

Fairhaven Neighborhood and Urban Village Plan

Meeting #4: Public Realm – Transportation and Streetscapes

Exercise #1: Neighborhood Connections*

Use maps and other resources to identify:

1. Identify the pedestrian, bicycle, and transit connections and crossings that are missing. Do you agree that the missing links below are the most important, or are there others? Consider the key pedestrian and bike routes to popular destinations (i.e. schools, grocery store, bus stop, etc.)

CROSSWALKS:

- Access to busiest spots (i.e. Haggens, Win's) should have more signage/control
- 10th and Mill by Village Green – very dangerous u turns on the curve; bikes blast through.
- Trail crossings at 4th and 6th Streets
- 4th Street at Donovan and Wilson to trail & 25 mph signing on 4th and traffic calming devices.
- Crosswalk at 10th and McKenzie across truck route (note: opposed by Public Works as would create unsafe condition due to curve and downhill speeds)
- Crosswalk at 12th and McKenzie not painted in.
- Improve cross-walk markings along 12th between Donovan and Mill
- Crosswalk 9th and Harris.
- Finnegan & Mill – need flashing pedestrian crossing – Alternative: Only 230 ft from 11th and Finnegan to Harris – don't need a pedestrian crossing there.

SIDEWALKS:

- Sidewalks on 11th between Douglas and Knox, 10th between Douglas and Taylor Dock, 11th & Finnegan intersection
- Sidewalk W side of 11th N of Mill
- Sidewalks needed south side of Harris from 4th to 9th
- Sidewalks down Harris too narrow – should be wide enough for couples to pass. Also no bikes on sidewalk.
- Sidewalk down south side of Harris between 9th and RR tracks
- Prefer no sidewalks on Wilson & Donovan and Cowgill
- Most sidewalks work well, but many are unlevel.
- Perhaps add sidewalks leaving town going north at least to Taylor Dock

TRAILS:

- More direct pedestrian path from 11th, across the dirt parking to 10th.
- Water Treatment plan lagoon trail – connecting across RR tracks to Marine Park. No safe way to cross.
- Establish walk/bike trail from 10th and Douglas (west of existing trail) to join

- Harris below 10th St.
- Trail from 4th to 10th too narrow for bikes & walkers to share comfortably and safely (Noted multiple times)

BICYCLES:

- No good route northbound from the S. State/Boulevard fork to the bike/walk bridge at Wharf St. Bike ramp to the trail north of steps would do it.
- Bike lane N side of Harris from 10th to Marine Park – Alternative: Concern about eliminating parking on Harris for bike lanes
- Skateboard/bike lane down Harris

SIGNAGE:

- 25 mph signage and traffic calming devices along Cowgill Ave.

OTHER:

- Could better serve pedestrians with closed off streets – discussion of concerns re parking overflow – distance to walk compared to Bellis Fair Mall
- ROW between 12th and 13th on McKenzie should be returned (formerly vacated)
- Perfect: great suggestions
- ADA ramp from Harris to Village Green at A Lot of Flowers

****The Draft Fairhaven Neighborhood Plan Multimodal Transportation Chapter identifies the following missing links:***

TRAILS: Missing trail system links may require private property acquisition, redevelopment, or rezoning of particular areas. These identified missing links include:

- a beach/shore trail connection between the Taylor Avenue Dock and the South Bay Trail at Douglas Avenue;
- a trail from that point running down to the Bay and then along the shoreline to Marine Park, with a branch along the east side of the Padden Lagoon to meet the trail that runs along Padden Creek to the Off-leash Dog Park;
- and a trail directly connecting the Fairhaven Village Green and the Bay.

CROSSWALKS: The Fairhaven neighborhood has identified the following locations to study for additional crosswalks as growth and new development may warrant:

- Crosswalks at Knox Avenue at the 11th Street/Finnegan Way and 12th Street.
- Crosswalks at Harris Avenue at 8th and 6th Streets
- Intersection of 10th Street and Mill Avenue, connecting Fairhaven Village Green with the South Bay Trail.

2. Identify areas that feel safe or unsafe, and describe why. Consider lighting, crossings, blind spots, crime, loitering, graffiti, littering, lack of eyes on street, visibility, etc.
 - 10th and Mill by Village Green – high car, bike and ped traffic circulate here. U-turns frequent - need lighting, signage and barriers. (Noted multiple times)
 - Intersection of Finnegan, 12th and Mill- especially turning onto Mill from the North. Confusing and unsafe. (Noted multiple times)
 - Ped safety issue at SW corner of 12th and Donovan – new curb needs yellow paint – trip hazard.
 - Berm at Donovan and 10th is unsafe due to loitering and littering by transients/homeless. Widen path, increase police patrol and lighting.
 - Unsafe bathrooms next to Village Green – too dark.
 - Unsafe behind Morgan Blk east of Skylark's – street people hang out.
 - Unsafe blind crossing at corner of north west side of Village Green and 10th.
 - From 9th East on Harris – well lit and populated at night – lots of kids.
 - Drinkers, smokers outside Fairhaven Martini Bar feels unsafe.
 - Curve to 10th on Donovan – lighting not adequate for night walking.
 - No continuous sidewalk between Larrabee and 11th.
 - Harris between 12th and 10th is unsafe for bikes – angled parking, rough street surface. Possible solution: reopen 9th Street – Port staff disagrees
 - McKenzie W. of 10th – solid wall – no eyes on street
 - Crosswalk at Win's – poorly lit at night
 - 6th and Harris, McKenzie W of 4th – problems with long-term overnight parking, no sanitary service, crime
 - Larrabee E of 10th – jumble of street improvements
 - Mid-block Harris between 10th and 11th – unsafe crossing
 - Graffiti becoming a small issue – any city-wide effort to find the offenders or increase the penalty?
 - Future bus shelters could use a bit more thought about wet weather – visibility can be a conflict.
 - Cars speed down Harris – Flashing light? Slow sign?

3. Identify streetscape amenities that work and don't work and describe why. Consider signage, sidewalk/trail size, accessibility, furniture, street trees, bike racks, sandwich boards, lighting, etc.
 - View corridors – require 100' ROW on McKenzie between 8th and 9th (formerly vacated)
 - Low lighting around lagoon for wildlife
 - Dark sky ordinance
 - Curb on Harris is 90 degrees – perhaps sloped would work better?
 - Banners – help ID the district
 - More trees – not too tall or too big of roots (urban species)
 - Hanging baskets, cobblestone alleys

- Discussion of ped-only streets/malls – costs, parking, Granville Island, costs to business, one-way streets w/wider sidewalks? Monterey, Boulder both have examples of big investment and land cost to enable ped-only malls.
- Allow sidewalk dining with clear passage on sidewalk
- Cherry trees on 10th need to be trimmed
- Outside seating area at Mill & Finnegan blocks driver's view of Finnegan – busy intersection
- Sandwich boards blow around in big wind gusts
- Signage to stop skateboards on sidewalks and down streets late at night
- Clean sidewalks and maintain plantings where trees are located
- Bike racks are best covered (like Tony's)
- Provision for recyclables at garbage cans
- Historic streetlamps do introduce glare because of low height (conflict with inadequate illumination of pavements)
- Do not limit amenities to one type – variety makes Fairhaven unique.
- Variety of design: it is great to have a variety of benches representing many eras. Do not need one uniform design.
- Lighting, signs, etc. should respect the historic context, but should not imitate historic style. We should celebrate the historic resources we have and preserve them. But we should let new, exciting and creative amenities into the neighborhood to reside among the old.
- More garbage cans – especially where leaving the District.
- Sandwich boards take up space but appropriate to ambiance.