71	7.5% 55	7.7% 56	7.1% 52	14.4% 105	0.4% 3	2.3% 17	730
Shopping or errands	53.3% 382	20.8% 149	10.5% 75	6.1% 44	3.2% 23	1.8% 13	0.7% 5	3.6% 26	717
Recreation, health or exercise	45.8% 331	25.0% 181	13.0% 94	7.5% 54	3.2% 23	2.4% 17	0.6% 4	2.6% 19	723
Social or entertainment	55.0% 374	23.8% 162	7.5% 51	5.9% 40	2.1% 14	1.8% 12	0.6% 4	3.4% 23	680

13. What distance do you bicycle one-way for the following trips?

	0 miles	Less than 2 miles	2-5 miles	5-10 miles	10+ miles	Doesn't apply to me	Responses
Commute to school or work	24.2% 173	21.8% 156	36.0% 258	12.7% 91	5.3% 38	0.0% 0	716
Shopping or errands	15.9% 116	42.3% 308	34.1% 248	5.9% 43	1.8% 13	0.0% 0	728
Recreation, health or exercise	9.3% 70	8.5% 64	25.8% 194	22.9% 172	33.4% 251	0.0% 0	751
Social or entertainment	19.7% 138	25.1% 176	36.2% 254	11.7% 82	7.3% 51	0.0% 0	701

14. What is the main type of bicycle facility you use for the trip? Check as many as apply.

	Busy streets with bike facilities (e.g. State St, Northwest Ave)	Busy streets, no bike facilities (e.g. Woburn St)	Calm streets (e.g. North St, Mill Ave)	Multi-use trail e.g. Railroad Trail)	Sidewalk	Don't bike for this trip type	Responses
Commute to school or work	47.5% 345	31.4% 228	33.3% 242	19.7% 143	8.7% 63	24.4% 177	726
Shopping or errands	45.1% 333	34.1% 252	42.8% 316	23.1% 171	9.6% 71	17.9% 132	739
Recreation, health or exercise	35.1% 258	24.7% 182	44.3% 326	61.8% 455	7.6% 56	8.6% 63	736
Social or entertainment	38.7% 271	24.9% 174	50.0% 350	40.7% 285	8.4% 59	19.3% 135	700

15. What would you like to see the City spend money on to improve bicycling in Bellingham? Please select up to 3 choices in order of importance to you, 1 being most important.

Item	Total Score ¹	Overall Rank
More bike facilities on busy streets	1315	1
Filling gaps in bicycle facilities	641	2
Off-street multi-use trails	542	3
Road surface maintenance (filling potholes, pavement cracks)	434	4
Multi-use trail and roadway crossings	378	5
Barrier crossings (e.g. bridges, tunnels)	331	6
More bike facilities on calm streets	233	7
Signals and intersections	227	8
Street sweeping	196	9
Bicycle parking	189	10
Other (please specify below under Comments)	147	11
Trimming vegetation	52	12
Total Respondents:		
¹ Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.		

16. When making a bicycle trip, which of the following facilities do you most prefer to use? Please select up to three choices in order of importance to you, 1 being most important.

Item	Total Score ¹	Overall Rank
Designated striped bicycle lanes	1414	1
Neighborhood streets with minimal traffic and low speeds	1039	2
Off-street, multi-use trails	1034	3
Wide travel lanes that allow motorists to safely pass bicycles on the left.	521	4
Any roadways where bicycles are allowed	301	5
Shared lane markings (e.g. Indian Street)	132	6
Sidewalks	111	7
Other (please specific below in Comments)	45	8
Total Respondents:		
¹ Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.		

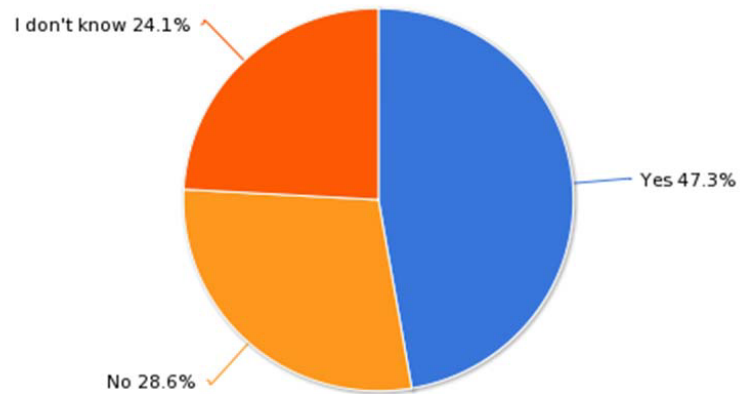
17. Which of the following street or trail improvements would encourage you to bike more often? Select all that apply in order of priority, 1 being most important.

Item	Total Score ¹	Overall Rank
Bike lanes on busy streets	8589	1
On-street bike facilities that are separate from traffic (e.g. cycle tracks, buffered bike lanes)	7604	2
Accommodations for bicyclists at intersections (signal triggers, bike lane markings, etc.)	7459	3
Paved shoulders on narrow roads	7009	4
Off-street, multi-use trails	6723	5
Residential streets that are calmed for bike travel (bicycle boulevards)	6625	6
Better on-street connections between trails	6532	7
More wide outside lanes (easier to share lane with cars)	5808	8
Other (please specify below under Comments)	972	9
More on-road bike signage (signs that help you follow bike routes)	55	10
Increased enforcement of traffic laws	43	11
Increased maintenance (street sweeping/ repair of roads)	27	12
Showers and lockers at work	22	13
Better bicycle parking/storage	21	14
Better bicycle access to bus stops/transit stations	17	15
Total Respondents:		
¹ Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.		

18. Which of the following support facilities and maintenance improvements would encourage you to bike more often? Select all that apply in order of priority, 1 being most important.

Item	Total Score ¹	Overall Rank
Increased maintenance (street sweeping/ repair of roads)	2909	1
More on-road bike signage (signs that help you follow bike routes)	2745	2
Better bicycle parking/storage	2393	3
Increased enforcement of traffic laws	2051	4
Better bicycle access to bus stops/transit stations	1614	5
Showers and lockers at work	1227	6
Other (please specify below under Comments)	307	7
Total Respondents:		
¹ Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.		

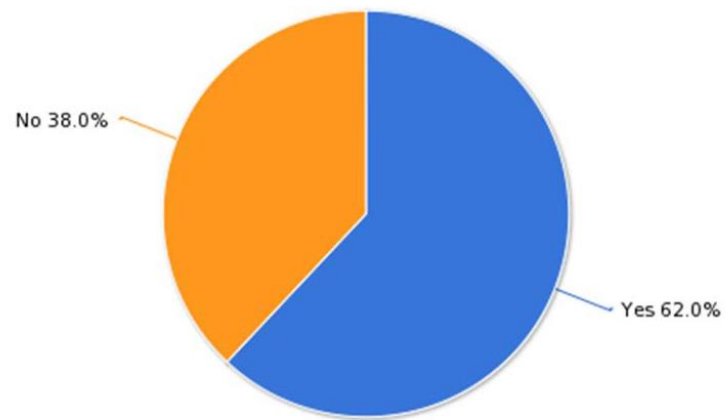
19. Do you live within 4 blocks of a bicycle facility?



Value	Count	Percent
Yes	380	47.3%
No	230	28.6%
I don't know	194	24.1%

Statistics	
Total Responses	804

20. Would you like a bicycle facility closer to your home?



Value	Count	Percent
Yes	447	62.0%
No	274	38.0%

Statistics	
Total Responses	721

21. Sometimes when the City makes changes to the streets to better accommodate more modes of travel such as walking, transit and bicycling, there can be compromises. If installing bicycle facilities requires trade-offs with other transportation modes, then what trade-offs are acceptable to you to encourage more bicycling? Imagine the following example taking place in front of your home or along your route to work, school or other important activities, and note your opinion about the trade-off.

EXAMPLE A: Change on a slow, residential street: A bicycle boulevard is installed with traffic circles and slow speed zone signs. The trade-offs could be (check one box per trade-off):

	Like	Neutral	Don't like	Responses
More bicycle traffic	84.3% 672	12.8% 102	2.9% 23	797
Slower traffic speeds	69.1% 548	24.0% 190	6.9% 55	793
Some parking removal	35.6% 282	47.6% 377	16.8% 133	792

EXAMPLE B: Change on an arterial or busy street: A bike facility is installed and requires the removal or reduction of on-street parking. The trade-offs could be (check one box per trade-off):

	Like	Neutral	Don't like	Responses
Physical separation between cars and bicycles	85.6% 677	11.5% 91	2.9% 23	791
Safety improvements for pedestrians	86.0% 671	12.4% 97	1.5% 12	780
Some parking removal	37.2% 291	49.4% 386	13.4% 105	782

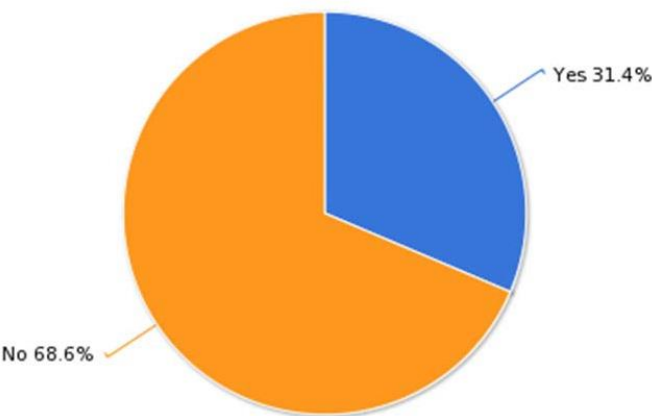
EXAMPLE C: Change on an arterial street: A four-lane street is reduced to three lanes (two through travel lanes and one center turn lane). The trade-offs could be (check one box per trade-off):

	Like	Neutral	Don't like	Responses
Increased safety for all users	0.0% 0	0.0% 0	0.0% 0	0
Fewer collisions	92.7% 700	6.4% 48	0.9% 7	755
Safer pedestrian crossings	90.9% 688	8.5% 64	0.7% 5	757
Addition of a bicycle facility	86.5% 659	10.4% 79	3.1% 24	762
Slightly slower motor vehicle speeds	68.6% 523	24.7% 188	6.7% 51	762
Possible increased congestion at rush hours	12.5% 95	52.8% 403	34.7% 265	763

EXAMPLE D: Change on an arterial street: A bike lane is installed and traffic lanes are narrowed. The trade-offs could be (check one box per trade-off):

	Like	Neutral	Don't like	Responses
More bicycles on the street	85.8% 659	10.9% 84	3.3% 25	768
Slightly slower motor vehicle speeds	70.2% 537	24.1% 184	5.8% 44	765
Addition of a bicycle facility	83.2% 626	13.7% 103	3.1% 23	752

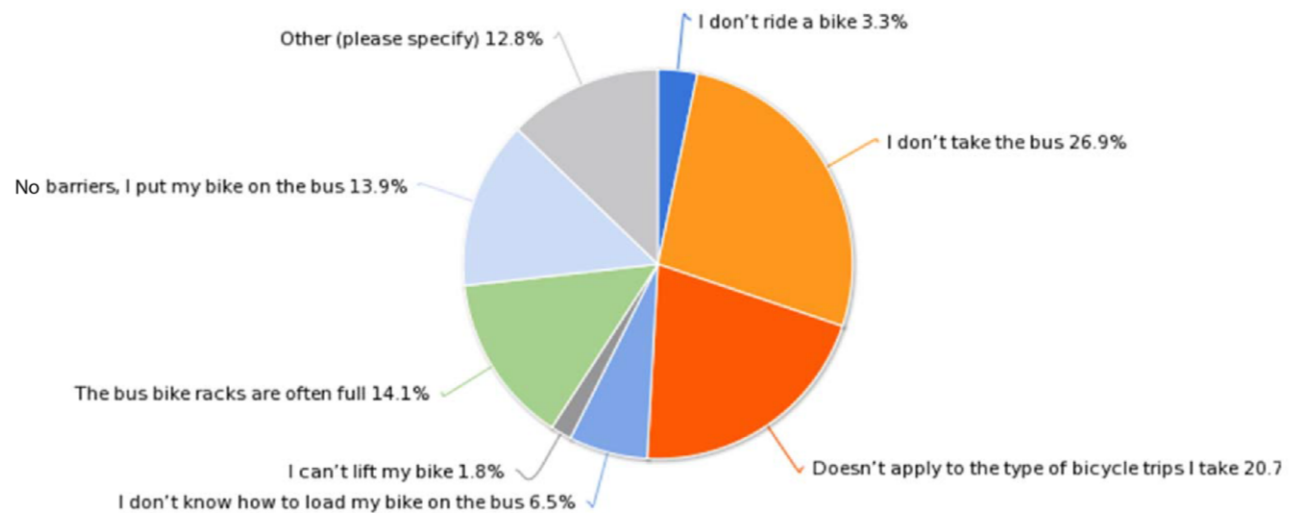
22. In the last year, did you take your bike on the bus?



Value	Count	Percent
Yes	252	31.4%
No	551	68.6%

Statistics	
Total Responses	803

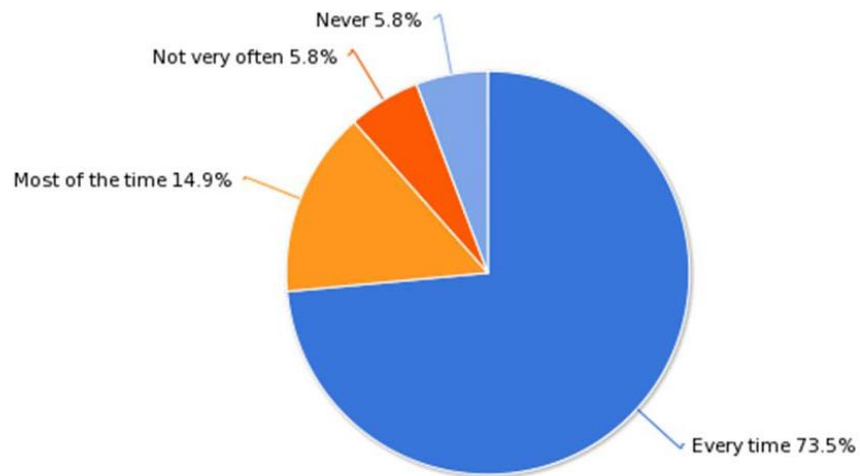
23. What are the barriers to taking your bike on the bus?



Value	Count	Percent
I don't ride a bike	26	3.3%
I don't take the bus	214	26.9%
Doesn't apply to the type of bicycle trips I take	165	20.7%
I don't know how to load my bike on the bus	52	6.5%
I can't lift my bike	14	1.8%
The bus bike racks are often full	112	14.1%
No barriers, I put my bike on the bus	111	13.9%
Other (please specify)	102	12.8%

Statistics	
Total Responses	796

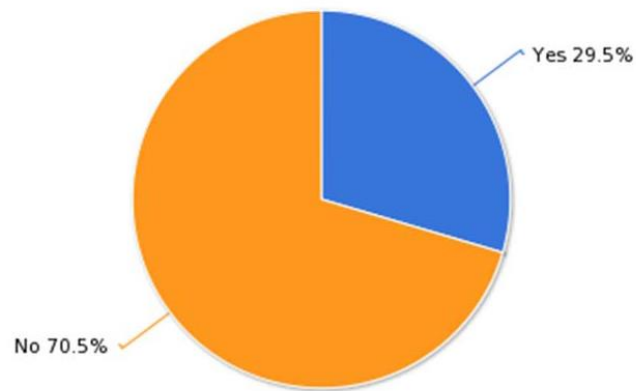
24. How often do you wear a helmet when you bicycle?



Value	Count	Percent
Every time	586	73.5%
Most of the time	119	14.9%
Not very often	46	5.8%
Never	46	5.8%

Statistics	
Total Responses	797

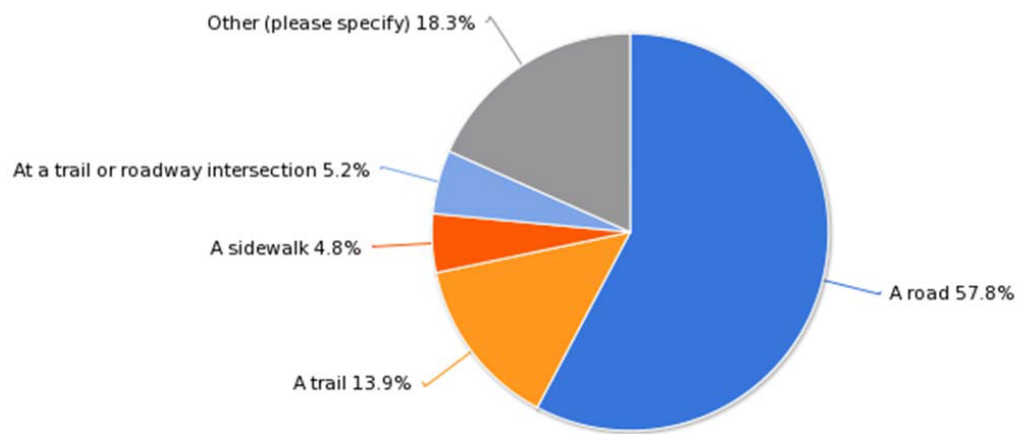
25. Have you ever been involved in a crash while bicycling in Bellingham? (If no, skip to Question 28)



Value	Count	Percent
Yes	234	29.6%
No	558	70.5%

Statistics	
Total Responses	792

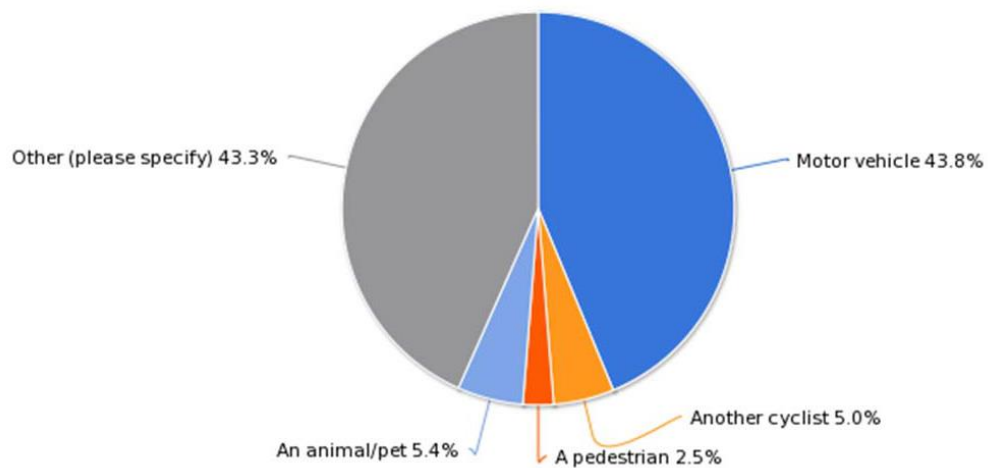
26. The crash occurred on:



Value	Count	Percent
A road	145	57.8%
A trail	35	13.9%
A sidewalk	12	4.8%
At a trail or roadway intersection	13	5.2%
Other (please specify)	46	18.3%

Statistics		
Total Responses		251

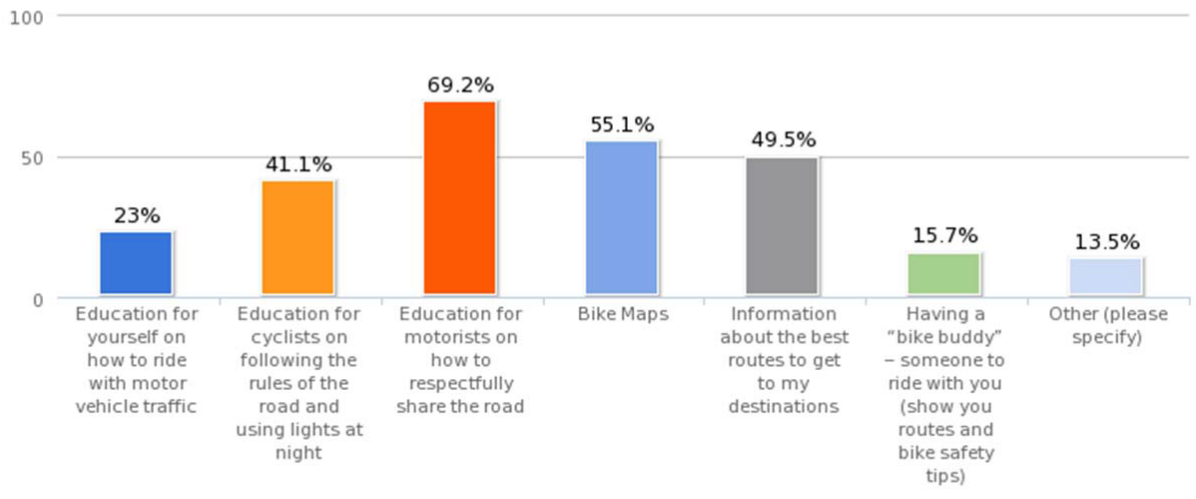
27. Who (or what) else was involved in the crash?



Value	Count	Percent
Motor vehicle	105	43.8%
Another cyclist	12	5.0%
A pedestrian	6	2.5%
An animal/pet	13	5.4%
Other (please specify)	104	43.3%

Statistics	
Total Responses	240

28. Which of the following programs or information would encourage you to bike more often? Select all that apply.



Value	Count	Percent
Education for yourself on how to ride with motor vehicle traffic	170	23.0%
Education for cyclists on following the rules of the road and using lights at night	304	41.1%
Education for motorists on how to respectfully share the road	512	69.2%
Bike Maps	408	55.1%
Information about the best routes to get to my destinations	366	49.5%
Having a "bike buddy" – someone to ride with you (show you routes and bike safety tips)	116	15.7%
Other (please specify)	100	13.5%

Statistics	
Total Responses	740

Interactive Map

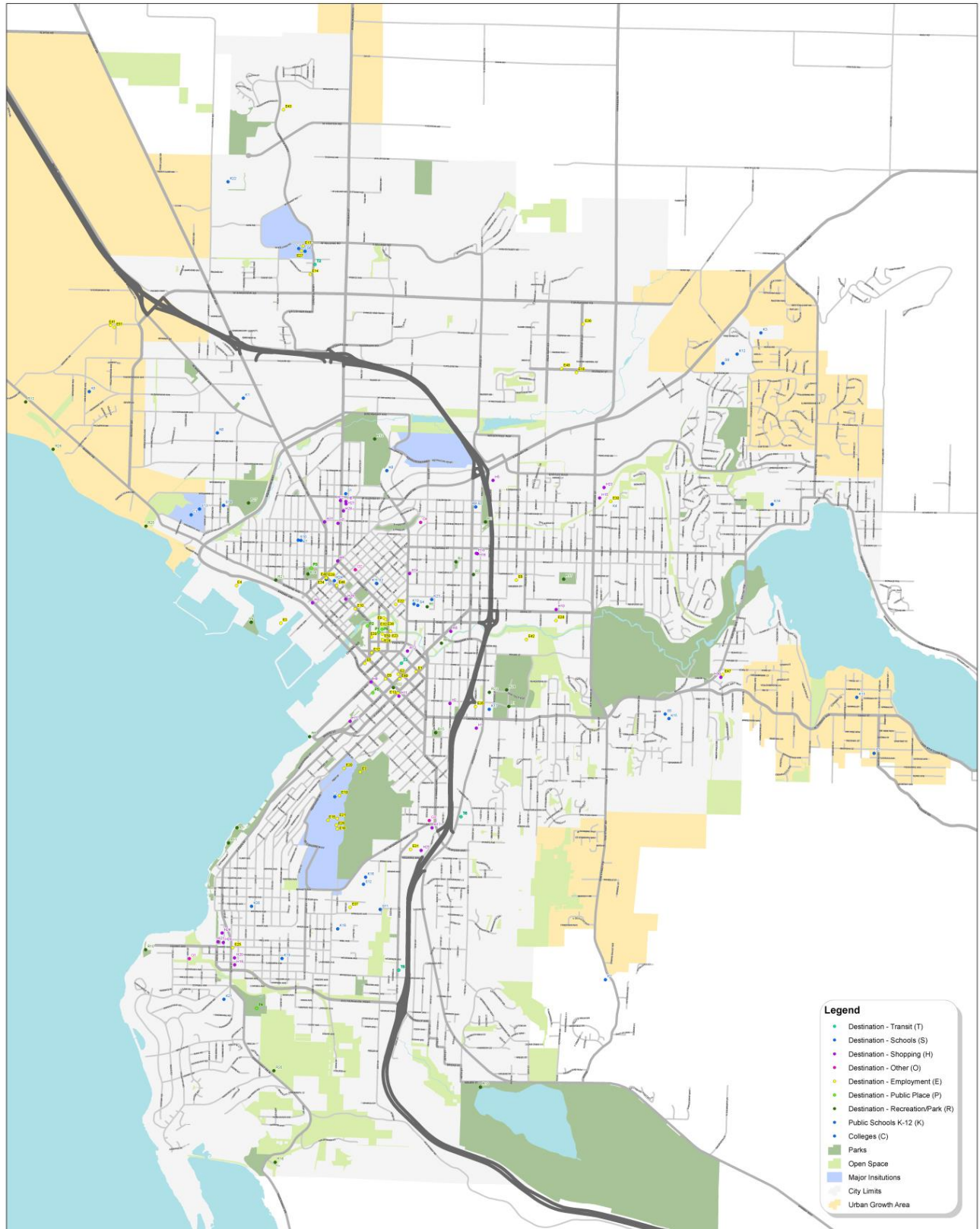
Using an interactive online map, the public was invited to provide location-specific comments on informal connections, desirable routes, streets of concern, bikeway gaps, maintenance issues and challenging crossings of major roadways. This approach helped draw participation from all areas of Bellingham. The mapping exercise was advertised through a variety of on- and off-line mediums. The online map link was also promoted at libraries and other locations for individuals without internet access at home. Over a two-month period (April-May 2013), 388 point and 246 linear route comments were identified by the public. Information collected from the interactive map was considered in the development of a study network for field evaluation (see Study Network map, Chapter 3). The following pages provide full results for destination (point) and route (linear) comments. Maps for both destination and route comments are provided, followed by lists of respondent comments. Each comment has a unique identifier (ID#) that appears on the corresponding point or route on the maps.

Interactive Map Destinations

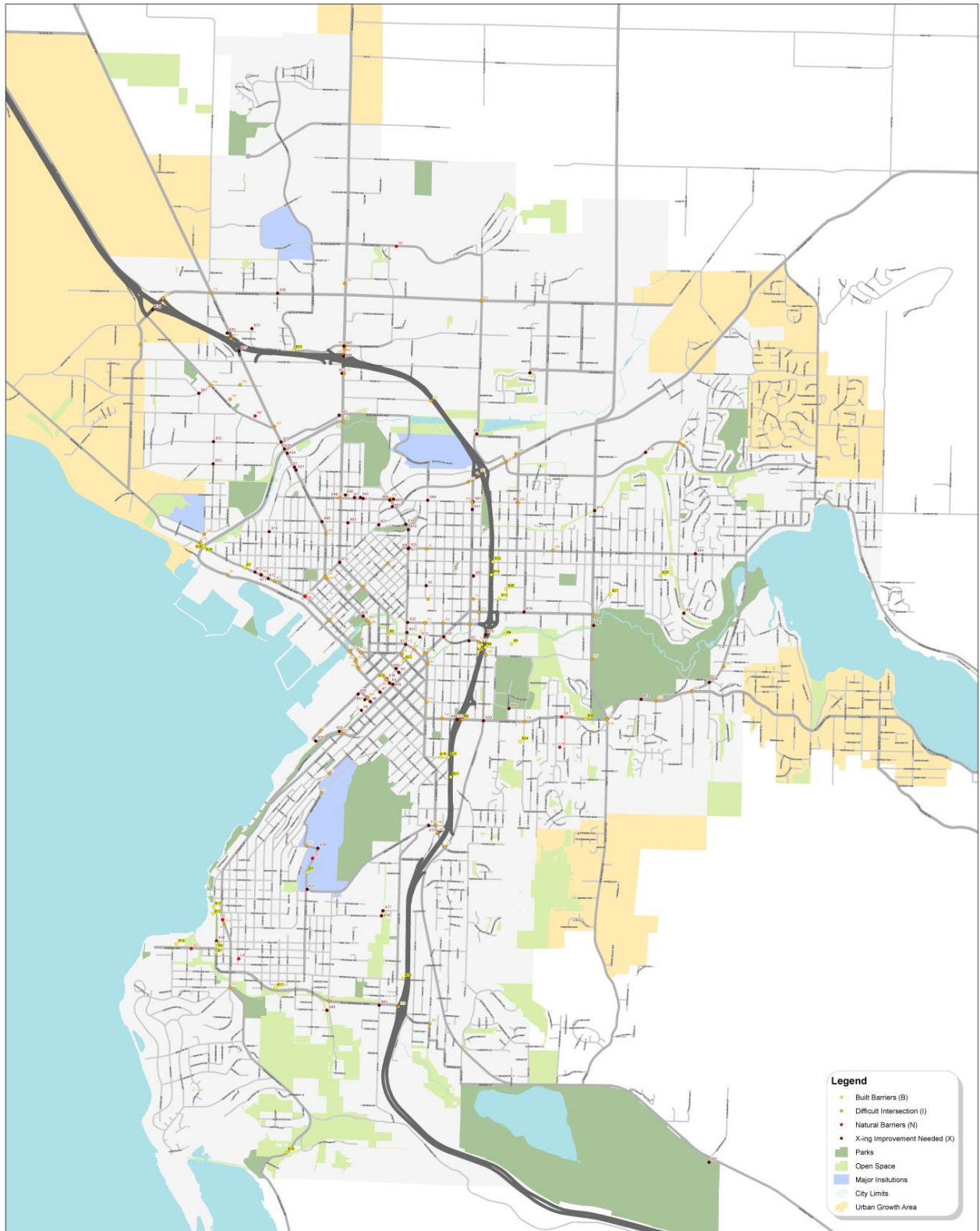
Bellingham Bicycle Master Plan

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Bellingham Bicycle Master Plan Interactive Map Location Comments

(ID # corresponds to DOTs on the 'Destinations' and 'Existing Location Issues' maps)

ID #	Name	Comment
B01	Built Barriers	Indentation in pavement southbound on 10th St in line of where a bike would travel. Hit it enough times that I stay right or left of it. Hard to see it and catches riders off-guard.
B02	Built Barriers	Indentation in pavement eastbound on Eldridge Ave in line of where a bike would travel. Hit it enough times that I stay right or left of it. Hard to see it and catches riders off-guard.
B03	Built Barriers	Indentation in pavement southbound on Commercial St in line of where a bike would travel. Hit it enough times that I stay right or left of it. Hard to see it and catches riders off-guard.
B04	Built Barriers	Railings on trail bridge are tall. Approach angle makes it difficult to see trail users approaching from opposite direction. Can the bridge railings be lower to improve view of approaching trail users
B05	Built Barriers	Roadway was trenched last year and closed, forcing bike route through busy parking lot. Will this roadway be reopened eventually?
B06	Built Barriers	Angle parking on west side of 10th forces riders to sidewalk or into traffic on 10th
B07	Built Barriers	Striping on bike lane often wears off here from cars cutting corner into bike lane. Reducing the width of the median to allow a wider lane for all northbound traffic would improve this.
B08	Built Barriers	
B09	Built Barriers	
B10	Built Barriers	when taking a right onto Railroad from Holly there is a hole between the asphalt of the street and the cement of the sidewalk... just the dimensions of a bike tire and in the rain it fills with rain and is hidden. ... and a barrier. Looking at the
B11	Built Barriers	Overflow trail use parking can conflict with bike users on this section of 10th as cars navigate unmarked parking at Reid Boilermakers site. Marked parking or signs would improve this.
B12	Built Barriers	Formal arrangements with the port should formalize access to and through Port property allowing access to shoreline and padden creek estuary.
B13	Built Barriers	I 5!!
B14	Built Barriers	Carolina is another potential connector between downtown and Roosevelt/Alabama hill, if only...
B15	Built Barriers	a straight cut through the curb here would be much more convenient for bicyclists
B16	Built Barriers	a straight cut through the curb here would be much more convenient for bicyclists
B17	Built Barriers	Fairhaven parkway is built too wide and consequently cars exceed the speed limit. This is a route that would benefit from planted medians and/or a European-style cycle track. The bike lane isn't welcoming to children due to proximity of fast cars
B18	Built Barriers	even with the interurban trail, bicycle access to Woodstock farm is problem due to poor sight distance at Spokane Street corner. Traffic should be slower and a crossing warning light facility would help.
B19	Built Barriers	Secure bicycle parking, managed bike lockers and/or bike cage needed at this regional and international transportation hub. Port should be more engaged in bicycle transport.
B20	Built Barriers	more trail crossings under I-5 needed - various locations. Re-place Donovan Rock! (destroyed during I-5 construction)
B21	Built Barriers	There aren't any bike/ped crossings of I-5 south of Meador. (I don't really count the Samish Way overpass because it's unconnected to safe infrastructure on either side of the overpass and it's unappealing to beginner cyclists.) There are a lot
B22	Built Barriers	Secure bicycle lockers or storage (cage) or ideally a bike station should be co-located with the WTA station. Bike racks are over full all the time, poor security.
B23	Built Barriers	This could be a much better connection from Sterling to BFMall Pkwy, but it's a dirt path ending in a curb.
B24	Built Barriers	Whatcom St is gated at Puget with a No trespassing sign -- not a through street
B25	Built Barriers	This could be a small improvement to make it easier for bikes to get through on the short unbuilt road portion.
B26	Built Barriers	How about a strip of better pavement to ride on & directions so people know that it leads to a great connection under I-5
B27	Built Barriers	This could be a better connection from Yew into Whatcom Falls park, but the combination of No Trespassing signs & a dirt path make it difficult. It's a little scary because I need to walk this section -- the path isn't too good.
B28	Built Barriers	This narrow bridge has a high sidewalk. The sidewalk is inappropriate for bikes (pedestrian interactions and turns onto Nequalicum). Cars often pass on double yellow and squeeze cyclists. I often have to take the lane for safety.
B29	Built Barriers	This bridge is a tight squeeze on a bike. I ride on the sidewalk, but the access on either end is not designed for bikes.

Bellingham Bicycle Master Plan Interactive Map Location Comments
(ID # corresponds to DOTs on the 'Destinations' and 'Existing Location Issues' maps)

B30	Built Barriers	Very dangerous water drain. to avoid it one must swerve into traffic.
B31	Built Barriers	Dangerous bumps in road surface caused by tree roots. To avoid them one must swerve into traffic.
B32	Built Barriers	Need to connect Texas St. with Sunnyland Neighborhood.
C01	Bellingham Technical College	
C02	Western Washington University	
C03	Whatcom Community College	
E01	Destination - Employment	Whatcom Council of Governments
E02	Destination - Employment	
E03	Destination - Employment	
E04	Destination - Employment	
E05	Destination - Employment	
E06	Destination - Employment	
E07	Destination - Employment	Western Washington University
E08	Destination - Employment	
E09	Destination - Employment	
E10	Destination - Employment	Wilson Engineering
E11	Destination - Employment	Candela Technologies
E12	Destination - Employment	Logos Bible Software - Building 3
E13	Destination - Employment	
E14	Destination - Employment	
E15	Destination - Employment	
E16	Destination - Employment	
E17	Destination - Employment	Whatcom Community College
E18	Destination - Employment	Bell Aire HVAC
E19	Destination - Employment	
E20	Destination - Employment	
E21	Destination - Employment	
E22	Destination - Employment	1903 D Street, Bham 98225
E23	Destination - Employment	Only bike rack is in the alley where bikes are vulnerable.
E24	Destination - Employment	
E25	Destination - Employment	
E26	Destination - Employment	
E27	Destination - Employment	
E28	Destination - Employment	Lack of bike lane on this side of street
E29	Destination - Employment	
E30	Destination - Employment	
E31	Destination - Employment	
E32	Destination - Employment	
E33	Destination - Employment	
E34	Destination - Employment	
E35	Destination - Employment	Work
E36	Destination - Employment	WTA
E37	Destination - Employment	WWU Facilities
E38	Destination - Employment	
E39	Destination - Employment	

Bellingham Bicycle Master Plan Interactive Map Location Comments
(ID # corresponds to DOTs on the 'Destinations' and 'Existing Location Issues' maps)

E40	Destination - Employment	
E41	Destination - Employment	Alpha Technologies
E42	Destination - Employment	I bike to here every weekday.
E43	Destination - Employment	Comcast/Premier
E44	Destination - Employment	
E45	Destination - Employment	
E46	Destination - Employment	no bicycle parking available
E47	Destination - Employment	
E48	Destination - Employment	NW Cheer
E49	Destination - Employment	
E50	Destination - Employment	
E51	Destination - Employment	
H01	Destination - Shopping	I can't imagine ever biking to Fred Meyer.
H02	Destination - Shopping	
H03	Destination - Shopping	Elizabeth Station
H04	Destination - Shopping	Restore.
H05	Destination - Shopping	Surprisingly easy to get to Lowes from memorial park trails. Except dreaded Alabama crossing.
H06	Destination - Shopping	
H07	Destination - Shopping	WECU, I think.
H08	Destination - Shopping	Fanatik bikes requires some sidewalk riding.
H09	Destination - Shopping	Kulshan Bikes
H10	Destination - Shopping	Jacks bikes in hard to get to.
H11	Destination - Shopping	Co-op from downtown involves long detour from 1-way streets. And Hills.
H12	Destination - Shopping	Hub is perfectly located!
H13	Destination - Shopping	Public Market has good trail access from behind store.
H14	Destination - Shopping	Corner Store!
H15	Destination - Shopping	Nice access from trail here.
H16	Destination - Shopping	TJs is a nightmare to get to. James at Texas is very hard to cross. Alabama is a suicide mission.
H17	Destination - Shopping	Selhome Shopping Center (REI, Haggen etc.). Needs bike access from the north along Samish Way.
H18	Destination - Shopping	Trader Joe's - bike parking is on a slope and is usually full, wave style rack tends to mar paint jobs.
H19	Destination - Shopping	Pizzeria
H20	Destination - Shopping	Haggen Groceries
H21	Destination - Shopping	Farmer's Market
H22	Destination - Shopping	Earl's!
H23	Destination - Shopping	
H24	Destination - Shopping	Fairhaven Bike and Mountain Sports
H25	Destination - Shopping	REI
H26	Destination - Shopping	Village Books, Colophon Caffe
H27	Destination - Shopping	
H28	Destination - Shopping	Taco truck!
H29	Destination - Shopping	Lettered Streets. Tight sidewalks.
H30	Destination - Shopping	
H31	Destination - Shopping	Goods' has become a very community centred part of the Columbia Neighbourhood
I01	Difficult Intersection	Northbound on W Campus Way, turning left on Cedar, then immediate left on N Garden. Even though cars on Cedar and N. Garden have Stop signs, they don't expect a bike (which has right of way) to turn in front of them without stopping.

Bellingham Bicycle Master Plan Interactive Map Location Comments
(ID # corresponds to DOTs on the 'Destinations' and 'Existing Location Issues' maps)

I02	Difficult Intersection	Southbound on W. Campus Way (uphill), turning left onto High St. is very difficult because of limited sight distance in all directions and congestion.
I03	Difficult Intersection	Gotta ride in the road, then cut across on a curve to get to the trail behind Ford dealer.
I04	Difficult Intersection	SW corner of Public Market parking ramp entrance is extremely bumpy and hard for bikes.
I05	Difficult Intersection	Existing traffic calming on Ellis N of Alabama leads to a nice street to ride into downtown on. Except for dreaded Alabama st crossing.
I06	Difficult Intersection	Rail line near parallel with the road, only safe way for cyclists to cross is to drift to the center line then cut back to the shoulder, making the crossing more perpendicular.
I07	Difficult Intersection	Bikes make quick zigzag from Ellis to trail. Parked cars here sometimes obscure view of Kentucky (and probably drivers view of Ellis)
I08	Difficult Intersection	While bridge is out -(- this is the alternative to getting on state st bike lines. But first you have to occupy the right turn lane by Bank and go straight to connect with bike lanes by walden place.
I09	Difficult Intersection	Rail line is near parallel to the road, remarkably dangerous for cyclists if they ride on the shoulder. Have to drift to the middle and cut back to the shoulder to maintain a more perpendicular crossing.
I10	Difficult Intersection	Bikers choose between sidewalk, and getting squished in the road when T intersection forms. Too narrow for car and bike when heading West.
I11	Difficult Intersection	There's a crosswalk here but cars don't care if you want to cross. I'd say there's a 3% chance of a car stopping to let a pedestrian cross. Parked cars make it difficult to judge cross traffic as well.
I12	Difficult Intersection	Intersection uses pad sensors that don't pick up cyclists. If you obey the law you could end up sitting there until a car pulls up behind you.
I13	Difficult Intersection	Hard to cross between trail segments. At sunset, westbound cars can't see well.
I14	Difficult Intersection	Splitter island at intersection of Chestnut and Bay forces cyclist to abruptly block vehicles when traveling in SE direction. Alternative is to ride on sidewalk illegally or just take your chances on the road.
I15	Difficult Intersection	Traveling SE on Chestnut, the splitter island at Bay St intersection pinches cyclists into the traffic lane suddenly blocking cars. Have to admit that I ride the sidewalk through here to avoid conflict with vehicles during peak traffic periods.
I16	Difficult Intersection	One of the few reasonable routes between Ferndale and Bham include cycling on Marine Dr. but the old bridge over the RR tracks is narrow with poor shoulders on either side of the bridge, forcing cyclists into the lane with traffic. Somewhat risky
I17	Difficult Intersection	Limited sight distance, lots of traffic, sometimes risky eastbound left turn to trail or to Haskell Business Park driveway.
I18	Difficult Intersection	Difficult to turn left for bikes and very difficult to cross for pedestrians.
I19	Difficult Intersection	It is almost impossible to cross James on Kentucky (@ Hardware Sales) without dismounting the bike and using the pedestrian crossing signal. Vehicles using Kentucky and turning right onto James often pass bikes waiting at the intersection and make
I20	Difficult Intersection	Heading southbound, it is difficult to see cars heading east on Maple. The cars parked along Maple make it next to impossible to see traffic. A 4-way intersection could make it safer for cyclists and pedestrians alike.
I21	Difficult Intersection	Ornery homeless camp.
I22	Difficult Intersection	Half the cyclists I see turn left to go west on Maplewood here. Going south on Northwest Ave, I have almost been hammered by impatient left-turn drivers unable to judge my oncoming speed. A maplewood lane divider plus a northbound NW Ave left hand
I23	Difficult Intersection	Five way intersection. Designed for automotive traffic, awful for cyclists.
I24	Difficult Intersection	No bike lane for westbound, merging traffic after busy intersection, and onstreet parking can be hazardous for cycles
I25	Difficult Intersection	bike lane evaporates, narrow merge, would like to see cycle signage notifying route via Farragut or improvement thru BFD parking lot. Freaky merge area if you're not used to taking the lane when you have a kid trailer.
I26	Difficult Intersection	Seems to have constant traffic. In fact, turning left from I or J st going north on Dupont can take quite a wait.
I27	Difficult Intersection	Cars do not slow down for pedestrians, cars often too fast, cars won't even stop if police car with lights flashing is trying to help signal presence of pedestrians.
I28	Difficult Intersection	Left turn from southbound Puget to Eastbound Lakeway does not trip for bikes. I line it up on the detector. Usually have to wait for a car to come behind me or take the left turn when it is safe to do so (I have been informed this is legal when th
I29	Difficult Intersection	Coming West from Connelly to Old Fairhaven is difficult since you are going under the freeway and cannot see the light until you are almost on top of it. This causes you to lose any momentum that you had built up from the descent. Also, the fre

Bellingham Bicycle Master Plan Interactive Map Location Comments
(ID # corresponds to DOTs on the 'Destinations' and 'Existing Location Issues' maps)

I30	Difficult intersection	Traveling SW on Central, turning left on to W Chestnut, it is hard to see traffic over the guard "wall" on Roeder and Chestnut. Definitely have to roll forward over railroad tracks to see around the walls/fences/ whatever they are.
I31	Difficult intersection	Riding NW on Holly, When the light at Bay turns green, vehicles traveling NW are faster to the intersection with W Champion than bikes. Frequently there is a vehicle waiting to turn left from SE on Holly to W Champion. I always try to keep up wi
I32	Difficult intersection	Riding SE on Eldridge onto Holly, parked cars on the right and moving traffic on the left really squeeze bikes at this corner. I've seen cars cross all the way over the yellow line into oncoming traffic to pass a bike at the narrow spot where the
I33	Difficult intersection	Turning from southbound Lincoln onto Fraser is difficult -- traffic on Lincoln is FAST around the limited-sight-distance corner.
I34	Difficult intersection	Hard to get left here to go north on Bakerview to Pacific
I35	Difficult intersection	The bike lane disappears before Lakeway hits Kenoyer. It just merges with the right lane with no warning. Very dangerous considering the bike route leads to a middle school.
I36	Difficult intersection	
I37	Difficult intersection	
I38	Difficult intersection	It seems crazy to have 4 lanes of traffic here. Cars go very fast and as a cyclist coming off the trail the blinking crosswalk is not a good option.
I39	Difficult intersection	
I40	Difficult intersection	
I41	Difficult intersection	Bike sensors in pavement (Hawthorne) may improve intersection. Visibility is good but still difficult to know when cars will take 'free right turns on red' without looking.
I42	Difficult intersection	The lights at this intersection and the one at Bill McDonald and Samish Way seem poorly synchronized to me. No matter which way I'm going, I almost always have to stop at both lights.
I43	Difficult intersection	
I44	Difficult intersection	
I45	Difficult intersection	Cycling here is plain madness.
I46	Difficult intersection	Meridian needs a bike lane!
I47	Difficult intersection	I feel like I'm going to hit here every time headed south
I48	Difficult intersection	Cars heading south on Northwest come around this corner really fast, there is also limited visibility as a biker from W North trying to cross Elm/Northwest.
I49	Difficult intersection	Especially in the summer months, heading from Fairhaven to downtown, the best route is along Boulevard. Getting back onto the trail to downtown is difficult. Crossing Boulevard to Wharf street is always dicey. Cars come along Boulevard fast and in
I50	Difficult intersection	Heading south towards downtown, it seems I always have to wait for a car to pull up and trip the light.
I51	Difficult intersection	Cars and bikers trying to be polite to each other all stop for no reason. Help us.
I52	Difficult intersection	Choosing the road, you get squeezed at Bay St. Choosing the sidewalk, you have to stop to yield to pedestrians. Difficult choice. Fix needed.
I53	Difficult intersection	poor lane definition makes for interesting ad hoc traffic patterns
I54	Difficult intersection	If the pothole at Alderwood Care center and in the street could be fixed to drain to the nearby catch basin, it would keep bikers from going into the drive lane in this high traffic volume (school related) spot.
I55	Difficult intersection	Need better way to connect between trails
I56	Difficult intersection	This 5-way intersection is impossible because the light will not change for bikes, and it is really dangerous to turn without a light. It is also dangerous to get up on the sidewalk and hit the crosswalk button since cars can come from 5 different
I57	Difficult intersection	Busy intersection on a curve. No signal.
I58	Difficult intersection	
I59	Difficult intersection	
I60	Difficult intersection	high cross traffic collision risk for WB cyclists
I61	Difficult intersection	EB bike lane constricts at the apex of the turn, could be much safer
I62	Difficult intersection	fix intersection for crossing from 20th across W College.

Bellingham Bicycle Master Plan Interactive Map Location Comments
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163	Difficult Intersection	Intersection is not bicycle friendly at this time.
164	Difficult Intersection	Bump out is not bicycle friendly.
165	Difficult Intersection	Right turn lane into Post Office is confusing to motorist interacting with bicyclists going straight. Needs better road markings.
166	Difficult Intersection	Please consider stop sign for motorists on Maple St. when crossing RR.
167	Difficult Intersection	Turn off Eldridge to Madison to connect to bike paths at Elm and Broadway.
168	Difficult Intersection	Vehicles do not slow down for pedestrian and children to cross Eldridge. Eldridge is too wide along this stretch. Calm traffic
169	Difficult Intersection	
170	Difficult Intersection	very hard to get from Magnolia bike lane to Potter because of drive lanes & stoplight orientation.
171	Difficult Intersection	Turning south from Lakeway westbound--hard to get the signal to trip & there you are out in the middle of 4 lanes of speeding traffic.
172	Difficult Intersection	James would be a good connector from the south to areas north of Iowa & west of I-5, but there are no good choices for which way to go here.
173	Difficult Intersection	hard to trigger stoplight from southbound King crossing Iowa
174	Difficult Intersection	have to get off bike to use ped signal & curb prevents bike through access -- need to use crosswalk.
175	Difficult Intersection	Very wide intersection with lots of cars. Not family friendly area. It doesn't even feel safe for cars, let alone people on bikes.
176	Difficult Intersection	With bike lanes ending before the intersection, it's too much for a lonely cyclist.
177	Difficult Intersection	Bike lane doesn't start at intersection.
178	Difficult Intersection	This is a challenging intersection for cars, bikes and especially pedestrians. Tons of folks coming daily to school and no crosswalk! Sidewalk doesn't connect with street, un-marked shoulder.
179	Difficult Intersection	poor visibility when turning left onto Eldridge. Cars often creep out and block bike path.
180	Difficult Intersection	Headed eastbound on Illinois, there's little space a the light. Often get pinched by cars if I don't take the lane.
181	Difficult Intersection	The bike path is force up on to the sidewalk causing difficult pedestrian interactions and unpredictably of bike for cars. Bikes on sidewalks = yikes.
182	Difficult Intersection	Cars turning behind you and in front of you make this a challenging intersection, especially when riding with kids.
183	Difficult Intersection	There is a lot of traffic turning left at this intersection. very dangerous for both cars and bikes. a roundabout would be great here.
184	Difficult Intersection	This light cycle is way too long, and there is part of the cycle where no one is moving which I think is related to the adjacent light at Birchwood and Meridian. This seems unnecessary. Also, it's difficult to trip the light on a bike.
185	Difficult Intersection	Fix Electric Ave!!! Giant uprisings in pavement catch bike and CAR tires on them
186	Difficult Intersection	I think this awkward intersection would be greatly improved by converting it into a roundabout.
187	Difficult Intersection	If you are coming from Fraser St it is difficult to use the cross walk crossing Woburn St. Being able to ride on the north side of Fraser St would help. Cars queuing up to turn right at the top of hill don't want to let you turn left.
188	Difficult Intersection	Tough to cross here in afternoon and morning because of High School or other traffic.
189	Difficult Intersection	Scary to go under I5
190	Difficult Intersection	Need traffic light at Alabama and St. Paul Sts.
191	Difficult Intersection	Look out for cars getting on the freeway.
192	Difficult Intersection	Lookout for glass
193	Difficult Intersection	Cars on the side of road
194	Difficult Intersection	Somebody will die here if the city doesn't address the bike problem.
K01	Public Schools (K-12)	
K02	Public Schools (K-12)	
K03	Public Schools (K-12)	
K04	Public Schools (K-12)	
K05	Public Schools (K-12)	
K06	Public Schools (K-12)	
K07	Public Schools (K-12)	
K08	Public Schools (K-12)	

Bellingham Bicycle Master Plan Interactive Map Location Comments
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K09	Public Schools (K-12)	
K10	Public Schools (K-12)	
K11	Public Schools (K-12)	
K12	Public Schools (K-12)	
K13	Public Schools (K-12)	
K14	Public Schools (K-12)	
K15	Public Schools (K-12)	
K16	Public Schools (K-12)	
K17	Public Schools (K-12)	
K18	Public Schools (K-12)	
K19	Public Schools (K-12)	
K20	Public Schools (K-12)	
K21	Public Schools (K-12)	
K22	Public Schools (K-12)	
K23	Public Schools (K-12)	
K24	Public Schools (K-12)	
N01	Natural Barriers	Steep hill eastward
N03	Natural Barriers	Large mud puddles on South side of Harris due to un-surfaced bus stop.
N04	Natural Barriers	Large standing water puddles on 13th street due to home and landscaping clearing on lot behind Haggen and no runoff controls. Also heavy use by Haggen delivery trucks bring excessive mud onto roadway. Between McKenzie and Larrabee.
N05	Natural Barriers	the steep hill makes this a difficult area for cycling. A zig-zag trail with gradual grade could help.
N06	Natural Barriers	Please consider Bicycle / Pedestrian bridge from the end of Broadway to the waterfront.
N07	Natural Barriers	standing puddles northbound just N. of 11th & Gambier- riders get soaked by passing cars, or must veer towards center of lane.
N08	Natural Barriers	We need a cross walk with lights somewhere here across Lakeway. Between the line of sight problems and the speeders heading home to the east, this can be daunting to cross, and I'm still in good shape.
N09	Natural Barriers	Poor bike lane. riding on the road not much better
N20	Natural Barriers	Large amounts of Gravel from gravel lots enter roadway. Street sweeping improves this but a cattle guard type of drain that captures all gravel from runoff and tires leaving the gravel lots would be an inexpensive long term solution.
O01	Destination - Other	The Bellingham Circus Guild
O02	Destination - Other	Bellingham Unitarian Fellowship
O03	Destination - Other	restaurants
O04	Destination - Other	I bike every day from here to Haskell Business Park. Nice ride except for Meador and James,
P01	Destination - Public Place	
P02	Destination - Public Place	Post office bike parking inadequate and interacts poorly with limited pedestrian path in front of cars. Bikes with trailers have difficulty turning around or locking up. Needs a dedicated parking space rack and guide arrows coaching cyclists to en
P03	Destination - Public Place	Start here for Candela Technologies
P04	Destination - Public Place	
P05	Destination - Public Place	Common Rec Ride Gather Point
P06	Destination - Public Place	Public Library
R01	Destination - Recreation/Park	Lots of stuff to do here!
R02	Destination - Recreation/Park	
R03	Destination - Recreation/Park	Important brewery! Crosswalk does help here.
R04	Destination - Recreation/Park	
R05	Destination - Recreation/Park	
R06	Destination - Recreation/Park	

Bellingham Bicycle Master Plan Interactive Map Location Comments
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R07	Destination - Recreation/Park	
R08	Destination - Recreation/Park	Bellingham Fitness
R09	Destination - Recreation/Park	
R10	Destination - Recreation/Park	
R11	Destination - Recreation/Park	Boulevard Park
R12	Destination - Recreation/Park	great park that is lacking bike parking, good crosswalks, sidewalks outside the park - basically a dropped ball
R13	Destination - Recreation/Park	No bike lane or sidewalk on Marine Dr
R14	Destination - Recreation/Park	
R15	Destination - Recreation/Park	Franklin Park
R16	Destination - Recreation/Park	Good location for a restroom!
R17	Destination - Recreation/Park	
R18	Destination - Recreation/Park	
R19	Destination - Recreation/Park	
R20	Destination - Recreation/Park	Good spot for trailhead parking
R21	Destination - Recreation/Park	Need safe route at this intersection. Vehicles turn fast off Eldridge at this park.
R22	Destination - Recreation/Park	YMCA - free showers if request
R23	Destination - Recreation/Park	Sportsplex - Needs more bike racks.
R24	Destination - Recreation/Park	Sportsplex
R25	Destination - Recreation/Park	
R26	Destination - Recreation/Park	
R27	Destination - Recreation/Park	Great park to visit
S01	Destination - Schools	Little Darling School
S02	Destination - Schools	
S03	Destination - Schools	
S04	Destination - Schools	
S05	Destination - Schools	Gabriel's Art Klds
S06	Destination - Schools	Whatcom Community College
S07	Destination - Schools	Whatcom Hills Waldorf School (K-8 school)
S08	Destination - Schools	Kulshan Middle School
S09	Destination - Schools	Squalicum HS. and nearby elementary school
S10	Destination - Schools	
S11	Destination - Schools	Blossom Day Care
S12	Destination - Schools	Sehome. Lots of auto traffic to "drop off" Students.
S13	Destination - Schools	Has anyone contacted BTC to get them involved? I bicycle by the the campus often and they appear to have parking challenges.
S14	Destination - Schools	Madrona Preschool
T01	Destination - Transit	Ferndale Park and Ride
T02	Destination - Transit	WTA Cordata Station
T03	Destination - Transit	We need safe, covered bike shelters close to the Bellingham Transit Station.
T04	Destination - Transit	Lummi Ferry Terminal and Lummi Island.
T05	Destination - Transit	This is the closest bus stop if you stay at Lake Padden Park past 6pm. Enhance service in p.m. including during non-school hours.
T06	Destination - Transit	Needs bike racks/lockers better sidewalks to and from. Strange layout for bus and car, folks get mixed up trying to get into parking lot
X01	X-ing Improvement needed	crossing near haggens
X02	X-ing Improvement needed	Bike lane not obvious thru this trail-connecting intersection.
X03	X-ing Improvement needed	Ellis St is almost a bike boulevard! N-S stops signs here prevent easy flow for bikes. Traffic calming circle would help instead of stop signs.

Bellingham Bicycle Master Plan Interactive Map Location Comments
(ID # corresponds to DOTs on the 'Destinations' and 'Existing Location Issues' maps)

X04	X-ing Improvement needed	Bikes travel down alley and sometimes cars aren't prepared.
X05	X-ing Improvement needed	Bikes travel down alley and sometimes cars aren't prepared.
X06	X-ing Improvement needed	Bikes travel down alley and sometimes cars aren't prepared.
X07	X-ing Improvement needed	Bikes travel down alley and sometimes cars aren't prepared.
X08	X-ing Improvement needed	Bikes travel down alley and sometimes cars aren't prepared.
X09	X-ing Improvement needed	Bike lane disappears through intersection. Awkward to travel north straight thru light.
X10	X-ing Improvement needed	Intersection uses a pad instead of a timer. Doesn't recognize cyclists. Can end up stuck at the intersection until cars pull up.
X11	X-ing Improvement needed	Signal uses pads instead of a timer. Pads aren't sensitive enough to pick up cyclists at intersections. Could end up sitting for an inordinate amount of time waiting for a car to pull up.
X12	X-ing Improvement needed	Signal never changes for bikes. Frustrating.
X13	X-ing Improvement needed	CRUCIAL bridge linking downtown and sunnyland neighborhood. Urgently needs fixing.
X14	X-ing Improvement needed	At times a scary crosswalk for this popular trail. I have had numerous near misses with cars who either do not see me in sidewalk, or refuse to yield when I'm crossing. Many cars exceed speed limit southbound on Woburn as they race to beat the dr
X15	X-ing Improvement needed	Dark and secluded trail section at night. Illumination would help in spots.
X16	X-ing Improvement needed	not great for peds, bikes or cars, this whole railroad street should be a ped/bike mall with parking either at parkade or parking center near lakeway off-ramp
X17	X-ing Improvement needed	going w on Illinois starts a quick downhill and wants bike lanes. Turning left into Haggan can be scary. Suggest signage to get bicycles to use Grove to W Maryland.
X18	X-ing Improvement needed	limited visibility when trying to cross north east across cornwall continuing on S Park. Limited visibility to left and traffic is too fast.
X19	X-ing Improvement needed	commuters drive too fast on cornwall, long waits.
X20	X-ing Improvement needed	Path does not permit bicycle trailers or cargo bikes.
X21	X-ing Improvement needed	good that there's little traffic here but not obvious if the island should be a roundabout or if you should go directly nw thru to w connecticut.
X22	X-ing Improvement needed	Scary entrance to Country Club here. Biked to by moms with kids in trailer to get to swim class. Often just once, because the left turn from northbound Meridian is completely unprotected. Not even walking up the west side of Merid is safe here.
X23	X-ing Improvement needed	Gap in fence is impassible by wide kid trailers. Route is only obvious going northbound. Needs southbound signage from Eliza.
X24	X-ing Improvement needed	Going up this bridge is scary for beginners and they are always confused if they should land in right turn lane or middle lane. Also, common left-turn for cyclists here. Could there be a better detour of this intersection?
X25	X-ing Improvement needed	Bike lanes for northbound cyclists on Cornwall stop before Alabama (right-turn-only lane). Need dashed lines to guide cyclists and inform motorists).
X26	X-ing Improvement needed	South bound lane seems to have a badly adjusted mag coil, I can never turn this light in middle of right lane in evenings. Common red-light-runs by cyclists here.
X27	X-ing Improvement needed	great spot for cycle signage to start coasting because the light applies to cyclists too.
X28	X-ing Improvement needed	The bulb-out here confuses cyclists and forces a merge. There should be traffic impediment or a carve-out in the bulb for bikes with trailers. Cars try to pass on left when bicycle has merged into lane.
X29	X-ing Improvement needed	Southbound Northwest, I can't get this signal to trip.
X30	X-ing Improvement needed	Southbound Eliza, I can't get the signal to trip.
X31	X-ing Improvement needed	Two rough spots here at the south driveway and the manhole immediately south of that, heading north. They impact whole bike lane. I either ride in the gutter, or the auto lane, to avoid them.
X32	X-ing Improvement needed	West-bound on Ohio, signal won't trip for bikes most of the time, regardless of bike placement.
X33	X-ing Improvement needed	Going NW on Meador, the signal won't trip unless your bike is in the center lane (for turning left); but the bike route continues straight, from the right lane.
X34	X-ing Improvement needed	would be great to have bike lane in middle between lanes because on-ramp traffic is racing to freeway
X35	X-ing Improvement needed	Going south, this is a really steep and busy intersection to turn left up woodstock. Would like northward multi-use
X36	X-ing Improvement needed	The sign says "bicycle detector in pavement", but it rarely works with my bicycle.

Bellingham Bicycle Master Plan Interactive Map Location Comments
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X37	X-Ing Improvement needed	The sign says "bicycle detector in pavement" but it rarely works with my bicycle.
X38	X-Ing Improvement needed	Car traffic on Mill may not slow for bikes crossing from trail to 10th.
X39	X-Ing Improvement needed	
X40	X-Ing Improvement needed	Should be a four way stop sign. Lots of bike, foot and car traffic due to the school.
X41	X-Ing Improvement needed	the intersection at Alabama and James is all that is wrong with crossings. wide, people speeding to get to Trader Joes (think lost Canadians) hurried soccer moms, and well your taking your life into your hands
X42	X-Ing Improvement needed	There is NO crosswalk on W. Illinois between the lights at Cornwall and Meridian. Those wanting to access Cornwall Park are destined to play frogger!
X43	X-Ing Improvement needed	Sad, sad, sad that our cities oldest park is so cut off from surrounding neighborhoods. LINK 1
X44	X-Ing Improvement needed	The crosswalks that connect Broadway park are poor. They need lights, they need to be bulbed! Make them stand out! It's a park. S(*# if we can't get it right at park crossings...
X45	X-Ing Improvement needed	
X46	X-Ing Improvement needed	No shoulder and narrow lanes, sidewalks make it difficult to ride through this section of Lakeway (under I-5) especially during heavy traffic.
X47	X-Ing Improvement needed	Blind corner. Difficult for bikes on trails to see traffic coming from Vining Street and difficult for cars to see bikes crossing the road.
X48	X-Ing Improvement needed	stop signs along trails are in the wrong direction for heaviest traffic flow.
X49	X-Ing Improvement needed	Intersection needs a dedicated east / west bike lane (dotted bike lane through intersection), maybe similar to Samish Way heading up overpass.
X50	X-Ing Improvement needed	This roundabout is terrible for bikers, very confusing where bikers should go. How about dedicated bike lanes through the roundabout.
X51	X-Ing Improvement needed	Improved trail crossing needed
X52	X-Ing Improvement needed	Terrible pavement needs repair at this intersection
X53	X-Ing Improvement needed	I meant terrible pavement needs repair here. not at Birchwood.
X54	X-Ing Improvement needed	Easier to cross at top of Alabama hill instead of bridge.
X55	X-Ing Improvement needed	difficult to turn right from wharf when trying to get downtown.
X56	X-Ing Improvement needed	Dangerous tracks
X57	X-Ing Improvement needed	please get rid of the fold down bollards.
X58	X-Ing Improvement needed	Bridge has hazardous joints. Dangerous even when going slow uphill.
X59	X-Ing Improvement needed	bikes forced to ride in road lane. if cars don't understand, there is a quick squeeze danger here. and at other curb bulbs on Holly.
X60	X-Ing Improvement needed	a clock at the intersection would help. otherwise you have to cross two slow to change crosswalks to get over to bus stop to see what the time is.
X61	X-Ing Improvement needed	Stop sign at middle of steep hill is cruel. Cars will wave bikers through out of sympathy! amazing.
X62	X-Ing Improvement needed	add a bike lane west bound from Meridian and add lighting. Improve drainage.
X63	X-Ing Improvement needed	Need a bike sensor or a cross walk button that is easy to access from the road.
X64	X-Ing Improvement needed	
X65	X-Ing Improvement needed	
X66	X-Ing Improvement needed	
X67	X-Ing Improvement needed	
X68	X-Ing Improvement needed	
X69	X-Ing Improvement needed	
X70	X-Ing Improvement needed	there is no curb cut here to enter the bike lane from the trail
X71	X-Ing Improvement needed	
X72	X-Ing Improvement needed	Vehicles turn quickly off going West Eldridge onto Lynn going North. Not the best visibility
X73	X-Ing Improvement needed	Cross Eldridge. Connects to park at Squalicum Parkway. Popular destination
X74	X-Ing Improvement needed	Vehicles do not stop at stop sign. Perhaps install 4 way. Popular route through Neighborhood to West, Lynn and Elm.

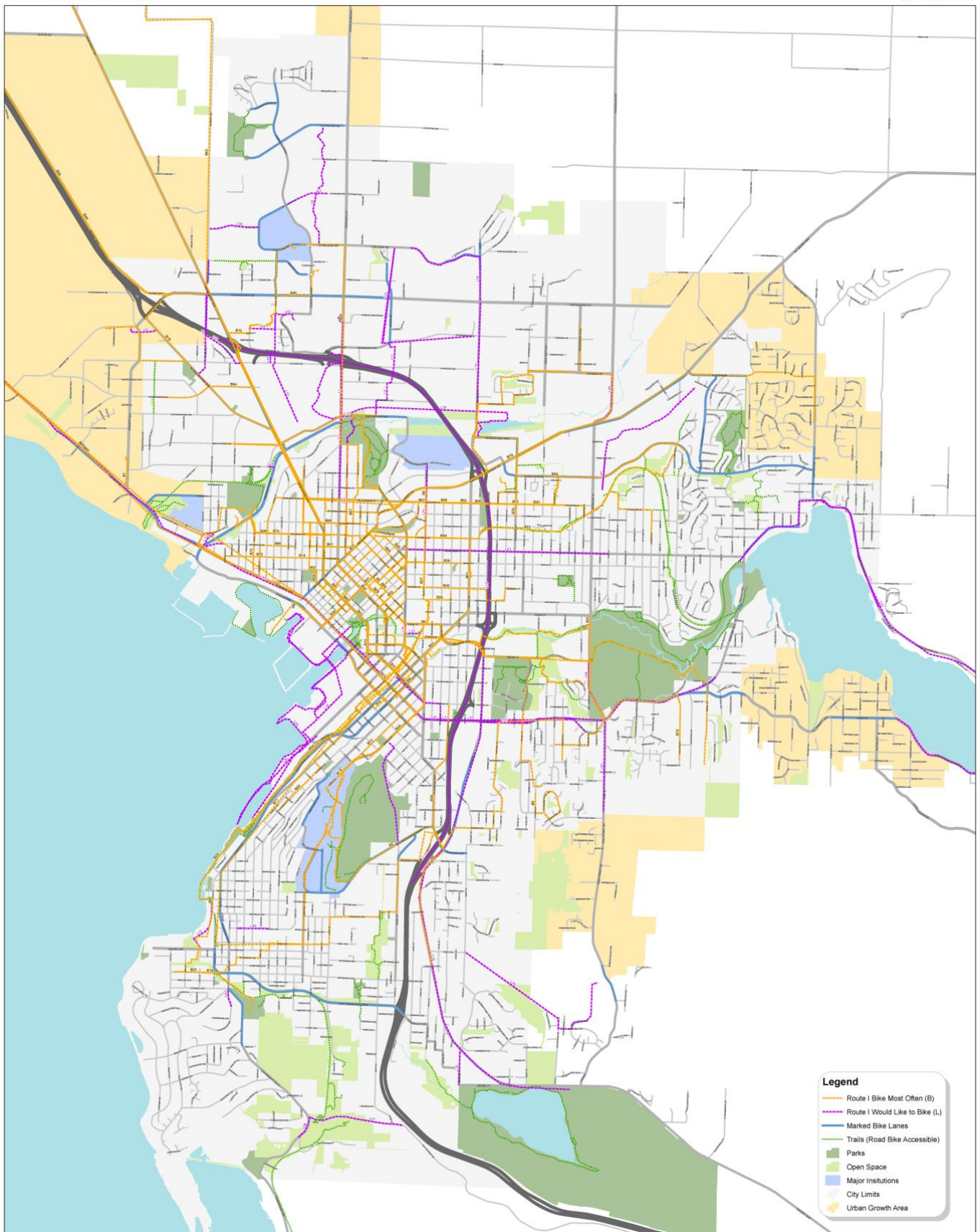
Bellingham Bicycle Master Plan Interactive Map Location Comments

(ID # corresponds to DOTs on the 'Destinations' and 'Existing Location Issues' maps)

X75	X-ing Improvement needed	popular pedestrian crossing site, no crosswalk. Lots of people run across to catch the bus!
X76	X-ing Improvement needed	Cross over to Daycare
X77	X-ing Improvement needed	Attempt to cross to trail.
X78	X-ing Improvement needed	to access trail
X79	X-ing Improvement needed	hard to trigger stoplight from Pacific to Iowa
X80	X-ing Improvement needed	Need to get off bike to activate the ped signal-- very busy area
X81	X-ing Improvement needed	Bicycle access to the trail head is difficult at best and downright dangerous if hauling a trailer or tagalong. There is no good access from the trailhead at Fraser and Woburn without either hurtling down the steep slope of Fraser or squeezing bet
X82	X-ing Improvement needed	The speed limit crossing Samish way needs reduced and or a x-ing to improve safety.
X83	X-ing Improvement needed	
X84	X-ing Improvement needed	No crosswalk, no light, heavy vehicle traffic, difficult to cross
X85	X-ing Improvement needed	Light doesn't trigger for bike riders
X86	X-ing Improvement needed	light
X87	X-ing Improvement needed	Almost been hit here a couple of times by motorists exiting S.B. I-5 and disregarding the yield sign when merging onto Northwest. The end of the exit ramp should be modified and a stop sign should be added like was done to the N.B. exit.

Interactive Map Routes

Bellingham Bicycle Master Plan
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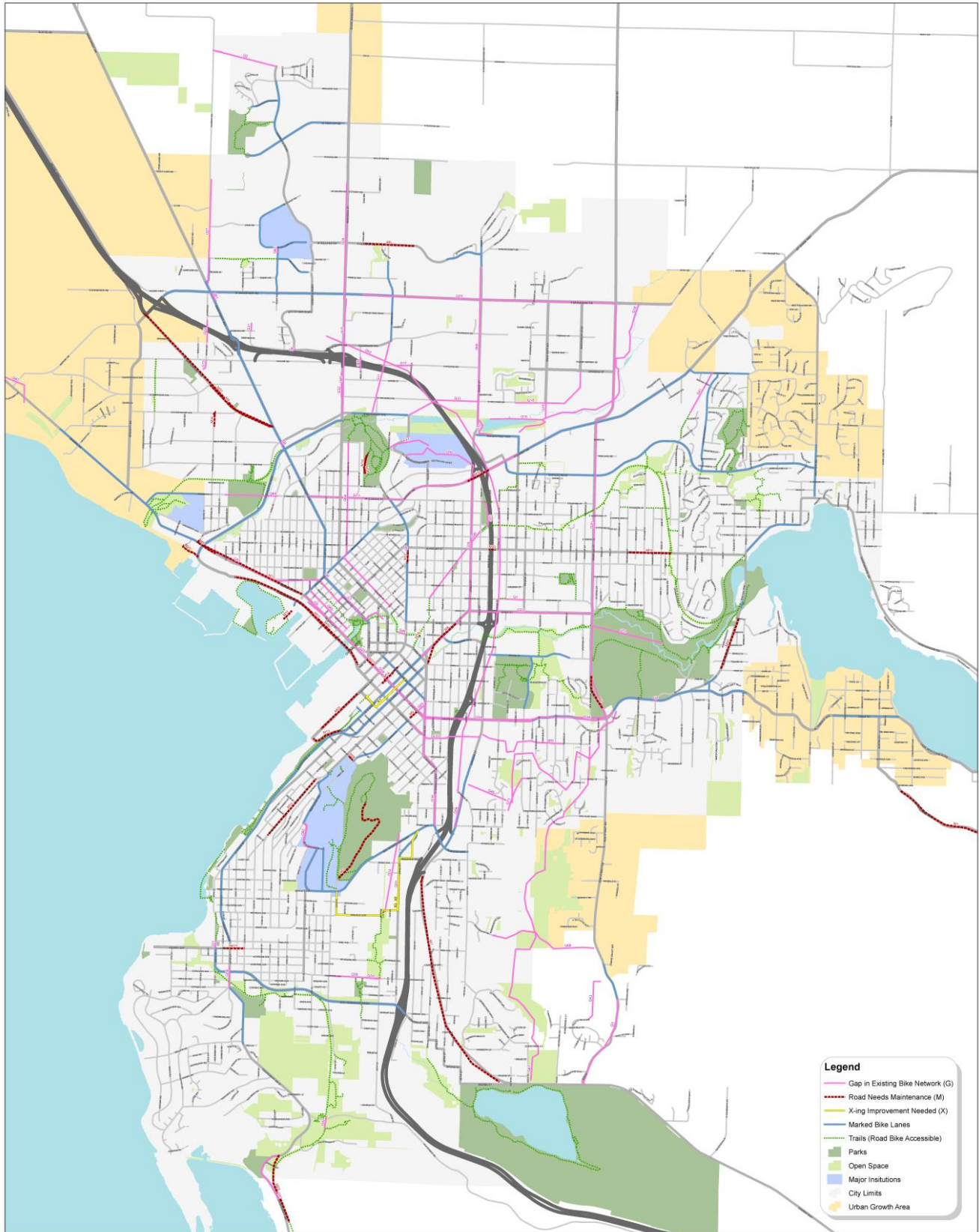


Interactive Map Existing Issues with Routes

Bellingham Bicycle Master Plan

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transpoGROUP



Bellingham Bicycle Master Plan Interactive Map Comments: Current and Desired

(ID# corresponds to LINES on the Routes: 'Current and Desired' and 'Existing Issues with Routes' maps)

ID#	Name	Comment
B01	Route I bike most often	I like going out Eldridge, Marine to Bennett and north to Bakerview and then to Eliza as an alternative. Not that much Farther than Northwest and less intersections.
B02	Route I bike most often	
B03	Route I bike most often	I use this route a lot to go to and from work. It's a busy, narrow road with inconsistent and poorly maintained shoulders and traffic that often seems to exceed the speed limit.
B04	Route I bike most often	Daily commute
B05	Route I bike most often	YMCA
B06	Route I bike most often	short ride
B07	Route I bike most often	Good for bikes most of way. Would be good to have bike lanes on Ohio
B08	Route I bike most often	
B09	Route I bike most often	Uphill on the sidewalk, against traffic.
B10	Route I bike most often	
B11	Route I bike most often	
B12	Route I bike most often	
B13	Route I bike most often	
B14	Route I bike most often	Ride MTB to Galby
B15	Route I bike most often	Return from work. This one way street works very well for me. I ride in traffic and feel safe. EXCEPT the pavement cracks in the middle of the middle lane. They are so dangerous, just the right size for my tire.
B16	Route I bike most often	Route avoids construction on Northwest.
B17	Route I bike most often	route to BTC parenting classes for moms, kids is bumpy and forces people onto sidewalk, bridge crossing is uncomfortably narrow
B18	Route I bike most often	
B19	Route I bike most often	
B20	Route I bike most often	It would be great if Illinois was better marked as a bike route. It's a quick way to get across town
B21	Route I bike most often	
B22	Route I bike most often	Fairhaven to Downtown Mallards
B23	Route I bike most often	
B24	Route I bike most often	
B25	Route I bike most often	Always end up taking some different combination of slow streets to Haggan from Sunnyland.
B26	Route I bike most often	I can never remember what streets to take to get to WECU. Meridian can be hard to cross.
B27	Route I bike most often	Fun trail. Great alternative to Iowa mess.
B28	Route I bike most often	Through NH route. Connect to Squalicum Way
B29	Route I bike most often	This is my commute to work
B30	Route I bike most often	Would love to see a bike lane, southbound only, on Woburn from Iowa up the hill.
B31	Route I bike most often	Route to work, trying to avoid F st.
B32	Route I bike most often	Return from bellwether thru middle school parking lot and on Dst better than trip to work.
B33	Route I bike most often	Love it!
B34	Route I bike most often	Love it! Except downtown alley part of trail gets tricky.
B35	Route I bike most often	Route to Brewery!
B36	Route I bike most often	Work commute.
B37	Route I bike most often	Main route to downtown from sunnyland
B38	Route I bike most often	
B39	Route I bike most often	
B40	Route I bike most often	Great east-west connection

Bellingham Bicycle Master Plan Interactive Map Comments: Current and Desired

(ID# corresponds to LINES on the Routes: 'Current and Desired' and 'Existing Issues with Routes' maps)

B41	Route 1 bike most often	Columbia to Family Health	
B42	Route 1 bike most often	route from Great Harvest to Farmers Market	
B43	Route 1 bike most often	Sunny day route to work	
B44	Route 1 bike most often	typical route to get to railroad trail, but not obvious by looking at map, needs signage.	
B45	Route 1 bike most often	route to Lowes	
B46	Route 1 bike most often	route to haggan	
B47	Route 1 bike most often	route to family health assoc. Trails thru Cornwall need improvement. Commonly traveled southbound in dark for evening winter visits. Lights mandatory.	
B48	Route 1 bike most often	Family Health to work route.	
B49	Route 1 bike most often	Route to DOL or Coop.	
B50	Route 1 bike most often	route to Division industrial park	
B51	Route 1 bike most often		
B52	Route 1 bike most often	Typical return from Great Harvest route	
B53	Route 1 bike most often	Chores Route includes Bank, Public Market and Great Harvest	
B54	Route 1 bike most often	Route to Bellingham Unitarian	
B55	Route 1 bike most often	My commute route	
B56	Route 1 bike most often	includes weird double-back to cross main st. I see three or four other Ferndale commuters on this track five days a week going opposite direction.	
B57	Route 1 bike most often	To Gabriels Art Kids	
B58	Route 1 bike most often	Route to and from work on road bike. Lanes on Barkley are very narrow!	
B59	Route 1 bike most often	work commute. Samish way needs traffic calming as there are no convenient alternative routes.	
B60	Route 1 bike most often	My bicycle route year around. At times a nice shoulder, at times no shoulder.	
B61	Route 1 bike most often	I used to take a safer route but the bridge is closed over Whatcom Creek	
B62	Route 1 bike most often		
B63	Route 1 bike most often	Route to Farmers Market	
B64	Route 1 bike most often	Great slow road, if you keep away from the extruded curb.	
B65	Route 1 bike most often	A separated trail along the north side of Marine Drive is the better solution - not a bike lane. Widening (i.e., bike lane) will increase truck speeds and women and children won't bike it. This is a key school access route for Alderwood and Shuksa	
B66	Route 1 bike most often		
B67	Route 1 bike most often		
B68	Route 1 bike most often		
B69	Route 1 bike most often	Bike to/from school every week day morning/afternoon.	
B70	Route 1 bike most often	Like the improvement on West- even though it is steep - it is fun!	
B71	Route 1 bike most often	an indirect route for errands & avoiding Lakeway	
B72	Route 1 bike most often	Tough to get out onto Lakeway except at signals during the morning and evening commute. I have found that the bike lane along Lakeway, though intermittent at times, is safer than navigating the painted tree root speed bumps along the multipurpose	
B73	Route 1 bike most often	My Route to Whatcom Middle School	
B74	Route 1 bike most often		
B75	Route 1 bike most often		
B76	Route 1 bike most often		
B77	Route 1 bike most often		
B78	Route 1 bike most often	I bike this Monday through Friday. I'd like to see Hannegan have a bike lane North of Sunset on both sides as far as Division or Bakerview.	
B79	Route 1 bike most often	Work	
B80	Route 1 bike most often	State Street to Ferndale for work.	
G01	Gap in existing bike network	A connector here, or nearby, would offer an alternative to a sometimes sketchy trail south of I-5 where denizens and off leash dogs are often an issue.	
G02	Gap in existing bike network	It would be so nice to skip the skinny scary segment of Aldrich and be able to get to Cordata across here.	

Bellingham Bicycle Master Plan Interactive Map Comments: Current and Desired

(ID# corresponds to LINES on the Routes: 'Current and Desired' and 'Existing Issues with Routes' maps)

G03	Gap in existing bike network	Dangerous on section of Yaw St Rd between Wade King School and Samish Way (tho not in city)
G04	Gap in existing bike network	The bike lane doesn't continue through the intersection.
G05	Gap in existing bike network	Bike lane disappears, replaced by right-turn lane. Where are the cyclists supposed to go?
G06	Gap in existing bike network	Bike lane disappears to make room for left turn lane. Conflict with right-turning autos.
G07	Gap in existing bike network	Southbound bike lane disappears to make room for left turn lane.
G08	Gap in existing bike network	N. bound bike lane disappears for turn lane.
G09	Gap in existing bike network	Difficult section due to under-used street parking. There is a lot of traffic on this street, and not enough width for bikes, cars, and parked cars. A bike lane on the uphill side would improve this section dramatically. At this point I bike on
G10	Gap in existing bike network	could be a nicer scenic way to merge onto woodstock
G11	Gap in existing bike network	would be useful
G12	Gap in existing bike network	would save ~2mi getting to fred meyer
G13	Gap in existing bike network	would save distance to fred meyer
G14	Gap in existing bike network	This would connect Joe's Garden to downtown without needing to go thru downtown Fairhaven
G15	Gap in existing bike network	would help get to Division
G16	Gap in existing bike network	Scenic multi-use would skip Hannegan to get to Sunset
G17	Gap in existing bike network	Would help get from Sunset mall to Bellis Fair
G18	Gap in existing bike network	would avoid Hannegan drop and twist
G19	Gap in existing bike network	Would be pretty spur to get towards division
G20	Gap in existing bike network	
G21	Gap in existing bike network	Angle parking along 10th st makes bike use dangerous here. West side of 10th should be parallel parking with striped bike lane due to volume of bike and pedestrian users on this section.
G22	Gap in existing bike network	
G23	Gap in existing bike network	Lakeway Drive to Holly Street. There are two schools on Lakeway, two grocery stores, and hundreds of houses located off Lakeway. It could be improved with bike lanes or separated bike lanes.
G24	Gap in existing bike network	Dangerous to get from Girard to Meridian past Walmart.
G25	Gap in existing bike network	Gap in bike lanes on route from downtown to WWU
G26	Gap in existing bike network	Hard to connect these 2 wonderful trails.
G27	Gap in existing bike network	Narrow lanes with no sidewalks, bike lanes, or shoulder make it impossible to safely bike (or walk) to Cordata Elementary.
G28	Gap in existing bike network	I would like to be able to bike to the park and ride. I ride the bus into Bellingham for my commute, but Barrett Avenue has no shoulder. Traffic speed is high on this road, so I don't feel safe biking here. As a result, if I am to ride the bus,
G29	Gap in existing bike network	I would like to bike from my home to Haggen and other locations in Ferndale. However, LaBounty has no shoulder and traffic speed is high. As a result, I drive to get to town.
G30	Gap in existing bike network	a gravel trail thru the park would make passage by bikes with kid trailers or cargo bikes much easier, this gets swampy. This would be a better route than going south a block and going up king to make a left on E Illinois.
G31	Gap in existing bike network	great way to save effort from going up NW Ave to get to WCC. Impossible by large cargo bikes or wide cargo trailers.
G32	Gap in existing bike network	west side of Meridian sidewalk evaporates on route to Country Club. Needs signage at least. Moms and kids going to swim class should not have to drive to this typically overcrowded parking lot.
G33	Gap in existing bike network	This segment is used to get closer to IronGate. However it goes thru a homeless camp.
G34	Gap in existing bike network	
G35	Gap in existing bike network	Generally this route is not too bad as the motorist are a slower speeds and it is flatter terrain. However, some areas are narrow and negotiating the complex channeling near Iowa can be tricky in traffic.
G36	Gap in existing bike network	Very busy arterial route.
G37	Gap in existing bike network	Need a safer, more direct (NW Avenue is a big detour) way to get to shopping.

Bellingham Bicycle Master Plan Interactive Map Comments: Current and Desired

(ID# corresponds to LINES on the Routes: 'Current and Desired' and 'Existing Issues with Routes' maps)

G38	Gap in existing bike network	Important to provide bike access to Sehome Shopping Center from Downtown and York Neighborhood. No other practical route available.
G39	Gap in existing bike network	Needs a bike lane. Bicyclists are forbidden to use sidewalk.
G40	Gap in existing bike network	wide shoulders in southbound that look like bike lane turn into sidewalk and narrow shoulder forcing cyclist into vehicle lane abruptly.
G41	Gap in existing bike network	trail should be completed and a connection should be made between bristol st and mcleod
G42	Gap in existing bike network	replace original trestle. (a guy can dream, can't he?)
G43	Gap in existing bike network	There needs to be access to Wade King from local neighborhoods.
G44	Gap in existing bike network	It would be great if there was an easy way to get across town in an east west direction.
G45	Gap in existing bike network	I think we need a facility comparable to the Railroad Trail (which allows everyone to avoid the steep grade and car traffic on Alabama Street but still travel in the same corridor) for Lakeway Drive. I know that this would be expensive and complete
G46	Gap in existing bike network	trail doesn't easily allow people to cross Cornwall, as currently designed
G47	Gap in existing bike network	trail connection across BMSF/Marine Drive bridge and connecting to the Marine Park trail missing
G48	Gap in existing bike network	trail connection from neighborhood to Mall - current informal stairs are not bike friendly. This route helps cyclists avoid Meridian
G49	Gap in existing bike network	trail connections under I-5 needed - various locations, but this one could be priority.
G50	Gap in existing bike network	cycling trails and cycle-paths within and around hospital campus needed
G51	Gap in existing bike network	cycling trails to and within hospital campus could reduce parking problems
G52	Gap in existing bike network	build a trail along side I-5 instead of the planned widening. 60% of trips on I-5 are within the city of Bellingham - less than 7 miles. These trips could become bike trips instead
G53	Gap in existing bike network	Bike and pedestrian route well used, but no sidewalks! Cars pass on the steep uphill at Douglas blindly. Connects South end of WWU to shopping and restaurants
G54	Gap in existing bike network	Poor sidewalks / street. Need connection between trails.
G55	Gap in existing bike network	
G56	Gap in existing bike network	The Bike lane on the Southbound Side does not exist and there is no shoulder here.
G57	Gap in existing bike network	This road segment would be great closed and made into a trail/parking lot.
G58	Gap in existing bike network	Road needs bike lanes.
G59	Gap in existing bike network	bridge needs a bike lane
G60	Gap in existing bike network	Downhill is deadly on a rainy day. Engineer should try it to evaluate. Uphill, the lane narrows excessively after 21st. widen
G61	Gap in existing bike network	Northbound bike lane disappears after the pedestrian crossing, up to Bakerview.
G62	Gap in existing bike network	Southbound, no bike lane or sidewalk between W. Kellogg and Westerly Rd.
G63	Gap in existing bike network	Safe route to bike to Library
G64	Gap in existing bike network	Please consider making Hallick & Peabody Streets a Bike Boulevard.
G65	Gap in existing bike network	Please consider making Astor Street a Bike Boulevard. Many bicyclists already use it as an alternative to Holly.
G66	Gap in existing bike network	James could be a great way for bicyclists to get to areas North of I-5 but it is WAY too dangerous now.
G67	Gap in existing bike network	Lakeway to Lake Padden across Samish hill is a key unfinished route that is only missing ownership of one major segment before it's ready to develop. Development of a section by San Juan Blvd is in the works. The segment north of Governor Street
G68	Gap in existing bike network	Once we get a trail across Samish hill, people on all sides of it will be able to access this wonderful setting right in our own backyard. Samish hill looms over our cityscape, the big sister of Sehome hill and a wonderful complement to Galbraith Mo
G69	Gap in existing bike network	This could be developed by Public Works as a quiet street alternative to a very scary ride on Lakeway.
G70	Gap in existing bike network	To really solve the Lakeway/Freeway gauntlet, we need a tunnel under the Freeway and development of quiet street routes to the east and west. Save me from automobile accidents, please.
G71	Gap in existing bike network	Most of this is public land and picks a grade that would be the best case scenario for biking. Some of the route also crosses a site proposed for student housing, and providing access for this path on the steep slopes above that housing should be
G72	Gap in existing bike network	
G73	Gap in existing bike network	no bike lanes cars on side of road

Bellingham Bicycle Master Plan Interactive Map Comments: Current and Desired
(ID# corresponds to LINES on the Routes: 'Current and Desired' and 'Existing Issues with Routes' maps)

L01	Route I would like to Bike	
L02	Route I would like to Bike	Would be nice to have a bikeable route between downtown and Whatcom Community College!
L03	Route I would like to Bike	Scenic warf route to get to Fairhaven
L04	Route I would like to Bike	reasonable way to get to east Bellis by avoiding Meridian
L05	Route I would like to Bike	useful access towards to wallmart area
L06	Route I would like to Bike	would this be a good scenic route north?
L07	Route I would like to Bike	would save time going north
L08	Route I would like to Bike	Scenic shortcut that could get to Sechome and avoid Ellis
L09	Route I would like to Bike	would be great way to skip this busy intersection, would allow a family friendly route to loop from Columbia to Airport and back.
L10	Route I would like to Bike	Route would chop ~1.5 miles off getting to WCC
L11	Route I would like to Bike	would shorten route to Bellis Fair
L12	Route I would like to Bike	Would be a more peaceful route to get to BTC by bike
L13	Route I would like to Bike	This route would chop ~2 miles off the route to Bellis Fair and avoid Meridian.
L14	Route I would like to Bike	This route would be an AWESOME way to skip downtown and Roeder to get to Fairhaven.
L15	Route I would like to Bike	Use agreements with port over property access should be formalized. Port agreed to public trail access along East shore of Padden estuary when ferry terminal was built.
L16	Route I would like to Bike	James needs wider shoulders and sidewalks. it's crummy for cycling.
L17	Route I would like to Bike	Much of Lk Whatcom Blvd (from the foot of Cable for a mile or so) can be harrowing to ride, with speeding cars and no shoulder (and much of the edge of the road is in poor condition). A shared bike/car lane in both directions would be appreciated.
L18	Route I would like to Bike	This section of I-5 is currently off limits to bikes despite being legal on either side. The lack of this route making it much hard to bike around between some destinations than if you were in a car.
L19	Route I would like to Bike	Bellingham to Lake Padden. I like taking this route to Alger as well but that seems out of scope for this plan.
L20	Route I would like to Bike	
L21	Route I would like to Bike	
L22	Route I would like to Bike	I'd like to ride this route but it's too dangerous due to vehicle traffic and narrow road
L23	Route I would like to Bike	Alabama may as well not exist for cyclists. Needs bike lanes. Like NOW.
L24	Route I would like to Bike	I would like to be able to bike from my home to the park and ride, or downtown Ferndale.
L25	Route I would like to Bike	I would like to bike from my home to downtown Ferndale.
L26	Route I would like to Bike	This route is planned, is advertised (sign at Boulevard Park), but delayed. Would really like to see it happen.
L27	Route I would like to Bike	This route would save a lot of effort in avoiding the peak at W. Bakerview and NW Ave. Like, drive right thru the center of the hill. Only some one in a car would think this is of no consequence.
L28	Route I would like to Bike	A connection that a bike could traverse would be nice here
L29	Route I would like to Bike	Wade King needs better access
L30	Route I would like to Bike	missing link! Doesn't really go anywhere too important, but it would be nice to circumnavigate the lake.
L31	Route I would like to Bike	This is the *only* route to cross the freeway and could be much more friendly
L32	Route I would like to Bike	north on James to Telegraph, north on Deemer to Kellogg, west to WCC
L33	Route I would like to Bike	If there could be shared bike lane across parking lot by Cornwall and trail across here, it would be better than skinny steep trail on south bank of creek
L34	Route I would like to Bike	Needs bike lanes
L35	Route I would like to Bike	Would be a good alternate to Samish from Padden if there was a shoulder.
L36	Route I would like to Bike	Need a usable bike path vs the one that goes through Arroyo.
L37	Route I would like to Bike	Stretch needs bike shoulder. Traffic volume is enough to be problematic for biker safety.
L38	Route I would like to Bike	

Bellingham Bicycle Master Plan Interactive Map Comments: Current and Desired

(ID# corresponds to LINES on the Routes: 'Current and Desired' and 'Existing Issues with Routes' maps)

L39	Route I would like to Bike	Locals are using this mostly done road just finish it. The trade off of a safe route, vs trying to get developer to finish it... the safe route is worth it.
L40	Route I would like to Bike	Someone -removes the "road closed" signs anyway. I feel that Halleck & Peabody Streets would make a great woonerf (see below). At that is needed is to switch the stop signs and apply traffic calming markings on the road. Very little cost with a great benefit. Thanks, Scott - ckoboj1@yahoo.
L41	Route I would like to Bike	Trail off the steep Barkley and with no stairs.
L42	Route I would like to Bike	I know of no safe way to bike to the mall, and no bike parking once you get past the parking lots to the building.
L43	Route I would like to Bike	Looks like there's a ROW between two lots just south of the freeway -- could lead to a bike/ped tunnel.
L44	Route I would like to Bike	Looks like it's all public right-of-way...
L45	Route I would like to Bike	This is a sketchy section to bike.
L46	Route I would like to Bike	
L47	Route I would like to Bike	
L48	Route I would like to Bike	Difficult road to bike on: narrow and bad surface. I saw a cyclist take a spill westbound on Knox between 14th-15th. I don't ride this, but would if it was wider.
L49	Route I would like to Bike	Route from downtown area along the waterfront out to the Lummi Ferry Terminal and Lummi Island.
L50	Route I would like to Bike	Build the biking path as originally planned in the Waterfront Redevelopment Plan from 2004 to give complete, continuous access along the waterfront.
L51	Route I would like to Bike	Even a little wider shoulder would be very helpful on this beautiful route
L52	Route I would like to Bike	This uphill can be done toward the end of training all summer. But really steep. An alternate would be good for the less sturdy.
L53	Route I would like to Bike	
L54	Route I would like to Bike	Woburn is a dangerous gap between the bike lanes on Fraser and Lakeway. Overall the road surface is very bad. Southbound you are pressed between fast moving cars and a guardrail and turning left onto Lakeway is difficult. I've taken to going on the
L55	Route I would like to Bike	
L56	Route I would like to Bike	There are no bike accommodations along this route
L57	Route I would like to Bike	
L58	Route I would like to Bike	Uses abandoned railroad grade, and existing overpass for access under I-5. New trail would provide access to sunset pond, and destinations on Sunset via Woodstock way/Orleans.
M02	Road Needs Maintenance	Northbound has lots of gaps/openings in the asphalt. I feel I zig and zag around them to avoid the extra bumps.
M03	Road Needs Maintenance	The chip seal here is terrible, yet many cyclists train (hill repeats) on this low traffic road.
M04	Road Needs Maintenance	no bike lanes, bad pavement, hazardous mismatched parking and road surfaces
M05	Road Needs Maintenance	narrow, steep, no shoulder or bike lane
M06	Road Needs Maintenance	Route to BTC over bridge gathers a lot of traffic and moms with kids often take bikes on sidewalks. Needs speedbumps, signage, ideally a bike path bridge to north would be neat
M07	Road Needs Maintenance	Southbound Samish is okay for biking. The Northbound shoulder is mostly unusable.
M08	Road Needs Maintenance	Potholes
M09	Road Needs Maintenance	Potholes
M10	Road Needs Maintenance	Commuting route needs bike lane/shoulder
M11	Road Needs Maintenance	One of the bumpiest "paved" streets in the city, especially northbound.
M12	Road Needs Maintenance	Bike lane markings in parking space markings on E side of road. Confusing. Cars not present in morning or evening or commutes days, but can be difficult at lunch or sunny evenings.
M13	Road Needs Maintenance	The shoulder has bike tire-wide grooves and divots so if you're biking up the hill you have to take the lane.
M14	Road Needs Maintenance	The westbound portion of Eldrich is uneven and dangerous for cyclists when cars are passing.
		The bridge needs to be replaced. It's a main route for cyclists as it keeps them off the busy Cornwall & State St arterials.

Bellingham Bicycle Master Plan Interactive Map Comments: Current and Desired

(ID# corresponds to LINES on the Routes: 'Current and Desired' and 'Existing Issues with Routes' maps)

M15	Road Needs Maintenance	A lot of potholes are on this road, especially at the intersections. Makes it difficult to get up to speed without worrying about eating it into a parked car.
M16	Road Needs Maintenance	
M17	Road Needs Maintenance	Eastbound near F St has a lot of potholes. Lot of uneven road from patching on both sides. Start of bike lane by Bellweather Way has two big roots making it incredibly dangerous to use.
M18	Road Needs Maintenance	High speed cycles take lane on downhill. Some lids can be hazardous depending on their state of maintenance throughout year.
M19	Road Needs Maintenance	This stretch of trail is in really bad shape and difficult to bike
M20	Road Needs Maintenance	No bike lanes on bridge and huge potholes exist
M21	Road Needs Maintenance	potholes seem to be systemic in this location and pop up periodically throughout the year
M22	Road Needs Maintenance	New street overlay here but already has large potholes! Patch jobs are sinking or going to pieces.
M23	Road Needs Maintenance	RR Track safety upgrade needed, pavement repair needed. Drainage repair needed (ice from seep onto road from RR.)
M24	Road Needs Maintenance	"sidewalk" has HUGE pot hole from poor patch over a utility install. Has needed repair for several years. Very hazardous.
M25	Road Needs Maintenance	Strange to think this route will be a major link to the waterfront from downtown. It is currently very industrial and has no human scale. Major redesign will be needed to beautify it to make it appealing. Not a cheap fix at all. This will need maj
M26	Road Needs Maintenance	Corrugated concrete! Difficult to bike on!
M27	Road Needs Maintenance	Corrugated concrete - difficult to ride on with a bike.
M28	Road Needs Maintenance	numerous cracks and potholes in paved road through park
M29	Road Needs Maintenance	The actual comment is that I think the Interurban Trail and the road could trade places here. This could provide a large parking lot for Woodstock Farm, a safe trail and road for road bikers, and eliminate the maintenance concern of the landslide
M30	Road Needs Maintenance	Fix Electrified Ave!
M31	Road Needs Maintenance	Needs it
M32	Road Needs Maintenance	Glass on side of road
X01	X-ing Improvement needed	Traffic turning northeast into 'xr' looking for parking often drive in middle of street and don't know how to merge with left-looping cyclists. Not great for pads, bikes or cars, this whole railroad street should be a ped/bike mall with parking eit
X02	X-ing Improvement needed	Cross over to Daycare
X03	X-ing Improvement needed	Attempt to cross to trail. Or day care. Steep ravines, no sidewalks.

Focus Groups

Focus Group Findings

Focus Group	Key Findings
Parks & Recreation Department June 19, 2013 Discussion with Parks Department staff on connectivity between on-street bicycle network and trails, and bicyclists' use of and needs in parks.	<ul style="list-style-type: none"> • The Parks Department's goal is to get more people biking with the vision of connecting trails and on-street bicycle facilities to create a seamless network to help people get to where they want to go. • There needs to be a seamless system of signage whether on trail or roadway regardless of jurisdiction. • There need to be good on-street connections between trails • Parks will consider paving short trail connections between street rights of way on parks property. A maintenance agreement will need to be determined between Parks and Transportation for the upkeep of these trail segments. • Routing bikes through parks will be evaluated on a case by case basis • High quality connection needed along waterfront for commuters (i.e. Whatcom Waterway Trail is not appropriate for bikes) • Bike and pedestrian conflicts should be addressed through signage i.e. "Use bell or voice when passing", "share the trail" and wayfinding to direct bicyclists away from pedestrian appropriate trails.
Fire Department June 19, 2013 Discussion with BFD staff on street design and the needs of emergency response.	<ul style="list-style-type: none"> • It is important to keep the street grid intact by avoiding restricted access or diversion. • It is acceptable for Fire trucks to drive over traffic calming devices (i.e. traffic circle aprons) vs. full street blockage which they cannot get through. • It is important to recognize that on some streets there are fire hydrants only on one side of the street. • The Fire Department does not have designated fire routes but use arterial streets as much as possible and residential streets for local access. • Posted 30 MPH speed limit is ok on an arterial street so that Fire will go 10 MPH over the speed limit at maximum 40 MPH in case of an emergency. • Residential streets are ok with speed limits at 20 MPH. • The department prefers bicyclists to use residential streets to avoid conflicts on arterial streets.
Western Washington University June 20, 2013	<ul style="list-style-type: none"> • Key access points to Western: 21st St, 25th St (to Arboretum then through Fairhaven College), Sehome trail to E College Way, Indian St.

<p>Discussion about how to best coordinate with WWU for access to and through the campus and the street network needs of WWU students and staff.</p>	<ul style="list-style-type: none"> • Western created dismount zones in the campus core to reduce conflicts between bicyclists and pedestrians. Education campaigns help to encourage compliance. They installed large bicycle parking facilities just outside the core area. • Western prefers to use QR codes for directory signage. They suggest the City indicates routes to and through campus on our City bicycle route map. • High St is primarily a transit mall - cars aren't allowed. Bicycles are, but there are challenges due to bicyclists riding at high speeds downhill (conflicts at Oak St). • Western installed shared lane markings on E College Way to reduce conflicts between motor vehicles and bicyclists. • There is possible interest in improving a bicycle route on 21st St extension then along the backside of Carver Gym to connect to High St. • A bicycle route to extend E College Way behind Old Main to connect to Jersey St is not feasible due to grade.
<p>Opportunity Council June 21, 2013 Discussion with homeless housing case managers regarding client and agency bicycling needs, concerns and ideas for improvements.</p>	<ul style="list-style-type: none"> • Needs: many clients don't have transportation and have difficulty getting to jobs. Having a bicycle would broaden their options. • Issues: not having bicycles, difficulty maintaining and securing bicycles, lack of equipment (lights, lock, baskets), lack of education about safe riding and rules of the road. • Suggestions: offer safe riding classes at the Opportunity Council (including safety for kids), teach people how to put bikes on buses, provide maps and brochures in the lobby, provide bike maps at bus stops, provide access to low-cost maintenance and use of repair tools, offer bike rental (BikeShare) program, bike locking stations that use a bus pass or bike card, bike buddies, stiffer fine for bike theft, offer "earn a bike" program, outreach campaign ("hip" and relevant posters of people biking), education for motorists (rules of road, awareness of bicyclists), increased enforcement (cite motorists and bicyclists).
<p>Opportunity Council June, 2013 Client phone survey about bicycling needs, concerns and ideas for improvements.</p>	<ul style="list-style-type: none"> • Needs: safer access for bicyclists (bike trails and bike lanes). • Issues: unable to afford a bicycle, lack of education about rules of the road, lack of knowledge about bicycle routes and how to get around the city, bicyclists and skateboarders on the sidewalk are a hazard to pedestrians (particularly the elderly), don't feel safe riding in the road (motorists don't watch out for bicyclists). • Suggestions: provide extra resources for low-income people to buy bicycles, provide bicycle lights, information about a safe bicycle route between Samish and downtown, put in more bicycle trails and bike lanes (bike lanes on Alabama), bicyclists need to wear bright colors, add more bicycle police

	officers, install green bike boxes at downtown intersections, at bicycle wayfinding signage.
Sterling Meadows Affordable Housing July 8, 2013 Discussion with residents about bicycling needs, concerns, and ideas for improvements.	<ul style="list-style-type: none"> Issues: parents don't feel safe letting kids ride, lack of education about safe riding and rules of the road, car traffic on Sterling Drive, kids not wearing helmets, pedestrian/cyclist visibility crossing from path at end of Sterling Drive to Bellis Fair Mall, lack of bicycle facilities on Bellis Fair Pkwy. Suggestions: provide a separate bike trail out to Northwest, offer safe riding classes for children and families at Sterling Bike Works Project, options for low-cost or free helmets, create a park behind the church (place where kids could ride bikes away from traffic). Formalize the trail connection between Sterling Drive and Bellis Fair Pkwy. And improve the crossing of Bellis Fair Pkwy: currently visibility is limited by vegetation on the curve. Kids in the neighborhood don't have a park nearby, they'd like to be able to ride to Cornwall Park (closest park on the opposite side of I-5)
Police Department July 11, 2013 Discussion about practices, bicyclist and motorists behaviors/attitudes, opportunities, and coordination with the BPD on enforcement related issues.	<ul style="list-style-type: none"> Issues: <ul style="list-style-type: none"> Bicyclist behaviors: disregard for laws (wrong-way riding, sidewalk riding downtown, running stop signs and red lights) Motorist behaviors: not yielding to bicyclists (when making turns at intersections), inattention, unsafe passing Bicyclist attitudes: "Why should I have to follow traffic laws?" Motorist attitudes: "They (bicyclists) shouldn't be on the road." Recommendations: <ul style="list-style-type: none"> Local bicycle clubs would like to see more enforcement for bicyclists to change behaviors. Emphasis patrols that target specific unsafe bicycling and driving behaviors. Education campaigns (BTV10, WWU, post on Facebook) to promote safe bicycling and driving and respect for all roadway users.
Washington State Department of Transportation (WSDOT) July 11, 2013 Discussion about opportunities to improve I-5 crossings for bicyclists.	<ul style="list-style-type: none"> Short term: options to improve bicycle safety and access at I-5 crossings could include wayfinding signs, sweeping, sidewalk and curb ramp replacements, and striping. Long term: I-5 Master Plan - Fairhaven to Slater (includes projects to improve safety for bicyclist and pedestrian access at interchanges).

	<ul style="list-style-type: none"> • WSDOT can include Bellingham's Bicycle Master Plan in the appendix of their Washington State Bicycle Facilities and Pedestrian Walkways Plan. • I-5 Crossings: <ul style="list-style-type: none"> ○ Lakeway Dr: Because the structure is old it might be less expensive to build a new tunnel crossing to the south. ○ Orchard Dr./James St: The City of Bellingham is applying for a grant to use the old rail road tunnel for a crossing. ○ Guide Meridian: Possible over pass at Van Wick Rd where James St ends ○ Illinois St: One idea is to use the east side and install a north/south tunnel to Sunset. ○ James St and Woodstock Way: Being upgraded to include a stop sign on ○ Woodstock. Orleans would need a southbound bike lane ○ Sunset and Racine: review the need for a traffic signal and trail ○ Maple St: Area would need to be evaluated. May be a possibility for an overpass. ○ Samish Way: short term considerations are the addition of signs and paint to improve the existing crossing. ○ Fairhaven Parkway: High bicycle crash location. Signal is proposed for the eastern intersection but unfunded at this time.
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Student Survey Findings

Question	6 th Grade Students: sample size 44	2 nd Grade Students: sample size 23
Where do you ride your bike?	<ul style="list-style-type: none"> • School • Friend's house in neighborhood • Elementary schools to play • Parks to play • Barkley Village • Skate park • Grocery store • Interurban and Railroad trails • Galbraith Mtn. trails 	<ul style="list-style-type: none"> • School • Friend's house in neighborhood • Parks to play • Elementary school to play • Boulevard Park (with parents) • Farmer's Market (with parents) • Downtown (with parents) • Library (with parents or older siblings)
What prevents you from riding a bike?	<ul style="list-style-type: none"> • Distance • Weather 	<ul style="list-style-type: none"> • Distance • Weather • Not having a bike
Are your parents comfortable with you riding your bike?	<ul style="list-style-type: none"> • Not on busy roads without bike facilities • Not when it is dark, or areas where there are few people present • Not alone • Not outside the neighborhood 	<ul style="list-style-type: none"> • Not alone • Not outside the neighborhood
Where do you feel safe riding your bike?	<ul style="list-style-type: none"> • Interurban and Railroad trails • Sidewalks • Bike lanes 	<ul style="list-style-type: none"> • Sidewalks • Neighborhood streets
What would make it easier or safer for you to ride?	<ul style="list-style-type: none"> • Better, safer route to the mall • More trails - separated from traffic • Better trail crossings • Bike boulevards • Safer intersections/crossings for bicyclists • Widening and paving Interurban and Railroad trails • Covered bike parking at school • Bike facilities downtown (sidewalk riding isn't allowed) • Wayfinding signage 	<ul style="list-style-type: none"> • More trails - separated from traffic • More bike racks at school and parks

PTA Survey Findings

Question	Sample size 14
Do you or other family members ride bicycles?	<ul style="list-style-type: none"> • The adults in our family ride bicycles - 92% • Our children ride bicycles - 85%
What are the main barriers to your children and family members biking to school or in your neighborhood?	<ul style="list-style-type: none"> • I'm not comfortable having my children cross busy streets - 46% • There is too much traffic in our neighborhood - 31% • Cars drive too fast in our neighborhood - 31% • My children have before or after-school activities that make it difficult for them to ride bikes - 31% • My children don't have an adult to ride with them - 23% • My children don't know how to bike safely - 1% • Other barriers: <ul style="list-style-type: none"> ○ New school attendance areas make it too far to bike ○ Concerned about busy arterial crossing ○ Kids can't put bikes or scooters on bus to after school care ○ Hills ○ Lack of bike racks at school, students can't afford to buy locks ○ High school student has too much gear to carry (musical instrument, sports gear, books)
What would help you feel safer about letting your children ride bikes?	<ul style="list-style-type: none"> • Bicycle facilities such as bike lanes, trails, etc. - 79% • Safer intersections and street crossings - 71% • Low volume, low speed streets to ride on - 64% • Bike safety classes in school - 43% • Having an adult or bike buddy to ride with - 36%
What would you like to see addressed in the City's Bicycle Master Plan? It could be anything - bicycle facilities (such as bike lanes, trails, bicycle parking), education programs, enforcement, etc.	<ul style="list-style-type: none"> • Please let the Bellingham School District know that citizens are frustrated with the non-geographic system of dividing the school regions so we can't bike to school. • Signage to inform/remind drivers that children are using this route to bike to school. • Bigger bike lanes and education programs on riding safely. • Bike lanes with a barrier between biker and cars and bike-only roads, more bike paths, more speed bumps in neighborhoods to slow down cars, police getting drivers who take free rights when not allowed. • Bicycle education, more bike racks and bike lanes. • More bike lanes. • Incentives to kids for biking, walking and taking school buses to school rather than having parents drive them. A Smart Trips type program for schools? We need to encourage and reward it more than one day/year. • Lower speed limit on Lakeway Drive from 35mph to 25mph. • The more people ride, the more bikes are seen by drivers. Think Amsterdam. There's still an image of bikes being in the way of cars on the streets. Education is part of the need.

	<ul style="list-style-type: none">• We need more educational programs for our children and families, bicycle parking around the Bellingham community and safer bike lanes. Families are also in great need of bicycle helmets for their children in Title 1 schools.
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Public Meeting #2

BICYCLE MASTER PLAN OPEN HOUSE



Help make bicycling safer, easier, and more comfortable for all people and skill levels - come and **share your ideas** and priorities for the new Bellingham Bicycle Master Plan. The open house will include a **presentation at 6:30 PM** and a set of stations where you can:

- Rank goals and objectives
- Provide ideas on maps for existing and future bike routes
- Identify important locations to bicycle to in Bellingham
- Learn about bicycle facility types (e.g. – bike lanes, bicycle boulevards, cycle tracks etc.)

BICYCLE PARKING:

- Free valet bike parking provided by everybodyBIKE. Look for the everybodyBIKE tent, across Halleck Street from the school front entrance.

AUTOMOBILE PARKING:

- On Halleck Street in front of the school
- On D Street between Halleck Street and Irving Street
- In the Municipal Court parking lot off C Street

Thursday, February 20, 2014
Whatcom Middle School
Auditorium, 2nd Floor
810 Halleck Street

PROJECT WEBSITE:

www.cob.org/bike

SURVEY:

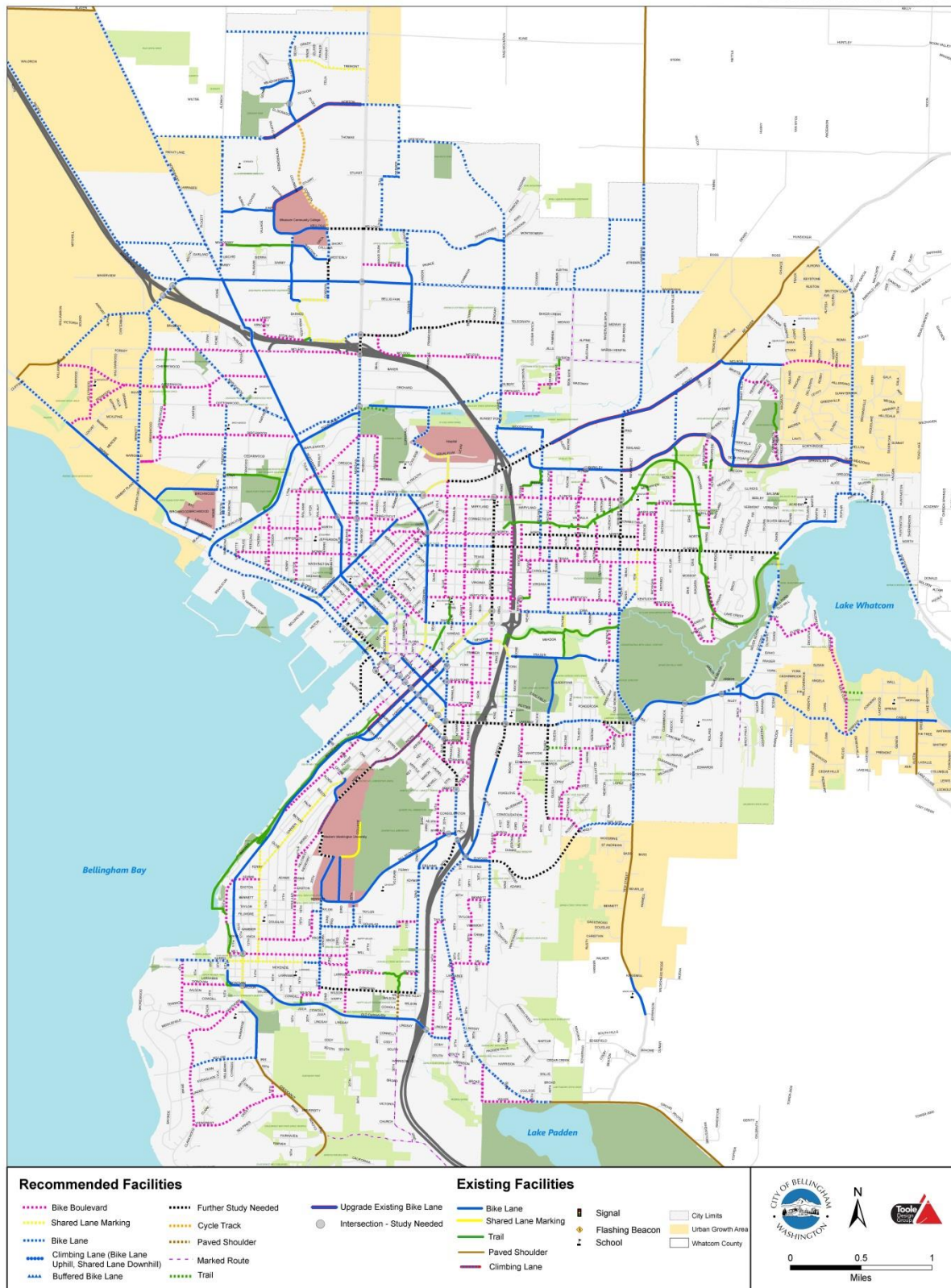
www.surveygizmo.com/s3/1211291/Bellingham-Bike-Master-Plan-Survey

INTERACTIVE MAP:

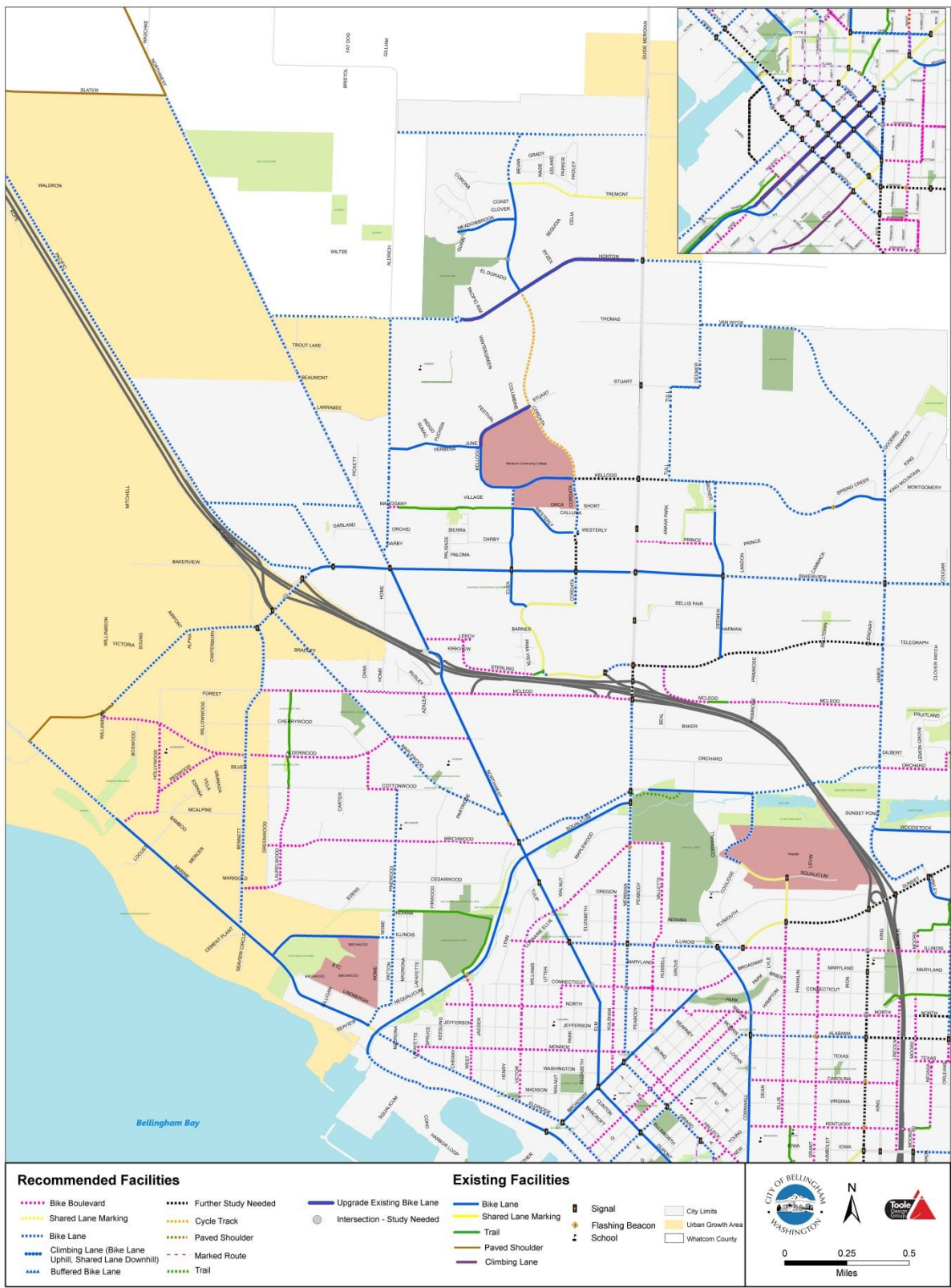
<http://wikimapping.net/wikimap/project124.htm#UUyFYKj3Gnr>

Base Maps of Proposed Network

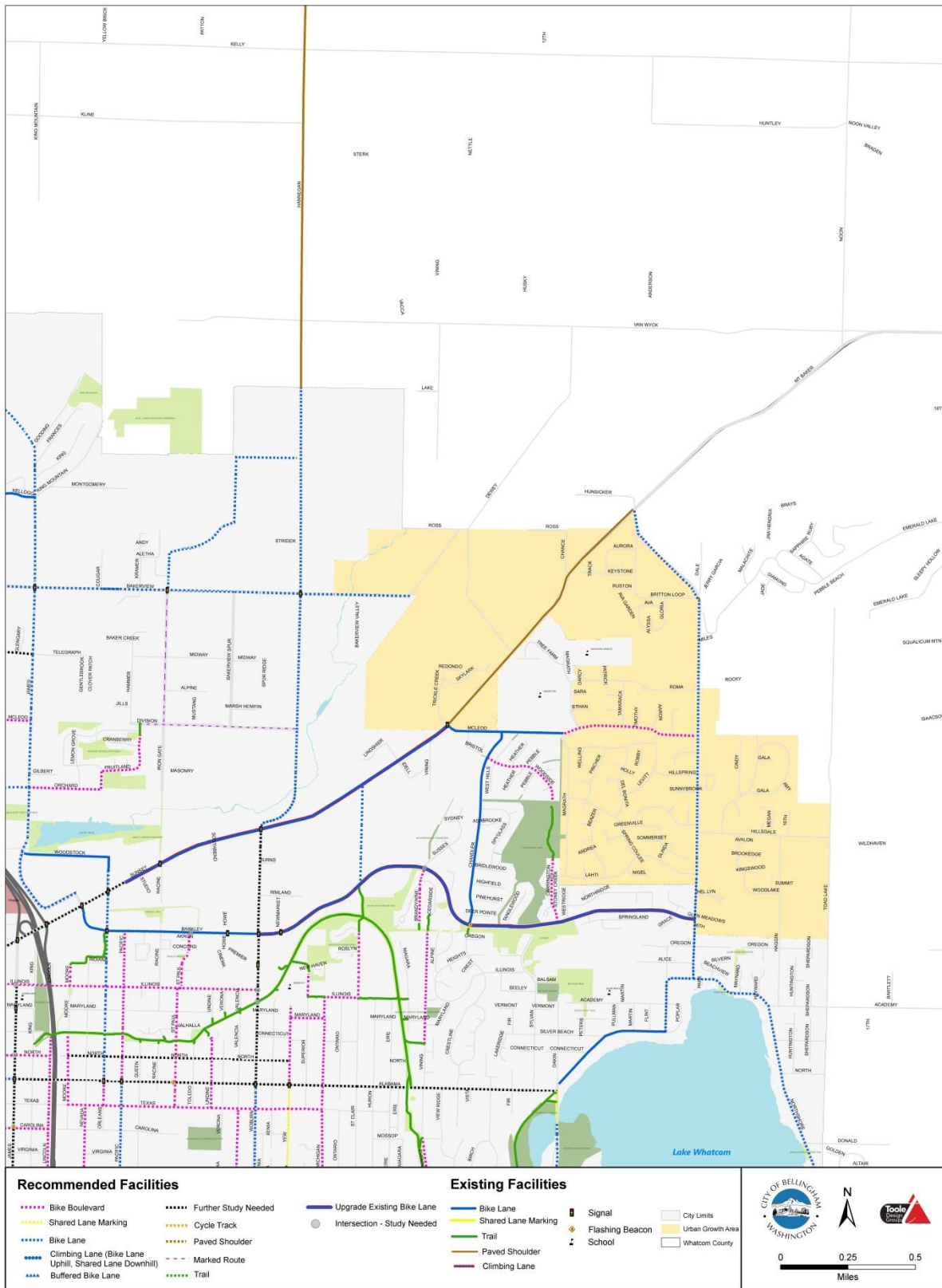
Recommended Network



Recommended Network - Northwest



Recommended Network - Northeast



Bicycle Master Plan Open House #2 Public Comments

Bicycle Master Plan Open House #2 Public Comments

Name	Address	Comment
Mark O'Connor	Bellingham 98225	Where is the public bike parking with rain cover? To make utilizing our bicycles for utilitarian purposes it would be best to have dry parking. Waterproof equipment is not cheap however our low-income members of the community will likely want utilize it the most. Let's keep their groceries dry.
Anonymous		(Confusing traffic light at Ellis & York. (used diagram to illustrate) Will this ever become a traffic circle? Traffic becomes heavier every year. Some drivers think a green light lets them turn gentle curve from York to York. No! One needs a left-turn green arrow. Here come cars barreling down Ellis hill! The big intersection helps prevent crashed. They stop in the middle of it. I tell my daughter: "Please don't even come this way."
Anonymous		(Unity/Central) I stay on sidewalks. But broken curbs are bumpy, east of the Library, hard for bikes and wheelchairs. (used diagram to illustrate)
Anonymous		York St/State St (used diagram to illustrate) When cars have red light, the driver looks left to see if some car is coming, then turns 'right on red'. Pedestrian or bicyclist facing east with 'walk light' on gets run over as by a tank at Meridian/W. Orchard (used diagram to illustrate) Cars waiting to turn onto Meridian always stop in the crosswalk, blocking pedestrians and bicyclists coming down the sidewalk. Bushes too tall are also a problem for small cars to see approaching cars at intersections.
Anonymous		(Cornwall NE of Magnolia) Biking to Rite-Aid downtown for medication, this 67-yr-old Grandmother dodges cars on a dangerous city road. How about a "pass" for elderly slow one-speed bicyclists who promise not to hit a pedestrian on the mostly deserted sidewalks in downtown.
Anonymous		Please improve bicycle connectivity between NE and NW sections of Bellingham. Access from Squalicum H.S. area to Bellis Fair/WCC area is very poor. Can we please get bike lane on James (behind Kmart), Hannegan (after 542 intersection) and/or Kellogg (on curve before church.) I urge you to improve connectivity in these areas, there is no safe access currently. An accident is imminent and I hope it is not me. Thank you so much for holding this Open House and listening to the people and the cyclists. Sincerely, Kevin Baier (bike commuter)
Kevin Baier	Bellingham 98226	1) State Street between Iowa & Flora needs a dedicated ROW for such a busy auto-centric road. 2) Going down W. College Way off Highland Drive prior to reaching Bill McDonald Way is really really steep and scary on a bike. A defined route through campus eliminates the safety risk with elevation gain/loss. 3) Connection through Western campus are currently limited by lots of impediments, such as stairs, no bike zones or pedestrian traffic. Finding ways to collaborate with WWU on a clear bike path would be appreciated.
Izaak Post	Bellingham 98225	What are the possibilities of a pedestrian bridge, crossing Meridian right at Cornwall Park? Specifically between Birchwood and Squalicum Parkway, to continue onto a hopefully renovated rails to trails and plug into the existing trail starting at Northwest Ave. This would open up a huge artery, from Larrabee to Squalicum Beach with no hassle.
Kevin Hall	Bellingham 98225	

Shirley Forslof	Bellingham 98229	On trails it is important to consider pedestrian safety. Many times bike riders pass walkers going very fast and no warning that they are there. Reminders of courtesy to walkers or bicycle speed limits should be posted on the trails. I appreciate it when a bike rider lets me know they are behind me and what side they are passing on. Also if the bicyclist has a bell on their bike.
Louise Bjornson	Bellingham 98225	<p>Pedestrian safety is getting to be a bigger and bigger issue. Speeding bicycles on our trails endangers pedestrians. Keep our trails safe for families and seniors.</p> <p>Finish the Bay to Baker Trail! It is an important connection E/W for Pedestrian and Bicyclists.</p> <p>Bikes in B'ham:</p> <p>A. Ubiquitous implications are a "free for all"</p> <ol style="list-style-type: none"> 1. Attn to rules of the road license bikes 2. Enforce no bikeriding, walk your bike 3. Bicycle patrol on pedestrian walkway! <p>P/A system swallowed the speaker's voice: too soft</p> <p>B. License plates on bikes</p> <ol style="list-style-type: none"> 1. Revenue for programs 2. Rider licensing, 12 yrs up 3. Theft control-recover
Bob Heinrichs	Bellingham 98225	<p>During WWII, Grand Rapids, MI licensed all bikes used on City streets. Important sources listed above!</p> <p>I looked at the crash data map and didn't see where I was hit; it may be outside the city limits, but it was near-fatal and deserves to be included if it was in-city. It was on Hannegan Road at Van Wyk, just north of Bakerview.</p> <p>I keep being yelled at by drivers on Cordata Blvd to use the sidewalk. How do drivers not know that bicycles belong on the road, not on the sidewalk? I've taken the written driver exam in 4 states and every time there have been questions on the test about bicycle laws. Has that changed since 1992? Can we consider a public education campaign?</p> <p>Also, just want to reiterate my usual hot spots: we desperately need traffic control at Stuart and Cordata Blvd. Many cyclists use Stuart to avoid Cordata Blvd until it is no longer possible, then we turn left on Cordata from Stuart. It gets harder every year to make that turn. West Kellogg west of the Guide is terrible: riding eastbound uphill toward the Guide, the road abruptly narrows at the hilltop and cars can't see you moving left. At the intersection, there is a conflict as bikes crossing straight must go to the right lane, where southbound drivers are turning right off the Guide, and there are often near misses at that pinch point (see attached photo of Kellogg Rd/Guide Meridian).</p> <p>This intersection is popular with cyclists going from the east side (Irongate and James/Sunset area) to Cordata. A cyclist traveling east-west has to use the center lane on E Kellogg to approach the intersection, as the right lane is a dedicated right-turn lane. The cyclist enters the intersection from the center lane, then must cross at an angle to enter W Kellogg in the right lane. This is dangerous because cars that are southbound on the Guide often turn right onto W Kellogg while the light is red, cutting off any cyclist who is trying to cross the Guide.</p> <p>Crossing to the left lane and merging would be even more dangerous at this high-volume crossing.</p>
Kristin Noreen	Bellingham, WA 98226	

Robert Gray	Bellingham, WA, 98229	<p>I am writing to express my disapproval for the COB's master bicycle plan. Bellingham has a road problem; the problem isn't cars, or the people that drive them. The problem is that COB has failed in its responsibility to keep up with road maintenance and improvements. Instead, COB wants to focus on bicycle lanes, and the relatively few people that use them for recreation.</p> <p>Currently, there is an inordinate amount of time and resources committed to improving the bicycle lifestyle for comparatively few (to automobiles) riders, instead of balancing efforts to maintain roads and to keep traffic flowing safely and efficiently for all citizens.</p> <p>In order to install bike lanes, the city has to remove road capacity. It is not realistic in a growing community to reduce road capacity; to punish automobile drivers so that a few bicycle riders can feel that they are safer. If bicycle riders want to feel safer, they can use side roads and city-wide trails that automobiles are not allowed access to.</p> <p>COB needs to maintain (instead of reducing), and in some cases improve, road capacity in our growing city. Until that happens, forcing more automobiles and bicycles together in reduced road space will only create more resentment and safety problems. Thank you</p> <p>Right now, WWU is where bike lanes go to die. The City of Bellingham has done a decent job of improving bike routes to campus. But when one enters campus all bike lanes disappear. Here are suggestions for relatively inexpensive improvements (as opposed to a million dollar bridge that doesn't start or end on a bike route).</p> <p>1. Do something about the entrance to campus from the north on High Street. A few years ago, the B'ham Herald listed this as the most dangerous intersection in Bellingham for bike-car accidents. Nothing has been done to improve things since.</p> <p>One big problem is that bikes entering campus are forced out to the other side of the road to enter campus because of the gate. A biker has to time things with busses and service vehicles for the same space. Instead, create a bike path between the road and the sidewalk on the west side of the gate. Two ramps, a small amount of pavement, and some paint. Decreases the amount of conflict inherent in the current structure. A slightly more expensive fix is to slow traffic there. Could be a 4-way stop. Could eliminate the road on the steep hill. Another issue is the number of people stopping in the road coming to campus to drop someone off. You either need a pull-out there for drop-offs and pick-ups (something we need in a few places on campus honestly).</p> <p>2. Put a pair of bike lanes on the east side of the walkway coming from Bill McDonald parkway and heading toward Haskell Plaza. The space is wide enough to provide routes for bikes and peds separately.</p> <p>You could also stand to put a bike ramp up to the pathway so bikes aren't having to use the same ramp as peds (and one for bikes leaving campus there, preferably with a light that is triggered by a bike but this would add to the cost).</p> <p>3. Mark the service road going to SMATE with sharrows. Flat, so bikes can keep up. Indicates where bikes should be.</p>
Ira Hyman (referred via Carol Berry)		<p>4. Put bike lanes in the road coming from High to Bond/Carver. There's plenty of space there as well to separate bikes from peds. In addition, the space between Bond and Carver should not be a parking zone for service vehicles. If that is your preferred route for bikes to get from north to south, then you need to have space for the bikes to get through there with less conflict with peds.</p> <p>A longer term suggestion: Plan a service and bike route behind Carver as part of the remodel. Right now that space is quite narrow and not a great bike route.</p>

Bicycle Master Plan Open House #2 Network Comments				
Name	Balance of facility types?	Facilities you disagree with?	Least or most favorite aspect of Recommended	Other
	No cycle tracks or new off-road trails planned.		It seems that all of the most important connections, such as Sunset, just say "Further Study Needed". The consultants have not tackled resolutions to the routes with the biggest problems.	What about the need for sensors to trip traffic signals?
	I like the balanced approach.	The roundabout installed on State Street heading north has a very sharp turn onto the trail across by the HUB. Because of this, people on bikes go onto the sidewalks to avoid this sharp turn angle. Can a new ramp from	That the issues with Lakeway to Sudden Valley commuters (plus Galbraith) have still no solutions.	
	Seems like an okay balance, though I might prioritize bike lanes on arterials a little more (they're often more direct and convenient routes).	Cycle track on Cordata? Is there really a need for that expensive facility in an area of town that may not utilize it?	Most: connecting routes for continual flow. Least: Lots of "further study needed" areas. I hope the City follows through on these studies, especially for high-traffic intersections.	More covered bike parking downtown. Climbing bike lane on Chestnut between State St and North Garden.
	Hopefully more bike boulevards through local downtown streets. More climbing lanes! Barkley, Alabama, McLeod, Hannegan!		Not enough plans to connect northeast section of town to northwest section of town. Need some better access for bikes on James, Kellogg or Hannegan. PLEASE?	
				Texas vs Carolina underpass/connectivity by Trader Joe's. Less turning left by southbound traffic, easier to go east, better street condition, proximity to retail, easier northbound right turn, better visibility.
	I think this is an excellent start, especially since much of this network needs to be constructed retroactively. However, I think safety concerns are still serious, especially along arterials. Also this needs to be designed to connect with Parks facilities and take not only bicycle networking but also habitat connectivity into account. One City!	Puget Neighborhood - Parks trails not shown! Need connectivity along Lincoln St and with Nevada Bike Blvd shown. Neither of these seem to relate well with planned or proposed student housing developments or even with the WWU Park & Ride lot on Lincoln. Shopping, schools, parks also destination. Nevada is narrow & lacks sidewalks for pedestrians. The route along Old Lakeway, Whatcom to Racine doesn't show Samish Crest open space trails (the logical destination). Safe passage under I-5 towards downtown needs to be addressed. Lakeway unsafe - tunnel at Maple?		
			Sharrows are problematic. Have to have education for cars! (Have had several near-misses at new circle with sharrows at State Street)	Ohio/Cornwall intersection and others need to have cycle-triggering stop lights!!

		Mill St (in Fairhaven to Happy Valley Neighborhood) it is marked as bike boulevard but the steep hill there may warrant a climbing lane. Harris (running through Fairhaven) is marked shared lane however the steepness of the hill that this road covers makes this facility problematic a climbing lane makes more sense or a bike lane.	Climbing lanes should be more buffered from the street to decrease the amount of vehicle exhaust inhaled by panting bikers. Bikers who daily ride in and out of downtown are forced daily to breathe in these harmful fumes.	On Chestnut between Bay and Cornwall (Downtown) is an uphill roadway and could be a logical continuation of the buffered bike lane further up on Chestnut.
		I would like to see more connectivity w/waterfront for N. end of downtown, e.g. near Columbia N'hood, e.g. over RR bridge at end of Broadway. RR obstructs too many passageways.	Consider cycle tracks thru new waterfront area! Or dedicated bike-only paved lane.	I am most interested in a route thru downtown to the North. Right now, going S. via Magnolia is fine; heading N. requires a convoluted route, sidewalks, etc. to guarantee safety, especially when with kids.
	Like emphasis on bike boulevards - curious how you encourage usage - markings? Education. I'm not the biggest believer in bike lanes as "facilities" they are a bit of an illusion of safety.			I'm curious about the areas of Further Study Needed. Seems like those are the most dangerous/challenging to fix. So when do they get addressed? Pushing it back?
		Way finding signs are useful, especially with mileage. Bicycle boxes, green bike lanes & striped paved shoulders are too dangerous. Buffered lanes and sidepaths are much better. Bike boulevards are also good	How about wayfinding signs that car drivers can see & be alerted to cyclists?	
		Intersection of Connelly & I-5 is super dangerous for cyclist. I personally know three people who were hit by cars merging N. onto I-5. Each sustained serious injuries. Please make this intersection a priority.		<p>1) The Schools need improved bike parking: covered, secure, monitored. Kids won't ride their bikes to school if the bike sits in the rain, gets stolen, etc.</p> <p>2) Slow down city traffic wherever possible</p> <p>3) The City does a great job sweeping bike lanes. This is important! Cyclists won't use the lane if it becomes littered with broken glass & other debris.</p> <p>4) Educate local law enforcement on cyclists. I have heard anecdotes of bizarre interpretations of the law by apparently unprepared City police.</p> <p>5) Enforce regulations that make cycling safer: bike lights, no parking in marked bike lanes, etc.</p> <p>6) Small things matter: Example: after snow fall events, snow is often plowed onto bike lanes & shoulders. The sand in the plowed snow forms a mini-moraine after the snow melts, impairing the use of the shoulder/lane by cyclists. It would be so easy to plow the snow off the bike lane/shoulder w/one last pass of the plow!</p>
	Seems worthwhile to establish test areas asap & collect data before making final decisions on a broad network			

					Please, please, please don't make any 2-way cycle tracks. Look at Broadway Capitol Hill Seattle...awful
				No connection on Stuart Road between Meridian & Cordata, it's needed.	
	Everyone is patting themselves on the back but we can not continue to do issue-specific planning that is not part of a comprehensive approach. We need more urban bike lanes & fewer bike lanes in open spaces & habitat areas. I like the bike box. There is no attempt to develop this as part of a comprehensive plan that addresses habitat connectivity & issues of fragmentation. This was done as a single-interest program where all expanded bike use was considered good.	This was not developed as a really green program where there is review & concern with healthy ecosystem functions. This is not progressive, does not protect our future. I raised these concerns early on & they have been ignored. There needs to be understanding & consideration of competing interests and the impacts even from bike use. There is not enough concern about pedestrian safety. Every meeting I have been at for the last couple of weeks - when this meeting was mentioned - horror stories from around the room came forth of bicycle running into pedestrians or close scary encounters. Recommending bike routes is like telling your tummy how to digest. Just do it, point A to B	Issue-specific & self-serving. Humans are not the only species that needs connectivity, but it was the only species considered. Intensity of human use is an important impact. Why is there no mitigation connected to this plan to offset habitat & wildlife impacts!		
	Sharrows are cool and what Eric Brown said.	I think the notion of the North St Bike Route between Pacific and Woburn is redundant & problematic for many reasons. -A bike path already 1 block north (trail) and a very good idea of a "boulevard" on Texas St, as well as any proposed amendments to Alabama. - N St is currently fully vegetated (unimproved) and is considered in City's "open space" #'s - and is much appreciated by many residents adjacent as a buffer to neighbors, wildlife habitat, etc. (self included)	The route from Elwood to San Juan is super cool	Bikes should not pretend to be cars, you will lose. Do your thing. Stay out of the way.	
	In the Roosevelt Neighborhood seems like the emphasis is on boulevards more so...which is fine with the Neighborhood Association, in conjunction with our efforts to reduce cross traffic & promote more ped/bikes = public out & about		-Improving Texas St as a low traffic bike emphasis boulevard is a great idea -Clear signage etc to promote the Kentucky St underpass - great idea -Iowa St is very inhospitable to ped & bikes and nearly impossible to get to Whatcom Creek trail off Racine		
	A lot of minimal improvements & very few substantive ones. Where are the cycle tracks indicated on the key?				

	Too many "shared" lanes, too few designated bike lanes and cycle tracks. Good start, but much stronger effort is really what a city like Bellingham needs & deserves. A few streets (Cornwall, Railroad?) should work toward being closed to cars entirely.	Good start, but much stronger effort needed to really make any meaningful difference at all. Please try harder. More bike lanes, more cycle tracks and more bicycle-exclusive roadways.	Where are the cycle tracks?	
Bill Angel	Upgrade the Sunset Blvd route I-5 to McLeod for students on bikes. Complete the route via Bug Lake to James St.	The new roundabout at NW & McLeod forces bicycles to the sidewalk. Don't build roundabouts that hinder bike travel. It also is less safe due to confusing status of the bicyclist, vehicle/pedestrian?	We really like the focus on safe routes to school! The West/East connectors to Squalicum High need a lot of work, especially Sunset Boulevard! Connect all students to their high school with bike routes.	Complete a loop around the entire mall property.
Dan Angel	Lower cost lower stress bike boulevards and trails would seem to add lots of connection easily & cheaply. Do those.			
	Bike boulevards are exciting. Love to see so much planned. Trails are definitely my preference, but these help connect 'green' routes east to west.	no	I'd prefer to see more connections between trail network to stay completely off the road.	
		Make State St from roundabout south to Holly a contraflow lane		
				Curb cut at Sunset/Illinois (so bikes can go southbound on Sunset). Please enable repair and reopening of ped/bike bridge over Whatcom Creek (Railroad Bridge)
	While arterials seem to be most direct from point A to point B my experience has me feeling that routes along low-stress facilities, while they may be longer, are more enjoyable & safer. PDX has a nice system of neighborhood lanes	Recommended facilities along busy roads (i.e. Meridian north of I-5) seem like lower priority places. Folks seem less inclined to bike in high traffic spots	Cycle tracks	
				How do we get a bike lane on 542? Shoulder is great but we could use a lane! Yeah!