



# City Council Agenda Bill

20370  
Bill Number

**Subject: Work Session on the Alabama Corridor Safety Improvements**

**Summary Statement:** A public hearing was held on Monday, April 7, 2014 and the public record was held open until April 21, 2014. City Council directed staff to hold a work session with the City Council Public Works and Public Safety Committee on Monday, April 21, 2014 to discuss the multi-agency recommendations for safety improvements to the Alabama Street corridor from Cornwall Avenue to St. Clair Street. The Phase 2 construction of safety improvements must be clearly defined for federal grant funding purposes with construction completed by September 30, 2015. Staff is seeking approval from City Council to move forward with the design and engineering of the recommended safety improvements.

**Previous Council Action:** Adoption of "Alabama Street Corridor, Phase 2 Multimodal Safety Improvements" project in the 2013-2018 TIP and the 2014-2019 TIP.

**Fiscal Impact:** \$1,461,824

**Funding Source:** Federal Safety Grant Funds

**Attachments:** 1) Staff report with Transportation Commission Resolution and letters from WTA and WCOG  
2) Resolution with Exhibit A - Multi-agency recommendation for safety improvements

Meeting Activity	Meeting Date	Staff Recommendation	Presented By	Time
Special Meeting/Work Session	4/21/2014	Pass Resolution	Ted Carlson, Public Works Director	30 minutes

**Recommended Motion:** .

<b>Council Committee:</b> Public Works and Public Safety Committee	<b>Agenda Bill Contact:</b> Chris Comeau, Transportation Planner 778-7946		
	<b>Reviewed By</b>	<b>Department</b>	<b>Date</b>
	<i>Ted A. Carlson</i>	Public Works	03/27/2014
Public Hearing held 4/7/14. GK/PV moved to send to Public Works and Public Safety Committee and leave written record open to 4/21/14. Motion carried 7-0.	.	.	.
	.	.	.
	.	.	.
	<i>Matthew T. Stamps</i>	Legal	03/28/2014
	<i>Kelli J. Linville</i>	Executive	04/01/2014

## CITY OF BELLINGHAM STAFF REPORT FOR CITY COUNCIL

<b>Agenda Topic:</b>	<b>Multi-Agency Recommendation for Safety Improvements to Alabama Street.</b>
<b>For:</b>	April 7, 2014 City Council work session
<b>Staff Contact:</b>	Chris Comeau, AICP, Transportation Planner (360) 778-7946 or <a href="mailto:ccomeau@cob.org">ccomeau@cob.org</a>

The Alabama Street Corridor Multimodal Safety Improvements project emerged as a top priority for the City of Bellingham in 2011 after WSDOT identified Alabama Street as having the second highest number of vehicle collisions in all of Whatcom County from 2006-2011. During this short time period, there were 262 total vehicle collisions, including 93 injury-related collisions. Neighborhood residents have also repeatedly identified Alabama Street as a major mobility barrier and a negative impact on neighborhood quality of life. The Bellingham Pedestrian Master Plan, approved by City Council in August 2012, specifically recommended "Alabama Corridor - Feasibility Study for Road Diet and Pedestrian Safety Improvements."

The City worked with WSDOT and FHWA officials and determined the most responsible approach to reducing vehicle collisions and improving safety for all users of the corridor was to study a range of alternatives, document which would provide the greatest safety improvement without negatively affecting vehicle or transit operations, and then construct the most beneficial improvements. In May 2012 Bellingham was awarded \$1,461,824 to fund the project.

After more than a year of technical study (October 2012 through February 2014) that included several inter-agency meetings and coordination, five neighborhood association meetings (August through December 2012), two public open house events on the Alabama Corridor (February 2013 and March 2014), two public open house events for the inter-related citywide Bicycle Master Plan (April 2013 and February 2014), and presentation of the results to the Bellingham Transportation Commission (November 12, 2013 and March 11, 2014), the alternatives analysis has been completed and a unified multi-agency recommendation for safety improvements on the Alabama corridor is presented here.

The recommended safety improvements for Alabama Street are consistent with the Transportation Element of the Bellingham Comprehensive Plan, the Bellingham Pedestrian Master Plan, and the Draft Bellingham Bicycle Master Plan and have been endorsed by the Bellingham Transportation Commission, Whatcom Transportation Authority, Whatcom Council of Governments (See below), and Bellingham Police, Fire, and Public Works Departments.

The Bellingham Transportation Commission Resolution 2014-02 approving the recommended safety improvements for Alabama Street also requests that the "funding requirements and source of funds for the recommended project should be clearly spelled out." Project Engineer Freeman Anthony has provided cost estimates for the safety improvements as follows:

Recommended Safety Improvements	\$1,345,575 (10% contingency included)
Arterial Resurfacing (Cornwall to St. Clair)	<u>\$1,108,195</u> (10% contingency included)
	<b>\$2,453,770</b>

The federal safety grant award is for \$1,461,824, which means that the remaining \$116,249 in federal safety funds can be applied to arterial resurfacing as long as it is clearly tied to safety improvements. This will help to off-set some of Bellingham's local contribution toward arterial resurfacing and reduce local funding to \$991,946. Alabama is due for arterial resurfacing from a pavement rating standpoint and a fresh new arterial surface will provide safety benefit for pedestrian, bicyclists, transit riders, and drivers on Alabama Street.

Ultimately, the safety improvements need to be clearly defined as the scope of construction for the Phase 2 Alabama Street Multimodal Safety Improvements (ES-466) project adopted in Bellingham's 2015-2020 Transportation Improvement Program (TIP) in June 2014. Public Works requested a public hearing before the City Council so that questions about this specific project can be answered and the approval of the project scope can be settled before the annual public process begins for the Six-Year Transportation Improvement Program in May-June 2014.

The \$1,461,824 federal funding, awarded in May 2012, requires that Phase 2 Alabama Street Multimodal Safety Improvements (ES-466) must be completed by September 30, 2015. If City Council approves the project and once Council adopts the 2015-2020 TIP, there are several additional steps that must be completed before the recommended safety improvements can be constructed on Alabama Street.

Staff proposes the following project schedule moving forward to complete the project:

- |  |                    |
|--|--------------------|
| • City Council approval of project scope   | April 2014         |
| • City Council adoption of 2015-2020 TIP   | June 2014          |
| • Federal NEPA requirements completed      | September 2014     |
| • Project design and engineering completed | December 2014      |
| • Obligation of construction funds         | January 2015       |
| • Advertisement and bids                   | February 2015      |
| • Contract awarded                         | March 2015         |
| • Construction Begins                      | June 2015          |
| • Construction complete                    | September 30, 2015 |

**STAFF RECOMMENDATION:** It is recommended that Council move to approve the attached Resolution approving the multi-agency recommended safety improvements as the defined scope of the "Alabama Street Corridor, Phase 2 Multimodal Safety Improvements (ES-466)" to be constructed in 2015.

RESOLUTION NO.2014-02

**A RESOLUTION BY THE BELLINGHAM TRANSPORTATION COMMISSION REGARDING THE ALABAMA STREET CORRIDOR FEASIBILITY STUDY AND SAFETY IMPROVEMENTS**

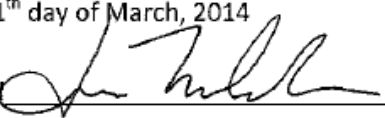
The Transportation Commission (TC) has previously noted the high collision rate on Alabama Street in its 2011 recommendations on the initial bike and pedestrian projects to be funded by the Transportation Benefit District. The current Federal Highway Safety Improvement Program grant provides a good opportunity to address many of the Alabama Street corridor safety issues.

Overall, the TC supports the recommended hybrid 4-to-3-lane "Road Diet" on parts of the Alabama corridor, where feasible, with "C-curb" median and turn lanes on other parts. The project also provides an opportunity to include several of the recommended crossing/intersection improvements included in the recent Pedestrian and Bicycle Master Plans.

The TC has the following additional comments:

- The funding requirements and source of funds for the recommended project should be clearly spelled out.
- City staff should continue to work with residents of the affected neighborhoods to update neighborhood plans to reflect current conditions and future opportunities to improve multimodal transportation circulation in the neighborhoods.
- The TC encourages the use of street side amenities to soften the pedestrian environment on the corridor.

**PASSED** by the City of Bellingham Transportation Commission  
this 11<sup>th</sup> day of March, 2014

Signed   
Chair, City of Bellingham Transportation Commission



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February 27, 2014

City of Bellingham  
Public Works Department  
210 Lottie St.  
Bellingham, WA. 98225

**RE: Alabama Street Corridor Safety Improvement Project**

Dear City of Bellingham:

The Whatcom Transportation Authority (WTA) supports the *Alabama Street Corridor Safety Improvement Project*. The project as envisioned would improve safety along a 1.7 mile stretch of Alabama by limiting turning movements that aren't at an intersection, adding right turn lane "pockets" at key locations and add a number of pedestrian crossings. These actions should help to reduce the number of accidents and improve pedestrian safety to and from WTA bus stops.

WTA staff have reviewed the 'Draft Alternatives Analysis Report (December 2013)' and have agreed to move and consolidate selected bus stops to better serve the future pedestrian crossings. All told WTA does not see this project noticeably affecting on-time performance of route 331 along this corridor.

WTA appreciates the excellent working relationship we have with the City of Bellingham and our involvement with the design review committee for this project.

Sincerely,

Pete Stark  
General Manager



**whatcom council of governments**

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Bellingham, Washington 98225

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March 5, 2014

Mr. Chris Comeau, AICP, Transportation Planner  
City of Bellingham Public Works Department  
210 Lottie Street  
Bellingham, Washington 98225

**RE: Alabama Street Corridor Safety Improvement Feasibility Study**

Dear Mr. Comeau:

The Whatcom Council of Governments is pleased to provide this letter in support of the *Alabama Street Corridor Safety Improvement Feasibility Study* that the City of Bellingham has prepared to address the significant problem of vehicle collisions in the 1.75-mile section of the Alabama Street corridor between Cornwall Avenue and St. Clair Street. The Washington State Department of Transportation has identified that section as having the second-highest number of vehicle collisions in Whatcom County over the five-year period ending in 2010.

The simulation modeling performed by Principal Planner Andrés Gomez of my staff revealed that implementation of the so-called "Hybrid Road Diet" – whereby only the eastern and western ends of the corridor would be reduced from four lanes to three, in conjunction with other treatments in the corridor's central section – would not adversely impact travel times to a significant degree on this heavily-used arterial road. The Hybrid Road Diet is WCOG's preferred alternative for addressing the documented safety issues in the Alabama Street corridor while maintaining the current level of mobility for the thousands of people who travel through it daily.

Very truly yours,

A handwritten signature in black ink that reads "R. H. Wilson". The signature is written in a cursive, flowing style.

Robert H. Wilson, AICP  
Executive Director

**A RESOLUTION OF THE CITY OF BELLINGHAM, WASHINGTON  
APPROVING THE MULTI-AGENCY RECOMMENDATIONS FOR SAFETY  
IMPROVEMENTS TO THE ALABAMA STREET CORRIDOR.**

**WHEREAS**, the 2011 Bellingham Pedestrian Master Plan recommended a "Feasibility Study for a Road Diet and Pedestrian Safety Improvements" for Alabama Street; and

**WHEREAS**, in 2011 WSDOT documented Alabama Street as having 262 total collisions, including 93 injury-related collisions between 2006-2011, making it the only corridor in Bellingham eligible for federal grant funding for safety improvements; and

**WHEREAS**, in October 2011, Bellingham submitted a grant application to conduct a Phase 1 Feasibility Study for a Road Diet and Safety Improvements, consistent with the recommendations in the Pedestrian Master Plan, and subsequent Phase 2 Implementation of the Recommended Alternative from the Feasibility Study; and

**WHEREAS**, Whatcom Transportation Authority (WTA) committed \$5,000 toward the Phase 1 Feasibility Study to ensure that any recommendations for safety improvements considered the possible effects on transit route 331, the Gold GO Line, on Alabama Street, which is the most productive route in the entire WTA system; and

**WHEREAS**, Whatcom Council of Governments (WCOG) committed staff resources and the regional travel demand model to support the Phase 1 Feasibility Study for a Road Diet; and

**WHEREAS**, in May 2012, Bellingham was awarded \$1,461,824 in federal grant funds administered through the WSDOT Target Zero Safety Program to reduce vehicle collisions and make safety improvements to Alabama Street for all transportation users; and

**WHEREAS**, in June 2012, the "Alabama Street Corridor Phase 2 Multimodal Safety Improvements" project was adopted in the 2013-2018 Transportation Improvement Program (TIP) by Bellingham City Council Resolution 2012-16 as a Phase 1 Feasibility Study and subsequent Phase 2 Construction of the Recommended Alternative in 2015; and

**WHEREAS**, in September 2012, Public Works contracted with Fehr & Peers transportation consultants based in Seattle, WA to assist City, WTA, and WCOG staff with the Phase 1 Feasibility Study for a Road Diet and Pedestrian Safety Improvements; and

**WHEREAS**, in October 2012, Public Works formed a multi-agency working group to inform the Phase 1 Feasibility Study with staff representatives from Bellingham Public Works Engineering, Operations, Police, Fire, and EMS; WTA; WCOG; and Fehr & Peers; and

**WHEREAS**, between August and December 2012, Public Works transportation planners presented the Phase 1 Feasibility Study for a Road Diet and Pedestrian Safety Improvements to the Lettered Streets, Sunnyland, Roosevelt, Alabama Hill, and Silver Beach Neighborhood Associations and asked neighborhood residents for public input; and

**WHEREAS**, on the evening of February 12, 2013, Public Works hosted a public Open House event for the Phase 1 Feasibility Study for a Road Diet and Pedestrian Safety Improvements at Roosevelt Elementary School and asked for public input on 10 alternatives that were proposed for study; and

**WHEREAS**, on the evenings of April 23, 2013 and February 20, 2014, Public Works hosted public Open House events at Whatcom Middle School for the city-wide Bicycle Master Plan, which integrates recommendations for safety improvements on Alabama Street, including multiple crossing signals in support of recommended "bicycle boulevards"; and

**WHEREAS**, on the evening of March 5, 2014, Public Works hosted a second public Open House event to present the findings of the Phase 1 Feasibility Study and the multi-agency recommendation for safety improvements at Roosevelt Elementary School and asked for public input on 10 alternatives that were proposed for study; and

**WHEREAS**, on the evening of March 11, 2014, the Bellingham Transportation Commission voted to pass Resolution 2014-02 recommending approval of the multi-agency recommendation for safety improvements on Alabama Street; and

**WHEREAS**, on the evening of April 7, 2014, Public Works presented the multi-agency recommendation for safety improvements on Alabama Street at a public hearing before the Bellingham City Council; and



**WHEREAS**, the Bellingham City Council heard public testimony and deliberated over the multi-agency recommendation for safety improvements on Alabama Street.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BELLINGHAM:**

That the recommendation for safety improvements on Alabama Street, attached to this Resolution as Exhibit A "Summary of multi-agency recommended safety improvements" and by reference made a part hereof, be and the same is hereby approved as the defined scope of the "Alabama Street Corridor, Phase 2 Multimodal Safety Improvements (ES-466)" to be constructed in 2015; and

Specific improvements to the three sections of the corridor will be:

- West end, Dean Street to Iron Street, a "4 to 3" lane conversion with enhanced crossings
- Central section, Iron Street to Superior Street, access management with raised center curbing and enhanced pedestrian crossings.
- East end, Superior Street to St. Clair Street, extending existing lane configuration from the east.

**BE IT FURTHER RESOLVED** that a copy of said summary of multi-agency recommended safety improvements on Alabama Street be filed with the Washington State Department of Transportation.

**PASSED** by the Council this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
Council President

**APPROVED** by me this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
Mayor

**ATTEST:** \_\_\_\_\_ Finance Director

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Office of the City Attorney

# EXHIBIT A

## Alabama Street Corridor Feasibility Study & Safety Improvements



### SUMMARY OF MULTI-AGENCY RECOMMENDED SAFETY IMPROVEMENTS

March 2014



## **MULTI-AGENCY RECOMMENDATION**

The safety improvements recommended below are the result of a multi-year, multi-agency, and public effort to weave citywide Pedestrian and Bicycle Master Plans, neighborhood plans, Whatcom Transportation Authority service plans, and City emergency response plans together. The safety improvements are also consistent with the goals of the Washington State Target Zero priorities to improve safety on transportation facilities.

### **Existing Condition/No Action**

Taking no action and leaving Alabama in its existing condition will not reduce the high number of vehicle collisions documented by WSDOT, nor will it improve the pedestrian, bicycle, and transit rider safety issues identified by the public in the 2012 Pedestrian and the 2014 Bicycle Master Plan. This alternative will not achieve the stated purpose and outcome of the project, as described in the grant application and for which the grant funding was specifically awarded to the City of Bellingham. The \$1,467,824 federal grant funds are specifically for constructing safety improvements by September 2015 to solve the documented vehicle collision problems on Alabama Street.

- Taking no action is not a solution and is not recommended.

### **Road Diet and Rechannelization**

While a complete 4-to-3-lane “road diet” (Section 6.2) is not supportable in the central portion of the Alabama corridor between James Street and Yew Street, the following road diet and rechannelization improvements are recommended:

- Implement a 4-to-3-lane conversion with bike lanes added between Iron Street and Dean Avenue on the west end of the Alabama corridor. The turn and through lanes at both Cornwall Avenue and James Street will be retained in their existing configuration to accommodate long-term transit and transportation needs. The left-turn lane on the eastbound approach at Alabama/James will be lengthened by removing the existing large median and replacing it with 6-inch c-curb median. This will add vehicle storage capacity and will help to relieve eastbound traffic congestion at the busiest times of the day.
- Implement a hybrid “road diet” by extending the existing lane configuration on Alabama Hill (2 lanes eastbound, 2-way center lane, 1 lane westbound) from St. Clair Street to Superior Street. There are heavier pm peak (evening rush hour) traffic volumes from Woburn eastbound up the Alabama Hill and having a second eastbound lane going up the hill allows vehicle traveling at posted speed to maneuver around slower moving vehicles safely. Lighter am peak (morning rush hour) traffic volumes do not require two travel lanes between St Clair Street and Superior Street, which allows the inside westbound lane to be converted to a center turn lane.

These changes to lane channelization on the east and west ends of Alabama Street will not create negative impacts to vehicle traffic, WTA transit, or fire/emergency response operations, but will allow a two-way center left-turn lane to help reduce vehicle collisions on each end of the corridor, as well as allow for center lane refuges at crossing locations identified in Pedestrian Master Plan, the Bicycle Master Plan, neighborhood plans, and at WTA bus stop locations. The bike lanes between Iron Street and Dean Avenue will also help to connect bicycle boulevards parallel and perpendicular to Alabama that are identified and prioritized in the Bicycle Master Plan and will provide separation between moving vehicle traffic and pedestrians walking along Alabama.

### **Pedestrian, Transit, Bicycle Crossings**

New and enhanced crossing improvements are recommended from west to east along the Alabama corridor in strategic locations, consistent with the Pedestrian Master Plan, the Bicycle Master Plan, neighborhood plans, and at relocated and consolidated WTA bus stop locations, as listed below.

- **Ellis:** Move the existing St. Paul pedestrian-activated flashing crosswalk to Ellis and install a center lane with a new crosswalk and a concrete refuge on the east side of the intersection (supports Ellis bike blvd)
- **Grant:** Install a center lane and a concrete refuge in the existing pedestrian-activated flashing crosswalk on the west side of the intersection (supports Grant bike blvd)
- **Moore:** Install new pedestrian-activated High Intensity Activated Crosswalk (HAWK) signal for pedestrians, transit riders, and bicyclists to cross 4-lanes of traffic with no center lane refuge (supports Moore bike blvd)
- **St. Paul:** Move existing pedestrian-activated flashing crosswalk to Ellis, widen intersection and install a fully automated traffic signal with left-turn lanes and marked crosswalks on all four intersection approaches for pedestrians, transit riders, and bicyclists to cross 4-lanes of traffic with no center lane refuge (supports St. Paul bike blvd)
- **Undine:** Install new pedestrian-activated High Intensity Activated Crosswalk (HAWK) signal and crosswalk on east side of intersection for pedestrians, transit riders, and bicyclists to cross 4-lanes of traffic with no center lane refuge (supports Undine bike blvd)
- **Michigan:** Install new pedestrian-activated High Intensity Activated Crosswalk (HAWK) signal and crosswalk with a concrete center lane refuge on the east side of the intersection for pedestrians, transit riders, and bicyclists to cross 3-lanes of traffic (supports Michigan bike blvd)

The 6 new and enhanced crossing locations listed above are in addition to the 6 existing signalized crossings of the Alabama corridor in the following locations:

- **Cornwall:** Existing Traffic signal and marked crosswalks on all four intersection approaches
- **James:** Traffic signal and marked crosswalks on all four intersection approaches
- **Orleans:** Traffic signal and marked crosswalks on all four intersection approaches
- **Pacific:** Traffic signal and marked crosswalks on all four intersection approaches
- **Woburn:** Traffic signal and marked crosswalks on all four intersection approaches
- **Yew:** Traffic signal and marked crosswalks on all four intersection approaches

## **Transit Enhancements and Relocation/Consolidation of Bus Stops**

The new and enhanced crossing locations listed above will improve access to WTA bus stops and will help transit riders cross Alabama to get to WTA bus stops on time, but WTA will also relocate and consolidating some westbound bus stops that experience heavier boardings/departures, as follows:

- Consolidate the existing bus stops on the east side of St. Paul and mid-block between Racine and Queen into one bus stop on the west side of St. Paul.
- Consolidate the existing bus stops between Orleans and Pacific and between Moore and Nevada into one bus stop on the west side of Orleans.
- Consolidate the existing bus stops between Iron and Humboldt and between Ellis and Franklin into one bus stop on the west side of Grant.

Over time, WTA could also enhance existing transit stops at all of the crossing locations above by converting signed bus stops into more comfortable and convenient covered bus shelters with the Gold GO Line branding scheme. This would make waiting for WTA busses more pleasant for riders, especially in inclement weather, and would also help to clear up the pedestrian environment by providing a separate space for transit riders to wait out of the main through-way portion of the sidewalks.

## **Access Management, Turning Restrictions, and New Turn Lanes**

On the center section of the Alabama corridor between James Street and Woburn Street where installation of a center turn lane to reduce vehicle collisions has been determined not to be feasible by this alternatives analysis, the installation of 6-inch high yellow c-curb median at high-collision locations is recommended to prevent vehicles from turning across two lanes of on-coming traffic and risking side-impact collisions. Restricting turns in these locations will also reduce rear-end vehicle collisions, because the cars will no longer be stopped in the travel lane waiting to turn left. This recommendation for c-curb median has been reached in consultation with the Bellingham Police and Fire Departments to ensure that adequate gaps in median installations will be provided to avoid negative impacts for police, fire engine, and ambulance access into neighborhoods. The City recognizes that this creates inconvenience to residents living on the north side of Alabama, but alternative routes to homes and garages are available with fairly minimal travel time increases.

There are some locations where new left-turn lanes are recommended instead of installing c-curb median, including St. Paul, Verona, Valencia, and Woburn.

**St. Paul:** The intersection of St. Paul/Alabama is recommended to be widened to install new left-turn lanes on both the eastbound and westbound approaches, and a full traffic signal is recommended with marked crosswalks and protected crossing time for pedestrians, bicyclists, and transit riders.

**Verona, Valencia, and Woburn:** The section of Alabama between Woburn to the alley between Verona and Undine is recommended to be widened to install a continuous center left-turn lane, which will double as an extended left-turn lane for the high volume of pm peak hour left-turns from eastbound Alabama to northbound Woburn. This will reduce traffic congestion and reduce travel delay for WTA transit Route 331, which turns from Alabama north onto Woburn.

## **Arterial Resurfacing and Rechannelization**

The 1.75-mile Alabama corridor between Cornwall Avenue and St. Clair Street has been steadily moving up the City's priority list of arterial streets that require asphalt resurfacing and, coincidentally, it appears that Alabama can be included as the top priority in Bellingham's 2015 overlay program. Grinding and resurfacing the arterial street provides safety advantages for all users, including:

- Smooth and even surfaces for ADA compliance at all signals, curb ramps, and crosswalks;
- Clear demarcation of vehicle travel lanes, center turn lanes, bicycle lanes (west end), center lane refuges, and crosswalks;
- Clear demarcation of new lane widths at intersections to maximize vehicle capacity in turn lanes; and
- Installation of all new retro-reflective lane delineators for increased visibility at night and in dark winter months.

Federal funding not used for new HAWK signals, intersection widening, and installation of c-curb median can be used for arterial resurfacing for safety improvements. This will help to extend the City's local funding for arterial resurfacing in 2015.



## BELLINGHAM CITY COUNCIL

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## BELLINGHAM CITY COUNCIL NOTICE OF PUBLIC HEARING

Notice is hereby given that the Bellingham City Council will hold a public hearing on **April 7, 2014, @ 7:00 PM**, or as soon thereafter as possible, in the **City Council Chambers, City Hall, 210 Lottie Street, Bellingham, Washington**, to take public comment on the following:

**Public Works will present the multi-agency recommendations for safety improvements to the Alabama Street corridor from Cornwall Avenue to St. Clair Street as a result of the year-long Phase 1 study of feasible alternatives. The Phase 2 construction of safety improvements on Alabama Street must be clearly defined for federal grant funding purposes with construction completed by September 30, 2015. Public Works is seeking direction from City Council to move forward with the design and engineering of the multi-agency recommendations for safety improvements.**

**The multi-agency recommendation for safety improvements and more detailed information can be found on the project website at: <http://www.cob.org/services/planning/transportation/alabama-corridor-study.aspx>**

**Staff Contact: Chris Comeau, AICP, Transportation Planner, (360) 778-7946 or [ccomeau@cob.org](mailto:ccomeau@cob.org)**

Anyone wishing to comment on this topic is invited to attend; or if unable to attend, to send your comments, in writing to the Council Office, 210 Lottie Street, or email to [ccmail@cob.org](mailto:ccmail@cob.org), or fax to 778-8101, to be received prior to 10:00 a.m., Wednesday, April 2, to be included in the agenda packet. Comment received after that time will be distributed to Council but not included in the published meeting materials.

FOR OUR CITIZENS WITH SPECIAL NEEDS, the Council Chambers is fully accessible. Elevator access to the second floor is available at City Hall's west entrance. Hearing assistance is available and a receiver may be checked out through the clerk prior to the evening session. For additional accommodations, persons are asked to contact the Legislative Assistant at 778-8200 in advance of the meeting. Thank you.

Publication date: 3/13/14

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**Thomas, Kendra L.**

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**From:** Anonymous@cob.org on behalf of J\_Matthew\_Yorkston@cob.org  
**Sent:** Monday, March 10, 2014 2:36 PM  
**To:** CC - Shared Department  
**Subject:** Alabama Street Diet jmatty@yorkstonoil.com  
**Attachments:** Alabama Street Letter.doc

I have driven Alabama Street at least twice daily for over 15 years from Northshore to Squalicum Harbor, (home to work and back). I believe this to be a very bad idea. First off Alabama Street is an arterial. All neighboring streets feed on to Alabama Street keeping the neighborhood streets clear of major traffic. Changing Alabama Street to single lane will only send traffic on to those neighborhood streets and to Lakeway Drive, Iowa Street and Barkly Blvd. This is not the way to get Alabama Street re surfaced.

In the name of Safety, it would be a much better idea to drop the speed to 25 or 30 MPH and add a few more crosswalks



**Thomas, Kendra L.**

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**From:** Jon Soine <jon@jonsoine.com>  
**Sent:** Tuesday, March 18, 2014 7:51 PM  
**To:** Ken Mann  
**Cc:** CC - Shared Department  
**Subject:** Alabama Street Corridor Multimodal Safety Improvements COMMENTS

Hi Ken,

Thank you for taking the time to share your thoughts. From your comments below, I would suggest that your comments propose that you *do* have an opinion, as you described your thoughts further in the email.

I am sorry if any of my comments were taken offensively, as they were not intended to be so! Many of your voting public find bikers very offensive when plans such as these are proposed, that give bikers and automobiles an *equal billing* for the gas tax for Hiway that we automobile drivers pay for with gas tax's and sales taxes on their auto's as well as for their and the public's safety.

**YES equal billing, "TWO bike lanes and TWO car lanes, (plus a turn)"** is not an equal expenditure considering the traffic on a major road. Car's far out-number bikes on any city/state roads, and Alabama is a main thorough fare. More lanes and higher speed are what **SAFELY** moves more traffic thru an area, and is why on our highway system, we have done this very thing to smooth out traffic flow for many years.

This study is a 50 year step back in traffic flow and safety and would be a disaster for those of us using the road daily and live off Alabama Hill area!

Even the City of Bellingham recent Mayor's survey suggested that only 4% of those surveyed felt that the city was doing an excellent job in planning. **THIS** is an example of **WHY!** Current Parks and Trails by the other hand had a 90% favorable rating if you care to read the Mayor's report!

I have been involved in the Washington Wildlife and Recreation Coalition for almost 25 years, and before that I served almost 10 years on the Whatcom County Parks board. I have favored building trails exclusively for bikers and hikers from Mt Baker to Seattle (the interurban trail was one of the many miles of trails prospered by our Chairmen Bill Dietrich). The Waterfront Trail on the old railroad right of way around Boulevard Park is another. As a member of the WWRC executive board, I have dedicated many of these same parks and trails **STATE WIDE**. WWRC has contributed \$3 million for the boulevard park waterfront trail for an example.

On a positive note, WWRC is in the grant writing process now, where if you have an interest in bike trails, it is time to propose these thought for the next grant cycle that begins in the next few months! See Mayor Kelli for help in the process.

WE DO NOT need to mix cars and bikes on these main highways and thruways. That is a safety issue. Bikes have their own trail system thru and around Bellingham and for theirs and the drivers of auto's SAFETY we do not need to mix this as "oil and water".

The points that I made were those expressed by the many concerned neighbors and citizens that I heard expressing at the Roosevelt School meeting that were in the audience and asking questions of each other.

As a Councilman, it is extremely offensive to me that you are NOT listening to ALL your voting public as well as your blatant sarcasm!!!

As a member of the Council, I thought that your presence was important at the Roosevelt School presentation so that your public could ask you questions. We were favored by several other council members who were listening to their constituents which I thought was part of the purpose of the meeting.

I TOO have ridden a bike in my youth, including on Alabama and Cornwall, as well as North Shore Drive having attended the original Washington School as well as Whatcom Middle school and later Bellingham High, while growing up on Sunset Drive and later on North Shore Drive.

Today, I would want my granddaughter (who attends Roosevelt School) to ride her bike on the sidewalk for her safety (as well as my peace of mind). Last week's bike accident on NW in a bike lane should explain this visually to those of you that risk your and your families limb (s). It is not fair that those of us automobile drivers have lasting emotions when we hit a biker, and the memories that stay with us for the rest of their lives.

We cannot legislate common sense, but those of us that have had to take a flat blade shovel and scrap a person off the side of your car and off the road, putting the remains in a cardboard box, carry this memory the rest of our lives. The body in this state is just so many pounds of "ground round". I had to do this in Chula Vista, CA in 1963 so I know what I am talking about!!!

I stand by the comments that BIKERS pay no HIWAY nor road taxes, and that is pretty evident if you take the time to read the state, county or city transportation budget. YES we all pay taxes for a lot "things". BIKER's pay no tax!

I think that the majority of the people (non-bikers) that you are elected to serve deserve to be listened to!

I hope that you can understand why YOUR comments that you have made are so very offensive to them!

Very respectfully,

Jon

Jon Soine, CRS, GRI, SRES

Washington REALTORS 2012 Presidents Service Award  
Washington Governor's 2011 Citation for Service  
Washington REALTORS 2009 VP of Government Affairs  
Washington REALTORS 2008 Lifetime Achievement Award  
Whatcom County Association of REALTORS 2007 President

**Windermere Real Estate**

515 West Bakerview Road  
Bellingham, WA 98226

Direct: 360-650-1400  
Email: [Jon@JonSoine.com](mailto:Jon@JonSoine.com)  
Website: <http://www.JonSoine.com>

*"Your Personal REALTOR. ."*

-----Original Message-----

From: Ken Mann [<mailto:kmann@co.whatcom.wa.us>]  
Sent: Tuesday, March 18, 2014 4:49 PM  
To: Jon Soine; Tim Cornwell  
Cc: Perry Eskridge; Larry Farr; Mayor Kelli Linville  
Subject: RE: Alabama Street Corridor Multimodal Safety Improvement COMMENTS

Jon - I have no opinion on the merits or conclusions of the COB study.

However, the talking point that "bikes pay no road tax nor contribute to the payment" is offensive.

I ride bikes - a lot. I commute by bike to work - a lot. My wife and kids travel via bicycle - a lot.

We pay taxes - a lot. We own three vehicles. We own multiple residential and commercial properties in Bellingham. We shop in Bellingham.

I support bike lanes and so do my taxes.

Ken Mann

Whatcom County Councilmember  
(360) 676-6690 (office)  
(360) 483-6020 (mobile)  
[kmann@co.whatcom.wa.us](mailto:kmann@co.whatcom.wa.us)  
<http://www.facebook.com/pages/Ken-Mann-Whatcom/77546362394>

**Thomas, Kendra L.**

---

**From:** myronlw@aol.com  
**Sent:** Thursday, March 20, 2014 8:32 AM  
**To:** CC - Shared Department  
**Subject:** Alabama Street Improvements

**MYRON L WLAZNAK**  
**PO Box 28425**  
**BELLINGHAM, WA 98228-0425**  
**1-360-671-9969**

March 20, 2014

City Council  
City of Bellingham  
210 Lottie Street  
Bellingham, WA 98225

Dear Council Members:

The purpose of this letter is to raise issues and concerns not covered in the presentation to the public in regards to safety improvements to the Alabama travel corridor.

1. Street lighting is a serious issue. The current lights do not adequately light the roadway and also diminish (dilute) the effectiveness of vehicle headlights. On a rainy night it is extremely difficult to see the lane markers. In addition the road patches (filling in the cracks) look like lane markers. Striping the lanes in addition to the reflective bumps would certainly help keep cars in their lane.
2. Alleys drain water into the street. During the winter ice formed along the right lane as you reached the bottom of Alabama going west bound creating a serious hazard.
3. There are four entrances/exits to the mini mall located on Alabama and Yew Street. Two of these are located right at the intersection of Yew and Alabama creating a hazard that could be avoided if these entrances/exits were consolidated into larger ones further down Yew and Alabama.
4. The surface of Alabama is in need of resurfacing and drainage along the westbound lanes needs to be improved. Puddles spread out into the travel lanes with only a medium rainfall.
5. The street light at Yew needs to be synched with the light at Woburn for those traveling along Alabama. It makes no sense to have a red light at Yew when heavy traffic is flowing past Woburn. Likewise the light at Pacific and Orleans need to work better in conjunction with the main traffic flow. There seems to be no rhyme or reason to the settings.
6. Bicycle traffic should not be allowed on Alabama and signs should be posted to that effect. Better use of empty side streets for bicycle traffic would make traffic safer for both drivers and bicyclist. Improvements should be made to side streets to insure safety and ease of travel for bicyclists. Iowa would be a good choice for expanding bike lanes for through traffic to downtown. Mixing vehicle and bike traffic on the heavily traveled

roadways should be kept to a minimum. As bike traffic increases more accidents will occur. Better to move bike traffic away from heavy vehicle traffic areas. Some bike lane lanes are effectively half the size marked by the white strip because the curb line bisects the travel lane creating an unsafe crack in the middle of the lane pushing bicyclist toward the vehicle lane.

7. There is little active enforcement of traffic regulations on Alabama. Perhaps some passive measures can be taken (signage, periodic flashing traffic speed signs) along with routine active enforcement.

8. There are a great number of turning options on/off of Alabama (30 streets, 43 alleys and 82 driveways in these 2.4 miles of roadway). Reducing this number would certainly provide safety benefits.

Please review these suggestions as you deliberate the safety recommendations presented by staff.

Regards,

Myron L Wlaznak

**Thomas, Kendra L.**

---

**From:** Anonymous@cob.org on behalf of Peter\_James@cob.org  
**Sent:** Friday, March 21, 2014 3:59 PM  
**To:** CC - Shared Department  
**Subject:** Alabama Street project pjames9@gmail

I reside at 2724 Undine Place, a dead end street on the north side of Alabama St. I have seen the tentative plans for the project and understand that no left turns will be allowed either way or even no lefts to even get on Alabama. The only lefts allowed will be at the lighted intersections. This would be unfair not only to my street but many others along the north side of Alabama that are dead ends. We have no other access or exit to use. What use to be a simple trip to say Hagen off Woburn now becomes going around blocks of unneeded travel. Also I don't like the idea of unfettered lanes because no one can turn left. Seems to me that is inviting people to go faster no matter what the posted speed limit. I was under the assumption for some reason that this study was for mediating traffic flow. This seems to invite more traffic to come through here. To sum, I do not want the c-curb plan to be implemented as do other neighbors that I have talked to about it. I favor the option of the middle turn lane with lanes on either side for directional travel with no bike lanes. I would not like the extra light at St. Paul as I think that was planned to appease all the people who would have to make one of the last lefts legally in order to run the maze around to be on the correct side of Alabama to get home. I hope you will consider these ideas in the upcoming council meeting on April the 7th. Thank you.

March 6, 2014

Subject: Alabama St. Corridor Multimodal Safety Improvements

Dear Bellingham City Council Member – Jack Weiss  
Lottie Street  
Bellingham, Washington

I have major concerns on changes of traffic flow for Alabama St. ! I agree our roads need to be as safe as possible. This does not preclude the usage of the vast majority of people who use this for entering or leaving the core of our City, by that I mean the cars, trucks and buses that require efficient use of Alabama St. corridor.

After reviewing the data published for the Open House of March 5, 2014, and considering that six (6) injury accidents per million miles driven is statistically insignificant, 0.0006%. Looking at the cause of those accidents, speed, texting or cell phone use, DUI, or inattentive driving are possible to which a traffic flow change on Alabama St. will not likely change. A flow change would likely shift some traffic to other areas not capable of handling an additional volume of traffic, thus creating an unsafe area that currently does not have such and was not designed to handle additional volumes.

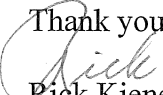
Probable addition of a marked crosswalk between Pacific St. and Woburn St. might be considered with the reevaluation of how the traffic light at Pacific is used and the left turn use. The timing of lights between Woburn and Orleans with any crosswalk improvements is needed if any changes are made. Noting that the 6 injury accidents did not have a fatality, at least it wasn't noted in the data.

What I did not see in the data presented was:

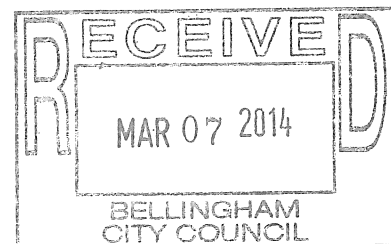
- the daily volume of traffic numbers
- the type of injury accident
- if a fatality occurred
  - fortunately, I am pleased this has not occurred, at least according to the data offered here, not minimizing those who suffered injuries.
- The occurrence of police response for traffic accidents

Therefore I would request that Alabama St. corridor from Cornwall to Electric remain two (2) lanes of traffic in both directions!

Thank you for your consideration.

  
Rick Kiene  
4933 Lewis Ave.  
Bellingham, WA

P.S. I use this corridor daily!



**Thomas, Kendra L.**

---

**From:** frank black <frankdoonanblack@yahoo.com>  
**Sent:** Monday, March 31, 2014 4:18 PM  
**To:** CC - Shared Department  
**Subject:** Alabama st. Project

Council members,

I am writing to oppose the proposed changes to Alabama street in Roosevelt neighborhood. I live on Alabama street and am concerned about the unsightly nature of the "C" curb. These curbs are acceptable in industrial areas but when placed in a residential setting are ugly. I don't understand why the City of Bellingham would spend our resources to make the city less attractive. I also oppose the project on the grounds that you will be taking land from me in the process of making my neighborhood uglier. I would incur significant expenses moving landscaping as well as suffering a double blow to my property values. The cumulative effect of the change would put me underwater on my home mortgage and make it nearly imposable to sell my home (no one wants to buy a house with a freeway running through the living room).

All of this is unnecessary. Instead of installing the curb install the road diet without the bike lanes. Leaving out the bike lanes would allow room for a bus to pull partway out of traffic to drop off and pick up passengers while allowing the cars to use the left turn lane to go around the bus, minimizing the impact on the WTA and traffic behind the bus. Leaving the bike lanes out will have little impact on the bicycling community as bicycling on Alabama street is not something I would recommend even to the most experienced and confident cyclist, and the bicycle master plan has Texas street as a "bike boulevard" removing the need for bike lanes on Alabama street.

The difference in impact between the two projects cannot be overstated. The current proposal greatly reduces the quality of life for a thousand people with potentially devastating economic impacts as well. The road diet without bike lanes increases the quality of life for the entire Roosevelt neighborhood and the Bellingham as a whole. I implore you to not make Bellingham ugly. Do not approve this plan.

Frank Black



**RECEIVED**  
4-7-14 (date)  
AB 20370 (AB#)  
 (name)  
**Bellingham City Council**  
**City Clerk Representative**

March, 2014

To Bellingham City Council:

RE: Alabama Street Corridor Multimodal Safety Improvements Proposal by Public Works

The residents of Roosevelt Neighborhood strongly object to the raised median c-curb proposed as a safety solution for central Alabama Street (from King Street to Woburn Street).

Below is a detailed list of our objections and our reasons behind those objections, along with a variety of alternatives that still take into account *all* citizens who use Alabama Street, including those of us who reside in Roosevelt Neighborhood.

Signed:

Printed Name	Address	Signature
R. P. Gronznack	2940 Undine Pl. Bellingham 98226	R.P. Gronznack
C STOKRS	2626 VALENCIA	Charles Stork
Amy Bruce	2601 QUEEN ST Bellingham, WA 98206	Amy Bruce
Ingrid Dossa	1610 Valhalla St. Bham WA 98226	Ingrid Dossa
DAWNE SHEPPARD	2525 Undine St.	Dawne Sheppard
ANA SHEPPARD	1903 Alabama St. 2525 Undine St.	Ana Sheppard
Aeden Hunter	2626 Toledo St.	Aeden Hunter
Morgan Dewey	2626 Toledo St.	Morgan Dewey
Ginny Roth MIKE BRYANT	1003 Alabama St. 2516 RACINE ST	Ginny Roth Mike Bryant

March, 2014


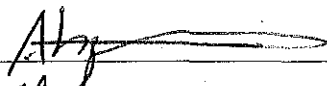
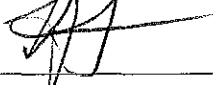
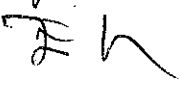
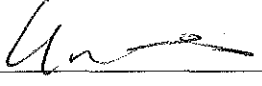


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Signed:

Printed Name	Address	Signature
DONNA GAWRON	2536 Queen St - Apt 1 Bham 98226	
Abdussalam E.	2615 Racine st Bellingham, WA 98226	
MATT SCOTT	2005 Alabama St Bellingham WA	
Frank Black	1714 Alabama St Bellingham WA	
Don W. Ernest	2518 Racine Street - P.O. Box 30934 Bellingham WA 98228-2434	Don W. Ernest
CHARIS WEATHERS	1705 VALHALLA LN UNIT B BHAM WA 98226	
Meredith Stameny	2312 Verona St #2 Bellingham, WA 98229	
Elise Bryant	2510 Racine St Bellingham, WA 98226	

# FR: Kids Korner Learning Center

March, 2014

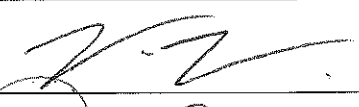

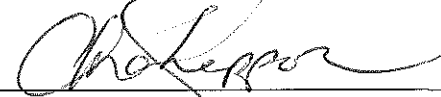
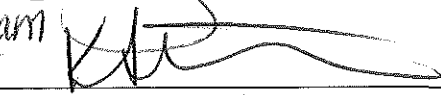

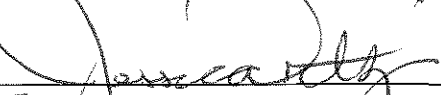
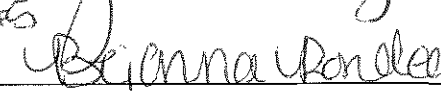


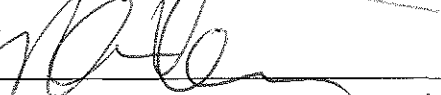

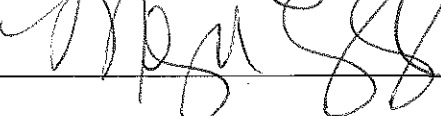
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Attached is a detailed list of our reasons behind the objection, along with a variety of alternatives that still take into account *all* citizens who use Alabama Street, including those of us who reside in Roosevelt Neighborhood.

Signed:

Printed Name	Address	Signature
Veronica Vincent	2380 Heather drive <sup>Ferndale WA</sup>	
Laure Sheppard	2525 Undine St. <sup>Bell WA</sup>	
Ana Sheppard	2525 Undine St. <sup>Bell WA</sup>	
Kelsey Storm	2316 Valeneia St <sup>Bellingham WA</sup>	
Krista McCown	3948 Primrose Ln #20 <sup>Bellingham WA</sup>	
Jessica Ortiz	3585 Valley Hwy <sup>Deming WA 98244</sup>	
Brianna Rondeau	3588 Northwest Avenue <sup>Bellingham WA 98225</sup>	
Elsa C Santiago	1812 Texas street <sup>Apt #1 Bellingham, WA 98229</sup>	
Lauren Tran	2830 Elm St <sup>Bham, WA 98225</sup>	
Manisa Vandereyk	2849 W mapewood ave <sup>Apt A18 Bellingham WA 98225</sup>	
Brittany Macdonald	816 32nd St, Bellingham, WA 98225	
Megan Lockwood	3401 Woburn St.	

March, 2014

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Signed:

Printed Name	Address	Signature
John Bajot	2954 St Paul St	John Bajot
Kayla Barnett	3972 Primrose Lane	Kayla Barnett
Krysten Wagner	2808 Humboldt St.	Krysten Wagner
Amy Keenan	2123 St. Clair St.	Amy Keenan
Theresa Ashmore	2312 Xenia Street	Theresa Ashmore
Sam McDaniel	35 Hollyview way	Sam McDaniel
Melissa Jones	1213 what.com apt 72	Melissa Jones
Kayla Haymaker	3352 NW Ave #102	Kayla Haymaker
MARIA FAVRO	2611 Texas Street	MARIA FAVRO
Lina Philbrick	277 Pollock Cir	Lina Philbrick
Jennifer McCoskey	216 Prince Ave #105	Jennifer McCoskey
Moniah Larsen	2911 Pacific st.	Moniah Larsen

March, 2014

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Signed:

Printed Name	Address	Signature
Paige Fountaine	2150 9th St	Paige Fountaine
Ivy Yap	1610 Grant	Ivy Yap
JACOB KERLIN	2236 Verona Street	Jacob Kerlin
Sonja Rogers	1970 Alabama St #2	Sonja Rogers
Greg Meling	3924 Primrose Ln 101	Greg Meling
Robert Oswaldson	2717 Orleans St #A	Robert Oswaldson
KATHLEEN RUSSELL	3990 JONES LANE	K Russell
Kenda Berkness	4830 Cedar Ln Blaine, WA	Kenda M Berkness
Andrew Eastwood	2418 King St	Andrew Eastwood
Fred Harvey	1211 Indian St	Fred Harvey
Kelly Shinabarger	2530 Yew St	Kelly Shinabarger
Lucy Tanner	8330 Holly Ln	Lucy Tanner

March, 2014

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Signed:

Printed Name	Address	Signature
Jenea Staenne	2030 Fraser St #204 Bellingham WA 98229	Jenea Staenne
Amber Nichols	2100 Alabama #112 Bellingham WA	Amber Nichols
Dain DeVries	1601 Texas St. #2 Bellingham, WA 98228	Dain DeVries
Jerome Bolt	2040 Fraser St #306 Bellingham WA 98229	Jerome Bolt
Bryan Kundiack	Property owner on Alabama 2238 Mt. Baker Hwy Bellingham WA 98226	Bryan Kundiack
Chris Knight	1615 Jones St #1	Chris Knight
Tim Lennox	401 Lewallice Ln 98233 FEDEX Driver	Tim Lennox
Kara Clary	5603 NW Dr. Bellingham	Kara Clary
Mark Clary	5603 NW Dr. Bellingham	Mark Clary
Zoe Shook	1016 West 58th Ln Ferndale	Zoe Shook
Sean Phillips	277 Polkham Ct Lynden WA	Sean Phillips
Cornelia Berman	P.O. Box 26 B Ferndale	Cornelia Berman

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Signed:

Printed Name	Address	Signature
Ye Josephine Barrera	P.O. Box 2613 Ferndale	Josephine Barrera
Codee Volkman	<del>1065 Woburn St</del> 413 W Hemmi Rd. Lynden Wa	Codee Volkman
Amanda Knight	11615 James St #7 Bellingham	Amanda Knight
Lori Joetker	7846 Chateau Rd. Maple Falls, WA 98266	Lori Joetker
Mandi Graham	4000 Flynn St #39 Bellingham WA 98229	Mandi Graham
Brittney Kelso	204 E. Laurel St #101 Bellingham, WA	Brittney Kelso
Samatha DeLaCruz	919 Mahogany Ave Apt 103 Bellingham, WA 98226	Samatha DeLaCruz
KARLA DeVries	2108 Vining St. Bha B'ham, WA	Karla DeVries
Alexis Mabrey	2236 Verona St. 98229	Alexis Mabrey
Cherish Larson	1832 Valencia St	Cherish Larson
Christina Ortiz	3585 Valley Hwy Deming, WA	Christina Ortiz
Jessica Adair	3780 Canterbury Ln #157 B'ham, WA	Jessica Adair

March, 2014

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Signed:

Printed Name	Address	Signature
Auburn Phillips	3447 Woburn St #273	Auburn Phillips
Michelle Parmenter	1300 Texas St #11	Michelle Parmenter
Britann Eden	1707 Carolina St #02	Britann Eden
Narrisa Deal	3420 McLeod Rd	N Deal
Monica Little	1300 Texas St Rd	M. Little
Brian Keena	2123 4th Ave S	Brian Keena
Jason Hickok	4000 Flynn St	Jason Hickok
Kyle Morgan	2525 UNION ST	Kyle Morgan
Ryan Schoonover	2045 YEW ST RD #B	Ryan Schoonover
Meghan Chromster	2107 B St. Bellingham	Meghan Chromster
Leo Burcham	1890 Texas St Bellingham	Leo Burcham
Amanda Shaffer	3999 Hoff Rd Bellingham	Amanda Shaffer



March, 2014


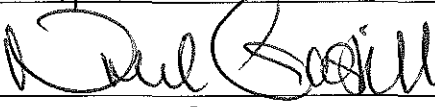
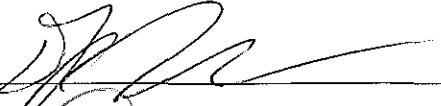

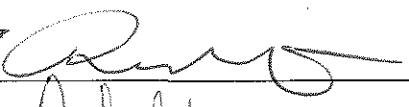
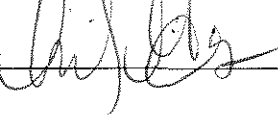
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Signed:

Printed Name	Address	Signature
ve		
PAT OSLARSON	3721 TREE FARM LANE	
Nicole Caskill	1320 Lakeway drive	
Derek Fleming Gale	1057 Kenoyer Dr.	
Mary DeGuzman	2614 Orleans St. #11	
RACHEL WOODSON	2045 YEW ST. ROBINH. Blk. on west 98224	
Emily Garcia	8410 park Dr.	

March, 2014

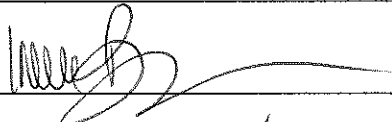
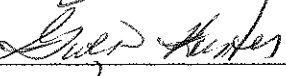
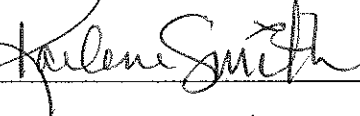
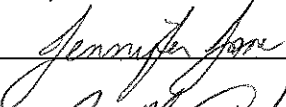

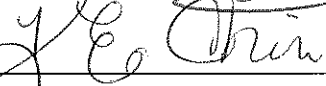
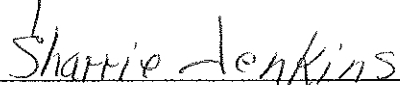

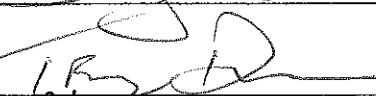

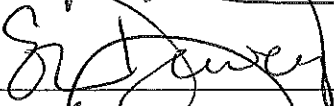

To Bellingham City Council:

RE: Alabama Street Corridor Multimodal Safety Improvements Proposal by Public Works

The residents of Roosevelt Neighborhood strongly object to the raised median c-curb proposed as a safety solution for central Alabama Street (from King Street to Woburn Street).

Attached is a detailed list of our reasons behind the objection, along with a variety of alternatives that still take into account *all* citizens who use Alabama Street, including those of us who reside in Roosevelt Neighborhood.

Signed:

Printed Name	Address	Signature
Irene Boyer	101 Carter Dr B'ham, WA 98225	
Gwen Hunter	2540 Applejack Ln Bellingham, 98226	
Karlene Smith	2929 VICTOR ST B'ham WA 98225	
Jennifer Jones	2834 ONTARIO ST. Bellingham, WA 98226	
Ross Chaney	2800 AZALEA PL BELLINGHAM WA 98225	
KAREN CHIN	2625 TOLEDO ST BHAM WA 98226	
Sharrise Jenkins	2617 Toledo st.	
Dennis Jenkins	2617 Toledo St.	
TROY DAVIS	2625 Toledo St	
John Gaikowski	8730 Trapline rd	
Erin Dewey	8730 Trapline Rd	
Morgan Dewey	2626 Toledo St.	

March, 2014

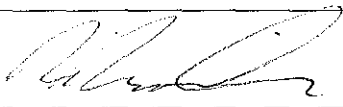
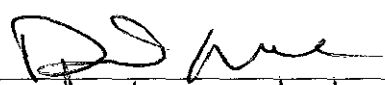


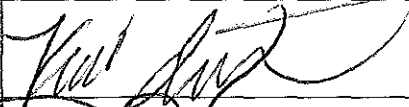

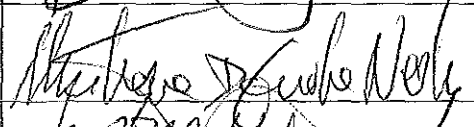

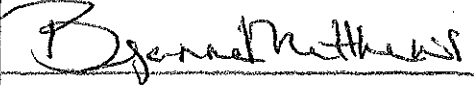
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Signed:

Printed Name	Address	Signature
Noah Newton-Gladstein	2323 View Ridge Dr.	
Daniel McCoy	1516 E. Maryland	
Amber Harris	1610 E. Maryland St	
Cole Wegley	1570 E Maryland St	
Kristen Ingman	2821 Racine St	
Leborace City	2739 St Paul	
MUSTOE GROBE-NEELY	2515 Queen St.	
BRAD MATTHEWS	2528 QUEEN ST	
Bryanna Matthews	2528 Queen St.	

March, 2014

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Signed:

Printed Name	Address	Signature
Jeffrey Sather	2516 Queen St Bellingham WA 98226	Jeffrey Sather
Jim Hall	2524 Queen St Bellingham WA 98226	Jim Hall
Kj Pederson (KALY JAYE)	2536 QUEEN ST #3 BHAM WA 98226	Kj Pederson
<del>KATHY MAHON</del> MEANISTER SANG LE NGHIA LA	2536 Queen St #3 Bellingham WA 98226	Kathy Mahon
Gloria Kinder	2525 QUEEN ST Bellingham WA 98226	Gloria Kinder
Richard Clark	1308 E Maryland	Richard S. Clark
Susan Clark	1308 E Maryland	Susan Clark
Steven Johnson	1407 E Maryland	Steven Johnson
Ronald Bjarnason	1408 E Maryland, st.	Ronald Bjarnason
Cory Kollmeyer	1500 E Maryland St	Cory Kollmeyer
Wendy M. Mansfield	1509 E Maryland St.	Wendy M Mansfield

March, 2014

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Signed:

Printed Name	Address	Signature
Heide Gray	2608 Queen St. B'ham	Heide Gray
Bob Oavis	2608 Queen St. B'ham	Bob Oavis
Jim Coffee	1606 Vallhalla St	Jim Coffee
Adam Bernard	2601 Queen St	Adam Bernard
Linda Bernard	2601 Queen St.	Linda Bernard
Brad Galvin	2601 Queen St.	Brad Galvin
SACK R. CASCIODINI	1416 TEXAS ST APT 6	Sack R. Casciodini
RICHARD N. PICKARD	2601 QUEEN ST. B'HAM	Richard N. Pickard

March, 2014


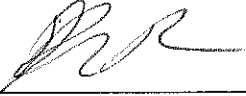
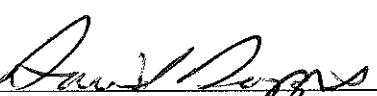
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Signed:

Printed Name	Address	Signature
Roth Steele	1313 E. Maryland St 98226	
Brendan Burkhat	"	
David Dopps	2539 Racine St.	

ALABAMA:  
44 ft wide

## Roosevelt Neighborhood's Draft Response to Alabama Corridor Safety Improvement Proposal

### Possible negative impacts of the Alabama Street c-curb from the freeway to Woburn Street:

- will change the appearance of the Roosevelt section of Alabama from a suburban neighborhood to a more commercial/industrial look and feel; this will discourage owner-occupancy and lead to a more transient population;
- while auto-to-auto accidents may be reduced along Alabama, auto-to-pedestrian accidents are likely to increase as traffic is forced onto streets not designed for the higher volume (as in Texas, Maryland, Pacific and St. Paul Streets);
- penalizing residents 24 hours a day, 7 days a week to alleviate safety issues caused by those just passing through, primarily twice a day, five days a week;
- A curb will increase the division between the north and south parts of Roosevelt Neighborhood, which already struggles to remain cohesive.
- 

### Alternatives to be suggested:

#### 4-to-3 Lane Road Diet with bike lanes (**this is the preferred option**)

- allows residents access to side streets while turning across only one lane of traffic, which is far safer than turning across two lanes;
- bike lanes double as a buffer between cars and pedestrians;
- 

#### Reroute WTA route one block south on Woburn to Texas, west on Texas to Pacific, then back up one block to Alabama (and vice versa)

- eliminates all rear-end and side-swipe accidents from cars veering left around busses;
- keeps busses from being delayed by traffic along Alabama;
- more people walking along (eyes on) Texas Street is good for the neighborhood;
- would require removal of traffic calming devices and replacement with stop signs, plus possible widening of two blocks, plus probably a traffic light at Woburn and Texas;
- 

#### Encourage more through-traffic onto Iowa Street

- a road diet on Alabama might naturally do this for some cars, as might lowering the speed limit;
- Iowa is already non-residential, is 35 mph, has a left turn-lane and no busses, and is five lanes wide west of Pacific;
-

Ban left turns during rush hours only

- most law abiding citizens will obey the law
- the effect of short-term emphasis patrols would likely spread the word well

Reduce the speed limit to 25 mph

- Alabama Street is a residential street (while Iowa is not) so 25 mph is a reasonable speed;
- drivers have more time to assess and react so accidents are reduced;
- less damage is done by 25 mph impact than 35 mph impact;
- 

At RNA Meeting:

Pull outs for buss

Road Diet options (other)

Synchronize lights at intersections

Some have reservations about at light at St. Paul

Reduce speed to 30 or 25 mph

If no alternatives to the c-curb are considered, then these are measures we feel should absolutely be addressed as a part of the initial project to help protect neighbors and pedestrians from side effects of this solution:

- Maryland St. should have traffic calming features installed, as it already has a fair amount of traffic, with no stop from Orleans to St. Paul;
- Texas St. should have an additional stop sign or calming devise between Toledo and Valencia;
- St. Paul and Pacific...
-



**Marchand, Marie M.**

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**From:** MY - mayorsoffice@cob.org  
**Sent:** Friday, April 11, 2014 3:16 PM  
**To:** Comeau, Christopher J.; Grp.CC  
**Subject:** FW: Alabama Street yellow curb issue.

FYI

Sophia Blamey  
Executive Assistant to the Mayor  
City of Bellingham  
(360) 778-8100 office  
(360) 778-8116 direct  
[sbblamey@cob.org](mailto:sbblamey@cob.org)

\*My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56\*

---

**From:** Kimberly Faubion-Boulanger [mailto:KBoulang@co.whatcom.wa.us]  
**Sent:** Friday, April 11, 2014 1:09 PM  
**To:** MY - mayorsoffice@cob.org  
**Subject:** Alabama Street yellow curb issue.

Hi there,

My family and I live off of Alabama St. where we have to make a left hand turn to get onto our street. It would impact our daily routine negatively and we are voicing our opinion through this email to let you know that there are three of us that live in our house who separately have to drive from our jobs at different times where we all 3 would need to make a left turn to get home.

Please consider those of us in this situation and do not put the raised yellow curb on Alabama.

Sincerely,  
Kimberly Faubion and family.

**PUBLIC COMMENT RECEIVED BY PUBLIC WORKS REGARDING ALABAMA STREET: MAY 18, 2012 THROUGH APRIL 4, 2014**

Date	Comment	Email	Address	Name
5/18/2012	Are you kidding me? Miles of smiles? I live at the top of Alabama hill and I cannot ride a bike and I do not ride the bus. I don not like the idea that people with cars are demonized. Please do not reduce the ability for cars to travel up and down the hill. I think you can get up and down the hill on a bike by going through the park, by the way. Sincerely, Deborah Royal	dorandwjr@comcast.net		Deborah Royal
5/18/2012	During our membership meeting last last night some discussion surfaced around the study of Alabama that the City is about to initiate. While there was appreciation that the area was going to get some much needed scrutiny, there was concern as to the impact improvements could have in the future to the traffic flow down 'F' street. Specifically, it was mentioned that this study will be the first step in establishing a main access to the waterfront, creating increase traffic flow through the neighborhood. In contrast to all of this, what I hear the City saying is that the concern that is being addressed is the reality of traffic issues (and related accidents); with an attempt to reduce/control traffic. These are concerns that came up, thought you should know. Rick Qualls, Chair Cornwall Park Neighborhood	rickq2000@yahoo.com		Rick Qualls
12/26/2012	I have some addition thoughts on the project. Some, I believe we can do, others that will require additional funding and others that will draw concern. As you know, there are many pedestrian buffers in sections on both sides of Alabama. If there are no bikes lanes installed how will safety of the pedestrian be assured even if traffic speeds are reduced? I have heard stories that there may be bike safety corridors on some of the alternative routes along/feeding the main arterial. The crossing at St Paul, I believe is part of one of them. My concern is "speeding" traffic along this narrow passage of St. Paul (at times 35/40 mph). Now here's where the money comes in with my proposals. First, install speed bumps along St. Paul from Alabama to E. Maryland similar to the one's used on St. Clair for the same purpose. Second, traffic-rush times or not - will be improved unless there are installed "round-a-bouts" such as the one's used on the main arterial leading into and through Sedona, AZ SR179 (10:33 and 14:37 of the video caught my eye). I know...I know, we can't afford it but you know, as well as I, this is the only way to solve our traffic blues.	clawthree@gmail.com		Charles Law
10/9/2012	Please know that although I am not a bicyclist, I believe that the recommended change to Alabama Street with three traffic lanes, two bike lanes, and a planting strip separating the road and sidewalks is a wonderful idea. However, to make it work correctly I believe it is imperative that two critical areas be addressed. First, WTA buses must have turn-out spaces at every stop on the affected route. Second, there must be an improvement to the right turn for westbound traffic at Woburn. If they cannot turn the corner faster than is done now, it will clog up the lane westbound lane.	tvdiffry@hotmail.com	2198 E. Birch Street Bham 98229	Tim Fry
	I read the Herald article about the proposed Alabama Street road diet. I can't make it to the open house tomorrow, but I want to express my support for adding bike lanes to this road. I occasionally ride on Alabama street, and it is stressful to navigate the traffic. Bike lanes and single traffic lanes would be a game changer on this stretch. Thanks for your hard work! Planning must largely be a thankless job. Take Care. Beth Hartsch	elizabethhartsch@yahoo.com		Beth Hartsch
2/12/2013	I have read your reports and find the conclusions very hard to believe. We now have 2 lanes of traffic in each direction with turn lanes at each of the major cross streets. When you cut back to 1 lane for the sealing last summer, there was a back-up even in the middle of the day, during rush hour this would have been terrible. cutting back will be a casue for road rage as people are hungry, tired and want to get home, any delays wil not be happy times. All of the east-west corridors are jammed these days, and the cross streets keep them evenly full. Bicycle lanes will help the riders, but, until they are the majority, cars must be the priority.	bswan201@comcast.net	(Property 621 Alabama) 1201 Woburn Street Bellingham, WA 98229	Bruce A. Swanson 360-734-3960
2/12/2013	My name is Don Ernest and I live at 2518 Racine Street, just three doors north of the corner of Alabama and Racine Street. I drive down Alabama Street many times each week, since it is the only exit from Racine Street and the alley that runs behind my residence. It has been my observation that most of the time, whenever one approaches a traffic signal in Bellingham, the driver must stop and wait fo a red light. This wastes time and fuel. If lights are synchronized for a set speed on main streets, one may drive at that speed without stopping as long as traffic is normal. This also discourages speeding, since speeding motorists will run into red lights. The city has provided synchronized timing of traffic signals on several streets downtown and I understand this has also been done on a portion of Bakerview Road. More of this needs to be done around the city, and Alabama Street is a good example. I would recommend that traffic signals on Alabama be set for 30 mph. The current speed of 35 mph seems too fast, and 25 mph is too slow for a major street.		2518 Racine Street P.O. Box 30434	Don W. Ernest
2/13/2013	The idea of reducing Alabama to 2 lanes with a center turn lane is a very bad idea. If this proposal is carried out, traffic will be backed up to Cornwall from about 15:30 to 18:00. In addition, what will happen when a WTA bus stops to remove or add a bicycle from the carrier on the front of the bus and to take on or discharge passengers? Will the traffic behind the bus need to pile up while the bus is stopped as there is no turn out lane for the bus. How many of the cars will use the center lane to bypass the stopped bus? Your graph showing traffic density is wrong. Drive the street between 15:30 to 18:00 and you will see how much traffic it carries. If accidents with bicycle riders are a problem, I feel that many of them could be eliminated if the riders would simply obey the traffic laws that motorists have to abide by. Many times I have gotten a green light only to have a bicycle blow through a red light because they did not feel they had to stop. In addition stop signs don't seem to cause them to stop. I have also witnessed the riders just swerve onto the pedestrian crosswalk and go through the intersection instead of waiting for the green light. If there is money that needs to be spent or lost, why not spend it to synchronize the traffic lights on some streets. When we must stop and wait getting 0 miles to the gallon and then accelerate causing more pollution and then get to the next light only to have it turn red in front of you and again get 0 miles to the gallon only to repeat it at the next light. State street used to be set for a speed of 25 I think and it worked great. I think Chestnut street is set up this way and it works well. I realize these are one way streets but feel that Alabama could be set up and synchronize the lights in one direction part of the day and the other direction part of the day.	ydkoranda@msn.com		dale koranda 3606710697

Date	Comment	Email	Address	Name
2/13/2013	<p>I feel quite qualified to comment on the proposals you are considering for Alabama Street because I live just two blocks south of Alabama on a non-through street. Every time I leave our street, at least six days a week, I must use Alabama. I walk to and from Cornwall from the top of Alabama hill several days a week, in good weather I bike (not on the street, rather on the trail) and do travel by auto when the weather is really bad or when I need carry back too much to tote in my arms. There is a wonderful bike friendly trail to the north of Alabama and if that is too far out of the way for some riders or heads in the wrong direction there are Texas and Carolina Streets. I do not ride on Iowa Street for the same reasons I do not ride on Alabama. Just how your study found an average speed of 38.5 mi/hr is hard to conceive because the stoplights at Woburn and Yew are not coordinated with each other at all. When I drive I seldom get through both intersections with two green lights. During high traffic times the traffic is significantly slower than the posted 35 mi/hr from one end of Alabama to the other. During high traffic times the westbound cars are lined up well past Xenia Street waiting for the red light at Woburn. With only one lane going west the line for the red light could well past Yew. As for the rest of the street, I have made an observation just this week of one lane traffic between James and Cornwall. There was utility work being done that caused the two lane traffic pattern. Did anyone in your office observe the traffic during this time? I was walking and could not cross Alabama anywhere except at a traffic light. I walked a block and one-half one time watching a car from a side street waiting to enter Alabama. One lane in each direction makes one long line of cars instead of having the two lanes of cars making times when one can cross or turn onto the street. I have noticed that drivers will stop for walkers if there is a painted crosswalk. There are few drivers even on the side streets that will stop for a waiting pedestrian at an unmarked intersection. I would suggest that more intersections should be marked with crosswalks to help car drivers remember that it is lawful to stop for pedestrians. The new crosswalk at Yew and Texas is a wonderful example! Please consider these observations when a decision is made about what to do with traffic on Alabama. Changes should facilitate the safe flow of traffic for pedestrians, drivers, and riders.</p>	belljac6@yahoo.com	2115 Birch Cir Bellingham, WA 98229	Helen Jacobson
2/13/2013	<p>Dear Sir, I am writing concerning the suggested changes to Alabama St. I was at the Tues. evening meeting and one of the charts was most definitely in error and not up to date. Any week day Monday through Friday from 3:00 P M it is solid vehicles on all four lanes and there is in addition a back up at the signal lights. Trying to funnel the traffic down to three would be a real disaster. Alabama is the only east west arterial that runs from Lake Whatcom all the way through to Bellingham Bay. Consider very carefully the fall out from any changes. A case in point of a slightly different matter is Texas St. a street that parallels Alabama and just one block over. This street is 25 feet wide and the city decided at Michigan St to put in a round about which is 19 feet. The difficulty of school buses, fire trucks and the general public is an example of something not thought out well. When a grant is available sometimes it is used in a horrible way that the public has to endure for many years. I live just two blocks from Alabama St. and my family uses it every day. I have lived thirty years at this same location and about sixty five years in Whatcom county so I know this area well. The opinions of residents of Bellingham who know this area very well in addition to bicycle riders who say they would never use Alabama should certainly be factored in to any final decisions made. Thanks for your time and assistance in this matter.</p>	dlnonhoff@msn.com	2614 Kentucky Street Bellingham, WA 98229	Dale Nonhoff
2/11/2013	<p>Thank you for accepting this comment from a resident and user of the Alabama Corridor project. I own and reside at 2413 Humboldt Street, between Texas and Alabama. I commute by bicycle to downtown daily and frequently bicycle east to Lake Whatcom, so I am intimately familiar with the bicycle thoroughfares in the area. I also frequently bicycle or walk to Trader Joe's, and to Memorial Park. - I have mixed feelings about bike lanes on Alabama, even if I strongly support a road diet. Because of the heavy traffic I would worry about the broadside problem caused by left turning cars in the median, who might not see me because of cars overtaking me in the same direction. -Regarding parallel corridors, I like using Texas, but I get forced onto Alabama between Lincoln and Moore, and again at Viewridge near the top of Alabama Hill. I DO think bike lanes at the Lake Whatcom side of Alabama Hill would be a great addition, but I'm not sure if this project can reach that far (I use the cul de sac connector between Iowa Drive and Rhododendron to avoid the steep grade of Alabama and the winter mud and gravel of the railroad trail). -The Illinois corridor is nicer for cycling because there are fewer stop signs, but I do not like riding on Woburn and wish there was a safer alternative to get between Texas and Illinois in that area. I like the idea of creating a safer bicycle/pedestrian cross at St. Paul for this purpose. -Likewise, there is no good route to get between Texas and Illinois near I-5. I can go under Alabama on Moore, but it doesn't connect to Illinois unless I ride on the gravel path. Could we consider a paved bicycle/pedestrian path through Memorial Park adjacent to the freeway, along with improved crossings for bikes and pedestrians on James north and south of Alabama, like the one at Carolina? Even the Carolina crossing suffers from the problem of multiple lanes of traffic in each direction having to simultaneously stop to allow peds to cross. Thanks again for accepting comment. I will try to attend the public forum tomorrow night.</p>	brycefegley@gmail.com	2413 Humbolt Street Bellingham, WA 98229	Bryce Fegley
2/15/2013	<p>First of all, thank you for all the hard work that you and your staff put into the presentation concerning the project. Generally, I was surprised that you choose to do this via an open house model. I am sure that you had to answer the same questions many times through the night. Plus, I am not sure that everyone attending was able to walk away with the same level of information. Just a couple observations from my point of view... ..bicycle lanes on a main bus route concern me. I see the buses and cyclists already competing for the right-of-way with the vehicle traffic along Alabama. ....the road diet proposed is a little scary for me, as I see folks using the center lane as their 'second lane'. This creates a different format for collisions. ....using the center lane to navigate around a bus that is stopped is creating uncertainty in the traffic flow. At this point I can stay in the second lane to travel and avoid the congestion behind the bus. I would also be concerned how this might impact the bus rider trying to cross the street after disembarking from the bus. Hopefully there will be opportunity in the future for a different kind of discussion format to allow people to hear their peer's opinion in a context of accurate information/research that the COB provides. Thanks again for your work, it is appreciated.</p>	rickq2000@yahoo.com		Rick Qualls

Date	Comment	Email	Address	Name
2/11/2013	Alabama Street "Road Diet" "Road Diet." The name says it all. In spite of the City's assertion that the goal of modifying Alabama street is to reduce collisions, the obvious agenda is to again reduce road capacity in order to be more "green," the result being to cripple the movement of people and vehicles through a busy, yet well-functioning commuting and business corridor. Need proof? All you have to do is look at all the other bike lanes, bulbed-out crosswalks, traffic calming devices, concrete medians, and other "improvements" forced upon us as proof-positive that Bellingham's roads have been increasingly "bottlenecked" in order to create a "one-lane-each-way-commuting-hell" in a city that keeps growing. Let's make roads more crowded so we can reduce collisions? Get real. I am not interested in a car-free utopia. I have to show up for work and school - with my stuff clean, dry, presentable, and on time - in a city that is cold, dark, and wet most days. Chris Comeau (City planner) states: "We're not selling anything to anybody...we're conducting a study." But then he says: "Keeping Alabama the way it is not an option..." The public is not misinformed; we know that Bellingham doesn't need any more road diets. We need the city to leave Alabama street alone, and start using our tax dollars to repave our deteriorating roads.	<a href="mailto:mitchbratt@msn.com">mitchbratt@msn.com</a>	Bellingham, WA	Robert Gray
2/11/2013	Mary and I will not be available to attend your Tuesday meeting at Roosevelt, so please take our input in writing. Mary and I bought our house on Alabama Hill in 1980. Mary and Paul Enfield 3320 Oregon Pl. Bellingham, WA 98226 Cell: 360-733-7765. Over the 32 years we have live here, much of the function of Alabama St. from Crestline at the top of the hill to Cornwall has not change a lot, except for the added traffic caused by the Woburn/Barkley development. In addition to driving, I run and walk (mostly on trails) and ride bike around Bellingham (about 40 miles a week). By my observation poor driving is primarily caused by driver frustration, and our greatest cause of this frustration is unnecessary traffic impacts. ...and frustrated drivers make poor decisions. Examples of poor design that impacts how people drive are traffic lights that are not engineered well, not coordinated for type of traffic at a specific time of day, unnecessary 4 way traffic signalization where 2 way would be more efficient (straight through from both sides with continual yield to take left across traffic). Most traffic signals could revert to 2 way stops more than half the hours of a week. Let's be honest--today and for a long time into the future car traffic is going to be the our major means of transportation. When 99% of miles are generated by vehicles and only 1% of the miles are accounted for by distance walking, bicycling and buses, let's first make sure that this general vehicle traffic is not impacted unnecessarily. Let me give an example of an unneeded fix with an unjustified impact: the recent bulbing out of the sidewalk at the SE corner of Alabama and Yew eliminated what had been a very functional right turn lane for free rights. The corner has pedestrian and traffic controls, so the reduction of pedestrian crossing distance across Yew was minimal, but now sometimes a dozen northbound Yew drivers have to wait for a signal to change if just one driver wants to go through or take a left at Alabama. How much better would it have been to have installed an improved turn lane--100 drivers taking right turns are impacted for every pedestrian crossing Yew. All of this added wait time at traffic signals increases our carbon footprint, far outweighing any improvements we have made by encouraging added bicycle travel. Let's refocus our priorities and see if we can get Bellingham off the bottom of the charts for carbon footprint per mile driven for cities our size. If truly needed a barrier curb in problem areas is acceptable. Also push controls for flashing warning lights for pedestrian crosswalks can work well, providing pedestrian safety and no added traffic impact. Maybe it would even help encourage pedestrian to use the crosswalk rather than J-walking mid-block. We need the 4 lane traffic capacity we have on Alabama. Providing bike lane(s) on Alabama makes no sense. When biking east-west, I use Barkley, the trail or Texas. Thanks and good luck!	<a href="mailto:psenfield@comcast.net">psenfield@comcast.net</a>	3320 Oregon Place	Mary and Paul Endfield
	Thank you for accepting this comment from a resident and user of the Alabama Corridor project. I own and reside at 2413 Humboldt Street, between Texas and Alabama. I commute by bicycle to downtown daily and frequently bicycle east to Lake Whatcom, so I am intimately familiar with the bicycle thoroughfares in the area. I also frequently bicycle or walk to Trader Joe's, and to Memorial Park. -I have mixed feelings about bike lanes on Alabama, even if I strongly support a road diet. Because of the heavy traffic I would worry about the broadside problem caused by left turning cars in the median, who might not see me because of cars overtaking me in the same direction. -Regarding parallel corridors, I like using Texas, but I get forced onto Alabama between Lincoln and Moore, and again at Viewridge near the top of Alabama Hill. I DO think bike lanes at the Lake Whatcom side of Alabama Hill would be a great addition, but I'm not sure if this project can reach that far (I use the cul de sac connector between Iowa Drive and Rhododendron to avoid the steep grade of Alabama and the winter mud and gravel of the railroad trail). -The Illinois corridor is nicer for cycling because there are fewer stop signs, but I do not like riding on Woburn and wish there was a safer alternative to get between Texas and Illinois in that area. I like the idea of creating a safer bicycle/pedestrian cross at St. Paul for this purpose. -Likewise, there is no good route to get between Texas and Illinois near I-5. I can go under Alabama on Moore, but it doesn't connect to Illinois unless I ride on the gravel path. Could we consider a paved bicycle/pedestrian path through Memorial Park adjacent to the freeway, along with improved crossings for bikes and pedestrians on James north and south of Alabama, like the one at Carolina? Even the Carolina crossing suffers from the problem of multiple lanes of traffic in each direction having to simultaneously stop to allow peds to cross. Thanks again for accepting comment. I will try to attend the public forum tomorrow night.	<a href="mailto:vdkoranda@msn.com">vdkoranda@msn.com</a>		dale koranda 3606710697

Date	Comment	Email	Address	Name
2/21/2013	<p>We attended the open house held at Roosevelt School on possible plans for Alabama Street and wanted to let you know some of our thoughts. Every city needs feeders; streets that carry commuter traffic and help support the city center business. Limiting these feeders limits access to these business and travel to homes. The redesign of Alabama Street looks to restrict travel and discourages travelers from entering the core from this direction. There will be increased neighborhood traffic to shorten travel time, this brings more speed bumps and traffic obstruction. The bike lane in the Alabama area has been established for several years and is safe and fast, only a few streets to cross and no cars turning out of side streets every block. (That's how a friend of ours was killed, riding in a bike lane and a car pulled out of a side street not seeing him.) The trail runs from Alabama hill to the core making for an enjoyable ride. Entering Alabama from Ontario St. is way more challenging when bikes fly down the hill now, as we can only see on coming traffic for one block, St. Clarie St., due to over hang of tree branches. Would be nice if branches could be trimmed to help with visibillity up the hill. Right now, if a car is coming too fast they can pull over to the inside lane and miss a car that has just pulled out and is not up to speed yet. The earlier pictures of a 2 lane Alabama Street were interesting. But, the need was seen that Alabama needed to be changed to handle more traffic as the city grew. So why would we want to go back to less lanes? You will have cars passing in the center turn lane to get past slow moving cars. Everyone will have to slow or almost stop when cars traveling in your direction turn right onto the side streets, causing a potential for more rear in collisions as they will not have the option to change lanes. We know coming down Alabama hill and turning right onto Ontario St. one almost comes to a stop to make the turn. Now other cars following just change to the inside lane, what will happen when there is no other lane? We do see a need for more of the flashing cross walks like on St. Paul St. to help pedestrians. Our neighborhood is dead end streets so we do need to use Alabama Street to reach any of our destinations.</p>	rensinkol3@msn.com	2733 Ontario Street	Pete & Linda Rensink
2/19/2013	<p>Dear City of Bellingham: I am writing about the plans under consideration for Alabama Street Improvements. First let me note that I write as a regular bicycle commuter. I live on top of Barkley hill and commute to WWU. I ride on a lot of streets in Bellingham. I ride on busy streets, such as Northwest, Sunset (east of Orleans), Boulevard, Old Fairhaven Parkway, and all the downtown streets. There are a few places in town I avoid such, as Meridian. I also avoid Alabama St. It is a mess and a hazard for bicyclists, drivers, and pedestrians. I am glad that alternatives are being considered to improve safety. I also like the work that has been done on some streets to improve safety and access for bicyclists. I appreciate the work on Cornwall, Northwest, and the addition of some bike lane striping on parts of Lakeway. I like the work that was done of Indian St. heading to WWU. I attended the meeting on Tuesday, February 12th. I learned a lot at the meeting. I learned that there are many accidents each year on Alabama – making it the second most dangerous street in Bellingham. I also learned that most of the accidents are related to left turns – either someone turning left or accidents related to people trying to avoid the people turning left by dodging into the other lane. I learned that the city is concerned about the safety on pedestrians both crossing Alabama and walking beside Alabama (parents of school-aged children are particularly concerned). Importantly, I learned that adding bicycle lanes to one of the plans was essentially an afterthought. It was an afterthought because if the city moves to the road diet plan (one lane in each direction with a center turn lane), then there would be a few feet to spare on each side of the street. There had not been a serious consideration of whether this would create a safe bike route nor was there a consideration of how this would fit with the city's bicycle master plan since work on that plan isn't starting for several more weeks! I am concerned about bicycle safety. I am worried that by adding bike lanes you will be inviting bikers, but the route will not be safe for them. I have 3 primary concerns about safety. First, the bike lanes will disappear at the major intersections. At the intersections with James, Orleans/Pacific, Woburn, Yew, and Cornwall, the city will keep a left turn lane, a through lane, and create right turn lanes. The right turn lanes will mean that the bike lanes disappear. This is actually a frequent approach used on Bellingham streets. On busy streets it creates hazards as cyclists and cars merge. It is a tricky merge that I do frequently around town. I know of accidents in these situations and of one man with a fractured arm caused by driver error when cutting in front of the cyclist. There are better ways to handle these situations (see Portland downtown), but that would require space and that isn't in the plan.</p>	Ira.Hyman@wwu.edu	3459 Bridlewood Ct	Mr. Ira Hyman
	<p>[Continued from above] Second, I am concerned about the large number of left turns and bicyclists being unseen by car drivers. Part of the problem will be the back-ups away from the major intersections. Those back-ups, with two lanes, already extend past the next intersection (particularly at Woburn during commute time). With only one lane, I imagine the back-ups will be longer since the information provided Tuesday is that there will not be a decrease in the number of cars on the road. Bellingham drivers are considerate. Some people in those lines will leave space for drivers to turn left across the line of stopped traffic (they do so now across 2 lanes). But those left turners will not be looking for cyclists in the bike lane. Even if looking, they may not see the cyclists through the SUVs, vans, and trucks. Not only will this be a risk at the intersection back-ups, but all along the road. As a cyclist, I know I am often hidden behind large SUVs and trucks. People may think they have a gap because they can't see the cyclists through the other traffic. There are a lot of left turns on Alabama and they are the current cause of most accidents. Under this plan, the left turners will be coming after the cyclists. Third, I am concerned about interaction between bikes and busses. Alabama is the busiest bus route in the city (something else I learned at the meeting). It is important that Alabama remains workable for the busses. This plan will have the busses pulling over for stops in the bike lane. Of course, they will still partially be in the traffic lane which means the through traffic will move into the turn lane – a potential accident risk that the city planner (Chris Comeau) completely dismissed when I raised this with him. He thought since this worked on Cornwall, it would work here. Of course Cornwall has half the traffic, more space, better sight lines, and fewer people turning left. My concern for bicyclists is with the interaction with busses at stops. The bus drivers are frequently not respectful of bicyclist right of way. I frequently have had busses pass and stop at stops without appropriate space. I know of many other cyclists who have also experienced this. If a cyclist tries to pass a bus with its flashers on, the bus may pull out without checking for bicyclists. I have had this experience frequently. Oddly, although bicyclists and bus drivers are both part of the alternative transportation system, the bus drivers have little apparent training and respect for bicyclists. Thus sharing the bike lane with busses on the busiest bus route in the city is not a good plan for safety.</p>			

Date	Comment	Email	Address	Name
	<p>[Continued from above] In addition to being concerned about cyclist safety, I am also concerned about the impact of adding bike lanes to Alabama to the eventual bike master plan. Alabama may or may not be the best location for the major east-west route for cyclists. But even if it is a poor choice, once the lanes are there, I suspect the city will not be willing to invest limited transportation dollars in another nearby route that would be better and safer. An afterthought to planning, without real consideration of space and safety, would become the default city master plan. Not a good planning strategy. There are better uses for the few extra feet on each side if you go with the road diet. Those uses should focus on pedestrian safety. You could use the space for bulb outs at cross walks (something else the city has done effectively recently). You could put a planted barrier between the sidewalk and the road. Such things may be beyond the budget in hand, but you should develop a plan that meets long term goals and work toward that over time.</p>			
2/25/2013	<p>Dear Mr. Comeau, I would like to see a "road-diet" that would include lowering the speed limits, additional pedestrian buffers, and more crosswalks with safety islands.</p>	clawthree@gmail.com	1519 Valhalla Street	Mr. Charles Law
2/27/2013	<p>Dear Mr. Comeau, I would like to have these items included in the final draft. 1) Lower speed limit, 2) Bicycle lanes, 3) Left turning lanes, 4) More cross walks</p>	valhalclaw@yahoo.com	1519 Valhalla Street	Charlene Law
2/27/2013	<p>I am strongly opposed to any changes on Alabama. There is a large population on the east side of Bellingham and we have only 3 venues to get downtown. I count Lakeway, Alabama, and Sunset. (Iowa is an offshoot of Alabama.) If you mess with Alabama, you will badly restrict one of those three. And the Sunset route is AWFUL. There are two philosophies on traffic patterns. You can either control or expedite traffic. You cannot do both. I believe the second way is by far the best. We need to get people efficiently to and from where they live to where they work or do their business. Restricting Alabama to one lane will cause some massive backups at the critical driving times. I hear people say the traffic goes too fast on Alabama. I drive that road every day and I do not see that. It may be true at 4 AM but it is not true at 8 AM or 5 PM. There is enough traffic during the day that 35 is pretty much maintained. I hear people say there are too many accidents on Alabama. Where are those accidents? I bet they are at locations already having an exclusive turn lane (Woburn, James, Cornwall). The bicyclists have bike lanes that parallel Alabama a short distance north and south of the street. That is where I ride. They do not need to ride on Alabama. There are enough controlled crosswalks that pedestrians can safely cross just a bit east or west of wherever they are. If Federal dollars are at issue, use them to put a place to walk or ride bikes on James Street Rd north of the Sunset Center and put a dedicated left turn lane on that road at Bakerview so people wanting to go straight ahead do not have to wait for those turning. That is much more needed than screwing up Alabama.</p>	rwihci@gmail.com	2115 Birch Circle	Bob Jacobson
2/27/2013	<p>Thank you for responding and sending me the information. I looked at the graph of accidents. 86 of the accidents along Alabama, about 80 percent of the total, were at Woburn, James, Pacific, and Cornwall. Those are all currently controlled intersections. I do not see how the proposals will help. I used to be a Fed and I would send the money back. It is NOT needed here and would be counterproductive. I am glad to hear about the James Street-Bakerview intersection.</p>	rwihci@gmail.com	2115 Birch Circle	Bob Jacobson
3/1/2013	<p>1.) Focus on Alabama/Woburn intersection; do not restrict traffic to one lane, make traffic flow better between Alabama and Barkley Village (Woburn) 2.) Rather than invest funds in improvements to Alabama, enhance the Railroad Trail to the north with paved surface, lights, etc. for bikers I appreciate the work that you and the task force are doing to study these issues, and considering ideas like mine.</p>	larrystahlberg@comcast.net	(360) 303-8440	Mr. Larry Stahlberg
3/4/2013	<p>My wife and I bicycle ~3500 - 4000 miles a year, mainly in Bellingham and once in a while out in the county. We are also drivers (though less so than being bicyclists). I have seen the traffic on Alabama, especially at ~5 PM, when I drive to a monthly function. I can't imagine only two car lanes. In our minds, it is foolish to cut down car lanes to make bicycle lanes on Alabama. Why? Because there are so many parallel streets that cyclists can take. Heading downtown, my wife and I typically bicycle from Barkley Haggen down Illinois St. to the southern crossing over I-5, then down E. Connecticut, Hampton Lane, then E. North, to Cornwall. Bicyclists can also, of course, take the Railroad Trail all the way from Barkley to the southern crossing of I-5. So, there you have it. Two options. No Alabama bike lanes needed. My suggestions for Alabama are (1) to add more walk signals or stoplights. Stoplights are safer, since with a walk signal, one lane of cars may stop for a pedestrian or bicyclists but other lanes may not. (In my experience, there have been several times when one lane of traffic on Alabama has stopped and other lanes have not. The driver of the car that stopped is wondering why I'm not biking forward! This sense of safety has become ingrained in me through many years and miles of bicycling. I can see how a neophyte could bicycle forth into other lanes where the traffic is still rolling. I've heard of instances where such cyclists have been killed.) (2) Relocate the pushbutton for walk lights closer to the bike lane. At the Grant St. crossing (I believe) of Alabama, if there is no break in the traffic, my wife has to maneuver her bicycle onto the sidewalk to the pedestrian button and push it to get the lights flashing. If you would like to waste money, then consider adding bike lanes on Woburn, from Illinois to E. Sunset. To this day, I don't know why the city did not add bike lanes on Woburn when it was being built. Besides, Woburn has less traffic than Alabama. Thank you.</p>	fred@bytewrite.com		Mr. Frederick Su

Date	Comment	Email	Address	Name
5/3/2013	<p>I have been watching the project for reducing the east-west lanes and related changes on Alabama Street from St Clair west to Cornwall. I have seen the report with turn counts at each intersection and other data. What I cannot see is how it is even remotely possible for one lane in each direction to carry anywhere near the traffic volume currently carried by two lanes in each direction. Just because federal or other funds are available does not mean the project makes transportation sense, improving vehicular, pedestrian and cyclist flow and safety. The traffic study refers to nearest alternate routes for vehicles and some may choose such alternatives for their vehicular use. But Sunset is already quite heavily used much of the day and Barkley use is increasing since the new construction both on north and south sides near Woburn has been or is being completed. Those are the only nearby alternatives to the north. To the south there is Iowa for much of the same distance and Lakeway even more to the south. Lakeway may be even busier than Alabama and Iowa can get rather backed up while deliveries occur from trucks parked in two-way left turn lanes or near any of the 5 traffic-light controlled intersections I do not consider any of the options as very good options if Alabama is slowed or blocked. And what about cyclists alternate routes? Side streets are safer than trying to cycle alongside 35 mph vehicular traffic or even 25 mph. There are several alternate routes for cyclists including excellent trail in addition to side streets and even a pedestrian and cyclist crossing of I-5 a couple blocks north of Alabama. It appears to me that alternatives to Alabama for east west cyclist travel already exist. Pedestrian safety could certainly be improved along Alabama, particularly at several cross streets near bus stops. What many refer to as "disco lights" as installed on Lakeway appear to be a significant safety improvement. But to make other more significant pedestrian changes along or crossing Alabama seems a waste of money. Right turn lanes seem a minimum requirement for intersections such as Woburn, Orleans, and James Streets. I did not see those in the plan. A pedestrian crossing delays turning vehicles. If vehicles turning right are turning from the planned single westbound lane for example at Woburn, delays of other vehicles are inevitable. The same is true for busses although I do recall some bus pullout zones in the plans. Those seem to me to be mandatory for each and every bus stop. My final comment, at least for today, concerns the overall Bellingham traffic conditions. I have heard since moving here in 2001, that Bellingham needs to support business growth and job opportunities. Reducing speed limits on Alabama from 35 to 25 means one less major route with the higher speed limit. It already appears crippling to business traffic to have State Street at 25 mph, busiest portion of Lakeway near the elementary school limited to 25, Holly 25 everywhere, Meridian and Northwest both have significant portions limited to 25 as well as the roads they become as they cross Broadway, and other busy cross streets such as Woburn and Orleans at 25. From my economic and business perspective, Bellingham should be adding to the portions of many arterials that are set at 35 mph limits rather than lowering any, particularly on an arterial as heavily used as Alabama Street.</p>	jkelsey@whatcom.ctc.edu	Alabama Hill	Jimmy Kelsey
2/18/2014	<p>I live at the top of Alabama, and am an avid cyclist. I routinely bike on Alabama, both on the east and west segments of the road on the respective sides of the hill. I do not have an issue with biking on the road, traffic can be heavy, but with two lanes, it doesn't seem to be much of an issue for cars to pass. I am against a "road diet" for Alabama, for several reasons:</p> <ol style="list-style-type: none"> <li>1. I haven't seen any evidence of cyclist and auto collisions that exceeds any other area, esp. considering the volume of auto traffic. Your study seems to talk about auto versus auto, or auto versus fixed object accidents, and not ones that necessarily involve a cyclist.</li> <li>2. Other bike routes exist that are easy to use. When my son was younger, we would use the trail to travel. It is easy to ride even on road bikes. There are many residential streets.</li> <li>3. For the hilly part of Alabama, you will never have significant use by cyclists, esp. those that are less experienced and more timid.</li> <li>4. Any network of roads needs to have arterials that let higher volume of vehicles flow. Just like everyone's body has a system of arteries that progressively branch from large to very small with corresponding amounts of flow, roads need the same structure to be efficient. Reducing the size and/or speed of Alabama makes no more sense than a blood system with only capillaries.</li> <li>5. Bicycles are vehicles with the same rights and responsibilities as automobiles. I do not like the segregation of bicycles into separate lanes, as it encourages drivers to view that as the only place for a bicycle.</li> <li>6. Road design cannot replace proper riding technique. Assertive, considerate, and predictable cycling is the safest way to ride.</li> <li>7. There are few options for roads to handle the flow of traffic from residences around the lake. Alabama is a major one. I do not want that traffic pushed on to other streets. You must be aware of unintended consequences if you restrict traffic flow.</li> </ol> <p>Some suggestions for this area would be to better sign the alternative routes (i.e. the trail and the residential roads parallel to Alabama), to repair the road surface - particularly on the I5 overpass and the downhill westbound lanes of the hill, and better education of drivers and cyclists.</p>	mhavner@pnwsoft.com	2314 Crestline Dr	Mike Hayner
3/5/2014	<p>After hearing comment on radio this morning, there has to be some new ideas. Bus pullouts, right &amp; left turn lane, no bike lanes, improve James, Orleans, Woburn intersections, widen Woburn to north Connedcut St</p>		2415 F Street	Rich Church
3/5/2014	<p>We would like to put road construction barrels along the route that would be closed off so the citizens of Bellingham can actually see how they will be impacted. Before this plan is implemented</p>	ihenefin@henefin.com	3857 Hannegen Road	Jaime Hennifin
3/5/2014	<p>1.) Wouldn't it be a lot cheaper to change the speed limit then assess for further action? 2.) What is the perceived value of an isolated bike boulevard on Yew north of Alabama? Xenia is much calmer, but how to get kids on bike there from points south? And once at Roosevelt, where to park a bike since the rack has been rendered useless by its placement against a wall? 3.) Several bike boulevards/bike lanes run parallel to each other, within blocks of each other. Cyclists are not lazy - they will gladly travel a block or two extra to access a best route - we do it all the time. Seems that reducing this redundancy and spending the \$ to create some highly visible protected bike lanes would increase bike use by current drivers. 4.) Current measures are inadequate to call attention to the change in speed limit on Yew during school hours. All traffic into the north stretch of Yew is coming off a 35 mph street. Drivers need extra alerts to a 20' mph zone.</p>		2700 Yew Street	Natalie Whitman
3/5/2014	<p>Good Plan. Only problem, you need bus turn-outs to make this plan work at its full potential.</p>	j.feemster@yahoo.com	2917 Cascade Place	Jeff Feemster

Date	Comment	Email	Address	Name
3/5/2014	To refigure Alabama on one car lane in each direction is a bad idea. It will slow the traffic, but it will make people mad at the backed up traffic behind busses, people crossing Alabama on foot, etc. People will be going around busses in the center lane making it very bad for people crossing in front of stopped busses. I know people on bikes want their own lane, but these people will never number more than 1% of the population. Slow the traffic with 30 or even 25 mile speed limit. That will cut the accident rate down greatly.		2135 Birch Circle	Gerald V. Smith
3/5/2014	I think that simply reducing the speed limit on Alabama should be a studied alternative. In fact, I think it's outrageous that reducing the speed has not been done if, in fact, the accident rate is too high.	<a href="mailto:salmonbill@comcast.net">salmonbill@comcast.net</a>	2751 Dakin Street	Bill Black
3/5/2014	I'm upset to hear that lowering the speed limit to 25 mph is not in the equation. I live off of Alabama and St. Paul - cars are always speeding down Alabama at least 30-40 mph. I believe lowering it to 25 mph would slow them down to thirty, which wouldn't be that bad.	<a href="mailto:clawthree@gmail.com">clawthree@gmail.com</a>	1519 Valhalla Street	Charlene Law
3/5/2014	Add more "HAWKS" - one at Queen. Reduce speed limit to 30 mph.	<a href="mailto:clawthree@gmail.com">clawthree@gmail.com</a>	1519 Valhalla Street	Charles Law
3/5/2014	I'd like to see a pedestrian crossing at Crestline Drive/Alabama. I have to cross Alabama everyday and see other people struggling to race across as well.	<a href="mailto:tglimm@gmail.com">tglimm@gmail.com</a>	2933 Crestline Drive	Tilman Glimm
3/5/2014	1.) Bus stop between Verona and Valencia should have a crosswalk located right at the stop. People continue to cross Alabama as soon as they leave the bus. I do not believe they will walk down to a new crosswalk at Undine. 2.) Don't lower speed limits. I think it would make traffic frustrations more and also lend to complacency, ie. people using cell phones or texting more. 3.) Don't open up North Street. I don't want the Woburn traffic by-passing Alabama. 4.) Bikes should use the trail or Texas and should not be part of the Alabama discussion. 5.) I don't believe the statistics provided regarding accidents. Have they been audited? or evaluated for accuracy?	<a href="mailto:Bandad@comcast.net">Bandad@comcast.net</a>	2535 Valencia Street	David McCluskey
3/5/2014	It seems like Sunnyland and Alabama neighborhoods are getting the better side of this. I know the city values neighborhoods, but this plan appears to value Roosevelt different than the others. I would prefer the whole corridor look like the plans from James to Cornwall, it would improve the quality of life for the densest populated, and poorest neighborhood.	<a href="mailto:kurt@rooseveltcc.org">kurt@rooseveltcc.org</a>	1808 Undine Lane	Kurt Ingram
3/5/2014	Does not want a curb median at Alabama/Undine (telephone message)	(360) 933-4424	2740 Undine Place	Bob Kronsak
3/5/2014	<p>Susan Rowe-Neuman just called me to say she had spoken to you today. Neither Susan nor I will be able to be at the meeting tonight, but wonder if we might share a few concerns.</p> <p>And please email me a copy of the tonight's presentation and public comments if possible. I will make a copy for Susan. Others in the Barkley Meadows Circle also share these concerns.</p> <p>You may recall my name and former messages regarding traffic patterns on Barkley Blvd when the new movie theatre was about to be built some time ago.</p> <p>Okay, our concerns are these if the speed limit on Alabama Street is reset to 25mph and if additional bike lanes are added along Alabama Street:</p> <ol style="list-style-type: none"> <li>1) In order to travel at an increased speed, regular users of Alabama Street will reroute their traffic pattern to Barkley Blvd which has a 35mph speed limit.</li> <li>2) To get to the higher speed limit on Barkley Blvd, traffic will increase on Woburn and Orleans streets.</li> <li>3) The posted speed limit on Orleans Street and at various stretches along Woburn is 25mph, and thus we believe it is possible that rerouted traffic will exceed those limits as they head toward Barkley Blvd.</li> <li>4) If Alabama resets the speed limit to 25mph AND adds bike lanes, it may be even more likely that drivers would head to Barkley Blvd with it's 35mph speed limit. As it is, bike riders along Barkley Blvd with it's current traffic load are sometimes at risk. With increased traffic, it could only get worse.</li> <li>5) Drivers along Orleans Street, and to some extent Woburn, often in our opinion already travel above the speed limit. This proposal may exacerbate the problem.</li> <li>6) To possibly preclude this potential shift in traffic patterns using Alabama Street, reducing the speed limit on Barkley Blvd to 25mph may be necessary.</li> </ol>	<a href="mailto:tomandjinda@mcgrathhome.com">tomandjinda@mcgrathhome.com</a>	Barkley Meadows	Tom McGrath



Date	Comment	Email	Address	Name
3/5/2014	<p>Nice job tonight, Chris. Thank you to everyone.</p> <p>I have one comment: The problem of folks turning onto or from Alabama St. into or from the various alleyways between the named streets on the south side of Alabama. These intersections are not engineered for turns as the intersections at the named streets are designed. They are narrow and require a sharp turn off of or onto Alabama. Traffic flow and safety could be enhanced by eliminating the turns at these alleyways.</p>	<a href="mailto:daraas@aol.com">daraas@aol.com</a>	1929 Lake Crest Drive	Dan Raas
3/6/2014	<p>I have major concerns on changes of traffic flow for Alabama St. I agree our roads need to be as safe as possible. This does not preclude the usage of the vast majority of people who use this for entering or leaving the core of our City, but that I mean the cars, trucks and busses that require efficient use of Alabama St. corridor. After reviewing the data published for the Open House of March 5, 2014, and considering that six (6) injury accidents per million miles driven is statistically insignificant, 0.0006%. Looking at the cause of those accidents, speed, texting or cell phone use, DUI, or inattentive driving are possible to which a traffic flow change on Alabama St. will not likely change. A flow change would likely shift some traffic to other areas not capable of handling an additional volume of traffic, thus creating an unsafe area that currently does not have such and was not designed to handle additional volumes. Probable addition of a marked crosswalk between Pacific St. and Woburn St. might be considered with the reevaluation of how the traffic light at Pacific is used and the left turn use. The timing of lights between Woburn and Orleans with any crosswalk improvements is needed if any changes are made. Noting that the 6 injury accidents did not have a fatality, at least it wasn't noted in the data. What I did not see in the data presented was: the daily volume of traffic numbers; the type of injury accident; if a fatality occurred; fortunately, I am pleased this has not occurred, at least according to the data offered here; not minimizing those who suffered injuries; the occurrence of police response for traffic accidents. Therefore, I would request that Alabama St. corridor from Cornwall to Electric remain two (2) lanes of traffic in both directions! P.S. I use this corridor daily!</p>		4933 Lewis Avenue	Rick Kiene
3/8/2014	<p>Mr. Comeau, I read in the Bellingham Herald that you are receiving citizen comments on the plan to improve Alabama Street safety. I want to state my enthusiastic support for the idea of red light/stop light crosswalks. I used to live on Alabama Street and commuted to work via the 331 WTA bus. Crossing Alabama can be terrifying right now. This is a much-needed safety improvement and I wholeheartedly support the idea.</p>	<a href="mailto:elliott.charles.smith@gmail.com">elliott.charles.smith@gmail.com</a>		Elliot Smith
3/8/2014	<p>Hello Sir or Madam,</p> <p>Thanks for providing this e-mail address for public comment regarding potential work on Alabama Street. As a cyclist married to a cyclist who lives in Sunnyland, I can tell you unequivocally that we would never ride on Alabama Street with or without bicycle lanes. One of the needs of a cyclist is to feel secure which is done by being on low-traveled roadways which, of course, Alabama is not. Ask any cyclist in Bellingham and you'll discover they've figured out routes that keep one off of busy roads, like Alabama. Please don't waste money on bike lanes on Alabama. It would be better to funnel that money into the Bay to Baker Trail if one were to get around with less danger on a bicycle.</p> <p>P.S. A center turn lane is an invitation for a head-on accident. I'd rather see Alabama remain a 4 lane roadway because our city needs an East/West arterial that gets</p>	<a href="mailto:chaak@comcast.net">chaak@comcast.net</a>	2733 Grant Street	Cheryl Haak
3/10/2014	<p>I have driven Alabama Street at least twice daily for over 15 years from Northshore to Squalicum Harbor, (home to work and back). I believe this to be a very bad idea. First off Alabama Street is an arterial. All neighboring streets feed on to Alabama Street keeping the neighborhood streets clear of major traffic. Changing Alabama Street to single lane will only send traffic back on to those neighborhood streets and to Lakeway Drive, Iowa Street and Barkly Blvd. This is not the way to get Alabama Street resurfaced. In the name of Safety, it would be a much better idea to drop the speed to 25 or 30 MPH and add a few more crosswalks</p>	<a href="mailto:jmatty@yorkstonoil.com">jmatty@yorkstonoil.com</a>	2808 Huntington St	J Matthew Yorkston

Date	Comment	Email	Address	Name
3/11/2014	<p>My name is Kurt Ingram, I live at 1808 Undine Lane in the Roosevelt Neighborhood, I work as a Pastor in the Roosevelt Neighborhood off of Kentucky, and I am the vice president of our neighborhood.</p> <p>We as a neighborhood are very concerned with the plans that were presented for the Alabama corridor. Specifically the impact it has on the Roosevelt Neighborhood, and the appearance it gives in the difference between the way the Sunnyland, Alabama, and Roosevelt Neighborhood are being treated.</p> <p>I have been involved in the process from the beginning, I understand fully the study and the parameters of the grant, but it's actual impact on our neighborhood appears to be detrimental, it essentially creates a highway to rush through our neighborhood.</p> <p>One of our main concerns is for the many streets off of Alabama that dead end, so that Alabama is the only way to get out. Most of these are cut off by the divider, causing miles of extra travel to get to simple destinations in our area.</p> <p>Another serious issue is the car traffic it will push onto Illinois and Texas Street. Neither street has sidewalks on both sides, neither street is pedestrian friendly, and neither street is being addressed in these plans. I know this is ground where the Alabama Corridor plan, the bike master plan, and the pedestrian master plan all intersect but it is a serious concern. The blocks on Texas Street are some of, if not THE, most populated blocks in town, and it is common for kids to be out along these roads which raises all kinds of issues.</p> <p>We are concerned with the traffic that will inevitably need to be dealt with where Texas meets Woburn, where Illinois meets Woburn, and honestly all along Woburn. This plan makes like, commuting, and living in the Roosevelt Neighborhood more difficult and less desirable. Many of us our working hard to take what is historically one of the poorest neighborhoods, with the most crime/drug/violence issues and help grow a greater sense of neighborhood.</p> <p>I understand that the money is to deal with the problem of left hand turns across two lanes. I understand that the models showed serious back ups at lights if a road diet of one lane in each direction was applied.</p> <p>But I also believe that our city has stated values that have not been brought to bare on this project, especially as it relates to the Roosevelt Neighborhood. We value quality of life, we value community, we value walkability, we value people, we value equality. And I think this plan shows a blatant disregard for those values.</p> <p>I think this plan shows that the city cares more about moving people quickly through our neighborhood more than the lives of the people who live here, even though this is a neighborhood our city ought to be cultivating and investing in more than any other in Bellingham.</p> <p>I think this plan shows that the voices in Sunnyland are listened to more than those in Roosevelt, voices that represent a higher socio-economic class.</p> <p>We love our neighborhood, and our city. We want to continue to work to make it the best possible HOME for everyone who lives here, and we are very concerned that the current plan actually works against that for our neighborhood.</p> <p>I would like to meet with you in the next couple of weeks if you have time, and discuss this, possibly with another member or two of our neighborhood, please let me know if you would have any time available. Thank You.</p>	<a href="http://www.rooseveltcc.org">www.rooseveltcc.org</a>	P.O. Box 31010; 98228	Kurt Ingram

Date	Comment	Email	Address	Name
3/12/2014	<p>I was out of town for the meeting so viewed the presentation online.</p> <p>I live just off Alabama on the top of the hill, ride a bike downtown, walk to Cornwall, as well as drive Alabama so feel I am qualified to comment on what the traffic picture is at many times of the day and all days of the week.</p> <p>I have seen Alabama when the four lanes are restricted to two. It is not a pretty sight or a safe sight.</p> <p>It would work to have one lane westbound until Yew with a left turn only lane at Yew, but there would have to be two lanes plus the left turn lane from Yew to Woburn. (The recent construction at Woburn that reduced it to one lane with a left turn lane was really frustrating!)</p> <p>Limiting the left turns off Alabama is a good idea.</p> <p>We all jockey around the bus to not be stopped while people load and unload. Perhaps the westbound bus could be rerouted to Texas and brought back to Alabama at the Pacific light. If more crosswalk blinking lights were placed on Alabama the north-of-Alabama riders could get to Texas for their ride. This should greatly help the traffic situation and could be tried with a relative small cost. If it was tried and failed a more expensive plan could be tried.</p> <p>Perhaps if the James St. bus stop was relocated or had its own turnout that would help the problem at that intersection.</p> <p>I have not ever had a problem at Ellis &amp; Alabama so do not know why there are so many crashes at that intersection. Perhaps we need a traffic light there.</p> <p>There is a wonderful bike path just north of Alabama and I know from experience Texas is a good alternative to Alabama for riding my bike. It would work wonders if a bike/walking path over I-5 was built on Texas. I think that would take the bikes off Alabama creating safety for bikers and vehicles.</p>	belliac6@yahoo.com	2115 Birch Cir Bellingham, WA 98229	Helen Jacobson
3/13/2014	<p>The study that you are proposing was absurd and ridiculous. A grade School kid at Roosevelt could have come up with a better solution.</p> <p>To convert ALABAMA back to a TWO WAY STREET takes us back 60 years. As a kid, in the early 1940's car dealers used Alabama Hill as a test for their new model cars. The test was if a car could do 60 mph at the bottom of the hill in high gear and make it to the top without shifting down or stalling below 30 mph. WHEN traffic got too busy for a two lane road to handle the traffic they went to a FOUR lane road! YOUR 3 proposals will take us back 60 years!</p> <p>YOU and your staff need to drive this during rush hour like the rest of us do. I counted 23 cars waiting at the light at James Street at 3:00 p.m. last Wednesday, after I picked up my granddaughter at Roosevelt. CAN You imagine this backlog as a TWO LANE ROAD?</p> <p>LISTEN to the public for solutions such an example is the recent KGMI morning talk Radio's caller's suggestions:</p> <ol style="list-style-type: none"> <li>1. MOVE BUS's to Texas Street, where the people live in the apartments and then walk to Alabama Street to ride the bus. THIS will also eliminate the cost of many of the lighted cross walks as well.</li> <li>2. Put dividers down the middle of the street to eliminate turns except at The existing street lights with left turn lanes or right turn lanes.</li> </ol> <p>A little common sense goes a long way, and this report does not demonstrate that!</p> <p>Sorry for being so critical, but I felt it was wasted money and staff time without Listening to the public.</p> <p>The few Bike Riders can ride on the sidewalk and be much safer. WE DID AS KIDS!</p>	lon@lonsoine.com	2129 Ontario Street	Jon Soine

Date	Comment	Email	Address	Name
3/18/2014	<p>Hi Dillon,</p> <p>THANK you for the recent show on the Alabama corridor and the ridiculous fiasco that they are trying to create!</p> <p>The attachment is the comments that I sent in following the meeting at Roosevelt Elementary last week.</p> <p>One of your "call in's" I felt had the perfect solution, that did not require a \$1 million study! HE suggested:</p> <ol style="list-style-type: none"> <li>1. Moving the bus's to Texas Street where all the apartment complex are located</li> <li>2. This will eliminate the need for cross walks to allow these renters to walk to Alabama to board the bus</li> <li>3. Eliminate the bike lanes on the busiest street in town, letting the few bike riders ride on the sidewalks as we did when we were kids.</li> <li>4. Putting barriers down the street like the Guide Meridian to eliminate turns except at interceptions that have street lights.</li> </ol> <p>YESTERDAY's accident on NW is a classic example of what happens when you put undisciplined bike riders on a busy Highway or main corridors. THEY do not allow them on the state Hiway, and why should we on our main corridors. ALSO the bikes provide NO revenue. When we start charging bikes the same license as cars, they may have additional rights.</p> <p>Please ensure that our elected officials get this word! I think that you had the only practical solution that we can afford and saves lives!</p>	ion@ionsoine.com	2129 Ontario Street	Jon Soine
3/20/2014	<p>Dear Council Members:</p> <p>The purpose of this letter is to raise issues and concerns not covered in the presentation to the public in regards to safety improvements to the Alabama travel corridor.</p> <ol style="list-style-type: none"> <li>1. Street lighting is a serious issue. The current lights do not adequately light the roadway and also diminish (dilute) the effectiveness of vehicle headlights. On a rainy night it is extremely difficult to see the lane markers, in addition the road patches (filling in the cracks) look like lane markers. Striping the lanes in addition to the reflective bumps would certainly help keep cars in their lane.</li> <li>2. Alleys drain water into the street. During the winter ice formed along the right lane as you reached the bottom of Alabama going west bound creating a serious hazard.</li> <li>3. There are four entrances/exits to the mini mall located on Alabama and Yew Street. Two of these are located right at the intersection of Yew and Alabama creating a hazard that could be avoided if these entrances/exits were consolidated into larger ones further down Yew and Alabama.</li> <li>4. The surface of Alabama is in need of resurfacing and drainage along the westbound lanes needs to be improved. Puddles spread out into the travel lanes with only a medium rainfall.</li> <li>5. The street light at Yew needs to be synched with the light at Woburn for those traveling along Alabama. It makes no sense to have a red light at Yew when heavy traffic is flowing past Woburn. Likewise the light at Pacific and Orleans need to work better in conjunction with the main traffic flow. There seems to be no rhyme or reason to the settings.</li> <li>6. Bicycle traffic should not be allowed on Alabama and signs should be posted to that effect. Better use of empty side streets for bicycle traffic would make traffic safer for both drivers and bicyclist. Improvements should be made to side streets to insure safety and ease of travel for bicyclists. Iowa would be a good choice for expanding bike lanes for through traffic to downtown. Mixing vehicle and bike traffic on the heavily traveled roadways should be kept to a minimum. As bike traffic increases more accidents will occur. Better to move bike traffic away from heavy vehicle traffic areas. Some bike lane lanes are effectively half the size marked by the white strip because the curb line bisects the travel lane creating an unsafe crack in the middle of the lane pushing bicyclist toward the vehicle lane.</li> <li>7. There is little active enforcement of traffic regulations on Alabama. Perhaps some passive measures can be taken (signage, periodic flashing traffic speed signs) along with routine active enforcement.</li> </ol>	myronlw@aol.com	P.O. Box 28425; 98228	Myron Wlaznak
	<p>8. There are a great number of turning options on/off of Alabama (30 streets, 43 alleys and 82 driveways in these 2.4 miles of roadway). Reducing this number would certainly provide safety benefits.</p> <p>Please review these suggestions as you deliberate the safety recommendations presented by staff.</p>			

Date	Comment	Email	Address	Name
3/21/2014	I reside at 2724 Undine Place, a dead end street on the north side of Alabama St. I have seen the tentative plans for the project and understand that no left turns will be allowed either way or even no lefts to even get on Alabama. The only lefts allowed will be at the lighted intersections. This would be unfair not only to my street but many others along the north side of Alabama that are dead ends. We have no other access or exit to use. What use to be a simple trip to say Hagen off Woburn now becomes going around blocks of unneeded travel. Also I don't like the idea of unfettered lanes because no one can turn left. Seems to me that is inviting people to go faster no matter what the posted speed limit. I was under the assumption for some reason that this study was for mediating traffic flow. This seems to invite more traffic to come through here. To sum, I do not want the c-curb plan to be implemented as do other neighbors that I have talked to about it. I favor the option of the middle turn lane with lanes on either side for directional travel with no bike lanes. I would not like the extra light at St. Paul as I think that was planned to appease all the people who would have to make one of the last lefts legally in order to run the maze around to be on the correct side of Alabama to get home. I hope you will consider these ideas in the upcoming council meeting on April the 7th. Thank you.	pjames9@gmail.com	2724 Undine Place	Peter James
3/24/2014	Hello Mayor Linville, Below are some of the emails and responses to Alabama Corridor Project. All emails have been "cut & pasted" from our Nextdoor website (last names have been removed). Since we last talked a petition has been circulating throughout the neighborhood with over 30 signatures so far, asking that our neighborhood should not be "divided" by physical or financial barriers. There has been personal letters sent to the City Council as well as the Mayor's office on this subject.  Truly, Charles Law, Roosevelt MNAC member			
	I was at the meeting and I think (please, other attendees correct me if I get any of this wrong) that our main objection is the proposed raised median preventing all left turns on Central Alabama Street. We feel that it is not the best solution to the safety issues the project seeks to address. We think it would unfairly penalize residents; create serious hazards for the surrounding area; and negatively impact the look, feel and future character of our neighborhood. We have many alternative suggestions that will solve the safety issues all of us are concerned about, but will not harm our neighborhood and surrounding areas in the very real ways we see possible with a raised median solution.		Roosevelt NA	Teri
	My husband and I were not at the meeting, but here are several of our concerns. We live on the north end of Queen, so the only way on and on to our street is Alabama. Blocking left turns only improves traffic for those who do not live in our area. Their commute will be smooth, whereas we will have to go 5-10 minutes out of our way, depending on traffic, to get to our homes. The main roads we will be forced to take include Iowa and Sunset, which are already heavily traveled. They will become even more congested with those of us trying to return to our homes in the Roosevelt neighborhood, adding even more time to our commute. We do not understand why they will not reduce the speed limit to 25, as it will reduce the severity of crashes (many of which occur at the stoplights; this will not be helped by banning left turns, but a 25 mph speed limit would) as lowering the speed limit over the 1.75 miles of road to be affected will only add 72 seconds to travel time for those traveling over that entire 1.75 miles. Contrast that with what we will have to do to get home or go to work, and this measure seems to benefit only those who live in more affluent neighborhoods.  We are suspicious that while the planning commission has put forth the number of crashes that involve injury, they don't differentiate between the crashes that occur at the stoplights and those that occur because of left turns in other areas. The intersection at Woburn and Alabama is known for a high number of crashes due to red light running. In fact, this was a main intersection being considered for red light cameras several years back because it was such a huge problem. These crashes have inevitably been figured into the numbers the planning commission is using. We believe that lowering the speed limit would go a long way in reducing the severity of the crashes. We have lived on Queen St for just over five years, and if I recall correctly, the only crashes I have known about in our area involve the intersections at Orleans and Pacific.  Another more serious concern is what the proposed changes will do to traffic on side streets. We are concerned that in order to get through our neighborhood in attempt to beat the traffic on Iowa and Sunset, people will try to use side streets such as Texas and others. If this happens, the crashes that occur are much more likely to involve vulnerable users of the roadway such as pedestrians, children, and bicyclists. These crashes carry a much higher threat of death and severe injury than car on car crashes. Kids are the most vulnerable in these situations, and our neighborhood is home to Roosevelt Park, the Boys and Girls Club, and Roosevelt school. My two year old daughter was killed when she and I were hit by a car so I have personal experience with this. This proposed measure will not make the roads safer for bicyclists and pedestrians. Even though that is supposedly the idea behind it, it is a very car centric, "let's get to where we are going as fast as we possibly can" measure. Putting a bike lane on a 35 mph road does not increase safety for bicyclists. Lowering the speed limit and creating better access to the Railroad trail and residential streets for bicyclists does.  This blocking mechanism also creates a barrier between two sides of our neighborhood, creating the feel of "stay away," not "this is a nice place to live." No one wants to live on a street that is being used by cars to bypass one of three main arterials in our city. This is bound to reduce the value of our neighborhood, not only in real property dollars, but also its perceived value in the community:  Thank you Charles, for compiling this list. I hope that Mayor Linville takes our concerns seriously.		Roosevelt NA	Melissa

Date	Comment	Email	Address	Name
	<p>Thank you for your well-written, thorough comments. I am in full agreement!! I had not thought about the potential impact on side streets, but I think you are right to surmise this as a likely outcome. We live on Texas St and it is heavily used by pedestrians and cyclists of all ages, and lots of children cross the street and play near it as well. It is also a narrow street, sections of which have ditches along one side. All these factors mean that an increase in traffic, and probably frustrated traffic at that, would also likely result in increased danger. Count me in on opposing a median curb on Alabama, and in support of the easier, lower-cost measure of reduced speed limit.</p>		Roosevelt NA	Cathy
	<p>Thank you Melissa and Teri for your comments! Charles, I didn't see you at the recent neighborhood meeting, but there are several people who are planning on talking on behalf of Roosevelt Neighborhood and the issue of doing away with the C curb proposal. At that meeting it was planned that removal of the C curbs which restrict left hand turns on Alabama, is the main talking point and that each individual will present how that affects them personally. We are also going to be submitting a petition with as many signatures as we can collect, we also encourage everyone to call your City Council members/mayor, and PLEASE come to the City Council meeting on April 7th at 7:00 in city hall chambers to show support. Contact the Roosevelt Neighborhood Association if you can help with anything (signature gathering) or have questions. 360.671.3090</p>		Roosevelt NA	Amy
	<p>Amy, thank you for your comment as well. One thing though, I do think that it was said at the meeting that while we all can speak about how the c-curb will affect us personally, we all want to focus on how it will affect our neighborhood as a whole, and how it will affect the residential streets surrounding Alabama. We can't let our comments devolve into "it's inconvenient for me" (though I know this is not what you meant), but need to bring home to the council how this goes against the city's plan for neighborhoods (page 10, section 3.6 of the city's comprehensive plan states "Create a safe, appropriate neighborhood street system in a network configuration that provides easy access but does not allow rapid or high volume traffic to disrupt residential neighborhoods"), how it strongly we object to this, and how we think the safety issues can be solved without sacrificing our quality of life.</p> <p>The city's comprehensive plan for community design is here: <a href="http://www.cob.org/documents/planning/co...">http://www.cob.org/documents/planning/co...</a></p> <p>This is in our Roosevelt Neighborhood plan: "IN ORDER TO REDUCE CONGESTION, WOBURN STREET FROM ILLINOIS TO IOWA SHOULD BE CONSIDERED FOR IMPROVEMENT TO FOUR LANES OF TRAVEL BY ELIMINATION OF ON STREET PARKING AND MINOR WIDENING. FOUR LANE IMPROVEMENTS IN THIS AREA WILL BE DIFFICULT BECAUSE OF RIGHT-OF-WAY ACQUISITION ISSUES." which seems to address the congestion the planners are concerned about.</p> <p>And on page 13 of this comprehensive city plan, Alabama Street is clearly designated as a secondary route for travel, not as a primary arterial. We want to avoid a costly mistake of turning Alabama into a primary arterial, causing the sorts of issues Melissa so eloquently describes, and instead route traffic to those roads already designated as such.</p>		Roosevelt NA	Teri
	<p>Change is coming to Alabama Street and it more than what you may have read in the Bellingham Herald! Bellingham Public Works is planning changes to Alabama Street to improve safety, and you should be aware of what is planned. The changes will be different in different areas.</p> <p>Cornwall Avenue to James Street will receive a "road diet," in that it will go from four lanes to two plus a turn lane, and two bike lanes running through all but the first and last blocks of that section. From James Street through Woburn as far as Superior Street, there will be a yellow curb blocking ALL left turns EXCEPT at Orleans, Pacific, Woburn and Yew, plus a new stoplight that will be installed at St. Paul. They are also making the left turn lane at Woburn Street, for eastbound traffic only, two blocks long.</p> <p>From Superior east to St. Clair (and on up the hill, as it already exists, I believe) Alabama will be two lanes eastbound and only one lane west.</p> <p>You can go to the following City of Bellingham site to view the maps of the three sections, and to read other information, such as the presentation PDF, which explains more about why they believe these measures are necessary. <a href="https://www.cob.org/services/planning/tr...">https://www.cob.org/services/planning/tr...</a></p> <p>According to Public Works, these plans are pretty much non-negotiable, primarily so as not to take any chance of disrupting WTA's bus schedules. They're on a tight timeline to complete the work, as the funding is only available if they finish it by September 2015. Still, the public does have the opportunity to let Public Works and the City Council know what they think up to and including at the City Council meeting at 7 p.m. on April 7.</p> <p>Some members of the neighborhood have already expressed concern about how traffic will change on side streets as a result of residents having to loop around in order to get to their streets. We believe that the Roosevelt Neighborhood would best be heard by Public Works and the City Council if we come up with specific recommendations that we put into writing and have signed by as many residents as possible.</p>		Roosevelt NA	Kelly

Date	Comment	Email	Address	Name
3/24/2014	<p>Thank you for getting back to me on this.</p> <p>My reason for asking this particular question is my neighbor had 2 meetings an idea was noted to reroute the 331 on to Pacific (right turn) then left on to Texas on down to Woburn. Taking out the c-curbs( not sure what their called) and putting in stop signs. Followed with a statement that by doing this it would end all the side swipe and rear end accidents that occur on Alabama..</p> <p>This is a bad idea for many reasons but I wanted more information as to what was causing the accidents.</p> <p>I see more people speeding to beat the light and also the issues you mention in your email than any involving the bus. For the most part people behave themselves when the bus is involved. They know people are getting off and on the bus.</p> <p>Thank you for getting back to me and including Rick with WTA in this correspondence.</p> <p>To be honest I'm more concerned about East North Street opening up in the future, and understand why. But that's down the road a ways.</p>	<a href="mailto:kmcallister58@gmail.com">kmcallister58@gmail.com</a>		Kathryn McAllister
3/28/2014	<p>I am writing to inquire about the proposals surrounding the Alabama St Corridor Safety Proposal. In the map (link bellow) which contains the James to Yew St proposal information it indicates a widening of the road for the WTA bus system between Verona and Valencia. I live at 2005 Alabama St with the sole driveway access directly off of Alabama St. I do have a couple of alternate proposals and would like to speak with someone involved in the planning of this project preferably in person onsite to discuss the impact the street widening will have on my driveway and property in general. I appreciate a prompt response to my inquiry.</p>	<a href="mailto:matthewrscott79@gmail.com">matthewrscott79@gmail.com</a>	2005 Alabama Street	Matthew Scott
4/1/2014	<p>Mr. Comeau,</p> <p>I have contacted you in the past regarding the Alabama Street project, and you have been gracious in replying. I am sorry that I missed the public discussion last month. I was very disappointed to see the proposed plan. I support the road diet, which was originally proposed to go all the way through my Roosevelt neighborhood. Now I see that all we get is a curb. I can't help feeling like the rich Cornwall neighborhood got what it wanted, and the working class Roosevelt neighborhood gets ... well ... screwed.</p> <p>Before I start making my voice heard to the city council, I want to acknowledge that I am not a traffic expert, and I want to understand why your department has decided that the neighborhood advantages of a road diet are not appropriate for my neighborhood. Could you explain the reasoning behind this decision?</p> <p>I appreciate your time and effort, and I hope to better understand this issue.</p>	<a href="mailto:kirk@rockisland.com">kirk@rockisland.com</a>	2626 Modre Street	Kirk Roberts

Date	Comment	Email	Address	Name
4/4/2014	<p>Dear City Council Members,</p> <p>Thank you for providing time for the public to discuss the Alabama Street revisions at the upcoming meeting. I do plan to be there. As a home owner and small-business owner, this is obviously important for me and my family.</p> <p>I want to express four thoughts in advance of the meeting. First, my gratitude to Chris Comeau. He spend 30 minutes on the phone with me today discussing this plan, and he has given his time for me in the past. Although I have concerns about this plan, I also commend Chris and his staff for their hard work, and for how accessible and welcoming he has been. That is truly commendable.</p> <p>Second, I am concerned about pedestrian safety for Roosevelt residents. I think it is critical for the red-light pedestrian crossings in this plan not to be compromised. I understand some business interests want a faster traffic path on Alabama. If safety is the paramount issue here, protecting pedestrians should be our number one concern.</p> <p>Third, I am disappointed that Roosevelt neighborhood will not get a "road diet" that is being planned for Cornwall. However, Chris patiently explained both the traffic volume issues and transit problems that would create, and I trust his expertise. He also mentioned that speed limit issues (I desire reducing the limit to 30) would be best discussed after the changes have been made. I would urge the council that—no matter what the final decision—they re-visit this issue in six months or a year to make sure not only that safety numbers have improved, but also that residents are feeling as though this is working. I must tell you that I and many of my neighbors feel as though the rich Cornwall neighborhood is getting what they want and that the working-class residents of Roosevelt are getting, well, screwed. As a Roosevelt resident, I am willing to trust the plan, but I want the Council to pay attention to how this works—or does not work—for us.</p> <p>Finally, I have an in-my-back-yard issue. The changes in the Roosevelt neighborhood will put more traffic onto North St. The intersection of North St. and Nevada currently has stop signs for North St. traffic. Since these changes will increase traffic on North St. (folks getting to Moore or Orleans) and will decrease traffic on Nevada (folks getting to Alabama), I would ask the council to change the stop signs so that they stop Nevada traffic instead.</p> <p>My thanks to both the Council and Chris Comeau for working to increase safety in my neighborhood.</p>	kirk@rockisland.com	2626 Moore Street	Kirk Roberts



Date	Comment	Email	Address	Name
	<p>Dear City Council member Lilliquist,</p> <p>As a resident of the Roosevelt Neighborhood, I am keenly interested in the proposed redevelopment of the Alabama Street corridor, and concerned to see measures that will increase safety and protect quality of life for those of us who live nearby.</p> <p>I write to express objection to the present proposal's emphasis on pushing traffic along Alabama Street as fast as possible, without sufficient consideration for the knock-on effect on traffic patterns, safety and noise in the Roosevelt Neighborhood in particular. I ask for your support in redressing two issues of particular concern:</p> <p>Firstly, I believe it is vitally important that the improvement measures include a reduction in speed limit on Alabama from 35 mph to 25 mph (absent from the current proposal). The underlying purpose of the improvement proposal is to increase safety: there is compelling and widely accepted evidence that reduction in driving speed limits drastically reduces the severity of accidents (particularly the likelihood of severe or fatal injury for pedestrians struck by cars):</p> <ul style="list-style-type: none"> <li>• According to the AAA Foundation for Traffic Safety, "the average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 23% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph. The average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph. Risks vary significantly by age. For example, the average risk of severe injury or death for a 70-year-old pedestrian struck by a car travelling at 25 mph is similar to the risk for a 30-year-old pedestrian struck at 35 mph." AAA Foundation for Traffic Safety, "Impact Speed and a Pedestrian's Risk of Severe Injury or Death" September 2011 <a href="https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf">https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf</a></li> <li>• AAA data is substantiated by studies carried out in Europe. According to the UK Royal Society for the Prevention of Accidents, "For pedestrians struck by the front of cars, the risk of fatality increases slowly until impact speeds of around 30 mph. Above this speed, risk increases rapidly (between 3.5 and 5.5 times from 30 mph to 40 mph)". 2010 UK Department of Transportation data cited by the Royal Society for the Prevention of Accidents: <a href="http://www.rospa.com/roadsafety/adviceandinformation/driving/speed/inappropriate-speed.aspx">http://www.rospa.com/roadsafety/adviceandinformation/driving/speed/inappropriate-speed.aspx</a>.</li> </ul> <p>I urge you for your support in pushing safety concerns of residents in the densely populated Roosevelt neighborhood ahead of the desire of twice-daily commuters to travel along the Alabama Corridor as quickly as possible. The difference of travelling this stretch at 25 mph vs 35 mph is negligible time-wise, while the impact of a speed reduction on safety (given that many individual drivers actually exceed 35 mph) would be profound and entirely positive. Despite being a regular bus rider, I do not accept WTA's case that its buses need to be able to travel along Alabama at 35 mph.</p>	<p><a href="mailto:roaringcamp@yahoo.co.uk">roaringcamp@yahoo.co.uk</a></p>	<p>1313 E. Maryland Street</p>	<p>Ruth Steele</p>
	<p>As a final note on the issue of speed limits, reducing and enforcing a 25 mph speed limit on Alabama Street will have an immediate knock-on safety effect for residents who live, walk, bike and drive in the surrounding neighborhoods. In the Roosevelt Neighborhood, residents are presently at daily risk from drivers who treat its connecting streets such as Orleans, Maryland and Pacific as 35 mph zones (and who accelerate along alleys to get up to such speeds). Please note that many of these streets are narrow and lack sidewalks. For example, there is a school bus stop directly outside my house despite the absence of sidewalks anywhere on this section of Maryland (students have no safe place to wait for the bus except on my front lawn). One is forced to be wary as a pedestrian at all times, but walking the neighborhood at night is an especially dangerous business. We would all benefit from reduction and enforcement of a 25 mph speed zone along the Alabama corridor.</p> <p>Secondly, but related to the first issue, I strongly oppose the proposal to put in a solid curb down the middle of Alabama from King to Superior street. This will cause considerable inconvenience to Roosevelt Neighborhood residents whose roads will be "blocked off" to left-hand turns from Alabama, while negatively impacting residents of streets including Texas, Maryland, Pacific and St. Paul who will be forced to absorb increased traffic flow for which their streets are not designed.</p> <p>As previously noted, many residents of the streets near Alabama are already affected in terms of safety by the number and speed of cars travelling their neighborhoods. Living near the very corner of Maryland and Orleans, I would be directly and severely affected by construction of the proposed solid curb. The curb would force additional, heavy traffic along my sidewalk-less street and in front of my house to reach either Orleans or Pacific. In addition to the increased risk of neighborhood traffic accidents, my quality of life as a resident and the value of my property would be negatively impacted on an ongoing basis by the increased noise, traffic fumes and congestion. All this would run contrary to the sincere hopes and expectations I have looked to for neighborhood improvement stemming from the Alabama Corridor redevelopment project.</p> <p>I thank you in advance for your consideration, and ask for your support in addressing the present short-comings of the Alabama Corridor proposal for the benefit of all surrounding Bellingham neighborhoods and residents.</p>	<p><i>continued from above</i></p>		<p>Ruth Steele</p>

Date	Comment	Email	Address	Name
4/3/2014	Opposed to the dividers in the project that will make it so she cannot turn left onto Racine.	telephone call to Mayor's office	Racine Street	Dru Clark
4/3/2014	We do not want a curb on Alabama Street to prevent left turns. There are 2 people that live in this household.  Thank you for your consideration	souljazz@comcast.net	St. Paul Street	Roger & Tina Colwell