



**City of Bellingham**  
Public Works Department

May 10, 2018

Ed Spilker, Active Transportation Program Specialist  
WSDOT Pedestrian & Bicycle Safety Program  
P.O. Box 47390  
Olympia, WA 98504-7390

Dear Mr. Spilker,

The City of Bellingham is proud to submit this application for WSDOT Pedestrian and Bicycle Safety grant funding for the proposed **Samish-Maple-Ellis Multimodal Safety Improvements**. Bellingham's 2014 Bicycle Master Plan recommended bike lanes and "Further Study Needed" due to many complicating factors on this 5-lane former State Highway 99 corridor with "S curves." Public Works conducted an in-depth study in 2016-2017 and determined that a 5-to-3-lane road diet would accommodate future development and vehicle traffic as well as allow buffer-protected bike lanes to increase bicycle safety, connectivity, and mobility between the Samish Urban Village and neighborhoods east of I-5.

In addition to reducing the heavy auto-orientation of the corridor, Bellingham is hoping to spur economic investment in the Samish Way Urban Village, which lies on each side of the corridor. Currently, there are several proposals for redevelopment, including the Bellingham Housing Authority (BHA), which purchased the former Aloha Motel site at the intersection of Samish-Maple-Otis and plans to construct 160 low-income and senior living apartments and 11,000 SF of BHA office space

Bellingham has constructed 3 flashing crosswalks on the Samish corridor with a fourth being built this summer between the BHA site and Boomer's Restaurant Samish/Otis/Maple. The removal of vehicle lanes on Samish Way will reduce both passing and speeding on Samish Way and the installation of buffered bike lanes will help neighborhood residents, students and visitors to ride their bikes for everyday errands, leisure, and recreation. BHA supports the proposed multimodal safety improvements and will contribute \$10,000, if WSDOT awards grant funding to Bellingham (*see BHA letter attached*).

Please help Bellingham to transform the 5-lane auto-oriented Samish-Maple-Ellis corridor into a safer 3-lane multimodal corridor accessible to everyone by awarding grant funding for this important project.

Sincerely,

Chris Comeau, AICP-CTP  
Transportation Planner

**Engineering**  
104 W. Magnolia Street, Suite 109  
Bellingham, WA 98225  
(360) 778-7900  
Fax: (360) 778-7901  
TTY: (360) 778-8382  
pw@cob.org

**Natural Resources**  
Physical: 2200 Nevada Street  
Mailing: 2221 Pacific Street  
Bellingham, WA 98229  
(360) 778-7800  
Fax: (360) 778-7801  
pw@cob.org

**Operations**  
2221 Pacific Street  
Bellingham, WA 98229  
(360) 778-7700  
Fax: (360) 778-7701  
pw@cob.org

# 2018 Pedestrian and Bicycle and Safe Routes to School Application for Funding



## Part 1: General Information

Funding Program: Select one.

- Pedestrian & Bicycle Program – Infrastructure project (may include preliminary engineering)
- Pedestrian & Bicycle Program – Design-only project
- Safe Routes to School Program

Organization's name: **City of Bellingham**

Contact info. for questions about the project(s) in this application

- Contact person: **Chris Comeau**
- Title: **Transportation Planner**
- Phone: **(360) 778-7946**
- Email: [ccomeau@cob.org](mailto:ccomeau@cob.org)

State Legislative District: 40th

## Part 2: Project Summary

Project Title: **Samish-Maple-Ellis Multimodal Safety Improvements**

Overall project limits: Beginning project limit: Elwood Avenue / Interstate 5 Ending project limit: Lakeway Drive

Is this project on a State Route?  No  Yes: Route # \_\_\_\_\_ Milepost(s) Spans I-5 at Samish overpass (See WSDOT letter of concurrence)

**Project Description:** Provide a summary of the project in a manner that could appear in the Statewide Transportation Improvement Program (STIP) for the project. Do not include quantities. Example: Install raised crosswalks, speed feedback signs, school speed zone signs, and bicycle/pedestrian safety education.

Samish-Maple-Ellis road diet from 5-lanes to 3-lanes with buffer protected bike lanes for ¾-mile between Bill McDonald parkway and Lakeway Drive; Construction of an off-street bike pathway between Key Street and Ellis Street; Reconstruction of Ellis/Chestnut traffic signal to align with Whatcom Street bike boulevard; Bike lane enhancements from Bill McDonald Parkway to the Interstate 5/Samish overpass bridge; and Construction of a new amber flashing crosswalk at Bill McDonald/34<sup>th</sup> Street.

**Detailed Project Description:** List the improvements/countermeasures/methods and location. Use the format below.

### Improvements/Countermeasures

1. A ¾-mile long road diet from 5-lanes to 3 lanes with installation of 5-foot buffer-protected 6-foot bike lanes from Bill McDonald Parkway to Lakeway Drive;
2. Green dashed boxes will be installed across all driveways and white dashed lines will be striped across all side street intersections (see graphics);
3. Construct 175-feet of 8-foot wide off-street paved bikeway connection between the locally-funded (2019) Chestnut Street 4-foot buffer-protected 6-foot uphill bike climbing lane and the Ellis Street 3-foot buffer-protected 6-foot bike lane;
4. Reconstruction of existing traffic signal at Ellis/Chestnut/Whatcom to improve the new off-street bike path connection between Key Street and the Chestnut Street 4-foot buffer-protected 6-foot uphill climbing lane and the Whatcom Street Bike Boulevard;
5. Enhancement of existing marked bike lanes between Bill McDonald Parkway and Interstate 5/Samish overpass bridge with green dashed bike lane marking across the I-5 southbound off-ramp intersection;
6. Construct a new pedestrian-activated amber flashing crosswalk with center refuge at Bill McDonald/34<sup>th</sup> Street; and
7. If all of the above is funded by WSDOT, then the City will also locally fund a road diet from 5-lanes to 3-lanes with a 4-foot buffer-protected 6-foot uphill bike climbing lane on Ellis Street from Lakeway Drive north to Forest Street, including a green bike box at the Magnolia/Ellis/Potter intersection.

**Project Schedule (Estimated milestones):**

Project added to the Statewide Transportation Improvement Program (STIP)	7/2019
Project agreement signed	7/2019
Begin PE (PE phase authorized by funding agency)	9/2019
Community outreach/engagement	4/2017 – 6/2019 [1]
Environmental documents approved	2/2020
Right-of-way completed (certification)	No right-of-way needs
Contract advertised	4/2020
Contract awarded	5/2020
Construction begin	7/2020
Construction complete	8/2020

**Notes:** [1] Significant public outreach has already occurred from Spring 2017 through Spring 2018 with presentations to the Bellingham Transportation Commission, multiple presentations and dialogue at the three affected Neighborhood Associations, as well as a March 26, 2018 presentation to the Bellingham City Council.

**Project Cost and Funding Request:**

Phase	Total cost	Match	Amount requested
Preliminary Engineering (PE)	\$340,000	\$340,000 [1]	\$0
Right-of-Way (RW)	\$0	\$0	\$0
Construction (includes construction administration) (CN)	\$1,006,717	\$0	\$1,006,717
<b>Total</b>	<b>\$1,346,717</b>	<b>\$340,000</b>	<b>\$1,007,000</b>

[1] City of Bellingham will also locally fund the ½-mile long Chestnut Street road diet and buffer-protected bike lane in 2019 and, if WSDOT funds the proposed Samish-Maple-Ellis Multimodal Safety Improvements, then City of Bellingham will also locally fund the ½-mile long Ellis Street road diet and buffer-protected bike lane in 2020 from Lakeway Drive to Forest Street.

**Matching funds:** Identify the specific source(s) of matching funds used for this project:

**\$250,000 Bellingham Transportation Benefit District – Non-motorized Funding** (See Bellingham TIP Project Sheet)

**\$90,000 Bellingham Street Fund** (Sales Tax, Gas Tax)

Transportation Improvement Projects 2019-2024 (Fund Page 2)										
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars						PROJECT TOTALS	
			Previous Budget	FUNDED 2019	FUNDED 2020	FUNDED 2021	UNFUNDED 2022	UNFUNDED 2023		UNFUNDED 2024
11	Bellingham Railroad Quiet Zones	1st 1/4 REET	210	250	250	250				
		Subtotal	210	250	250	250				960
12	Samish-Maple-Ellis Corridor	Street	50		90					
	Multimodal Safety Improvements	TBD Non-Motor 10%		250						
	Road Diet + Buffer Protected Bike Lanes (Bill McDonald Pkwy to Lakeway Drive)	Unknown		WSDOT Grant Pending			1,000			
		Subtotal	50	250	90		1,000			1,390

**SAMISH WAY IMPROVEMENTS**  
 PLANNING LEVEL COST ESTIMATE  
 PROJECT LENGTH = 4,500 LINEAL FEET  
 WORKING DAYS = 30 DAYS

**OPINION OF PROBABLE COSTS**

Prepared: April 23, 2018

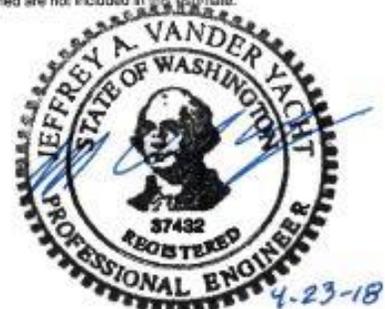
Estimate Prepared by:  
 Jeff Vander Yacht, P.E.  
**Pacific Surveying and Engineering, Inc.**  
 1812 Cortwall Street  
 Bellingham, Washington 98225  
 Phone: (360) 671-7387  
 Fax: (360) 671-4685

Client:  
**CITY OF BELLINGHAM**

Funding:  
**Local**

NO.	ITEM	ESTIMATED CONSTRUCTION COST			
		TOTAL QUANTITY	UNIT	UNIT COST	TOTAL
<b>SCHEDULE 'A' CONSTRUCTION COSTS (PRIMARY PROJECT)</b>					
1	MOBILIZATION	1	L.S.	\$110,000.00	\$110,000.00
2	CONSTRUCTION SURVEYING	1	L.S.	\$15,000.00	\$15,000.00
3	STORM WATER PERMIT	1	L.S.	\$500.00	\$500.00
4	SPCC PLAN	1	L.S.	\$800.00	\$800.00
5	UNANTICIPATED SITE WORK	1	F.A.	\$5,000.00	\$5,000.00
6	LABOR FOR TRAFFIC CONTROL	1,600	HR.	\$55.00	\$88,000.00
7	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$25,000.00	\$25,000.00
8	CLEARING AND GRUBBING	1	L.S.	\$5,000.00	\$5,000.00
9	REMOVAL OF STRUCTURES AND OBSTRUCTION - ASPHALT	250	C.Y.	\$25.00	\$6,250.00
10	REMOVAL OF STRUCTURE AND OBSTRUCTION - CONCRETE	75	C.Y.	\$55.00	\$4,125.00
11	REMOVAL OF STRUCTURE AND OBSTRUCTION - LUMP SUM	1	L.S.	\$15,000.00	\$15,000.00
12	SAWCUT PAVEMENT - ASPHALT	11,600	IN-FT	\$0.55	\$6,380.00
13	SAWCUT PAVEMENT - CONCRETE	540	IN-FT	\$1.15	\$621.00
14	ROADWAY EXCAVATION AND EMBANKMENT INCLUDING HAUL	600	C.Y.	\$20.00	\$12,000.00
15	GRAVEL BASE	870	TON	\$19.00	\$16,530.00
16	CRUSHED SURFACING TOP COURSE	70	TON	\$31.00	\$2,170.00
17	WARM MIX ASPHALT, 1/2-INCH CLASS	375	TON	\$130.00	\$48,750.00
18	TEMPORARY EROSION AND SEDIMENT CONTROL	1	L.S.	\$2,500.00	\$2,500.00
19	CATCH BASIN INSERT	15	EA.	\$75.00	\$1,125.00
20	TOPSOIL TYPE A	160	TON	\$65.00	\$10,400.00
21	SEEDING, FERTILIZING AND MULCHING	500	S.Y.	\$7.00	\$3,500.00
22	CEMENT CONCRETE CURB AND GUTTER	1,280	L.F.	\$26.00	\$33,280.00
23	DETECTABLE WARNING SURFACE	90	S.F.	\$40.00	\$3,600.00
24	CEMENT CONCRETE SIDEWALK INCL. ADA RAMP	270	S.Y.	\$75.00	\$20,250.00
25	RPM TYPE 1	33.2	PER HND	\$300.00	\$9,960.00
26	RPM TYPE 2	5.6	PER HND	\$400.00	\$2,240.00
27	PLASTIC LINE - 8"	560	LF	\$6.50	\$3,640.00
28	PLASTIC LINE - 4"	11,460	LF	\$4.00	\$45,840.00
29	SOLID GREEN PAVEMENT MARKING (THERMOPLASTIC)	394	SY	\$150.00	\$59,100.00
30	PLASTIC CROSSWALK LINE	162	LF	\$8.00	\$1,296.00
31	PLASTIC STOP BAR	210	LF	\$18.00	\$3,780.00
32	PLASTIC TRAFFIC ARROW	29	EA	\$200.00	\$5,800.00
33	PLASTIC BICYCLE LANE SYMBOL	24	EA	\$380.00	\$9,120.00
34	REMOVE PAINT LINE (RMPs)	15,200	LF	\$0.80	\$12,160.00
35	PEDESTRIAN SIGNAL SYSTEM, BILL MACDONALD PARKWAY	1	L.S.	\$80,000.00	\$80,000.00
36	TRAFFIC SIGNAL SYSTEM MODIFICATIONS, ELLIS STREET	1	L.S.	\$250,000.00	\$250,000.00
37	TRAFFIC SIGNAL SYSTEM MODIFICATIONS, I-5 SB OFF RAMP	1	L.S.	\$40,000.00	\$40,000.00
38	LANDSCAPE RESTORATION	1	F.A.	\$25,000.00	\$25,000.00
39	PLANT SELECTION STREET TREE	10	EA	\$800.00	\$8,000.00
40	PERMANENT SIGNING	1	L.S.	\$15,000.00	\$15,000.00
	<i>Subtotal</i>				\$1,006,717.00
<b>SOFT COSTS</b>					
41	ENGINEERING DESIGN AND TOPOGRAPHIC LAND SURVEYING	1	L.S.	\$75,000.00	\$75,000.00
42	GEOTECHNICAL ENGINEERING AND SOILS STUDY	1	L.S.	\$7,500.00	\$7,500.00
43	CONSTRUCTION ADMINISTRATION (CITY STAFF)	1	L.S.	\$40,000.00	\$40,000.00
44	CONSTRUCTION ADMINISTRATION (CONSULTANT)	1	L.S.	\$40,000.00	\$40,000.00
	<i>Subtotal</i>				\$162,500.00
<b>CONTINGENCY</b>					
45	RECOMMENDED PLANNING LEVEL CONTINGENCY (20%)	1	L.S.		\$177,500.00
<b>TOTAL PROJECT COST</b>					<b>\$1,346,717</b>

Note: Intersection improvements associated with the Samish-Maple-Otis-Ellis project that is currently being designed are not included in this estimate.



### Part 3: Background

**Project Focus: Check all that apply**

- Pedestrian mobility
- Bicyclist mobility
- Community health
- Economic development
- Safety at crash location
- Proactive/systematic safety – If this box is checked please indicate the process used to prioritize the proactive/systematic safety project (example – local roads safety planning process):

**Need/purpose:**

Summarize why this project is needed. This may include details about who it will serve, existing road conditions, origin/destination density at or near project location, factors indicating need for a systematic safety approach, potential to support economic development, wayfinding issues or other gaps in the system.

The Samish-Maple-Ellis corridor from Interstate 5 to Lakeway Drive is the former State Highway 99 and has 4 vehicle travel lanes and a center turn lane, but no bicycle facilities. In 2008-2009, Bellingham adopted the Samish Way Urban Village Master Plan (BMC 20.37.100) <https://www.cob.org/services/planning/urban-villages/samish> to guide urban renewal and redevelopment along both sides of the corridor. Three pedestrian-activated flashing crosswalks were installed at Consolidation, Abbott, and Newell in 2011-2012, but pedestrian and bicycle collisions have continued to occur. A fourth flashing crosswalk will be constructed at Samish/Otis in summer 2018. In 2013-2014, Bellingham’s Bicycle Master Plan recommended marked bike lanes on the southern portion of Samish Way, but “Further Study Needed” on the northern portion of the corridor due to curves at Maple and Ellis. In 2016-2017, Public Works staff and consultants conducted an in-depth corridor study that recommends a road diet from 5-lanes to 3-lanes and the installation of both marked bike lanes and buffer-protected bike lanes on the Samish-Maple-Ellis corridor. The narrowing of the roadway will significantly shorten the distance for pedestrians to cross vehicle travel lanes the installation of the buffer-protected bike lanes will visually narrow the corridor, as well as heighten awareness of bicyclists and pedestrians. Lowering the posted 35 mph speed limit improve bicycle safety and mobility between the Samish Way Urban Village and downtown Bellingham will reduce the potential severity of injuries in any future pedestrian-bicycle collisions.

**Community engagement:** Describe the status/progress to date

After extensive public process (2008-2009), the Samish Way Urban Village Plan was adopted in 2009 to promote the redevelopment of Samish Way into a vibrant, mixed use, pedestrian and bicycle-oriented corridor to help Bellingham accommodate future population growth while trying to achieve transportation mode shift goals for more walking, biking, and transit with less dependence on private automobiles. Extensive public process also occurred (2013-2014) for Bellingham’s Bicycle Master Plan, which was adopted in 2014 with recommendations for bike lanes and “Further Study Needed” on the Samish-Maple-Ellis corridor. The recommendations from the 2016-2017 Samish-Maple-Ellis corridor study have been presented to the Sehome (May 2017) and York (June 2017) Neighborhoods, the Bellingham Transportation Commission (April 2017), the Community Transportation Advisory Group, and the Bellingham City Council. In June 2017, the Samish-Maple-Ellis Road Diet Pedestrian and Bicycle Safety Improvements were adopted in the 2018-2023 Bellingham Transportation Improvement Program.

**adopted plan:** If the project is in an adopted plan, list the plan name and date adopted

- Samish Way Urban Village Master Plan, November 2009
- Bellingham Bicycle Master Plan, October 2014
- Bellingham Comprehensive Plan, November 2016
- Bellingham Transportation Improvement Program, June 2017

**For fatal and/or serious injury bicyclist/pedestrian collisions from 2012-2016 at the project location(s) provide the:**

Location	Crash report number	Contributing circumstances
1. N. Samish/E. Maple	3601406 at 5:13pm (light) on 6/20/2014	Fatality, died in hospital. Intoxicated pedestrian stepped into moving traffic at non-marked mid-block location.
2. N. Samish/Consolidation	3218111 at 6:25pm (dark) on 1/23/2013	Serious injury. Pedestrian stepped into moving traffic at non-marked mid-block location 63 feet north of pedestrian-activated flashing crosswalk with pedestrian refuge. Street lights were on.
3. N. Samish/Consolidation	3605347 at 4:32pm (light) on 7/12/2014	Serious injury. Pedestrian stepped into moving traffic at non-marked mid-block location 436 feet north of pedestrian-activated flashing crosswalk with pedestrian refuge.

**How many evident injury, possible injury, unknown injury or no injury crashes occurred between 2012-2016 at the project location(s)?**

- 8 evident injury collisions involving 5 pedestrians and 3 bicyclists
  - 12 possible injury collisions involving 3 pedestrians and 9 bicyclists
  - 3 non-injury collisions involving 1 pedestrian and 2 bicyclists
- 23 total evident/possible/non-injury collisions involving 9 pedestrians and 14 bicyclists**

**How many other bike/pedestrian collisions within 1 mile of the project may be addressed by the project? **Many****

Explain: The north end of the Samish-Maple-Ellis corridor at the Ellis/Lakeway/Holly intersection is a main entrance to downtown Bellingham. The intersection of Ellis/Chestnut is a main exit from downtown Bellingham. The south end of the Samish-Maple-Ellis corridor at the Samish/Bill McDonald intersection is a main entrance to Western Washington University and Sehome High School. Ellis Street north of Lakeway Drive to the Champion Street bike lane is a main entrance to downtown Bellingham and the intersection of Magnolia/Ellis/Potter is a main exit from downtown Bellingham.

The proposed road diet and buffer-protected bike lane improvements to the Samish-Maple-Ellis corridor also connect to:

- Bike Boulevards on Grant, Whatcom, Otis, and 34<sup>th</sup> St, and 40<sup>th</sup>-Ashley-Byron-Nevada installed in 2018 with the 2018 WSDOT-funded Lakeway-Lincoln Pedestrian and Bicycle Safety and Mobility project;
- A locally funded 2019 road diet on Chestnut Street (3-lanes to 2-lanes with buffer protected uphill bike climbing lane);
- A potential locally funded road diet on Ellis Street (3-lanes to 2-lanes with buffer protected uphill bike climbing lane), if WSDOT funds the Samish-Maple-Ellis Multimodal Improvements;
- Proposed bike lane enhancements on Lincoln Street from Interstate 5 to Fred Meyer; and
- Existing bike lanes on both Bill McDonald Parkway and 32<sup>th</sup> Street.

**Speeds: At the proposed project location(s) what is the:**

Posted travel speed (mph): 35 mph

Operating speed (85<sup>th</sup> percentile) (mph): 36.21 mph

Desired speed (the target speed) (mph): 25-30 mph

**At the proposed project location(s) what is the vehicle volume (average daily traffic-ADT): 13,500 to 15,000 ADT**

**What are the crossing accommodations at the proposed project location(s) (indicate number and type)**

None \_\_\_\_\_

Marked crosswalks \_\_\_\_\_

Marked crosswalk plus traffic calming \_\_\_\_

Crossing guard or student safety patrol \_\_\_\_\_

Stop sign, traffic signal, flashing beacons In 2018, there are 4 pedestrian-activated flashing crosswalks on the Samish-Maple-Ellis corridor as well as full traffic signals at Samish/I5 southbound off-ramp; Samish/Bill McDonald; Ellis/Chestnut, and Ellis/Lakeway.

**Greenhouse gas emissions policy**

Does the local jurisdiction have an adopted greenhouse gas emissions policy (see [RCW 70.235.070](#) for details about this consideration)? **Yes**  **No** \_\_\_\_\_ [Resolution 2007-10 \(attached\)](#)

**Americans with Disabilities Act (ADA):** Note the local jurisdiction's progress toward meeting [ADA requirements](#) for public right of way: Example: Not started, 25% complete, complete. [Bellingham is in the self-evaluation process to update the Citywide ADA Transition Plan \(Contact Kim Brown 360-778-7950\).](#)

**Complete Streets Ordinance:** Does the local jurisdiction have an adopted complete streets ordinance? **Yes**  **No** \_\_\_\_\_ [Complete Networks Ordinance 2016-09-032 \(attached\)](#)

**Bicycle Friendly Ranking:** Does the local jurisdiction have a Bicycle Friendly Ranking? **Yes**  **No** \_\_\_\_\_ Applied in most recent cycle, awaiting results \_\_\_\_\_

Bellingham has been certified as a Silver-level Bicycle Friendly Community in 2007, 2012, and 2017, but will apply again in 2019-2020 to try and achieve Gold Status.

## Part 4: Additional Questions for Pedestrian and Bicycle Program Projects

(Complete this section, only if applying for Pedestrian and Bicyclist Program funding.)

### Numbers of bicyclists and pedestrians at project location:

Number of people biking \_ 172 \_\_\_ Number of people walking \_ 534 \_

Date and method of biking and walking data collection: October 2016, two weeks after WWU 2016-2017 academic year began. Video cameras were mounted in 3 locations on the Samish Way corridor to record walking and bicycling behavior, such as crossing at signalized or flashing crosswalks, crossing at unmarked locations, riding bikes on the sidewalk, riding bikes the wrong way on the sidewalk, etc. This data demonstrated unmet crossing demand for a new pedestrian-activated flashing crosswalk at Maple/Otis (to be constructed summer 2018) and for buffered/protected bike lanes along the entire Samish-Maple-Ellis corridor.

### Equity information

What percent of the population in the project location census block group are:

Living below the poverty line? \_ 33.17% \_\_\_

Racial/ethnic minorities \_ 15.38% \_\_\_

Above 65 years old \_ 14.62% \_\_\_

Have disabilities \_ 10.93% \_\_\_

See the [WSDOT Data Portal](#) for this information.

## Part 5: Additional Questions for Safe Routes to School Program projects

(Complete this section, only if applying for Safe Routes to School Program funding.)

### Children Served

School(s) Name:—

Number of children that live within one mile of the school(s) that would be served by the project \_\_\_\_\_

Number of children that get to the school(s) by: Walking \_\_\_\_\_ Biking \_\_\_\_\_ School Bus \_\_\_\_\_ Family Vehicle \_\_\_\_\_ Other \_\_\_\_\_

Date and method of data collection:—

### Equity information

What percentage of children that attend the priority school(s) are:

Eligible to receive free and reduced-price meals \_\_\_\_\_

Racial/ethnic minorities \_\_\_\_\_

See the [OSPI State Report Card](#) searchable website for this information.

## Part 6: Additional Question for Multi-jurisdictional projects

If the project involves roadways/lands owned or managed by multiple public agencies, please list additional jurisdictions below and provide supporting documentation demonstrating project concurrence. If the project is on a state route include WSDOT Region Administrator concurrence.

### Concurrence for this project:

Other name: Washington State Department of Transportation, Jay Dye, PE Title: Mt. Baker Area Assistant Regional Administrator Address: 1019 Andis Road, Burlington, WA 98233 Phone: (360) 757-5990 Email: <a href="mailto:Dye.J@wsdot.wa.gov">Dye.J@wsdot.wa.gov</a> Signature: 	Date:  <u>5/8/2018</u>
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**See WSDOT signed letter of concurrence and support (attached)**

# Project #12: Samish-Maple-Ellis Multimodal Safety Improvements

**PROJECT NARRATIVE:** Remove vehicle lanes on the Samish-Maple-Ellis corridor to install Tier 2 buffer-protected bike lanes on both sides of the corridor from Lakeway Drive south to the Samish/I-5 overpass and connecting to bike lanes on both Lincoln Street and Elwood Avenue and the Tier 2 bike boulevard 40th/Dumas/Ashley/Byron/44th/Nevada. A new Tier 1 pedestrian-activated flashing crosswalk will be constructed at Bill McDonald/34<sup>th</sup> Street to support the Tier 1 Bike Boulevard along 34<sup>th</sup>/Otis/Humboldt/Whatcom/Grant/Potter/Humboldt installed in 2018.

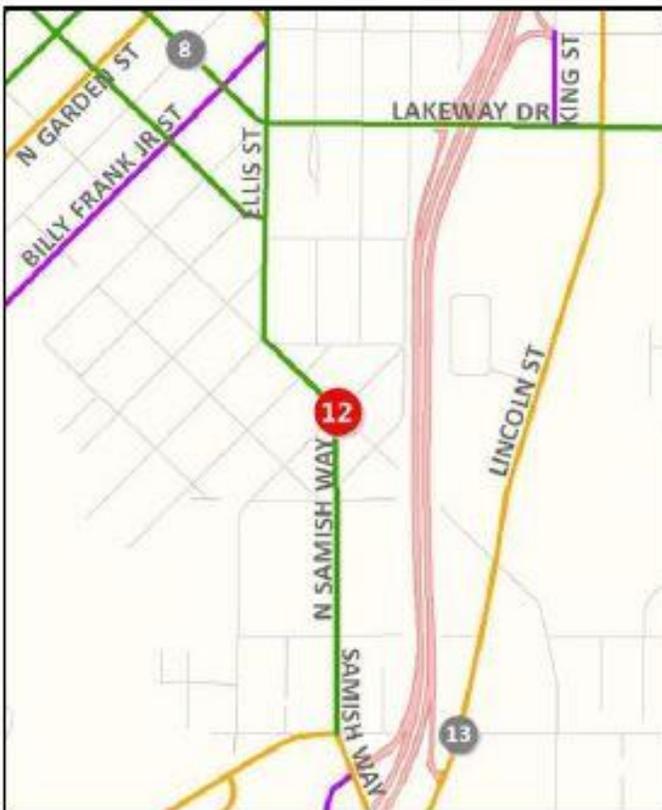
**MULTIMODAL TRANSPORTATION BENEFITS:** Access, safety, connectivity for pedestrians, bicyclists, vehicles, freight trucks, & WTA transit riders on routes 107 & 108.

**PROJECT STATUS:** Unfunded; State grant funding sought 2018. Construction possible 2020.

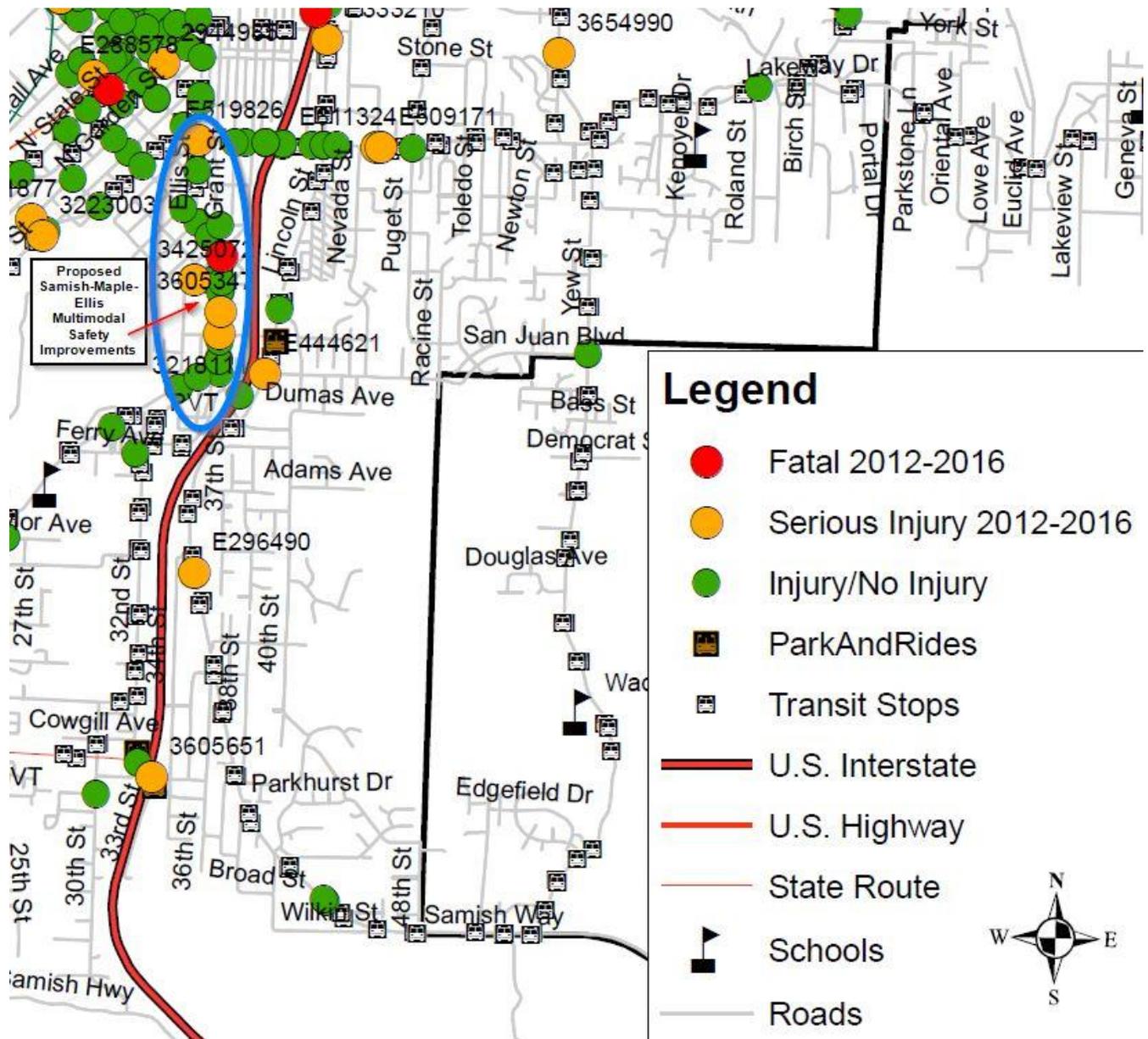
No.	PROJECT DESCRIPTION	FUNDING SOURCE	Cost Estimates (000's) 2018 Dollars						PROJECT TOTALS
			Previous Budget	FUNDED 2019	FUNDED 2020	FUNDED 2021	UNFUNDED 2022	UNFUNDED 2023	
12	Samish-Maple-Ellis Corridor Multimodal Safety Improvements	Street	50		90				
	Road Diet + Buffer Protected Bike Lanes (Bill McDonald Pkwy to Lakeway Drive)	TBD Non-Motor 10%		250					
		Unknown		WSDOT Grant Pending			1,000		
		Subtotal	50	250	90		1,000		1,390

TRANSPORTATION IMPACT FEES COLLECTED  
RIGHT-OF-WAY ACQUISITION NECESSARY

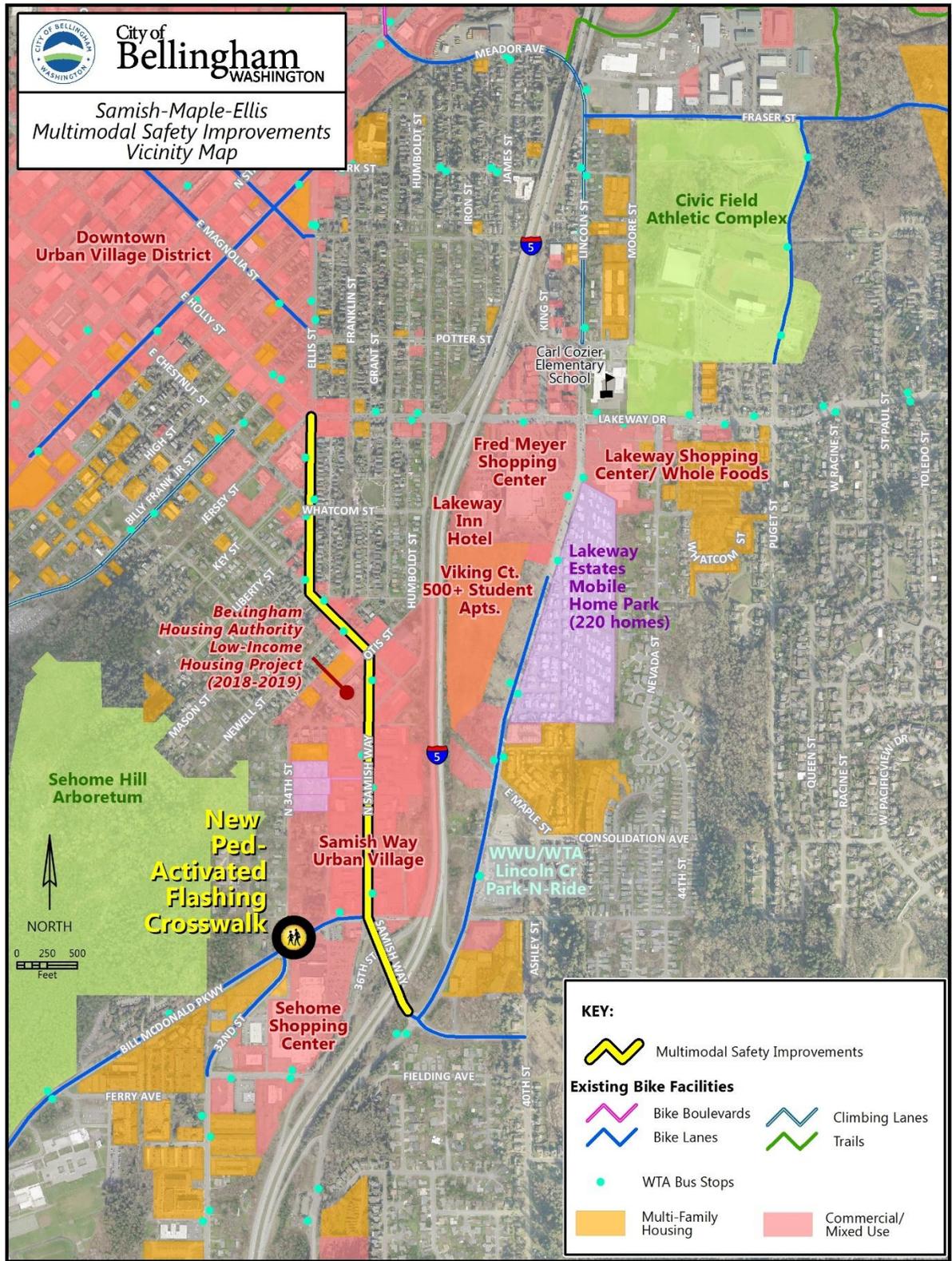
Yes, if local public funds are used  
No



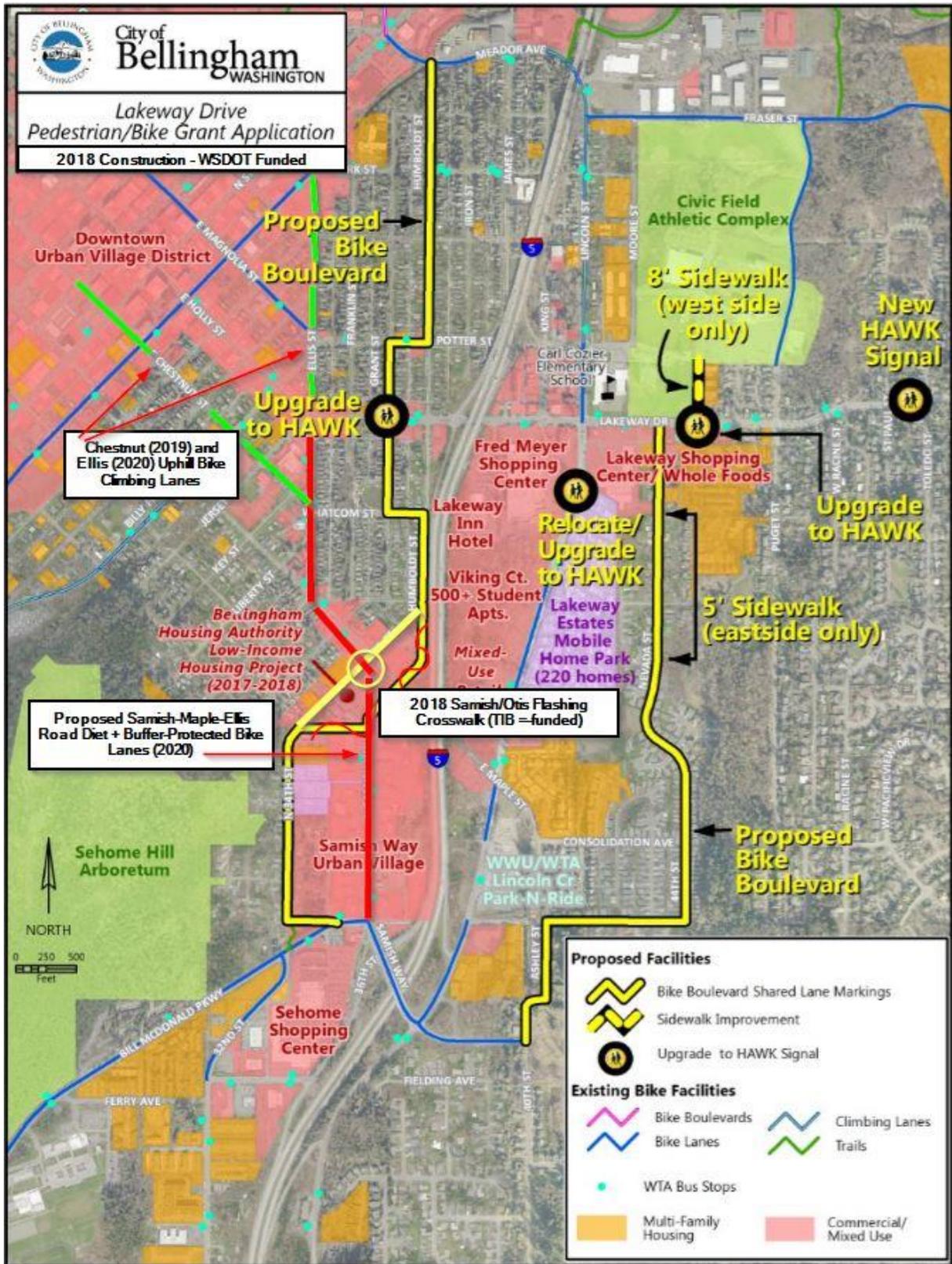
# 2012 – 2016 Pedestrian & Bicycle Crashes, City of Bellingham and Proposed Samish-Maple-Ellis Multimodal Safety Improvements



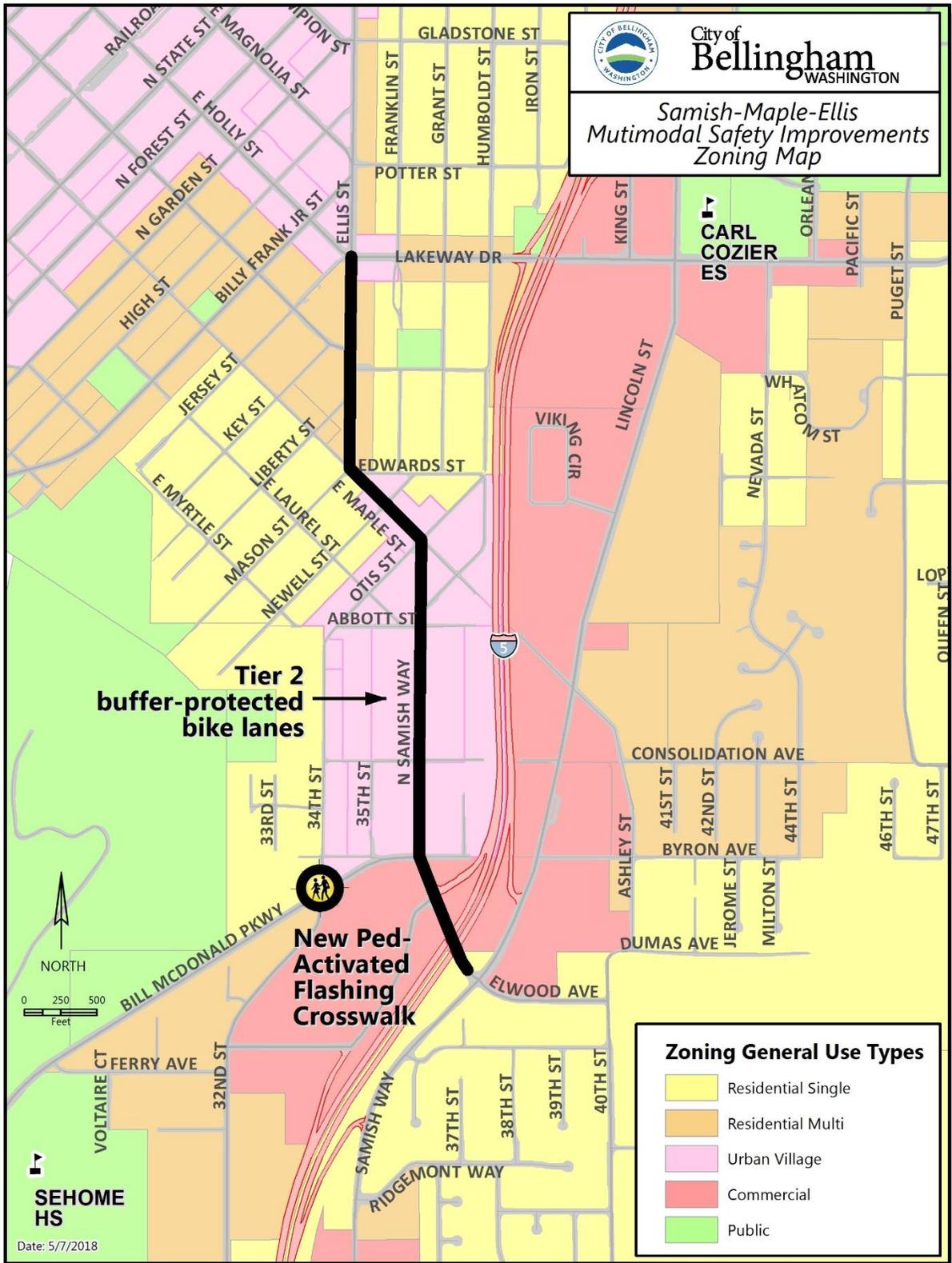
# Regional Map: Proposed Samish-Maple-Ellis Multimodal Safety Improvements

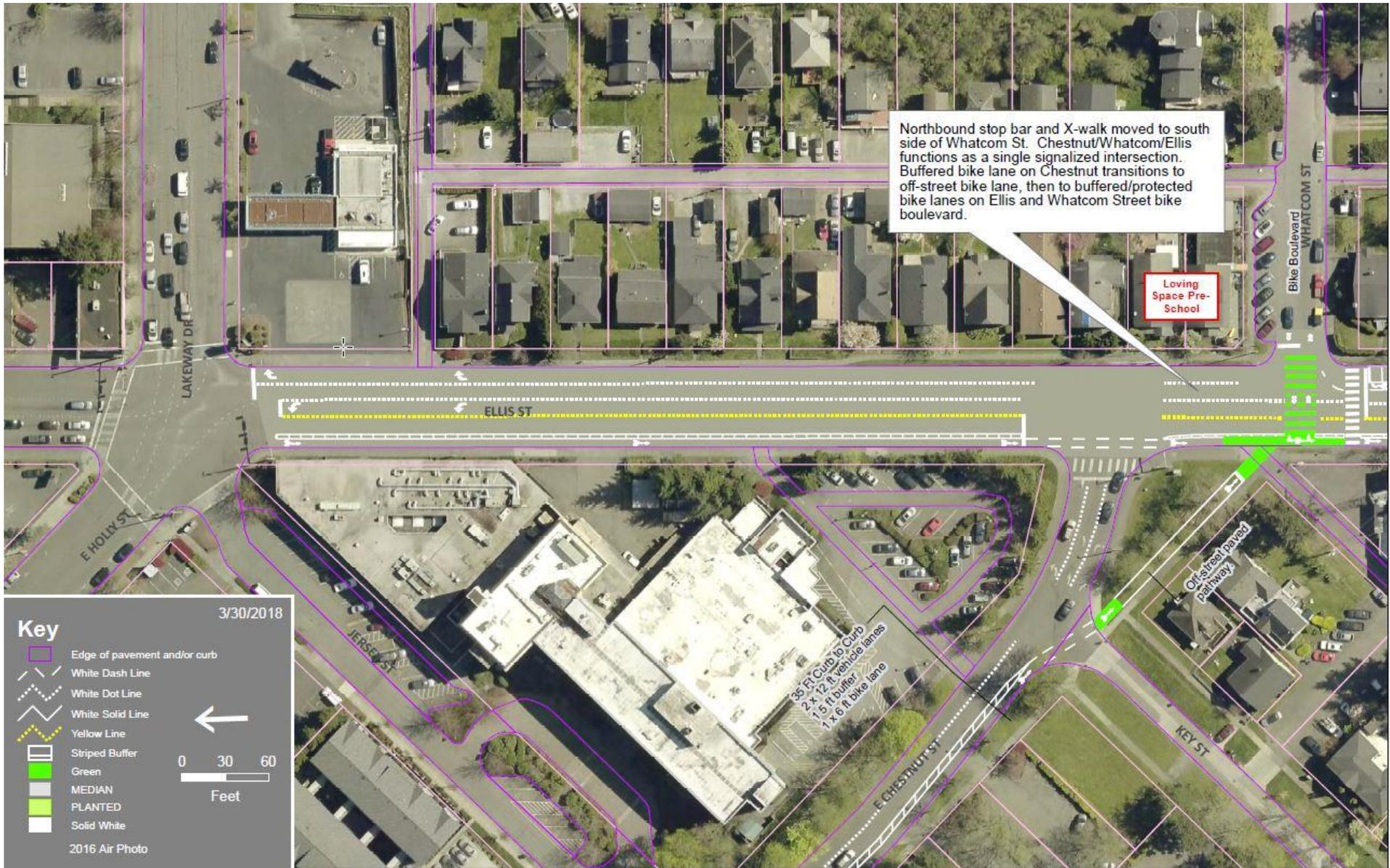


**NOTE: The proposed Samish-Maple-Ellis Multimodal Safety Improvements will connect to, compliment, and enhance the WSDOT-grant-funded Lakeway-Lincoln Pedestrian & Bicycle Safety & Mobility Improvements that City of Bellingham is constructing in summer 2018 (see below)**

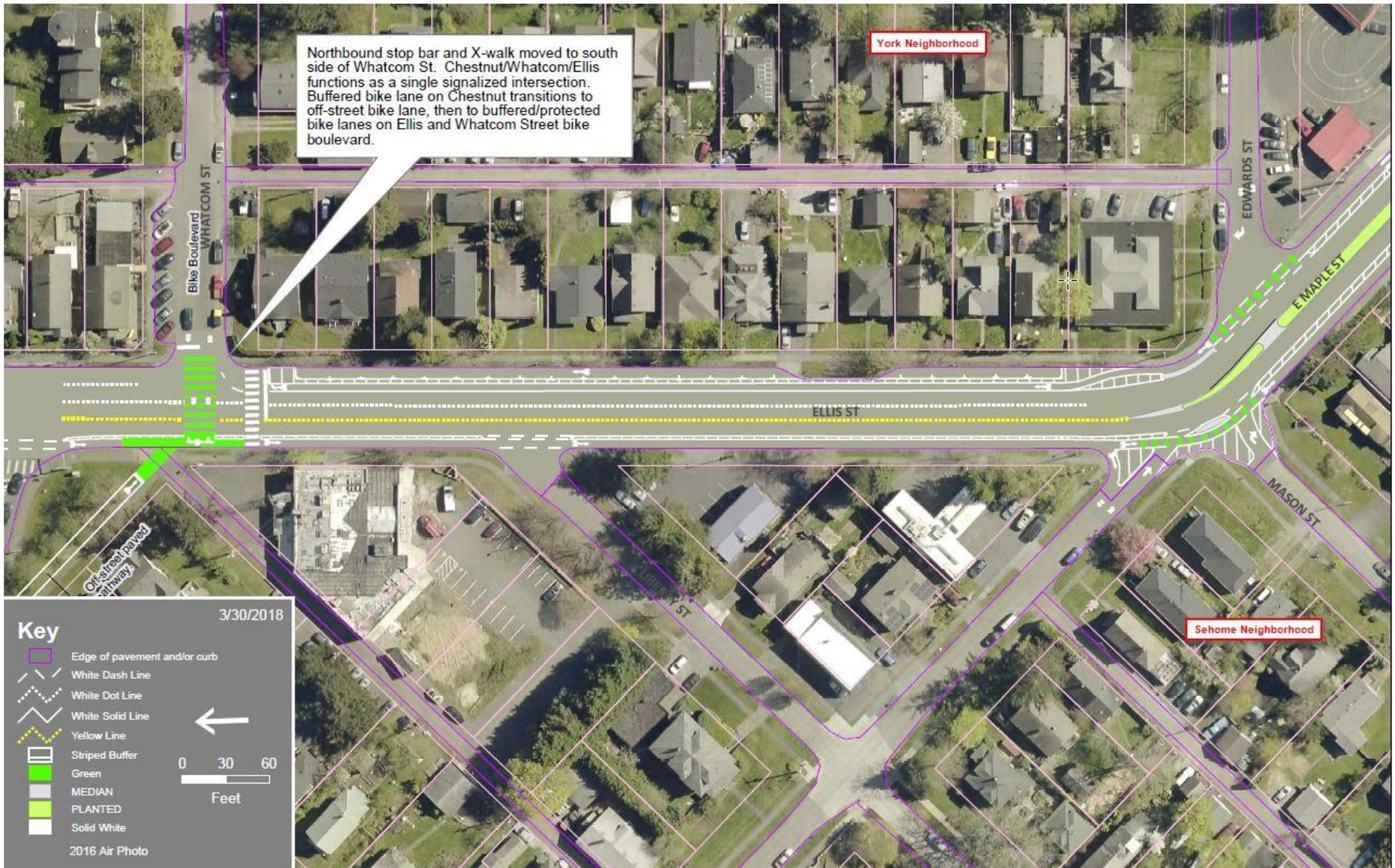


# Zoning Map: Proposed Samish-Maple-Ellis Multimodal Safety Improvements

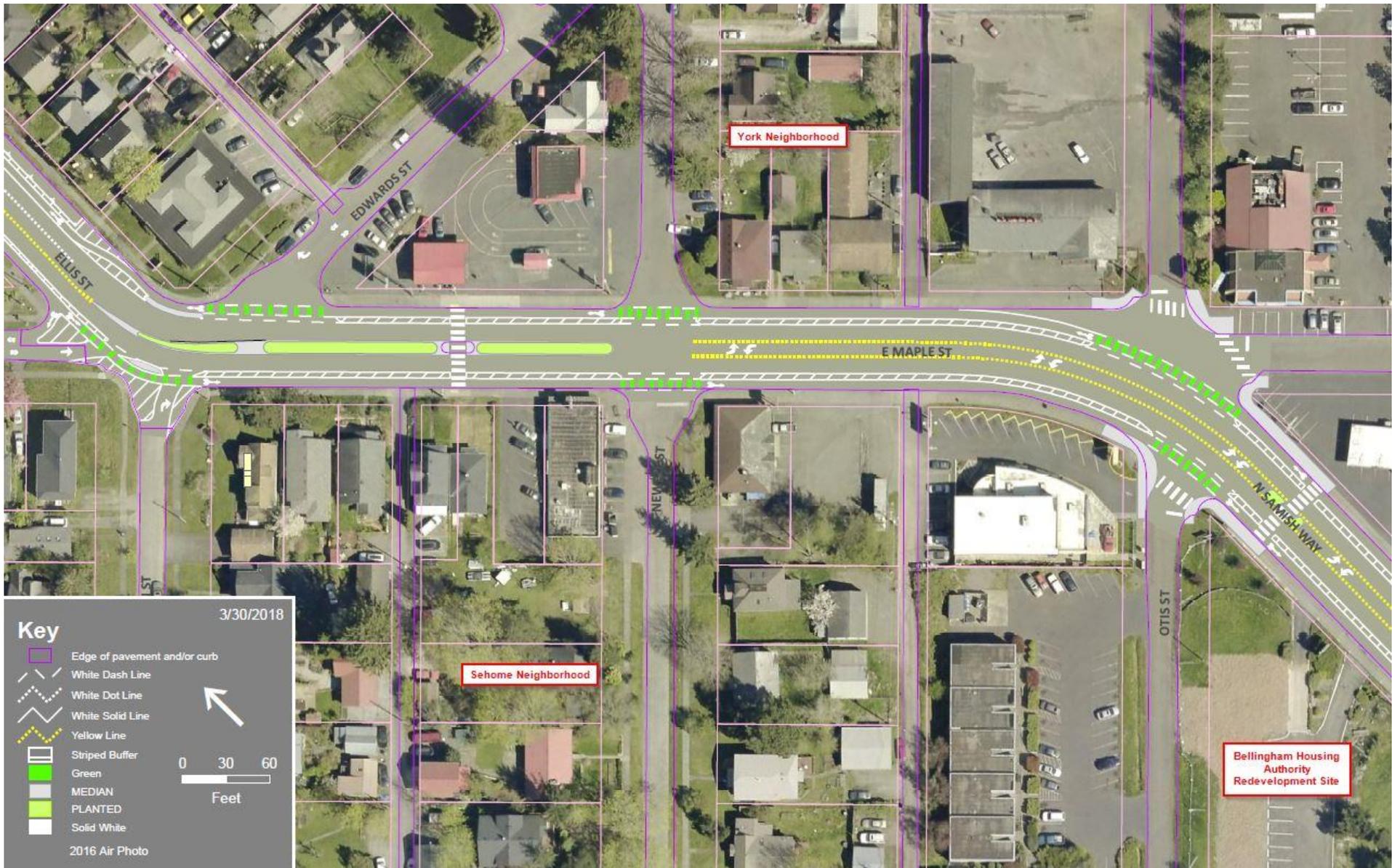




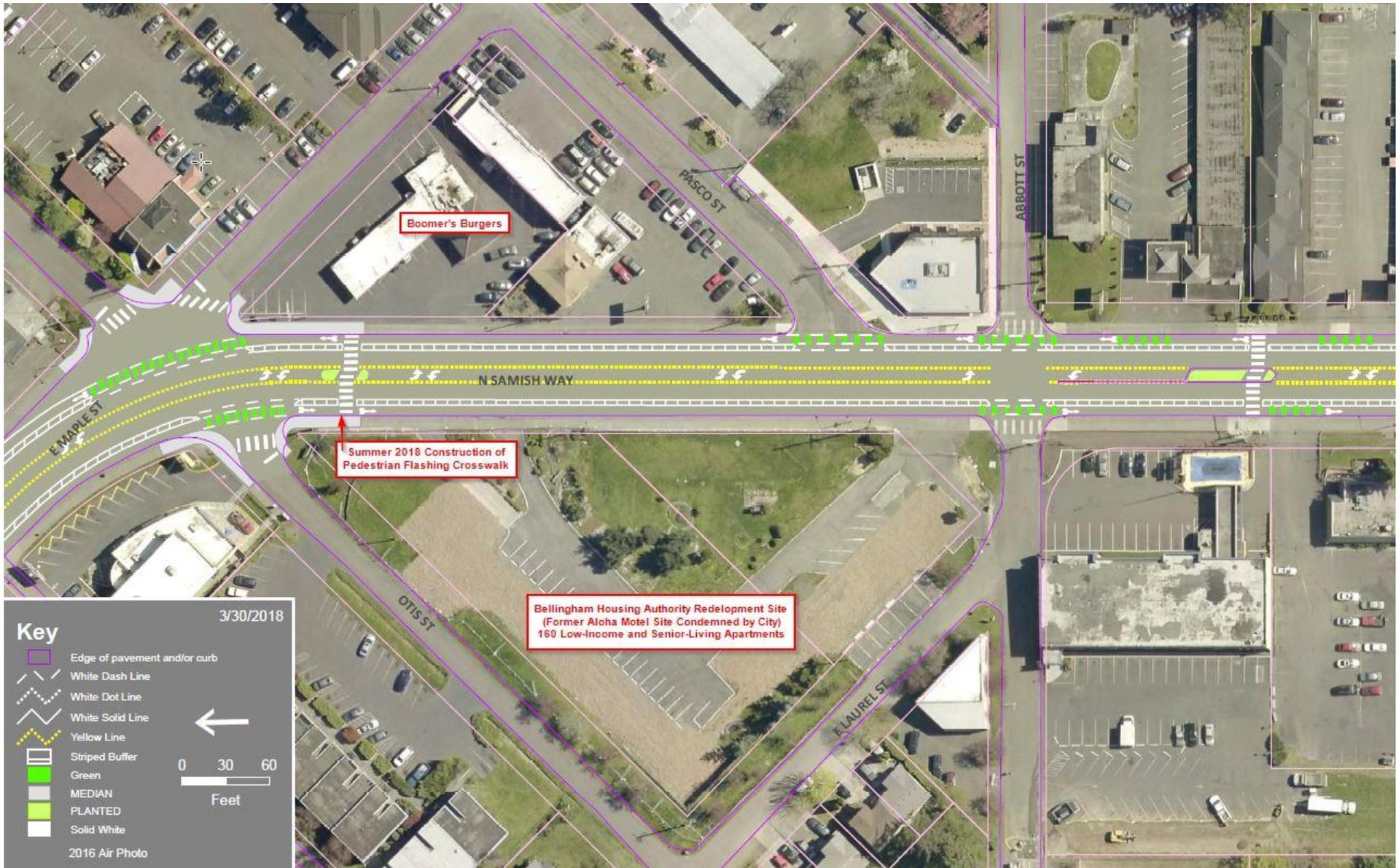
**Segment 1: Lakeway Drive to Whatcom Street; remove southbound vehicle lane, install buffer-protected bike lane; reconstruct traffic signal with an off-street bicycle connection and crossing enhancements from Chestnut Street (1 vehicle lane to be removed in 2019) to Whatcom Street Bike Boulevard.**



**Segment 2: Whatcom Street to Edwards Street; Remove one vehicle travel lane in each direction; install buffer-protected bike lanes on each side with dashed markings across all side streets; construct a vegetated median beginning at Mason Street.**



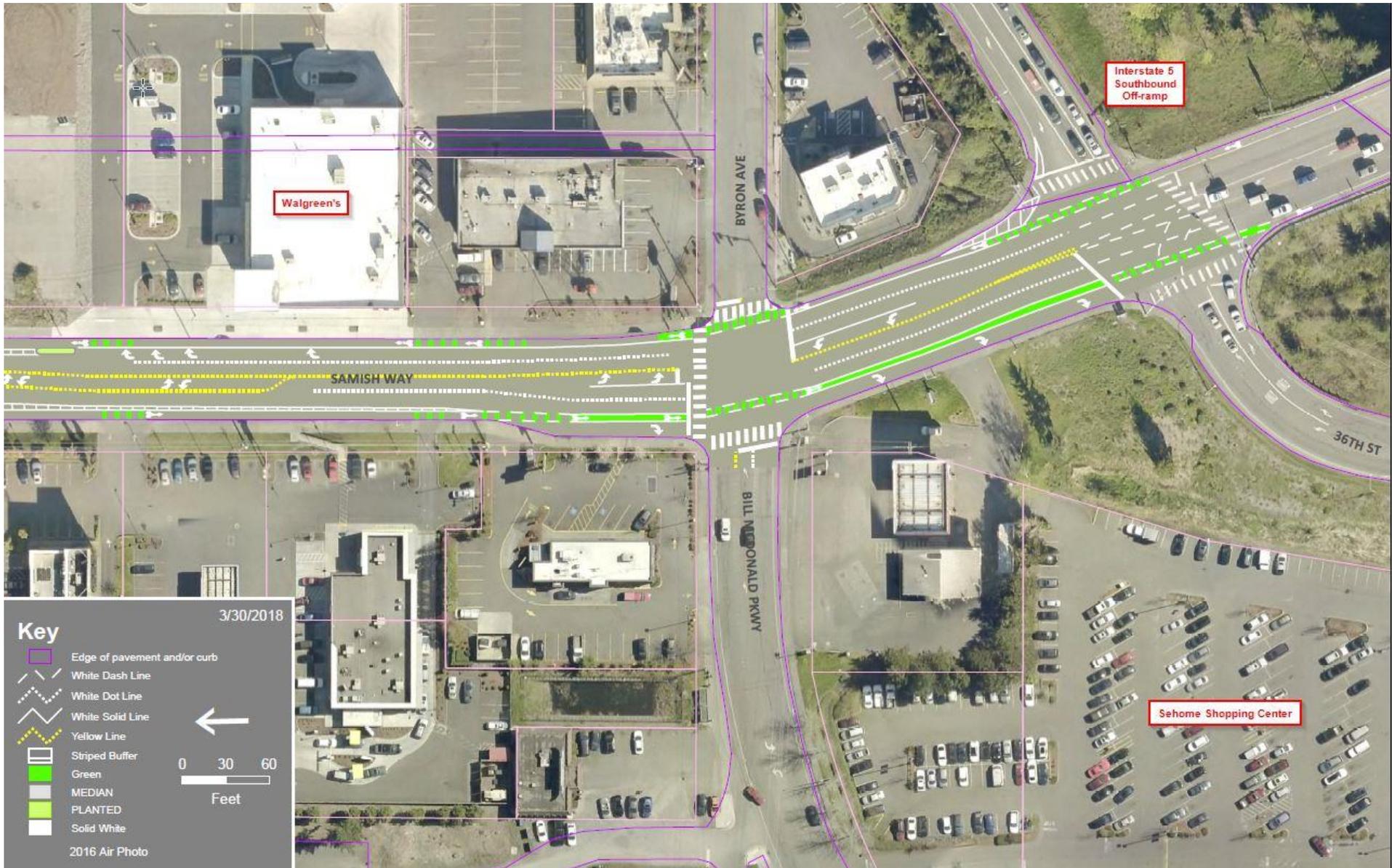
**Segment 3: Edwards Street to Otis Street; Remove one vehicle travel lane in each direction; install buffer-protected bike lanes on each side with dashed markings across all side streets; construct a vegetated median from Mason Street to Newell Street. Retain existing flashing crosswalk at Maple-Newell. New flashing crosswalk and ADA sidewalks and ramps constructed at Samish-Otis-Maple in summer 2018.**



**Segment 4: Otis Street to Abbott Street; Remove one vehicle travel lane in each direction; install buffer-protected bike lanes on each side with dashed markings across side streets and driveways; New flashing crosswalk, ADA ramps, and sidewalks constructed at Samish-Otis-Maple in summer 2018. Retain existing flashing crosswalk at Samish-Abbott (WSDOT funded 2011).**



**Segment 5: Abbott Street to Consolidation; Remove one vehicle travel lane in each direction; install buffer-protected bike lanes on each side with dashed markings across side streets and driveways; Retain existing flashing crosswalk at Samish-Consolidation (WSDOT funded 2011).**



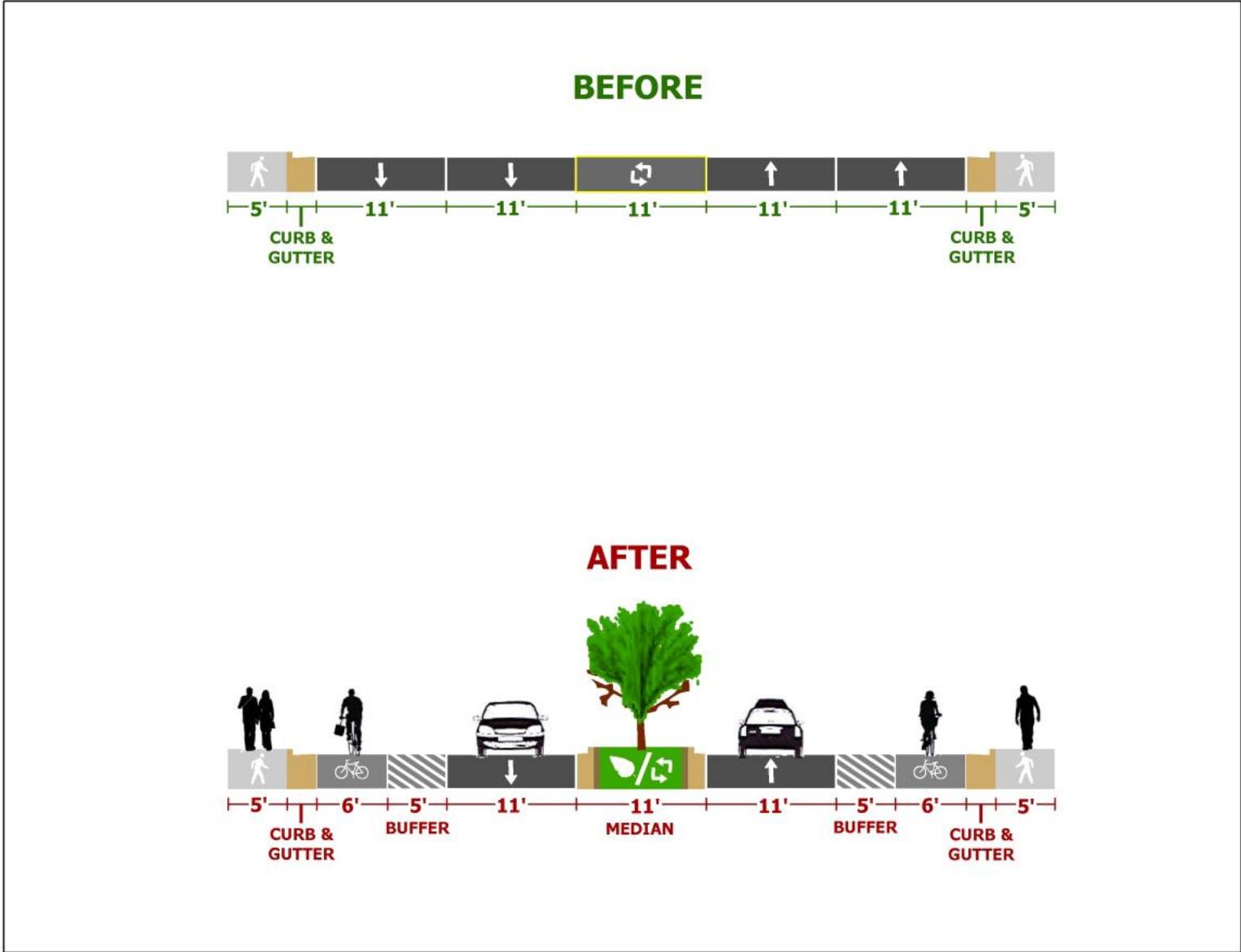
**Segment 6: Consolidation to Interstate 5; Retain existing vehicle travel lanes; install marked bike lanes on each side with dashed markings across side streets and driveways; Green bike lanes across I-5 southbound off-ramp intersection to existing bike lanes on Samish overpass of I-5.**



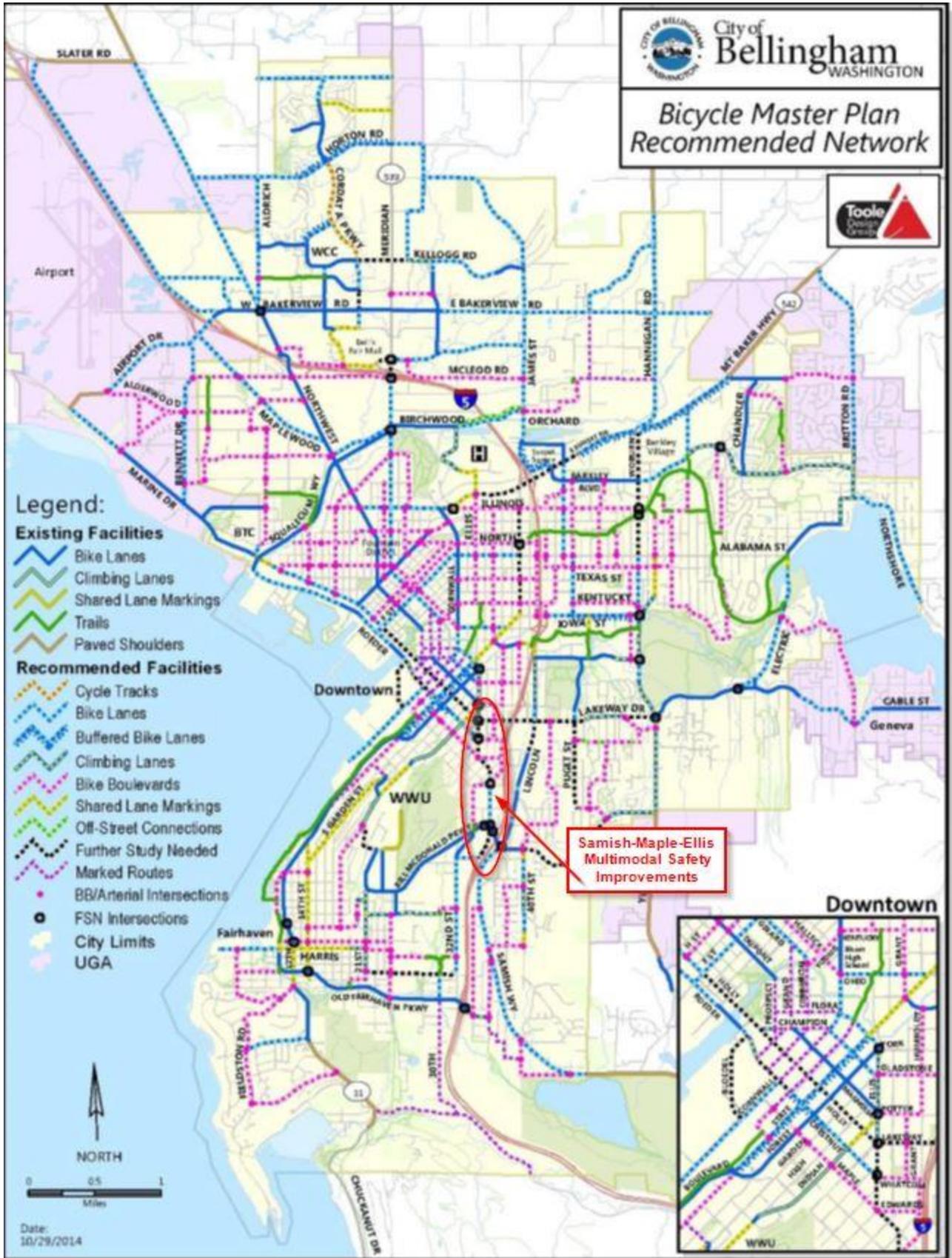
**Segment 7: I-5 southbound off-ramp intersection to Lincoln Street bike lanes and Elwood Avenue bike lanes; Green bike lanes across I-5 southbound off-ramp intersection to existing bike lanes on Samish overpass of I-5.**



**Segment 8: Proposed Samish-Maple-Ellis Multimodal Safety Improvements connect with, compliment, and enhance the Nevada-Byron-Ashley-40<sup>th</sup> Bike Boulevard as part of the Lakeway-Lincoln Pedestrian and Bicycle Safety & Mobility Improvements constructed in 208 with WSDOT funds, as well as the proposed Lincoln-Byron Multimodal Safety Improvements (see other *Bellingham application*).**



The Samish-Maple-Ellis Multimodal Safety Improvements is a 5-lane to 3-lane road diet with a special emphasis on buffer-protected bike lanes.



2014 Bellingham Bicycle Master Plan Network Map showing recommendation for bike lanes on the Samish-Maple-Ellis corridor from Lakeway Drive to Interstate 5.



2012 Pedestrian Master Plan showing recommendations for a crossing improvement at the Bill McDonald Pkwy/34<sup>th</sup>/32<sup>nd</sup> intersection – **ranked #1 crossing need in plan.**

The proposed flashing amber crosswalk at Bill McDonald Parkway/34<sup>th</sup> St/32<sup>nd</sup> St is the **#1 ranked crossing improvement** project in Bellingham's 2012 Pedestrian Master Plan. This flashing crosswalk will match three existing flashing amber crosswalks along Bill McDonald Parkway and four existing flashing amber crosswalks along the Samish-Maple-Ellis corridor. The flashing amber crosswalk proposed at Bill McDonald Parkway/34<sup>th</sup> St/32<sup>nd</sup> St will connect the 34<sup>th</sup> Street-Otis Street Bike Boulevard to bike lanes on Bill McDonald Parkway and bike lanes on 32<sup>nd</sup> Street in the Happy Valley Neighborhood.

APPENDIX C

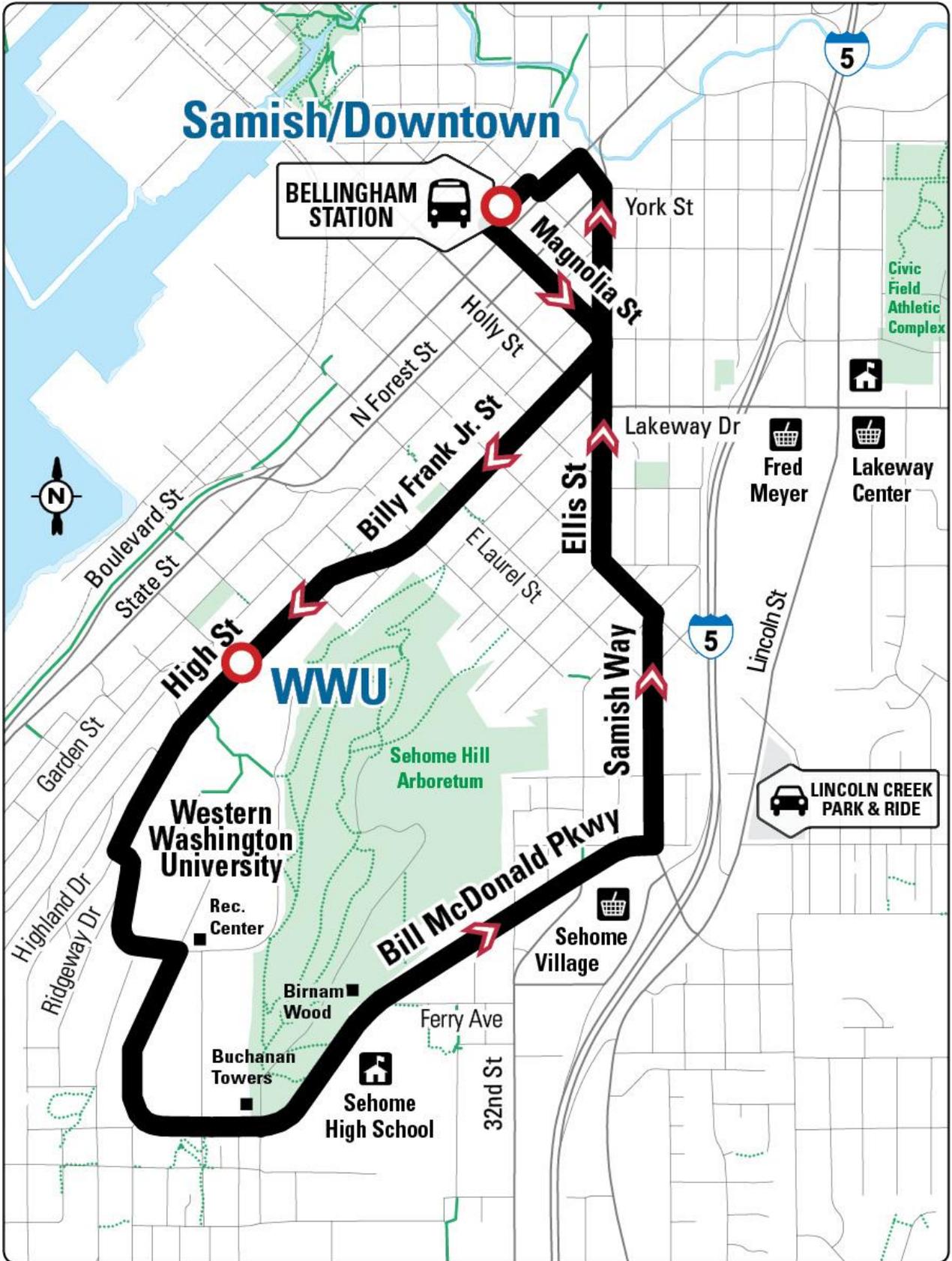
Tier 1 Intersections

Unique Project ID	Street 1	Street 2	Project Type	Total Score
370	Bill McDonald Pkwy	34th St	Arterial Crossing	72
381	Ellis St	Ohio St	Arterial Crossing	72
376	Woburn St	Texas St	Arterial Crossing	66
355	W Champion St	W Holly St	Arterial Crossing	65
354	Woburn St	Trail (Btwn E Illinois St & E Maryland St)	Trail/Roadway Crossing	64
360	14th St	Old Fairhaven Pkwy	Arterial Crossing	62
387	Pacific St	Texas St	Arterial Crossing	59
379	Woburn St	Fraser St	Arterial Crossing	57
359	25th St	Douglas Ave	Arterial Crossing	56
348	11th St	Finnegan Wy	Arterial Crossing	55
352	32nd St	Taylor Ave	Arterial Crossing	54
375	21st St	Mill Ave	Arterial Crossing	53
374	Birchwood Ave	Cedarwood Ave	Arterial Crossing	53
392	24th St	Mill Ave	Arterial Crossing	52
363	D St	W Holly St	Arterial Crossing	52
371	Ellis St	Alabama St	Arterial Crossing	50
397	St Clair St	Alabama St	Arterial Crossing	50

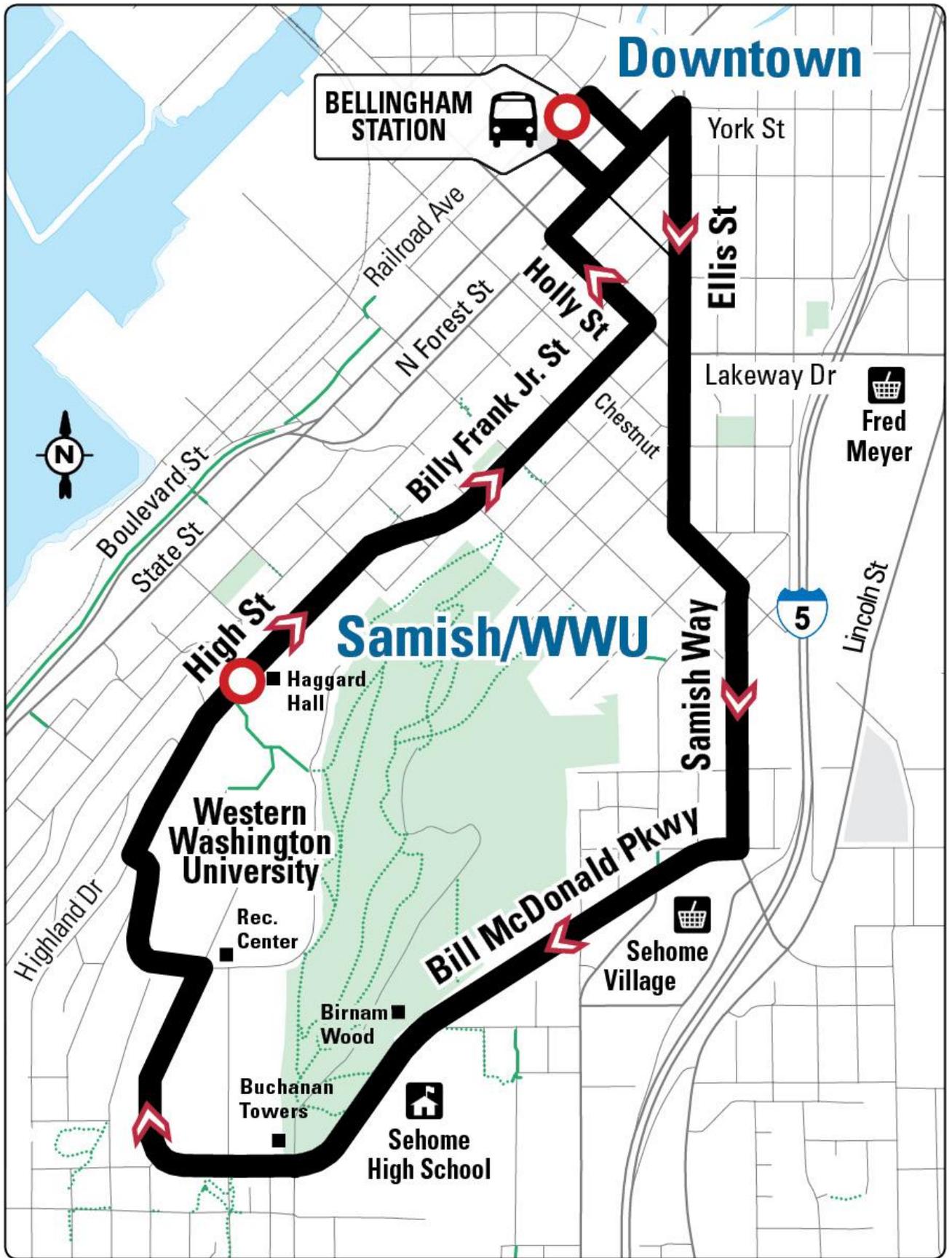
Tier 2 Intersections

Unique Project ID	Street 1	Street 2	Project Type	Total Score
365	Cornwall Ave	E Maple St	Arterial Crossing	49
386	Northwest Ave	Victor St	Arterial Crossing	48
385	Cordata Pkwy	Tremont Ave	Arterial Crossing	46
383	Samish Way	40th St	Arterial Crossing	46
361	Toledo St	Lakeway Dr	Arterial Crossing	45
364	James St	Texas St	Arterial Crossing	44
393	Old Fairhaven Pkwy	24th St	Arterial Crossing	44
373	10th St	McKenzie Ave	Arterial Crossing	43
388	Carrington Way	Barkley Blvd	Arterial Crossing	42
400	Fielding Ave	32nd St	Arterial Crossing	42
353	Samish Way	Betwn Larrabee & Montessori School	Arterial Crossing	42
366	Eldridge Ave	Nequalicum Ave	Arterial Crossing	41
389	Electric Ave	Flynn St	Arterial Crossing	41
349	N Garden St	E Laurel St	Arterial Crossing	41
351	Sylvan St	Alabama St	Arterial Crossing	40

# WTA Transit Routes Serving Samish-Maple-Ellis Corridor



Route 107 – WWU-Samish



Route 108 – Samish-WWU



**BELLINGHAM  
WHATCOM COUNTY  
HOUSING AUTHORITIES**

Office: 208 Unity Street – Lower Level • Bellingham  
Mailing Address: P.O. Box 9701 • Bellingham, WA 98227-9701

May 8, 2018

Ed Spilker, Active Transportation Program Specialist  
WSDOT Pedestrian & Bicycle Safety Program  
P.O. Box 47390  
Olympia, WA 98504-7390

Dear Mr. Spilker,

The Bellingham Housing Authority (BHA) is the owner of the former Aloha Motel site located at 301 and 315 N. Samish Way in Bellingham. The site extends from the intersection of Samish-Maple-Otis to the Samish-Laurel intersection. We strongly support the City of Bellingham's Samish-Maple-Ellis Multimodal Safety Improvements to this important corridor.

BHA contributed \$7,500 toward the construction of the flashing crosswalk at Samish-Otis-Maple this summer that is right at the doorstep of our planned redevelopment of the site into the new Samish Way Urban Village including 160 low-income and senior living apartments, 11,000 SF of BHA offices, and approximately 3,800 SF of commercial space. This flashing crosswalk will help to improve pedestrian safety for all of our low-income and senior tenants, as well as our staff and visitors wishing to cross Samish Way to restaurants and coffee shops on the other side from our buildings.

The Housing Authority and our partners are investing approximately \$50 million in redeveloping this site. Street frontage improvements include street trees in a 12' sidewalk along the Samish Way frontage, street trees, 8' sidewalk, street parking, and ¼ street development on Otis, Abbott, and Laurel Streets. These street frontage improvements are estimated to cost \$1,069,000. The removal of vehicle lanes on Samish Way will reduce speeding and passing on Samish Way and the installation of buffered bike lanes will help our residents, staff, visitors, the small businesses in our commercial spaces, and neighborhood residents to ride their bikes for everyday errands, leisure, and recreation.

We are committing \$10,000 to support the City's Multimodal Safety Improvements, contingent on receipt of your grant funding. BHA urges WSDOT to help support the City of Bellingham's efforts to improve the Samish-Maple-Ellis corridor by awarding grant funding for this important project. Thank you for your consideration.

Sincerely,

Brien Thane  
Director of Asset Development

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Administrative Office: (360) 676-6887 • FAX (360) 676-7696 • TDD (360) 676-2140  
Maintenance Office: (360) 676-6893 • FAX (360) 738-7311



Ed Spilker, Active Transportation Program Specialist

WSDOT Pedestrian & Bicycle Safety Program

P.O. Box 47390

Olympia, WA 98504-7390

May 2, 2018

Dear Mr. Spilker,

As the owner of Loving Space Preschool and Kindergarten, located at 1200 & 1204 Ellis Street (at the intersection of Ellis-Chestnut-Whatcom) in Bellingham, I want to express my full support for the City of Bellingham's Samish-Maple-Ellis safety improvements.

The removal of vehicle lanes will reduce speeding on Ellis Street and the proposed buffered bike lanes will help our students and families ride their bikes safely to our school. The City is also proposing to reconstruct the traffic signal and build an off-street bike connection and crossing from Chestnut Street to Whatcom Street right at our doorstep, which will improve safety for students, parents, staff and visitors walking, biking and driving to Loving Space. We appreciate the thought behind where the crosswalk will be moved to because we find the current one dangerous. We also feel good about the stop lights being moved farther away from our play areas which we hope will cause less idle emissions.

Please help to make the City of Bellingham's Samish-Maple-Ellis Multimodal Safety Improvements become a reality by awarding WSDOT grant funding for these important safety improvements.

Sincerely,

A handwritten signature in black ink, appearing to read "Abby Franklin", with a long, horizontal flourish extending to the right.

Abby Franklin, Owner

<https://lovingspaceschool.org/>

Best Buraers on the

Hard Ice Cream Shakes!



A Northwest Eateries

310 N Samish Way  
Bellingham, WA 98225  
360-647-2666  
info@boomersdrivein.com

Ed Spilker, Active Transportation Program Specialist  
WSDOT Pedestrian & Bicycle Safety Program  
P.O. Box 47390  
Olympia, WA 98504-7390

May 2, 2018

Dear Mr. Spilker,

As the owner of Boomer's Restaurant, located at 310 N. Samish Way in Bellingham (at the intersection of Samish-Maple-Otis), I encourage you to help support the City of Bellingham's Samish-Maple-Ellis Multimodal Safety Improvements by awarding WSDOT grant funding for these long-needed improvements to the corridor.

Boomer's is a long-time local landmark, a thriving restaurant specializing in old fashioned hamburgers and milkshakes, and an extremely popular gathering spot for Bellingham's high school and college students, as well as long-time local residents. We average 500 customers per day March through December and when we have our annual "Boomuery" in January/February, we average 1,200 customers per day. While we are thrilled to have as many customers as we do, we would love to see the road conditions on Samish Way improve for the safety and benefit of our customers and our business.

The flashing crosswalk that the City is constructing this summer on N. Samish Way in front of our restaurant will help to improve safety for all of our loyal customers and will help to attract new customers as development continues along the Samish Way corridor. This new flashing crosswalk will connect Boomers to the Bellingham Housing Authority's redevelopment of the former Aloha Motel into 160 low-income and senior living apartments over the next few years. The removal of vehicle lanes on Samish Way will reduce speeding on Samish Way and the installation of buffered bike lanes will help younger customers, such as high school and college students, ride their bikes safely to our restaurant.

Once again, please help support the City of Bellingham's efforts to improve the Samish-Maple-Ellis corridor by awarding grant funding for this important project.

Sincerely,

A handwritten signature in black ink that reads "Katy Irwin".

Katy Irwin, Owner



*Sehome Neighborhood Association  
PO Box 743  
Bellingham, WA 98227*

May 3, 2018

Dear Mr. Spilker,

The Samish-Maple-Ellis corridor splits the Sehome and York Neighborhoods in Bellingham and the Sehome Neighborhood Association strongly supports the City of Bellingham's proposal to transform this busy auto-oriented former state highway into a safer urban multimodal corridor with buffered bike lanes and pedestrian crossings.

The flashing crosswalk that the City is constructing this summer on N. Samish Way at Otis Street will provide a safe pedestrian and bike boulevard connection on Otis Street, which will benefit neighborhood residents in both the Sehome and York Neighborhoods, as well as high school and WWU students. The crossing and the Samish-Maple-Ellis corridor improvements will also benefit existing residents, as well as future residents of Bellingham Housing Authority's redevelopment of the former Aloha Motel into 160 low-income and senior living apartments over the next few years. The removal of vehicle lanes on Samish Way will reduce speeding on Samish Way and the installation of buffered bike lanes will help people ride their bikes safely to different parts of town.

Please help support the City of Bellingham's efforts to improve the Samish-Maple-Ellis corridor by awarding grant funding for this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Janet Ott", is written over a white background.

Janet Ott

President, Sehome Neighborhood Association

[coach@janetott.com](mailto:coach@janetott.com) 360-739-0098



May 10, 2018

Ed Spilker  
Washington State Department of Transportation  
Active Transportation Division  
310 Maple Park  
Olympia, WA 98501

RE: Bellingham 2018 Pedestrian and Bicycle Program application  
WSDOT concurrence for green bike lane striping on both Lincoln Street across  
entrance to north bound I-5 on ramp and Samish Way across the intersection of I-5  
south bound off-ramp and 36<sup>th</sup> Street

The Washington State Department of Transportation (WSDOT) has been working with  
the City of Bellingham to develop plans to improve nonmotorized facilities along and  
across the I-5 corridor, to improve access and connections for walking and biking in this  
densely populated urban area.

The city's projects will provide an accessible and better-connected environment that will  
promote walking and cycling as a practical and desirable means of transportation. It will  
enhance local connectivity for nonmotorized transportation and support access to transit  
service, and local merchants. It is an important step in the city's long-range plan to develop  
these connections to better accommodates all modes.

WSDOT has actively participated in the planning and preliminary designs proposed by the  
city and concurs with the city's plans to redevelopment the Lincoln Street bike lane across  
the north bound ramp entrance of I-5 and the Samish Way buffered bike lanes across the  
intersection of I-5 south bound off-ramp and 36<sup>th</sup> Street. We look forward to continuing to  
work with the city as they develop the planning, design, and construction of these multimodal  
safety improvement projects.

We hope that your program will be a partner in this effort and financially support the  
design and construction of Bellingham's Lincoln Street and Samish Way Multimodal  
Safety Improvement projects.

Sincerely,

Jay Drye Jr., PE  
Assistant Regional Administrator  
WSDOT Northwest Region/ Mount Baker Area