

Edgemoor Neighborhood Association

ENABoard@EdgemoorNeighborhood.com

March 5, 2021

Kathy Bell, Senior Planner
City of Bellingham Planning & Community Development
Via Email: kbell@cob.org

Copy via Email:

Steve Sundin, City of Bellingham Senior Environmental Planner: ssundin@cob.org
Bellingham Mayor Seth Fleetwood: mayorsoffice@cob.org
Bellingham City Council: ccmail@cob.org

Re: Jones Edgemoor Subdivision on Viewcrest Road

Dear Kathy,

The *Edgemoor Neighborhood Association* (ENA) Board has reviewed the documents for the 44-lot Jones Edgemoor Subdivision on Viewcrest Road that were presented by AVT Consulting during the required Neighborhood Meeting on February 24, 2021.

Based on our review of these documents, the ENA Board is confident that the proposal presented during the Neighborhood Meeting is likely to have a significant adverse impact on the environment, and we formally request that an environmental impact statement be completed as required under RCW 43.21C.030(2)(c).

The SEPA Environmental Checklist, when submitted by the applicant, must address environmental impacts to a variety of elements, including Earth, Air, Water, Plants, Animals, Energy & Natural Resources, Environmental Health, Land & Shoreline Use, Housing, Aesthetics, Light & Glare, Recreation, Historic & Cultural Preservation, Transportation, Public Services, and Utilities.

- 1) **EARTH**: Regarding the Earth element, the December 31, 2009 *Geologic Feasibility Investigation* prepared by Pacific Surveying & Engineering (PSE) concluded that:
 - a. In summary, geologic hazards at the site exist and include landslide, erosion and seismic hazards.

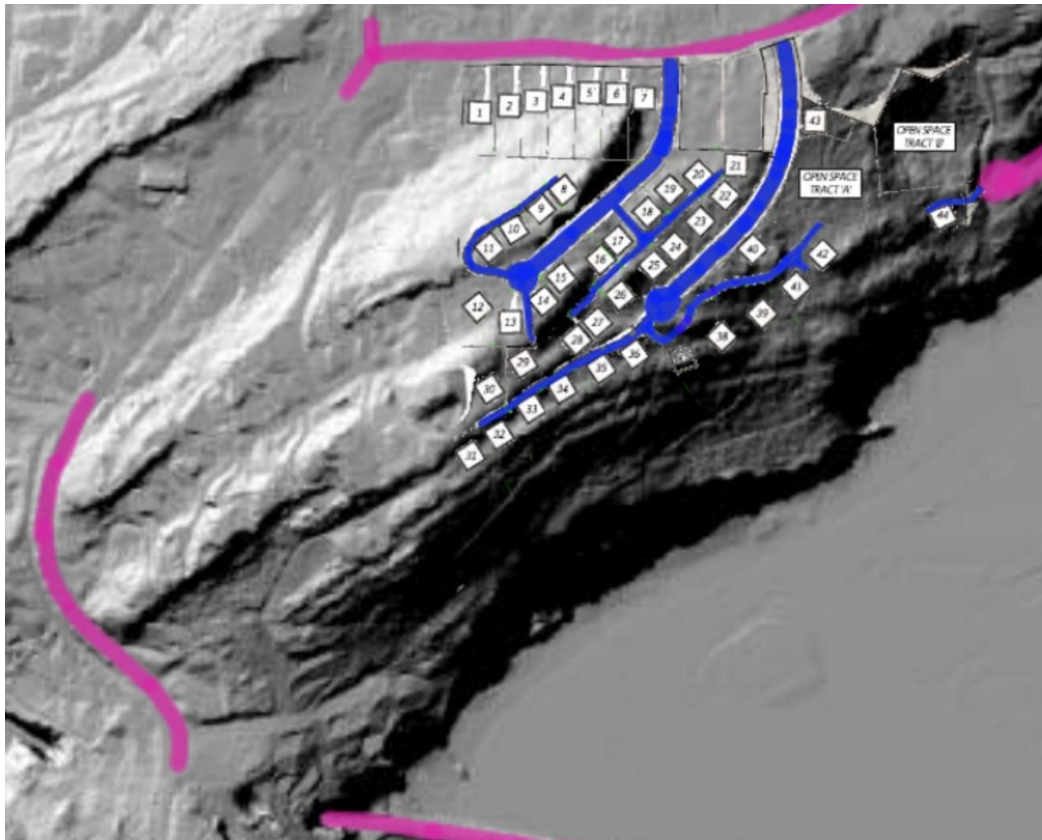
- b. [T]he subject property contains areas with steep topography and development will have to consider site-specific engineering designs and mitigative measures for portions of the property.
- c. Future development of the site could impact the current hydrologic condition... Changes in hydrology can alter the probability, frequency and magnitude of mass wasting (landslide) activity.
- d. Possible evidence of historic mass wasting (landslide) activity was also observed at the eastern portion of the property.
- e. Geotechnical investigations will need to assess erosion, landslide potential, and seismic hazards and subsurface conditions. Future development may potentially impact slope stability and surface erosion.
- f. Field observations suggest that the soils on the project site have a relatively low susceptibility to erosion in an undisturbed state because of dense vegetation, but that alteration of these conditions could significantly increase the erosion potential.
- g. Development on or above steep slopes could impact slope stability by changing surface or groundwater flow on the slopes. In addition, the risk of landslides could be impacted by construction near or on steep slopes because of grading disturbance or additional load application from structures such as buildings, road fill embankments, topographic alterations or retaining walls.
- h. Because of the steep slopes and existing groundwater conditions, modifications of groundwater or surface water flow may impact the potential size and frequency of mass wasting [landslide] events. The fine-grained soils found on site are susceptible to soil erosion resulting from the movement of heavy equipment or site grading.

Clearly, based on PSE's geologic study, any development and construction on this site will cause significant environmental impacts to the Earth element. Although an updated study will be included in the Preliminary Plat application, the conditions of the site remain. These Earth element impacts alone would require a Determination of Significance (DS) and an EIS.

- 2) **AIR:** Regarding the Air element, the following LIDAR image with subdivision overlay illustrates the extensive excavation, clearing, and grading that will be required to simply construct the two public roads and multiple non-compliant

private roads and to install utilities. The excavation, clearing and grading to construct 44 homes will also be extensive.

The multi-year construction period will certainly result in significant emissions to the Air element and would require a Determination of Significance and an EIS.



- 3) **WATER:** Regarding the Water element, the proposal will impose significant environmental impacts of Surface Water, Ground Water, and Water Runoff. As noted above, the PSE geologic study found that, “Future development of the site could impact the current hydrologic condition... Development on or above steep slopes could impact slope stability by changing surface or groundwater flow on the slopes.”

While the City will require storm water treatment, the City can well attest to the detrimental effects of uncontrolled runoff from human activity, which is known to be a major problem with the Lake Whatcom water supply. Uncontrolled - and uncontrollable - runoff will adversely impact the fragile Chuckanut Bay estuary.

Such significant impacts to the Water element require a Determination of Significance and an EIS.

- 4) **PLANTS**: Regarding the Plants element, this proposal is certain to remove and alter a significant percentage of the 50+ year-old deciduous and evergreen trees and dense vegetation that presently exist. The significant impact to the Plants element contributes to the Determination of Significance and need for an EIS.
- 5) **ANIMALS**: Regarding the Animals element, according to the January 2010 Critical Areas Report, this property has been serving as an extensive wildlife sanctuary for black-tailed deer, eagles, pileated woodpeckers, Douglas squirrels, sharp-skinned hawks, Cooper's hawks, songbirds, woodpeckers, amphibians, and small mammals.

Washington Department of Fish & Wildlife (WDFW) maps the property as Urban Natural Open Space and within 800 feet landward of the shoreline is mapped as Bald Eagle Buffer Management Zone. The Chuckanut Bay tidelands adjacent to this property is mapped with the following Priority Habitats: Eelgrass, Turf Algae, Potential Surf Smelt/Sand Lance Spawning Areas, and Hardshell Intertidal Clam.

The proposals' extensive excavation, clearing and grading and removal of trees and vegetation will cause substantial impacts to the Animal element justifying a Determination of Significance and need for an EIS.

- 6) **NOISE**: Regarding the Noise element, the proposal's impact will be significant. Many residents on S. Clarkwood Road and nearby have complained extensively about the blasting required to build the foundation for just one recently completed home. Compound that by 44 foundations. A Determination of Significance and an EIS are both warranted.
- 7) **TRANSPORTATION**: Regarding the Transportation element, the proposed 44-lot subdivision will exacerbate an already precarious condition for pedestrians, cyclists, pets and wildlife.

On February 15, 2017, 99 Edgemoor residents signed and mailed a letter to Mayor Kelli Linville regarding *Public Safety Concerns for Pedestrians on Edgemoor Roads* asking the City to "escalate the need to address the dangerous conditions that exist before someone is seriously injured - or worse."
(http://bit.ly/Edgemoor_Ped_Safety_Letter_2-15-17)

On April 13, 2017 several dozen Edgemoor residents met with Public Works Director Ted Carlson to develop possible solutions. We shared with Ted a 14-page *Edgemoor Pedestrian Safety survey* with 35 responses, many of which focused on the issues facing pedestrians on Viewcrest Road.
(http://bit.ly/Edgemoor_Ped_Safety_Q_4-5-17)

Unfortunately, nothing was done to address the safety of pedestrians, cyclists, pets and wildlife on Edgemoor's precariously dangerous roads with limited visibility and no sidewalks.

The significant impacts imposed by the proposed 44-lot subdivision could very well be the last straw, finally causing serious injury - or worse. Absolutely, this impact will be significant. A Determination of Significance and an EIS is clearly warranted.

The Edgemoor Neighborhood Association Board appreciates the opportunity to provide public comment on the Jones Edgemoor Subdivision proposal. Please include this letter in the public record.

Thank you for considering our request to require an environmental impact statement based on the significant impacts this project will impose on multiple elements of the environment.

Sincerely,
The Edgemoor Neighborhood Association Board
Curt Thor, Vice President
Sandie Koplowitz, Secretary
Bob McCarthy, Treasurer
Paul Bonde
Larry Horowitz
Terry Montonye
Barbara Ryan
Paul Scott
Bill Wright

Attachments:

- February 15, 2017 letter hand delivered to Mayor Linville re: *Public Safety Concerns for Pedestrians on Edgemoor Roads*
http://bit.ly/Edgemoor_Ped_Safety_Letter_2-15-17
- April 5, 2017 Edgemoor Pedestrian Safety Questionnaire Responses hand delivered to Public Works Director Ted Carlson
http://bit.ly/Edgemoor_Ped_Safety_Q_4-5-17

February 15, 2017

Mayor Kelli Linville
City of Bellingham
210 Lottie Street
Bellingham, WA 98225

Re: Public Safety Concerns for Pedestrians on Edgemoor Neighborhood Roads

Dear Mayor Linville,

From time to time, residents of the Edgemoor Neighborhood post comments on the Nextdoor site regarding their concerns about pedestrian safety within the neighborhood. Recently, after nearly being hit by vehicles several times within a week, one neighbor reminded us all about the dangers of walking on roads with limited visibility and no sidewalks.

The July 2012 *Bellingham Pedestrian Master Plan* lists a variety of proposed improvements. Figure 3-8 on page 3-12 maps the proposed improvement for south Bellingham, including Sidewalk Infill on Fieldston, Willow and Linden Roads and Sidewalk Widening on Hawthorne Road.

In the *Community Survey Appendix* of the *Pedestrian Master Plan*, 81 residents from Edgemoor expressed concerns about pedestrian safety, more than any other neighborhood.

Almost five years have passed since the *Pedestrian Master Plan* was completed. The undersigned members of the community ask you to re-consider our safety concerns, for ourselves and especially for our children who walk every weekday to Fairhaven Middle School. We respectfully request that you escalate the need to address the dangerous conditions that exist before someone is seriously injured - or worse.

Thank you for considering our request.

Sincerely,

Pam Bartling	Corinne Gimbel-Levine	Dawn Quyle Landau	Mark A. O'Deady	Jake Soder
Ann Boochever	Robin Godbolt	Frances LeCocq	Janice O'Rourke	Else Sokol
Cassandra Carr	Judie Greene	Irwin LeCocq	Christine Pacheco	Ann Swarens
Magnus Collander	Felix Greening	Ola Lessard	Elizabeth Paley	Lidia Tillman-McAdoo
Becky Connor	Jude Greening	Rob Lessard	Sally Parsons	Ann Marie Verneuil
Mandy Cox	Julian Greening	Fran Maas	Cecile Pickford	Elizabeth Wadsworth
Donna Davis	Michelle Greening	Maryalice Macdonald	Nicole Piscopo	Charlotte Waller
Victor DeMarino	Lisja Harper	Vincent Matteucci, MD	Ronald Quinn	Scott Ward
Ellane Dean	Paul Harper	Bruce McLeod	Fred Rhoades	Peggy Watt
Susan DeBari	Luella Heese	Holly McLeod	Gloria Rhoades	Andrew Widman
Angela Desler	Amanda Henkel	Rachel Medler	Eva Schile	Claire Widman
Jim Douglas	Bill Henkel	Donna Merlina	Jen Schile	Laura Widman
Veronica Douglas	David Hooper	Meg Metzger	Valerie Schile	Steve Widman
Barbara Ellis-Quinn	Larry Horowitz	Sarah Milligan	Vincent Schile	Janet Wisner
Kim Erickson	Patti Inhof	Phillip Morgan	Bunny Schneider	Steven Wisner
Kristen Fagan	Chris Jacobs	Sara Mostad	David Schneider	Greg Wolgamot
Greg R. Ford	Galie Jean-Louis	Steve Nakano	Anthony Schols	Bill Wright
Deborah Ann Frederick	Brad Johnson	Jim Nickol	Susanne Sherburne	Cinda Zemel
Gale Frederick	Lylene Johnson	Tara Nickol	Davey Silverman	Adam Ziegler
James N. Frederick	Barry Landau	Joe Nolting	Deja Engel Soder	

Edgemoor Pedestrian Safety Questionnaire Responses as of April 5, 2017

#	1. Please describe dangerous location	2. Why is this location dangerous?	3. Please describe why this location is dangerous	4. How could situation be made safe?	5. Addl detail for improving the safety	6. Other info city should be aware of?	Name
1	16th and Viewcrest Road to Fieldston and Viewcrest Road, Bellingham	Limited visibility, No place to move off-road, High speed vehicles, Overgrown or mature landscape	I live on Viewcrest Road. I have witnessed and experienced, both walking and in my car, cars speeding along this road that they either come so close to hitting you or causing an accident to happen. It is a very dangerous road. Also, there are enormous deer along this road, so you have to be so careful to not hit one. Cars speeding along here are a safety concern for people walking, cars driving and deer on the road. There are no sidewalks or even areas to get off the road easily.	Sidewalk, Gravel path for pedestrian to move off road, Speed bump		Talking to a person one to one is best.	Donna Davis
2	Fieldston Rd between Hawthorne and Viewcrest	No place to move off-road, High speed vehicles, Congested traffic area, Narrow and no sidewalks, cars can't avoid pedestrians in places with large rocks along roadway.	Narrow and no sidewalks, cars can't avoid pedestrians in places with large rocks along roadway, many speeding vehicles.	Sidewalk, Signage			Bill Wright
3	Fieldston Road where sidewalk ends to Viewcrest	Blind curve, No place to move off-road, High speed vehicles	Difficult to get off the road	Sidewalk			Marylee LeCocq
4	Anywhere on Fieldston . Especially between Willow and Linden.	Blind curve, Limited visibility, No place to move off-road, High speed vehicles	You cannot see pedestrians walking or running.	Sidewalk			Lisja Harper
5	Bayside Rd.: Sidewalk needed from Fairhaven Middle school crosswalk (at Hawthorn and Bayside intersection) to sidewalk that begins further west on Bayside, just after Acacia Pl.	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Congested traffic area, Dangerous intersection, Overgrown or mature landscape, Many children use this route walking to/from middle school.	This is a fairly short section between the middle school and the sidewalk on Bayside that does not have a sidewalk, but desperately needs one for the safety of students walking to/from school, especially because this is a blind corner and high traffic area, as well.	Sidewalk			Amanda Henkel

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6	Bayside Road: 4th to Hawthorne	Blind curve, High speed vehicles, Bayside Road narrows significantly at Acacia.	People speed around the blind curve heading east from 4th down the swale, and continue too fast as the road narrows and the sidewalk ends at Acacia.	Sidewalk, Speed bump	Need to slow Bayside traffic 4th to Acacia, then provide pedestrian safety Acacia to Hawthorne.	Thanks for asking.	Brien Thane
7	Fieldston, between Lairmont Manor and Viewcrest. Coincidentally, the section that does not have a sidewalk	No place to move off-road, High speed vehicles, Congested traffic area	I am out jogging or walking with my dog nearly every day. I avoid this section of Edgemoor after dark because it experiences the most car traffic and drivers exceeding 25 MPH. Parallel roads (Briar, Bayside) are not quite as heavily used. Sections of the road go from a good amount of shoulder space to nothing at all-some sections have a ditch very close to the street, others have landscaping or rocks.	Sidewalk, Gravel path for pedestrian to move off road, Speed gun, Speed bump	More shoulder space. I think drivers assume pedestrians have plenty of space; but there are some sections where pedestrians need to use the road. I have seen a LOT of drivers going way too fast for a residential area-I am guessing some sort of speed bump or monitor would help to reduce that.	I very much appreciate the new LED lights. Those brighter lights make a huge difference for pedestrian safety. Thank you very much, and Thank you for addressing these other concerns!!	Nicole Piscopo

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8	Fieldston, Briar, Bayside , all do not have sidewalks in 90 percent of the streets, and encourage speeding, with no speed bumps in place, no MPH signs, blind curves, no place to move off road, and often cars parked on roads so even less area to move away from speeding cars.	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Congested traffic area, Dangerous intersection	I have had several near miss, cars speeding towards me at night, even with reflective gear on. This is because cars are not going the speed limit, and in addition there are no sidewalks to retreat to for safety.	Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage, Pedestrian Flags (PedFlags) like those used in Kirkland, I believe we need a multi form approach with new signs, speed bumps, sidewalks on Fieldstone, Briar and Bayside, even if gravel; plus pedestrian flags.	See above Answers. 1. Sidewalks or Gravel Walks. 2. Speed Bumps on Fieldstone, Briar and Bayside. 3. Signage, every 200 feet or so. 4. Pedestrian Flags for the entire area.	Yes, we need to evaluate appropriate use of Clarks Point, the Residents Needs, and possibly reconsider signage and parking in this area to limit the amount of cars, trash they leave, and potential fire hazards of this population using Clark's point. Last week, I was driving the speed limit, 10 mph on the curve, and a red mustang with a young male driver, speed passed me on my left side to on coming traffic and walkers, and put all of us at risk.I suggest restricting park access area to residents and video security cameras. Again, I live up the street, but for residents of Madrona Point, this must be very concerning.	Galie Jean-Louis
9	Along Fieldston Rd. there is no sidewalk for students or pedestrians to walk. There is a ditch on each side of the road from the intersection of Willow north or cars parked at the top of the hill on the side. Since bus transportation is not available by the school district students only have the option of walking or parent transportation which just leads to more traffic on the road when it is at its highest use.	Limited visibility, No place to move off-road, High speed vehicles	Middle School Students as well as pedestrians walking along side of the road do not have a place to walk when going to school. This is a high traffic time on Fieldston due to commuters going to and from work.	Sidewalk	There is no sidewalk along Fieldston Rd but particularly from the cross street of Willow going north until the top of the hill near Lairmont Manor. A sidewalk begins at Lairmont's driveway.		Janet Wisner

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10	Bayside Rd across from the middle school until the sidewalk begins to the west, and Fieldston Rd from the intersection of Hawthorn to Willow Rd	Blind curve, Limited visibility, Congested traffic area, Overgrown or mature landscape, Many people, especially children, walk on these stretches by the middle school and also to Bayside Swimming Club.	When school gets out, cars turning west onto Bayside Rd have to dodge cars parked/lining the sides of Bayside Rd, along with children crossing the street and walking to Bayside cars and homes. On Fieldston Rd, around the vicinity of the entrance to Larchmont Manor, there is a blind curve and steep hill. It is not safe to walk on either side. Children have almost been hit, especially at low light, walking to/from Bayside Swimming club.	Sidewalk	Sidewalks would solve the problem in both areas.		Else Sokol
11	129 Hawthorn by 20mph limited sight !	Blind curve, Limited visibility, High speed vehicles	Blind curve/ speeding	Speed bump	Do something to stop the speeding	No sidewalk, many near misses	Julian Greening
12	Walking along Bayside, Briar and Fieldston - the most dangerous is on Briar north of where it intersects with Middlefield Rd.	Blind curve, Limited visibility, High speed vehicles	Cars that are traveling north on Briar cannot easily see pedestrians and we have no place to escape when a car comes by.	Sidewalk			Diane Sue
13	Fieldston and Willow	Limited visibility, No place to move off-road, Children walking home from Fairhaven middle school without a sidewalk	Middle school aged children walking in groups and are often oblivious to traffic, walking well into the road. They are unable to get off the road due to the fact that the road meets the ditch without a pathway or sidewalk on the section of Fieldston near the intersection with Willow. I've witnessed several near misses while cars swerve into oncoming lanes to avoid kids. The hill on this section of road near the entrance to Lairmont Manor limits the visibility for cars cresting the hill, giving them minimal time to react to kids in the road.	Sidewalk, Gravel path for pedestrian to move off road	The sidewalk on the East side of Fieldston should be extended from Lairmont Manor to Willow.	This is also a main pedestrian route in the summertime for families to access Bayside Pool.	Angie Desler
14	From the top of Fieldston heading south! It is horrific seeing kids walk on that road. It is so dangerous in so many ways	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Overgrown or mature landscape	It is horrific seeing kids walking to and from school. They sometimes walk on the road instead of the grass. If someone in the city would walk from Fieldston south, and bring a loved one, and will see why it is imminent that a sidewalk be put in soon. I didn't allow my child to walk to school that way as it was so dangerous.	Sidewalk			Austin Papritz

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15	Bayside , approaching Hawthorne	Blind curve, Limited visibility, No place to move off-road, Congested traffic area, Dangerous intersection, Overgrown or mature landscape	Many students walk the part of Edgemoor as they come and go from Fairhaven middle school. After witnessing a student get hit by a car on the corner of Hawthorne and bayside, I contacted the city, who then put in the crosswalk. Bayside has no sidewalks in that area and terrible visibility as drivers come around the bend. It's very unsafe.	Sidewalk, Pedestrian crossing light, Signage, Speed limit changed to 15??			Stacey Kendrick
16	Linden and Briar intersection , etc. a lot the intersections have overgrown landscaping	Limited visibility, Overgrown or mature landscape	I have to pull out onto Briar to check if there are any cars coming from the south	Sidewalk, Gravel path for pedestrian to move off road	I think sidewalks are a positive solution -people need to get off the roads --we live in such a beautiful area sometimes walkers forget they are not on a trail -	-thank you	Janet Needler
17	Areas on Bayside Place, Bayside Road, Cowgill . Especially for school students . For speeding and other issues: Parts of Bayside Road, Briar, Fieldston etc. Of course, there are other areas.	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Overgrown or mature landscape	Some areas are similar to park-like lanes with beautiful views, but without street rules for the young and the not so young drivers.	Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage, Pedestrian Flags (PedFlags) like those used in Kirkland	More street and/or property lights. Even solar powered yard lights seem better than none...	Bushes can be great for privacy, but can also hide invaders. They seem to work in Beverly Hills, but with lots of security systems. Not funny. Perhaps a "nice" police officer should drive by this area once in awhile at night time. It might help to just know about the possibility of an officer, or neighborhood watch in the area.	Lidia Tillman-McAdoo

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18	All streets	Vehicle driver and pedestrian inattention	Vehicular driver inattention and speed; Pedestrian inattention; wearing of dark clothing without reflectors or lights	education. Reporting by public of driver and pedestrian offenders to police		Cell phone usage has become the single most common distraction causing vehicular/pedestrian accidents. Most vehicular/pedestrian accidents occur on sidewalks or posted/marked crossings. Speed bumps slow or divert emergency vehicles Vehicular speed limits are not enforced. At night, pedestrian dark clothing without reflectors or lights are a major factor in causing vehicular/pedestrian accidents. Failure to dim lights by oncoming traffic is a major factor contributing to V/P accidents/	Bob Gibb
19	Bayside Rd between 4th and Hawthorn	Blind curve, Limited visibility, No place to move off-road, High speed vehicles		Sidewalk, Gravel path for pedestrian to move off road, Signage			Janet Masella
20	Bayside Road and Hawthorne intersection	Blind curve, Congested traffic area, Dangerous intersection		Sidewalk, Gravel path for pedestrian to move off road, Pedestrian crossing light			Sally Parsons

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21	Walk uphill towards Fairhaven Middle School Fieldston Road (uphill from corner of Fieldston and Willow)	No place to move off-road, High speed vehicles	Kids have to walk to school in the street with no sidewalk.	Sidewalk			Susan DeBari
22	Lack of safe walking shoulder or sidewalk along Chuckanut Drive between Willow and 16th/Viewcrest area of neighborhood	Limited visibility, No place to move off-road, High speed vehicles	Vehicles go VERY fast on Chuckanut, and often come over the hill (northbound) quickly. There is very little shoulder and a deep ditch no matter which side. For those of us that live on that end of the neighborhood, 16th Street/ Viewcrest are the only realistic access to our homes. It would appear from maps that, at one point, there was a connecting street (or it was planned), "Cross Street," between Broad and 16th, but that does not go through. Because of this, it is a VERY long way around to walk from our homes to the side walked part of Chuckanut. We live a mile from Fairhaven, but the only realistic route is highly dangerous. My husband I wear fully reflective jackets AND blinking safety lights and have still come very close to being hit. As in, literally had to jump into the ditch to avoid being hit. Even in the daytime, sun in the eyes can cause poor visibility.	Sidewalk, Gravel path for pedestrian to move off road	Please, please provide a sidewalk or significantly widen the shoulder. I don't even let my teenage kids ride their bikes to Fairhaven - it's just too deadly.	There is a sidewalk partly on the southbound side, but it suddenly ends in a bush. It's also covered in water/ice at the bush end. I expect the city could save a lot by just extending that section up to 16th. Anything short of 16th would not provide access to a large portion of residents.	Ola Lessard
23	Fieldston Rd between Hawthorne and Viewcrest	High speed vehicles, No sidewalks & narrow roadway	Pedestrians, including school children walking to and from Fairhaven Middle School , are exposed to vehicle traffic.	Sidewalk, Signage	Existing sidewalk ends at Hawthorne and starts a again at Viewcrest, it needs completion.		Bill Wright
24	Fieldston where there is not sidewalk south to Viewcrest.	Limited visibility, No place to move off-road, High speed vehicles	For the 3 reasons above and is major route for middle schoolers who have to walk as they are too close for bus service.	Sidewalk			Lisa Bottcher-Law

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25 A	<p>1)Fieldston south of Lairmont Manor and north of Viewcrest is narrow and has no crosswalk. There is little room to get off the road in places. Students are walking and riding bikes along here. Bikes wobble on hills.</p> <p>1A)Fieldston and Viewcrest intersection. This curved intersection is difficult to see around the bend to know if anybody is coming. For those headed south on Fieldston and turning left onto Viewcrest, this becomes very dangerous. It should be straightened out or at least all visual barriers (and piles of mulch or bark) must be removed permanently.</p> <p>2)Anywhere along Viewcrest, esp. where hills make it difficult to see pedestrians or for pedestrians to see oncoming cars. There are places where it's not possible to get off the road to avoid being hit.</p> <p>3)Corner of Middlefield and Briar (completely uncontrolled and poor vision).Exceptionally dangerous for drivers on Briar being T boned by oncoming, unaware drivers.</p>	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Dangerous intersection, Overgrown or mature landscape		Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage			Elizabeth Paley

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25 B	<p>... continued 4)Corner of Bayside Rd. and Briar where people speed around this weird protrusion into the intersection...dangerous for car on car or for pedestrians</p> <p>5)Hawthorn from Edgemoor down toward Fairhaven M.S. when school has let out and kids walk 6 or 8 in a group. The recent re-design of the street makes it possible to hit a student's arm because the sidewalk is so close to the street, or if they push and shove, something much worse could happen. It was narrow enough before. Why was the road not expanded in recent "improvement" on the north side to allow good clearance?</p> <p>6) the intersection of Hawthorn and Fieldston seems to be banked incorrectly since the re-design. It was a problem before, but worse now. Cars heading north on Fieldston too fast, end up partially into oncoming traffic lane.</p>	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Dangerous intersection, Overgrown or mature landscape		Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage			Elizabeth Paley

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25 C	<p>...continued 7) There are several established deer crossings where there should be signs warning drivers. The worst is on Fieldston just north of Viewcrest. Another is on Viewcrest just east of Clark.</p> <p>8) Corners are particular problems when drivers turn onto streets at a high speed. Example: Corner of Fieldston and the newer segment of Briar that was cut through ten years ago or so. A right turning car from Fieldston will mow down a pedestrian anywhere near the corner. I've nearly been hit by both cars and bicycles at high speed there.</p> <p>9) S. Clarkwood where the road curves to go up the hill. There is no viewing of pedestrians around that corner, and people drive fast to get up speed for the hill.</p> <p>10) nearly all streets with no sidewalks are less than ideal. I walk nearly daily year-round and occasionally at night. This neighborhood is not safe for pedestrians or wildlife, as we have seen many fatalities of young and mature animals.</p>	Blind curve, Limited visibility, No place to move off-road, High speed vehicles, Dangerous intersection, Overgrown or mature landscape		Sidewalk, Gravel path for pedestrian to move off road, Speed bump, Signage			Elizabeth Paley
26	The section of Bayside Rd between Hawthorne & Bayside Pl.	Blind curve, Limited visibility, No place to move off-road, Congested traffic area, Overgrown or mature landscape	For many youth walking to Fairhaven MS, this is a dangerous stretch of road. The rest of Bayside Rd is wide with sidewalks, but in this location it narrows & curves, with no sidewalks. It is very hard to see people walking on that stretch of road. If sidewalks/pathways are not put in, the speed should be posted at 10 mph.	Sidewalk, Gravel path for pedestrian to move off road, Signage			Tammi Laninga

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27	Fieldston - the entire length	Blind curve, Limited visibility, High speed vehicles	Speeding cars come over the hill just south of Willow and then again around the corner in the 600 block and its bad for both walkers and other cars.	Sidewalk, Gravel path for pedestrian to move off road, Speed gun, Signage	Perhaps one of the speed signs like on 30th	The intersection at Hawthorne and Fieldston is also a little crazy...	Kate Grinde
28	Intersection of north Briar as it hits the curve of north Bayside Rd	Limited visibility, No place to move off-road, Dangerous intersection, Overgrown or mature landscape, The nature of the curve and landscaping planted by the previous owner of the dead end road at the bottom of Briar. Even though the lavender is a low growing shrub there were laurels also planted there that have been trimmed by the new neighbors but nevertheless the curve itself in the elevation on either side lengths poor visibility for pedestrians and bike riders and cars off and cut this curve and straighten it out when they're driving so they end up on the wrong side of the road with oncoming vehicles.	Please see above	Remove all vegetation on both sides of Bayside Road higher than a foot	I don't know how to slow down traffic there so people stay on their side of the road and don't straighten the curve as they drive		Laura Widman
29	Chuckanut Drive from 21 Street to Willow	High speed vehicles, No sidewalk	This stretch of Chuckanut serves as the principle road connection between the neighborhoods of Chuckanut Village and Briza/southern Edgemoor and the rest of Bellingham. There are many Middles School and High School students that use these roads--and would use them more--to walk and ride to school. Drivers routinely speed in this area.	Sidewalk, Speed gun, Signage			Shannon Wright

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30	The intersection at Fieldston and Willow is dangerous because drivers on Fieldston drive too fast.	High speed vehicles, Dangerous intersection	There is a incline where cars pick up speed just before arriving at this intersection. Children walk up Willow and cross Fieldston to go to the pool in the summer. Every year deer are hit at this intersection, and I'm afraid a child will become a victim as well.	Speed bump, Signage			Davey Silverman
31	1-intersection of Fieldston and Willow, 2-intersection of Hawthorne and Fieldston, 3-512 Fieldston Rd area of Fieldston	Blind curve, Limited visibility, Dangerous intersection	1-Fieldston & Willow because of rise in road south of intersection & increasing speed of drivers coming southbound on Fieldston down the hill & hedges on NW and SE corners, both pedestrians and drivers are at significant risk of collision. Both my husband and myself have had nearly 4 accidents at this intersection with cars coming from Willow & not able to see us coming on Fieldston 2-Hawthorne & Fieldston because of the 3 way intersection & cars coming southwest up the hill on Hawthorne (from Fairhaven) & cars at the stop sign on Hawthorne not coming to a complete stop. I've had 2 near misses with car accidents there. 3-512 Fieldston Road - limited visibility of cars coming southbound on Fieldston & the cars have been increasing their speed coming down the hill near Lairmont Manor. There is a curve and a rise in the road that both limit visibility. Pedestrians have had to dive into the bushes near my house to get out of the way of speeding cars.	Sidewalk, Gravel path for pedestrian to move off road, Signage, Trimming of hedges / shrubbery; enforcement of stop signs or flashing stop signs with reminder of blind curves / limited visibility			Veronica Douglas

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32	Section of Bayside Rd between Hawthorne & Acacia Pl.	Blind curve, Limited visibility, No place to move off-road, Overgrown or mature landscape	Difficult to see pedestrians walking on the road because it curves. The road is narrow with very little option for either vehicles or pedestrians to move off-road.	Sidewalk, Gravel path for pedestrian to move off road, Signage	I think putting in a three way stop where Bayside Rd "T's" Hawthorne would be helpful. Installing stop signs would slow cars down on both roads. It would also increase the safety of pedestrians using the crosswalk on Hawthorne, which goes to Fairhaven MS just west of where Bayside Rd "T's" into it.		Pat Gillham
33	Intersection of Hawthorne and Broad has a beautiful tree in what seems to be a traffic circle, but nobody acknowledges it as a traffic circle.	Dangerous intersection	Cars often speed through the intersection. Some imagine it is a traffic circle and go around. Others fly directly left without going around it.	Signage	If there were a sign that said "Traffic Circle, proceed slowly around" that might solve the problem. Please don't imagine that the solution is to cut down the tree. It is a stunning tree, and somebody (city?) spent a		Barbara Ryan
34	The intersection of Willow and Fieldston	Limited visibility, High speed vehicles, Dangerous intersection	The west side of the intersection has a big blind spot due to the hedges there. A lot of people speed on Fieldston as well.	Signage			Dani Tamir

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35	Coming up or going down Fieldston next to Lairmont	Limited visibility, No place to move off-road, easy for cars to go too fast downhill		Sidewalk, Gravel path for pedestrian to move off road		middle school students often walk to/from home this way	Fred Rhoades