Case Study

Walkable Washington

The Walkable Washington program grew out of the Feet First Cities Program. It showcases exceptional pedestrian-oriented improvements, community groups, and outreach programs; maintains a statewide network for key contacts, and stakeholders including an annual symposium; and provides assistance with Safe Routes to School, walking audits, and other educational activities, and programs.

Mission

who we are - what we do

Feet First promotes walkable communities and envisions people walking every day for their health, transportation, environment, community, and pleasure.

Bellingham Pedestrian and Bicycle Master Plans

Bellingham, WA

Description and purpose

The Bellingham Pedestrian and Bicycle Master Plan each aim to improve street infrastructure, safety and connectivity through infrastructure projects and policy recommendations outlined for a 20-year timeframe. These are the first mode-specific plans in the City of Bellingham; each plan is very specific to the needs of pedestrians or cyclists; they allow for much greater detail in each user group than previous transportation plans for the city.
Costs and funding
The development of the Pedestrian Master Plan cost $47,000, and the Bicycle Master Plan cost $109,000. Both plans were contracted out to a consultant (Alta Planning + Design). The estimated cost to implement the Pedestrian Master Plan’s 300-plus projects over the next 20 years is $210 million, and for carrying out the Bicycle Master Plan, with 186 projects, $20.5 million.

Implementation time-frame
The Bellingham Pedestrian Master Plan, adopted in 2012, aims to create a safer, healthier, and more walkable city. The Pedestrian Plan targets the creation of almost 77 miles of sidewalks, 58 improved crossings, and studies and programs to encourage walking in the community.

Benefits and results
Some of the prominent projects that have been implemented to date include:
• State/Maple St. Pedestrian Intersection/Crossing Improvement
Features include bulb outs, crosswalks, ADA facilities, drainage, landscaping, and improved signage at the intersection of State and Maple streets.
• Cornwall/Maple
Crosswalks and bulb-outs were added to improve pedestrian safety by increasing visibility and shortening the crossing distance in a high-pedestrian traffic area. In addition, connections were made between the Farmer’s Market, subsidized housing, and social service agency.
• 25th Street Sidewalks and Bike Lanes (from Bill McDonald Pkwy to Douglas Ave)
Sidewalks and bike lanes were constructed on both sides of 25th St, which is a bus transit route, connecting Western Washington University with the Happy Valley Neighborhood, including Sehome High School and Happy Valley Elementary School. These changes create an important link in the citywide pedestrian and bicycle networks.
• Sidewalk project on Bill McDonald Parkway
Completes pedestrian facilities between Western Washington University and Samish Way Urban Village, providing access to a high-frequency transit route.

Project Contacts
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Resources
City of Bellingham Pedestrian Master Planning
http://www.cob.org/services/planning/transportation/pedestrian-master-planning.aspx

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