



# **T**ransportation **R**eport on **A**nnual **C**oncurrency

**In support of BMC 13.70  
Multimodal Transportation  
Concurrency**

**March 2014**

Prepared by:

**Chris Comeau, AICP,  
Transportation Planner**

<b>Sections</b>	<b>2014 TRAC TABLE OF CONTENTS</b>	<b>Page</b>
Executive Summary		3
Chapter 1: Introduction		4
Chapter 2: 2013 and 2014 TRAC Recommendations		6
Chapter 3: Detail of Existing Conditions for 2014 TRAC Findings		11
Chapter 4: 2014 Primary Pedestrian Network Completeness		14
Chapter 5: 2014 Current State of Bicycle Infrastructure Completeness		18
Chapter 6: 2014 Off-Street Greenways Multiuse Recreation Trails		22
Chapter 7: Biennial Monitoring Program for the Waterfront District		26
Chapter 8: Observations and Implications of 2014 TRAC		27
 <u>Appendices</u>		
A: How Multimodal Transportation Concurrency Works		28
B: Procedures for New Development and Redevelopment Under BMC 13.70		34
C: Multimodal Transportation Concurrency Resources		36
 <u>Maps/Tables/Graphics</u>		
Figure 1. Bellingham's 23 Concurrency Service Areas (CSA)		7
Figure 2. 175 Concurrency Certificates issued from 2006 through 2013		11
Table 1. Person Trips Available by Concurrency Service Area in 2014		12
Figure 3. Primary Pedestrian Network 2014 Sidewalk Extents (Citywide)		15
Figure 4. Primary Pedestrian Network 2014 Sidewalk Extents by CSA		16
Table 2. Primary Pedestrian Network 2014 Sidewalk Extents by CSA		17
Figure 5. Bicycle Infrastructure Network 2014 Bike Lane Extents (Citywide)		19
Figure 6. Bicycle Infrastructure Network 2014 Bike Lane Extents by CSA		20
Table 3. Bicycle Infrastructure Network 2014 Bike Lane Extents By CSA		21
Figure 7. Multiuse Trails Network 2014 Trail Extents (Citywide)		23
Figure 8. Multiuse Trails Network 2014 Trail Mileage by CSA		24
Table 3. Multiuse Trails 2014 Mileage By CSA		25
Figure 9. Bellingham's 23 Concurrency Service Areas (CSA)		29
Table 4. BMC 13.70 Table 1. Multimodal Transportation Concurrency Policy Dials		31
Figure 10. Calculation of Person Trips Available and Used Within Each CSA		33
Figure 11. Multimodal Transportation Concurrency Development Requirements		35
2014 Transportation Report on Annual Concurrency		Page 2

## Executive Summary

Each year, the Transportation Report on Annual Concurrency (TRAC) provides an assessment of Bellingham's multimodal transportation system in terms of its ability to accommodate the amount of growth and development planned for in the Land Use Element of the Bellingham Comprehensive Plan. This is done by measuring the multimodal needs of new growth and development against the adopted "Level of Service (LOS) Standard" in the Transportation Element of the Bellingham Comprehensive Plan, as required by the Washington State Growth Management Act (GMA) *[See Chapter 1 and Appendices A, B, and C for more detail]*.

In 2014, there have been major revisions to the number and boundaries of Concurrency Service Areas (CSA's) due to annexations and changes to land use patterns as a result of development. In addition, several new UGA CSA's have been created in anticipation of pending annexation proposals that may be approved by the City Council in either 2014 or 2015. A new "Type 1 - Institutional" CSA (blue) was created for Whatcom Community College, which is in the midst of completing an Institutional Master Plan (IMP), similar to WWU's IMP. WTA's Cordata Station is right across Cordata Parkway from WCC and the sidewalk network around WCC will be completed with the construction of sidewalk and bike lane along the west side of Eliza Avenue in 2014. The 2014 TRAC also incorporates other recommendations made in the 2013 TRAC.

Chapter 4 focuses on sidewalks and crosswalks and progress made in implementing the Primary Pedestrian Network approved in the 2012 Pedestrian Master Plan. Chapter 5 focuses on bicycle facilities and progress made in implementing the Primary Bicycle Network adopted in the Transportation Element of the Bellingham Comprehensive Plan. The 2015 TRAC will incorporate the Primary Bicycle Network approved in the 2014 DRAFT Bicycle Master Plan. Chapter 6 focuses on select Off-Street Greenways Multiuse Recreation Trails, such as the Railroad Trail, that are considered primarily as recreational facilities, but also as "bicycle-friendly" secondary transportation routes.

A new Chapter 7 has been added as a place-holder for the Biennial Monitoring Report that the Port of Bellingham is required to provide for the Waterfront District Master Plan in 2015.

The sections explaining Bellingham's adopted LOS standards and how multimodal concurrency works have been moved to Appendices A, B, and C.

All questions regarding Bellingham's Multimodal Transportation Concurrency requirements, the Transportation Report on Annual Concurrency (TRAC), or the Transportation Element of the Bellingham Comprehensive Plan should be directed to:

**Chris Comeau, AICP, Transportation Planner**  
Public Works Engineering  
210 Lottie Street  
Bellingham, WA 98225  
(360) 778-7900 telephone; (360) 778-7901 fax;  
Email: [ccomeau@cob.org](mailto:ccomeau@cob.org)

## Chapter 1: Introduction

In June 2006, the Bellingham City Council adopted BMC 13.70, the City's first GMA-compliant Transportation Concurrency Management Ordinance, in conjunction with the June 2006 Bellingham Comprehensive Plan and GMA requirements for:

*"A transportation element that implements, and is consistent with, the land use element" (RCW 36.70A.70 (6)).*

BMC 13.70 established an interim program, based on traditional automobile-oriented level of service (LOS) standards, similar to other jurisdictions, to monitor and maintain adequate transportation facilities in support of the City's infill land use strategy and GMA requirements:

*"After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6) "concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within \*six\* years" (RCW 36.70A.70 (6) (b)).*

*[\*Note\*: Bellingham requires financial commitment within 3 years consistent with requirements for fully funded project on 6-Year TIP]*

In early 2007, consistent with 2006 transportation planning staff warnings that traditional auto-oriented LOS methodology would not help to achieve either the City's nor GMA infill land use goals, an LOS violation occurred and a 9-month-long moratorium on new development was imposed along Northwest Avenue. In response, Bellingham transportation planners hired TranspoGroup, Inc. in 2008 to help develop an innovative new method to include all major transportation modes (pedestrian, bicycle, transit, and automobile) rather than the traditional auto-only method used by most jurisdictions. On January 1, 2009, Bellingham fully implemented the innovative new Multimodal Transportation Concurrency Program and in November received the **2009 American Planning Association/Planning Association of Washington Award for Transportation Planning in Washington State.**

In 2009, Bellingham transportation planners amended the multimodal transportation concurrency ordinance to make several changes to Urban Village Concurrency Service Areas and also incorporated a select inventory of bike-friendly multiuse recreational trails (See Section 7). A full account of Bellingham's past experience and struggles with auto-oriented LOS measurements and the innovative new multimodal approach to transportation concurrency titled **"Moving Beyond the Automobile"** is available on the City web site at <http://www.cob.org/documents/pw/transportation/multimodal-case-study-AICP.pdf>

Bellingham's Multimodal Transportation Concurrency Program annually measures sidewalks, bicycle facilities, multi-use trails, WTA transit service, and arterial streets in the context of various land use environments found within Bellingham. Originally, planners divided Bellingham into 16 Concurrency Service Areas (CSA), but due to annexations in 2013 and annexations pending in 2014, the creation of a WCC Institutional Master Plan, and other changes in land use context, there are now 23 CSA's throughout Bellingham (**Map page 17**). The measurements of the various travel modes are compiled and converted into Person Trips Available (PTA) by each CSA, which is officially Bellingham's GMA-required adopted level-of-service standard in the Transportation Element of the Bellingham Comprehensive Plan.

The Transportation Report on Annual Concurrency (TRAC) is an annual monitoring and reporting system that Public Works has published since March 2006 to inform the City Council, Planning Commission, Transportation Commission, the general public, and the development community which portions of the City are best suited for infill development based on adequate transportation infrastructure and services - reported as Person Trips Available (PTA) by each Concurrency Service Area (CSA) (**See Table 1**). As such, the TRAC is Bellingham's annual documentation that the City is in full compliance with the Washington State Growth Management Act (GMA) requirements.

In addition to tracking transportation impacts from new development, the TRAC provides an assessment of the existing multimodal transportation system to help Public Works and City Council plan future transportation infrastructure investments for the City's annual 6-Year Transportation Improvement Program (TIP). The 6-Year TIP must be adopted by July 1 each year and must be consistent with the Transportation Element of the Comprehensive Plan.

The 2014 TRAC also demonstrates that Bellingham's Multimodal Transportation Concurrency methodology is integrating multimodal transportation system capacity within various land use contexts in Bellingham and is further promoting both the Comprehensive Plan and GMA goal of directing new development toward compact, mixed use urban areas where adequate transportation services and facilities are most available.

## Chapter 2: Recommendations from 2013 and 2014 TRACs

Each year, transportation planners report on what was accomplished over the past year and what type of transportation planning is recommended for staff to focus on in the year ahead.

### A. 2013 TRAC Recommendations

Public Works staff explored each of the recommendations (***bold black underline***) for enhancement to the Multimodal Transportation Concurrency Program in the 2013 TRAC and took the actions (***bold blue italics***) listed below.

#### ➤ **Explore Further Refinements/Additions of Concurrency Service Areas**

- As portions of the Bellingham UGA are annexed to the City and as Institutional Master Plans and Urban Village Plans are created within Bellingham, the creation of new CSAs or adjustments to existing CSA categories will be necessary, as listed below.

##### a) **Whatcom Community College IMP area, WTA Cordata Station, and immediate surrounding land in Cordata Neighborhood**

*CSA 17: A new Type 1 "Urban Village" / 1A "Institutional" CSA has been created in conjunction with the WCC IMP to encompass the WCC campus, the WTA Cordata Station, and land immediately surrounding these institutional focal points. This required reconfiguration of adjacent CSA boundaries in the Cordata region. South Cordata remains CSA 14 while north Cordata is now CSA 22.*

##### b) **262-acre Pacific Highway Annexation Area**

*CSA 18: A new Type 3 "Suburban" CSA has been created for this area annexed to the City in July 2013. The unincorporated Pacific Highway UGA to the north of CSA 18 is now prepared as CSA 21 in advance of any annexation proposal.*

##### c) **174-acre Bennett-Bakerview Annexation Area**

*CSA 19: A new Type 3 "Suburban" CSA has been created for this area proposed for annexation to the City in 2014. The unincorporated Alderwood UGA to the south of CSA 19 is now prepared as CSA 20 in advance of any annexation proposal.*

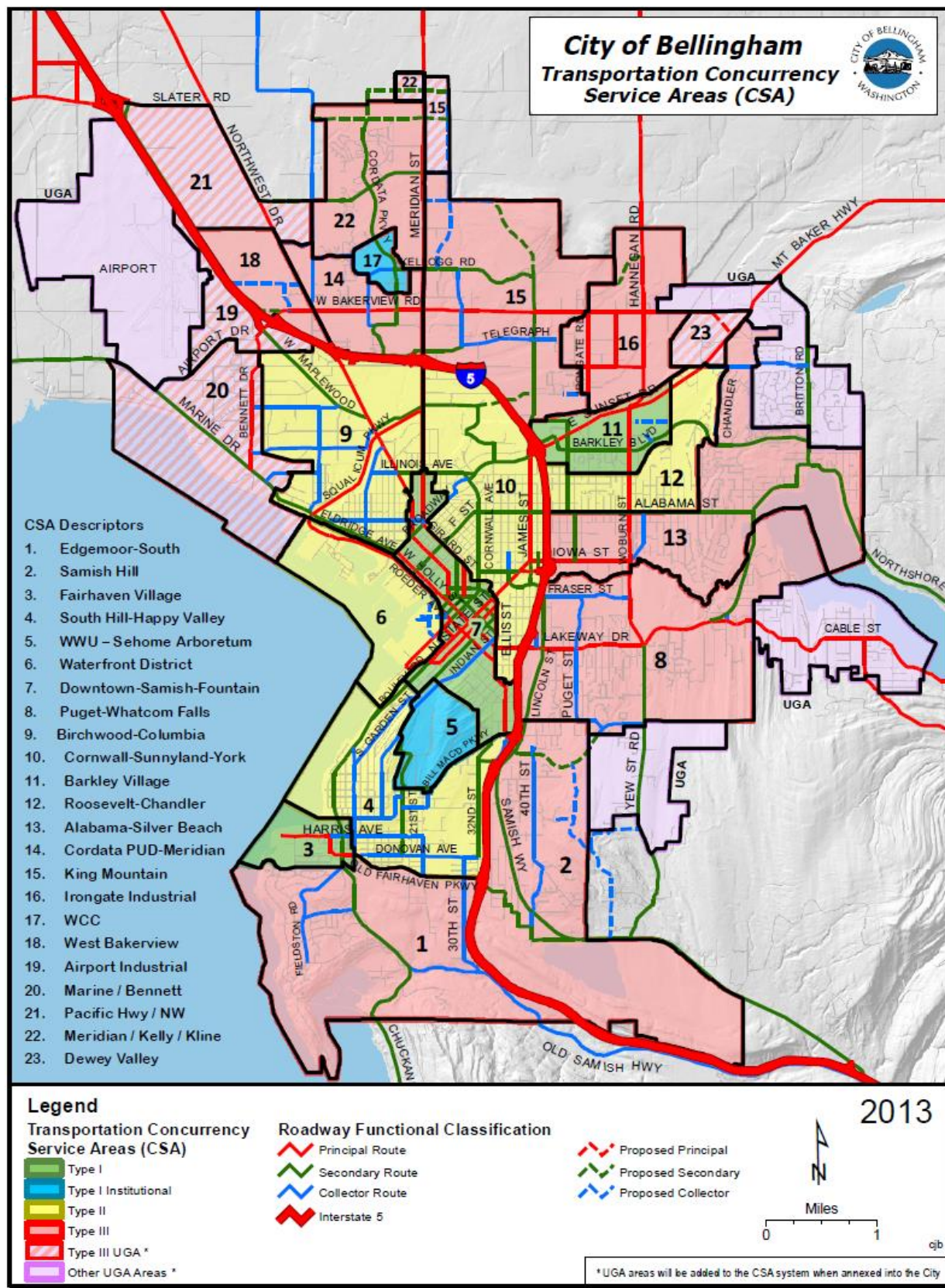
##### d) **St. Joseph's Hospital IMP area and immediate surrounding land uses**

*PeaceHealth staff met with City staff in 2012 and 2013 to discuss their intent to update the 2006 SJH IMP. Work has not commenced on this because PeaceHealth has not committed to amend their IMP with a new transportation circulation system. If and when PeaceHealth updates the 2006 IMP, then the hospital campus should be reclassified as a Type 1A Institutional CSA.*

##### e) **Bellingham Waterfront District, when approved by Bellingham City Council**

*CSA 6 was created several years ago in anticipation of the Waterfront District Master Plan, which was adopted by the City and Port in December 2013. A new Chapter 7 has been added to this report to fulfill the Port's requirement to provide a "Biennial Monitoring Report" to measure transportation mode share into and out of the Waterfront District.*





**Figure 1. Bellingham's 23 Concurrency Service Areas (CSA) in 2014**

f) **Others as opportunity or need arises.**

*CSA 23 was created in anticipation of a proposed 163-acre "East Bakerview Road/Mt. Baker Highway" annexation in 2014.*

➤ **Maintain and Update the Concurrency Evaluation Tracking Tool with new data**

- The Concurrency Evaluation Tracking Tool (CETT) maintains an inventory of arterial traffic counts and capacities, high-frequency transit capacity and ridership data obtained directly from WTA, and the degree of completeness for sidewalk and bicycle facilities adopted in the Transportation Element of the Comprehensive Plan. The CETT is also used to track and monitor the number of person trips withdrawn for new development for each CSA. To maintain the effectiveness of this tool, staff must maintain upkeep of arterial traffic counts, WTA transit ridership, completeness of sidewalks and bike lanes, and, where applicable, trails that serve a transportation function.

*Since January 1, 2014, the CETT has been updated to incorporate:*

- 1.) Transportation Concurrency Certificates issued in 2013;*
- 2.) Arterial traffic counts collected in 2010-2011;*
- 3.) WTA public transit ridership and service frequency data collected in 2012;*
- 4.) Six new Concurrency Service Areas in northern Bellingham;*
- 5.) A 2014 inventory of bicycle facilities comprising the "Primary Bicycle Network" in the DRAFT Bicycle Master Plan;*
- 6.) On-street bicycle facilities constructed in 2013;*
- 7.) A 2014 inventory of sidewalk facilities comprising the "Primary Pedestrian Network" in the Pedestrian Master Plan;*
- 8.) Sidewalks on the Primary Pedestrian Network constructed in 2013; and*
- 9.) "Multi-use trail" (bicycle-friendly) data inventoried in 2014 and incorporated into each CSA where these trails serve a clear transportation function.*
- 10.) New land uses in the 2012 (9<sup>th</sup> Edition) ITE Trip Generation Manual.*

➤ **Continued Refinement of Multimodal Transportation Concurrency Methodology**

- Public Works staff should continue work to develop connectivity analysis and metrics for both project-specific impact analysis and overall multimodal transportation system planning and measurement of system effectiveness.

*There is no funding currently provided for this, but it remains a priority for transportation planning staff. In 2013, TranspoGroup and Toole Design employed ViaCity software for bicycle system connectivity analysis in the Bicycle Master Plan work. City staff is considering methods to develop a connectivity metric for transportation concurrency and transportation element purposes.*



## **B. 2014 TRAC Recommendations**

**Bellingham transportation planning staff recommends the following actions in 2014 to further enhance the Multimodal Transportation Concurrency Program and TRAC:**

➤ **Explore Further Refinements/Additions of Concurrency Service Areas**

- As portions of the Bellingham UGA are annexed to the City and as Institutional Master Plans and Urban Village Plans are created within Bellingham, the creation of new CSAs or adjustments to existing CSA categories will be necessary, as listed below.
- The 2006 Saint Joseph's Hospital IMP (Area 7 Cornwall Park Neighborhood) allows approximately 500,000 SF of additional development and the hospital-medical complex along the Squalicum-Birchwood corridor is characteristically different than the surrounding residential neighborhood. The 2006 SJH IMP requires additional sidewalks and bicycle routes internal to the hospital campus, WTA transit service is available, and PeaceHealth has implemented a robust Commute Trip Reduction (CTR) program employing multiple transportation demand management strategies for employees on the St. Joseph Hospital campus. A new CSA should be created if St. Joseph's amends their IMP with a new transportation circulation system.
- As work on the Comprehensive Plan update continues, identify additional potential candidates for Urban Villages as future Type 1 "Urban Village" CSAs.

➤ **Fully Integrate both the Primary Pedestrian and Bicycle Networks into the Multimodal Transportation Concurrency Program and 2015 TRAC**

- This 2014 TRAC is based on pedestrian facilities adopted in the 2012 Primary Pedestrian Network and bicycle facilities adopted in the Transportation Element of the 2006 Bellingham Comprehensive Plan. The 2015 TRAC will also incorporate the "Primary Bicycle Network" (175-miles) identified in the DRAFT Bicycle Master Plan, which is based on a full year of work by City transportation planning staff and consultants. There may be some changes to the network as the plan moves forward through the public process with Council-approval anticipated for summer 2014.

➤ **Fully Integrate the Biennial Monitoring Program Required for the Bellingham Waterfront District into the 2015 TRAC.**

- In December 2013, the Bellingham City Council and the Port of Bellingham approved the long-term master plan for the Bellingham Waterfront District. One of the key elements of this plan is a Biennial Monitoring Program, which requires the Port of Bellingham to collect and report data on transportation mode choices being made into the Waterfront District every other year. The 2015 TRAC is the natural and best fit for this information to be reported to the community at large.

- **Explore the Possibility of Integrating Multimodal Transportation Concurrency Evaluation into Transportation Impact Analysis (TIA) for Development Review**
  - Bellingham's Multimodal Transportation Concurrency methodology is integrated with the Urban Village Transportation Impact Fee Reduction Program, but is not yet integrated with Transportation Impact Analysis (TIA) requirements, which are still auto-centric. Bellingham's TIA guidelines are in need of revision in 2014 and this offers an opportunity to try to incorporate multimodal concurrency considerations into TIA review for private development. There is no specific time or funding budgeted for this and even though this effort may require significant staff time it is a staff priority because it could result in more unified and integrated transportation planning and analysis.
  
- **Maintain and Update the Concurrency Evaluation Tracking Tool with new data**
  - The Concurrency Evaluation Tracking Tool (CETT) maintains an inventory of arterial traffic counts and capacities, high-frequency transit capacity and ridership data obtained directly from WTA, and the degree of completeness for sidewalk and bicycle facilities adopted in the Transportation Element of the Comprehensive Plan. The CETT is also used to track and monitor the number of person trips withdrawn for new development for each CSA. To maintain the effectiveness of this tool, staff must maintain upkeep of arterial traffic counts, WTA transit ridership, completeness of sidewalks and bike lanes, and, where applicable, trails that serve a transportation function.
  - Update arterial traffic counts citywide either in-house or through on-call contracts with traffic data firms. The current traffic count data is becoming outdated, but Public Works Operations budget have been cut and there is not currently funding for this traffic count upgrade. Traffic counts are used for grant applications, federal functional classification requests, transportation modeling, comprehensive plan updates, and this Multimodal Transportation Concurrency Program.
  - Work hand-in-hand with WTA to update their strategic plan in conjunction with the update to the Bellingham Comprehensive Plan. This will yield better transit data for the Multimodal Transportation Concurrency Program.
  
- **Monitor Multimodal Transportation Concurrency Methodology for Effectiveness**
  - Continue to publish TRAC and annually report observations of system effectiveness to Planning Commission, Transportation Commission, and City Council. The methodology is relatively new and innovative in the transportation industry and continued monitoring and reporting is needed to assess long-term effectiveness in promoting infill development in Bellingham. Over time, staff anticipates that there will be a need for further refinements and adjustments to be made to support infill and multimodal policies.

***This is an on-going and annual procedure. All TRAC documents 2006 - 2014 are available at <http://www.cob.org/services/planning/transportation/multi-modal-trac.aspx>***

## Chapter 3: Detail of Existing Conditions for 2014 TRAC Findings

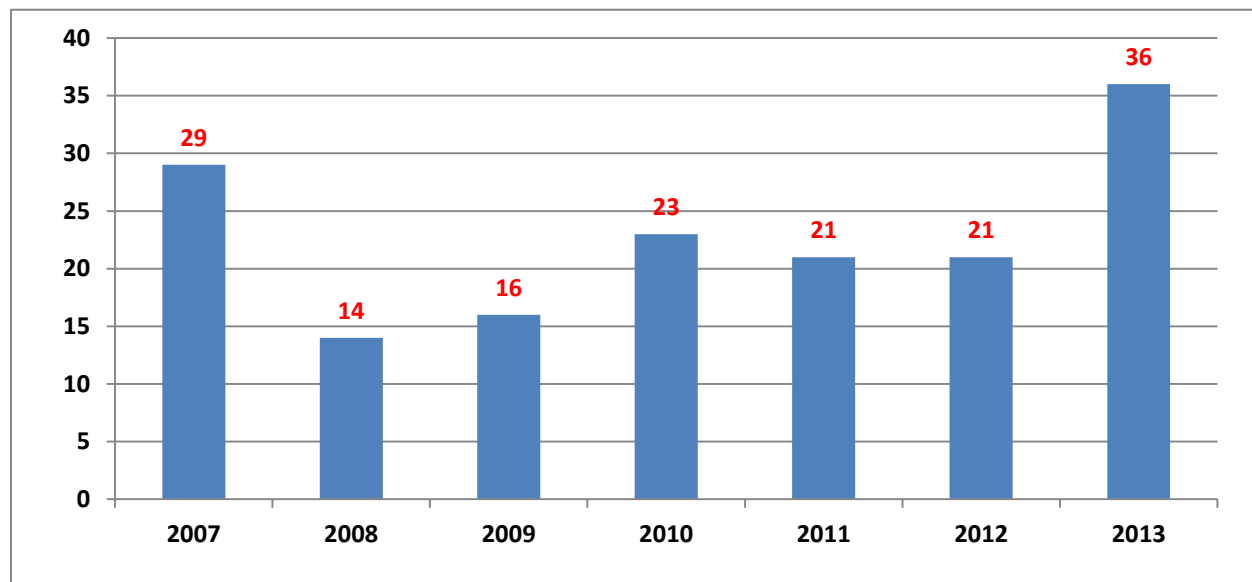
The 2014 TRAC identifies Person Trips Available by Concurrency Service Area using 2010-2011 traffic count data, 2012 WTA capacity and ridership statistics, and January 1, 2014 inventories of on-street bicycle facilities, and select multiuse trails used for transportation purposes. The 2014 TRAC also accounts for all pipeline trips reserved for development in the Concurrency Evaluation Tracking Tool (CETT) for current conditions through January 1, 2014. The 2014 TRAC incorporates the citywide "Primary Pedestrian Network" identified in the 2012 Pedestrian Master Plan with inventories of network completeness by CSA. In addition, the 2014 TRAC incorporates the citywide "Recommended Primary Bicycle Network" identified in the 2006 Transportation Element with inventories of network completeness by CSA.

### Concurrency Evaluation Tracking Tool (CETT)

The Concurrency Evaluation Tracking Tool (CETT) is a spreadsheet-based tool that contains current arterial traffic volumes and capacities, seated transit capacities and ridership volumes, and completeness of bicycle and pedestrian networks. The CETT is used for Transportation Concurrency evaluations to determine whether enough Person Trips are Available, or can be provided concurrent with, development proposed within Concurrency Service Areas. The CETT provides a snapshot in time of the status of the citywide multimodal transportation network.

### Pipeline Development Projects

Person trips generated from the 175 total development proposals evaluated for transportation concurrency between June 15, 2006 and December 31, 2013 have been assigned to and withdrawn from affected CSAs.



**Figure 2. 175 Concurrency Certificates Issued from June 15, 2006\* - December 31, 2013**

\*NOTE: BMC 13.70 effective date = June 15, 2006, consistent with 2006 Bellingham Comprehensive Plan.

Table 1. Person Trips Available (PTA) by Concurrency Service Area (CSA) in 2014									
	Sidewalks <sup>1</sup>		Multiuse Trails		Bicycle Facilities <sup>2</sup>		WTA <sup>3</sup>	Auto <sup>3</sup>	2013
	%	Credit	%	Credit	%	Credit	Transit	Arterial	Net
CSA	Comp	PTA	Comp	PTA	Comp	PTA	PTA	PTA	PTA <sup>4</sup>
1. Edgemoor-South	30.8%	0	100%	1,000	100%	800	53	975	2,325
2. Samish Hill	22.0%	0	40.7%	407	13.8%	0	21	2,367	2,294
3. Fairhaven Urban Village	78.3%	560	20%	200	49.7%	0	201	1,276	1,667
4. South Hill-Happy Valley	56.9%	126	33.3%	333	89.1%	702	127	1,611	2,309
5. WWU	81.6%	640	16.0%	160	97.9%	960	748	307	2,314
6. Waterfront District <sup>5</sup>	43.6%	0	72.7%	727	36.4%	0	0	880	891
7. Urban Core (4 Villages)	86.4%	720	25.3%	253	75.0%	500	1,088	6,952	8,425
8. Puget-Whatcom Falls	63.9%	224	58.3%	583	74.9%	400	309	3,599	4,161
9. Birchwood-Columbia	58.0%	144	21.6%	216	74.5%	450	305	2,071	2,584
10. Cornwall-Sunnyland-York	78.9%	522	80.0%	800	72.6%	414	375	3,257	4,518
11. Barkley Urban Village	71.3%	420	16.3%	163	88.0%	760	329	3,565	2,555
12. Roosevelt-Chandler	67.7%	324	83.8%	838	70.1%	360	394	1,098	2,504
13. Alabama-Silver Beach	55.8%	96	100%	1,000	87.4%	592	74	2,551	3,805
14. Cordata South	67.7%	288	11.7%	117	80.6%	496	820	7,294	5,863
15. King Mountain	38.5%	0	0	0	15.5%	0	20	2,412	708
16. Irongate Industrial	4.6%	0	0	0	29.4%	0	0	3,529	2,692
17. WCC	87.2%	592	0	0	83.6%	544	435	2,300	3,371
18. West Bakerview	34.0%	0	0	0	79.8%	480	138	769	888
19. UGA: Airport Industrial	1.7%	0	0	0	100%	800	0	748	1,048
20. UGA: Marine-Bennett	1.4%	0	50.0%	200	100%	800	0	1,683	2,183
21. UGA: Pacific Hwy Industrial	0.0%	0	0	0	0.0%	0	0	1,334	834
22. Cordata North	55.6%	96	8.4%	180	36.8%	0	75	4,410	4,166
23. UGA: East Bakerview	0.0%	0	0	0	0.0%	0	0	1,721	1,221
Citywide									63,326



**Notes:**

- 1.) "Percent complete" sidewalks reflects degree of completeness by CSA of "Primary Pedestrian Network" in 2012 Pedestrian Master Plan from the list of over 300 sidewalk infill projects.
- 2.) "Percent complete" bicycle lanes reflects status of facilities adopted in the Comprehensive Plan, where construction is realistically feasible, rather than absolute total of all facilities identified by the former BPAC.
- 3.) PTA for WTA transit and Auto arterials are derived from select transit and auto data collection measurement points throughout the City. Transit data is collected by WTA and auto data is collected by Public Works.
- 4.) 2013 net PTA is derived from the compilation of all five variables (Sidewalk, Bike Lane, Multiuse Trails, WTA Transit, and arterial traffic counts); minus PTA used by development proposals; minus a 500 PTA reserve in each CSA to avoid violating Bellingham's adopted multimodal LOS standards.
- 5.) Waterfront District eligible to become Type 1 Urban Village in future with Master Plan and fixed route transit.

## Chapter 4: 2014 Primary Pedestrian Network Completeness

*(From 2012 Pedestrian Master Plan; approved August 2012)*

In 2013, Bellingham Public Works constructed several safety improvements and additions to the Primary Pedestrian Network identified in the 2012 Pedestrian Master Plan, as listed below.

- 2,900 linear feet of new sidewalk along the north side of Bill McDonald Parkway
- Intersection and crosswalk improvements at North State/Maple
- Intersection, crosswalk, and sidewalk improvements at Cornwall/Maple
- Intersection and crosswalk improvements at East Illinois/James
- Eliza Avenue multimodal arterial connection W. Bakerview to Bellis Fair Pkwy
- Wharf/State/Forest/Boulevard multimodal roundabout
- McLeod/Northwest multimodal roundabout and McLeod Road sidewalk
- West Bakerview Overpass, intersections, crosswalks, and sidewalk

In addition to these transportation construction projects, Bellingham Public Works resurfaced major arterials and installed ADA-compliant crosswalks, curb ramps, and sidewalks, where necessary, on the arterial corridors listed below.

- Woburn Street: Alabama Street to Lakeway Drive;
- Highland Drive: West College Way to Taylor Avenue;
- West College Way: North Garden to Bill McDonald Pkwy;
- Hannegan Road: East Bakerview Road to City limits.

In 2014, Bellingham Public Works anticipates constructing safety improvements and additions to the Primary Pedestrian Network identified in the 2012 Pedestrian Master Plan, as listed below.

- Eliza Avenue sidewalk and bike lane: Westerly Road to Kellogg Road
- Ohio/Ellis intersection and crosswalk improvements
- 25<sup>th</sup> Street sidewalk and bike lanes: Bill McDonald Pkwy to Douglas Avenue
- James Street multimodal arterial reconstruction - new sidewalk and bike lanes
- Chestnut-Bay Bridge Rehabilitation - intersection and crosswalk improvements

In addition to these transportation construction projects, Bellingham Public Works anticipates resurfacing major arterials and installing ADA-compliant crosswalks, curb ramps, and sidewalks, where necessary on several arterial corridors to be determined in late Spring 2014.

**Figure 3.**

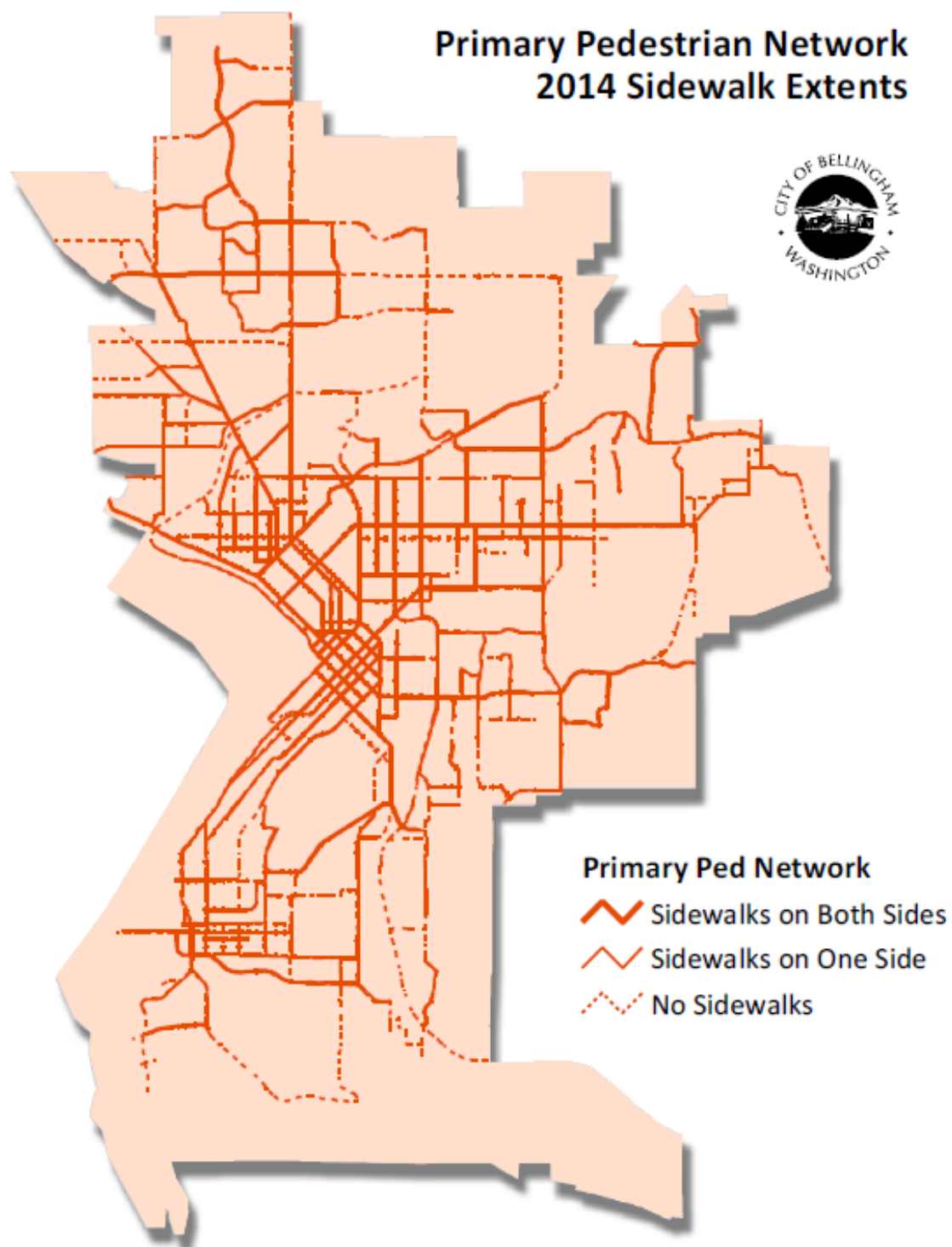
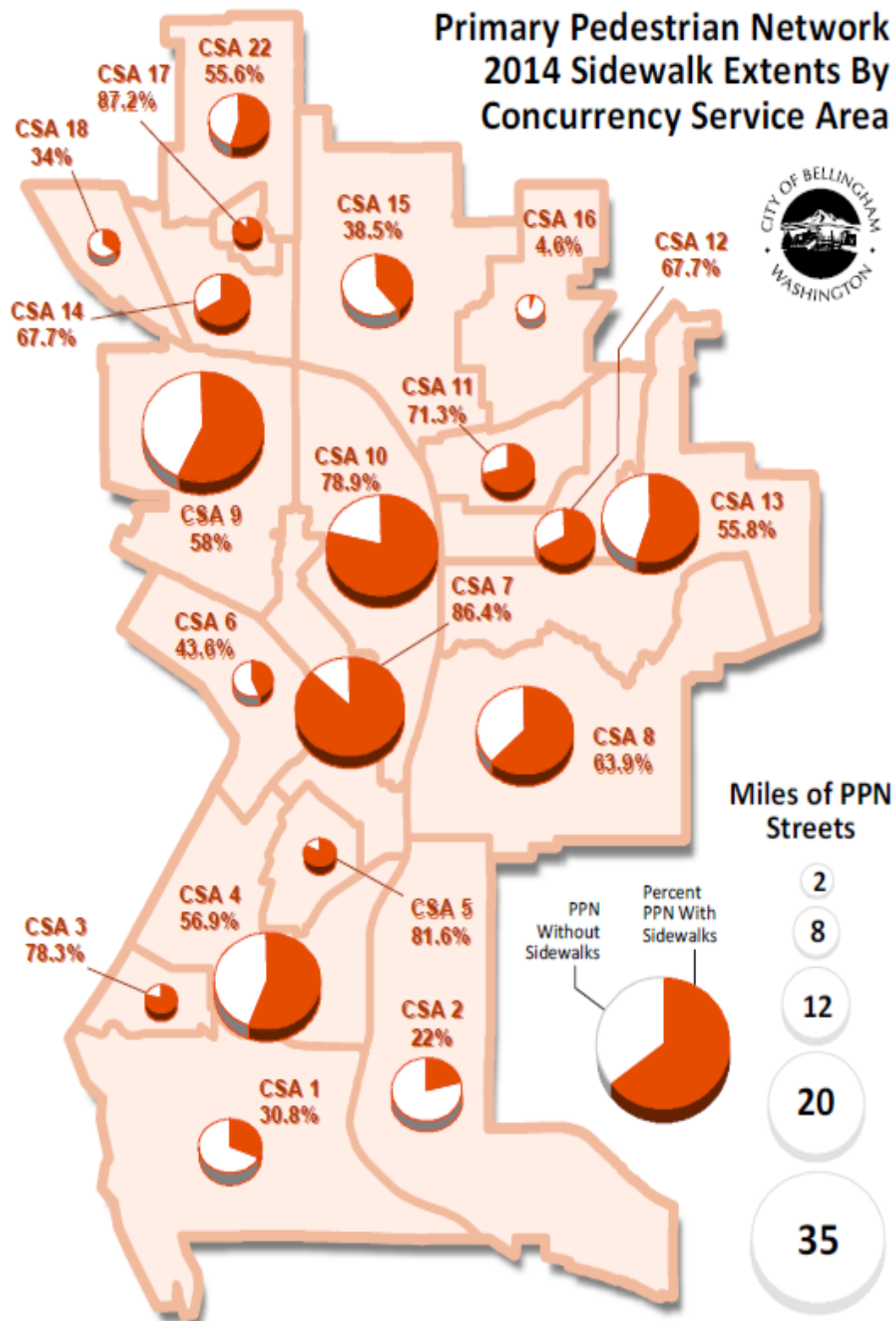


Figure 4.





**Table 2.**

## Primary Pedestrian Network Sidewalk Extents by Concurrency Service Area

CSA	PPN Street Length Both Sides (Miles)	PPN Sidewalk Length (Miles)	PPN Sidewalk Percent Complete
CSA 1	10.6	3.3	30.8%
CSA 2	13.3	2.9	22.0%
CSA 3	3.3	2.5	78.3%
CSA 4	27.3	15.5	56.9%
CSA 5	3.2	2.6	81.6%
CSA 6	4.9	2.1	43.6%
CSA 7	28.3	24.5	86.4%
CSA 8	23.1	14.8	63.9%
CSA 9	34.2	19.8	58.0%
CSA 10	29.5	23.3	78.9%
CSA 11	8.0	5.7	71.3%
CSA 12	10.1	6.8	67.7%
CSA 13	23.2	13.0	55.8%
CSA 14	8.7	5.9	67.7%
CSA 15	13.2	5.1	38.5%
CSA 16	2.5	0.1	4.6%
CSA 17	2.7	2.3	87.2%
CSA 18	3.1	1.0	34.0%
CSA 19	0.0	0.0	1.7%
CSA 20	0.7	0.0	1.4%
CSA 21	0.4	0.0	0.0%
CSA 22	9.8	5.5	55.6%
CSA 23	0.0	0.0	0.0%
<b>Grand Total</b>	<b>243.4</b>	<b>147.9</b>	<b>60.8%</b>

## **Chapter 5: 2013 Primary Bicycle Infrastructure Completeness**

(From 2006 Transportation Element)

In 2013, Bellingham Public Works constructed several major safety improvements and additions to the Primary Bicycle Network identified in the 2006 Transportation Element, as listed below.

- Intersection and crosswalk improvements at North State/Maple
- Intersection and crosswalk improvements at Cornwall/Maple
- Intersection and crosswalk improvements at East Illinois/James
- Eliza Avenue multimodal arterial connection W. Bakerview to Bellis Fair Pkwy
- Wharf/State/Forest/Boulevard multimodal roundabout
- McLeod/Northwest multimodal roundabout and McLeod Road sidewalk

**Figure 5.**

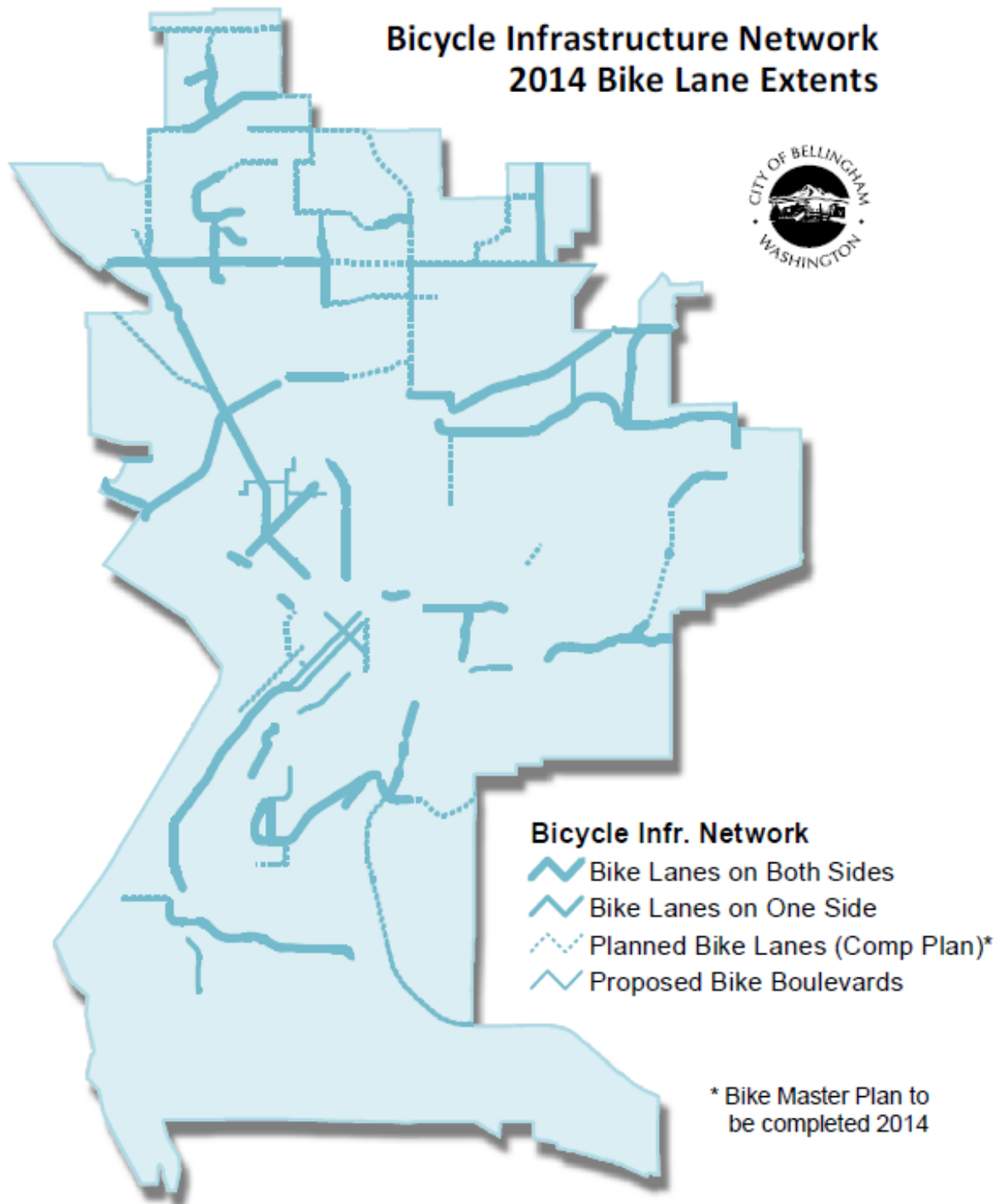
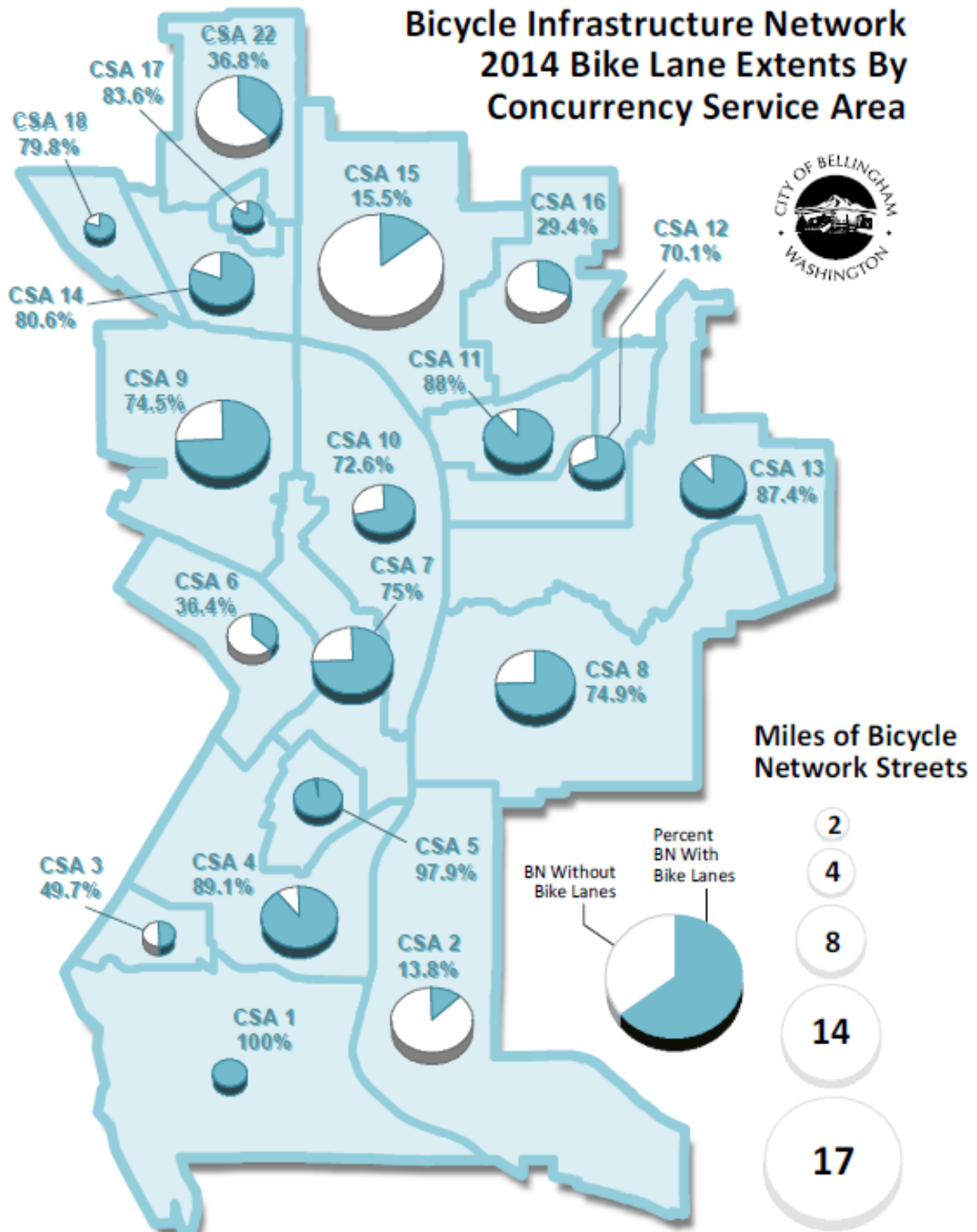


Figure 6.





**Table 3.**



## Bicycle Infrastructure Extents by Concurrency Service Area

CSA	Bike Lane Network Street Length Both Sides (Miles)	Bike Lane Length (Miles)	Bike Lane Network Percent Complete
CSA 1	1.7	1.7	100.0%
CSA 2	7.6	1.0	13.8%
CSA 3	1.5	0.7	49.7%
CSA 4	6.6	5.9	89.1%
CSA 5	3.0	2.9	97.9%
CSA 6	3.3	1.2	36.4%
CSA 7	7.5	5.6	75.0%
CSA 8	7.2	5.4	74.9%
CSA 9	9.7	7.2	74.5%
CSA 10	4.5	3.3	72.6%
CSA 11	5.5	4.9	88.0%
CSA 12	3.7	2.6	70.1%
CSA 13	5.1	4.5	87.4%
CSA 14	5.1	4.1	80.6%
CSA 15	16.1	2.5	15.5%
CSA 16	5.1	1.5	29.4%
CSA 17	1.4	1.2	83.6%
CSA 18	1.3	1.1	79.8%
CSA 19	0.0	0.0	100.0%
CSA 20	2.4	2.4	100.0%
CSA 21	0.0	0.0	0.0%
CSA 22	8.3	3.1	36.8%
CSA 23	0.0	0.0	0.0%
<b>Grand Total</b>	<b>106.7</b>	<b>62.8</b>	<b>58.8%</b>

## Chapter 6: 2013 Off-Street Greenways Multiuse Recreation Trails

*(Provide less direct and mostly unpaved alternate routes than on-street transportation network)*

In 2009, Bellingham transportation planners amended the multimodal transportation concurrency ordinance to make several changes to Urban Village Concurrency Service Areas and also incorporated a select inventory of bike friendly multiuse recreational trails. ***The inclusion of the bike friendly multiuse recreational trails was not to declare them as an integral part of the citywide transportation network, but rather to acknowledge that some bicyclists do use these recreational trails as indirect and/or alternative routes to the on-street bicycle lane system identified in the Transportation Element of the Comprehensive Plan.*** Most of these recreational trails are not suitable for road/racing bicycles because they are primarily crushed limestone gravel surfaces, vary in width and steepness, and often do not connect to major destinations.

These bicycle-friendly trail routes were identified and field verified for ride-ability over many years by individual members of City and County Bicycle and Pedestrian Advisory Committees, the Mt. Baker Bicycle Club, as well as City staff and Parks and Recreation Advisory Board and Greenways Committee members involved in an effort called “Green Streets.” Technical data came from the City’s GIS layers for Trails and Bicycle Routes, digital air photos, and digital terrain models.

The criteria that staff used to add select bike friendly multiuse recreational trails to the list of BMC 13.70.020 Definitions Specific to Concurrency Management included:

- 1.) Off-street multiuse trails that can serve a clear transportation function, in addition to the recreational benefits that they provide, and a safe alternative to unmarked bicycle routes on arterial streets;
- 2.) Prepared gravel/crushed rock surface trails, or smooth dirt. Trails with adequate drainage, and smooth even surface facilitating safe travel by cyclists. Trails with stairs, large roots, rocky sections, off-camber cross-sections, or areas with persistent standing water/puddles are generally not included;
- 3.) Trails that average at least 5-feet, but preferably 8-feet, in width to facilitate safe bi-directional passage of cyclists and pedestrians;
- 4.) Trails with slopes/grades of generally less than 6% average with maximum grades of generally less than 12%.”

The bike friendly multiuse recreational trails identified in the multimodal transportation concurrency inventory generally adhere to the specified criteria above. Some exceptions exist where lack of an alternative on-street route and the need for a critical connection dictates use of trail network sections that may have sub-standard surfaces, narrow widths, or steep grades.

Bike friendly multiuse recreational trails are credited person trips to each Concurrency Service Area based on each comparative 1% of the total planned bike system adopted in the Transportation Element of the Comprehensive Plan. 10 rather than 20 person trip credits are awarded for each 1% of the total planned bike system in recognition that not all bicyclists will be able to use off-street gravel trails as alternatives to on-street bike routes.

Figure 7.

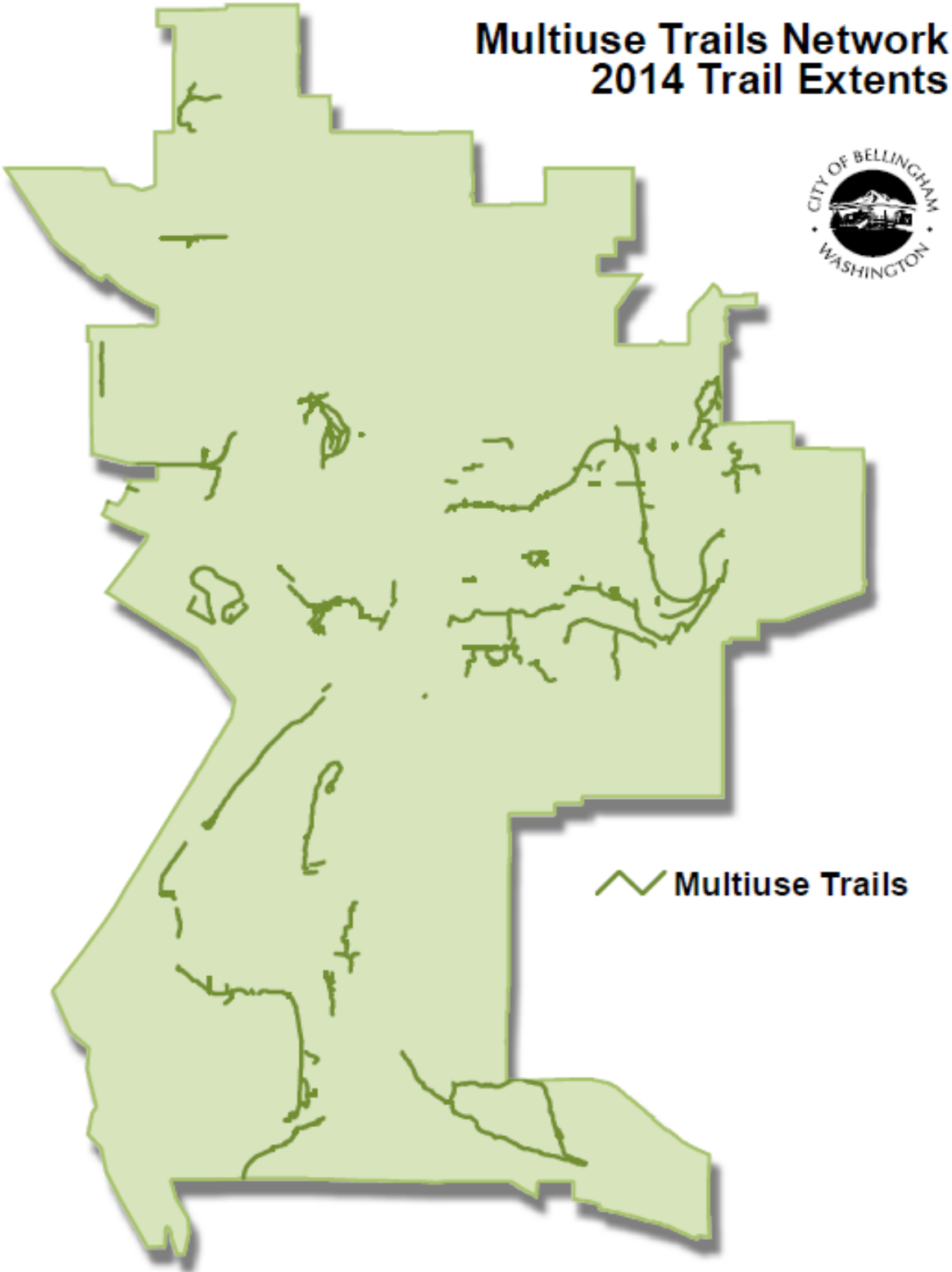
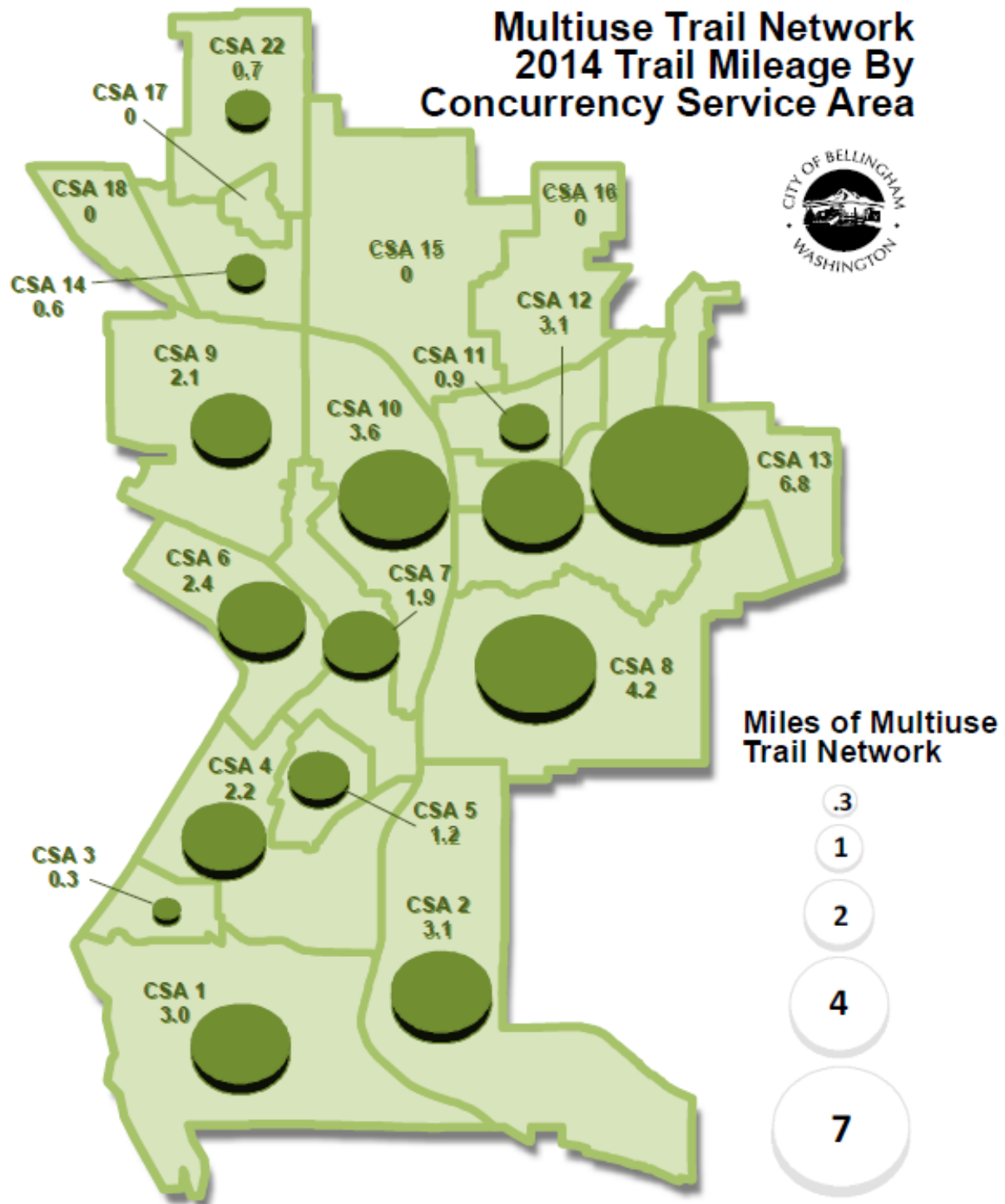


Figure 8.



**Table 4.**



## Mutiuse Trails Mileage by Concurrency Service Area

CSA	Mutiuse Trails Network (Miles)
CSA 1	3.0
CSA 2	3.1
CSA 3	0.3
CSA 4	2.2
CSA 5	1.2
CSA 6	2.4
CSA 7	1.9
CSA 8	4.2
CSA 9	2.1
CSA 10	3.6
CSA 11	0.9
CSA 12	3.1
CSA 13	6.8
CSA 14	0.6
CSA 15	0.0
CSA 16	0.0
CSA 17	0.0
CSA 18	0.0
CSA 19	0.0
CSA 20	1.2
CSA 21	0.0
CSA 22	0.7
CSA 23	0.0
<b>Grand Total</b>	<b>37.4</b>

## **Chapter 7: Waterfront District Biennial Monitoring Program**

This page intentionally left blank and reserved for  
2015 Waterfront District Biennial Monitoring Program  
Required by the Port of Bellingham



## Chapter 8: Observations and Implications of 2014 TRAC

**Urban Core:** As Table 1. shows, there are more PTA (**8,425**) in the central urban core **CSA #7**, which includes the Downtown, Old Town, Samish, and Fountain Urban Villages, than in any other parts of the City. This is due to the high degree of completeness of the primary pedestrian network (86.4%), marked bicycle lanes adopted in Comprehensive Plan (75%), the presence of multiuse recreational trail connections (25.3%), and the prevalence of high-frequency transit routes (1,088 PTA) running through the core to the downtown WTA transit hub.

**Waterfront:** The Waterfront District, **CSA #6**, has one of the fewest PTA (**891**) with no credits given for pedestrian facilities, bicycle lanes, or transit services. Cornwall Avenue has continuous sidewalks on both sides between Wharf Street and West Laurel Street and from Maple to Chestnut, but lack of sidewalk on either side of the Cornwall Avenue Bridge creates a major barrier to pedestrian travel between downtown and the Waterfront. Wharf Street is a steep and narrow street without sidewalks or bicycle lanes and construction of either will require major excavation of the hillside, construction of retaining walls, and significant environmental impact mitigation. WTA transit service does not exist for the Waterfront, WTA does not currently have plans to serve the Waterfront, and it will be a very long time before fixed route transit service becomes a viable option to serve the Waterfront District. Additional person trip credits will not be awarded until new arterials, sidewalks, and bicycle lanes are constructed to increase the PTA to serve new Waterfront development. Additional person trip credits will also be awarded if and when fixed route WTA transit service becomes available to the public in the Waterfront.

**Suburban Areas:** Outside of the Waterfront District, **CSA #15** (King Mountain annexed in 2009) has the fewest PTA (**708**). While there are several arterial streets serving this north-central portion of the City, it is primarily low density residential development lacking in sidewalks, bicycle lanes, and multi-use trail corridors, with minimal WTA transit service. This area is also segregated from central Bellingham by the presence of Interstate 5, which creates a major barrier to travel for pedestrians, bicyclists, trail users, drivers, and transit riders. As build-out of this area occurs over time, private development will be required to construct sidewalks on all public streets and bicycle lanes along all arterial streets. The City will also construct capital street improvements that will add sidewalks, bicycle lanes, new street and transit connections, as well as new multiuse recreational trails. While all of these future improvements will add PTA to CSA 15, if there is not enough PTA to serve new development at the time of concurrency evaluation, then PTA may have to be earned through **concurrency mitigation**, such as the off-site construction of sidewalk identified on the "Primary Pedestrian Network" in the Pedestrian Master Plan, in order for the City to issue a Certificate of Concurrency. Other suburban CSA's with low PTA are CSA #18 (West Bakerview) and CSA #21 (UGA: Pacific Hwy Industrial). CSA #18 (West Bakerview) may receive a major boost of PTA if proposed developments construct sidewalks, bike lanes, and arterial improvements to Pacific Highway, Arctic Avenue, and Mahogany Avenue.

**General Conclusion:** With the highest number of PTA in the urban core (CSA 7) and lower numbers of PTA in the outer suburban areas CSAs, the 2014 TRAC demonstrates that Bellingham's Multimodal Transportation Concurrency methodology is effectively integrating multimodal transportation system capacity and availability with various land use contexts within City limits. This helps to promote the Bellingham Comprehensive Plan and GMA goal to direct new development toward compact, mixed use urban areas where adequate transportation services and facilities are most available.

## APPENDICES

### A. How Multimodal Transportation Concurrency Works

Adopting an appropriate level of service (LOS) for the community is required under the Growth Management Act, as follows:

*(6) A transportation element that implements, and is consistent with, the land use element.*

*(a) The transportation element shall include the following subelements:*

*(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;*

**Bellingham's Comprehensive Plan Transportation Element adopts the following LOS:**

**TP-11** Establish Level of Service (LOS) standards for a range of multimodal transportation modes to identify deficiencies and need for improvements.

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 Multimodal Transportation Concurrency requirements.

#### **Motorized Transportation Modes**

- **Arterial Streets:** Peak Hour LOS Person Trips Available (PTA) during weekday p.m. peak hour based on data collected at designated Concurrency Measurement Points for each Concurrency Service Area;
- **Transit:** Determine seated capacity, measure ridership, and equate to person trips available via public transit service during weekday p.m. peak hour based on data collected at designated Concurrency Measurement Points for each Concurrency Service Area;

#### **Non-motorized Transportation Modes**

- **Bicycle:** Credit person trips according to degree of bicycle network completeness for designated system facilities/routes for each Concurrency Service Area;
- **Pedestrian:** Credit person trips according to degree of pedestrian network completeness for designated system facilities/routes for each Concurrency Service Area; and
- **Trails:** Credit person trips according to degree of bicycle and pedestrian network completeness, where trails serve a clear transportation function for a Concurrency Service Area.

Bellingham is divided into 16 Concurrency Service Areas (CSA) classified into Types 1, 1A, 2, or 3 according to location, land use environment, and availability of multimodal transportation modes **(See Figure 8)**.

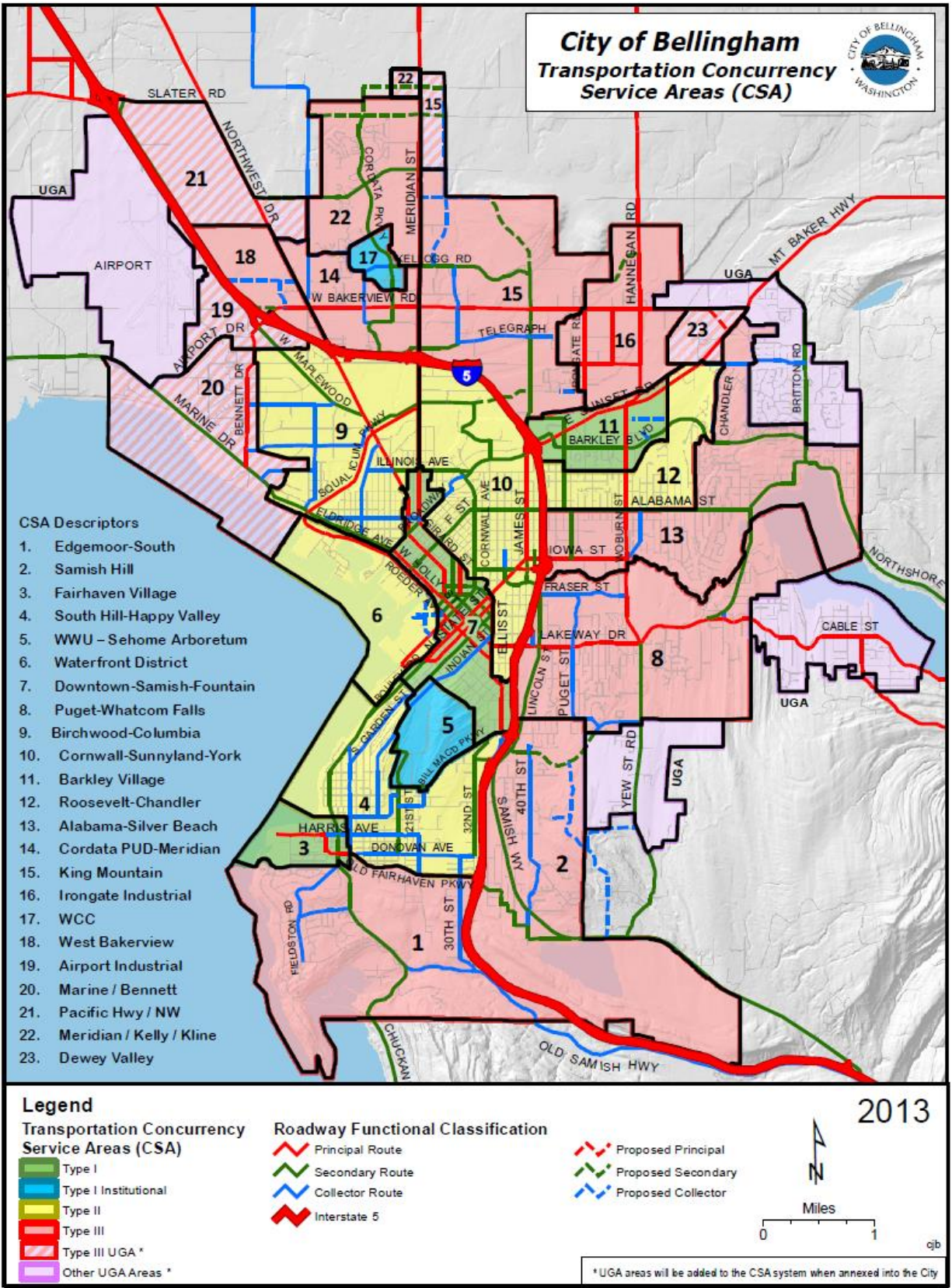


Figure 9. Bellingham's 23 Concurrency Service Areas (CSA)



The intent of BMC 13.70 Multimodal Transportation Concurrency is to further implement the multimodal transportation policies of the Transportation Element and the infill land use strategies of the Land Use Element. Consistent with Washington's Growth Management Act and the Bellingham Comprehensive Plan, the Multimodal Transportation Concurrency methodology promotes infill development where the greatest degree of multimodal transportation facilities are already available or have funding secured for construction.

### **Concurrency Service Area (CSA) Classifications**

**Type 1 CSA (Green)** are Urban Villages with adopted Master Plans (Downtown, Old Town, Samish, and Barkley) or active planning processes leading toward the adoption of a Master Plan (Fountain). Type 1 CSA are characterized by a high percentage of pedestrian and bicycle facilities, high frequency transit service, and higher density land uses with a good mix of services. WWU (CSA #5) is an exception and is classified as "Type 1 Institutional" due to the extremely high transit service and ridership, campus parking limitations, and the adopted WWU Institutional Master Plan. The combination of land use characteristics and availability of transportation alternatives in Type 1 CSAs generally creates a lower degree of reliance on the private automobile for transportation mobility.

**Type 1A CSA (Blue)** are areas that have very similar transportation characteristics to Type 1 CSA's (Green), but have different land use characteristics in that they are primarily "Institutional Uses" and/or have "Institutional Master Plans (IMP)." Western Washington University (WWU-CSA 5) is the only Type 1A CSA at present, but the Saint Joseph's Hospital campus area, the Whatcom Community College campus area, and the Bellingham Technical College (BTC) campus area are all potential future Type 1A (Blue) CSA's.

**Type 2 CSA (Yellow)** are essentially transition areas between Urban Villages and outlying suburban areas. With the exception of the Roosevelt-Chandler CSA #12, Type 2 CSAs are located west and south of Interstate 5. Type 2 CSA are generally characterized by grid pattern residential streets, a moderate percentage of pedestrian and bicycle facilities, some high frequency transit service, and moderate density land uses that are primarily residential with a smaller degree of mixed uses and neighborhood commercial services. The combination of land use characteristics and availability of transportation alternatives in Type 2 CSAs generally creates a moderate degree of reliance on the private automobile for transportation mobility.

**Type 3 CSA (Red)** are located furthest from the urban core at the outer edges of Bellingham and, with the exception of Edgemoor-South CSA #1, are primarily located east and north of Interstate 5. Type 3 CSA are characterized by a low percentage of pedestrian and bicycle facilities, moderate to low transit service availability, moderate to low density land use with a small to non-existent degree of mixed uses. The combination of land use characteristics and availability of transportation alternatives in Type 3 CSAs generally creates a higher degree of reliance on the private automobile for transportation mobility.

In order to promote infill development where adequate multimodal transportation facilities already exist, higher emphasis and Person Trip Availability is awarded to Type 1 CSAs, moderate emphasis and Person Trip Availability is awarded to Type 2 CSAs, and lower emphasis and Person Trip Availability is awarded to Type 3 CSAs. This is done through weighting factors called "Policy Dials" adopted in BMC 13.70 Table 1., on the next page.

**Table 5. Multimodal Transportation Policy Dials Applied To Land Use Environments**

	Transportation Concurrency Service Areas		
Mode	Type 1 <sup>1</sup>	Type 2 <sup>2</sup>	Type 3 <sup>3</sup>
<b>Motorized</b>			
Auto			
Mode weight factor <sup>4</sup>	0.70	0.80	0.90
Transit			
Mode weight factor <sup>5</sup>	1.00	1.00	0.80
<b>Non-Motorized</b>			
Pedestrian			
Percent threshold for minimum system complete <sup>6</sup>	50%	50%	50%
Person trip credit for 1% greater than minimum threshold <sup>7</sup>	20	20	20
Mode weight factor <sup>8</sup>	1.00	0.90	0.80
Bicycle			
Percent threshold for minimum system complete	50%	50%	50%
Person trip credit for 1% greater than threshold	20	20	20
Mode weight factor <sup>9</sup>	1.00	0.90	0.80
Multi-Use Trails <sup>10</sup>			
Person trip credit for 1% greater than threshold <sup>11</sup>	10	10	10
Mode weight factor <sup>12</sup>	1.00	0.90	0.80

1. Type 1 = Urban Village areas with adopted master plans, high-density mixed use zoning, or an active master plan process.

2. Type 2 = Medium density areas adjacent to and influenced by Urban Villages.

3. Type 3 = Lower density and auto-oriented areas outside of Urban Villages.

4. Auto mode weight factor considers the importance of roadways to a service area, relative to the availability of other mode alternatives.

5. Transit mode weight factor considers the availability/viability of the transit mode to a service area.

6. This is the minimum level of the planned system completed for it to be considered a viable mode alternative.

7. Person trips credited to service area based on the amount of the system completed minus the minimum threshold.

8. Pedestrian mode weight factor considers the importance of pedestrian facilities to a service area, relative to land use and travel patterns.

9. Bicycle mode weight factor considers the importance of bicycle facilities to a service area, relative to land use and travel patterns.

10. Multi-Use Trails = relatively level, multi-use trails connecting activity centers, destinations, and biking facilities.

11. Person trips credited to service area based on each comparative 1% of the total planned bike system adopted in Comprehensive Plan.

12. Multi-Use Trail mode weight factor considers the importance of bike-friendly trails to a service area, relative to land use and travel patterns.

Calculations to establish the number Person Trips Available for each CSA are made as follows:

### **Motorized Vehicle Person Trips Available**

The City regularly collects vehicle traffic counts at designated Concurrency Measurement Points on arterials streets serving Concurrency Service Areas (CSA). Vehicle traffic volumes are converted to person trips using local and national data for average car occupancy rates. Motorized vehicle person trips are then used as one variable to calculate total Person Trips Available within each Concurrency Service Area (CSA). Adjustments are made based on the directional use of the corridor.

### **Transit Person Trips Available**

Transit trips are determined by counting seated capacity available on WTA buses, measurements of ridership on selected routes at Concurrency Measuring Points, and conversion to Person Trips Available within Concurrency Service Areas (CSA). Transit person trips are used as one variable to calculate total Person Trips Available within Concurrency Service Areas (CSA). The City works with WTA to determine seated capacity on transit routes, regularly collect transit ridership statistics, and to calculate the number of transit person trips available in each Concurrency Service Areas (CSA) within the City. Adjustments are made based on the ability of the off-peak transit service to actually serve travel demands during the PM peak hour.

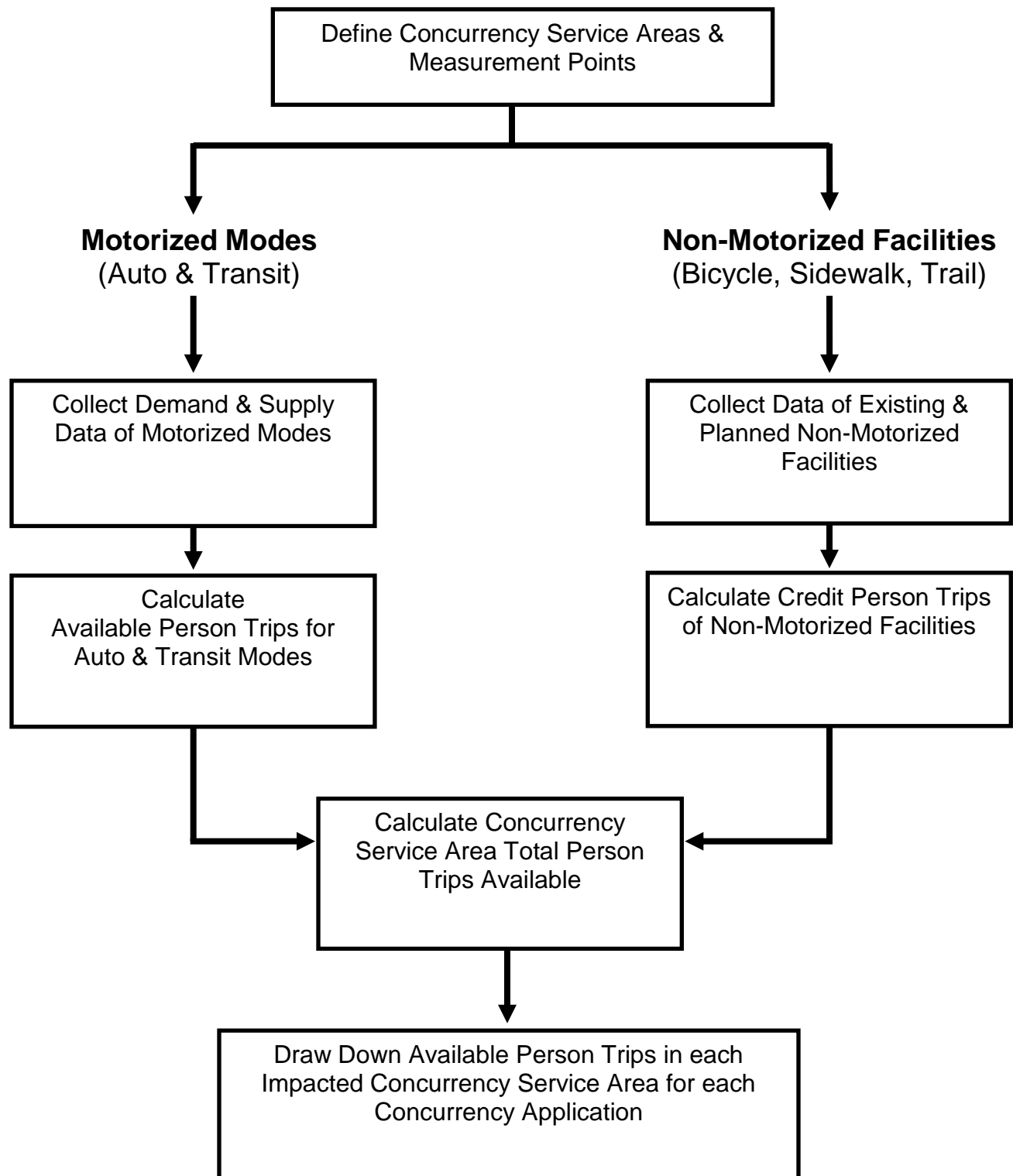
For example, each WTA high-frequency transit “GO Line” (15-minute headways) can provide the seated capacity equivalent of up to 320 person trips per hour (40-seat bus x 4 runs per hour in each direction).

### **Non-Motorized Bicycle and Pedestrian Person Trips Available**

Sidewalks, bicycle lanes, and, in some cases, off-street multi-use trails also provide person trips in the multimodal transportation network. Pedestrian and bicycle trips are determined by measuring the degree of completeness of selected pedestrian and bicycle routes serving Concurrency Service Areas (CSA), and converting this to credits for Person Trips Available. The City directly measures the degree of completeness of existing vs planned pedestrian and bicycle facilities serving Concurrency Service Areas (CSA). Pedestrian and bicycle person trip credits are used as one variable to calculate total Person Trips Available within Concurrency Service Areas (CSA). The City awards 20 person trip credits for every 1% of bicycle or pedestrian facility completed above 50%.

As an example, assume that the existing inventory shows 45,000 linear feet of marked bicycle lanes serving Concurrency Service Areas (CSA) “X”. Assume that an additional 27,000 linear feet of planned bicycle lanes have been adopted in the Transportation Element and/or fully funded within the 6-Year TIP. This equates to 72,000 linear feet of “planned” bicycle network for the CSA “X”. The 72,000 planned network divided by the 45,000 existing inventory results in a 62.5% complete network, which is 12.5% above the minimum 50% threshold for awarding person trip credit. At 20 credits for every 1% above 50%, this would convert to 250 bicycle person trips available for CSA “X”. The more complete the bicycle network is, the more person trip credits are available.





**Figure 10. Calculation of Person Trips Available and Used Within Each CSA**

## **B. Procedures for New Development and Redevelopment Under BMC 13.70 Multimodal Transportation Concurrency**

Multimodal Transportation Concurrency evaluation is a pre-application requirement. When new development is proposed, the project is evaluated to ensure that there are enough Person Trips Available in the CSA to serve the new development. If there are enough PTA, then the number of PTA needed are extracted from the system and a Temporary Certificate of Transportation Concurrency is issued with a one-year window to submit a complete application for the proposed development. If a complete application is not received by the City before the one year expiration date, then the certificate expires and the reserved PTA are restored to the system.

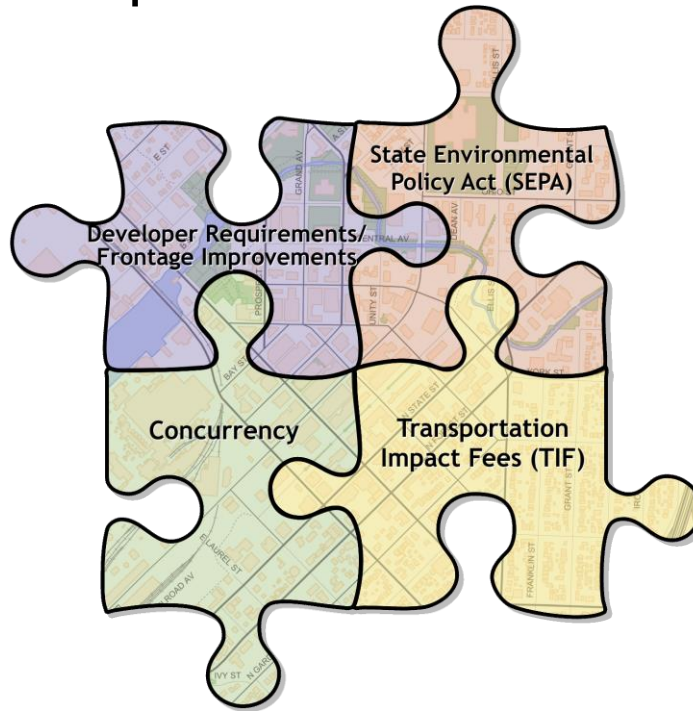
As per RCW 36.70A.070 (6) (b), new developments must be prohibited unless there are an adequate number of Person Trips Available within the Concurrency Service Area (CSA) of the development, or improvements to the multimodal transportation system to accommodate the impacts are made concurrent with the development or unless the multimodal transportation network affected by the new development meets one of the three exceptions listed below, consistent with the concurrency management requirements of the Growth Management Act.

Consistent with transportation concurrency requirements of the Growth Management Act (RCW 36.70A.070 (6) (b)), land use and building permits for new developments may be issued as long as:

- 1.) The Concurrency Service Area (CSA) affected by the proposed development has an adequate number of Person Trips Available (PTA), or
- 2.) The Concurrency Service Area (CSA) affected by the proposed development has new or expanded multimodal transportation facilities or services scheduled and fully funded for improvement within the first, second, or third year of the City's Six-Year Transportation Improvement Program or within WTA's adopted budget; or
- 3.) The transportation facilities affected by the proposed development are designated as "Highways of Statewide Significance" not subject to local transportation concurrency standards. *As per RCW 36.70A.070 (6)(a)(iii)(C) "Highways of Statewide Significance" (HSS), such as Interstate 5 and Guide Meridian (SR 539) within Bellingham, are not subject to transportation concurrency requirements. The Washington State Department of Transportation (WSDOT) is responsible for setting LOS standards for Highways of Statewide Significance (HSS) and has established LOS D in urban growth areas.*

If there are not enough Person Trips Available in the CSA to serve a proposed development, then the applicant may propose to reduce or delay project or implement concurrency mitigation measures (sidewalk, bike lane, transit, TDM, etc) to provide the number of person trips needed to serve the proposed development. For motorized modes, this may require the addition of capacity for vehicles or transit through a variety of measures. For non-motorized modes, this may include the construction of sidewalk or bicycle lanes.

# Development Review Elements



**Figure 11. Multimodal Transportation Concurrency Development Requirements**

***Transportation concurrency mitigation refers only to the addition of motorized transportation capacity or completeness of non-motorized transportation network,*** whether through the addition of a new travel lane or turn lane for vehicles, sidewalks, bicycle lanes, ride-sharing and other TDM programs, or transit service. Figure 3. above, shows that “Concurrency” is only one piece of the transportation mitigation puzzle.

In addition to the pre-application requirements of BMC 13.70 Multimodal Transportation Concurrency, all new development proposed in Bellingham is also required to:

- 1.) Conduct a traffic impact analysis study for any project expected to generate 50 or more p.m. peak hour vehicle trips or where known level of service issues exist on arterials or at intersections;
- 2.) Fund and construct street frontage improvements (curb, gutter, sidewalk) that are required by City development regulations;
- 3.) Fund and construct transportation improvements that are required to mitigate impacts identified through the State Environmental Policy Act (SEPA) project review process; and
- 4.) Pay Transportation Impact Fees (TIF) at the time of building permit issuance consistent with the base rate applied on the date of application for building permit (2011 TIF = \$1,927 per p.m. peak hour vehicle trip).

## C. Multimodal Transportation Concurrency Resources

All questions regarding Bellingham's Multimodal Transportation Concurrency requirements, the Transportation Report on Annual Concurrency (TRAC), Transportation Impact Fees (TIF), or the Transportation Element of the Bellingham Comprehensive Plan should be directed to:

**Chris Comeau, AICP, Transportation Planner**  
Public Works Engineering  
210 Lottie Street  
Bellingham, WA 98225  
(360) 778-7900 telephone; (360) 778-7901 fax;  
Email: [ccomeau@cob.org](mailto:ccomeau@cob.org)

### Bellingham Transportation Planning Documents

**Public Works web site:** [www.cob.org](http://www.cob.org), click on "Departments", click on "Public Works"

**City of Bellingham 2006 Comprehensive Plan, Transportation Element**  
<http://www.cob.org/documents/planning/comprehensive-plan/2006-chapter3.pdf>

**BMC 13.70 Multimodal Transportation Concurrency**  
<http://www.cob.org/services/planning/transportation/multi-modal-trac.aspx>

**BMC 19.06 Transportation Impact Fees (TIF)**  
<http://www.cob.org/services/planning/transportation/transportation-impact-fees.aspx>

**2000-2018 Adopted 6-Year Transportation Improvement Programs (TIP)**  
<http://www.cob.org/services/planning/transportation/tip.aspx>

**NOTE: Draft 2015-2020 TIP available in May 2014; must be adopted by July 1, 2014.**

### Web Sites for Bellingham/Whatcom Transportation Information

Bellingham Public Works Department.....	<a href="http://www.cob.org/pw">www.cob.org/pw</a>
Bellingham Planning Department.....	<a href="http://www.cob.org/pcd">www.cob.org/pcd</a>
Whatcom Transportation Authority.....	<a href="http://www.ridewta.com">www.ridewta.com</a>
Whatcom County.....	<a href="http://www.co.whatcom.wa.us">www.co.whatcom.wa.us</a>
Port of Bellingham.....	<a href="http://www.portofbelllingham.com">www.portofbelllingham.com</a>
Whatcom Council of Governments.....	<a href="http://www.wcog.org">www.wcog.org</a>
Washington State Department of Transportation.....	<a href="http://www.wsdot.wa.gov">www.wsdot.wa.gov</a>
U.S. Federal Highway Administration.....	<a href="http://www.fhwa.dot.gov">www.fhwa.dot.gov</a>
U.S. Department of Transportation.....	<a href="http://www.dot.gov">www.dot.gov</a>