

Chapter 4: Primary Pedestrian Network Completeness - 2023

The [2012 Pedestrian Master Plan](#) (PMP) defines a 260-mile Primary Pedestrian Network (Figure 4.1) and identifies 415 sidewalk and crossing improvements on a prioritized project list. Since 2012, the City has implemented 92, or 22%, of the total PMP projects, including those scheduled for construction in 2023. The City is currently conducting the public engagement process for [Pedestrian and Bicycle Master Plan Updates](#).

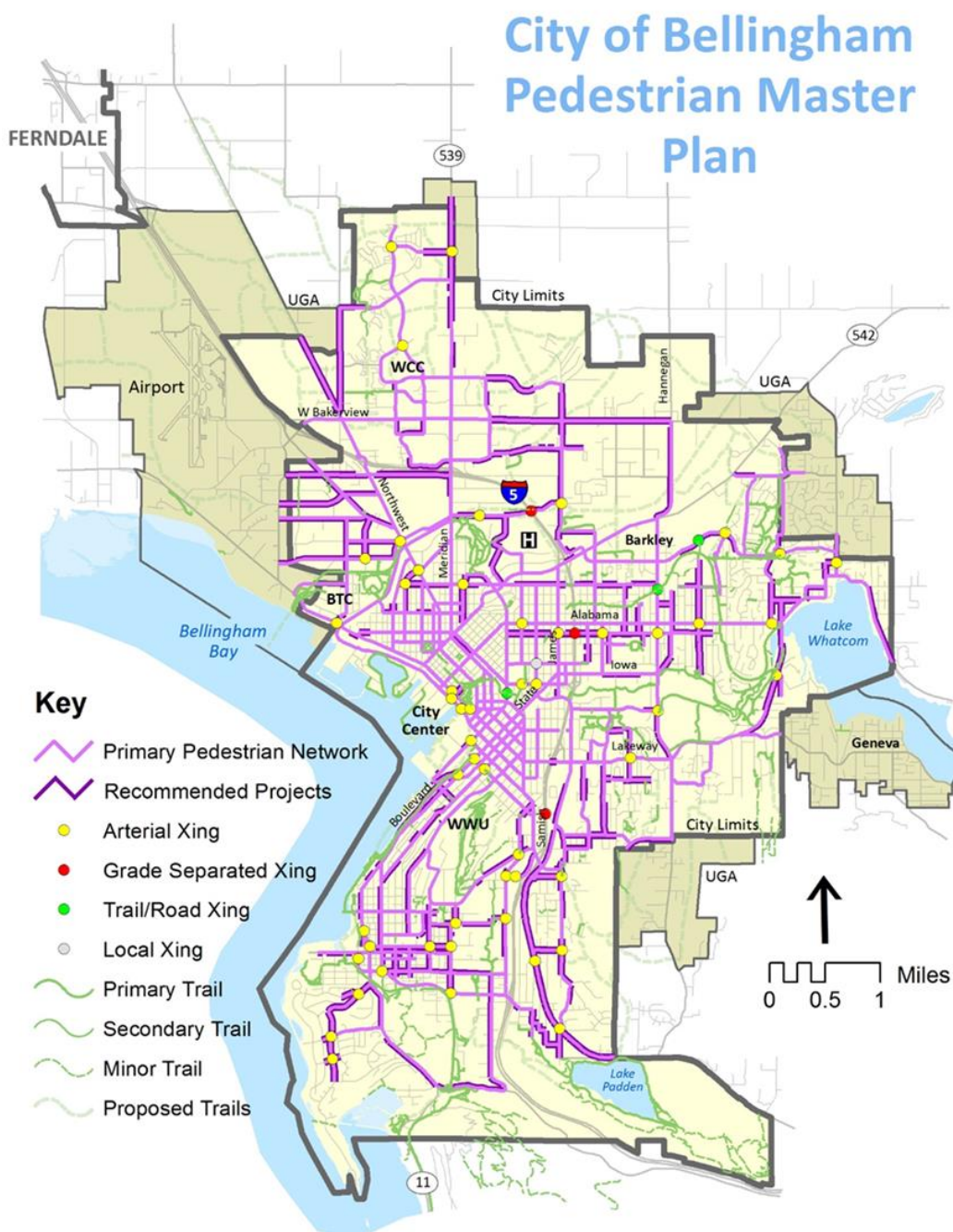


Figure 4.1. Citywide 2012 Pedestrian Master Plan

Citywide, the 260-mile Primary Pedestrian Network is 67.5% complete, but the degree of network completeness varies in different parts of the City (Table 4.1 below and Figure 4.2 next page).



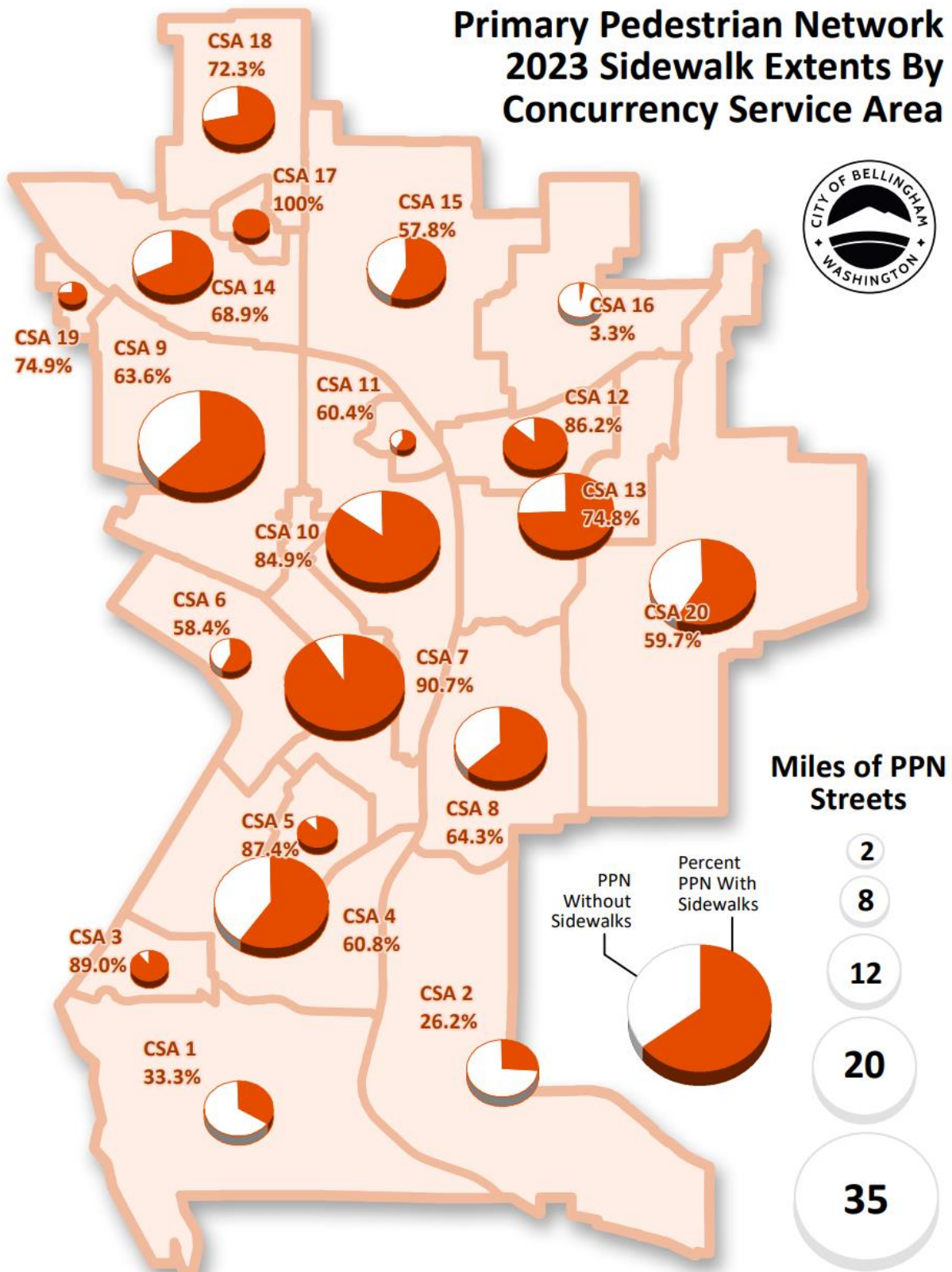
2023

Table 4.1
Primary Pedestrian Network
Sidewalk Extents by Concurrency
Service Area

CSA	Current PPN* Street Length Both Sides (Miles)	Adopted PPN Sidewalk Length Completed (Miles)	Adopted PPN Sidewalk Length Recommended (Miles)	Current PPN* Sidewalk Percent Complete
CSA 1	9.8	3.3	6.5	33.3%
CSA 2	10.6	2.8	7.7	26.2%
CSA 3	3.0	2.6	0.3	89.0%
CSA 4	26.8	16.3	10.6	60.8%
CSA 5	3.1	2.7	0.4	87.4%
CSA 6	3.4	2.0	1.5	58.4%
CSA 7	29.3	26.6	2.6	90.7%
CSA 8	17.5	11.3	6.2	64.3%
CSA 9	32.8	20.9	11.9	63.6%
CSA 10	26.6	22.6	4.0	84.9%
CSA 11	1.3	0.8	0.5	60.4%
CSA 12	8.4	7.3	1.2	86.2%
CSA 13	18.8	14.1	4.7	74.8%
CSA 14	13.2	9.1	4.2	68.9%
CSA 15	12.6	7.3	5.4	57.8%
CSA 16	3.9	0.1	3.7	3.3%
CSA 17	2.6	2.6	0.0	100.0%
CSA 18	10.6	7.7	3.0	72.3%
CSA 19	1.6	1.2	0.5	74.9%
CSA 20	23.0	13.7	9.3	59.7%
Total	259.0	174.9	84.3	67.5%

* Current Primary Pedestrian Network includes the PPN adopted in the 2012 Master Plan as well as segments

Figure 4.2



The 415 total PMP prioritized projects include 58 crossing improvements and 357 sidewalk improvements. Over half (62%) of the 58 crossings (Table 4.2) have been completed or are funded for construction in 2023. Many of these also support bike boulevards and have been implemented with Bicycle Master Plan (BMP) projects. In contrast, only a small portion (16%) of the 357 sidewalk projects (Table 4.3) have been constructed in 2023.

Table 4.2 Pedestrian Crossing Improvements				
	Tier 1	Tier 2	Tier 3	Total
Percent Completed	76%	53%	58%	62%
Projects Completed	13	8	15	36
Projects Not Yet Completed	4	7	11	25
Total Crossing Projects	17	15	26	58

Table 4.3 Sidewalk Improvements				
	Tier 1	Tier 2	Tier 3	Total
Percent Completed	35%	23%	13%	16%
Projects Completed	15	8	37	58
Projects Not Yet Completed	28	27	244	299
Total Sidewalk Projects	43	35	279	357
<i>*Some sidewalk projects divided into pieces for funding and constructability</i>				

How is Pedestrian Infrastructure Funded?

- Many projects are constructed with Bellingham Transportation Funds (See Chapter 6).
- Bellingham Municipal Code street standards ([BMC 13.04/.08](#)) require private developers to construct ADA-compliant sidewalks and curb ramps for any new development abutting public streets.
- State and federal grant funding agencies require sidewalks and ADA ramps to be included on all projects.
- Pedestrian improvements can be added to other City-funded work (sidewalk repair/maintenance; sewer/water/storm water utility upgrades, Parks projects, etc.) that is being conducted.
- Pedestrian improvements can be funded by other public agencies or private development interests.
- Most often, pedestrian infrastructure is funded with a combination of the sources listed above.

Low-income housing, social services, and public transit needs were emphasized in pedestrian project prioritization. Figure 4.3. below shows Bellingham's Low to Moderate Income Neighborhoods and Figure 4.4 next page shows that 68.6% of pedestrian projects have been constructed in lower-income neighborhoods.

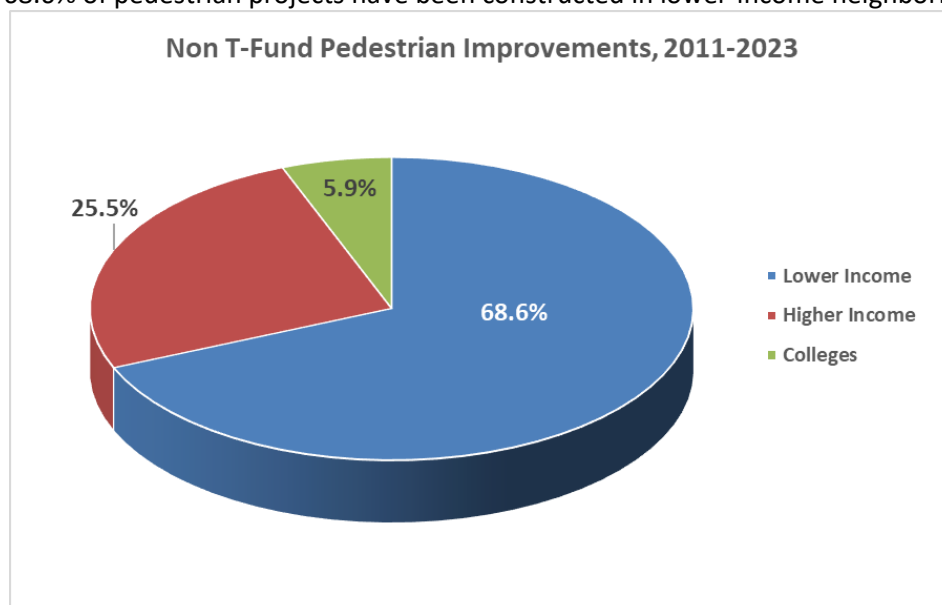


Figure 4.3 - 74% of Non TBD/T-Fund pedestrian projects have been in lower income neighborhoods

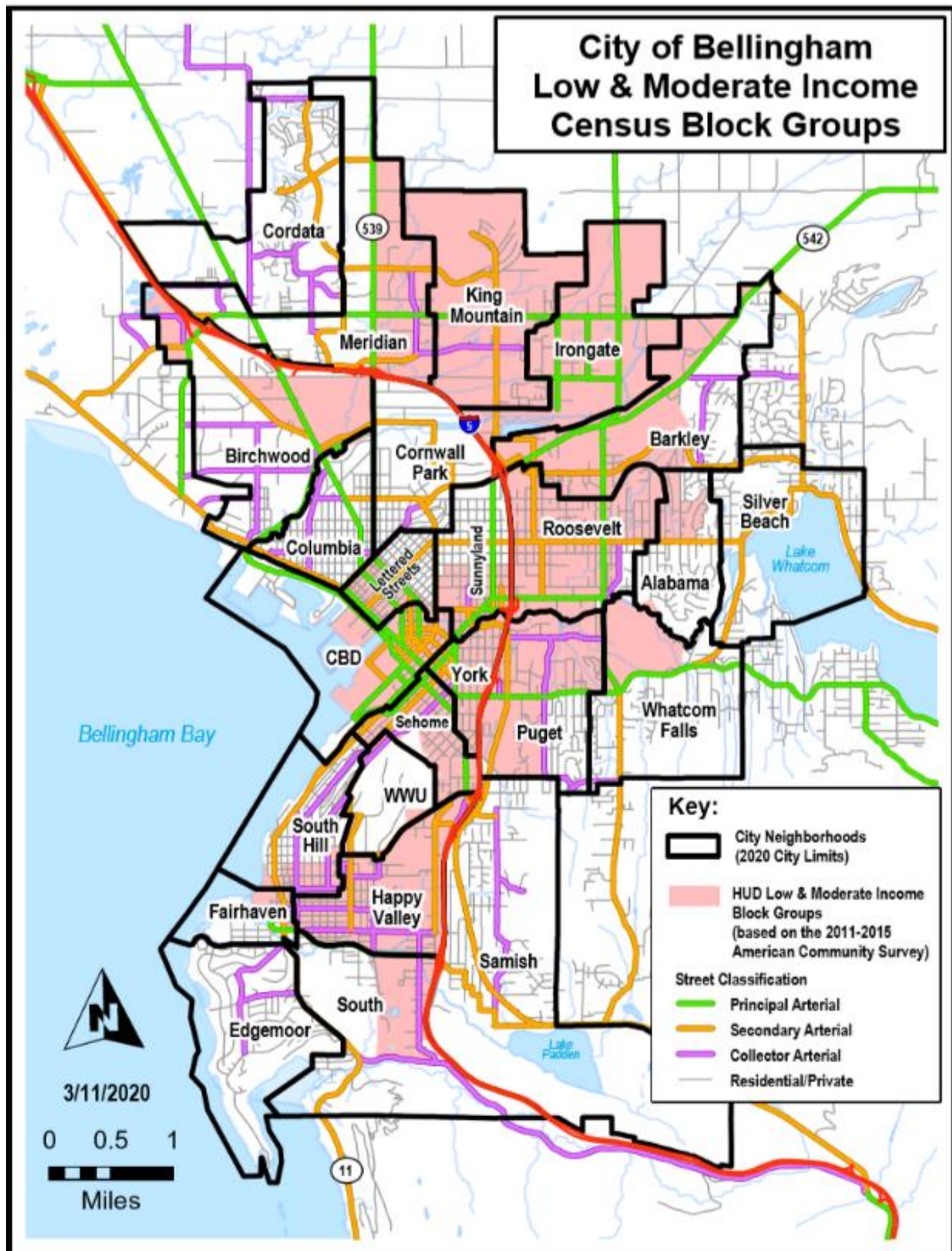


Figure 4.4. Low to Moderate Income Neighborhoods in Bellingham *(Map applies to Chapters 4, 5, and 6)*