

BELLINGHAM PEDESTRIAN MASTER PLAN UPDATE

Existing Conditions Analysis

August 5, 2022

CONTENTS

Contents	1
Project Implementation Status	2
Financial Feasibility.....	2
Equity in Project Implementation	2
Technical Plan Review	3
Review of Other Existing Plans	6
Benchmarking Questionnaire	10
Questionnaire Respondents	10
Pedestrian Network Planning and Development (Ch. 3)	10
City Standards, Ordinances, and Design Guidance (Ch. 4)	11
Pedestrian Programs (Ch. 5)	12
Project Prioritization, Cost Estimates, Funding (Ch. 6)	13
Equitable Engagement and Project Planning (Ch. 6)	14
Maintenance (Ch.6)	15
Other Implementation Strategies (Ch.6)	17
Conclusions	18

PROJECT IMPLEMENTATION STATUS

The 2012 Pedestrian Master Plan (PMP) was approved in August of 2012 and adopted into the Comprehensive Plan in November of 2016. It identified a 258-mile primary on-street pedestrian network, which did not include the Urban Growth Area (UGA). In order to build out this primary network, the Plan proposed 354 sidewalk infill projects and 58 crossing projects, for a total of 412 projects.

Between 2013 and 2020, the Bellingham City Council approved construction and funding in the 6-year TIP for 44 PMP sidewalk network links and 35 pedestrian crossings, for a total of 79 pedestrian improvements. Of the 258-mile network identified in the 2012 Pedestrian Master Plan, the City of Bellingham has completed approximately 162 miles (63%).

Table 1: Pedestrian Sidewalk Improvements Implementation Metrics

Pedestrian Sidewalk Improvements	Tier 1	Tier 2	Tier 3	Total
Total Sidewalk Projects	43	35	279	357 ¹
Projects Completed	16	8	20	44
Projects Not Yet Completed	27	27	259	313
Percent Completed	37%	23%	7%	12%

Table 2: Pedestrian Crossing Improvements Implementation Metrics

Pedestrian Crossing Improvements	Tier 1	Tier 2	Tier 3	Total
Total Crossing Projects	17	15	25	57 ²
Projects Completed	14	7	14	35
Projects Not Yet Completed	3	8	11	22
Percent Completed	82%	47%	56%	61%

FINANCIAL FEASIBILITY

In 2012, the estimated cost to complete this network was \$256,534,375. By 2020, the estimated completion cost had grown to \$333,494,688, which did not include costs for right of way or mitigation. The funding necessary to complete the network far exceeds the revenue available, which makes the existing plan financially infeasible as proposed.

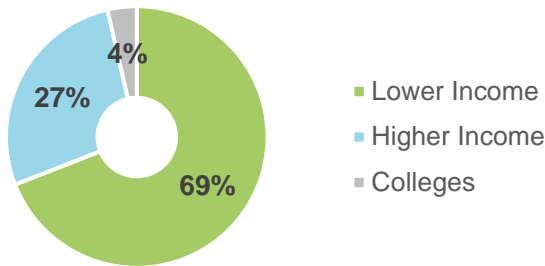
EQUITY IN PROJECT IMPLEMENTATION

Low-income housing, social services, and transit needs were weighted heavily in the 2012 PMP project prioritization process. The Whatcom Transportation Authority (WTA) also specifically focused on under-served populations in their 2016 WTA Strategic Plan Update and WTA 2040 long-range transit plan, which has been incorporated into Bellingham's multimodal transportation planning and the annual six-year Transportation Improvement Program (TIP). Between 2010 and 2020, over two-thirds of pedestrian improvements were in lower income neighborhoods.

¹ Some sidewalk projects were divided into pieces for funding and constructability.

² One crossing at SR 539/Tremont was eliminated as infeasible.

Figure 1: TBD Funded Pedestrian Improvements by Neighborhood, 2011-2020



TECHNICAL PLAN REVIEW

As part of the existing conditions analysis, Toole Design reviewed the policies and guidance included in the [2012 PMP](#) and identified opportunities to update them to reflect current best practices. The table below summarizes key recommended edits.

Page	Existing Language / Section	Recommendations
2-1	Policy 1.2 Enforce traffic laws that affect pedestrian safety and personal security	Language should emphasize need to apply enforcement in an equitable and judicious manner, emphasizing infractions that have a measurable effect on pedestrian safety.
2-2	Policy 2.3 Ensure that the transportation system is accessible to people with disabilities...	Update to emphasize implementation priorities of completed ADA Transition Plan (i.e. starting with High Priority Facilities as well as Educating City staff, consultants, and contractors on ADA compliance, Identifying opportunities to remove ADA barriers through grant programs, etc.).
2-2	Policy 3.3 Ensure that pedestrian facility design supports environmental objectives within the city.	This could be interpreted many ways (i.e. low carbon paving materials)—clarify meaning.
2-4	Policy 6.3 Foster a community culture supportive of walking as an important mode of transportation and recreation.	Not immediately clear what this looks like and how it is different from Policy 7.3. (Encourage walking for short trips). Consider clarifying or consolidating.
2-4	Policy Recommendations	In general, there are several seemingly redundant general policies around improving access/connectivity (2.2, 3.1, 3.4, 4.1, 4.2) and around encouraging walking (3.2, 6.3, 7.3). If goals are maintained, consider differentiating or consolidating.
3-7	Project Development Framework	Adjust framework to refine the City’s approach to low-speed, low-volume residential streets where a shared roadway or alternative walkway may be an appropriate facility.
3-16	Pedestrian Wayfinding	Acknowledge wayfinding installed along bike routes and consider a unified system for pedestrians and cyclists.
3-16	Lighting Study and Improvements	Consider prioritizing study locations based on an analysis of crashes where inadequate lighting was a contributing factor.

Page	Existing Language / Section	Recommendations
3-16	Trail Safety and Maintenance	Review and incorporate best practices from the Rails to Trails Conservancy's Urban Pathways to Healthy Neighborhoods: Personal Safety report on projects including trail patrols, youth engagement, trail design features, and maintenance recommendations.
4-3	Design Guidance	Pull design guidance out of Plan into a separate document
4-5	Ped Design Best Practices	Add language about limiting the distance between crossings.
4-6	Sidewalks	Add info about running slope and cross slope.
4-6	Sidewalks	Add guidance on alternative walkways and uncurbed roadways.
4-12	Pedestrians at Intersections	Add attribute about directness/deflection and minimizing delay; include legibility for drivers.
4-13	Marked Crosswalks	Use Continental Markings for all crosswalks.
4-14	Raised Crosswalks	A target speed of less than 10 mph for the raised area should be used on roadways with a posted speed of 25 mph. A target speed of 10 - 20 mph for the raised area should be used on roadways with a posted speed of 30 mph.
4-14	Raised Crosswalks	Add note on signage for raised crosswalks.
4-14	Raised Crosswalks	Consider adding guidance on materials.
4-15	Median Refuge Islands	Add reflective vertical elements (i.e. flex posts) to refuge islands for visibility for drivers/snowplows.
4-15	Refuge islands can be applied on any roadway with more than two lanes of traffic	Confirm that this includes turn lane.
4-16	Minimizing Curb Radii	Add reference to design vehicle requirements.
4-17	Curb Extensions	Add language about how curb extensions are typically used where there is an on-street parking lane and its width is typically the width of, or 1 ft less than, the width of the parking lane.
4-17	Curb Extensions	Add language about co-locating mid-block curb extensions with fire hydrants to maintain access to hydrants and to reduce impacts to on-street parking.
4-17	Curb Extensions	Painted curb extensions may be used as an interim measure and should be paired with edge objects such as flexible delineators to create a sense of enclosure and buffer from motor vehicle traffic.
4-18	Advance Stop Bar	Clarify: Text recommends 30' in advance but rendering looks like 10-15'.
4-20	Curb Ramps	Consider adding guidance on where curb ramps are required.
4-20	Curb Ramps	Consider adding guidance on gutters (including counter slope) and flares.
4-21	Crossing Beacons and Signals	Consider adding discussion of warrants and pedestrian detection (i.e. pushbuttons vs. passive detection).

Page	Existing Language / Section	Recommendations
4-23	Accommodating Peds at Signalized Crossings	Consider adding recommendations for maximizing the WALK interval and determining when push buttons are/are not appropriate.
4-24	Warning beacons shall not be used at crosswalks controlled by YIELD signs, STOP signs, or traffic signals.	Include an exception to this rule for roundabouts.
4-24	Active Warning Beacons	Add note of caution about using on roadways with high posted speeds.
4-25	Hybrid Beacon for Mid-Block Crossing	Add note about minimizing ped/bike delay and increasing compliance.
4-27	Shared Use Paths	Add page about shared use path intersection design (vehicle restriction, approaches, signage, etc.).
4-18	Sidepaths	Add guidance about when sidepaths are appropriate and when they are not.

REVIEW OF OTHER EXISTING PLANS

As part of the existing conditions analysis, we also reviewed other relevant plans to determine how they would inform the Pedestrian Master Plan update. The table below summarizes the plans reviewed:

Plan	Year	Summary	Relevant Highlights
Bellingham Local Road Safety Plan	2022	Analyzes crash data citywide to identify common crash factors and locations. Identifies existing and proposed safety improvements at the locations of fatal or severe injury crashes. Prioritizes locations for countermeasure implementation and identifies other citywide traffic safety measures.	Highlights work to upgrade streetlights and lower speed limits; Calls for additional locations for reduced speed limits, based on forthcoming speed and volume data to be collected on all arterial streets in 2022.
Transportation Reports on Annual Mobility (TRAM)	2021	Annual assessment of multimodal transportation concurrency status. Serves as an annual report card on how Bellingham provides mobility for people, goods, and services.	Identifies need to update the Transportation Impact Analysis (TIA) for Development Review; Considers implications of COVID-19 transportation impacts, including decrease in WTA ridership.
Six-Year (2023-2028) Transportation Improvement Program (TIP)	2022	Identifies major transportation projects planned for the next six years including budgets and funding sources.	Lists upcoming pedestrian and bicycle projects, Safe Routes to School improvements, and other major efforts to improve multimodal safety and connectivity.
Alabama Street Before & After Analysis of Vehicle Collisions, Speeds, & Traffic Volumes	2020	Analyzes speeds, volumes, and collisions on Alabama Street before and after the installation of a road diet and safety improvements.	The project yielded sustained safety benefits over time with a measurable reduction in both collisions and injuries; Traffic volumes and speeds have remained steady.
Other Current Corridor Improvement Studies		Feasibility studies that lead to funding and construction as part of the Transportation Improvement Program (TIP).	Lincoln-Lakeway Multimodal Transportation Study (2020-2021) Meridian-Girard Multimodal Safety Improvements (2020-2022) Parkview Elementary Safe Route to School Improvements (2020-2022) Kentucky-Nevada-Texas Bike Boulevard (2021)
Recently Completed Corridor Improvement Studies		Recently completed studies have informed proposals, leading to grant funding and construction.	West Illinois Pedestrian & Bicycle Safety Improvements (2020) James Street Multimodal Feasibility Study (2019) Meridian Street Roundabouts Feasibility Study (2019) Cordata-Stuart-Horton Safety

Plan	Year	Summary	Relevant Highlights
Bellingham Bicycle Master Plan	2014	Identifies steps toward creating a safe, connected network of bicycle facilities and supportive programs to encourage bicycling by all members of our community	<p>Improvements (2018) Telegraph Road Multimodal Improvements (2017-2018)</p> <p>Policy 1.2: Encourage motorists and bicyclists to follow traffic laws that promote safety; Policy 2.6: Connect the City's trail network with on-street routes; Policy 5.1: Improve access to active transportation opportunities; Policy 5.2: Meet the City's goals to improve air quality per the City's Climate Action Plan; Policy 5.3: Improve the health of Bellingham residents; Policy 7.1: Expand education campaigns to promote safe bicycling and driving, and respect for all roadway users.</p>
Downtown Bellingham Plan	2014	Updates the 2002 City Center Master Plan and identifies strategies to achieve a desired vision for Bellingham's downtown. Covers Transportation and Streetscape Design as well as Parking.	<p>Policy 7.2: Visually narrow streets and provide landscaping and other features to slow traffic on Downtown Streets; Policy 7.6: Link popular Downtown destinations by clear transportation connections, activity along sidewalks, safe crossings and directional signage; Policy 7.9: Encourage a grade-separated multi-modal connection to the Waterfront District; Policy 7.11: Allow and support parklets, bike corrals, temporary pedestrian zones, and other creative uses of the right-of-way... to activate the street and provide public space; Policy 7.16: Where appropriate, install warning signs or alternative surfacing treatments to signal to all alley users that this is a shared space...</p>
Waterfront District Subarea Plan	2019	Provides a framework for future development of the "Waterfront District" including a balance of environmental, economic and community objectives developed to restore the health of the land and water, improve waterfront access, promote a healthy and dynamic	<p>Calls for the creation of new access points over the BNSF and bluff between the waterfront and adjacent neighborhoods; Calls for traffic calming (i.e. narrow lanes, landscaping, paving textures);</p>

Plan	Year	Summary	Relevant Highlights
		waterfront economy, and reinforce the inherent qualities of the waterfront.	“Reduced surface parking is a key strategy in creating pedestrian-oriented development”
Fairhaven Neighborhood and Urban Village Plan	2012	Identifies goals and guiding policies that will help guide development in Fairhaven over the next 20 years.	Includes very specific recommendations for improved pedestrian safety, crossing improvements, sidewalk segments, trails, and street redesigns.
Samish Way Urban Village Subarea Plan	2019	Provides a policy framework for the development of an urban village in a 69-acre area surrounding Samish Way.	Calls for new street and pedestrian connections, access management, road diets, speed limit reductions, crossing improvements, wayfinding, and limiting vehicular access on particular streets.
Fountain District Subarea Plan	2020	Provides a policy framework for the creation of an urban village in the Fountain District, a 90-acre area along Meridian Street.	Calls for driveway consolidation, bike ramps, new bike lanes (including parking removal), one-way conversion, traffic calming, and crossing improvements.
Old Town Subarea Plan	2008	Provides a policy framework for managing growth and development in Bellingham's Old Town district, and for preserving and enhancing its natural and historical resources.	Calls for safe and comfortable pedestrian crossings over the train tracks to the waterfront, new bike routes, sidewalk widening, reduced parking requirements, and stormwater features.
Whatcom Transportation Authority (WTA) Long Range Transit Plan	2022	Serves as a guide for prioritizing new service. Creates a framework for keeping pace with changing demographic conditions, through increased frequency and new service types, such as Bus Rapid Transit and On-Demand service.	Equity focus for providing access to opportunities and service for those who need it the most; New on-demand service areas (Ferndale, Lynden, Birch Bay) and bus rapid transit; Proposes identifying locations for bus-only lanes, queue jumps, signal priority, bus bults, and level boarding as part of a High Frequency Transit Corridor Speed and Reliability Study to begin in 2022; Designates a Transit Access Fund that funds local jurisdictions improvements to help people walk to transit.

Plan	Year	Summary	Relevant Highlights
Mobility for All: Bellingham ADA Transition Plan	2021	Establishes the City of Bellingham’s ongoing commitment to providing equal access for all. Identifies barriers to accessibility and prioritizes improvement through a physical barrier inventory, a policy, procedure and design standard audit, and a stakeholder engagement process. Identifies barrier removal methods and prioritizes the implementation of facilities.	Locations for barrier removal were prioritized based on % of pop with disabilities and proximity to schools, parks, transit, controlled crosswalks, public buildings, commercial buildings, and community defined destinations.
Bellingham Consolidated Plan	2023	Prioritizes spending on homelessness, affordable housing, community services, climate resiliency, and disaster preparedness.	The City is now in the process of creating their new Consolidated Plan, which will cover the next five years, 2023-2027.
Bellingham Comprehensive Plan	2016	Six transportation goals: 1. Limit urban sprawl by linking land use and transportation planning 2. Provide safe, well-connected, and sustainable mobility options for all users 3. Increase infrastructure for bicycles, pedestrian, and non-single occupancy vehicle modes of transportation 4. Reduce dependence on single-occupancy vehicles 5. Maintain and improve streets, trails, and other infrastructure 6. Ensure that social equity needs are addressed in all transportation projects	T-6: Design multimodal transportation improvements on existing and new streets... with priority emphasis placed on [pedestrians]. T-9: Incorporate sidewalks, crosswalks, and bikeways identified in the Pedestrian and Bicycle Master Plans into all transportation capital improvements on public streets... T-11: Require all new development to construct sidewalks on all public streets identified as part of Bellingham's Citywide Pedestrian or Transit Network... T-27: Incorporate the needs of pedestrians, bicyclists, transit riders, and vehicle drivers of all ages and abilities into Bellingham's multimodal street standards. T-31: Provide accessible pedestrian and bicycle facilities for all through equity in public engagement, service delivery, and capital investment.

BENCHMARKING QUESTIONNAIRE

This section summarizes findings from the pedestrian benchmarking process, in which Toole Design staff posed questions to City staff to measure progress, challenges, and lessons learned in implementing proposals from the 2012 PMP. The questions were organized into the following summary areas:

- Pedestrian Network Planning and Development
- City Standards, Ordinances, and Design Guidance
- Pedestrian Programs
- Project Prioritization, Cost Estimates, Funding'
- Equitable Engagement and Project Planning
- Maintenance
- Other Implementation Strategies

QUESTIONNAIRE RESPONDENTS

- Chris Comeau, Transportation Planner
- Holly Pederson, ADA Coordinator
- Eric Johnston, Public Works Director
- Chad Schulhauser, Assistant Director of Engineering
- Mike Olinger, Assistant Director of Operations
- Todd Baker, Streets Maintenance Supervisor

Table 3: Benchmarking Interview Questions

Topic	Question	Comments/Notes
PEDESTRIAN NETWORK PLANNING AND DEVELOPMENT (CH. 3)		
Sidewalk Infill and Widening Projects (3-8)	How successful has the City been at implementing sidewalk infill and widening projects? (Plan includes 77 mi, 343 projects)	In total, city has built 162 miles of 258 mile on-street ped network (63% complete). This includes 82 total sidewalk and crossing projects, which is 20% of the 412 recommended project in the 2012 PMP.
Alternative Walking Pathways	What is City's current thinking around ADA-compliant alternative walking path options?	City is open to exploring all legitimate options.
Intersections and Crossings (3-8)	How successful has the City been at implementing intersection and crossing projects? (Plan includes 50 arterial, 1 local road, 3 trail, and 3 grade separated crossings)	City has implemented 35 of 57 total crossing projects (61% complete) including 14 of 17 Tier 1 crossing projects. We've also constructed several crossings not included in the PMP/BMP as parts of other projects or as maintenance/repair opportunities. See 2022 TRAM web page, Chapters 4, 5, and 6. The 2 remaining grade-separated crossings are highly unlikely to be funded and constructed.
Feasibility and Safety Studies (3-13)	What has the City's experience been with intersection/corridor feasibility and safety studies?	City has had tremendous success with corridor and intersection studies, all of which have led to grant funding and construction of improvements. Visit the Transportation Studies web page.

Topic	Question	Comments/Notes
Pedestrian Wayfinding (3-16)	What progress has the City made toward implementing a comprehensive pedestrian wayfinding system?	Downtown has some pedestrian wayfinding and kiosks with interesting historical information. Not much success in implementing Bicycle Wayfinding Plan , I don't see much interest in pedestrian wayfinding and most people use their phones for directions these days.
Lighting Study and Improvements (3-16)	What progress has the City made toward developing a strategy for improving lighting on key pedestrian routes?	In 2015, Bellingham converted all overhead street lights to LED, which improved street lighting overall.
Trail and Road Network Connectivity (3-16)	What progress has the City made toward developing a joint inventory of opportunities to increase connectivity in the primary pedestrian network through off street connections?	PW staff works closely with Parks staff and many trails are included in both the PMP and BMP with many crossing improvements where trails meet streets.
CITY STANDARDS, ORDINANCES, AND DESIGN GUIDANCE (CH. 4)		
Enhancement and Coordination of Standards	Over the last 10 years, what progress has been made to enhance and coordinate the city's guidance around roadway design as it relates to pedestrians?	2012 Pedestrian Master Plan; PW Staff Crossing Guideline Matrix; 2016 Comp Plan and Complete Networks Program; 2021 ADA Transition Plan; PW Design Guidelines and Street Standards.
Developer Improvements	How well do you work with developers to dedicate and fund frontage improvements that enhance the pedestrian network?	All developers are required to fund and construct public street frontage improvements to City standards with the exception of "Short Plats" of 4 or fewer lots/houses.
PMP design guidance	Do you reference the design guidance in chapter 4 of the PMP? <ul style="list-style-type: none"> - If so, is there anything missing, outdated, or irrelevant? - If not, what would make it more useful for you? 	Not really because it is a plan that does not have legal standing like the Bellingham Municipal Code does. Bellingham's street standards (BMC 13.04 and 0.8) are out of date. Update both the BMC street standards and PW Development Guidelines.
Design Vehicles	What design vehicles are used to determine street design and curb radii?	Depends on street type and function. Arterial streets generally need to accommodate WB-40, but WTA bus routes and designated freight truck routes need WB-67.
Stormwater Management (6-8)	Has the City integrated stormwater features into pedestrian network-enhancing infrastructure?	Rain gardens are common practices, especially downtown.

Topic	Question	Comments/Notes
Sidewalk Materials (6-8)	Has the City used pervious concrete for new sidewalk projects? - If so, what has your experience been as far as construction and maintenance?	Yes, but very few parts of Bellingham have soils that infiltrate and thus make pervious pavement drain. Maintenance of pervious sidewalk requires an expensive special vacuum machine.
Complete Networks Ordinance	How as the Complete Networks Ordinance changed the City's approach to implementing pedestrian facilities?	We always try to accommodate pedestrian and vulnerable users above motorized vehicles and SOVs, but we also have to be extremely strategic in balancing the travel needs for all users.
PEDESTRIAN PROGRAMS (CH. 5)		
Safe Routes to School	What has the City done to increase the number of children walking and bicycling to school?	Bellingham has funded and constructed many sidewalks and crossing improvements across arterial streets.
Safe Routes to School	What is the status of the school crossing guard program?	The City has advocated for the Bellingham School District to start this program with almost no success. The District now says that they are having conversations about it and there could be one school to serve as a pilot next year, but that is not yet certain.
Safe Routes to School	Has the City hired a Safe Routes to School Coordinator?	No and is unlikely to as this is primarily a School District responsibility
Neighborhood Walking Maps	Has the City produced neighborhood walking maps features enjoyable routes and destinations for walking?	Each of Bellingham's 25 Neighborhoods has a Circulation Map (Example = Birchwood) that shows the neighborhood transportation options available.
Traffic Safety Campaign	Has the City produced a marketing campaign emphasizing responsibility and respect between road users?	Yes, City has funded several public safety campaigns. 2017-2019 Travel with Care. 2021-2023 Protecting Mobility for All
Themed Walks	Has the City worked with partners to create themed walks?	Yes, Bellingham Downtown Art & Gallery Walks first Friday of each month; Bellingham Interactive Historic Walking Tours
Open Street Event	Has the City organized Open Street events?	Downtown Sounds street concerts
Open Street Event	Is the City interested in expanding Open Street Events beyond the Downtown Sounds concert series?	Yes, perhaps in graduated steps for those that involve street closures. Probably worth having a conversation about.
Professional Development Courses	What progress has the City made toward educating and training planners and engineers on pedestrian facilities and policy issues?	The City Transportation Planner is continuously attending professional development webinars, conferences, and courses to learn best practices.

Topic	Question	Comments/Notes
Professional Development Courses	Would the City be interested in expanding internal professional development opportunities around pedestrian planning/design for other City staff?	I think this is a good idea, but will need to get input from City Engineer on this.
Marketing Campaigns	What has the City done to encourage walking, biking, and transit trips through outreach to residents?	The City has provided free WTA bus passes to all employees. The City provides funding to WCOG and Whatcom Smart Trips
Speed Reader Board Loaner Program	Has the City deployed speed radar trailers?	Yes, the City has a speed trailer with radar detection that can be deployed on residential streets.
Pedestrian Crossing Enforcement Actions	Has the City conducted pedestrian crossing enforcement “sting” operations?	Yes, Bellingham Police have conducted random pedestrian crossing sting operations in the past on Holly Street, but not recently.
Walk Friendly Community Designation	Has the City pursued designation as a Walk Friendly Community?	No, the application process is lengthy and arduous and there are many other priorities.
Education and Encouragement Partnerships (6-22)	How has the City partnered with schools, youth groups, community agencies, and businesses around education and encouragement programs?	The City regularly works with the Bellingham School District, Western Washington University, Whatcom Community College, Whatcom Transportation Authority and provides funding to Whatcom Council of Governments (WCOG) and Whatcom Smart Trips

PROJECT PRIORITIZATION, COST ESTIMATES, FUNDING (CH. 6)

Pedestrian Project Funding	How are pedestrian projects typically funded?	36% of pedestrian plan sidewalk costs exceed \$1M. Some are \$2 or \$3 million. Most are not good grant candidates. Sidewalks and crossings are funded with local Transportation Funds or with state and federal grants for larger capital transportation improvements. Partnership funds are also important for grant funds.
Pedestrian Project Prioritization	Are the criteria used to prioritize projects in the 2012 still reflective of the City’s goals, values, and priorities?	Generally yes, but after 10 years, it’s time to refresh the criteria in the PMP.
Transportation Benefit District (TBD) / T-Fund	How much sales tax revenue is generated by the TBD/T-Fund and how is it allocated? What were the fiscal impacts of COVID?	In 2022 and 2023, approximately \$8.5 million in sales tax revenue is expected to be generated by the Bellingham Transportation Fund. This funding is allocated to street resurfacing; pedestrian-bicycle; and transit support and climate action. COVID online shopping, food delivery and take-out, and home-delivery

Topic	Question	Comments/Notes
		of consumer goods surged and so did sales tax revenue, which more than made up for the border closure and lack of sales tax from Canadian shoppers.
Cost Estimates (6-10)	Have the baseline cost estimates included in the PMP been consistent with recent sidewalk and path projects? How could these cost estimation tools be made more useful for planning purposes?	Cost to complete the “primary pedestrian network” has escalated from \$256M in 2012 to \$333M in 2020 and even higher in 2022 due to recent inflation. The PMP cost estimates do not include storm water, right-of-way, or mitigation costs and are typically low. The PMP update needs to include annual CPI inflation adjustment factors, but also a closer look at project-specific costs, such as retaining walls and railings.
Grant Funding (6-12)	Of the grant programs included in the PMP, which has the City had the most success with? Which have not been used? Lessons learned?	Success with most, including WSDOT Pedestrian & Bicycle Safety Program; Safe Route to School; Highway Safety Improvement Program; TIB Urban Arterial Program; TIB Sidewalk Program; federal Surface Transportation Block Grants. No applications for CDBG or TCSP. PMP and BMP prioritized project lists are helpful for grant writing success.
Grant Applications	What information and support would help you to prepare successful grant applications?	We’ve been extremely successful securing grant funds, but better cost estimates would be helpful.
Whatcom County Funding Sources (6-16)	Has the City received Economic Development Investment Program (EDI) funds for any transportation projects in the last decade? What about Real Estate Excise Tax (REET)?	Yes. 2013 I-5/W. Bakerview Overpass; 2018 Granary-Laurel Arterials in Waterfront District; 2022 Meridian/Birchwood Roundabout Phase 1. Real Estate Excise Tax has been used for Waterfront Plans and for At-Grade Street-Railroad Safety Crossings to work toward establishing a “Quiet Zone.”
Non-Traditional Funding Sources	Has the City made use of business sponsorships, philanthropic funding, volunteer groups, or community fundraising for recent pedestrian projects?	No and these are probably unrealistic to pursue.
EQUITABLE ENGAGEMENT AND PROJECT PLANNING (CH. 6)		
Public Engagement (6-24)	How has the City’s approach to project-based engagement evolved?	As evidenced by these plan updates and the most recent transportation corridor study, we are trying to be more inclusive and accessible than ever before. When recommended improvements are funded and become projects, then there is targeted public engagement for those most affected by the pending construction. The City of Bellingham is currently drafting a Limited English Proficiency Plan to adopt city-wide that will

Topic	Question	Comments/Notes
Project Equity Metrics (6-24)	How has the city incorporated equity metrics into its decision-making processes for project prioritization?	<p>provide a standard approach for public engagement with City projects, services and programs.</p> <p>As documented in Chapters 4, 5, and 6 of the 2022 TRAM, the vast majority of pedestrian and bicycle improvements constructed 2011 - 2022, whether funded by local T-Fund or state/federal grants 2011-2020 were in lower income neighborhoods. The City is committed to updating and enhancing metrics for social equity, income, physical disabilities, language, etc.</p>
Racism as a Public Health Crisis	How have the City's recent racial justice measures, including the City Council's Resolution affirming that racism is a public health crisis, affected the pedestrian project planning and development process?	<p>The City of Bellingham has established a Commitment to Human Rights and encourages feedback from everyone in our community. The City is using Engage Bellingham online to engage with the community on various City-sponsored projects, planning processes and programs. Feedback collected through Engage Bellingham will supplement other in-person engagement opportunities, including open houses and focus groups. Our goal is to create an inclusive and welcoming environment for all individuals in our City and we're taking steps to remove any barriers.</p>
MAINTENANCE (CH.6)		
Assessment Process	How do you evaluate and assess the quality of sidewalks and curb ramps?	<p>As part of the ADA Transition Plan for Pedestrian Facilities in the Public Right-of-Way, we have a map of existing streets and curb ramps based on priority locations. This data is used to start taking measurements of the existing pedestrian network. The Public Works GIS Team developed a custom GIS APP to record and track barrier removal. Our Inspectors use the APP to record measurements of the sidewalk, slopes, curb ramps and hazards. We will be gathering the data and creating a priority list for replacement.</p> <p>Operations receives priority missing links and ADA update needs from Engineering/Ped Plan and assesses curb ramps and missing sections as complaints and community needs are identified and reported to Operations. For capital projects, existing curb ramps and lack of curb ramps are analyzed during survey. Inspectors gather data on existing curb ramps as part of the ADA Transition Plan inventory.</p>
Pavement Condition	What is the general condition of pavement on sidewalks and pedestrian paths?	<p>The General condition is moderate. Depends on age, neighborhood location. Comparable to similar size cities. The city Sidewalk are generally in good condition. We</p>

Topic	Question	Comments/Notes
Snow Clearing	How do you carry out snow clearing operations? How are they funded? Do you have sidewalk equipment?	have an ADA transition plan in place and are working to repair and bring up to date as well as doing a condition study and assessment. We have de-icing units to prep for snow events. We have sanders, plows, and such for road response. As of now we have no sidewalk snow removal equipment. In the downtown area we use salt only on streets. Adjacent property owners are responsible for maintenance of that part. Would love to be able to help maintain sidewalks in snow events. They are few and far between, so it is difficult to prepare/plan and equipment is limited. Funding is from our street/general fund.
Pedestrian Facility Maintenance Schedule / Funding (6-12)	Has the City established a maintenance schedule for pedestrian infrastructure? - If so, does it include dedicated funding?	Streets is working with Engineering and our ADA Coordinator to establish the Transition Plan. We have a yearly concrete program. The street department has a healthy dedicated budget. Working with other city groups to address ped access. A lot of our response is complaint driven. Working toward adding scope to Capital and Departmental projects to upgrade more efficiently.
Management of Off-Street Connections (3-16)	What progress have the Public Works and Parks and Recreation Departments made toward establishing a protocol for the management of off-street connections?	The Parks and Recreation Department and Public Works Departments share the responsibility to manage the off-street trail connections. In general, Parks maintains gravel trails and Public Works maintain the sidewalks located in the City ROW's.
Community Trail Patrols / Maintenance (3-16)	Has the City explored any interventions to address residents' concerns about personal safety on greenways and trails (i.e. programs that involve residents or volunteer/paid ambassadors in trail patrols and maintenance)?	The Parks and Recreation Department expanded an existing Park Ambassador program in 2021 which added six (6) Park Ambassadors for Park Operations in 2021. The goals of the program is to promote public safety through onsite presence, educate and inform the public regarding park rules/regulations, perform light maintenance, and support facility rentals and special events. Our new Park Stewardship program will also engage the community by offering park stewardship opportunities to walk the trails, pick up litter, pick up dog waste, and educate the public on trail etiquette.

OTHER IMPLEMENTATION STRATEGIES (CH.6)

Annual Public Reporting (6-22)	The 2012 Plan calls for an annual public report on the implementation status of pedestrian projects. Is that something the city has done? Is it something the City would want to continue / begin?	See the Transportation Report on Annual Mobility (TRAM) , Chapters 4, 5, 6
ADA Transition Plan (6-22)	How has the City coordinated ADA transition projects with high priority pedestrian projects?	Every project in the 2023-2028 TIP include ADA upgrades identified in the 2021 ADA Transition Plan . This plan update will also incorporate ADA needs.
Crossings on WTA GO Routes (6-23)	What has the City done to improve crossings and the pedestrian environment along WTA GO Routes?	Access to WTA transit was a key criterion in the 2012 Ped Plan and will be again in this plan update. We work hand-in-glove with WTA on crossings at bus stops, where feasible. WTA has just introduced a new local grant fund to assist with this.
Plan Review (6-23)	Has a pedestrian facilities checklist been incorporated into the plan review process?	No, but this is covered in every pre-application meeting conducted through the development review process.
School Siting (6-23)	Have transportation and health impacts been incorporated into school siting policies/decisions?	Based on the 3 most recent new school sites (Wade King, Cordata, King Mtn), my answer would be not to the extent needed, but the School District may have a different response.
Zoning and Development Codes (6-23)	Has the City developed requirements and incentives for private property owners to incorporate pedestrian features into new projects? Has the City revised zoning and development codes to foster reduced automobile reliance in new developments?	Urban Village Master Plans allow parking waivers and unbundled parking, BMC 13.70 Multimodal Transportation Concurrency favors Urban Villages, BMC 19.06 Multimodal Transportation Impact Fees calculates person trips; helps to fund sidewalks and bikeways; and incentives Urban Village locations with automatic trip reductions of 22% to 25% in 5 Urban Villages, or up to 30% in Downtown and Fairhaven.

CONCLUSIONS

In the decade since the 2012 PMP, the City of Bellingham has made substantial progress toward developing a comprehensive pedestrian network. The City has successfully competed for many State and Federal grant programs. Having an updated PMP that puts more focus on feasibility will help the City better focus its resources over the next 10 years and continue to be successful in obtaining external funding.

The existing PMP cost estimates do not include stormwater, right-of-way, or mitigation costs, making them unrealistically low. Improved cost estimates will help the City continue obtaining grant funding. It has become clear that the complete project list proposed in the 2012 PMP, with a price tag of over \$333 million, is not financially feasible for the City. The updated PMP will draw on lessons learned to develop a strategy that provides maximum safety and connectivity within the constraints of available funding and right of way. It will also consider factors like CIP inflation, retaining walls, and railings as part of cost estimates.

The City reports implementation progress annually as part of its [Transportation Reports on Annual Mobility \(TRAM\)](#). The TRAM provides a detailed look at projects completed compared to the overall scope of what has been proposed in plans. It also acknowledges the challenges to completing the breadth of proposed sidewalk improvements. The TRAM can continue to provide a means for the City to share progress, opportunities, and challenges to the public and other stakeholders.

The updated PMP will present a refined strategy that includes guidance and considerations for alternative ADA-compliant walkways, for a faster and cost-effective means of providing safety, accessibility, and connectivity in locations where a full sidewalk may not be appropriate. It may also include recommendations for locations where it may make sense to include a sidewalk on one side of the street rather than both sides. In accordance with this approach, the Plan's network analysis framework will need to include a variable weight for existing street and sidewalk projects depending on whether they already have a sidewalk or walkway on one side versus both or none at all. In general, the criteria used to prioritize projects in the 2012 plan are still reflective of the City's goals, but they need to be refreshed.

The updated PMP will also need to consider the City's evolving approach to equity, both with respect to the provision of infrastructure and the use of enforcement. The City is committed to updating metrics to reflect social equity and account for varying needs with respect to disabilities, languages spoken, etc. The City has already begun prioritizing accessibility barrier removal to the extent that every project included in the [2023-28 TIP](#) includes ADA upgrades identified in the [2021 ADA Transition Plan](#). The City has also worked closely with WTA to upgrade crossings at bus stops, and this work will be aided by a new local grant fund recently introduced by WTA.

The City's Urban Village Master Plans have helped encourage developers to improve pedestrian conditions through an innovative [Urban Village Transportation Impact Fee Reduction Program](#) while reducing parking supply requirements. The updated PMP will need to reflect evolving approaches to accommodating growth and providing housing in the City, including potential expansions into the [Urban Growth Area \(UGA\)](#).