

Elm Street Parking
Flip Breskin to: KFranks

04/13/2010 01:20 PM

Follow Up: Normal Priority.

Hi Katie -

I'm not sure I can make tonight's meeting, and want to be sure I get my thinking in. I'm sorry I didn't manage to find time to meet with you!

I am afraid we will have more speeding on Elm and Northwest if Public Works pushes ahead with removal of parking. Visually wider lanes tend to speed up traffic. This has already occurred on Cornwall. There's a big difference between smooth flow and speed. We need to assist flow and limit speed. Other cities like Portland and San Francisco leave parking on the streets when it is needed by the surrounding businesses or residences. (See page 27 of the Portland Bicycle Plan) San Francisco has been very successful in keeping traffic slower by retaining on-street parking. We have parallel, quiet streets a block away (Kulshan & Peabody) that could be used for bicycles more safely.

On-street parking slows down traffic. Most of us immediately go faster on streets without cars parked on the street. I am very concerned about pedestrian safety, especially for children when crossing the street on their way to school. There are two schools and another major school crossing on Elm/Northwest.

The Fountain District plan includes small businesses in the houses along Elm Street. Parking is life-blood to the small businesses, and needs to be both visible and easy to access. I have had friends over the years who have lost their businesses when they lost street parking. We need to preserve both current and future parking for small businesses to be able to flourish. There may be a time in the future when bus service is much more widely utilized and parking will be less necessary, but that time is not now.

Worst case, you might consider removing parking for an hour at rush hour, and leaving it the rest of the time. I definitely support bulb-outs and good crossing signals.

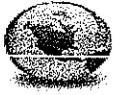
I drove down Elm about 10:30 PM on a Wednesday night and counted parked cars. There were at least 24 cars in the stretch slated to lose parking. That's a lot of people facing hardship.

I have a next door neighbor who uses a wheelchair. The difference for her between parking on her own side of the street, or on the opposite side, especially of an arterial street, is huge.

There is NO proposal to take away parking in Fairhaven. Why are two areas of town being treated so differently? The "On Street Parking" is needed in Fairhaven AND in the Fountain District.

Thank you!

Flip Breskin
360-671-4511



FW: Fountain District Urban Village - Concern about City taking parking away
dale bjornson to: Katie Franks, dale bjornson

04/13/2010 06:35 PM

Dear Katie

Thank you for all your hard work on this project.

One big concern that I and others have is the proposal to take parking away from homes and businesses on Elm/Northwest. In one place, it states that more parking is needed and then in another there is a proposal to take parking away.

It is critical for the success of the businesses in the area to **retain the "on street" curb parking.**

Unfortunately, we will have more speeding on Elm and Northwest if Public Works pushes ahead with removal of the parking.

Other cities like Portland and San Francisco leave parking on the streets when it is needed by the surrounding businesses or residences and to slow down the traffic.

(See page 27 of the Portland Bicycle Plan - "On Street Parking" is saved when "parking is essential for the adjacent land uses or to **improve the Pedestrian environment**")

I would hope that we all want to improve the pedestrian environment.

San Francisco has been very successful in keeping traffic slower by retaining "on street parking". (I just spent 4 days there.)

"On street parking" slows down the traffic. Most of us immediately go faster on streets without cars parked on the street.

There is a big concern about pedestrian safety, especially for children crossing the street on their way to school.

There are two schools and another major school crossing on Elm/Northwest Street.

If we want the Fountain Urban Village to be successful, it has to be accessible by pedestrians and have parking available for customers and residents.

Public Works has tried many times in the past to increase the speed limit on Elm/Northwest and Meridian.

There is NO proposal to take away parking in Fairhaven. Why are two areas of town being treated so differently?

The "On Street Parking" is needed in Fairhaven AND in the Fountain District.

Please consider the safety of our pedestrians and the future of our homes and businesses by saving the parking on the street.

Thank you,

Louise Bjornson 739-6686 cp

Current State of the Portland Bikeway Network

(continued)

The railroad-owned Steel Bridge is being upgraded for bicycle access through a federal grant to construct a bicycle and pedestrian crossing on the lower deck.

Central City Bikeways

The Central City Transportation Management Plan (CCTMP) Bicycle Transportation Study was conducted in 1992-3. Staff conducted a survey to determine cyclists' central city trip origins and destinations, which streets cyclists currently prefer to use, which streets cyclists would like to use, and the priorities for improvements. Staff also collected and analyzed data about central city street widths, volumes, intersections, maintenance needs (such as gratings needing replacement and potholes), signing, driveways, and other street characteristics affecting the cycling environment. The Portland Bicycle Advisory Committee and staff then worked with the technical advisory committee to recommend a network of bikeways, which were then incorporated into the plans for the other modes of transportation.

Improvements to the Willamette River bridges were rated the highest priorities by far; many of these intended improvements have been funded through Multnomah County, the state, and the federal government, as described above. The City also has funded a multi-year project called "Central City Bicycle Lanes," with the intention of implementing the bicycle improvements identified

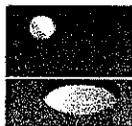
TABLE 3.2 Guidelines for Selecting Bikeway Facilities for All New or Reconstructed Streets

AVERAGE NUMBER OF VEHICLES PER DAY	TRANSPORTATION ELEMENT TRAFFIC CLASSIFICATION	RECOMMENDED BIKEWAY FACILITY
≤3000	Local Service Street	Street as is, unless specified on Bikeway Network as bicycle boulevard or signed connection.
>3000	Local Service Street	Bicycle lanes. Where not possible due to width constraints and parking needs, traffic calming improvements acceptable.*
≥3000 < 10,000	Neighborhood Collector	Bicycle lanes. Where not possible due to width constraints and <u>parking needs</u> , traffic calming improvements or <u>wide outside lane acceptable</u> .*
≥10,000 < 20,000	Neighborhood Collector and higher classifications Major & Minor Transit Routes Major & Minor Truck Routes	Bicycle lanes. Where not possible due to width constraints and parking needs, <u>wide outside lane acceptable</u> .*
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* Traffic calming improvements or wide outside lane acceptable where any of the following conditions exist:

- It is not possible to eliminate lanes or reduce lane widths;
- Topographical constraints exist;
- Additional pavement would disrupt the natural environment or character of the natural environment;
- Parking is essential to serve adjacent land uses or to improve the character of the pedestrian environment.

Construction of a parallel bikeway within one-quarter mile is also an acceptable alternative where these constraints exist, as long as the parallel bikeway provides an equally convenient route to local destinations.



Re: Fountain District Urban Village Draft Plan on line 
William J Boyd to: Kathryn E Franks
Cc: Roger D Christensen, Jason F Napier

04/26/2010 01:32 PM

History: This message has been replied to.

Hi Kathy, breezed through the plan. Overall it looks good. But, I did not see any consideration for emergency response needs as part of the transportation corridor considerations. Lots of mention of WTA. Did I miss it?

Bill Boyd, Fire Chief
BELLINGHAM FIRE DEPARTMENT
1800 Broadway
Bellingham, Wa. 98225
(360) 778-8400
bboyd@cob.org

Kathryn E Franks Greetings all, The Fountain District Urban Villag... 04/26/2010 01:01:56 PM

From: Kathryn E Franks/ncd/cob
To: Kathryn E Franks/ncd/cob@cob
Date: 04/26/2010 01:01 PM
Subject: Fountain District Urban Village Draft Plan on line

Greetings all,

The Fountain District Urban Village draft plan, development regulations and related Planning Commission Public Hearing materials are now available on line:

<http://www.cob.org/services/neighborhoods/community-planning/urban-villages-planning/fountain-district-uv/index.aspx>

Your comments are encouraged. You can submit them in writing to me, *via* email, post, or by dropping them off at City Hall. Or, you can come speak at the Planning Commission public hearing on Thursday May 20th at 7:00 pm in Council Chambers at City Hall.

I will be out of the office until Monday May 3rd, but am checking my voice messages and email daily -- please feel free to call if you have questions. I will respond to you within 48 hours.

Thank you once again for your continued investment in the public process,

Katie

Kathryn Franks
Development Specialist II
(360) 778-8388
kfranks@cob.org

City of Bellingham
Planning and Community Development Department
210 Lottie Street, City Hall
Bellingham, WA 98225
www.cob.org



RE: Fountain District Urban Village Draft Plan on line
Nick Hartrich to: KFranks
Cc: DGalligan

04/26/2010 02:21 PM

Looking like great progress here for Fountain - nice Katie. I didn't see any reference to LEED ND in the conclusions page online, is this something you would like us to advocate for to Planning Commission to have incorporated? I assumed this was a given from the FIVE/12 Agenda progress made in 2009, but let me know if I'm missing something, or what we (SC) can do to help out. Thanks!

Nick

From: KFranks@cob.org [mailto:KFranks@cob.org]
Sent: Monday, April 26, 2010 1:02 PM
To: KFranks@cob.org
Subject: Fountain District Urban Village Draft Plan on line

Greetings all,

The Fountain District Urban Village draft plan, development regulations and related Planning Commission Public Hearing materials are now available on line:

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Katie

Kathryn Franks
Development Specialist II
(360) 778-8388
kfranks@cob.org

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Fw: Fountain District Urban Village Draft Plan on line
Kathryn E Franks to: Heather M Aven

05/03/2010 09:17 AM

Hi Heather -- this is the only comment we've gotten so far.

Thanks, Katie

Kathryn Franks
Development Specialist II
(360) 778-8388
kfranks@cob.org

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----- Forwarded by Kathryn E Franks/ncd/cob on 05/03/2010 09:13 AM -----

From: Renee Ragsdale <reneragsdale@yahoo.com>
To: KFranks@cob.org
Date: 04/26/2010 02:12 PM
Subject: Re: Fountain District Urban Village Draft Plan on line

Hi Katie,

As a homeowner (2714 Peabody St) in the proposed Urban Village, and I have a question about the ordinance maps, specifically the one addressing zoning in the Cornwall Park neighborhood. It looks like the zoning will be "Urban Village." Currently, our zoning is for residential multi-family. Looking at the draft-area sub-plan document, it looks as though it is designated RT1 (residential transition 1). What I am unable to find are specifications for building heights, FAR, etc. On page 18 of that document it talks about using the BMC 20.28 Infill Housing as a guide for development in the RT1 zone. Is this document available, and if so, where?

Also, I would like to say that I personally feel that 55 feet is too tall for the Hagen redevelopment opportunity site, I am concerned about possible noise, and light pollution that would result from such a large structure. I believe that 35 feet is more appropriate. I am also quite concerned about the parking situation within the residential transition zone. I would like to see more information about the proposed bike boulevard, and how that will impact on-street parking for residents along Peabody St. What plans have been proposed to discourage visitors to the Urban Village from parking along Peabody and other streets in the RT1?

Finally, drainage along Peabody street is currently a major issue. After a rain event the sidewalk becomes flooded causing pedestrians to use the road. How will this be addressed in the proposal? Another big concern I have is over light and noise pollution originating from the commercial core. What steps or rules will be in place to prevent noise and light pollution from affecting the residents that live within the RT zones?

Sincerely,

Renee Ragsdale
2714 Peabody St.



Re: Parking on Elm and Northwest 
Kathryn E Franks to: Beth Hartsoch
Cc: Heather M Aven

05/05/2010 09:47 AM

Hi Beth,

Thank you for your comment about parking on Elm -- we'll add this to the Comment Tracker, which will be presented to the Planning Commissioners at the Public Hearing on May 20th.

Sincerely,

Katie

Kathryn Franks
Development Specialist II
(360) 778-8388
kfranks@cob.org

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Beth Hartsoch

Hi Katie, I am writing in support of removing par...

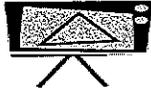
05/04/2010 05:04:02 PM

From: Beth Hartsoch <Beth.Hartsoch@wwu.edu>
To: "kfranks@cob.org" <kfranks@cob.org>
Date: 05/04/2010 05:04 PM
Subject: Parking on Elm and Northwest

Hi Katie,

I am writing in support of removing parking on Elm and Northwest. I live in the Columbia neighborhood, and frequently ride on Elm/Northwest. I've heard some other neighbors are concerned that removing parking would speed traffic, but I disagree. Traffic is already too fast on that corridor. I frequently cross Northwest with my son on the way to preschool and it's like playing frogger. The street is so wide that the parking is not a sufficient traffic calming measure. Traffic calming is certainly needed, but it is not provided by existing parking. And since the parking is underutilized, bikes riding on the corridor are squeezed between cars travelling in the middle of a too-wide lane and the occasional parked car sticking out from the side. Ideally, the corridor would benefit from removing parking on one side, adding bike lanes, and implementing effective calming measures to slow traffic and increase pedestrian access and safety.

Thank you.
Elizabeth Hartsoch
2406 Henry Street



Fw: proposed agenda for next Thursday's meeting
Kathryn E Franks to: Heather M Aven

05/10/2010 01:30 PM

One more comment for Fountain

Kathryn Franks
Development Specialist II
(360) 778-8388
kfranks@cob.org

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----- Forwarded by Kathryn E Franks/ncd/cob on 05/10/2010 01:29 PM -----

From: "Jonathan Knowles" <jon@latitude48north.com>
To: "Rick Qualls" <rickq2000@yahoo.com>
Cc: "katie franks" <KFranks@cob.org>, "Lisa Hunt" <LisaH@whatcomvolunteer.org>, "Bill Hadley" <wahadley@live.com>, "camille hackler" <camille@totalbarcode.com>, "Camille Hackler" <camille@posguys.com>, "John McGarrity" <cornwallparkna@gmail.com>, "maryjo Martini" <martinismojo@hotmail.com>, "Paul de Jong" <hipavlos@hotmail.com>, "sheila hardy" <shardy40@msn.com>, "Terri Clarke" <terriclarke2003@yahoo.com>
Date: 05/10/2010 12:13 PM
Subject: RE: proposed agenda for next Thursday's meeting

Rick,

I will be unable to attend the CPNA meeting on Thursday. I'll be driving to San Francisco for a memorial service for my Aunt.

Attached is an excerpt of the Portland Bicycle Master Plan. Louise Bjornson had attempted to have the city council review the Portland Bike Plan when we were opposing the Cornwall Ave Bike lane project. This is an excellent reference from a major bicycling community, that our city planner should use when planning for a bicycling community. In summary, to encouraged Safe Biking Riding and Bike routes, parked cars have been shown to create a traffic calming effect. Traffic speeds have increased on Cornwall as a result of the wider lanes there were created when the bike lanes were installed. Speeds on Cornwall now average between 30 MPH and 40 MPH in a posted 25 MPH limit. Faster car traffic equals unsafe bicycling.

It's my opinion that our city Planners are not truly interested in Bicycling Safely, but rather focused on increasing traffic volumes and speeds through our neighborhoods to get cars downtown. Painted Bike lanes achieve this result in defining wider traffic lanes. Rather than looking at alternate modes of transportation to the new Waterfront District that is predicted to bring thousands of people into the city daily, it would appear that planners are focused on how to get more cars in and out. Eyeing streets like

Sunset, Cornwall, Northwest, Elm & Meridian as 2-Lane thorough fares.

I don't know all the answers... but our focus should be to keep our neighborhood safe, intact and preserving their history and character for our families and future generations.

Jon

From: Rick Qualls [mailto:rickq2000@yahoo.com]

Sent: Friday, May 07, 2010 8:16 AM

To: Bill Hadley; camille hackler; Camille Hackler; John McGarrity; jon knowles; maryjo Martini; Paul de Jong; rick qualls; sheila hardy; Terri Clarke

Cc: katie franks; Lisa Hunt

Subject: proposed agenda for next Thursday's meeting

Greetings all,

For Thursday, May 13 at 7:00 at Fountain...Our agenda is pretty simple...

Reports:

Minutes.....MaryJo

Financial...Bill

MNAC.....Camille

Guests:

Lisa Hust, House to Home network

Katie Franks, Q&A time concerning Fountain District Urban Village

Thanks,

Rick



pdx.bike.jpg

Current State of the Portland Bikeway Network

(continued)

The railroad-owned Steel Bridge is being upgraded for bicycle access through a federal grant to construct a bicycle and pedestrian crossing on the lower deck.

Central City Bikeways

The Central City Transportation Management Plan (CCTMP) Bicycle Transportation Study was conducted in 1992-3. Staff conducted a survey to determine cyclists' central city trip origins and destinations, which streets cyclists currently prefer to use, which streets cyclists would like to use, and the priorities for improvements. Staff also collected and analyzed data about central city street widths, volumes, intersections, maintenance needs (such as gratings needing replacement and potholes), signing, driveways, and other street characteristics affecting the cycling environment. The Portland Bicycle Advisory Committee and staff then worked with the technical advisory committee to recommend a network of bikeways, which were then incorporated into the plans for the other modes of transportation.

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Construction of a parallel bikeway within one-quarter mile is also an acceptable alternative where these constraints exist, as long as the parallel bikeway provides an equally convenient route to local destinations.



Fw: Fountain District Plan
Kathryn E Franks to: Heather M Aven

05/10/2010 01:28 PM

Comment on Fountain, FYI

Kathryn Franks
Development Specialist II
(360) 778-8388
kfranks@cob.org

City of Bellingham
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210 Lottie Street, City Hall
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----- Forwarded by Kathryn E Franks/ncd/cob on 05/10/2010 01:27 PM -----

From: "Colleen Hyde" <ckhyde@comcast.net>
To: <kfranks@cob.org>
Date: 05/10/2010 10:00 AM
Subject: Fountain District Plan

I live at 2519 Park Street. I am totally opposed to the Fountain District plan. This used to be a nice neighborhood when I moved to my current residence some 25 years ago. In the past four years; I have watched it turn in to a neighborhood commune with rude and uncaring neighbors. The only thing driving this plan is money and business men's greed. I have seen similar developments in Vancouver and Seattle. They only lead to more neighborhood crime. The streets of Park, Elizabeth, and Walnut are full of pot holes. Nothing is ever done about the mess in the alleys along these streets. Why can't my tax dollars go for neighborhood repair? Why is the street drainage still being dumped in to Bellingham Bay? Why can't we have speed bumps put in on my street before children are killed from all of the speeding cars?

Colleen Hyde

Property Owner and Taxpayer

Employer: Saint Joseph's Hospital

(360) 734-9222



Re: Parking on Northwest Ave 
Kathryn E Franks to: Don Trosset
Cc: Heather M Aven

05/12/2010 04:22 PM

Hi Don,

Thank you for your comments. I will add them to the list of comments sent to the Planning commissioners for their review prior to the Public Hearing on 5/20 next week.

In the meantime, please feel free to call me if you would like to discuss this or any other element of the plan in more detail.

Sincerely,

Katie

Kathryn Franks
Development Specialist II
(360) 778-8388
kfranks@cob.org

City of Bellingham
Planning and Community Development Department
210 Lottie Street, City Hall
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Don Trosset

Dear Katie, We own a house on Northwest Ave...

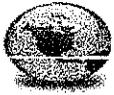
05/12/2010 04:11:24 PM

From: Don Trosset <trosset7@hotmail.com>
To: katie franks <kfranks@cob.org>
Date: 05/12/2010 04:11 PM
Subject: Parking on Northwest Ave

Dear Katie,

We own a house on Northwest Ave. near the W. Illinois intersection. We are very concerned that parking is possibly going to be taken away from our street. This is a residential street. Not everyone including ourselves have driveways big enough for multiple cars to park in. Where will our company park when we have people over for dinner or whatever. I plead with you, do not take our neighborhood away from us and make Northwest Ave a thoroughfare. It is so busy and traffic moves way above the speed limit already.

Thanks for your time and consideration,
Mary Corcoran
Don Trosset
2823 Northwest Ave.
Bellingham, Wa



Fountain District Urban Village/transportation proposal
Rae Edwards to: kfranks

05/12/2010 08:12 PM

Follow Up: Normal Priority. Follow up on 05/13/2010 at 09:00 AM.

see draft started

History: This message has been forwarded.

Katie,

What is the purpose of the following proposal?

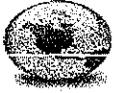
The three key proposals presented to TC for recommendation include the following:

1. Elm Street preferred alternative to remove parking on one side of the street to allow 5-foot wide bike lanes to be
2. Adoption and implementation of a Bike Boulevard concept designed to enhance bicycle and pedestrian movement
3. Proposed alterations and improvements to Fountain Plaza Park and Monroe Street right-of-way to enhance community

Someone at our last LSNA meeting said it was to help move people through the neighborhood to the waterfront?

Is this correct?

Rae Edwards



Public Comment on the Fountain District Urban Village Subarea Plan
lorraine wilde to: KFranks

05/12/2010 11:00 AM

History: This message has been replied to.

Dear Ms. Franks,

I am in support of the changes by the City of Bellingham in order to improve the multi-modal use of the Fountain District Urban Village, specifically changes to increase the safety of pedestrians and bicyclists. My children and I bike, walk, bus, and drive through the area on a daily basis, and around the year 2016 my two children will begin walking and biking through the area to attend middle and high school.

I have read arguments opposing the proposal to include bicycle lanes on Elm Street. One argument is that car traffic speed has increased since bike lanes were included along Cornwall Avenue during its most recent upgrade. To my knowledge, no formal study has been done to confirm or deny this assertion. It seems important for City of Bellingham long-term planning to determine if increased car traffic speed is indeed an unexpected side effect of bike lane introduction. I propose that an inexpensive, yet adequate, study be conducted along the area of the recent Cornwall Avenue upgrade to increase the information base available for future decision-making.

In addition, I would like to encourage the introduction of signage warning of pedestrian crossing, limited sight distance, or other appropriate warning, or potential traffic revision in one specific area. I often attempt to cross Elm Street on W. North from west to east. The position of the two-story brick apartment building close to the street on the northwest corner of that intersection obstructs the view of southbound traffic on Northwest/Elm Street as they round the slight curve in the street. Crossing from west to east on W. North can be dangerous because southbound traffic cannot see pedestrians, bicyclists, or motorists attempting to cross until southbound traffic has crested the curve. Even when southbound traffic adheres to the speed limit of 25 miles per hour, motorists often have difficulty breaking safely in time. I do not know of any accidents in this area to date, but it would be ideal if improvements to Elm Street included proposals that specifically addressed this dangerous unmarked crossing.

I am happy to elaborate or clarify any of the points above at your request. Thank you for your service to our city and dedication to improving the Fountain District Urban Village.

Sincerely,

Lorraine Wilde
2712 Victor Street
Bellingham, WA 98225
(360) 647-9251

City of Bellingham Transportation Commission

Recommendations for Transportation elements of the Fountain District Urban Village Plan.

On April 13, 2010, the City of Bellingham's Transportation Commission was asked to consider three distinct transportation related aspects of the Fountain District Urban Village Plan. Below are our responses. All were passed unanimously.

It is important to note that the Transportation Commission members spent a great deal of time touring the area at different times of the day and reviewing City studies related to parking and traffic in the area prior to making their recommendations. The Transportation Commission relies on the Transportation Element of the Comprehensive Plan and the goals therein as guides when making our recommendations.

Below are the three elements we were asked to consider.

1. Elm Street preferred alternative to remove parking on one side of the street to allow 5-foot wide bike lanes to be installed on each side.

TC Recommendation-We support the preferred alternative. However, we urge the consideration of other designs, that would install additional measures to slow traffic and increase safety and create space for bike lanes.

2. Adoption and implementation of a Bike Boulevard concept designed to enhance bicycle and pedestrian movement into and through the area.

TC Recommendation-We support the adoption and implementation of the Bike Boulevard Concept to enhance pedestrian bicyclist movement into and through the area. We believe the proposed routes in the draft plan, in particular the east-west corridor on North and Connecticut, need further review and consideration. We also discussed our desire for future review of the Bike Boulevard concept as it moves into identification of design elements for citywide application.

3. Proposed alterations and improvements to Fountain Plaza Park and Monroe Street right-of-way to enhance community space.

TC Recommendation-We support the proposed alterations. The Transportation Commission members feel the Fountain Plaza would benefit from further reduction in automobile accommodation.