

APPENDIX D:
2012 EXISTING PEDESTRIAN RELATED POLICY

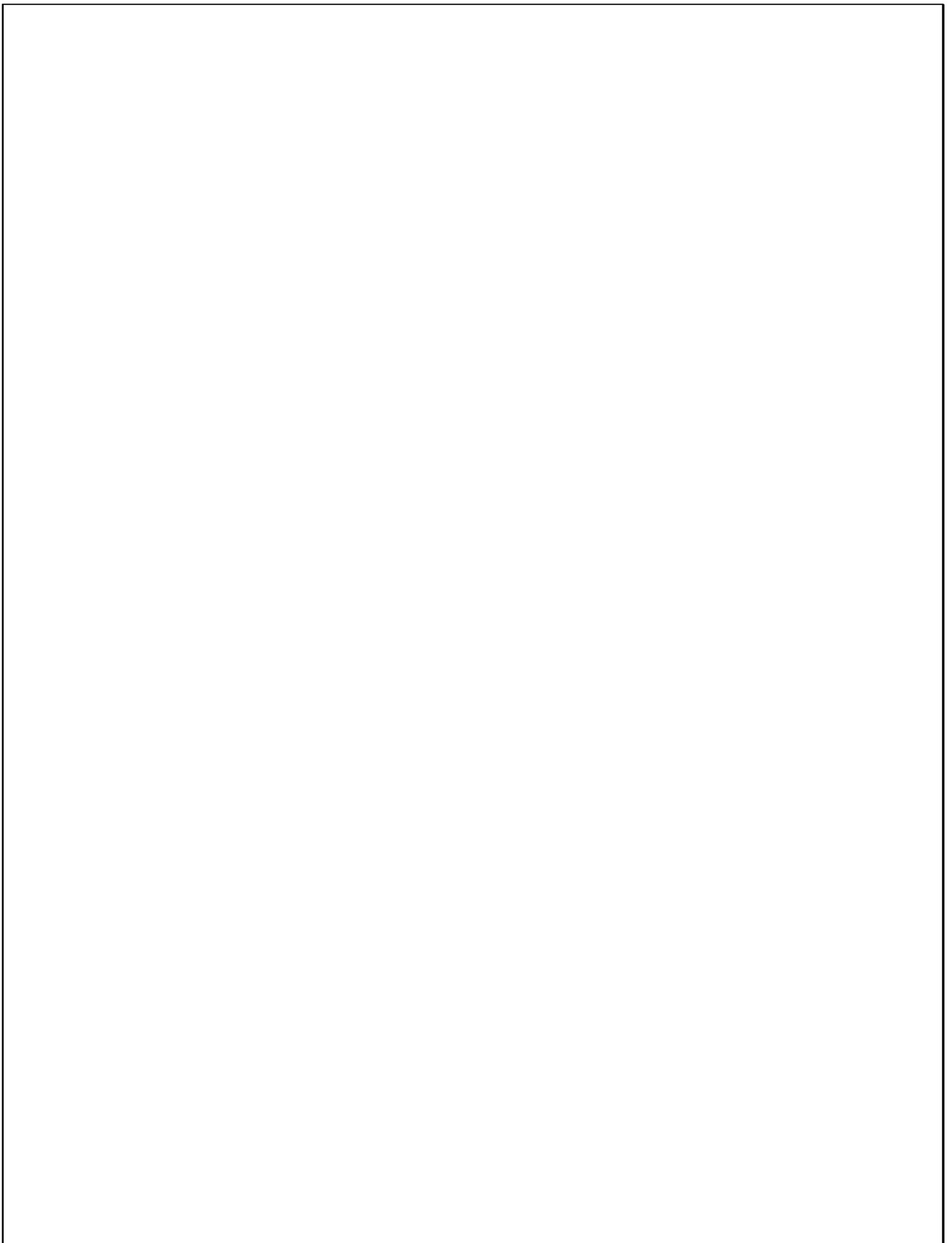


Table 1 Existing Multi-Modal Policies

AGENCY	GOAL, POLICY, OR STRATEGY STATEMENT RELATED TO MULTI-MODALISM
US Department of Transportation	
U.S. Department of Transportation in response to Section 1202 (b) of the Transportation Equity Act for the 21st Century (TEA-21)	<p>Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:</p> <p>bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.</p> <p>the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.</p> <p>where sparsity of population or other factors indicate an absence of need. For example, the Portland Pedestrian Guide requires 'all construction of new public streets' to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.</p>
Washington State	
Washington State DOT Objectives, Implementation Steps and Performance Measures	Increase bicycling and pedestrian transportation choices.
Policies and Practices, Milestone Report D – 12/18/07, prepared as background for the Washington State Bicycle Facilities and Pedestrian Walkways Plan:	Requirements: #1: Establishing a statewide strategy for addressing bicycle and pedestrian transportation; #2: Integrating bicycle and pedestrian travel with other transportation modes; #4: Determining the role of bicycle and pedestrian transportation in reducing automobile congestion; #5: Assessing statewide bicycle and pedestrian needs (needs related to state, city and county routes)
Washington State Bicycle Facilities and Pedestrian Walkways Plan (WSBFPWP):	Double the percentage of total trips made primarily by bicycling and walking in Washington within the next 20 years; and
WSBFPWP Chapter III. Policy Recommendations to Improve Conditions for Bicycling and Walking in Washington	<u>Preservation Objective:</u> Ensure no net loss in pedestrian and bicycle safety and mobility.
	<u>Mobility Objective:</u> Increase bicycling and pedestrian transportation choices.
	<u>Stewardship Objective:</u> Improve the quality of the transportation system by improving transportation access for all types of pedestrians and bicyclists, to the greatest extent possible.
Whatcom County	
Whatcom County Bicycle and Pedestrian Plan: Implementation strategy	Implement a system to periodically count pedestrian and bicyclist transportation mode share in strategic, targeted corridors and report trends and goals in the Transportation Improvement
Whatcom County Bicycle and Pedestrian Plan: Implementation strategy	The Plan recommends that since State Routes are the most heavily traveled transportation corridors, all State Routes should have “Complete Streets,” i.e., reasonable bicycle and pedestrian facilities installed as construction, resurfacing, and maintenance occur.
Whatcom Regional Transportation Plan	Consider alternatives to single occupancy vehicle in the development of the Transportation Element of the Comprehensive Plan.
Whatcom Regional Transportation Plan	Encourage standards for alternative facilities and systems.
Whatcom Regional Transportation Plan	Goal: Ensure that alternatives to single occupancy vehicles are seriously considered in the development of member jurisdictions transportation elements.
Whacom Regional Transportation Plan	Policy 6B-3: Consider incorporating the impact of additional traffic on existing substandard roads as part of defining level of service for county roads, in order to better define and prioritize transportation improvements and assess new development for its share of impact on existing roads.
Whatcom County Comprehensive Plan	Identify locations without pedestrian infrastructure and set a benchmark of completing that infrastructure in 5% increments per year over 20 years.
Whatcom County Comprehensive Plan	Support the development and use of new technologies to minimize reliance on vehicular travel
Whatcom County Comprehensive Plan	Support various modes of transportation including auto, bicycle, and pedestrian travel and with the intercity bus, rail, ferries and airline facilities.
Whatcom County Comprehensive Plan	Use Transportation Demand Management to encourage travelers to change from driving alone to walking.
WCRPO 2.2.9 Alternative Forms of Transportation	WCOG will work with member jurisdictions to encourage the incorporation of adequate alternative transportation (transit, pedestrian, bicycle, etc.) facilities in all road and development projects.

Table 1 Existing Multi-Modal Policies

AGENCY	GOAL, POLICY, OR STRATEGY STATEMENT RELATED TO MULTI-MODALISM
City of Bellingham	
Bellingham Comprehensive Plan	Support pro-active marketing, advertising, and public education efforts by the WTA, WCOG, and City and County Bicycle Pedestrian Advisory Committees to encourage major employers and businesses to provide incentives for their employees to use transit, non-motorized transportation, or car-pooling/ridesharing to get to work rather than single-occupant private automobiles.
Bellingham Transportation Chapter Part 8, General Policies, Highways and Arterials	TP-50 Walking and bicycling facilities should be provided on all new, reconstructed, or retro-fitted arterial streets, where right-of-way allows.
Central Business District Neighborhood Plan	Enhance crosswalks to establish a sense of hierarchy in pedestrian routes
City Center Master Plan	Facilities needed to encourage and safely accommodate pedestrians, bicyclists and transit riders are a high priority in the City Center and the City's capital budget should reflect this.
Comprehensive Plan, Transportation, Transportation Goals	TG-32 Emphasize and commit to the implementation of infill and Urban Village land use strategies to create residential densities that will support safe, viable, and convenient opportunities to use transportation modes other than the private automobile.
Comprehensive Plan, Transportation, Transportation Goals	TG-4 Raise the public's level of awareness about regional transportation issues, laws and regulations, and alternative transportation modes such as transit, rideshare, bicycling and walking to better achieve the goals of the comprehensive plan.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	Bellingham's adopted LOS standard is "Person Trips Available by Concurrency Service Area" based on arterial and transit capacity for motorized modes and on the degree of network completeness for pedestrian and bicycle modes, as listed below. The individual thresholds for each transportation mode available in each Concurrency Service Area are listed in Table 1. of BMC 13.70 Transportation Concurrency Management Ordinance.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-11 Establish Level of Service (LOS) standards for a range of multimodal transportation modes to identify deficiencies and need for improvements.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-17 Transportation funding for public roads should be directed primarily toward multi-modal improvements that will enhance safety and circulation within and between urban villages, infill areas, schools, and employment centers within City limits.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-22 Support pro-active marketing, advertising, and public education efforts by the WTA, WCOG, and City and County Bicycle Pedestrian Advisory Committees to encourage major employers and businesses to provide incentives for their employees to use transit, non-motorized transportation, or car-pooling/ridesharing to get to work rather than single-occupant private automobiles.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-37 Develop programs to reduce single-occupancy vehicle use, vehicle miles traveled, trip length, and travel during peak periods. Encourage more major employers and developments to implement transportation management plans (including flexible work schedules) that reduce single occupancy vehicle use and travel during the peak periods.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-38 Support efforts by the Whatcom Council of Governments in developing a Regional Transportation Demand Management program to encourage high occupancy vehicle and alternative transportation use, including incentives developed through coordinated efforts of WTA, City of Bellingham, Whatcom County, Port of Bellingham and major employers.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-46 The City should develop and promote Transportation Demand Management strategies and programs for the purpose of reducing automobile trips generated rather than increasing roadway capacity.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-47 Use Intelligent Transportation Systems (ITS) information management tools to inform the public of transportation options.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-5 Encourage land development proposals to utilize the full capacity of the existing multi-modal transportation system, especially transit and non-motorized modes.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-9 Ensure that alternative transportation modes are included in comprehensive plans, subdivisions, and other land developments.
Comprehensive Plan, Transportation Chapter Part 8, General Policies, Highways and Arterials	TP-48 Establish Person Trips Available by Concurrency Service Area for motorized transportation modes at Concurrency Measurement Points on arterial streets during weekday peak hours. Identify those facilities that are currently operating below the adopted Peak Hour LOS and identify specific actions necessary to bring these facilities up to standard.
Comprehensive Plan, Transportation Chapter Part 8, General Policies, Rail and Freight Transportation	TP-109 The City should work with Burlington Northern Santa Fe to provide safe and accessible pedestrian and bicycle crossings at trail, street, intersection, and other established pedestrian crossings.
Puget Neighborhood	Expand Neighborhood transportation options to more fully support pedestrian, bicycle and transit travel for mobility within neighborhoods

Table 1 Existing Multi-Modal Policies

AGENCY	GOAL, POLICY, OR STRATEGY STATEMENT RELATED TO MULTI-MODALISM
Puget Neighborhood Plan	Implement solutions that support a mode shift from motorized to walking, bicycling and transit. This may improve conditions for drivers by reducing the number of short car trips to access commercial and recreational destination in the neighborhood.
Transportation Concurrency Plan	<p>Maintain and Update the Concurrency Evaluation Tracking Tool to 2012 data - WTA will collect new transit ridership data in April 2011, the City will conduct new arterial traffic counts in 2011, and several new bicycle and pedestrian projects will be constructed throughout Bellingham. In addition, the 2011 update to the Comprehensive Plan will result in fundamental changes to plans for bicycle lanes and the creation of a Pedestrian Master Plan will result in fundamental changes to plans for sidewalks, as well as the status of the percent complete by CSA. The 2012 TRAC will incorporate all of these changes.</p> <p>Continued Refinement of Multimodal Transportation Concurrency Methodology - Continue to conduct additional sensitivity analysis to determine the effect of variable weighting factors on different modes of transportation and policy dials in different types of land use environments. There may be justification to award greater credit for completeness of bicycle and pedestrian facilities in Type 1 Urban Village CSA's and less credit for Type 3 Suburban CSA's to further the infill land use strategy</p>
Western Washington University Neighborhood	<p>Recommendation #8: The University should continue to work with WTA to reduce single occupant vehicle trips to campus and to complete specific pedestrian and bicycle facilities as identified in the Pedestrian Access and Bicycle Access sections of the January 1997 WWU Draft Comprehensive Master Plan.</p> <p>Recommendation #19: The University should reduce single occupant vehicle use and increase the frequency and number of transit options, car and van pools, and pedestrian and bicycle facilities to get to and from campus. WWU should also institute a bus pass program for students and staff.</p> <p>Recommendation #3: The city supports the efforts of WWU to reduce single occupant vehicle trips to campus, increase transit use by staff and students, and separate vehicles from pedestrians.</p>

Table 2 Existing Pedestrian Related Safety Policies

Agency	Goal, Policy or Strategy Statement Related to Safety
US Department of Transportation	
	Construct sidewalks (and curbs) and pedestrian bridges and install pedestrian signals to reduce traffic risks to children and adults.
Washington State	
WSDOT	Target safety investments toward known risk factors for pedestrians and bicyclists.
Washington Transportation Plan	To provide for and improve the safety and security of transportation customers and the transportation system
WSBFPWP Chapter III. Policy Recommendations to Improve Conditions for Bicycling and Walking in Washington	Simultaneously reduce the number of bicyclists and pedestrians killed or injured in traffic crashes by five percent each year.
Whatcom County	
Washington Regional Transportation Plan	Raise the public's level of awareness about regional transportation issues, laws, and regulations pertaining to all transportation modes.
Washington Regional Transportation Plan	Improve pedestrian and bicycle safety and mobility, by increasing connectivity
Washington Regional Transportation Plan	Provide high-quality, safe, convenient, accessible, cost-effective pedestrian safety improvements as stand alone and components of multi-modal transportation improvements
Whatcom Regional Transportation Plan	Consider enhancing and adding amenities to alternative transportation facilities to attract additional users such as connectivity information, computerized real-time bus schedule, lighting, benches, vendors, etc.
Whatcom Regional Transportation Plan	Increase Participation and Support for Safe Routes to School programs
WCCP	Support educational efforts that emphasize non-motorized transportation alternatives.
Whatcom County Comprehensive Plan	Identify site-specific on-street/road improvements needed for bicycle/pedestrian facilities along arterials and provide for regular shoulder sweeping and other maintenance as needed.
Whatcom County Comprehensive Plan	Work with PTA groups to identify and remove barriers to children walking, bicycling, or riding school buses to school.
Whatcom County Comprehensive Plan	Support commuter use and employer promotion of alternative modes of transportation (i.e., carpools, vanpools, transit, bicycles and pedestrian travel) where feasible and discourage reliance on the single-occupant vehicle.
Whatcom County Comprehensive Plan	Modify standards for sidewalks and crosswalks to increase emphasis on pedestrian needs.
Whatcom County Comprehensive Plan 6M-7	Provide safe pedestrian facilities within a one mile radius of community places such as schools, markets and libraries if there is residential or other developments that would generate significant foot-traffic within one mile radius.
Whatcom County Bicycle and Pedestrian Plan	Whatcom County Bicycle and Pedestrian Plan: Implementation Strategy: Develop and implement consistent and coordinated education and enforcement campaigns to assist vehicle drivers and non-motorized travelers to understand and abide by safe and courteous methods for sharing the road.

Table 2 Existing Pedestrian Related Safety Policies

Agency	Goal, Policy or Strategy Statement Related to Safety
City of Bellingham	
Bellingham Comprehensive Plan	TP-20 Support efforts by WTA, City and County Bicycle and Pedestrian Advisory Committees, and the WCOG to develop an ongoing public education program for all transportation users in the urban area to learn about the rights of pedestrians and other forms of non-motorized transportation.
Bellingham Comprehensive Plan	TP-23 Work with the Bellingham School District to implement Transportation Education programs, designed to promote transit and non-motorized transportation modes as part of a regional demand management program
Bellingham Comprehensive Plan	TP-109 The City should work with Burlington Northern Santa Fe to provide safe and accessible pedestrian and bicycle crossings at trail, street, intersection, and other established pedestrian crossings.
Bellingham Comprehensive Plan	TP-21 Coordinate efforts between Public Works, Planning and Community Development, and the Police Department to protect pedestrians and bicyclists on public streets
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-45 Encourage major employers to provide dressing room, showers, and lockers to facilitate walking, jogging, and bicycling to work.
Puget Neighborhood Plan	PTP 9: Develop multiple solutions for arterial-appropriate mitigation where vehicle travel speeds increase concerns for pedestrian safety, and/or where pedestrian travel must cross to access high frequency transit stops.
Puget Neighborhood Plan	Develop and promote efficient and safe access for motorists, pedestrians, bicyclists and transit users into, and through:the Lakeway/Lincoln neighborhood center and Civic Field complex
Samish Way Urban Village, Fountain District Urban Village)	Maximize sidewalk width for pedestrian safety and comfort.
Various Neighborhood Plans	increase support for safe routes to school
Western Washington University Neighborhood Plan	Provide for safe vehicular circulation to access major destination points, passenger drop zones, parking areas, and key pedestrian circulation routes (Western Washington University Neighborhood)
Western Washington University Neighborhood)	Recommendation # 10: Pedestrian projects should be initiated by the University to resolve the existing conflicts and to develop a more pedestrian oriented campus. These projects should be selected and prioritized according to the following principles: Pedestrian pathways need to be oriented to maximize safety and convenience and to minimize conflicts with vehicles and bicycles; Paths should be accessible to the disabled and secure at night with adequate lighting; Pedestrian pathways carry large volumes of traffic during class changes and should be wide enough to accommodate peak volumes and future population increases; and To support a pedestrian orientation on campus, future academic zones should be located within a 10-minute walk from the central campus.
York Neighborhood Plan	Construct sidewalks and curbs and pedestrian bridges and install pedestrian signals to reduce traffic risks to children and adults
York Neighborhood Plan	YTI-4 Improve marked pedestrian crosswalks for visibility and safety, where warranted.
York Neighborhood Plan	YTI-2 Identify safe pedestrian and bicycle routes, running north to south and east to west, to link neighborhoods internally and externally to destinations and encourage non-motorized transport.

Table 3: Existing Equity Policies

Agency	Goal, Policy, or Strategy Statement Related to Equity
US Department of Transportation	
	Federal law requires all new facilities constructed to be ADA compliant.
Washington State Department of Transportation	
Washington State Department of Transportation	Improve the quality of the transportation system by improving transportation access for all types of pedestrians, to the greatest extent possible.
Washington County	
Washington County Bicycle and Pedestrian Plan	Provide separated pedestrian facilities on State and local routes that pass by schools, libraries, markets, and housing to accommodate citizens of all age groups and ability levels.
City of Bellingham	
Bellingham Comprehensive Plan	TP-95 Support the WTA to provide accessible public transit service levels, both accessible fixed route and demand responsive service which, at a minimum, comply with or exceed the ADA Act of 1990 and FTA requirements and standards, including new guidelines and standards that will be developed.
Bellingham Comprehensive Plan	Ensure sidewalk and access ramps are complete on blocks with transit stops
Central Business District Neighborhood	#4: Strengthen the visibility of the pedestrian system, especially as it relates to the disabled.

Table 4: Existing Policies Related to Public and Environmental Health

Agency	Goal, Policy, or Strategy Statement Related to Public and Environmental Health
Washington State	
Washington State DOT	Include walking and bicycling as part of a strategy to improve public health and address climate change.
Washington 2030 Transportaton Plan	To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment
WSBFPWP Chapter III. Policy Recommendations to Improve Conditions for Bicycling and Walking in Washington	<u>Health and Environment Objective: 5-15 year Implementation:</u> Increase walking and bicycling will be a part of Washington State’s strategy to improve public health and address climate change.
Whatcom County	
Whatcom Regional Transportation Plan:	Work with the public and private sectors, groups and individuals to identify new safe and convenient route opportunities for bicycle and pedestrian transportation.
Whatcom County Regional Transportation Plan	Policy: Provide educational materials on the health benefits of walking and bicycling to the general public and local school districts.
Whatcom County Regional Transportation Plan	Identify sources and ways of pooling funds for projects that improve pedestrian connectivity and public health.
Whatcom County Regional Transportation Plan	Increase the availability and use of pedestrian infrastructure to reduce greenhouse gas emissions
Whatcom County Regional Transportation Plan	Policy: Provide educational materials on the environmental health benefits of walking and bicycling to the general public and local school districts.

Table 4: Exiting Policies Related to Public and Environmental Health

Agency	Goal, Policy, or Strategy Statement Related to Public and Environmental Health
City of Bellingham	
Climate Action Plan	14. Achieve Comprehensive Plan Alternative Transportation Mode Shift Goal (20,655 tons of eCO ₂). Achieving this goal is expected to depend on the success of a number of factors including the Whatcom Smart Trips program, the Social Data Individualized Marketing program, land use decisions, a steady increase in availability and convenience of mass transit (Whatcom Transit Authority's Go Lines in particular) as well as a widespread effort to make the city more pedestrian- and bicycle-friendly. Achieving this goal will require a wide range of actions local government can take to encourage the development of a city that is not so dependent on cars.
Comprehensive Plan, Transportation, Transportation Visions	TV-5 Bellingham reduces noise pollution and increases air quality by reducing its reliance on the automobile and promoting walking, bicycling and other modes of transportation.
Comprehensive Plan, Transportation, Transportation Goals	TG-2 Encourage and provide for energy efficient means of transportation in Bellingham
Comprehensive Plan, Transportation Chapter, Part 7, Transportation Goals	TG-6 Provide a transportation system which minimizes environmental and social impacts and reduces reliance on fossil fuels.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-31 Improve air quality by reducing vehicle exhaust emissions by promoting: alternatives to the single occupant vehicle; use of cleaner fuels; and, improving the operating efficiency of the transportation system.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-32 Promote energy conservation by implementing transportation demand management policies and through the use of alternative fuels.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-45 Encourage major employers to provide dressing room, showers, and lockers to facilitate walking, jogging, and bicycling to work.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-61 Give high priority to developing and maintaining non-motorized transportation facilities that lessen impacts on the environment and reduce energy consumption, such as the bicycle and pedestrian trails network.

Table 5: Existing Policies Related to Economic Sustainability

Agency	Goal, Policy, or Strategy Statement Related to Economic Sustainability
Washington State	
Washington 2030 Transportation Plan	To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy (RCW 47.04.280)
Whatcom County	
Whatcom County Comprehensive Plan	GOAL 6B: Create a cost-effective transportation system which optimizes public investment.
Whacom County Transportation Plan	3. To encourage use of single occupant vehicle alternatives and development of pedestrian scale neighborhoods, high density residential development shall be encouraged in urban growth areas with particular attention to those locations within cities and in close proximity to arterials and main transit routes.
Whacom County Transportation Plan	4. Cities are particularly encouraged to support transit and pedestrian friendly mixed use developments within their UGAs to help achieve the goals supported in these policies.
City of Bellingham	
Visions for Bellingham Goal Statements, Section 2 – Transportation:	VB 17 – Development patterns that encourage walking, biking and transit use are fostered through incentives and zoning regulations, including provisions for developments that allow people to live within walking distance of shopping and employment. These provisions may encourage small scale neighborhood centers as well as cottage industry or home occupations.
Visions for Bellingham Goal Statements, Section 7 – Downtown and Waterfront:	VB 50 – Pedestrians enjoy improvements downtown that reduce or eliminate cars on some streets or alleys, and provide space for public gatherings, such as a public square.
Visions for Bellingham Goal Statements, Section 7 – Downtown and Waterfront:	VB 51 – Parking improvements downtown emphasize support for downtown redevelopment, are pedestrian friendly, flexible, and adaptive to changing regional transportation technologies and patterns. Improvements may include satellite parking.
Comprehensive Plan, Transportation Chapter, Transportation Visions	TV-6 Pedestrians enjoy improvements downtown that reduce or eliminate cars on some streets or alleys and provide space for public gatherings such as a public square
Comprehensive Plan, Transportation Chapter, Part 7, Transportation Goals	TG-2 Encourage and provide for energy efficient means of transportation in Bellingham
Comprehensive Plan, Transportation Chapter, Part 7, Transportation Goals	TG-4 Raise the public's level of awareness about regional transportation issues, laws and regulations, and alternative transportation modes such as transit, rideshare, bicycling and walking to better achieve the goals of the comprehensive plan.

Table 5: Existing Policies Related to Economic Sustainability

Agency	Goal, Policy, or Strategy Statement Related to Economic Sustainability
Comprehensive Plan, Transportation Chapter, Part 7, Transportation Goals	TG-20 Prioritize pedestrian and bicycle facility improvements over auto-oriented improvements within Urban Villages and areas targeted for infill development.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-4 Provide development incentives (such as increased density, increased square footage, and parking requirement reductions) for new development located within Urban Villages and along and within ¼ mile of WTA Primary Transit Network corridors when amenities for transit users, bicyclists and pedestrians are included, while minimizing impacts to surrounding residential neighborhoods.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-5 Encourage land development proposals to utilize the full capacity of the existing multi-modal transportation system, especially transit and non-motorized modes.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-6 Encourage public and private development proposals to enhance the street side environment to maximize comfort of the transit user and pedestrian.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-39 Encourage use of non-automotive travel modes by developing parking management plans. Mechanisms to be considered include: An emphasis on short-term parking in retail areas; Market-based pricing of on-street parking meters to encourage short-term day time parking; Incentive-based pricing in garages to encourage long-term day time parking; Re-evaluation of appropriate minimum and maximum parking ratios for development proposals; and Elimination of “free” public parking in Urban Villages.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-40 Consider revisions to current zoning code requirements for the area adjacent to the CBD, Urban Villages, and major retail districts, as part of a parking management plan designed to reduce the minimum number of on-site parking spaces required for development and to increase preferential space and lower costs for car pool and van pool parking in private developments.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-41 Consider imposing a maximum amount of number of parking spaces allowed within Urban Villages and along the WTA Primary Transit Network where high frequency transit service exists prior to or concurrent with development.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-44 Provide preferential space and lower costs for car pool and van pool parking within the public right-of-way, and public facilities, where feasible.

Table 5: Existing Policies Related to Economic Sustainability

Agency	Goal, Policy, or Strategy Statement Related to Economic Sustainability
City Center Master Plan, Land Use and Zoning Policy	<p>“Downtown Bellingham should retain its role as the community’s center through preservation and increased use of its fine historic buildings. Professional offices, government services, cultural, art and entertainment facilities, support services, retail uses and higher density housing combine to create the complex mix that is “downtown.” Access to these features is supported by an integrated parking and alternative transportation system that is responsive to its users. New development adds to the existing building stock, complementing it in scale and quality. Public buildings set a standard of design quality that contributes positively to the community.</p>
City Center Master Plan, Land Use and Zoning Policy	<p>Achieving this goal is expected to depend on the success of a number of factors including the Whatcom Smart Trips program, the Social Data Individualized Marketing program, land use decisions, a steady increase in availability and convenience of mass transit (Whatcom Transit Authority’s Go Lines in particular) as well as a widespread effort to make the city more pedestrian- and bicycle-friendly. Achieving this goal will require a wide range of actions local government can take to encourage the development of a city that is not so dependent on cars.</p>
Draft Waterfront Plan	<p>The Waterfront District should be designed to increase pedestrian, bicycle and transit usage through the installation of appropriate infrastructure, land-use mixture and density, site design, policies, and education. Develop a transportation system which enables the movement of more people in proportionately fewer automobile.</p>
Draft Waterfront Plan	<p>Spatially connect the City to the waterfront through a network of new interconnected roads and trails designed to accommodate pedestrians, bicycles, automobiles, trucks and transit.</p>
Draft Waterfront Plan	<p>Block size within commercial mixed-use areas should be similar to or smaller than blocks in the existing CBD and Fairhaven. Blocks exceeding 240 feet in length or depth should include an alley or pedestrian access through the block. Large buildings on oversize blocks should include pedestrian access through the building during business hours.</p>
Draft Waterfront Plan	<p>Cul-de-sacs should be avoided unless temporary in nature or required to access areas constrained by water bodies, the railroad or bluff. If new cul-de-sacs are created, pedestrian or bicycle through connections shall be provided to adjacent blocks, where feasible.</p>
Draft Waterfront Plan	<p>Sidewalks or foot paths should be provided on both sides of all arterial and local streets within mixed-use areas. Pedestrian access to uses within Marine Industrial areas may be separated from traffic routes for safety.</p>

Table 5: Existing Policies Related to Economic Sustainability

Agency	Goal, Policy, or Strategy Statement Related to Economic Sustainability
Draft Waterfront Plan	Encourage building design which supports pedestrian-oriented commercial activity and provides opportunities for visual or interactive links between businesses and pedestrians within commercial or mixed-use areas.
Streetscape Policies	Well-designed signage and way-finding should be located at frequent intervals to direct visitors to business districts, parking, transit stops, bicycle and pedestrian routes and public places throughout the Waterfront District and provide public information about site history and natural features.

Table 6: Existing Policies related to Connectivity

Agency	Goal, Policy, or Strategy Statement Related to Connectivity
Whatcom County	
Whatcom County Comprehensive Plan	Develop strategies that remove barriers preventing people from using transportation alternatives.
Whatcom County Comprehensive Plan	Develop a system of off-road trail networks for non-motorized transportation to link population centers, employment centers and recreation areas.
Whatcom County Comprehensive Plan	Promote bicycle and pedestrian travel by systematically providing safe and convenient routes and facilities where feasible.
Whatcom Transportation Plan	Policy 6B-6: Identify and pursue funding sources for activities and improvements which encourage the use of transportation modes other than the single-occupant vehicle.
Whatcom Transportation Plan	Policy 6B-7: Use the financial resources available for transportation improvements to support a program of capital facilities needed for a multi-modal transportation system. The priority ranking system should balance the overall system and individual improvement needs.
City of Bellingham	
City Center Master Plan	“Downtown Bellingham should retain its role as the community’s center through preservation and increased use of its fine historic buildings. Professional offices, government services, cultural, art and entertainment facilities, support services, retail uses and higher density housing combine to create the complex mix that is “downtown.” Access to these features is supported by an integrated parking and alternative transportation system that is responsive to its users. New development adds to the existing building stock, complementing it in scale and quality. Public buildings set a standard of design quality that contributes positively to the community.
Comprehensive Plan, Transportation, Transportation Visions	TV-3 Both pedestrian and bicycle facilities connect living, working, education, and recreational areas throughout the town. New development is designed to be pedestrian friendly. Walking is made easier by requirements for street trees and separated sidewalks on all new or reconstructed arterials, except where existing mature vegetation or terrain suggest otherwise...
Comprehensive Plan, Transportation, Transportation Goals	TG-19 Increase mode share of bicycle and pedestrian trips by providing a safe, well-connected, and convenient bicycle and pedestrian circulation network throughout the city.
Comprehensive Plan, Framework Goals and Policies	VB 15 – Both pedestrian and bicycle facilities connect living, working and recreational areas throughout the town. New development is designed to be pedestrian friendly. Walking is made easier by requirements for street trees and separated sidewalks on all new or reconstructed arterials except where existing mature vegetation or terrain suggest otherwise. Bicycling as a form of recreation and bicycling as a form of transportation flourishes, using facilities that are well lit and are built and maintained to allow year-round, all-weather use, and allow safe on and off-street travel.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-1 Consider revision of land use plans to allow densities and mixes of uses that reduce the number and length of vehicle trips and increase the opportunity to use public transportation and non-motorized modes of travel.

Table 6: Existing Policies related to Connectivity

Agency	Goal, Policy, or Strategy Statement Related to Connectivity
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-4 Provide development incentives (such as increased density, increased square footage, and parking requirement reductions) for new development located within Urban Villages and along and within ¼ mile of WTA Primary Transit Network corridors when amenities for transit users, bicyclists and pedestrians are included, while minimizing impacts to surrounding residential neighborhoods.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-17 Transportation funding for public roads should be directed primarily toward multi-modal improvements that will enhance safety and circulation within and between urban villages, infill areas, schools, and employment centers within City limits.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-47 Use Intelligent Transportation Systems (ITS) information management tools to inform the public of transportation options.
Draft Waterfront Plan	The Waterfront District should be designed to increase pedestrian, bicycle and transit usage through the installation of appropriate infrastructure, land-use mixture and density, site design, policies, and education. Develop a transportation system which enables the movement of more people in proportionately fewer automobile.
Draft Waterfront Plan	Spatially connect the City to the waterfront through a network of new interconnected roads and trails designed to accommodate pedestrians, bicycles, automobiles, trucks and transit.
Draft Waterfront Plan	Block size within commercial mixed-use areas should be similar to or smaller than blocks in the existing CBD and Fairhaven. Blocks exceeding 240 feet in length or depth should include an alley or pedestrian access through the block. Large buildings on oversize blocks should include pedestrian access through the building during business hours.
Draft Waterfront Plan	Cul-de-sacs should be avoided unless temporary in nature or required to access areas constrained by water bodies, the railroad or bluff. If new cul-de-sacs are created, pedestrian or bicycle through connections shall be provided to adjacent blocks, where feasible.
Draft Waterfront Plan	Sidewalks or foot paths should be provided on both sides of all arterial and local streets within mixed-use areas. Pedestrian access to uses within Marine Industrial areas may be separated from traffic routes for safety.
Draft Waterfront Plan	Well-designed signage and way-finding should be located at frequent intervals to direct visitors to business districts, parking, transit stops, bicycle and pedestrian routes and public places throughout the Waterfront District and provide public information about site history and natural features.
Happy Valley Neighborhood Plan	HV POLICY-34: Pedestrian and bicycle routes should lead to neighborhood schools, recreation areas, shopping districts, and other neighborhoods using existing right-of-way and open space networks. Street trees, setback sidewalks, and bicycle lanes should be required on all new or reconstructed arterials in Happy Valley taking into account existing mature vegetation or terrain.
Puget Neighborhood Plan	PTP 7: Provide low-impact surface mitigation where common use has created informal pathways in the public right-of-way. (i.e., rocky, narrow footpaths with muddy and slippery surfaces during rainy season.) These pathways provide safety by separating motorized and non-motorized traffic. Improvement of these paths should be prioritized in places where they increase pedestrian access to neighborhood centers and/or Primary WTA Transit Corridors

Table 6: Existing Policies related to Connectivity

Agency	Goal, Policy, or Strategy Statement Related to Connectivity
Sunnyland Neighborhood Plan	The development of this old railroad corridor should be vigorously pursued to provide a connection for bicycles and pedestrians between the South Bay Trail and the Railroad Trail (Sunnyland Neighborhood Plan)
Western Washington University Neighborhood Plan	Recommendation #9: City staff will continue to work with WWU to ensure that city pedestrian improvement plans complement on-campus facilities. City and Western representatives will work with affected neighborhoods to identify where improved pedestrian connections are needed between WWU and neighboring residential areas as well as between WWU and commercial centers such as downtown, Fairhaven, and Sehome Village. Convenient pedestrian access to and on campus, including access from parking lots and transportation drop-off points, should be a priority for the City and the University in their respective capital facilities planning and implementation.

Table 7 Existing Pedestrian Related Land Use and Site Design Policies

Agency / Document	Relevant Recommendations
Washington State	
WSDOT Design Manual M22.01.07, Chapter 1510 Pedestrian Facilities:1510.04 Policy	Consider whether or not the project is within a city or an urban growth area that is ultimately intended to be developed as an urban density area with urban services, including transit. Inside incorporated cities, design pedestrian facilities in accordance with the city design standards adopted in accordance with RCW 35.78.030 on the condition they comply with the most current ADA requirements.
Whatcom County Regional Planning Organization	
Whatcom Transportation Plan:	Goal: Ensure that alternatives to single occupancy vehicles are seriously considered in the development of member jurisdictions transportation elements.
Whatcom Transportation Plan:	Policy: WCOG will work with member jurisdictions to encourage the incorporation ofadequate alternative transportation (transit, pedestrian, bicycle, etc.) facilities in all road and development projects.
Whatcom Transportation Plan:	Policy: All jurisdictions should be encouraged to adopt policies that improve bicycle and, where appropriate, pedestrian facilities on streets and roads functionally classified as major arterials.
Regional Transportation Plan	Traditionally limited to urban areas, sidewalks are now recommended in rural areas as well and should be added when roads are reconstructed, unless adjacent shared use paths or other facilities serve equivalent pedestrian connectivity. Washington State Department of Transportation (WSDOT) has adopted the standard that bicycle and pedestrian facilities shall be included in all new construction and reconstruction transportation projects.
Regional Transportation Plan	Paths are non-motorized routes that do not necessarily follow a roadway. Paths offer advantages over sidewalks in the following types of locations: through parks or natural areas; on former railroad rights of way or utility corridors; connecting dead end roads in residential or commercial developments; sidepaths along roads where there are few intersections or driveways; connecting schools to recreation or residential areas; connecting senior housing to commercial or service areas
Regional Transportation Plan	Whatcom County has adopted the design standards for Shared Use Paths as set forth in the WSDOT <i>Design Manual</i> Chapter 1020.
Whatcom County	
Whatcom County County-Wide Planning Policies	7. Priorities shall be established and expenditures coordinated for county-wide bicycle and trail corridors. Bicycle and pedestrian-specific trails and other facilities shall be included during project planning and review. Coordinated corridors and cost sharing should be explored among all responsible and interested parties.
Whatcom Transportation Plan, 2.2.10 Land Use	Goal: Where appropriate, reflect the comprehensive plans of the appropriate jurisdiction and of Whatcom County by encouraging land use types, mixes, and densities that promote balanced and effective transportation systems.
Whatcom Transportation Plan, 2.2.10 Land Use	Policy: In cities, urban growth areas, and other employment centers in unincorporated areas improve access to public and private transportation choices by encouraging and providing incentives for designs that support effective public and private transit and bicycle and pedestrian connectivity.

Table 7 Existing Pedestrian Related Land Use and Site Design Policies

Agency / Document	Relevant Recommendations
Whatcom County Comprehensive Plan	<p>GOAL 6D: Support land use planning efforts in Whatcom County which include land use types and densities that reduce reliance on single-occupant vehicles.</p> <p>Policy 6D-1: Allow densities and mixed uses in land use planning to reduce the number and length of vehicle trips, increase opportunity to use public transportation, and encourage pedestrian and bicycle trips.</p> <p>Policy 6D-5: Ensure the new developments provide safe and efficient infrastructure for pedestrians and bicyclists.</p> <p>Policy 6D-6: Encourage new housing developments to be located in urban growth areas and small towns to help provide a sense of community and safe, non-motorized transportation to community facilities and public transit nodes.</p>
Whatcom County County-Wide Planning Policies	3. To encourage use of single occupant vehicle alternatives and development of pedestrian scale neighborhoods, high density residential development shall be encouraged in urban growth areas with particular attention to those locations within cities and in close proximity to arterials and main transit routes.
Whatcom County County-Wide Planning Policies	4. Cities are particularly encouraged to support transit and pedestrian friendly mixed use developments within their UGAs to help achieve the goals supported in these policies.
Whatcom County Comprehensive Plan	Include internal pedestrian circulation systems as well as links to external systems in development projects.
Whatcom Transportation Plan:2.2.10 Land Use Plan	Goal: Where appropriate, reflect the comprehensive plans of the appropriate jurisdiction and of Whatcom County by encouraging land use types, mixes, and densities that promote balanced and effective transportation systems.
Whatcom Transportation Plan:2.2.10 Land Use Plan	Policy: In cities, urban growth areas, and other employment centers in unincorporated areas improve access to public and private transportation choices by encouraging and providing incentives for designs that support effective public and private transit and bicycle and pedestrian connectivity.
Whatcom Transportation Plan	Policy 6B-2: Develop a fair and equitable formula to assess development for transportation improvements, including but not limited to transit, pedestrian facilities, bikeways and roadways that are considered reasonably necessary as a direct result of proposed developments in Whatcom County.
Whatcom Transportation Plan	Policy 6B-3: Consider incorporating the impact of additional traffic on existing substandard roads as part of defining level of service for county roads, in order to better define and prioritize transportation improvements and assess new development for its share of impact on existing roads.
Whatcom Transportation Plan: 3.4 Western Washington University and the City of Bellingham	<p>Western Washington University (WWU) represents a major destination within the City of Bellingham. With currently over 12,000 students, and approximately 2,000 faculty and staff, the University has major transportation issues that impact the campus environment, surrounding neighborhoods, as well as the City and the bus service provided by the Whatcom Transportation Authority (WTA). In order to address transportation issues, close interaction is required between all of these entities.</p> <p>WWU contains some of the highest densities in Whatcom County with pedestrian, bicycle, transit, and auto commuting. With 3,500 parking spaces and a need to preserve space for academic, student and staff support facilities, WWU will have to plan for these alternative modes of transportation and parking.</p>

Table 7 Existing Pedestrian Related Land Use and Site Design Policies

Agency / Document	Relevant Recommendations
	<p>The first step is the updating of WWU’s Institutional Master Plan (IMP). While dealing almost entirely with the campus area, the plan acknowledges the need to be aware of possible transportation impacts effecting the surrounding neighborhoods.</p> <p>Maximize Alternative Transportation while accommodating parking.</p> <p>The most significant issues related to transportation planning are circulation principles and the patterns reinforcing circulation. All circulation principles and patterns in the IMP support the goal of prioritizing modes of transportation in the following order: 1) pedestrians, 2) bicycles, 3) transit, 4) vehicles. The IMP defines the necessary relationships between WWU, the Whatcom Transportation Authority, adjacent neighborhoods, and the City of Bellingham.</p>
City of Bellingham	
<i>Barkley Neighborhood</i>	Design Guidelines, #5 Design: Encouragement of public and private facility designs that enhance pedestrian access, ensure compatibility between uses and promote the design identity of the UDC.
<i>Barkley Neighborhood</i>	Design Guidelines, #5 Design: Encouragement of public and private facility designs that enhance pedestrian access, ensure compatibility between uses and promote the design identity of the UDC.
Barkley Neighborhood	Design Guidelines, #5 Design: Encouragement of public and private facility designs that enhance pedestrian access, ensure compatibility between uses and promote the design identity of the UDC
City Center Design Standards	The basic principles of design related to pedestrian access in Bellingham’s City Center are as follows: Maintain a clear definition of the street edge and enhance the street level as an inviting place for pedestrians
City Center Design Standards	The guidelines provide opportunities to consider multi-modal access, asking that all projects consider pedestrian safety, convenience and comfort of circulation, as well as supporting increased use of transit, carpool, bicycle and pedestrian access to downtown. Design details include the maintenance of building alignment at the sidewalk’s edge, primary entrance from the street, and where opportunities exist, the provision of places where people can stop, view, socialize and rest. Particular attention is paid to parking. Parking should be oriented to the rear, with safe and well-lit pedestrian circulation provided through the site, and maintained at a high quality at the sidewalk, where the parking access points cross. Lighting of sidewalks is required on all projects.
City Center Design Standards	In considering the siting of more auto-oriented and franchise commercial buildings, use landscape elements to screen edges of open sites and break up large parking lots and avoid multiple curb cuts.
City Center Design Standards	Enhance the street level as an inviting place for pedestrians. Providing features that are visually interesting and that are in human scale are essential. These may include storefront windows, display cases, art and landscaping.
City Center Design Standards	18. Use landscape elements to screen edges of open sites and to break up large parking areas.
City Center Design Standards	Extensive amounts of paving discourages pedestrian activity and weakens the edge distinction between the site and the street.
City Center Design Standards	Also define and enhance pedestrian routes with landscaping and accent paving

Table 7 Existing Pedestrian Related Land Use and Site Design Policies

Agency / Document	Relevant Recommendations
City Center Design Standards	21. Maintain the pedestrian-oriented streetscape edge.
City Center Design Standards	Locate a building at the street edge. This may include administrative offices, separate retail uses or views into manufacturing areas. At a minimum, there should be activity visible from the sidewalk.
City Center Design Standards	Using temporary (changeable) product display cases or landscaping may also be appropriate
City Center Design Standards	7. Preserve the historic character of a storefront, when it is intact, to maintain the interest of the street to pedestrians.
City Center Design Standards	If evidence of the original design is missing, use a simplified interpretation of similar storefronts. The storefront still should be designed to provide interest to pedestrians, but should not create a false sense of history.
City Center Design Standards	4. Provide well-lit and convenient pedestrian access to all parking facilities.
City Center Design Standards	Where new or renovated parking facilities interrupt existing patterns of pedestrian circulation, provide safe pedestrian routes through the site.
City Center Design Standards	Maintain strong emphasis on the pedestrian environment at the sidewalk crossing of parking access points.
City Center Design Standards	6. Where a parking facility abuts a public sidewalk, provide a buffer.
City Center Design Standards	Consider the planting of shrubs, vines and small trees of at least four feet in height, which can aid in the circulation of pedestrians and vehicles by demarcating boundaries and aisles and drawing attention to desired openings and paths for pedestrians.
City Center Design Standards	11. Design a parking facility so that there is quick access and clear, separate pedestrian routes to the outside
City Center Design Standards	13. Design pedestrian, bicycle and vehicle circulation to develop a hierarchy of design priorities that support multi-modal transportation.
City Center Design Standards	All projects should consider pedestrian safety, convenience and comfort of circulation.
City Center Design Standards	All public and private projects should support increased use of transit, carpool, bicycle and pedestrian access to downtown.
City Center Design Standards	Site Design - Orient buildings to public streets and open spaces in a way that corresponds to the site's natural features and enhances the character of the street for pedestrians.
City Center Master Plan	The streetscape should be designed to enhance the pedestrian experience and to establish a unifying image for the City Center. Over time, variations in the streetscape scheme could be used to highlight the different Character Areas within the City Center.
City Center Master Plan	Key recommendations include installing more street furniture, installing pedestrian light standards, and expanding downtown streetscape improvements including paving, bollards, trees and other accents to a wider area.
Comprehensive Plan, Transportation Chapter, Transportation Goals	TV-2 Development patterns that encourage walking, biking and transit use are fostered through incentives and zoning regulations, including provisions for developments which allow people to live within walking distance of shopping and employment. These provisions may encourage small scale neighborhood centers as well as cottage industry or home occupations.

Table 7 Existing Pedestrian Related Land Use and Site Design Policies

Agency / Document	Relevant Recommendations
Comprehensive Plan, Transportation Chapter, Transportation Goals	TG-32 Emphasize and commit to the implementation of infill and Urban Village land use strategies to create residential densities that will support safe, viable, and convenient opportunities to use transportation modes other than the private automobile.
Comprehensive Plan, Transportation Chapter, Transportation Goals	TG-32 Emphasize and commit to the implementation of infill and Urban Village land use strategies to create residential densities that will support safe, viable, and convenient opportunities to use transportation modes other than the private automobile.
Comprehensive Plan, Transportation Chapter, Transportation Policies	TP-58 Residential street standards are to be used as a guide in the development process. The actual width of the right-of-way and pavement shall be reviewed on a case by case basis as per BMC 13.04. Right-of-way and pavement width shall be the minimum necessary to provide for the safe use of vehicles, public transit, bicycles, and pedestrians.
Comprehensive Plan, Transportation Chapter, Transportation Goals	TG-32 Emphasize and commit to the implementation of infill and Urban Village land use strategies to create residential densities that will support safe, viable, and convenient opportunities to use transportation modes other than the private automobile.
Comprehensive Plan, Transportation Chapter Part 8, General Policies	TP-1 Consider revision of land use plans to allow densities and mixes of uses that reduce the number and length of vehicle trips and increase the opportunity to use public transportation and non-motorized modes of travel.
Comprehensive Plan, Transportation Chapter, General Policies	TP-6 Encourage public and private development proposals to enhance the street side environment to maximize comfort of the transit user and pedestrian.
Comprehensive Plan, Transportation Chapter, General Policies	TP-42 Support the location of safe new or expanded park-and-ride and car pool lots and support increased safety measures in existing park-and-ride and car pool lots.
Comprehensive Plan, Transportation Chapter, General Policies	TP-43 Encourage the use of common parking facilities among compatible, adjacent land uses where feasible.

Table 7 Existing Pedestrian Related Land Use and Site Design Policies

Agency / Document	Relevant Recommendations
Comprehensive Plan, Transportation Chapter, General Policies	TP-62 Identify site specific off-street bicycle/pedestrian facilities in the Parks and Open Space Element and in the Capital Improvement Program; on-street facilities should be incorporated into roadway improvement plans.
Comprehensive Plan, Transportation Chapter, General Policies	TP-63 Include adequate (e.g., to or exceeding WSDOT standards) facilities for safe and convenient bicycle and pedestrian travel in all roadway improvement projects where warranted and/or feasible.
Comprehensive Plan, Transportation Chapter, General Policies	TP-64 Utilize appropriate urban design elements to promote a pedestrian environment in areas of heavy pedestrian usage (e.g., commercial, governmental, business and medical centers, and transit centers).
Comprehensive Plan, Transportation Chapter, General Policies	TP-65 Provide safe, convenient and protected bicycle parking at activity centers such as commercial areas, institutions, parking garages, park-and-ride facilities and transit terminals.
Comprehensive Plan, Transportation Chapter, General Policies	TP-67 Develop compatible bicycle/pedestrian facility standards between the City and County, including consistent maintenance standards and agreements.
Comprehensive Plan, Transportation Chapter, General Policies	TP-69 Maintain bicycle and pedestrian facility surfaces for comfort and safety.
Comprehensive Plan, Transportation Chapter, General Policies	TP-70 Existing trail facilities should be retrofitted and new trails designed in accordance with the 1990 Americans With Disabilities Act (ADA).
Comprehensive Plan, Transportation Chapter, General Policies	TP-71 Coordinate development plans and route classifications with Whatcom County for Bellingham Urban Growth Area roads and trails which will increasingly serve as bicycling and foot travel facilities for City residents.

Table 7 Existing Pedestrian Related Land Use and Site Design Policies

Agency / Document	Relevant Recommendations
Comprehensive Plan, Transportation Chapter, General Policies	TP-72 Continue to pursue the repair and construction of sidewalks and pedestrian ways, with an emphasis on areas with greater pedestrian use. Some of those areas of the City which deserve priority for sidewalk work include: Sidewalks which serve as routes to City schools and parks; Neighborhoods adjacent to Western Washington University and the CBD; Urban villages, neighborhood centers, and infill areas; The more densely populated areas, especially developing multi-residential areas; and Along and within ¼ mile of WTA Primary Transit Corridors.
Comprehensive Plan, Transportation Chapter, General Policies	TP-73 Pedestrian circulation plans shall be required for commercial and large multi-family projects. Pedestrian facilities shall connect commercial and multi-family buildings with the abutting street(s) to encourage pedestrian/transit use.
Comprehensive Plan, Transportation Chapter, General Policies	TP-74 Require the construction of sidewalks or walkways with multiple residential, commercial or industrial development, where pedestrian facilities are appropriate, prior to issuance of occupancy permit.
Draft Waterfront Plan	Design a network of arterial streets and trails to serve as the primary vehicle, bicycle and pedestrian access routes to development sites and public amenities within the Waterfront District.
Draft Waterfront Plan	Adopt design standards which encourage an appealing and comfortable pedestrian street environment within commercial and residential mixed-use areas with buildings located contiguous to sidewalks, building entrances facing public streets, transparent glass on businesses at ground level, weather protection, landscaping, artwork, lighting and outdoor seating areas. Allow alternate design standards to be established for institutional campuses or business parks with internal pedestrian access.
Draft Waterfront Plan	Design and construct local streets, alleys, bike and pedestrian routes to provide access to individual buildings and parking areas at the time development is proposed.
Fountain District Urban Village	Consolidate driveways along Meridian and Elm whenever possible to increase automobile, bicycle and pedestrian safety
Fountain District Urban Village	Develop sites to create an interesting and comfortable environment for pedestrians
Fountain District Urban Village	Provide low-intensity, pedestrian-scale lighting for entries, walkways, parking lots and refuse enclosures. Prevent “light pollution” by directing lighting away from the sky, dwellings and adjacent residential developments
Fountain District Urban Village	Promote transit use by coordinating with private property owners to provide bus shelters and other bus stop amenities wherever possible. Orient development towards accessible transit stops to create a comfortable and safe environment for pedestrians and transit riders.
Fountain District Urban Village	Maximize parking spaces and enhance pedestrian connectivity on residential streets in the Commercial Core and Transition areas by requiring new development to provide a pedestrian walkway between buildings and parking area. New commercial development will not be permitted to use the sidewalk as parking lot driveway access

Table 7 Existing Pedestrian Related Land Use and Site Design Policies

Agency / Document	Relevant Recommendations
Meridian Neighborhood Plan	Goal 22: The Meridian Neighborhood should be recognized as a unique commercial district with a distinct boundary. Ongoing planning for this area should be done which focuses on physical design objectives including circulation planning for pedestrians, bicycles, and vehicles; site and building design guidelines; protection and integration of natural systems and amenities; and definition of distinct district boundaries
Multi-Family Design Guidelines (Site Design)	2b: Emphasizing the pedestrian entry to the site from the fronting street with landscaping, special paving, gateways, arbors and similar features
Multi-Family Design Guidelines (Site Design)	3. Provide a main pedestrian walkway from the street to building entries, as well as from the parking lot to the building
Multi-Family Design Guidelines (Site Design)	Neighborhood Connections - Provide functional pedestrian and vehicular connections to existing neighborhoods.
Multi-Family Design Guidelines (Site Design)	1a. Providing convenient pedestrian connections between the street, bus stops, buildings, parking areas and recreation areas
Multi-Family Design Guidelines (Site Design)	1c. Taking advantage of opportunities to connect pedestrian walkways, bicycle routes and/or access drives between developments.
Multi-Family Design Guidelines (Site Design)	1b. Break large parking lots into small ones in a way that provides easy access for pedestrians
Multi-Family Design Guidelines (Site Design)	Fences and Walls Adjacent to Streets - When using fences or walls, use designs and materials that will maintain a pedestrian scale along streets or public walkways
Multi-Family Design Guidelines (Site Design)	3. Providing a horizontal trellis or other pedestrian oriented feature that breaks up the size of the blank wall's surface and adds visual interest
Multi-Family Design Guidelines (Site Design)	2b. Providing a horizontal trellis or other pedestrian oriented feature that breaks up the size of the blank wall's surface and adds visual interest.
Multi-Family Design Guidelines (Site Design)	Entries - Clearly define the main entrance of a building, orient it to a pedestrian walkway and enhance safety through lighting and visibility.

Table 7 Existing Pedestrian Related Land Use and Site Design Policies

Agency / Document	Relevant Recommendations
Municipal Code 13.04.030 (Primary Major Arterials)	H. Planning Features. Desirable to bypass major shopping areas, parks, and residential developments; should never be adjacent to elementary schools or areas of high pedestrian traffic; Primary arterials will seldom be closer than one mile apart.
Municipal Code 13.04.040 (Secondary Arterials)	I. Planning Features. Secondary arterials will seldom be located closer than ½ mile from a primary or other secondary arterials. It is desirable to bypass major shopping areas and parks; secondary arterials should never be adjacent to elementary schools or areas of high pedestrian traffic.
Municipal Code 13-10.03 Block Design	The maximum length of a block is 1,320 feet. The maximum width is 500 feet. Where blocks exceed 500 feet in length, pedestrian easements may be required if deemed necessary.
Municipal Code 13-8.06 Pedestrian Ways	Pedestrian ways may be required where blocks are exceptionally large or where there is a need for pedestrian access in areas other than along streets. Such ways shall be at least 3 feet in width and shall be surfaced with hard, dust-free, level material acceptable for walking.
Old Town Sub-Area Plan	1. Follow Old Village Trail Plan guidelines when redeveloping property along the Bancroft Street right-of-way to promote and enhance it as a pedestrian and bicycle connection.
Old Town Sub-Area Plan	2. Incorporate pedestrian-friendly interfaces within redevelopment properties along the Old Village Trail with features such as entries and windows.
Old Town Sub-Area Plan	5. Provide safe and comfortable pedestrian and bicycle crossings over the train tracks and as many connections to the waterfront as feasible.
Old Town Sub-Area Plan	Allow for small handicraft, marine, and manufacturing uses, but discourage large industrial uses that are incompatible with residential and pedestrian dominated environments; Establish building heights that: The Scale of buildings creates a comfortable pedestrian environment; Design sites to create an interesting pedestrian environment
PW Development Guidelines and Improvement Standards	All pedestrian signal heads employed on this project shall be LED. Pedestrian signal heads shall be the "clamshell" type housing with an integral terminal compartment attached to the signal pole and the signal heads affixed to the compartment by a hinge. All pedestrian signal heads used on this project shall be by one manufacturer.
Samish Way Urban Village	Consolidate driveways along Samish Way to increase automobile, bicycle, and pedestrian safety.
Samish Way Urban Village	Provide covered bus shelters and other amenities at bus stops and orient development towards transit stops to create a comfortable and interesting environment for pedestrians and transit riders and promote transit use
Samish Way Urban Village	Site Design Policies: Develop sites to create an interesting and comfortable environment for pedestrians
Samish Way Urban Village	Encourage structured parking where possible to focus ground floor space on pedestrian retail activity and other active uses. Where structured parking is impractical, locate it behind the building and provide landscaping to lessen the impact on the public streetscape

Table 7 Existing Pedestrian Related Land Use and Site Design Policies

Agency / Document	Relevant Recommendations
Western Washington University Neighborhood	Recommendation #6: Designs that contribute to "walling off" Western from the community should be avoided. At the same time, street and parking facilities will need to be designed and located for safe transit/pedestrian/bicycle and service vehicle circulation as well as access by visitors and the disabled. Circulation system designs should be evaluated to ensure a balance between these objectives of improved community connections and the internal workings of the campus

Table 8 Existing Pedestrian Related Street Design Policies

Agency / Document	Relevant Recommendations
Federal Highway Administration	
<p>U.S. Department of Transportation in response to Section 1202 (b) of the Transportation Equity Act for the 21st Century (TEA-21)</p>	<p>The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:</p> <ul style="list-style-type: none"> a) planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case b) addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient. c) getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision. d) designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities".
<p>United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations</p>	<p>The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.</p>
Washington State	
<p>WSDOT Design Manual M22.01.07, Chapter 1510 Pedestrian Facilities:</p>	<p>Provide pedestrian facilities along and across sections of state routes and city streets as an integral part of the transportation system. Federal Highway Administration (FHWA) and WSDOT policy is that bicycle and pedestrian facilities be given full consideration on all highway Improvement projects. Coordinate with the region Planning and Traffic offices to identify planning studies that detail current traffic and forecast growth and pedestrian generators in the project vicinity. FHWA is designated by the Department of Justice to ensure compliance with the Americans with Disabilities Act of 1990 (ADA) for transportation projects. Design pedestrian facilities to provide universal access for all people. Provide pedestrian facilities on highway projects unless one or more of the following conditions are met: pedestrians are prohibited by law from using the facility; or Planning/land use documents indicate that low population density is projected for the area in the 20-year planning horizon.</p>
<p>WSDOT Design Manual M22.01.07, Chapter 1510 Pedestrian Facilities: 1510.04 Policy</p>	<p>(2) ADA Compliance Wherever pedestrian facilities are intended to be a part of the transportation facility, 28 CFR Part 35 requires that those pedestrian facilities meet ADA guidelines. Federal regulations require that all new construction, reconstruction, or alteration of existing transportation facilities be designed and constructed to be accessible and useable by those with disabilities and that existing facilities be retrofitted to be accessible. Design pedestrian facilities to accommodate all types of pedestrians, including children, adults, the elderly, and persons with mobility, sensory, or cognitive impairments.</p>

Agency / Document	Relevant Recommendations
Federal Highway Administration	
WSDOT Design Manual M22.01.07, Chapter 1510 Pedestrian Facilities:1510.04 Policy	<p>Access control on highways is either limited or managed and is discussed in detail in Division 5. Various designations of access control affect how and where pedestrian facilities are located, as follows:</p> <ol style="list-style-type: none"> 1) Full limited access: Control On roadways designated as having full limited access control, pedestrian access routes, hiking trails, and shared-use paths within the right of way are separated from vehicular traffic with physical barriers. 2) Partial or Modified Limited Access - pedestrian access routes and shared use paths may be located between the access points of interchanges or intersections. Pedestrian crossings are usually either at grade or grade-separated. Consider midblock pedestrian crossings at pedestrian generators when the roadway has the characteristics associated with an urban or suburban area and has appropriate operational and geometric characteristics that allow for a crossing. 3) Managed Access Control Highways - paved shoulders are normally used, with trails and shared use paths used to connect areas of community development, and sidewalks used in urban growth areas where needed
Whatcom County Regional Planning Organization	
Whatcom County Regional Transportation Plan	Policy: All jurisdictions should be encouraged to adopt policies that improve bicycle and, where appropriate, pedestrian facilities on streets and roads functionally classified as major arterials.
Whatcom County Regional Transportation Plan	Traditionally limited to urban areas, sidewalks are now recommended in rural areas as well and should be added when roads are reconstructed, unless adjacent shared use paths or other facilities serve equivalent pedestrian connectivity. Washington State Department of Transportation (WSDOT) has adopted the standard that bicycle and pedestrian facilities shall be included in all new construction and reconstruction transportation projects.
Whatcom County Regional Transportation Plan	Sidewalks serve all six categories of pedestrians. Sidewalks are especially important for children walking to school and for people with disabilities. These populations are found in both urban and rural areas throughout the County.
Whatcom County Regional Transportation Plan	AASHTO standards recommend a minimum five foot (1.5 m) width for sidewalks. In constrained areas, a four foot (1.2 m) width is permissible for short stretches. In urban areas and where people walk for social or commercial purposes, sidewalks should be six feet (2 m) wide or more, depending on the peak level of use.
Whatcom County Regional Transportation Plan	Whatcom County has adopted the design standards for Shared Use Paths as set forth in the WSDOT <i>Design Manual</i> Chapter 1020.
Whatcom County	
Whatcom County Bicycle and Pedestrian Plan	Whatcom County Bicycle and Pedestrian Plan: <i>Implementation strategy</i> : Develop and apply Bicycle and Pedestrian Level of Service Standards or Quality Standards.
City of Bellingham	
Comprehensive Plan, Transportation Chapter, General Policies	TP-62 Identify site specific off-street bicycle/pedestrian facilities in the Parks and Open Space Element and in the Capital Improvement Program; on-street facilities should be incorporated into roadway improvement plans.
Comprehensive Plan, Transportation Chapter, General Policies	TP-63 Include adequate (e.g., to or exceeding WSDOT standards) facilities for safe and convenient bicycle and pedestrian travel in all roadway improvement projects where warranted and/or feasible.
Comprehensive Plan, Transportation Chapter, General Policies	TP-64 Utilize appropriate urban design elements to promote a pedestrian environment in areas of heavy pedestrian usage (e.g., commercial, governmental, business and medical centers, and transit centers).
Comprehensive Plan, Transportation Chapter, General Policies	TP-67 Develop compatible bicycle/pedestrian facility standards between the City and County, including consistent maintenance standards and agreements.

Agency / Document	Relevant Recommendations
Federal Highway Administration	
Comprehensive Plan, Transportation Chapter, General Policies	TP-69 Maintain bicycle and pedestrian facility surfaces for comfort and safety.
Comprehensive Plan, Transportation Chapter, General Policies	TP-70 Existing trail facilities should be retrofitted and new trails designed in accordance with the 1990 Americans With Disabilities Act (ADA).
Comprehensive Plan, Transportation Chapter, General Policies	TP-71 Coordinate development plans and route classifications with Whatcom County for Bellingham Urban Growth Area roads and trails which will increasingly serve as bicycling and foot travel facilities for City residents.
Comprehensive Plan, Transportation Chapter, General Policies	<p>TP-72 Continue to pursue the repair and construction of sidewalks and pedestrian ways, with an emphasis on areas with greater pedestrian use. Some of those areas of the City which deserve priority for sidewalk work include:</p> <ul style="list-style-type: none"> Sidewalks which serve as routes to City schools and parks. Neighborhoods adjacent to Western Washington University and the CBD. Urban villages, neighborhood centers, and infill areas The more densely populated areas, especially developing multi-residential areas. Along and within ¼ mile of WTA Primary Transit Corridors
Comprehensive Plan, Transportation Chapter, General Policies	<p>TP-75 The following measures should be taken to insure safe, convenient and pleasant pedestrian facilities on city rights-of-way: 1. The pedestrian "walk" phases of signalized intersections should provide adequate crossing time for safe pedestrian crossing; 2. Sidewalks should, wherever right-of-way, topography, existing vegetation, grade and alignment allow, be separated from the street by a planting strip, rain gardens, or other low impact development techniques, especially where the curb lane is or will become a moving traffic lane; 3. Sidewalks should be a minimum of five feet wide and a minimum of eight feet in the central business district, urban villages, and neighborhood centers; 4. Where brick pavers are used on sidewalks, they should be installed and maintained to ensure safe walking conditions for pedestrians.; and 5. Asphalt overlays should not be permitted on sidewalks in the central business district.</p>
Comprehensive Plan, Transportation Chapter, General Policies	TP-76 Where feasible, pedestrian and bicycle facilities should be constructed with pervious materials and/or installation.
Comprehensive Plan, Transportation Chapter, General Policies	TP-77 Marked crosswalks should be installed in the following circumstances: 1. Intersections in the Central Business District and Urban Villages; 2. Intersections controlled by traffic signals; 3. School route crossings; and Locations with high pedestrian volume, where warranted.
Comprehensive Plan, Transportation Chapter, General Policies	TP-78 Where appropriate, improve pedestrian crossing safety where trails, footpaths, or pedestrian routes must traverse busy streets.
Bellingham Municipal Code - Streets and Sidewalks Title 13.040.020 Parkways -	<p>A. Function. To permit relatively unimpeded traffic flow through certain scenic areas of the city where an arterial is required for traffic volume and where it is desirable to preserve the beauty of the area as much as such facilities are capable of; B. Right-of-way. 92' minimum with more width desirable; C. Driving Lanes. 4 to 6 lanes, divided, with from 24' to 36' of pavement width for each side; D. Design Standard. Concrete curbs and gutters and storm drainage to be provided; E. Median. Variable, with 20' desirable; F. Sidewalks. Not required unless desirable to allow pedestrian traffic; G. Access Conditions. Divided roadway generally handling noncommercial traffic, with full or partial control of access; frontage roads usually not needed; H. Traffic Features. Traffic signals to control cross-traffic and turning traffic at grade; parking prohibited; some pedestrian crosswalks allowed at grade; however, in parks, crosswalks should be separated from traffic; I. Planning Features. Special attention given to design to feature landscape cuts and fills, preservation of groundcover and trees, possible scenic overlooks and other attractions.</p>

Agency / Document	Relevant Recommendations
Federal Highway Administration	
Bellingham Municipal Code - Streets and Sidewalks Title 13.04.030 - Primary (Major) Arterials	A. Function. To expedite movement of traffic between major generators such as the central business district, outlying commercial areas or other cities, the college, and industrial areas; to collect and distribute traffic from freeways to less important streets or directly to traffic destinations; the predominant traffic will be through trips with minimum direct service to abutting land uses; B. Right-of-way. 80' minimum; C. Driving Lanes. 4 to 6 lanes with from 24' to 36' of pavement width per side, 54' of total pavement width desirable; however, it may be reduced to 44' minimum when right-of-way is unavailable; D. Design Standard. Concrete curbs and gutters and storm drainage to be provided; E. Median. 6' median desirable, with curbs on center optional; F. Sidewalks. Both sides with 5' wide walks minimum in residential areas; walks to be wider in commercial areas; G. Access Conditions. Channelization at intersections or where critical to control turning movements; traffic signals at major intersections; pedestrian crosswalks at grade and parking restricted; H. Planning Features. Desirable to bypass major shopping areas, parks, and residential developments; should never be adjacent to elementary schools or areas of high pedestrian traffic; Primary arterials will seldom be closer than one mile apart.
Bellingham Municipal Code - Streets and Sidewalks Title 13.040.040 Arterials	A. Function. To collect and distribute traffic from primary arterials to less important streets or directly to secondary traffic generators such as high schools, middle schools, major parks, multiple residence areas, hospitals, major recreation areas, the civic field and similar uses; B. Right-of-way. 60' minimum, with 80' desirable; C. Driving Lanes. 28' minimum, with 38' desirable plus 8' parking on both sides; D. Design Standard. Concrete curbs and gutters and storm drainage to be provided; E. Median. None required; F. Sidewalks. 5' minimum width on both sides; G. Access Conditions. Intersection at grade with direct access to adjacent property; H. Traffic Features. Traffic signals at major intersections; pedestrian crosswalks at grade; possible parking restrictions if traffic volume warrants; I. Planning Features. Secondary arterials will seldom be located closer than ½ mile from a primary or other secondary arterials. It is desirable to bypass major shopping areas and parks; secondary arterials should never be adjacent to elementary schools or areas of high pedestrian traffic.
Bellingham Municipal Code - Streets and Sidewalks Title 13.04.050 - Collector Arterials	A. Function. To collect and distribute traffic from primary arterials to less important streets or directly to secondary traffic generators such as high schools, middle schools, major parks, multiple residence areas, hospitals, major recreation areas, the civic field and similar uses; B. Right-of-way. 60' minimum, with 80' desirable; C. Driving Lanes. 28' minimum, with 38' desirable plus 8' parking on both sides; D. Design Standard. Concrete curbs and gutters and storm drainage to be provided; E. Median. None required; F. Sidewalks. 5' minimum width on both sides; G. Access Conditions. Intersection at grade with direct access to adjacent property; H. Traffic Features. Traffic signals at major intersections; pedestrian crosswalks at grade; possible parking restrictions if traffic volume warrants; I. Planning Features. Secondary arterials will seldom be located closer than ½ mile from a primary or other secondary arterials. It is desirable to bypass major shopping areas and parks; secondary arterials should never be adjacent to elementary schools or areas of high pedestrian traffic.
Bellingham Municipal Code - Streets and Sidewalks Title 13.04.060 - Neighborhood Collectors	A. Function. To collect and distribute traffic from low-density and single-family areas to the nearest arterial; B. Right-of-way. 60' minimum; C. Driving Lanes. 36' minimum, with 40' desirable width for pavement with 8' of parking on both sides; D. Design Standard. Concrete curbs and gutters and storm drainage to be provided; E. Median. None required; F. Sidewalks. 5' minimum width on both sides; G. Access Conditions. Intersections at grade with direct access to adjacent property; H. Traffic Features. Traffic controls as warranted; trips through the neighborhood should be discouraged; I. Planning Features. Should be located only where traffic collection is warranted from the residential streets; a minimum of disruption to the neighborhood is of primary consideration.

Agency / Document	Relevant Recommendations
Federal Highway Administration	
Bellingham Municipal Code - Streets and Sidewalks Title 13.04.070 - Residential Access Streets	<p>A. Function. To provide access to residential property; B. Right-of-way. 60' minimum; however, cul-de-sac of less than 600' in length may be reduced to 50' in width; C. Driving Lanes. 36' of side pavement with 8' of parking on both sides; Cul-de-sac pavement width may be reduced to 32' if cul-de-sac is less than 600' in length; D. Design Standard. Concrete curbs and gutters and storm drainage to be provided; E. Median. None required; F. Sidewalks. 5' wide minimum sidewalks on both sides; G. Access Conditions. Intersection at grade with direct access to adjacent property; H. Traffic Features. Traffic control measures as warranted to provide adequate sight distance and safety; I. Planning Features. Residential access streets should be designed to provide continuous or unobstructed flow of traffic through and within the neighborhood: Cul-de-sac shall be located only where deadend streets are desirable consistent with subdivision regulations.</p>
Bellingham Municipal Code - Streets and Sidewalks Title 13.04.075 - Residential Access Streets, Lake Whatcom Watershed	<p>A. Function/Applicability. To provide access to residential property within the lake Whatcom Watershed boundaries within the City of Bellingham. This section shall also apply in an advisory capacity to all development subject to the City of Bellingham interlocal agreements with Whatcom County and/or utility service zone ("USZ") contracts of USZ contract extensions within the Lake Whatcom Watershed. B. Right-of-way. 60' minimum. C. Driving Lanes. 18' of pavement within minimum thickness as designated in section 4 of the Bellingham Development Guidelines, as may be periodically amended; D. Design Standard. Concrete curbs and gutters and storm drainage to be provided; drainage slots shall flow to a 14' swale on one side of the road that shall be 2' deep, with a bottom width of 2' and a maximum 2:1 slope with approval of the City Engineer. E. Median. None required. F. Sidewalks. The City standard under this section shall be a 5' sidewalk on one side of the street; the City minimum standard under this section does not require a sidewalk but does require a 4' minimum grass bench on one side of the street. G. Access Conditions. Intersections at grade with direct access to adjacent property. H. Traffic Features. Traffic control measures as warranted to provide adequate sight distance and safety; I. Planning Features. Residential access streets under this section should be designed to provide continuous or unobstructed flow of traffic through and within the neighborhood; Cul-de-sac shall be located only where dead-end streets are desirable consistent with subdivision regulations.</p>
Bellingham Municipal Code - Streets and Sidewalks Title 13.04.080 - Commercial and Business Streets	<p>A. Function. To serve all uses established in a commercial or business district with a street of adequate width and load capabilities; B. Right-of-way. 60' minimum, with 80' desirable; C. Driving Lanes. Minimum pavement width for 60' of right-of-way to be 44' and for 80' of right-of-way the width is to be 54' minimum; parking to be permitted on both sides but possible restrictions may be enforced when necessary; D. Design Standard. The surface and subsurface of the street shall be constructed to all-weather standards; concrete curbs and gutters and storm drainage to be provided; E. Median. None required unless necessary to prevent midblock turns or to provide additional safety at intersection turning movement channels; F. Sidewalks. Both sides with 8' minimum width on 60' right-of-way and 10' minimum on 80' right-of-way; G. Access Conditions. Controlled access to be permitted to all parking areas and uses but care should be taken to prevent access to parking and loading spaces which require maneuvering on the street; H. Traffic Features. Control devices where warranted; pedestrian crosswalks at grade; low speed limits; I. Planning Features. All streets (not otherwise classified as arterials) within commercial and business zones are to be considered this classification; pedestrian traffic should be encouraged.</p>

Agency / Document	Relevant Recommendations
Federal Highway Administration	
Bellingham Municipal Code - Streets and Sidewalks Title 13.04.090 - Industrial Streets	A. Function. To provide access to all industrial areas; Street to be of adequate design to carry heavy loads that industrial uses encourage; B. Right-of-way. 60' minimum, with 100' desirable. C. Driving Lanes. Minimum width of pavement 44' with desired minimum of 48'; D. Design Standard. Concrete curbs and gutters and storm drainage to be provided; E. Median. None required. F. Sidewalks. One side, with 5' width as minimum; G. Access Conditions. Intersections at grade with direct access to adjacent properties; H. Traffic Features. Traffic control as warranted; parking allowed only where it will cause the minimum of interference with traffic; I. Planning Features. Streets designated industrial are those located within industrial zones and those which constitute the main access to industrial areas and arterial streets.
City Center Master Plan	The streetscape should be designed to enhance the pedestrian experience and to establish a unifying image for the City Center. Over time, variations in the streetscape scheme could be used to highlight the different Character Areas within the City Center.
City Center Master Plan	Key recommendations include installing more street furniture, installing pedestrian light standards, and expanding downtown streetscape improvements including paving, bollards, trees and other accents to a wider area.
Old Town Sub-Area Plan	5. Provide safe and comfortable pedestrian and bicycle crossings over the train tracks and as many connections to the waterfront as feasible.
Old Town Sub-Area Plan	2. Install pedestrian improvements, such as wider sidewalks, pedestrian scale lighting, street furnishings, and street trees.
Old Town Sub-Area Plan	7. Incorporate stormwater features that are compatible with attractive pedestrian environment when appropriate and feasible
Old Town Sub-Area Plan	1. Install a special sidewalk pattern, artistic feature, and pedestrian crossing at Holly and D Street to connect the Train Station, Historic Courthouse and the Picket House to celebrate Old Town's history.
Old Town Sub-Area Plan	2. Coordinate with the waterfront planning to improve the intersections at Roeder and F Street, C Street and Central Avenue to provide safer pedestrian, bicycle and vehicle crossings.
Old Town Sub-Area Plan	3. Create a pedestrian and bicycle connection through the 600 W. Holly site (former Astor Street right -of-way) to the boardwalk along Whatcom Creek.
Draft Waterfront Plan	Design a network of arterial streets and trails to serve as the primary vehicle, bicycle and pedestrian access routes to development sites and public amenities within the Waterfront District.
Draft Waterfront Plan	Design and construct local streets, alleys, bike and pedestrian routes to provide access to individual buildings and parking areas at the time development is proposed.
City Center Design Standards	Sidewalks are designed to facilitate pedestrian movement and activity. There are three distinct zones with a sidewalk: the curb zone, the movement zone and the storefront or activity zone. The encouragement of street level activity such as dining, displays, seating is encouraged. Street elements like trees, parking meters, bike racks, signs should be located in the curb zone.
City Center Design Standards, Sidewalk Design	Street elements or furniture should ideally be clustered. Some typical zone depths are: Bench for sitting 4 ft width Vendor Typically under 6 ft. Outdoor dining 6 ft. min. (one table) Outdoor displays typically under 6 ft. Movement Zone 3 ft. minimum; 4 ft. recommended minimum Storefront Activity Zone 3 ft. minimum Curb Zone Typically 4 ft.

Agency / Document	Relevant Recommendations
Federal Highway Administration	
City Center Design Standards, Intersection Treatments	<p>Intersection designs could include a tiered level of crosswalk and intersection designs in response to varying levels of use of intersections. As a general rule, intersections most critical to the pedestrian circulation system are recommended to receive the highest levels of improvement.</p> <p>Type A intersections. In this classification, the entire intersection is to be constructed of decorative paving, in order to indicate its high level of pedestrian use. Special decorative patterns may be created by varying colors and scoring patterns, and may include public art in the form of mosaic designs. A design based on the City Center's intersecting street pattern could be considered. These intersections offer the highest level of pedestrian enhancement and provide the strongest identity for crossings in the City Center.</p> <p>Type B intersections. This intersection type uses decorative paving in the crosswalks to define them and to visually connect them to sidewalk corners. The decorative paving is also used on the sidewalk corners. In some cases, the existing curb line and corner radius should be retained, but in some special conditions, corners of sidewalks may be expanded to protrude into the parking lanes to provide additional area for street furniture and plantings. Many of these types already exist in the Commercial Core Area. The advantage of using expanded corners on sidewalks is that they prevent illegal parking at pedestrian crossings where visibility would otherwise be impaired, and they make it easier for pedestrians to be seen by motorists before entering the crosswalk. The expanded corners also effectively reduce the crossing distance for pedestrians, thereby improving pedestrian safety. The radius of the expanded corner should be designed to facilitate truck turning and snow plowing.</p> <p>Type C intersections. In this category, decorative pavers are used within the sidewalk boundaries at corners only, while the crosswalk areas are defined by conventional stripes. This level of intersection design is appropriate in areas of lower crossing conflict. This condition presently exists for many intersections in the Commercial Core Area.</p> <p>Type D intersections—mid-block crossings. These are special crosswalk conditions that occur at intersections that are not at the corners of a street. Typical locations are midblock crossings. These are proposed for limited use where pedestrian crossing volumes are high and enhancing safety is particularly desirable. Decorative paving should be used in the crosswalk and in the expanded sidewalk area. Special turning radius and drainage design considerations apply.</p> <p>Type E intersections. No decorative pavers are used in these conditions and crosswalks are striped only. This type is appropriate in areas of lowest crossing conflict.</p>
Municipal Code, 13-8.05 Sidewalks	Sidewalks shall be installed on both sides of each street. The minimum sidewalk width shall be 5 feet. Sidealks shall be required in dead end and cul-de-sac.
Municipal Code, 13-8.06 Pedestrian Ways	Pedestrian ways may be required where blocks are exceptionally large or where there is a need for pedestrian access in areas other than along streets. Such ways shall be at least 3 feet in width and shall be surfaced with hard, dust-free, level material acceptable for walking.
Municipal Code, 13-10.03 Block Design	The maximum length of a block is 1,320 feet. The maximum width is 500 feet. Where blocks exceed 500 feet in length, pedestrian easements may be required if deemed necessary.
Samish Way Urban Village	Add street furniture, public art, and pedestrian-scale lighting to streets within the Core to create a sense of place and define the center of the village (Samish Way Urban Village)
Samish Way Urban Village	Highlight pedestrian crossings with bulb-out sidewalks, use of different surface materials and markings, and use of the landscape median as a mid-street pedestrian refuge
Samish Way Urban Village	Narrow the drive lanes on residential and commercial shopping streets to slow traffic and allow wider sidewalks
Samish Way Urban Village	Reduce the posted speed limit along Samish Way to a maximum of 25 miles per hour as redevelopment occurs and automobile traffic increases to make the street more comfortable for bikes/pedestrians and increase the visibility of businesses to passerby

Agency / Document	Relevant Recommendations
Federal Highway Administration	

Happy Valley Neighborhood Plan	HV POLICY-35: Arterial streets should be enhanced with pedestrian facilities such as sidewalks, planting strips, street trees, bulbed intersections, and other items that contribute to pedestrian safety, encourage pedestrian activity, create visual interest, and slow traffic. Larger street trees should be planted where overhead utilities are not present or where a significant view would not be blocked. These trees would form a canopy over the street and create more visual interest.
Whatcom Falls Neighborhood Plan	All sidewalks should be setback a minimum of four feet from the curb for both aesthetic and pedestrian safety purposes
Western Washington University Neighborhood Plan	Proposed on-Campus Street Improvements – Separate pedestrian, bicycle and transit circulation from private and service vehicles whenever possible

APPENDIX D:
2012 EXISTING PEDESTRIAN RELATED POLICY

The Planning Process

The project management team consisted of representatives from the City of Bellingham's Public Works and Planning and Community Development Departments, as well as the consulting team. The project management team worked together throughout the 14-month project to guide the technical work and review project deliverables. The process was driven by the desire to build the framework for a truly connected pedestrian network that serves all residents of Bellingham.

Residents and key stakeholders were engaged throughout the process and provided invaluable information about both challenges and opportunities for pedestrians in the city. The Bellingham Pedestrian Master Plan Steering Committee was comprised of stakeholder representatives and key staff, who will implement the Plan. This group formally advised the project team. In addition, residents throughout the city gave input and received information through two public workshops, an online survey, and information posted to the City website.

Policy Recommendations

Existing federal, state, regional, and city policy, the vision and goals for the Plan, and best practices were all considered in developing policy to guide pedestrian facility and program implementation in Bellingham. The goals help to articulate broad concepts that the City and residents hope to achieve for pedestrians, while the policies are statements that translate the intention of the goals into the language of local government. The recommended policies are intended to guide the way the public improvements are made, where resources are allocated, how programs are operated, how City priorities are determined, and how private development is designed. The policies recommended in the Plan are tied directly to the goals and are intended to guide implementation of the Plan.

Network Development

The Bellingham Pedestrian Master Plan recommends a robust network of on-street routes to connect people with the places they live, work, play, and learn within the city. In order to understand which routes would provide the greatest connectivity, safety, and pedestrian comfort, a GIS-based approach was undertaken to evaluate current and future potential for walking.

The analysis performed the following tasks:

- Quantified factors that impact pedestrian activity
- Located pedestrian network gaps as potential projects
- Identified key pedestrian corridors

The key pedestrian corridors and access points to destinations in the city were compiled into a Primary Pedestrian Network. This network provides pedestrian connectivity to recreation and services throughout the community and to every neighborhood. The connected Primary Pedestrian Network is shown on the following page.