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Subject EIS Clarification RE: 12th Street Bridge Analysis

Dear Dannon and Ben,

As per your request, here is some clarification regarding what the City will require in regard to the analysis for the EIS alternative that studies the 'widening of the 12th Street bridge.'

BMC Title 20 - Land Use Development Code, Table of Zoning Regulations for South Neighborhood, Area 4 lists the following as a pre-requisite consideration for development: "Construction of Chuckanut Valley Parkway collector or widening of Fairhaven Bridge; development of sanitary sewer service."

The 20-year transportation project list adopted in the Bellingham Comprehensive Plan Transportation Element lists the following for the South Neighborhood:

South

- Improve 30th Street to at least 28 feet with parking and sidewalk on one side. Project to be completed as development occurs.
- **Construct a new arterial connecting Chuckanut Drive with Old Fairhaven Parkway.** Project to be completed as development occurs in Area 4, "Chuckanut Ridge/Fairhaven Highlands."
- **Widen the Fairhaven Bridge over Padden Creek.**
- Improve bicycle safety and efficiency on Lake Samish Road between Chuckanut Drive and City limits, including bike lanes or shoulders.

The EIS analysis will need to include an evaluation of the transportation and environmental impacts of widening the Fairhaven Bridge over Padden Creek (aka 12th Street Bridge) to include one additional travel lane in each direction, along with bicycle and pedestrian facilities consistent with City of Bellingham secondary arterial improvement standards (Each side: 2 x 11-foot travel lanes, 5-foot bike lane, curb gutter, 5-foot sidewalk). In addition, the impact and improvements necessary to merge a 4-lane bridge with bicycle and pedestrian facilities into the approaches of each intersection on either end of the bridge must also be analyzed. Obviously, this would involve property acquisition, building demolition, and intersection widening and improvements to traffic signals.

As additional information, Part 5 of the Transportation Element contains the following language:

PART 5: TRAVEL DEMAND FORECAST MODEL PROJECTION OF FUTURE PEAK HOUR LEVELS OF SERVICE (LOS)

Specific Arterials Allowed to Function at Alternative Peak Hour LOS F due to difficulties with potential mitigation measures

In 1995, it was determined that identified mitigation measures to maintain Peak Hour LOS E during the p.m. peak hour for the transportation arterial streets listed below were not feasible due to physical space constraints, proximity to other transportation facilities, negative economic impacts, or other extenuating circumstances.

Therefore, the City of Bellingham adopted an Alternative Peak Hour LOS F and allowed the transportation facilities listed below to function at Peak Hour LOS F during the p.m. peak hour. The difficult mitigation for