## *Chapter 5: Primary Bicycle Network Completeness - 2023*

The **2014 Bicycle Master Plan** (BMP) defines a 170-mile Primary Bicycle Network (Figure 5.1) and identifies 229 bikeway and crossing improvements on a prioritized project list. Since 2014, the City has implemented 132, or 58%, of the total BMP projects, including those scheduled for construction in 2023. The City is currently conducting the public engagement process for Pedestrian and Bicycle Master Plan Updates.

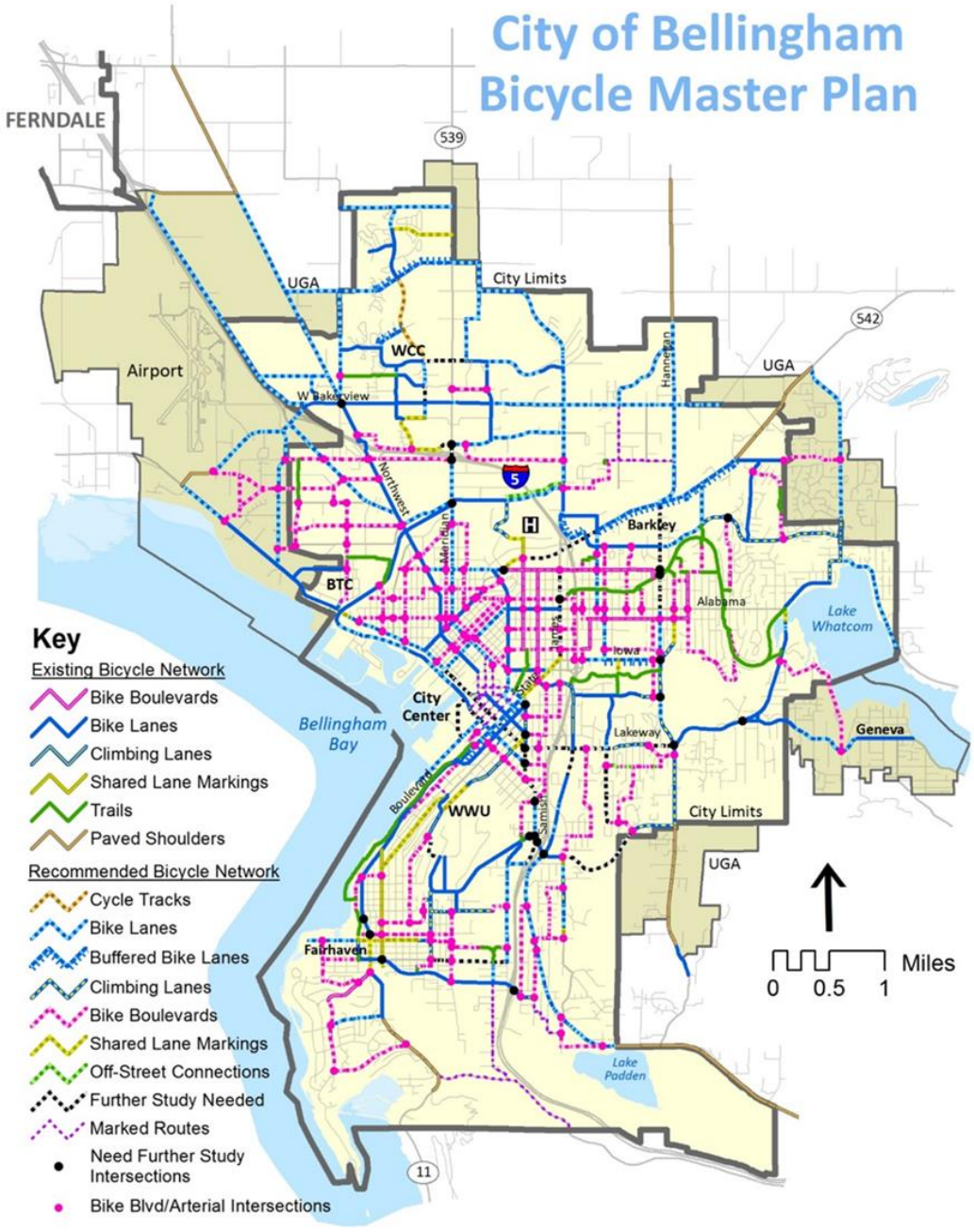



**Figure 5.1 2014 Citywide Bicycle Master Plan** 16

Citywide, the 170-mile Primary Bicycle Network is 61% complete, but the degree of network completeness varies in different parts of the City (Table 5.1 below and Figure 5.2 next page).

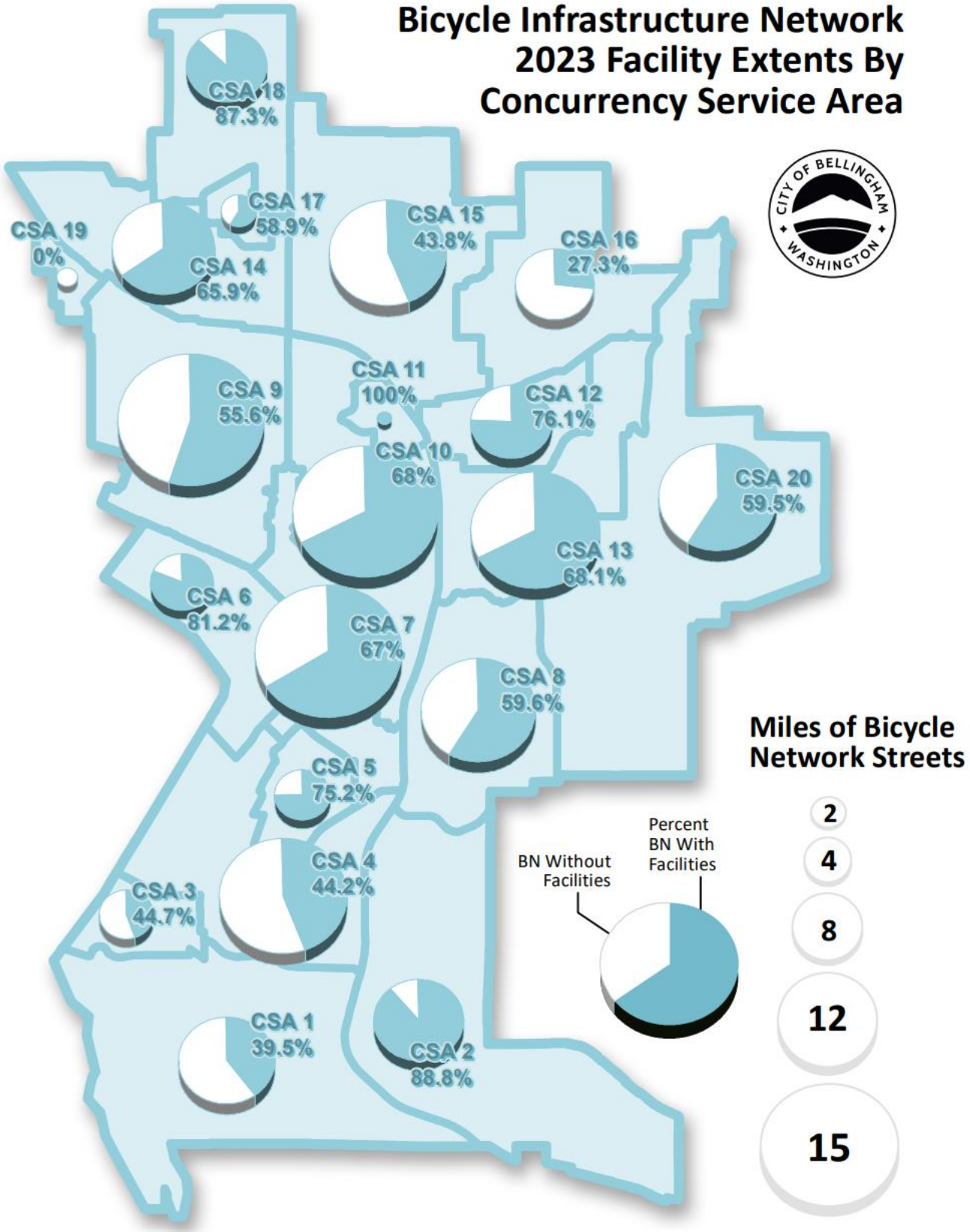
## Table 5.1.

## Bicycle Infrastructure Extents by Concurrency Service Area

2023

| CSA | Total Recommended Network Length | Existing Facility Miles | Recommended Upgrade Facility Miles | Recommended New Facility Miles | Recommended Network Percent Complete |
|---|---|---|---|---|---|
| CSA 1 | 7.7 | 3.0 | 0.0 | 4.6 | 39.5% |
| CSA 2 | 6.7 | 6.0 | 0.0 | 0.7 | 88.8% |
| CSA 3 | 2.4 | 1.1 | 0.0 | 1.3 | 44.7% |
| CSA 4 | 13.5 | 6.0 | 0.0 | 7.5 | 44.2% |
| CSA 5 | 2.6 | 1.9 | 0.0 | 0.6 | 75.2% |
| CSA 6 | 3.3 | 2.6 | 0.0 | 0.6 | 81.2% |
| CSA 7 | 17.8 | 11.9 | 0.0 | 5.9 | 67.0% |
| CSA 8 | 10.8 | 6.5 | 0.3 | 4.4 | 59.6% |
| CSA 9 | 17.7 | 9.8 | 0.0 | 7.8 | 55.6% |
| CSA 10 | 17.4 | 11.9 | 0.0 | 5.6 | 68.0% |
| CSA 11 | 0.2 | 0.2 | 0.0 | 0.0 | 100.0% |
| CSA 12 | 5.5 | 4.1 | 0.4 | 1.3 | 76.1% |
| CSA 13 | 13.8 | 9.4 | 0.4 | 4.4 | 68.1% |
| CSA 14 | 8.7 | 5.7 | 0.0 | 3.0 | 65.9% |
| CSA 15 | 11.3 | 4.9 | 0.0 | 6.3 | 43.8% |
| CSA 16 | 5.1 | 1.4 | 0.0 | 3.7 | 27.3% |
| CSA 17 | 1.0 | 0.6 | 0.1 | 0.4 | 58.9% |
| CSA 18 | 5.4 | 4.7 | 0.9 | 0.7 | 87.3% |
| CSA 19 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0% |
| CSA 20 | 11.6 | 6.9 | 0.0 | 4.7 | 59.5% |
| **Total** | **162.7** | **98.6** | **2.2** | **64.1** | **60.6%** |

# Figure 5.2


Bicycle Infrastructure Network
2023 Facility Extents By
Concurrency Service Area
CITY OF BELLINGHAM
WASHINGTON
CSA 18
87.3%
CSA 17
58.9%
CSA 19
0%
CSA 14
65.9%
CSA 15
43.8%
CSA 16
27.3%
CSA 9
55.6%
CSA 11
100%
CSA 12
76.1%
CSA 10
68%
CSA 20
59.5%
CSA 13
68.1%
CSA 6
81.2%
CSA 7
67%
CSA 8
59.6%
CSA 5
75.2%
CSA 4
44.2%
CSA 3
44.7%
CSA 1
39.5%
CSA 2
88.8%
Percent
BN With
Facilities
BN Without
Facilities
Miles of Bicycle
Network Streets
2
4
8
12
15

The 229 total BMP prioritized projects include 203 bikeway links and 26 crossing improvements. Since 2014, over half, 106/203 or 52%, of the bikeway links (Table 5.2) have been completed, including 7 major studies (Table 5.3). Almost three-quarters, 18/26 or 70% of the bicycle crossing improvements (Table 5.4) have been completed and 2 bikeway crossings are funded for construction in 2024 and 2025, which will bring the completion total to 77%.

| Table 5.2. Bicycle Network Links | Tier 1 | Tier 2 | Tier 3 | Total |
|---|---|---|---|---|
| Percent Completed | 75% | 61% | 43% | 52% |
| **Projects Completed** | **18** | **35** | **53** | **106** |
| Projects Not Yet Completed | 6 | 22 | 69 | 97 |
| Total Bike Network Link Projects* | 24 | 57 | 122 | 203 |
| **Includes "Further Study Needed" Links* | | | | |
| *NOTE: 106 Network Links & 18 Crossings Complete = 132/229 = 57.6% of BMP complete* | | | | |

| Table 5.3. Bicycle Link Further Studies | Total |
|---|---|
| Percent Completed | 32% |
| **Studies Completed/In-Process** | **7*** |
| Studies Not Yet Completed | 15 |
| Total Corridor Studies | 22 |
| ** Lakeway Drive corridor has been studied 3 times* | |

| Table 5.4. Bicycle Crossing Improvements | Total |
|---|---|
| Percent Completed | 70% |
| **Projects Completed** | **18** |
| Projects Not Yet Completed | 6* |
| Total Crossing Projects | 26 |
| ** Two crossings funded for construction 2024 & 2025* | |

Most of these bicycle improvements have been constructed with T-Fund/TBD funds (TRAM Chapter 6), but some bikeways are constructed with non-TBD funds, such as grants, partnerships, and mitigation funds. See **Bellingham Bikeways Illustrated** for examples and photographs of local bikeway facility types and location criteria.

**Why Have There Been More Bike Projects Than Pedestrian Projects?**

There are several reasons why bikeway improvement projects have out-paced pedestrian improvement projects for completion and funding from 2011-2023, including:

- The adopted Primary Pedestrian Network is 260 miles vs. the 170-mile adopted Primary Bicycle Network;
- The Pedestrian Master Plan has 415 individual projects vs. 229 projects in the Bicycle Master Plan;
- On-street bikeway improvements are primarily between curbs on existing streets with little-to-no new environmental impacts and can be made in several ways, as listed below;
  - Resurfacing existing roadways sometimes allows bikeway facilities to be installed at relatively low cost;
  - Rechannelizing existing roadways allows bikeway facilities to be installed at relatively low cost;
  - Road diets (removal of vehicle lanes) can allow bikeway facility installation at relatively low cost;
  - Removal of on-street arterial parking can allow bikeway facility installation at relatively low cost;
  - Some bikeway improvements are funded with a combination of water/sewer/storm water funds, as well as other public agencies and/or private development interests;
- New sidewalks always create new impervious surface, which must be treated for storm water quantity and quality and require underground storm water drains and conveyance system tied into a network;
- New sidewalks may require additional right-of-way (property) to be purchased, which is extremely time-intensive, expensive, or in some cases, not financially feasible;
- New sidewalks in sloped areas may require retaining walls on one or both sides, which is very expensive;
- While all new arterial streets are required to have both sidewalks and bike lanes, whether by local, state, federal, or private funding, there are environmental circumstances (see above) where having sidewalk on only one side of a street may be the only financially feasible way to provide a pedestrian pathway.

**Improving Social Equity by Providing Bikeways in Low-Income Neighborhoods**

As in Chapter 4. Primary Pedestrian Network Completeness, Figure 4.3. shows Bellingham's "Low to Moderate Income Neighborhoods" from the 2013-2017 Bellingham Consolidated Plan.

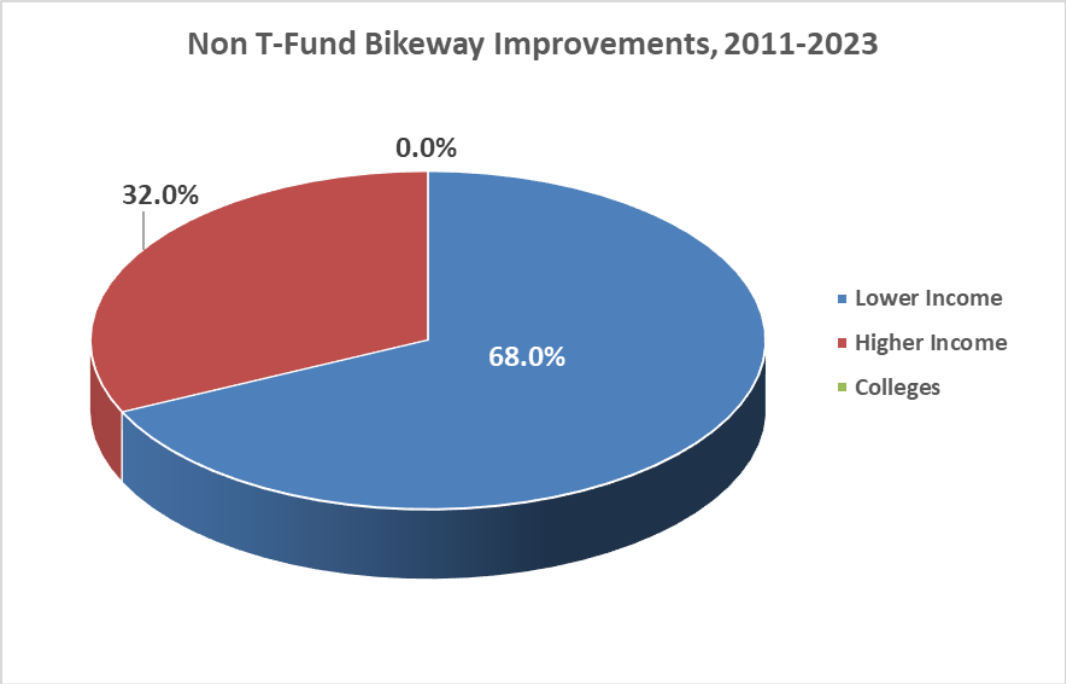



**Figure 5.3 - 68% of non-TBD fund bicycle projects have been in lower income neighborhoods**

**Bellingham is a Gold-Level Bicycle Friendly Community**

Due to the significant progress that the City has made in implementing the citywide bicycle network, in December 2020, the League of American Bicyclists promoted Bellingham from a Silver-level to a Gold-level Bicycle Friendly Community (BFC). Along with Seattle, Bellingham is now 1 of only 2 Gold BFCs in Washington and one of only 34 Gold BFCs in the United States [2020-2024 Gold-level Bicycle Friendly Community – League of American Bicyclists]