

<b>BMC 13.70 Table 1. Bellingham Transportation Concurrency Program Property Dials</b>			
<b>MODE</b>	<b>Transportation Concurrency Service Areas</b>		
	<b>Type 1<sup>1</sup></b>	<b>Type 2<sup>2</sup></b>	<b>Type 3<sup>3</sup></b>
<i>Motorized</i>			
<b>Auto</b>			
Mode weight factor <sup>4</sup>	0.70	0.80	.090
<b>Transit</b>			
Mode weight factor <sup>5</sup>	1.00	1.00	0.80
<i>Non-Motorized</i>			
<b>Pedestrian</b>			
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
<b>Bicycle</b>			
Percent threshold for minimum system complete <sup>6</sup>	50%	50%	50%
Person trip credit for 1% greater than threshold <sup>7</sup>	20	0	20
Mode weight factor <sup>9</sup>	1.00	0.90	.080
<b>Multi-Use Trails<sup>10</sup></b>			
Person trip credit for each 1% of bicycle <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. 10 rather than 20 person trip credits are awarded for each 1% in recognition that not all bicyclists will be able to make use of off-street gravel trails.
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.