

Bellingham BMP Public Open House #1 Comment Forms

Name	Affiliation	Comments
Kirsten Wert	Smart Trips	<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
Evan Derickson	Student WWU	<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>
Mary Jensen	Resident and Tax Payer	<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, i's very dangerous (already 1 death)</p>

Kath Salisbury	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.
Evan Derickson Student WWU	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
Kelsey	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
Jeff Stamey	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
Javon Smith	Connecting existing trails and allowing more off-road access to recreation ((No Suggestions), Whatcom, falls, & Cornwall Park
Therese Kelliher	RE: Locations Prioritization The item notes Northern Belling ham and locations with less facilities 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
Sherri Daymon	* Need lights, signage and or crossing on James and Illinois intersection (very busy bike and pedestrian crossing with the Illinois bridge over interstate * Cars backing out downtown off-street facilities downtown especially for elderly and new or inexperienced or slow riders * Open bike map