



Transportation Report on Annual Mobility

Published annually in support of Bellingham's:

- Comprehensive Plan Multimodal Transportation Chapter;
- BMC 13.70 Multimodal Transportation Concurrency Program;
- Primary Pedestrian Network & Pedestrian Master Plan;
- Primary Bicycle Network & Bicycle Master Plan;
- Transportation Fund (Former Transportation Benefit District);
- Bicycle Friendly Greenways Trail Network;
- Whatcom Transportation Authority Long-Range Plan;
- BMC 19.06 Multimodal Transportation Impact Fee Program;
- BMC 19.06.040 Urban Village TIF Reduction Program; and
- Waterfront Biennial Monitoring Program (per WF Plan).

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Executive Summary

Since 2006, the Transportation Report on Annual Mobility (TRAM) has provided an annual 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 transportation needs of new growth and development against the adopted "Level of Service (LOS) Standard" in the [Multimodal Transportation Chapter of the Bellingham Comprehensive Plan](#), as required by the Washington State Growth Management Act (GMA).

In addition to tracking transportation impacts from new development, the TRAM:

- Provides an opportunity to identify ‘**over the horizon**’ concurrency issues proactively and offer recommendations for changes to the program, when and where necessary.
- Is an annual progress report on how Bellingham provides mobility for people, goods, and services.
- Helps the City plan future transportation infrastructure investments in the annual [6-Year Transportation Improvement Program \(TIP\)](#). RCW 35.77.010 requires that the City adopt the 6-Year TIP by July 1 each year and the TIP must be consistent with the Transportation Element of the Comprehensive Plan.
- Documents progress made toward completion of Bellingham's pedestrian, bicycle, transit, and vehicle networks as well as recognizing that the multiuse Greenways trails provide a secondary transportation function that is integrated with these networks.
- Documents projects completed primarily with voter-approved Transportation Funds (former TBD).
- Provides up-to-date information on issues affecting WTA transit in Bellingham.
- Documents the economic incentive benefits of Urban Village Transportation Impact Fee Reductions.
- Fulfills the Planned Action Ordinance requirement for the Port of Bellingham to complete a Biennial Monitoring Report for the Waterfront District Master Plan.

In addition to the TRAM, information specific to Bellingham's multimodal transportation planning programs and resources are available on the City of Bellingham [Transportation Planning](#) web page.

In March 2022, the City began a lengthy public process for the [Pedestrian and Bicycle Master Plan Updates](#). As of March 1, 2023, the Pedestrian Master Plan is nearing the final phases of the update process and the Bicycle Master Plan is expected to begin the initial phases of the update process in March 2023. In-person and virtual public engagement efforts have been extensive, broad-based, and inclusive. The timeline for completing the plan updates, including amendment of the Comprehensive Plan to incorporate the new plans, may extend into 2024.

CHANGES TO TRAM: For the past few years, the City of Bellingham has been dealing with the unprecedented circumstances from the COVID-19 global pandemic and its effect on transportation, the local economy, and public health. The long-term effects on individual mobility and the multimodal transportation system are still being assessed and will be reported on as trends emerge, but the City is using this transition period as an opportunity to reorganize the TRAM to be more user-friendly for those seeking **basic information in short chapters** while retaining the comprehensive breadth for those seeking more **detailed information in appendices**.