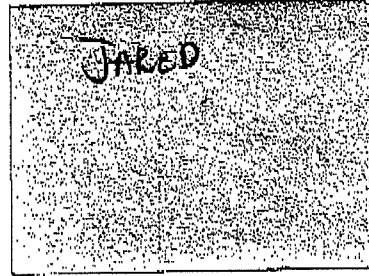


Governor Chris Gregoire  
Office of the Governor  
PO Box 40002  
Olympia, WA 98504

February 5, 2010



RE: DOT Roundabouts in Blaine

Governor Gregoire,


I represent the vast majority of Central Business District and Warf District business owners and landowners. We would like to let you know, as a courtesy, of some significant issues the citizens and businesses of Blaine have had in regards to the roundabout project at SR 548 and I5.

We just finished receiving two WSDOT staff at our monthly Chamber meeting. This meeting was very similar to the three other meetings we have entertained in our community with WSDOT staff, all presentation on their part, little to no chance of rebuttal on the part of the community and questions mostly side stepped. These public meetings are supposed to be a chance for input, respect, inquiry and answers. As the attached letter shows, these sessions have been used as a sales platform by WSDOT staff. These "sales events" are not a proper public input sessions (see endnote source for Port of Bellingham Official witness to these sessions), and yet when one talks to higher officials in within DOT, they say, "I wasn't aware of any problems, we have had public meetings, and I wasn't told of any issues." The newsprint may bring up some of these issues, but the articles always end with DOT saying the project is going forward, full speed.

In addition to the process being flawed, there remain serious issues with this project in terms of long-term impacts on existing businesses, and whether the project warrants even being built. This has been the consistent message from our community to WSDOT. I have provided WSDOT with a letter signed by 95% of our business community directly affected by this project (the two adjoining areas only). Their main response is to discredit the signatures (information enclosed). This is typical of the response our community has to serious questions about the project. However, it appears the "found money" must be spent, no matter how poorly conceived, engineered (DOT engineers now agree the project needs reconfiguration), or unnecessary the project is.

Please help us delay this project until our community can have proper public input sessions, and the questions raised by our community have been answered to the community's satisfaction.

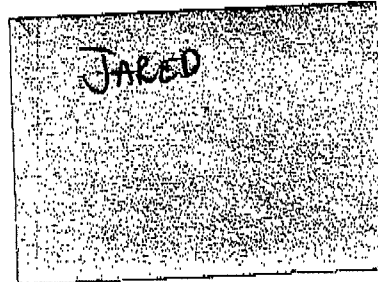
Sincerely,

  
Thomas Bridge  
Spokesperson

Businesses in Opposition to Blaine Roundabouts

Paula J. Hammond, PE  
Secretary of Transportation  
Washington State Department of Transportation  
310 Maple Park Avenue SE  
P.O. Box 47300  
Olympia, WA 98504-7300

Friday, February 05, 2010



cc: State Senators and Representatives

Paula Hammond,

Thank you for your staff's attention to our signed letter by many businesses in Blaine's Central Business (CBD) and Warf Districts (WD). Your staff has made a complaint about this letter<sup>i</sup>. This letter is not a formal petition; however, we have now properly annotated all the signatures we collected (attached). 4 of 7 Blaine City Council have signed. The remaining 49 individual signers represent 73 business interests or properties; this is the vast majority of operating businesses in the two listed districts. There is a similar letter for the public to sign with approximately 500 signatures so far.

I have had a long conversation with Loraina Eng, NW Regional Administrator for WSDOT. I would like to give her credit; she did an excellent job of listening to our group's issues. Further to her credit, she did not use the techniques of the staff we have been in closer contact, that of deflection and avoidance, all with a continual sales pitch.

There is a substantial group of people in Blaine that do not want this project. These citizens have always been in Blaine from the outset of the project and have vocally protested various elements of the project at every public session.<sup>ii</sup> Unfortunately the DOT has not heard us. The primary reasons for opposition are: there is no need for the project now or in the predictable future, and there will be numerous negative long-term impacts. In my phone conversation with Ms Eng, she confirmed that the DOT and the community are on the same page with at least one element: traffic in Blaine is less now at these intersections than when the traffic count was done in 2005. She said, "we hope the traffic levels would get back to 2005 levels after the roundabout project," indicating this would probably be some years. I think you will come to the same conclusion we have: the time to failure on the existing signalized intersections is pushed back a significant number of years from the current DOT projections, assuming the growth numbers used are correct (we challenge those as well).

Additionally, our intersections do not present the factors that normally warrant a DOT project on this scale. Accident rates are low, injuries were not reported, and no pedestrian injuries were noted in your study. Neither intersection is noted on DOT lists for Channelization Priority or Signalization Priority<sup>iii</sup>. This is normally required to obtain DOT action and funding for projects of this scope.

DOT staff members have clearly stated that our current funding is unique, is not based on need and is "use it or lose it." Dina Swires has stated there is no need for the project

currently, but there is an opportunity to build a project with Federal Dollars that would not qualify normally for funding<sup>iv, v</sup>.

Your staff has provided us with a supporting document on roundabouts increasing business success<sup>vi</sup>. We were previously familiar with this paper. The Colorado project it cites has a layout completely different from the CBD and WD in Blaine. All the buildings in the Colorado area are set back from the street, all have off street parking, and none are as close to a built roundabout as is proposed in Blaine. Blaine's historic CBD and WD are of a walking scale, not of a passenger vehicle scale to get from one business to another, and are heavily reliant for on-street parking for their success. We noticed that, although we offered studies and information to your staff that conflict with their salesman-like approach, they chose to ignore our material. This is why we have cited so many sources in this letter; there is a lack of two-way information between our parties.

Your staff has provided us with an example of a roundabout being built by a local business, as an example of why this project would be good for business. The statements made by DOT officials to our community were completely misleading, and we were given no time for rebuttal<sup>vii</sup>. This type of human behavior, from your staff, has been common in our public sessions.

Loss of parking and decreased impulse purchases is predicted with the Blaine project. Similar projects that have forced the closure of local businesses have brought successful lawsuits with substantial damages<sup>viii, ix</sup>. Given President Obama's last State of the Union speech, showing great concern for small business at this particular time in our country, and the need for more incentives to this vital engine in our economy, we find your project completely disrespectful of the effort of small businesses have put forward to stay open in our current economic climate.


We have been trying to tell your staff for months that Marina oversize loads are not properly considered in the current design. Repeatedly, we have been told the design is adequate, although there may be delays at the intersection for signage take down and will require police closure. We object to the business cost of these delays. At the Blaine Chamber meeting on 3 Feb 2010, DOT engineers suddenly realized we are correct, and the roundabout needs to be redesigned! The diversion tactic from Chris Damitio, that all such loads travel at night, was easily dismissed by one of our members whom regularly receives such loads only during daylight hours. The fact that your staff did not know the dimensions of the maximum legal oversize load allowed in Washington does not provide us with comfort in their competency. That Blaine has a Marina and Warf District has not been kept a secret from your staff.

Similarly, for months, the community has warned your staff about the train crossing conflicts with this project. Residents and businesses alike do not understand the current DOT plan for when BNSF has trains blocking traffic on Marine Drive. Currently, through traffic passes on Peace Portal when this occurs. However, when traffic cues into a roundabout it blocks all users. DOT's plan of passing on the left and riding on the truck apron is illegal in a single lane roadway<sup>x, xi</sup>. "If blockage is anticipated then the designer

should choose... closure at the rail crossing and closure at most entries to the roundabout<sup>mi</sup>. This is significantly worse than the current arrangement. Long closures, while not frequent, do happen here in a 20 to 40 minute time frame. Significant planning needs to be done in this area.

Given these statements by DOT staff and officials, I believe you can see why the Blaine community feels so negatively about this project. In our discussion yesterday with Ms Eng, she stated she was unwilling to halt this project. We ask that you do. Lacking this action and given the short length of time before construction begins, we ask you to hold off as long as you can on signing the winning bid in order for us to properly assemble the long list of public signatures we have collected for your consideration, and for your staff or yourself to properly address the issues listed.

Sincerely



Thomas Bridge  
Spokesperson  
Businesses in Opposition to Blaine Roundabouts

---

<sup>i</sup> Dustin Terpening, email to Jared Paben, February 2, 2010

<sup>ii</sup> Jim Jorgensen, Port of Bellingham Commission President, conversation with Thomas Bridge, January 28, 2010

<sup>iii</sup> Eric Shjarback and Jeff Jones, WSDOT, "I-5, Blaine Exit Interchange Improvements Traffic Analysis", July 23, 2007

<sup>iv</sup> Dina Swires, conversation with Laurie Bridge, February 3, 2010

<sup>v</sup> Tara Nelson, "DOT: Roundabout project is 'golden opportunity,'" *The Northern Light*, August 19, 2009.

<sup>vi</sup> Alex J. Ariniello, LSC Transportation Consultants, Inc., "Are Roundabouts Good for Business?", <http://www.ci.golden.co.us/files/roundaboutpaper.pdf>

<sup>vii</sup> Steve Crooks, email to Thomas Bridge, et al, February 4, 2010

<sup>viii</sup> Steve Crooks, email to Thomas Bridge, February 4, 2010

<sup>ix</sup> Cars are Basic, Inc, *Traffic Management and Roundabouts*, <http://www.carsarebasic.org/traffic.html> accessed January 30, 2010.

<sup>x</sup> Revised Code of Washington, RCW 46:61, Access Washington,

<http://apps.leg.wa.gov/RCW/default.aspx?cite=46.61>, accessed February 4, 2010

<sup>xi</sup> Jay Panches, Community Services Officer, Blaine Police, conversation with Thomas Bridge, February 4, 2010.

<sup>xii</sup> Federal Highway Administration, *Roundabouts: An Informational Guide*, Chapter 8.2 "At Grade Rail Crossings", US Department of Transportation, <http://www.tfhrc.gov/safety/00-0678.pdf>, accessed February 4, 2010

**From:** Terpening, Dustin [mailto:TerpeniD@wsdot.wa.gov]  
**Sent:** Tuesday, February 02, 2010 11:38 AM  
**To:** Paben, Jared  
**Subject:** FW: Yes to Blaine Roundabouts

Jared,  
Here's a note I received from a Blaine resident who said I could share as needed. Thought you might like to see and share it.

Did you ever review the "50" names listed on that letter? I counted them and after all the duplicates were accounted for, there were only 38 names, not 50. Am I missing some? Based on that, I'm concerned about the statement saying there are 500 signatures. Have you seen a copy of the signatures?

As always, we're more than happy to answer any questions or concerns local residents, businesses and drivers may have about the project. They can contact me or the project engineer directly.

Dustin Terpening - 360-757-5997 or [terpenid@wsdot.wa.gov](mailto:terpenid@wsdot.wa.gov)  
Chris Damitio - 360-788-7400 or [damitic@wsdot.wa.gov](mailto:damitic@wsdot.wa.gov)

Dustin

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**Roundabouts**

Thursday, February 4, 2010 10:54 AM

**From:** "Steve Crooks" <crookssr@comcast.net>  
**To:** "thomas bridge" <thomasbridge@yahoo.com>

As you are aware, I have testified on behalf of several land owners, the latest of which has been forced to close his business regarding the insertion of a roundabout at a previously signalized intersection. These traffic revisions perhaps achieve the goals of the various departments of transportation by improving the level of service and avoiding potentially serious t-bone type crashes. However, what they also do is to totally neglect the impact to impulse type retail businesses directly adjacent the project. The reason these businesses were on an intersection in the first place, was exposure to more traffic (potential customers) than a mid-block location. And for the privilege of these prime locations, more likely than not, up to a 25% premium was paid for the property.

Roundabouts require a different mind-set for the average motorist. Approaching a roundabout, the vehicle driver's attention shifts to yielding to the existing traffic already within the roundabout, entering the proper lane of the roundabout, avoiding any drivers not yielding as they enter, then properly exiting the circle safely. The focus is totally away from making any impulse buying decisions, but one of "survival" and to transit the roundabout safely. It is a legally accepted fact that "... nobody owns the traffic flow." But again, when land is taken, access altered, the businessman is entitled to damages and compensation. It is my sincere opinion that this part of the acquisition process has been totally neglected by the departments of transportation. To-date, they have demonstrated little if no concern to the business owners, business operation, and the economic impact of the roundabout.

**Steve Crooks**  
[crookssr@comcast.net](mailto:crookssr@comcast.net)

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- Trash [Empty]

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**BP Roundabout**

Thursday, February 4, 2010 9:43 AM

From: "Steve Crooks" <crookssr@comcast.net>

To: scharbco@telus.net, "thomas bridge" <thomasbridge@yahoo.com>, chuck48@comcast.net

Mail Search

First let me say thank you for the opportunity to meet with you and discuss the roundabout project proposed for Blaine. As I stated, I am very concerned regarding the proposed project and the survivability of your businesses. Going forward, if there is any I can do to assist you, please advise.

Yesterday, during the WSDOT presentation, there was mention of the fact that BP was installing a roundabout and at their own cost near the BP refinery at Cherry Point. Of course the true underlying message was they are safe for traffic and do not harm businesses. Look - even BP is building one! I did some checking this morning and was advised of the following:

1. Yes, BP has proposed that a roundabout be installed at the intersection of the Grandview Road and the Blaine Road. The Blaine Road t-bones into the Grandview Road from the north. Other than BP and Birch Bay traffic, the volume is minimal on both roads.
2. The project is expected to be permitted this year and construction finishing before the end of 2010. BP is funding the entire project.
3. The roundabout is to be a one lane road. BP requested the project. WSDOT has nothing to do with it, nor did they requested BP to build it.
4. The project is totally on BP land. There are no other property owners involved with the intersection.
5. Most important, the land adjacent the roundabout is open space. There are NO businesses of any kind built on this intersection.

So the inference that was made regarding this project was the same as the other assertions by WSDOT; totally misleading.

**Steve Crooks**  
**386 Grady Way**  
**Bellingham, WA 98226**  
**360-922-0460**  
[crookssr@comcast.net](mailto:crookssr@comcast.net)

**Annotated List of Businesses and Landowners  
Blaine Central Business District,  
Warf District,  
and Select Blaine City Council**

**53 Individual Signatures  
Representing 73 Business Ownership Interests  
and Properties**

collected by Thomas and Laurie Bridge  
Jan/Feb 2010

John Liebert  
City Council, Mayor Pro-Tem  
9721 Terrace Ave

Scott Dodd  
City Council  
993 Blaine Ave

Harry Robinson  
City Council  
9119 Great Blue Heron Lane

Jason Overstreet  
City Council  
1430 Blaine Avenue

Jason Overstreet  
Landowner, President  
Scrubby's Car Wash, Inc  
Red White and Brew Coffee, Inc  
388 Martin Street

Debbie Morley  
Manager  
West Marine  
439 Peace Portal Drive, Suite B

Al Holub  
Owner, Landowner  
Big Al's Diner  
234 D Street

Mike Dodd  
Owner, Port Leaseholder  
Blaine Marina, Inc  
214 Sigurdson Ave

Steve Dodd  
Owner, Port Leaseholder  
Blaine Marina, Inc  
214 Sigurdson Ave

Yo Pruitt  
General Manager, Port Leaseholder  
Boundary Fish Co, Inc  
Fishermans Warf

Bob Brooks  
President, Port Leaseholder  
Blaine Marine Services  
199 Marine Drive

Harvey Wilson  
General Manager, Port Leaseholder  
Star Fish Inc  
301 Marine Drive

Greg Lucero  
President  
End to End Productions, Inc  
477 Peace Portal Drive, #7

Christina Hannon  
President  
GIGI, Inc  
477 Peace Portal Drive, #107

Silva Gore  
President  
Seaside Bakery Café, Inc  
477 Peace Portal Drive, Suite 101

Kim Miller  
Owner  
Blaine Bouquets  
625 Peace Portal Drive

Lauri Walter  
Owner  
Blaine Bouquets  
625 Peace Portal Drive

Ross Burns  
CEO, Landowner  
Tamerlane, Inc  
439 Peace Portal Drive, Suite A

Bill Becht  
Owner  
Horseshoe Coin and Antiques  
810 Peace Portal Drive

Bill Becht  
President, Landowner  
Horseshoe Building, LLC  
810 Peace Portal Drive

Winnie Oldham  
Owner  
Winnie's Stop and Go Cut  
683 Peace Portal Way

Miguel Ramos  
Owner  
Miguel's Place/Passo Del Norte  
758 Peace Portal Drive

Emily Smith  
President, Chamber Board Member  
Blaine Promotions, LLC  
224 H Street

Rodger Ellingson  
Owner  
Attorney's office  
289 H Street

Art Lawrenson  
President  
Café International, Inc  
240 Martin Street

Art Lawrenson  
Landowner, Joint venture owner  
Wheel House Tavern  
746 Peace Portal Drive

Mary Amsberry  
Landowner  
625 Peace Portal Drive

Marv Adam  
President, Chamber Board member  
Maradam, Inc (Pizza Factory)  
738 Peace Portal Drive

Kylie Bestul  
Owner  
Little Red Caboose  
795 Peace Portal Drive

John Quimod  
Owner  
Little Red Caboose  
795 Peace Portal Drive

Duane Sammons  
President  
Blaine Insurance, Inc  
838 Peace Portal Drive

Janice Carpenter  
General Manager  
Wolten's True Value  
862 Peace Portal Drive

Steve Hagen  
Owner, Landowner  
Hagen's of Blaine  
816 Peace Portal Drive

Todd Robinson  
President  
Security Mail Services, Inc  
250 H Street

Simon A. N. Pennell  
President and CEO  
St. Moritz Watch Corp  
264 H Street, Suite D

Aaron Tuski  
Owner, Landowner  
Blackberry House  
321 H Street

Garth L Baldwin  
President  
Drayton Archaeological Research, Inc  
399 H Street, Suite I

Karen Pickering  
President  
The Northwest Horse Source, LLC  
711 3<sup>rd</sup> Street

Kenneth E Ely, DC  
Owner, Landowner  
Chiropractor  
365 H Street

Brad Smith  
President  
Smith and Partners, LLC  
328 Martin Street

Ghandi I. Vwich  
Owner, Landowner  
Farmers Insurance Agent  
341 H Street

Alan Finston, PT, OCS  
President, Landowner  
AJ Enterprises, LLC  
250 G Street

Richard Earet  
Landowner, President  
Alley Auto, Inc and  
Blaine Auto, Inc  
365 D Street

Thomas Bridge  
President, Landowner  
Drayton Harbor Building, LLC  
477 Peace Portal Drive

Laurie Bridge  
Vice President, Landowner  
Drayton Harbor Building, LLC  
477 Peace Portal Drive

Thomas Bridge  
President, Landowner  
Westwind, LLC  
684 Peace Portal Drive

Laurie Bridge  
Vice President, Landowner  
Westwind, LLC  
684 Peace Portal Drive

Dale Schrader  
President, Landowner  
Scharbco Foods Corp (Subway)  
429 Peace Portal Drive

Ken Imus  
President  
Jacaranda Corp, et al  
425, 500 block lot, 545, 551, 638, 648,  
801 Peace Portal Drive  
10,000sf 3 lots on G street

Joyce Vanderpol  
Owner  
Vanderpol Realty  
289 H Street

Anthony Andrews  
Owner, Landowner  
Tony's White Spot Café  
679 Peace Portal Drive

Suchada Probert  
Owner  
Chada's Thai Cuisine  
825 Peace Portal Drive

Mary Lee Hill  
Owner, Landowner  
Pastime  
658 Peace Portal Drive

Pierre Constantine  
Owner, Landowner  
Blaine Chiropractic  
245 H Street

Chrissy Nichols  
Owner  
Bella Hair Design  
215 Marine Drive

**Natalie Gehringer**  
Owner  
New Edge Hair Design  
264 C H Street

**Monty Whitt**  
Owner  
Drayton Harbor Realty  
677 Peace Portal Drive

**Bob Gudmundson**  
President, Port Leaseholder  
Westman Marine, Inc  
218 McMillan

Dear Senators, Representatives, and WSDOT:

The City of Blaine is about to receive two roundabouts in our commercial district at a cost of \$10-13 million dollars.

**The need for this project is based on flawed reasoning:**

Overall, Blaine's growth has stalled in the last two years (under 1%), and we have lost 4 retail businesses in our commercial area. WSDOT is using 4.5% growth (and from a high base count done in 2005) projected out many years, to justify the project<sup>1</sup>. Blaine has never seen prolonged growth in this range.

Although we do not have counts to prove it, businesses in this area report traffic is significantly less at these intersections from the 2005 counts done by the DOT.

The DOT designed the roundabouts for traffic flows of 2030. However, their own study shows the roundabouts will fail, by their own definition, a few years after. In the case of the southbound ramps, this failure occurs in 2031, just one year of increased traffic from the design year<sup>2</sup>. This is not a wise investment.

**The impacts of this project have not been given proper weight:**

There is the negative impact on business during the build. We are likely to permanently lose some businesses as they are right now "burning the furniture to keep the shop warm." Delaying the project a year would help these businesses recover.

There is a permanent loss of prime parking with the project. 14 spaces right in front of existing businesses are being lost. The financial impact of this loss is substantial. Property owners are being offered only \$500 for compensation and the DOT has refused the stakeholder's ideas of restitution: the DOT could acquire nearby land for parking. Delaying the project a year would allow for negotiation of this element.

Marina district and oversized loads: the project engineers have not demonstrated, to the satisfaction of the stakeholders in this vital economic zone, how such loads are going to make it through the designed project. Currently this issue is making the press in similar roundabouts in Granite Falls. Delaying the project a year would allow Blaine to see the resolution of the Granite Falls issues.

**Delay this project one year for further study.**

Signed Stakeholders in Blaine:

*Bob Gudmundson*  
Bob Gudmundson,  
WESTMAN MARINE

*Eric Shjarback*

<sup>1</sup> Eric Shjarback, and Jeff Jones, I-5, Blaine Exit Interchange Improvements: Traffic Analysis, July 23 2007, 2

<sup>2</sup> Shjarback and Jones, 4,5

*Scharbo*  
SCHARBO FOODS CORP.  
DBA SUBWAY - Blaine  
429 Peace Portal Drive  
Blaine WA 98220

**BLAINE CHIROPRACTIC CENTER**  
245 H STREET  
BLAINE, WA 98230

*Pierre Constantine*

*Westwind LLC*  
*Drayton Harbor Bldg LLC*

*Westwind LLC*  
*Drayton Harbor Building, LLC*

*Joyce B. Vanderpol* 1/29/10  
**JOYCE B. VANDERPOL**  
289 H Street  
Blaine, WA 98230

Dear Senators, Representatives, and WSDOT:

January 26, 2010

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Signed Stakeholders in Blaine:

*Deborah Morley* Debbie Morley  
*AL Hulub* AL Hulub  
*Michael M. Dodd* Mike Dodd  
*Steve Dodd* Steve Dodd  
*John Liebert* City Council John Liebert  
*Arroy Wilson* Arroy Wilson  
*Mandy Whit* Mandy Whit  
*Kim Miller* Kim Miller  
*BOUNDRARY FBH Co.*  
*Arroy Tuski*  
*Bob Brooks*  
*Blaine Marine Services*  
*CMR LLC*  
*M L Hill*  
*Christina Hannon*  
*Silva Gore*  
*Louis Walter*

<sup>1</sup> Eric Shjarback, and Jeff Jones, I-5, Blaine Exit Interchange Improvements: Traffic Analysis, July 23

2007, 2

<sup>2</sup> Shjarback and Jones, 4,5

JACKSON DA CORP.  
Quincy LLC  
HILLSIDE LLC

*Ken Jones*

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Delay this project one year for further study.

*Natalie Gehring* (Natalie Gehring)  
New Edge-Helm

Signed Stakeholders in Blaine:

*Ross Burns* Ross Burns  
*Winnie Oldham* Winnie Oldham  
*Beth the Barber* (Beth the Barber)  
*Miguel Ramos* Miguel Ramos  
*Mary Ansberry* Mary Ansberry  
*John Quinod* John Quinod  
*Jan Carpenter* Janice Carpenter  
*Todd Robinson* Todd Robinson  
*Bill Becht* Bill Becht  
*Emily Smith* Emily Smith  
*MARV Adrum* MARV Adrum  
*ART LAWRENSON* ART LAWRENSON  
*Kylie Bestul* Kylie Bestul  
*Duane Simmons* Duane Simmons  
*Steve Hargin* Steve Hargin

<sup>1</sup> Eric Shjarback, and Jeff Jones, I-5, Blaine Exit Interchange Improvements: Traffic Analysis, July 23 2007, 2

<sup>2</sup> Shjarback and Jones, 4,5

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The City of Blaine is about to receive two roundabouts in our commercial district at a cost of \$10-13 million dollars.

**The need for this project is based on flawed reasoning:**

Overall, Blaine's growth has stalled in the last two years (under 1%), and we have lost 4 retail businesses in our commercial area. WSDOT is using 4.5% growth (and from a high base count done in 2005) projected out many years, to justify the project<sup>1</sup>. Blaine has never seen prolonged growth in this range.

Although we do not have counts to prove it, businesses in this area report traffic is significantly less at these intersections from the 2005 counts done by the DOT.

The DOT designed the roundabouts for traffic flows of 2030. However, their own study shows the roundabouts will fail, by their own definition, a few years after. In the case of the southbound ramps, this failure occurs in 2031, just one year of increased traffic from the design year<sup>2</sup>. This is not a wise investment.

**The impacts of this project have not been given proper weight:**

There is the negative impact on business during the build. We are likely to permanently lose some businesses as they are right now "burning the furniture to keep the shop warm." Delaying the project a year would help these businesses recover.

There is a permanent loss of prime parking with the project. 14 spaces right in front of existing businesses are being lost. The financial impact of this loss is substantial. Property owners are being offered only \$500 for compensation and the DOT has refused the stakeholder's ideas of restitution: the DOT could acquire nearby land for parking. Delaying the project a year would allow for negotiation of this element.

Marina district and oversized loads: the project engineers have not demonstrated, to the satisfaction of the stakeholders in this vital economic zone, how such loads are going to make it through the designed project. Currently this issue is making the press in similar roundabouts in Granite Falls. Delaying the project a year would allow Blaine to see the resolution of the Granite Falls issues.

**Delay this project one year for further study.**

Signed Stakeholders in Blaine:

*[Handwritten signatures and names of stakeholders]*

Simon Pennell, CEO  
ST. MARY'S WATCH CO., INC

Richard Euret

GREG WILSON

Roger Ellingson  
Lien Officer / Roger Ellingson

Blaine City Council

Sam Freeman

Jason Overstreet  
Blaine City Council Member  
Owner of 2 Downtown Businesses

Scott Baldwin  
Scott Bald  
Council

Shelude Probst  
Suchods Probst

Whatcom PT

Alan Justice, PTCS

Anthony R. [unclear]

Eric Shjarback

Jeff Jones

<sup>1</sup> Eric Shjarback, and Jeff Jones, 1-5, Blaine Exit Interchange Improvements: Traffic Analysis, July 23 2007, 2

<sup>2</sup> Shjarback and Jones, 4,5

*[Handwritten signature: Kenneth E. Flynn]*  
Kenneth E. Flynn - Chrisproctor - 365 Hill Blaine

*[Handwritten signature: Karen Pickering]*  
Karen Pickering