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NOV 30 2009

Planning

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CITY OF BELLINGHAM
BUILDING SERVICES

TO BE COMPLETED BY STAFF	
Date Received	11/30/2009
Case Number	ZON 2009-0013

COMPREHENSIVE PLAN AMENDMENT DOCKET APPLICATION FORM

Use this form to request docketing of a proposed comprehensive plan amendment. Applications may be submitted at any time but must be received by **December 1** of each year for review during the following year. Please complete the following and attach additional pages as needed. Incomplete applications will not be accepted.

1. An application must include the following materials:

- Docket Application Form.
- Fee payment calculated at 10% of the total comprehensive plan amendment fee.* The fee is not refunded if the proposal is not docketed. The fee is calculated as follows:

(a) General comprehensive plan amendments: $\$1,849 \times 0.1 = \185 due at docket application.

OR

(b) Site specific comprehensive plan amendments: $\$1,849$ base fee + $\$213$ per acre over first acre ($\$12,750$ max.) $\times 0.1 =$ fee due at docket application. Final fees will be calculated at the time the application is submitted.

*Recognized Neighborhood Associations are exempt from this fee.

2. Applicant: Puget Neighborhood Assoc. Phone: 360-733-0209
 Address: 812 Racine MARY CHANEY
 City/State/Zip: Bellingham, WA
 Email: maryjchaney@comcast.net Fax: —
 Name of contact if applicant is a group: Mary Chaney

I have read the application materials and acknowledge that if the proposed amendment is approved by the City Council for inclusion in the annual docket, a complete Comprehensive Plan Application must be submitted within **30 days of the Council's docket decision** in order to continue to final review. Failure to submit a complete application prior to the deadline will result in removal from the docket.

Applicant signature: Mary J Chaney

3. If the proposal includes general Comprehensive Plan or Neighborhood Plan amendments that are not site-specific, please describe your amendment proposal as specifically as possible and attach it to this form. If specific wording changes are proposed, show the changes in strikethrough and underline format. Reference the location in the Plan where the change is proposed.

see attached

Puget Neighborhood Association
PO Box 28418
Bellingham, WA 98228-0418

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CITY OF BELLINGHAM
BUILDING SERVICES

November 30, 2009

City of Bellingham
Planning & Community Development
Planning Division
210 Lottie Street
Bellingham, WA 98225

RE: Letter of Intent to update the Puget Neighborhood Plan

On behalf of the Puget Neighborhood Association, we hereby submit a Letter of Intent to update 3 sections of the Puget Neighborhood part of the Bellingham Comprehensive Plan. History of the Puget neighborhood plan:

- Adopted in 1980
- Updated in 1996

Much of the plan is outdated due to completed projects and changed circumstances, overlooking important current issues that need to be addressed.

The Puget Neighborhood Association has chosen to submit 3 sections for revision: Transportation, Open Space, and Utilities and Services. Because the development of an Urban Village is probable within the boundaries of the Puget Neighborhood, only these 3 sections are updated at this time. Having these sections updated is the foundation of future successful development. Land Use updates will come later. We believe that providing direction and policy for future improvements will be beneficial to both our neighborhood and to the City of Bellingham.

Our goals in rewriting these sections of the Puget neighborhood plan are to:

- Provide a summary of our neighborhood's current strengths and problems
- Provide clear policy
- Outline goals and objectives for improvements
- Actively participate in development and implementations in the future

Puget Neighborhood Association has made every possible effort to contact and encourage every resident and business owner in Puget to give input for this plan update. In addition, our Board of Directors and Planning Committee have been publicly available for anyone to discuss these ideas and changes. Neighbors were notified by mail, email, signboards, website, written handouts, and General Meetings on the on-going work of the planning process.

History of Outreach:

In 2007 the Puget Neighborhood Association Board formed a Planning Committee of nine members. The committee researched the issues in the neighborhood and prioritized which sections of the Plan needed the earliest attention and which, like Land Use, are best left until the Urban Village Template is written by the City.

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OP-3

Starting in the fall of 2008, the programs of each meeting of the Puget Neighborhood Association were devoted to sharing information and ideas about Transportation, Open Space, and Drainage. After a PowerPoint presentation on each topic, the ideas, concerns, and needs of the neighborhood were gathered via comment cards, public discussions, and focus groups.

This input provided the impetus to develop a professional survey to gather more input from a larger number of neighbors. The Planning Committee sought the advice of Pamela Juli PhD, from Applied Research Northwest (ARN). With ARN's professional expertise, a survey process and survey questions were designed. The addresses of more than 2400 residences were collated and ARN used a numerical model to randomly select 500 addresses to receive the mailed survey. In addition to the 500 mailings, the survey was posted to the PNA website (www.pugetneighborhood.org) so that all Puget residents could provide their ideas, concerns, and priorities. Interestingly, the information from the two methods of gathering data gave similar results.

From this critical mass of information, the Planning Committee assembled drafts of the 3 chapters: Transportation, Open Space, and Utilities. Drafts were written, presented at two General Meetings, and revised according to the input received. Emails were sent to neighborhood businesses asking for input on the draft chapters. The PNA website allowed all neighbors to read the drafts and respond with comments. Paper copies were also made available.


At the November 2009 PNA General Meeting the neighbors voted unanimously to submit these 3 revised chapters to the City. To the knowledge of the Planning Committee and the Board of Directors of the Puget Neighborhood Association, there is no opposition to this proposal.

Therefore, we are pleased to submit these revisions of 3 sections of the Puget Neighborhood Plan for your review and consideration.

Respectfully submitted,


Nick Powell,
President, Puget Neighborhood Association


Bill Radock
Treasurer, Puget Neighborhood Association


Therese Kelliher
Chair, Planning Committee of the Puget Neighborhood Association

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OP-41

1. An application must include the following materials:

- Docket application form
- Fee – neighborhood associations exempt

2. Applicant Puget Neighborhood Association

Address Puget Neighborhood Association
 PO Box 28418
 Bellingham, WA 98228-0418

Name of contact person if applicant is a group: Mary Chaney or Nick Powell

Mary Chaney – 360-733-0209
 812 Racine St.
 Bellingham, WA 98229 2132
maryichaney@comcast.net

Nick Powell – 360-714-8415
 1605 Lopez Street
 Bellingham, WA 98229
pannix@comcast.net

3. Please describe your amendment proposal as specifically as possible and attach it to this form.

The following three chapters are attached. They are substantial revisions from the current Puget Neighborhood Plan.

The following 2 chapters incorporate applicable descriptive phrases and reference City policies from the original Puget Neighborhood Plan.

- Open Space
- Utilities & Service (formerly "Public Facilities and Services")

The third chapter, Transportation (formerly "Circulation"), is a complete revision of the current Puget Neighborhood Plan.

4. Explain why the amendment is needed:

1. The Puget Neighborhood Plan has not been updated since 1996.
2. Several development requests have occurred within the Puget Neighborhood in recent years, with several more on the horizon. The Puget Neighborhood Association seeks to participate in the process where changes affect the neighborhood, and to ensure that changes are consistent with current neighborhood values. Therefore, the vision and policy statements were updated to reflect neighborhood input.
3. The current plan describes Puget neighborhood as being primarily single family with pockets of multi-family housing types. Now, that ratio is closer to 49% multi-family.
4. Completed projects identified in the current plan include:

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 OP-5

- a. Civic Field is described as needing extensive renovation.
- b. The need for a traffic signal at Lakeway and Puget Street is identified.
- c. Samish overpass needs widening.
- d. For circulation, Fraser Street needs to be extended from Puget Street to Woburn.

5. Describe why the amendment will result in long-term benefits to the community as a whole and is in the best interest of the community.

Up-to-date information leads to better solutions. Encouraged by the City Planning Department, Puget neighbors have worked hard to gather current information about our neighborhood. We believe the fresh ideas, current thinking, enthusiasm, and a "snapshot in time" can be beneficial to the neighborhood and the City planning process. Problems within the neighborhood can be addressed because the needs of the neighborhood have been identified.

These revisions lay the groundwork for a future process regarding the potential urban village re-design of the Lakeway/Lincoln commercial district.

6. Describe how the proposed amendment to the plan is supported by or consistent with the existing goals and policies of the comprehensive plan and the State Growth Management Act.

We believe that it is our responsibility to provide this information to the City and to participate fully in the process of providing "a safe and secure place to live, an economy that provides jobs, healthy and diverse neighborhoods, choices with respect to ways to get around town, excellent schools, a clean and healthy environment, and extensive and diverse recreational opportunities." (BCPIntro-1) As a partner in this process, we take to heart the statement "Bellingham's neighborhood plans remain critically important to achieving the vision and goals of the Comprehensive Plan. The plans are powerful tools that help to maintain neighborhood character and define the "vision" of the neighborhood in the future." (BCP Intro-6) After taking a close look at our existing neighborhood plan, we felt it was necessary to provide current information and support the City's efforts in complying with "Public participation in comprehensive planning processes is required both as a matter of law and policy. The public participation section details the city's commitment to public involvement in the planning process. It reaffirms our intention to develop public planning processes that provide ample opportunity for residents to participate in the decision-making process" (BCP Intro-12)

7. Have circumstances changed sufficiently since the adoption of the comprehensive plan and/or neighborhood plan to justify the proposed change? If so, Please explain.

Yes. Since the last update of the Puget Neighborhood in 1996:

- The neighborhood has transformed from being heavily dominated by single-family residences to nearly 50% multi-family residences.
- Land redevelopments have been proposed.
- Traffic impacts have become more noticeable, as well as a greater need for alternate forms of transportation
- Increased density of housing
- Identification of the need for small, localized parks and connecting trails through a mostly suburban-style neighborhood
- Less open space, and more impervious surfaces which increase runoff and drainage problems

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OP-6

8. Have the underlying assumptions found in the comprehensive plan and/or neighborhood plan upon which land use designation, density or other provisions are based changed, or is new information available which was not considered at the time the plan was adopted? If so, please explain.

These requested changes do not deal with land use.

9. Does the proposed amendment promote a more desirable land use pattern for the community as stated in the goals and policies in the comprehensive plan? Are there environmental constraints (such as wetlands, steep slopes, significant stands of trees, etc.) present on the site to such a degree that development of the site is economically or physically unfeasible under the existing land use designation? Please explain.

There are no land use requests in this application.

10. What impacts would the proposed amendment to the plan have on the current use of other properties in the vicinity? What measures could be taken to ensure compatibility with the uses of other property in the area?

There are no land use requests in this application.

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OP-7

**Cover Sheet
Puget Neighborhood Plan Revision
November 2009**

Attached are three chapters of the Puget Neighborhood Plan:

- Open Space
- Utilities and Service (formerly "Public Facilities and Utilities")
- Transportation (formerly "Circulation")

The current chapters from the Neighborhood Plan are included here for ease of reference.

The following 2 chapters incorporate applicable descriptive phrases and reference City policies from the original Puget Neighborhood Plan.

- Open Space
- Utilities & Service (formerly "Public Facilities and Services")

The Transportation chapter (formerly "Circulation") is a complete revision of the current Puget Neighborhood Plan.

To clarify the differences in the documents, duplicated phrases are underlined in the original Plan and the passages from the original Plan that have been omitted in the revised Plan are struck through (in the original Plan). Therefore, what remains (underlined) has been included in the revised Plan.

The revised Plan does not contain text with underlines or strike-through markings.

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OP-8

CURRENT PUGET NEIGHBORHOOD PLAN

Chapters: Open Space, Public Facilities and Utilities, Circulation

II. OPEN SPACE

The Puget Neighborhood contains good recreational facilities and open space opportunities. ~~Civic Field is one such facility. Other open space and trail corridors, most notably along the West Fork of Cemetery Creek, have been provided over the years through dedication by developing residential areas. Other parks such as Whatcom Falls and Lake Padden lie just outside the neighborhood and are easily accessible.~~

In undeveloped, unplatted residential areas, dedication of open space or fees in lieu, thereof, is a required part of plat approval. It is intended that, by designating particular future open space patterns and areas, a more usable and integrated open space system linked with trails can be achieved concurrent with development. Many of the open space patterns follow steep hillsides and stream corridors. Both of these areas are inherently unsuited for development. Stream corridor areas are also a recreation resource and have value as wildlife areas. Hillside areas provide the scenic backdrops, which are an important element of Bellingham's character. The density of development on hillsides should be such that the scenic character is not significantly altered.

~~Puget Policy #1: OPEN SPACE PATTERNS GENERALLY FOLLOWING STEEP HILLSIDES AND STREAMS SHOULD BE DEDICATED AND IMPROVED PRIOR TO OR AS RESIDENTIAL DEVELOPMENT OCCURS. TRAILS SHOULD BE PROVIDED LINKING THE NEIGHBORHOOD TO CIVIC FIELD, THE PROPOSED WHATCOM CREEK TRAIL, AND OTHER FACILITIES.~~

~~Something more than linear greenbelt natural areas and trails are necessary to meet the recreational needs of new residential areas. Because of the central location of Civic Field in the Puget Neighborhood, highly developed parks are not needed. Instead, smaller, naturally landscaped, low maintenance neighborhood parks are proposed with playground, paved courts, and picnic facilities.~~

~~Puget Policy #2: NEIGHBORHOOD PARKS SHOULD BE ACQUIRED AND DEVELOPED PRIOR TO OR CONCURRENT WITH RESIDENTIAL DEVELOPMENT.~~

~~In order to minimize the potential problems inherent in the boundaries between land uses of different intensities, vegetated buffers are proposed at those boundaries. While most of these buffers are dealt with in the implementing ordinances, there are occasional opportunities to create or preserve such buffer areas through open space designation. Buffers of native vegetation are recommended.~~

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OP-9

~~Puget Policy #3: AT LEAST PART OF THE MOORE STREET RIGHT OF WAY SOUTH OF LAKEWAY CENTER SHOULD BE RETAINED AS A TREED BUFFER BETWEEN THE SINGLE FAMILY AREA AND ADJACENT, MORE INTENSE USES.~~

~~Puget Policy #4: A DENSE BUFFER OF EVERGREEN TREES ALONG I-5 SHOULD BE INSTALLED SIMULTANEOUSLY WITH DEVELOPMENT OR REDEVELOPMENT.~~

Whatcom Creek is a resource of Citywide interest. It bisects Bellingham geographically and connects Lake Whatcom, Bloedel Donovan Park, Scudder's Pond, Whatcom Falls Park, Civic Field, the Civic Center, The Maritime Heritage Center, Citizen's Dock, Bellingham Bay, and several residential neighborhoods. Whatcom Creek is shown as a greenbelt corridor in the City's Open Space, Parks, and Recreation Plan. Because Whatcom and Cemetery Creeks connect adjacent wetlands, forests, and open space, they are vital to preservation of the City's wildlife in this area. The part of Whatcom Creek in the Puget Neighborhood is designated Conservancy I in the City's Shoreline Master Program (1989). That designation prohibits clearing within a 50 foot setback area and requires a 100 foot setback for "fills, hard surfacing, permanent structures, or storage," except by conditional use.

~~The 1995 Whatcom Creek Trail Master Plan proposes a multi-use trail along the creek, eventually connecting Whatcom Falls Park to Bellingham Bay. In 1996 a fish ladder was installed by volunteers, ending a 90-year fish migration blockage due to a sewer line near Interstate 5. Such projects within other City open spaces should be encouraged.~~

~~In 1982 the City adopted Federal Emergency Management Agency (FEMA) floodplain management regulations Citywide, including the Whatcom Creek basin. These regulations provide limitations on the location of fill and structures to maintain the flood carrying capacity of Whatcom Creek. Unfortunately, many structures were already located in the Whatcom Creek floodplain that were subject to periodic flooding. In order to alleviate these problems, and in conformance with the 1973 Comprehensive Drainage Plan, structural modifications were made to Whatcom Creek to relieve this flooding. The City's Stormwater Ordinance now requires new construction to treat contaminated runoff water, which should gradually improve the quality of water running into Bellingham's creeks.~~

~~Puget Policy #5: A GREENBELT OF NATIVE VEGETATION SHOULD BE MAINTAINED AND ENHANCED ALONG WHATCOM CREEK. THIS GREENBELT SHOULD BE AT LEAST 100 FEET WIDE. NO FILLS, HARD SURFACING, OR STRUCTURES SHOULD BE LOCATED WITHIN THIS GREENBELT. EASEMENTS SHOULD BE OBTAINED FOR A MULTI-USE PEDESTRIAN AND BICYCLE TRAIL WITHIN THE CORRIDOR. IMPROVE WATER QUALITY, FISH HABITAT, AND VEGETATION ALONG WHATCOM CREEK.~~

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The Civic Field Complex totals 84 acres. It is designated primarily for recreation facilities with a citywide service area. Civic (football) Stadium, Joe Martin (baseball) Field, Frank Geri softball fields, Downer youth ball fields, trails, the Bellingham Aquatics Center, little league fields, playground facilities, restrooms, concession facilities, and parking areas are currently developed. Downer Fields are adjacent to Carl Cozier School and are also used for play by school children. The City recently approved a lease of a portion of The Civic Field Complex to a private entity to develop an ice skating and rollerblading facility west of Civic Stadium. A newly acquired passive wetland park near Whatcom Creek has been added to the east side of the Civic Field Complex.

~~In 1995 the City of Bellingham assembled a committee to look into upgrading The Civic Field Complex. The committee submitted its Civic Field Complex Task Force Report to the Bellingham City Council on June 19, 1995. They recommended a bond issue to finance the following improvements:~~

~~Civic (football) Stadium:~~

~~Relocate the track, build a new storage area on the north side of the field, expand the field for soccer, fill the north side of the field to level with the stadium.~~

~~Joe Martin (baseball) Field:~~

~~Build new dressing facilities and new buildings.~~

~~Frank Geri (softball) Fields:~~

~~Construct Geri #4 field with lights and parking, construct a storage/concession building, and add restrooms and parking at Field #3.~~

~~Other:~~

~~Provide two lighted fenced tennis courts, covered picnic areas, and a skateboard/rollerblade facility, install fencing around the softball areas, and lease land west of the Civic Stadium for a privately financed ice rink.~~

~~Traffic/Pedestrian:~~

~~Complete an in depth traffic study with recommendations for safety changes, develop a pedestrian friendly roadway system.~~

~~Other Civic Field Complex improvements examined by the Parks Department:~~

~~Restore the Lincoln Creek corridor through the northwest corner of Civic Field, improve the drainage of Frank Geri Field #3 near Puget Street, construct a new Javelin field north of Civic Stadium, landscape and provide facilities for bicyclists and pedestrians along Fraser west of Puget, replace the playground equipment on the south side of the Frank Geri Fields, and acquire Carl Cozier Elementary School for a recreation center and Parks and Recreation Department Headquarters.~~

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~~Significant traffic problems are created on Lakeway, Lincoln, and Moore Streets after large events at Civic Field. Provision of a connection to Lakeway Drive at Puget Street with a traffic light, as shown in the City's 6-year program, should help to deal with these peak traffic flow problems.~~

~~Puget Policy #6: THE CIVIC FIELD COMPLEX SHOULD CONTINUE TO DEVELOP AS AN AREA FOR CONCENTRATING CITYWIDE RECREATION FACILITIES. IMPROVED AND ADDITIONAL ACCESS TO ARTERIALS TO THE NORTH AND SOUTH SHOULD PRECEDE OR OCCUR WITH FUTURE DEVELOPMENT. THE CITY SHOULD CONTINUE TO PURSUE IMPROVEMENTS TO THE CIVIC FIELD COMPLEX, AS OUTLINED ABOVE. IMPACTS ON ADJACENT RESIDENTS SHOULD BE MINIMIZED BY INSTALLING BERMS, FENCING, SETBACKS, LANDSCAPING, LIGHTING WHICH IS DIRECTED TOWARD THE CENTER OF THE CIVIC FIELD COMPLEX, AND OTHER METHODS.~~

~~Puget Policy #7: IMPROVE PEDESTRIAN AND BIKE ACCESS TO THE CIVIC FIELD COMPLEX TO ENCOURAGE NON-VEHICULAR TRIPS, AND REDUCE CONGESTION AND PARKING. BIKE LANES AND SIDEWALKS SHOULD BE INCLUDED WITH NEW STREETS WHICH ACCESS THE CIVIC FIELD COMPLEX (FRASER AND PUGET). A TRAIL CONNECTOR SHOULD BE ADDED WHEN THE WHATCOM CREEK TRAIL IS BUILT.~~

III. PUBLIC FACILITIES AND UTILITIES

Drainage

~~While many improvements have been made to Puget Neighborhood drainage systems, problems still exist. Isolated areas of the upland Puget Neighborhood still flood. This flooding is usually due to locally inadequate drainage facilities and lack of upstream storm water retention. These system deficiencies have been outlined in the City of Bellingham's 1995 Watershed Master Plan. A recommendation from this plan includes keeping creek channels in the Puget Neighborhood open. All new developments should be constructed consistent with the recommendations of this Master Plan. In addition, development in flood-prone areas must be designed in accordance with FEMA regulations.~~

~~Puget Policy #8: ANY NEW MAJOR DEVELOPMENT SHOULD SUBMIT A DRAINAGE PLAN IN CONFORMANCE WITH THE CITY'S WATERSHED MASTER PLAN FOR APPROVAL TO THE CITY'S PUBLIC WORKS DEPARTMENT AND THAT PLAN SHOULD BE IMPLEMENTED PRIOR TO OR CONCURRENT WITH DEVELOPMENT.~~

~~Puget Policy #9: NECESSARY STORM SEWERS WITH RUN-OFF CONTROL SHOULD BE INSTALLED AT FUTURE DEVELOPMENT SITES. CREEKS SHOULD BE MAINTAINED PREDOMINANTLY IN THEIR NATURAL CONDITION AS MAJOR~~

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OP-12

~~DRAINAGE FACILITIES. SOME MODIFICATIONS OF CERTAIN STREAMS ARE RECOMMENDED TO INCREASE THE FLOOD PLAIN CAPACITY OR STORAGE-BASIN CAPACITY.~~

Water

~~The water system serving the Puget Neighborhood is comprised of four different pressure zones. These systems are necessary for the varying topography within the area. Some facilities south of Lakeway and east of Lincoln require replacement because these water mains are undersized for fireflow requirements and some pipes are asbestos coated. Although improvements have occurred, fireflow availability to areas off Consolidation is below the requirement for current zoning. Areas to the east of Racine Street also require some system improvements to improve the Padden-Yew pressure zone serving these plats. Improvements to the system are addressed in the City's 6-year Capital Facilities Program.~~

Sanitary Sewer

~~The majority of the neighborhood is served with sanitary sewer. Continued development of both existing lots and new plats will require extensions of transmission mains. Sections of the Lincoln Street trunk sewer line may have to be replaced or upsized as development occurs in the southwest end of the Puget Neighborhood and further south.~~

V. CIRCULATION

Arterials

~~Traffic is a major issue in the Puget Neighborhood. East-west circulation through the neighborhood is provided by Lakeway Drive, which connects the Central Business District with Interstate 5, and to Geneva and Sudden Valley in unincorporated Whatcom County. This arterial carries over 22,500 vehicles per day, and is expected to carry more than 30,000 vehicles per day by the year 2014. Additional Lakeway Drive traffic is likely even though the San Juan Boulevard connector south of the neighborhood and Fraser Street in the north end of the neighborhood are expected to assist in moving traffic once they are completed. Development in the Geneva and Sudden Valley areas east of the City of Bellingham may be limited by level of service issues on Lakeway Drive.~~

~~Puget Policy #11 LAKEWAY DRIVE SHOULD BE WIDENED TO PROVIDE FOUR LANES BETWEEN PUGET STREET AND ELECTRIC AVENUE. BICYCLE LANES MAY NOT BE INCORPORATED ALONG THE ROUTE DUE TO SEVERE TOPOGRAPHICAL AND RIGHT-OF-WAY CONSTRAINTS.~~

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OP-13

~~Signalization of Puget at Lakeway and extension of Puget between Lakeway and Fraser will further assist in providing access and circulation alternatives to accommodate traffic growth on Lakeway. The Puget Street extension north of Lakeway will provide for a collector arterial from Lakeway to Fraser and enhance access to The Civic Field Complex while improving traffic circulation.~~

~~Puget Policy #12: SIGNALIZATION SHOULD BE INSTALLED AT THE LAKEWAY AND PUGET INTERSECTION AND PUGET STREET EXTENDED NORTH TO FRASER WHEN WARRANTED.~~

~~Traffic growth pressures are increasing on Lakeway Drive. As the north Samish, south Puget, and Whatcom Falls Neighborhoods and adjacent county areas develop, a new east/west arterial will be needed. This new arterial route will protect the Puget Neighborhood from further penetration by additional traffic generated by developing areas to the south and southeast. It will also divert traffic to Sehome Village Mall and Western Washington University away from Puget, Toledo, and Lakeway Drive.~~

~~Puget Policy #13: THE MIDDLE SECTION OF SAN JUAN BOULEVARD SHOULD BE CONSTRUCTED GENERALLY ALONG THE ELWOOD AND CONSOLIDATION RIGHT OF WAY FROM 40TH STREET TO PACIFICVIEW DRIVE. THIS ROUTE SHOULD BE DEVELOPED AS AN ARTERIAL STREET CONSISTENT WITH DESIGN AND FUNDING GUIDELINES RECOMMENDED IN THE DESIGN REPORT FOR THE BYRON/CONSOLIDATION ARTERIAL WRITTEN BY WILSEY AND HAM IN 1983.~~

~~The I-5/Samish Way overpass operates at or below the City's adopted level of service during the P.M. peak traffic hour. In order for San Juan Boulevard to provide an effective alternative to Lakeway Drive, improvements at the overpass are needed. Although a State facility, the City is taking the lead in exploring options for upgrading this overpass to accommodate current and future traffic loads.~~

MAP, PUGET NEIGHBORHOOD ARTERIAL

<update button>

~~Puget Policy #14: PRELIMINARY DESIGN WORK SHOULD CONTINUE AND FUNDING ALTERNATIVES IDENTIFIED FOR EVENTUAL RECONSTRUCTION/ WIDENING OF THE SAMISH OVERPASS.~~

~~Puget Street should not connect directly with San Juan Boulevard, but should be connected via Consolidation and Racine Streets to discourage through traffic. Traffic south of San Juan Boulevard would not utilize Puget as a collector, but would tend to move east and west to 40th, Lincoln, and Yew Streets.~~

~~Major north-south circulation through the neighborhood is provided by Lincoln and Woburn Streets. Lincoln Street serves as a north-south secondary arterial along the west boundary of the Puget Neighborhood. Lincoln Street has capacity and circulation deficiencies at the north end. Woburn Street serves as a north-south secondary arterial on the east side of the neighborhood between Lakeway and Whatcom Creek (Iowa Street).~~

~~Puget Policy #15 LINCOLN STREET SHOULD BE IMPROVED BETWEEN ASHLEY AND LAKEWAY TO FOUR LANES, TWO EACH DIRECTION WITH BICYCLE LANES AND STREET TREES.~~

~~Access to the developing industrial area (AREA 1) is presently very constricted. More development in that area will create traffic congestion and problems at Lincoln Street. Fraser Street should be extended between Puget and Woburn, to create a collector-arterial from Woburn to Lincoln and provide another alternative to Lakeway for east-west traffic.~~

~~Puget Policy #16: TO IMPROVE CIRCULATION IN DEVELOPING PORTIONS OF THE NEIGHBORHOOD, FRASER STREET SHOULD BE DEVELOPED AS A COLLECTOR FROM LINCOLN TO WOBURN STREET. THOSE PARTS OF FRASER STREET IN OR ADJACENT TO THE INDUSTRIAL AREA SHOULD BE DEVELOPED TO COLLECTOR STREET STANDARDS. SIDEWALKS, BICYCLE FACILITIES, AND LANDSCAPED PLANTING STRIPS ARE APPROPRIATE AS THE STREETS WILL BE ADJACENT TO, AND PROVIDING ACCESS TO, THE CIVIC FIELD COMPLEX.~~

~~Puget Policy #17: TRAFFIC CALMING DEVICES AND OTHER METHODS TO REDUCE THE SPEED OF VEHICLES MAY BE INSTALLED ON NEVADA STREET WHEN IT IS EXTENDED SOUTH TO CONSOLIDATION.~~

~~Although proposed in the 1980 neighborhood plan, a bridge across Whatcom Creek at Racine Street should not be built. The circulation benefits of such a connection are outweighed by the potential damage to Whatcom Creek and adjacent wetlands.~~

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09-15

Residential Streets

Many of the residential streets in the Puget Neighborhood are substandard and in fair to poor repair. There are no curbs, gutters, or sidewalks. Any major repairs of these streets should include storm drainage improvements.

~~Puget Policy #18: THE APPROPRIATE RESIDENTIAL STREET STANDARDS FOR THIS NEIGHBORHOOD IS A 28 FOOT WIDE STREET WITH CURBS, GUTTERS, STORM DRAINAGE, A PLANTING STRIP AND AT LEAST ONE SIDEWALK. STREETS TRAVERSING STEEP SLOPES MAY BE ALLOWED LESS WIDTH.~~

Bicycle Facilities

~~Puget Policy #19: PLACE BICYCLE LANES ON LINCOLN STREET BETWEEN LAKEWAY DRIVE AND MEADOR STREET AS THE WIDTH PERMITS AND ON FRASER BETWEEN LINCOLN STREET AND WOBURN STREET, WITH A CURB CUT/CONNECTION AND TRAIL TO WHATCOM FALLS PARK.~~

~~Puget Policy #20: A BICYCLE "ARTERIAL" SHOULD BE ACQUIRED AND DEVELOPED ALONG WHATCOM CREEK AND THE WATER MAIN EASEMENT, WITH ACCESS TO THE CIVIC FIELD COMPLEX.~~

~~Puget Policy #21: BICYCLE PATHS THROUGH GREENBELTS, OPEN SPACES, AND BUFFERS SHOULD BE INSTALLED AS THOSE AREAS ARE ESTABLISHED.~~

~~Puget Policy # 22: ON LAKEWAY DRIVE, WARNING STRIPES SHOULD BE PAINTED FOR THE STORM GRATES—ESPECIALLY THOSE WEST OF PUGET STREET.~~

REVISED NEIGHBORHOOD PLAN – THREE CHAPTERS:

- OPEN SPACE
- UTILITIES & SERVICE
- TRANSPORTATION

10-N1
OP-17

OPEN SPACE

PART ONE - EXISTING PARKS, TRAILS, AND GREEN SPACE

Existing Parks

Puget Neighborhood contains good recreational facilities and open space opportunities. The Civic Athletic Complex, which is a total of 84 acres and contains 10 established facilities, is within the borders of the neighborhood. It is noteworthy, however, that these facilities are designated primarily as a city wide service area. The accompanying increase in traffic, noise, light, litter and crowds can have a negative effect on the Puget Neighbors.

- **Civic Stadium:** The stadium has 2800 seats in the south grand stand, 680 seats in the north grand stand and 200 bench seats in the north grand stand. The parking lot has 575 stalls and 12 handicapped stalls. The stadium is used by all three Bellingham High School football, soccer and track and field teams for practices and games. Western Washington University uses the stadium for track and field and cross country practices and meets. The adult football teams "Bulldogs" and "Blitz" use the stadium for practices and games. There are a number of youth and adult soccer leagues which also use the facility. All three Bellingham High Schools have used the facility for commencement services.
- **Civic Stadium Track:** The track at Civic Stadium is utilized for a variety of uses by Sehome, Bellingham and Squalicum High Schools and Western Washington University. The track is also used by the general public, for Parks department track meets, police training and various other Park program uses.
- **Joe Martin Baseball Field:** This baseball field has 60 individual seats and bench seating for 3000. Bellingham, Sehome and Squalicum High Schools, and Western Washington University use the facility for baseball practices and games. In addition there are a number of American Legion youth and adult baseball leagues who use the field. This is also the home stadium of the Bellingham Bells.
- **Frank Geri Softball Fields:** These four fields and two parking lots are used primarily for adult softball and youth baseball practice and games. The Bellingham School District High Schools use them for practices and games of the fast pitch baseball teams. They are occasionally used for soccer practices by youth and adult teams.
- **Downer Youth Ball Fields:** These two baseball fields are used by youth baseball teams including the Boys and Girls Club and YMCA leagues. Bellingham School District Middle Schools also use the facility.
- **Arne Hanna Aquatic Center:** The Aquatic Center has four swimming pools, which include a beach-entry instructional pool with a 135 foot water slide, a 25 yard, eight-lane lap pool, a dive tank with a one-meter springboard and a hydro therapy pool. The Arne Hanna Aquatic Center offers a variety of programs, including lap swims, American Red Cross swim lessons and training courses, 3 different intensity levels of shallow water aerobics, deep water running, deep water aerobics, water child care, kayaking and preschool, family and open swims. All Three Bellingham High School swim teams use the center for practices and meets.
- **Sportsplex Ice Arena and Indoor Soccer Fields:** This building houses an indoor ice arena and soccer fields. Portable bleachers can be brought in for sporting events. The facility hosts ice hockey practices, games and tournaments; Indoor adult and youth

soccer clinics, games and tournaments; Adult and youth ice skating lessons and performances. The "Roller Betties" hold their roller derby events here. The facility is also used for community garage sales and business association expositions.

- Dirt Bike Park: This park is used by the public for dirt bike practice and recreational use.
- Skate Board Park: This park is used by the public for recreational skate boarding. It is also used annually for the "Russ Schofield Classic".
- Carl Cozier Elementary Playground.

Existing Trails:

Parks Department Trails

Puget Neighborhood has several existing trails and trails which are slated to be constructed. They vary in function from transportation for pedestrians and bikes, nature experience, exercise, and walking dogs on woodland trails, connectivity within the neighborhood on public right of way trails and short connector trails.

- Whatcom Creek Trail: This bike and pedestrian trail begins at Fraser Street just east of Puget Street. It travels north, crosses Whatcom Creek and then follows the creek east to Valencia Street.
- The Frank Geri Field and Civic Field Trails: These bike and foot trails are located throughout Civic Field complex. They enter west of Geri fields off Fraser Street. They travel behind the fields on the south side and continue across Puget Street down the hill to St. Paul Street and then north to Fraser Street and south to St. Paul Street. Another portion enters Civic Field just east of Moore Street and travels behind the ice area north toward Geri Field. The trail then turns east then southeast across Puget Street
- The Cemetery Creek Trail: This trail is in the Magnolia Hills/ Wildflower development and travels through the Cemetery Creek Green belt.
- Pacific View Pond Trail: This neighborhood trail circumvents a small pond in the Pacific View Development.
- Samish Crest Trails: These trails, when constructed will begin in the Puget Neighborhood and travel south toward Lake Padden and east to Yew Street. These trails, although not in the boundaries of the Puget Neighborhood, abut the southern border of the neighborhood and are pivotal in eventually connecting the Lake Whatcom Trails to the Lake Padden Trails.

In addition:

Footpaths: These are unofficial trails on undeveloped streets and public utility rights-of-way (ROW). They are informal footpaths without identifying signage, which provide connectivity within the neighborhood. Depending upon frequency of use, weather, and

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topography the conditions of these trails vary from well-worn and easily passable to rocky, muddy, steep and difficult to traverse.

- Consolidation ROW between Nevada and 46th
- Edwards ROW between Kelly Ridge Court and Brenda Highlands/Samish Crest Trails
- Edwards ROW between Toledo and St. Paul
- Whatcom ROW between Toledo and St. Paul
- Whatcom ROW between West Racine and Queen

Existing Greenspace

The Puget Neighborhood has a variety of dwelling types that result in characteristic green space. There are large lots with private landscaping primarily south of Lakeway, east of Nevada, west of Puget. These green spaces are privately owned and require no public access, however the resulting beauty is part of what is meant by the character of the neighborhood. Preservation of this quality is warranted. North of Lakeway and west of Woburn are houses on small lots that are clustered in such a way as to protect a green belt around Cemetery Creek.

Whatcom Creek, which flows from Lake Whatcom, is a resource of citywide interest. It bisects Bellingham geographically and connects Lake Whatcom, Bloedel Donovan Park, Scudder's Pond, Whatcom Falls Park, The Civic Center, The Maritime Heritage Park, Bellingham Bay, the Waterfront Development. The part of Whatcom Creek in the Puget Neighborhood is designated Conservancy 1 in the City's Shoreline Master Program. That designation prohibits clearing within a 50 foot setback area and requires a 100 foot setback for "fills, hard surfacing, permanent structures, or storage," except by conditional use.

Existing wet and/or fragile areas.

Green space is also a result of wetlands and/or environmentally fragile areas that have been recently or will be restored to native habitat.

- Whatcom Creek
- Red Tail Reach Salmon and Wildlife Restoration Project
- Cemetery Creek
- The Hawley Property: This is an open space west of Puget and east of Nevada in between Edwards and the base of Puget hill)

PART TWO – ANALYSIS & OBJECTIVES

Puget Neighborhood is a pivotal link between two major green belt areas which wildlife in-habit: Whatcom Creek Redtail Reach Salmon Restoration Project and Samish Crest, which will ultimately extend to Lake Padden.

Because many of the larger landscaped lots are on the hill and are part of the water flow into Whatcom Falls Creek, the neighborhood must be responsible about runoff. Prudent and limited use of fertilizer, pesticide and insecticide is vital.

In undeveloped, un-platted residential areas, dedication of open space and park impact fees are a required part of plat approval. Many of the open space patterns follow steep hillsides and stream corridors. Both of these areas are inherently unsuited for development. Stream corridor areas are also a recreation resource and have value as wildlife areas. Hillside areas provide the scenic backdrops that are an important element of Bellingham’s character. The density of development on hillsides should be such that the scenic character is not significantly altered.

Because of the central location of Civic Athletic Complex in the Puget Neighborhood, highly developed parks are not needed. Instead, smaller, naturally landscaped, low maintenance neighborhood parks are proposed with playground for toddlers and small picnic facilities. In the Puget Neighborhood Survey conducted in 2009, 70% of respondents want neighborhood parks/playgrounds for small children within walking distance of their homes. 100% of respondents with preschool and elementary age children think it is important to be able to walk to a playground or small park.

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PART THREE – PRIORITIZED IMPLEMENTATION STRATEGY AND POLICY CHART

PPO1: A public park will be within walking distance (15 minute walk) of every Puget Neighborhood resident.

- A) A park with a playground for toddlers and small picnic area is needed on the upper hill south of Lakeway Drive. Topography, lack of sidewalks, and Lakeway Drive currently make use of Civic Athletic Complex facilities difficult for families living in this portion of the neighborhood.

PPO2: Puget neighborhood trails will provide accessibility & connectivity options within the neighborhood.

- A) Complete/extend Samish Crest Trail.
- B) Complete Whatcom Creek Trail to Downtown
- C) Construct a trail/stairs from Consolidation down the hill to Nevada Street
- D) Construct a trail through the Hawley Property from Puget to Nevada
- E) Construct connection trails like Whatcom right of way from E. Racine to Toledo and W. Racine to Queen.
- F) Install better signage on existing trails and rights of way.
- G) Institute better trail maintenance.
- H) Link trails with elementary and middle schools, the downtown business district, urban villages and other commercial and retail activity centers within the Bellingham urban growth area. Wade King Elementary via Samish Crest to Puget Neighborhood via connecting trail to Lakeway Center and Carl Cozier School.

PPO3: The Puget Neighborhood will continue to use practices which protect and preserve the environment.

- A) Widespread use of the Backyard Habitat Program, which includes native vegetation and plantings to absorb run off, is encouraged for landscaping in the Whatcom Creek watershed areas.

- B) When building public trails, every effort shall be made to provide natural habitat for birds and wildlife through the use of native plants, creek set backs and low impact trails.

 - C) A dense buffer of native vegetation suitable to purpose along 1-5 will be installed simultaneously by the abutting property owners when developed or redeveloped. The purpose of the buffer is to mitigate freeway noise, absorb runoff, protect water quality in Lincoln Creek, and lessen the visual impact of the freeway.
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UTILITIES & SERVICE

PART ONE – FACILITIES AND SERVICES IN EXISTENCE

DRAINAGE

The Puget Neighborhood has had many improvements to the drainage, storm-water retention and flood control facilities since the last Puget Neighborhood Plan revision.

The City of Bellingham Public Works Department has completed work on an update to the 1995 Watershed Master Plan, which has been renamed to the 2007 Stormwater Comprehensive Plan.

The City's 1995 plan continues to be a useful part of the new Comprehensive Plan. The work done under the new plan focused on the provision of a new integrated stormwater modeling system. This system was needed to meet the new regulatory requirements that the City passed in 2006, along with our Municipal Phase II NPDES permit, that came into effect February 2007. Specifically, this system works with the City's geographic information system (GIS) by melding the information we maintain on land use, impervious surfaces, vegetation, soils, rainfall and our stormwater systems (including our creeks) to provide runoff information. This system paints a much more accurate picture of our current stormwater system and issues such as erosion, flooding and needed system improvements. This system also provides the city and development engineers better information to integrate into site planning. The 2007 Stormwater Comprehensive Plan is a dynamic tool that is intended to evolve as more data becomes available, therefore providing new and better information for years to come.

WATER

The water system serving the Puget Neighborhood is comprised of four different pressure zones due to the topography of the area.

SANITARY SEWER

Except for a few properties, the entire neighborhood is serviced with sanitary sewer. A requirement will soon be placed in the city code requiring all houses to be on city sewer.

PART TWO – ANALYSIS AND OBJECTIVES FOR PUBLIC FACILITIES

DRAINAGE GOALS:

- Isolated areas of the upland Puget Neighborhood still flood due to inadequate drainage facilities and upstream storm-water retention.
- All water channels need to be kept open and supporting water flow at all times.
- All new developments should be constructed consistent with the recommendations of the updated 1995 Watershed Master Plan, the 2007 Stormwater Comprehensive Plan, and designed in accordance with FEMA regulations.

WATER GOALS:

- Those facilities which are undersized for fireflow should be replaced. Water pipes which are asbestos coated should be replaced.

SANITARY SEWER GOALS:

- All of sanitary sewer system should be sized to adequately serve the neighborhood especially where new development is occurring.

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PART 3 – PRIORITIZED IMPLEMENTATION STRATEGY

DRAINAGE:

1. Any new major development should submit a drainage plan in conformance with the City's storm water management code for approval by the Public Works Department. That plan should be implemented prior to, or concurrent with, development with the full cost of the plan being at the developer's expense.
2. Storm sewers with run-off control should be installed at future development sites.
3. Creeks should be maintained for further protection of aquatic resources. Some modification of certain streams is recommended (see Watershed Master Plan and 2007 Stormwater Comprehensive Plan) to increase the flood plain capacity or storage basin capacity.

DRAINAGE PROBLEM AREAS as identified by the residents of the neighborhood. These are areas of Puget Neighborhood that require remedial action due to excessive rainwater accumulation.

- Nevada Street in the older section between Lakeway and Edwards.
- E. Lopez Ct. at E. Toledo St.
- Ponderosa St. at Toledo St.
- Wildflower Way at Wildflower Court
- Moore St. at York St.
- Fraser St. at Lincoln St.
- Pacific St. at Lakeway
- Pacific St.—north of Lakeway at the dead-end
- Toledo St. at the northern end/bottom of hill - the stream overflows onto the street at the pathway going into the park area
- E. Racine St. in the 1200 block – water runs down the street missing the drains and going into downside driveways
- Edwards at Puget – water coming down Edwards does not go into a storm drain

WATER:

- Some facilities south of Lakeway and east of Lincoln require replacement due to undersized water mains for fire flow requirements.
- Consolidation Street has sections of piping that do not meet the fire flow requirements of the current zoning density. These will need to be upgraded when development occurs.
- Areas east of Racine St. also require some system upgrades to improve the "Padden-Yew pressure zone" serving these plats.
- South of Lopez St. requires upgrading of fire flow availability.

SANITARY SEWER:

- Sections of the Lincoln St. trunk sewer line require replacement or upsizing as development occurs in the southwest corner of the Puget Neighborhood.
- Development of both existing lots and new plats will require extensions of transmission mains.

TRANSPORTATION

PART ONE – EXISTING STREETS, PEDESTRIAN AND BICYCLING ROUTES

Neighborhood transportation options include walking, bicycling and driving, with bus routes on Lakeway, Woburn, and Lincoln, plus immediate access to the Seattle airport shuttle, and the Lincoln Creek Park & Ride (currently with access to Skagit County via the Inter-county Connector).

Arterials

- Primary Arterials: Lakeway, Woburn
- Secondary Arterials: Lincoln,
- Collector Arterial: Puget, Fraser, San Juan Boulevard (Yew to Puget)

Pedestrian Walkways

Sidewalks – include all of the following:

- Non-existent
- Extruded curb over asphalt
- Rolled curb with adjacent sidewalk
- Square curb with adjacent sidewalk
- Setback sidewalks with intervening planting strip

Footpaths on undeveloped streets/ public utility rights-of-way (ROW)

Common use has created informal pathways in the public right-of-way (i.e., rocky, narrow footpaths with muddy and slippery surfaces during rainy season.), which are without identifying signage.

- Consolidation ROW between Nevada and 46th
- Edwards ROW between Kelly Ridge Court and Brenda Highlands /Samish Crest Trails
- Edwards ROW between Toledo and St. Paul
- Whatcom ROW between Toledo and St. Paul
- Whatcom ROW between West Racine and Queen

Bicycle Lanes :

- South side of Lakeway from Queen to Verona
- East side of Lincoln between Consolidation and Lakeway Center/Mobile Home Park
- Fraser (both sides) between Lincoln and Valencia
- Puget (both sides) between south entrance of Civic Field parking lot and Fraser

In addition:

Parks Department Trails provide access within the Puget Neighborhood. They—and the above-mentioned footpaths—substitute for sidewalks in some developments, or

provide “cut-through” connectivity between long city blocks, in addition to providing routes to destinations such as Civic Field or the Lakeway Commercial Area.

All Parks trails in Puget neighborhood are listed here for context. Some of them serve as transportation routes – as well as recreation – leading to destinations and providing connectivity to other transportation routes.

- Whatcom Creek Trail between Meador Avenue and Woburn Street
- Racine Trail across Whatcom Creek between Iowa Street and Fraser Street
- Civic Field Trails* along creeks and in open space throughout the Civic Field complex
- Cemetery Creek Trails along creeks and in open space adjacent to subdivisions
- Pacificview Trails in open space throughout subdivisions

***NOTE: Please refer to the Open Space chapter for a listing of Civic Field activities (9 separate destinations) and the resulting traffic impacts throughout the day.**

PART TWO – ANALYSIS & OBJECTIVES

One reason many of the Puget neighbors have chosen to live in the neighborhood is because of proximity to downtown, Western Washington University, as well as Interstate-5 for its connections to outlying areas. In fact, more than any public or private facility, the Puget neighborhood is unified by the presence of Lakeway Drive. Besides being the focus for the regional and neighborhood commercial district, the Lakeway/Lincoln area is a crossroads intersection with many users of a wide variety of transportation modes moving in multiple directions.

Topography, history, and development style have limited the through street grid in the Puget neighborhood. The preponderance of cul-de-sacs, dead-end streets, and the lack of parallel arterial streets have exacerbated the traffic issues due to reliance on Lakeway as the primary corridor for access and mobility throughout the Neighborhood. The transition of Lakeway from a narrow, curving County road adjacent to residential development east of the City limits, into a major arterial in Bellingham adds to the challenge of added improvements to achieve safety and efficiency for all transportation modes. Acquisition of right-of-way needed in order to add consistent bicycle and pedestrian (what added auto facilities?) and transit facilities along Lakeway would be costly, and would change the character of the neighborhood. The traffic problems affecting travel through, and livability within, in the Puget neighborhood provide a challenge.

In order to flesh out policy suggestions for mitigating the challenges of the Lakeway corridor, connecting arterials, and residential streets, the Puget Neighborhood Plan identifies the following specific travel barriers to the neighborhood center and other destinations by users of all modes.

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CHALLENGES TO SAFE, EFFICIENT TRAVEL

Categorized by Destination

DESTINATION**LAKEWAY/LINCOLN COMMERCIAL DISTRICT -- (REGIONAL)**

Including travel to Carl Cozier Elementary School and Civic Field Complex

PEDESTRIAN Challenges for Access to the Commercial District (*within ¼ mile*)

1. Access from immediately adjacent neighborhoods (Sehome, York) is constricted by the presence of the I-5 freeway.
2. I-5 underpass sidewalks on Lakeway are 3' wide. Thus, vehicle traffic feels too close for comfort, especially with the concrete wall adjacent to the sidewalk. Sidewalks are often shared between pedestrians and cyclists, thereby adding more volume to a narrow sidewalk corridor.
3. Parking lot size and building setback positions create distance between destinations and appear inhospitable to users outside of a vehicle.
4. The Bellingham School Board has determined that students residing south of Lakeway will be bused to Carl Cozier Elementary School in order to avoid crossing Lakeway on foot or bike.
5. The natural pedestrian flow across Lincoln (south of Lakeway) is mid-block between the Lakeway intersection and the enhanced crosswalk. Vehicle flow in multiple directions into/out of opposing commercial driveways, combined with pedestrians shopping at both locations and crossing to transit stops increases the unpredictability and hazard for all users.
6. Much of the commercial development is in large parcels / long blocks, creating long walking distances.
7. Pedestrians crossing commercial driveways must watch multiple directions simultaneously to ensure their right-of-way will not be compromised by a vehicle.
8. Several intersections where drivers can turn right on red feel unsafe to pedestrians due to:
 - a. Motorists waiting on crosswalk markings, as well as
 - b. Uncertainty if pedestrians have been seen/acknowledged.
9. Nevada Street is a residential through-street within ¼ mile of Lakeway and the commercial district. Nevada residents experience traffic volumes such that residents would feel safer walking in separated space. (Currently no curbs, gutters or sidewalks exist on either side of Nevada, between Edwards and

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08-29

Consolidation. The City has included sidewalks for this area in the Six-Year Transportation Improvement Program, but adequate funding has yet to be found.)

MOTORIZED Challenges for Access to the Commercial District

1. Two (2) major intersections with stoplights in close proximity to each other, plus the 3rd stoplight west of I-5 freeway create long waits at lights at the evening rush hour.
2. Traffic flow in multiple directions with commercial driveways in close proximity to stoplight intersections—challenges the motorist to pay attention simultaneously to multiple traffic directions, high volume traffic & speeds
3. Commercial Driveway Left Turns: It is difficult for drivers turning left from commercial driveways onto Lakeway due to number of lanes to cross, prevailing speed of cross-traffic and/or morning/evening volume.
4. Driveway alignment along Lincoln between the Fred Meyer and Lakeway Center parking lots makes left turns and travel from one to the other difficult for motorists—especially when a motorist from the opposite driveway is also turning left, destination unknown as through-traffic or crossing over to the other parking lot.
5. Nevada Left Turns: It is difficult for drivers turning left from Nevada. Issues include: waiting for breaks in traffic in order to turn onto Lakeway, number of lanes to cross, and prevailing speed.
6. Auto-oriented commercial development makes it more likely that neighbors will drive from one establishment to the other, even if across the street (e.g., Fred Meyer Shopping Center to Lakeway Center), which can create increased congestion in parking lots and on the arterials.

BICYCLE Challenges for Access to the Commercial District

1. Lakeway in particular--and Lincoln Street within the commercial district--provide a significant barrier for many cyclists. Issues include:
 - a. Lack of a bike lanes or designated shared travel space along Lakeway and Lincoln,
 - b. The discrepancy between motor vehicle and bicycle speeds makes sharing the lane difficult and/or uncomfortable for cyclists.
 - c. Morning & evening commute traffic volumes,
 - d. Number of vehicle lanes,
 - e. "Jockeying" for position by motorists during lower volume hours creates a feeling of lack of safety when motorists stay in the same travel lane as cyclists.

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09-30

f. Motorists making a right turn at intersections who don't notice bicyclists.

2. Access from immediately adjacent neighborhoods (Sehome, York) to the commercial district is constricted by the presence of the I-5 freeway. Access by bike from Puget neighborhood and other neighborhoods east of the freeway to areas west of the freeway including WWU and downtown is limited to Lakeway, Samish or Meador.

DESTINATION

THROUGH ACCESS

Downtown, Western Washington University, other locations north & south along the I-5 corridor

For All Transportation Types: please see above comments in the section regarding the commercial district.

DESTINATION**Access to HIGH FREQUENCY TRANSIT "PLUM GO-LINE" – Lakeway from Downtown to Woburn****PEDESTRIAN Challenges for Access to the Transit High Frequency Line**

1. Neighbors who want to board or disembark from the bus do not feel safe crossing the street (.6 mile distance on Lakeway between stoplights at Yew and Puget) – because of 4 lanes to cross, difficulty judging speed (posted at 35 mph), and limited sightlines.
2. Because Whatcom Street is parallel to Lakeway, it provides an alternative to Lakeway for pedestrians traveling through the neighborhood. It can be used to connect with Puget Street where a stoplight provides an opportunity to cross Lakeway and access transit stops. Whatcom Street has 2 segments that are undeveloped. However, each segment has an informal footpath without identifying signs. Common use has created these rough pathways in the public right-of-way. (i.e., rocky, narrow footpaths with muddy and slippery surfaces during rainy season).

DESTINATION**LINCOLN CREEK PARK & RIDE**

The Lincoln Creek Park and Ride facility is owned, operated, and being improved in several phases by Western Washington University (WWU). The 6-acre site was formerly used as a drive-in movie theater, but is in the process of being transformed into a multimodal park and ride and transit facility with high-frequency service to the university. There are some existing challenges to the pedestrian and bicycle environment that will have to be addressed as the project is completed, including:

BICYCLIST Challenges for Access to the Lincoln Creek Park & Ride

1. Lincoln southbound drive lane doesn't have a shoulder and the discrepancy between motor vehicle and bicycle speeds makes sharing the narrow lane difficult for cyclists as they begin the incline towards Samish.
2. Lack of connecting facilities along busy Lakeway limits user access.

PEDESTRIAN Challenges for Access to the Lincoln Creek Park & Ride

1. Gravel pathway along Lincoln between Ashley/Maple & Byron
2. Transit stop on Lincoln at Byron does not have a curb cut or other connecting pedestrian facilities
3. Due to vehicle speeds, a fear of rear-end crash may discourage motorists from stopping to allow pedestrians to cross at un-marked crossings to transit stops at Byron and Maple.

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Project plans require WWU to construct sidewalks and bicycle lanes along the entire property frontage on Lincoln Street and to install a new traffic signal at Lincoln/Consolidation with marked crosswalks and pedestrian crossing signals. WTA transit busses will be routed into the Lincoln Creek site via a new driveway entrance and will then exit the site via the new signalized intersection at the main public entrance to the park and ride site. The new traffic signal will help to keep WTA busses on schedule, will provide safer crossing for pedestrians and bicyclists, and will slow vehicle traffic along Lincoln. The City of Bellingham has committed to working with WWU to improve the pedestrian connection between the existing Car Wash site and the new traffic signal at Consolidation. WWU will also be required to improve the western edge of Lincoln Street, opposite the Park and Ride facility, with a minimum 4-foot-wide shoulder. Ultimately, future development on the west side of Lincoln Street will be responsible for constructing a full bicycle lane, curb, gutter, and sidewalk.

DESTINATION ARTERIALS IN RESIDENTIAL ZONES

PEDESTRIAN CHALLENGES While Traveling Along Arterials

Puget Street (between Edwards & Consolidation) – Lack of sidewalks and/or separated walking space from vehicles is even more hazardous in winter weather due to steep topography (i.e., sliding cars).

MOTORIST & BICYCLIST CHALLENGES While Traveling Along Arterials

Left Turns onto Lakeway: It is difficult for drivers turning left from residential streets onto Lakeway due to number of lanes to cross, speed of cross-traffic and sightlines (for example: Racine, Toledo, Undine, St. Paul have all been identified by Puget neighbors).

Left Turns on/off Lakeway: crossing, or making a left turn onto or off of Lakeway, is challenging and scary for motorists and bicyclists all along the corridor. Issues include waiting for breaks in traffic in order to turn, crossing four lanes. High travel speeds and short sightlines increase the fear for motorists who stop on Lakeway to await a break in traffic in order to turn left off Lakeway.

DESTINATION RESIDENTIAL CONNECTIVITY

PEDESTRIAN CHALLENGES for Residential Connectivity

1. **Distance:** Much of residential development is in large parcels / long blocks limiting through access and increasing travel distances. In addition, the steep topography is a challenge for those who want to walk or bike.
2. **Condition of informal pedestrian footpaths in the undeveloped street right-of-way,** where common use has created pathways in the public right-of-way. (i.e., rocky, narrow footpaths with muddy and slippery surfaces during rainy season.)
 - Consolidation ROW between Nevada and 46th
 - Edwards ROW between Kelly Ridge Court and Brenda Highlands /Samish Crest Trails
 - Edwards ROW between Toledo and St. Paul
 - Whatcom ROW between Toledo and St. Paul
 - Whatcom ROW between West Racine and Queen
3. **Parking on sidewalks:** Walking paths in some sections of the Puget neighborhood are an extension of asphalt with an extruded curb, which seems to create confusion for drivers about the parking availability. Thus, sidewalk access can be impeded by residents or visitors parking cars in designated pedestrian space.

4. **Rolled Curbs:** Sections of the neighborhood with rolled curbs where the lots also have narrow street frontage and/or lack off-street parking often have parked cars on the sidewalks, which can create barriers to walking. (for example, in the Magnolia Hills development).

MOTORIST CHALLENGES for Residential Connectivity

Some Puget residents report difficulty maneuvering on narrow residential streets (< 28' wide) e.g., St. Paul Street—between Lakeway and Whatcom). However, narrow streets create less impervious surface and stormwater impact, as well as providing a traffic calming effect to slow vehicles. Therefore, we are not proposing any corrective infrastructure actions. Residents have phoned law enforcement to address illegal parking concerns.

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PUGET TRANSPORTATION OBJECTIVES

PTO1: Expand Puget neighborhood transportation options to more fully support pedestrian, bicycle and transit travel for mobility within the neighborhood.

PTO2: Expand Puget neighborhood transportation options for accessibility & connectivity to areas outside the neighborhood, especially to nearby employment, educational and cultural centers.

PTO3: Preserve livability of residents affected by the principal, secondary, and collector arterial streets.

We recognize the great importance of the through-traffic arterials that pass through our residential neighborhood connecting downtown, the university, the Lakeway and Samish corridors, Interstate 5, and outlying neighborhoods together. However, heavy traffic volume as well as possible future changes to flow may have a detrimental affect to the wellbeing and safety of residents living in proximity to these streets. It is the desire of the Neighborhood to preserve a sense of cohesive community, and to preserve all residents' safety and wellbeing.

PTO4: Increase traffic-related safety.

Whether Puget residents travel as pedestrians, bicyclists or motorists, safety is a big concern. With the understanding that state regulations and requirements for each classification of street (such as principal arterial, secondary arterial, collector, and residential street) it is the desire of the Neighborhood to use any effective and appropriate method to ensure that traffic speeds are maintained at safe levels and to help drivers feel connected with the people of the neighborhood. On arterial streets, these may include, but are not limited to, special slow zones near schools and curved or limited-view ramps or entryways, trees and planted medians and street edges, signage, bicycle lanes, pedestrian crosswalks, pedestrian bulb-outs, and street lighting. On residential streets, in addition to the above strategies, physical traffic calming measures such as speed humps, rumble strips, or traffic islands/circles may be installed if they meet the criteria stated in Bellingham's Neighborhood Traffic Safety Program (NTSP).

PTO5: Improve vehicle, bicycle, and pedestrian use and safety along Lakeway & Lincoln corridors, in accordance with the proposed Lakeway Urban Village development.

The Lakeway / Lincoln corridors pose many issues to the community, and specific plans for redevelopment must address and include traffic issues in accordance with the Bellingham Comprehensive Plan, redevelopment to Urban Village standards, and the

City's arterial network master planning, traffic access from I-5 to the downtown core and any increase in traffic flow on adjacent arterials. Because there is much work still to be done towards evolving a master Puget Urban Village Redevelopment Plan, our objective here is to emphasize the immediate need for addressing pedestrian and bicycle access and safety issues. We believe that improving pedestrian crossings and bicycle use across the neighborhood and with connections to other neighborhood routes will increase use, and support well any future plans.

PART THREE – PRIORITIZED IMPLEMENTATION STRATEGY AND POLICY CHART

The following Puget Neighborhood transportation policies were developed from discussions at Puget Neighborhood Association meetings and the 2008-09 PNA statistically valid survey. It is worth noting that many of the transportation needs identified by Puget Neighbors relate most strongly to improving pedestrian and bicyclist access or decreasing the effects of autos on residential streets. A reduction in the need for automobile use to access destinations within the neighborhood can improve conditions for drivers as well, by reducing the number of cars on the road. Lakeway is a WTA high Frequency corridor (buses every 15 minutes on weekdays). Therefore, increased utilization of transit along this corridor, which could have the added benefit of reducing the number of driving trips, depends on pedestrians' ability to cross Lakeway to access transit stops.

In the neighborhood survey conducted in 2008-09 Puget Neighbors identified the top 2 benefits of living in the neighborhood:

- Proximity to downtown 96.1%
- Convenient access to services 85.0%

86% of Puget neighbors use the Lakeway/Lincoln shopping district at least once per week. Nearly 24% use it even more—everyday. Previously mentioned comments in Part 2 identify the challenges to travel and the desire for improved access and increased use of the commercial area.

58% of Puget neighbors walk or bike on Puget arterials at least once a week. More than 28% of those who walk or bike, do not feel at all safe, and 45% feel "somewhat safe".

However, more than 49% of drivers feel "very or completely safe". Less than 40% feel "somewhat safe".

Puget Neighborhood Transportation Policies

Locations identified with each policy statement are considered to be major problem areas, as identified by the neighborhood residents in the previous section. Possible solutions will require study and, if justified, may or may not include construction at these specific locations. These locations should be considered high priorities when developing transportation solutions for the Puget neighborhood as a whole.

In addition, the list of Puget Neighborhood projects in the 2005 City of Bellingham Comprehensive Plan—Transportation section are listed at the end of these Puget Neighborhood Policies. The policies listed below are meant to inform any planning efforts towards those projects of the vision and values of the Puget Neighborhood. When the Comprehensive Plan is updated in 2011, further identification of Puget Neighborhood projects that embody these priorities can also be included.

FUTURE LAKEWAY/LINCOLN URBAN VILLAGE (Per COB PLANNING and/or DEVELOPMENT PROPOSALS)

The sooner an Urban Village Master Plan can be planned and adopted for the area encompassing the Lakeway/Lincoln/King/Puget intersections, the sooner the Neighborhood will see redevelopment, elimination of driveways/turning conflicts, and transformation of streets by developers.

PTP-A: Develop and promote safe, efficient and appealing access for all users as redevelopment occurs in the Urban Center (Lakeway/Lincoln). Access for non-motorized traffic within any commercial, multi-use or multi-family development should be direct to destination, easily accessible and safe.

Locations include:

1. New residential and/or mixed-use development
2. Redesign or re-development of commercial sites and/or rezone to urban village status

10-N1
OP-38

ACCESS TO COMMERCIAL AND RECREATIONAL CENTERS

PTP-B: Develop and promote efficient and safe access for motorists, pedestrians, bicyclists and transit users into, and through, the Lakeway/Lincoln neighborhood center and Civic Field complex with particular attention to solutions that improve access for all users, emphasizing safety and efficiency. Puget Neighborhood preference is to implement solutions that support mode shift from motorized to walking, bicycling and transit, which may improve conditions for drivers by reducing the number of short car trips to access commercial and recreational destinations in the neighborhood.

Locations and major problem areas include:

1. Pedestrian safety at intersections (e.g., southeast Lakeway at Lincoln)
2. Impact of commercial driveways on Lakeway's motorized and non-motorized traffic
3. Impact of 3 stoplights on traffic flow and patterns
4. Impact of I-5 access
5. Driveway alignment between Fred Meyer and Lakeway Center parking lots
6. Pedestrian use of Alley from Nevada Street to Cost Cutter parking lot.
7. Lack of landscaped medians and setback multimodal facilities.

See also: COB Comprehensive Plan—Transportation Policy section, TP-9, 46, 50, 57, 63, 64, 66, 75, 78, 81, 82, and Community Design section, CDP-8, 41, 63, 68, 77

INTERSTATE 5 AND RELATED AREAS

The Washington State Department of Transportation has developed an Interstate Master Plan for the Bellingham area (Fairhaven to Slater). Detailed information is available on the WSDOT website:

<http://www.wsdot.wa.gov/Projects/I5/FairhavenToSlater/default.htm>

This is an excerpt from the "EXECUTIVE SUMMARY of IMPROVEMENTS". Included are those projects directly related to the Puget Neighborhood.

"The plan incorporates state and federal transportation policy, transportation analysis, and input from elected officials and local agency staff, stakeholders and members of the community and identifies the following strategies to improve safety and help relieve congestion on I-5:

- ◆ Implement a collector-distributor (C/D) system that would connect the Samish Way, Lakeway Drive and Iowa Street interchanges as one "system" with the middle interchange connected only to the C/D.
- ◆ Preserve space in the median of I-5 for future managed lanes (one lane in each direction) to provide flexibility to accommodate future improvements.
- ◆ Accommodate non-motorized transportation.
- ◆ Implement active traffic management improvements including ramp metering.
- ◆ Replace the existing Samish Way interchange with a new interchange.
- ◆ Build a new single-point urban interchange (SPUI) at Lakeway Drive that is connected only to the C/D roadway.
- ◆ Build a new SPUI interchange at Iowa Street. The northbound off and southbound on-ramps at Iowa Street would connect to the mainline. The northbound on- and southbound off-ramps would connect to the C/D."

For reference: Annual Average Daily Traffic (AADT) 2006 data provided by WSDOT identifies the following daily activity at the Lakeway/I-5 on and off-ramps:

- Southbound On Ramp (from Lakeway to I-5) – 3,358 vehicles
- Southbound Off Ramp (from I-5 to Lakeway) – 7,730 vehicles
- Northbound On Ramp (from Lakeway & King to I-5) – 8,931 vehicles
- Northbound Off Ramp (from I-5 to King & Lakeway) – 2,956 vehicles

Puget Transportation Policy-C: Promote City efforts to collaborate with WSDOT to manage access to state highways while mitigating impact on local travel – where I-5 affects local driving, walking, bicycling, capacity, safety, attractiveness, access, and increases motorized traffic volume.

Locations and major problem areas:

1. Limited through-access / across I-5 between Meador and Samish—especially affecting pedestrian travel
2. Pedestrian right-of-way at Lakeway & I-5 underpass (access between York & Puget Neighborhoods)
3. Bicycle safety/efficiency along Lakeway (the route from Ellis to King, including Lakeway/I-5 underpass)
4. Complicated vehicle access to northbound ramp
5. Lakeway/King intersection (stoplight backups add to capacity challenges)
6. Lakeway/Lincoln intersection (stoplight backups add to capacity challenges)
7. Pedestrian lighting at Meador underpass

See also: COB Comprehensive Plan—Transportation Policy section, TP- 46, 52, 57, 90

10-N1
OP-40

ARTERIALS – BIKE TRAVEL

Current configuration of the Lakeway and Woburn arterials do not have enough physical space to add bike lanes within the built section (curb to curb). New development and re-development along any of the following arterials may provide opportunities to identify locations to improve cyclist access. As with all infrastructure development, funding sources will vary. For example: bike lanes will be constructed by WWU and private developers along the full length of Lincoln, between the Samish/I-5 overpass and Fred Meyer/Lakeway Center (not including the current commercial shopping area).

Puget Transportation Policy-D: Provide facilities for safe and convenient bicycle travel to neighborhood/urban center, park-and-ride facilities, and through-travel to employment and school destinations in the construction and retrofit of arterials.

Locations include:

1. Lakeway between Puget Street and I-5
2. Lakeway between Woburn and Puget (north side)
3. Lincoln
4. Woburn
5. San Juan Boulevard (See PTP-J for more detailed information)

See also: COB Comprehensive Plan—Transportation Policy section, TP-50, 57, 61, 63, 66, 69, 90 and Community Design Section, CDP-70

LAKEWAY ACCESS

PTP-E: Identify and implement solutions for motorist and bicyclist safety and efficiency for access to Lakeway from neighborhood streets, , where possible.

Locations include:

1. Nevada across Lakeway (left turns from Nevada onto Lakeway)
2. Lakeway between Racine and Verona – to/from Lakeway and residential streets (for example: Racine, Toledo, Undine, St. Paul)

SIDEWALK CONSTRUCTION

There are several locations in the Puget Neighborhood that would benefit from sidewalk construction. As mentioned previously, funding sources may vary. Examples include:

- Local Improvement Districts (LID) funded by the private property owners who live along the street.
- Lincoln Street sidewalks (east side) would be constructed by WWU with the development of the Lincoln Creek Park & Ride.
- Sidewalks on the west side between Fred Meyer parking lot and Byron Street would be constructed by private development between Lincoln Street and I-5.
- Nevada Street sidewalks are currently listed—though not yet funded—in the City Six-Year Transportation Improvement Program.

This policy statement is intended to articulate the Puget Neighborhood's priorities for sidewalk construction.

PTP-F

Promote the construction of sidewalks where they would connect neighborhood residents to services, or high-frequency transit, separate foot and motorized traffic, and/or provide needed connectivity.

Locations include:

- Nevada Street – between Edwards and Consolidation
- Lincoln Street – where missing between Lakeway and Byron

UNDEVELOPED FOOTPATHS LOCATED IN THE PUBLIC RIGHT-OF-WAY (ROW)

Topography, history, and development style have limited the through street grid in the Puget neighborhood. The preponderance of cul-de-sacs, dead-end streets, and the lack of parallel arterial streets have exacerbated the traffic issues due to reliance on Lakeway as the primary corridor for access and mobility throughout the Neighborhood.

Several street rights-of-way that have not been constructed are currently used and/or have the potential for use as non-motorized throughways. These Puget Neighborhood policies identify those locations where access could be improved with surface mitigation (e.g., crushed limestone). Funding sources will vary for these types of projects. Thus, Puget Neighbors will work with appropriate City Departments (for example: Parks to coordinate neighborhood volunteer labor) to identify appropriate public-private funding partnerships.

Puget Transportation Policy-G: Provide low-impact surface mitigation where common use has created informal pathways in the public right-of-way. (i.e., rocky, narrow footpaths with muddy and slippery surfaces during rainy season.) These pathways provide safety by separating motorized and non-motorized traffic. Improvement of these paths should be prioritized in places where they increase pedestrian access to neighborhood centers and/or Primary WTA Transit Corridors.

Locations include:

1. Whatcom between Toledo and St. Paul
2. Whatcom between West Racine and Queen

Because Whatcom Street is parallel to Lakeway, it provides an alternative to Lakeway for pedestrians traveling through the neighborhood. It can be used to connect with Puget Street where a stoplight provides an opportunity to cross Lakeway and access transit stops.

See also: COB Comprehensive Plan—Transportation Policy section, TP-61, 69, 72

Puget Transportation Policy H: Identify, and develop or improve pedestrian pathways in the undeveloped public right-of-way (ROW) where they can improve pedestrian connectivity within long residential blocks. Provide low-impact surface mitigation that would improve rocky, narrow footpaths that can be muddy and slippery.

Locations include:

1. Consolidation between Nevada and 46th or other nearby access from Toledo Hill to the Lincoln Creek Park & Ride
2. Edwards ROW between Kelly Ridge Court and Brenda Highlands Trail/Samish Crest Trail
3. Edwards ROW between Toledo and St. Paul

See also: COB Comprehensive Plan—Transportation Policy section, TP-61, 72, 88

ARTERIALS (Lakeway, Lincoln, Woburn, Puget)

One suggested solution to improve safety on arterials is to change and/or post speed limits at 25 mph. However, this does not always slow drivers, and can lead to unintended consequences (e.g., the need for constant law enforcement presence).

PTP-I – Develop multiple solutions for arterial-appropriate mitigation where vehicle travel speeds increase concerns for pedestrian safety, and/or where pedestrian travel must cross to access high frequency transit stops.

Locations include:

1. Lakeway between Puget and Yew.
2. Puget between Edwards and Consolidation
3. Woburn at Old Woburn

See also: COB Comprehensive Plan—Transportation Policy section, TP-55 regarding arterials: “Encourage the proper setting of speed limits to minimize traffic impact on residential neighborhoods.” And TP-78 “...improve pedestrian crossing safety where pedestrian routes must traverse busy streets”.

FUTURE DEVELOPMENT OF SAN JUAN BOULEVARD

The Puget Neighborhood envisions the potential for a completed San Juan Boulevard to divert neighborhood motorists off of Lakeway and to provide access to new development on the hill. Because of the steep topography, there will unlikely be a lot of bicycle through-traffic from Yew Street to Elwood. At the same time, the Neighborhood wants to promote easy and safe access across any newly constructed roads, and to ensure that residents making short trips on foot or on bike within the Puget and/or Samish Neighborhoods, will have adequate space to do so—adjacent to or in proximity of—San Juan Boulevard.

Puget Transportation Policy--J: Develop multiple crossing locations on San Juan Boulevard— to those local developments which are, or will be, constructed on either side of the street—especially for bicycle and pedestrian access. Include pedestrian routes for access to potential transit stops. Additionally, develop multimodal routes nearby when adjacent pedestrian and/or bicycle facilities are not feasible along the length of San Juan Boulevard.

REFERENCES

FROM City of Bellingham COMPREHENSIVE PLAN UPDATE 2005:

Puget

Included in 2006-2011 TIP

- **San Juan Boulevard** East west arterial, including curb, gutter, sidewalks, and bicycle lanes between 48th Street and 40th Street. Project to be completed by LID as development along

Bellingham Comprehensive Plan, Transportation Chapter

T-40

Comments

the route occurs.

Included in the 2006-2011 TIP

- Improve Fraser Street between the existing Regency Apartments and Lincoln Street with bicycle lanes and curb, gutter, and sidewalks. Phase 1, Fraser between Puget and Lincoln. Phase 2, Fraser from Puget to Regency Apartments.

Included in the 2006-2011 TIP

- Improve Puget Street from Fraser Street to the terminus of existing sidewalks with curb, gutter and sidewalks.

1995 Comprehensive Plan and BPAC recommendation.

- Lincoln Street Improvements. Widen pavement and install curbs, sidewalks, street lighting, and bicycle lanes to Lincoln Street, between Ashley and Byron.

BPAC recommendation.

- Intersection of Lincoln and Lakeway, limit right turns on red, especially eastbound onto Lakeway.

BPAC recommendation.

- Continue median "theme" on Lakeway Drive from west of Interstate 5 to Nevada Street.

BPAC recommendation.

- Sidewalks on Orleans Street from Lakeway to Civic Field Complex.

BPAC recommendation.

- Improve Consolidation right-of-way between Nevada Street and 46th for pedestrian access.

BPAC recommendation.

- Pedestrian access in right of way at Edwards east from Kelly Ridge Court to Brenda Highlands trail.

BPAC recommendation.

- Pedestrian access in right of way at Edwards, west from Toledo to unpaved section of St. Paul.

BPAC recommendation.

- Pedestrian access in right of way at Whatcom, west from Toledo to unpaved section of St. Paul.

BPAC recommendation.

- Pedestrian access in right of way at Whatcom, west from Racine to Queen.

BPAC recommendation.

- Improve bicycle safety and efficiency at Lakeway/I-5 Interchange.

BPAC recommendation.

- Improve bicycle safety and access at Samish Way and I-5 Interchange.

WTA. Will be implemented as funding allows.

- WTA second priority future high-frequency transit route on Lakeway Drive from Whatcom Falls Neighborhood Center on Electric Avenue to Downtown Transit Hub.

10-N1
OP-45