Transportation Report on Annual Concurrency

In support of BMC 13.70 Multimodal Transportation Concurrency

March 2011

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Maps/Tables/Graphics

Multimodal Transportation Concurrency Information Sources

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:

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Bellingham Transportation Planning Documents

Public Works web site: www.cob.org, click on "Departments", click on "Public Works"

City of Bellingham 2006 Comprehensive Plan, Transportation Element
http://www.cob.org/pcd/planning/growth/comp-update.htm, click Chapter 3.

BMC 13.70 Multimodal Transportation Concurrency
http://www.cob.org/web/bmcode.nsf, click Title 13, click 13.70

BMC 19.06 Transportation Impact Fees
http://www.cob.org/web/bmcode.nsf, click Title 19, click 19.06

2011-2016 Transportation Improvement Program (TIP)
http://www.cob.org/services/neighborhoods/community-planning/transportation/index.aspx

2012-2017 Transportation Improvement Program (TIP)
Draft 2011-2016 TIP will be available mid-May 2011 and must be adopted by July 1, 2011.

Web Sites for Bellingham/Whatcom Transportation Information

Bellingham Public Works Department ..... www.cob.org/pw
Bellingham Planning Department ..... www.cob.org/pcd
Whatcom Transportation Authority ..... www.ridewta.com
Whatcom County ..... www.co.whatcom.wa.us
Port of Bellingham ..... www.portofbellingham.com
Whatcom Council of Governments ..... www.wcog.org
Washington State Department of Transportation ..... www.wsdot.wa.gov
U.S. Federal Highway Administration ..... www.fhwa.dot.gov
U.S. Department of Transportation ..... www.dot.gov

EXECUTIVE SUMMARY

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 specifically established a program to monitor and maintain adequate transportation facilities in support of the City's infill land use strategy as per GMA requirements that:

> *"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]*

The TRAC is an annual monitoring and reporting system that Public Works staff has published since March 2006 to inform the City Council, the Planning Commission, the 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. The TRAC reports how many Person Trips Available there are to serve new development in different portions of the City called Concurrency Service Areas. 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 also provides an assessment of the existing multimodal transportation system to help inform the City Council in making funding decisions for the City's annual 6-Year Transportation Improvement Program (TIP). The 6-Year TIP must be consistent with the Transportation Element of the Comprehensive Plan and must be adopted by July 1 each year.

The 2011 TRAC incorporates recommendations made in the 2010 TRAC and reflects the evolution of Bellingham's integrated land use-transportation planning approach from auto-centric to multimodal. More in-depth technical analysis of BMC 13.70 Multimodal Transportation Concurrency is available in the Program Development Report, available from Public Works.

Summary and Status of Recommendations from 2010 TRAC

The March 2010 TRAC included several recommendations for enhancements to the Multimodal Transportation Concurrency Program. Public Works staff explored each recommendation and took the actions listed below.

- **Explore Further Refinements/Additions of Concurrency Service Areas**
  - ✓ As portions of the Bellingham UGA are annexed to the City and as urban village plans are created within Bellingham, the creation of new CSAs will be necessary. ***In 2010, new CSA's were created for the newly annexed 860-acre King Mountain Neighborhood, the Fountain District Urban Village Master Plan area, and the 200-acre Waterfront District for which a master plan is being created.***
  - ✓ Continue to monitor the level of development activity surrounding the Whatcom Community College area and the WTA Cordata transit hub. A new Type 1, or Type 1 Institutional, CSA should be created for this area if an urban village plan is created for it in the future. ***The City approved mixed use zoning for land northeast of Cordata/Stuart and a private developer is proposing significant mixed use development. WCC does not have a current Institutional Master Plan (IMP).***
  - ✓ Continue to monitor the level of development activity surrounding the Saint Joseph's Hospital area. A new Type 1 Institutional CSA may need to be created for this area in the future. ***The Saint Joseph's IMP allows significant levels of additional development and the hospital-medical complex along the Squalicum-Birchwood corridor is characteristically different than the surrounding residential neighborhoods.***

- **Ensure Consistency Between BMC 13.70 and 2011 Comprehensive Plan Update**
  - o As the Bellingham Comprehensive Plan is updated in 2011, care should be taken to ensure that the PTA in CSA's are updated and reflective of the overall forecasts for build-out potential in various portions of the city. ***Work is just beginning on the 2011 Comprehensive Plan update.***

- **Explore Enhancements to Multimodal Transportation Concurrency Methodology**
  - ✓ Examine costs and feasibility of incorporating "Route Directness Index" (RDI) mobility evaluation application into BMC 13.70. While Bellingham's methodology is considered innovative and has generated interest from many jurisdictions across North America, there are some very interesting mobility metrics and applications being developed that could potentially improve Bellingham's Multimodal Transportation Concurrency Program. The most promising for this purpose is an application developed by TranspoGroup, Inc., that measures and scores the directness of a route for any mode desired. Public Works staff sees several potential levels of RDI application ranging from project-specific impact analysis to overall system planning and measurement of system effectiveness. ***The City purchased "ViaCity" software from TranspoGroup, Inc. and is in the process of using it to develop connectivity analysis methods and metrics for concurrency as well as long-range transportation planning analysis.***

- **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 still relatively new 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. ***On-going.***

- **Maintain and Update the Concurrency Evaluation Tracking Tool**
  - ✓ 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. ***The CETT has been updated to incorporate development proposals made in 2010, arterial traffic counts collected in 2010, 2009 WTA public transit ridership data, and sidewalk and bike lane facilities constructed in 2010. In addition, "bicycle-friendly trails" data has been inventoried and incorporated into each CSA where these trails serve a clear transportation function.***

How BMC 13.70 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, 2, or 3 according to location, land use environment, and availability of multimodal transportation modes **(See Figure 1, next page)**.

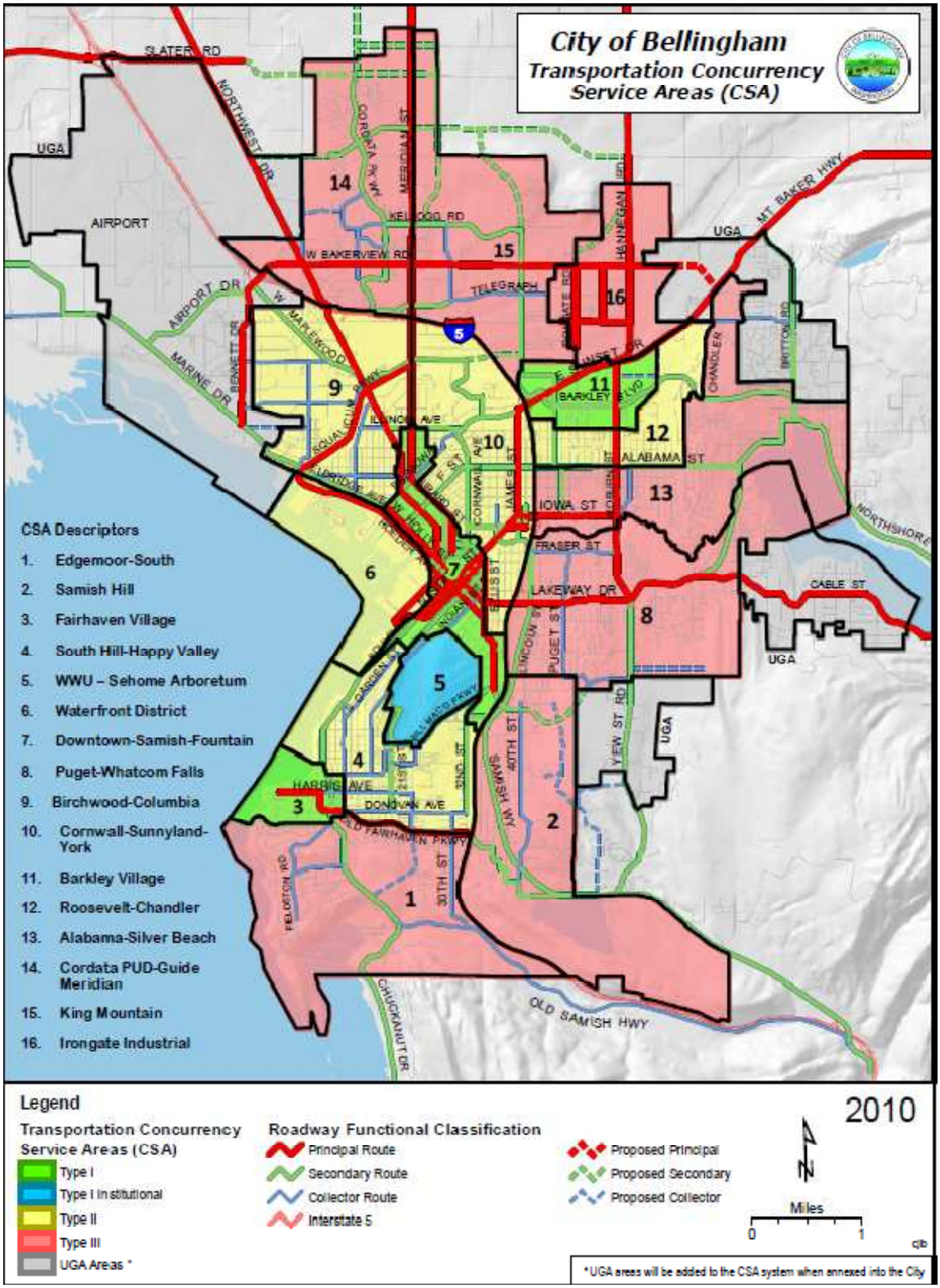


Figure 1. Bellingham's 16 Concurrency Service Areas (CSA)

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 1. Multimodal Transportation Policy Dials Applied To Land Use Environments

	Transportation Concurrency Service Areas		
Mode	**Type 1[1]**	**Type 2[2]**	**Type 3[3]**
Motorized			
Auto			
Mode weight factor[4]	**0.70**	**0.80**	**0.90**
Transit			
Mode weight factor[5]	**1.00**	**1.00**	**0.80**
Non-Motorized			
Pedestrian			
Percent threshold for minimum system complete[6]	**50%**	**50%**	**50%**
Person trip credit for 1% greater than minimum threshold[7]	**20**	**20**	**20**
Mode weight factor[8]	**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[9]	**1.00**	**0.90**	**0.80**
Multi-Use Trails[10]			
Person trip credit for 1% greater than threshold[11]	**10**	**10**	**10**
Mode weight factor[12]	**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 works directly with the Bicycle and Pedestrian Advisory Committee (BPAC) to determine the degree of completeness of selected pedestrian and bicycle routes 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 select bicycle facilities serving Concurrency Service Areas (CSA) “X”. Assume that an additional 27,000 linear feet of planned bicycle facilities 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.

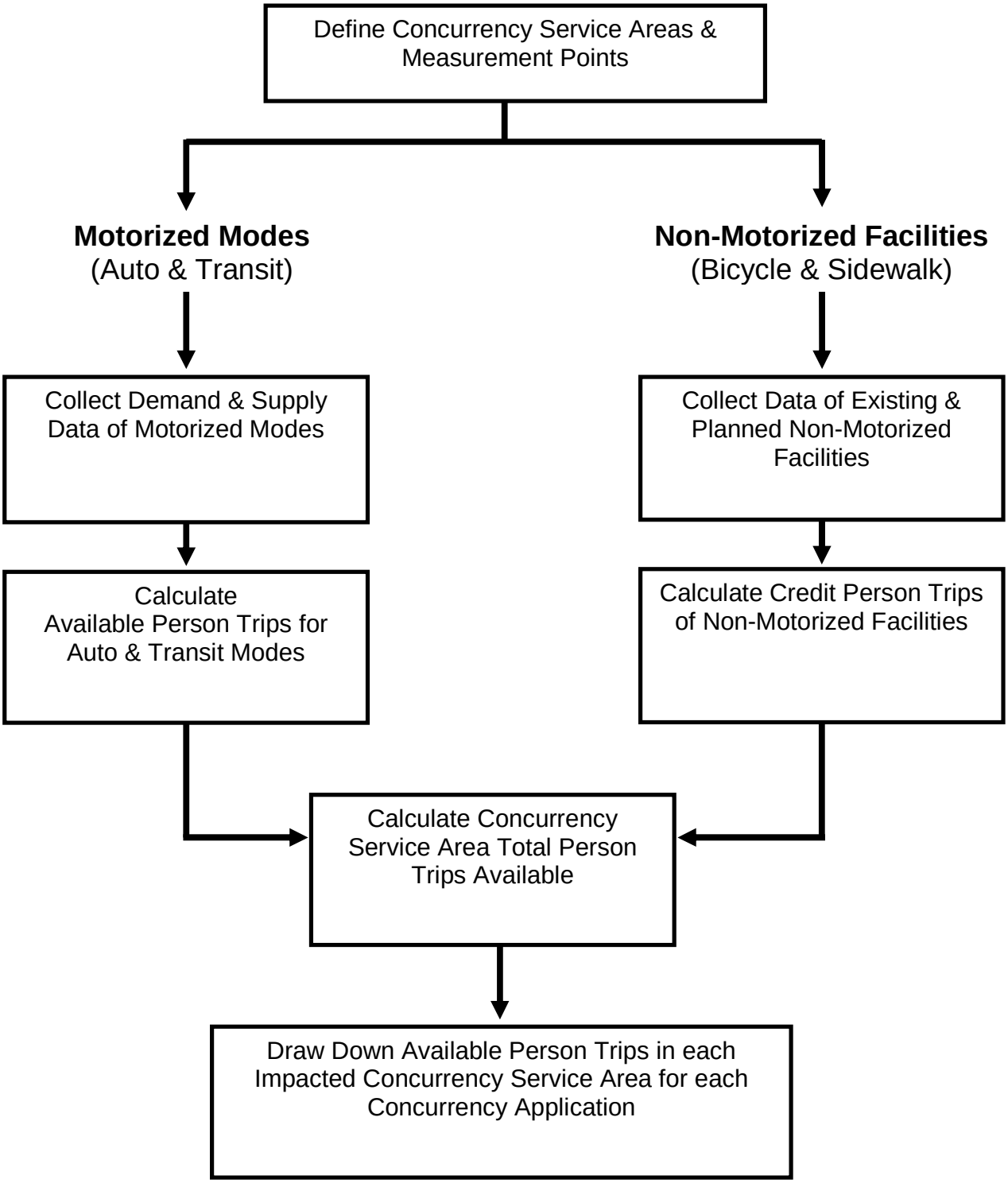


Figure 2. Calculation of Person Trips Available and Used Within Each CSA

Procedures for New Development 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

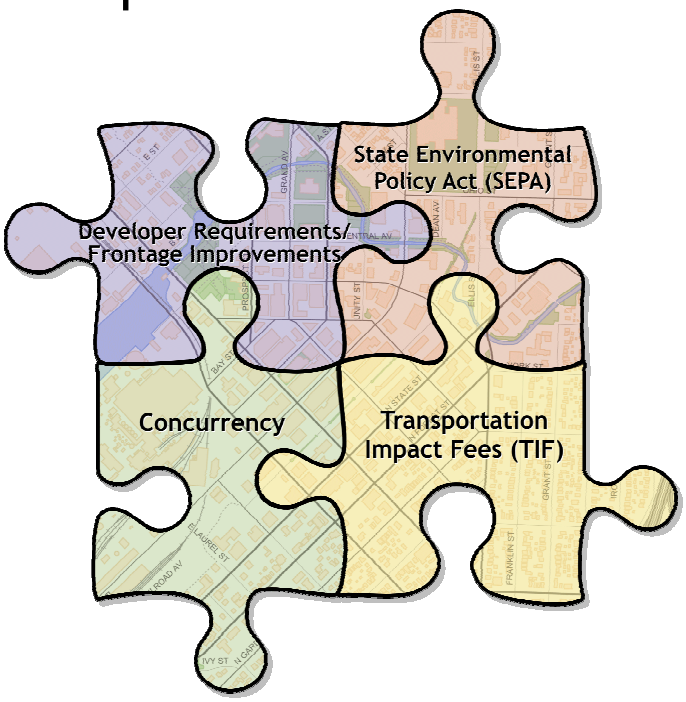


Figure 3. Multimodal Transportation Concurrency Development Requirements

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).

Detail of Existing Conditions for 2011 TRAC Findings

The 2011 TRAC identifies Person Trips Available by Concurrency Service Area using 2009 traffic count data, 2009 WTA capacity and ridership statistics, 2009 inventories of sidewalk, marked bicycle lanes, and multiuse trails, as well as pipeline trips reserved for development in the Concurrency Evaluation Tracking Tool (CETT) for current conditions through January 1, 2011.

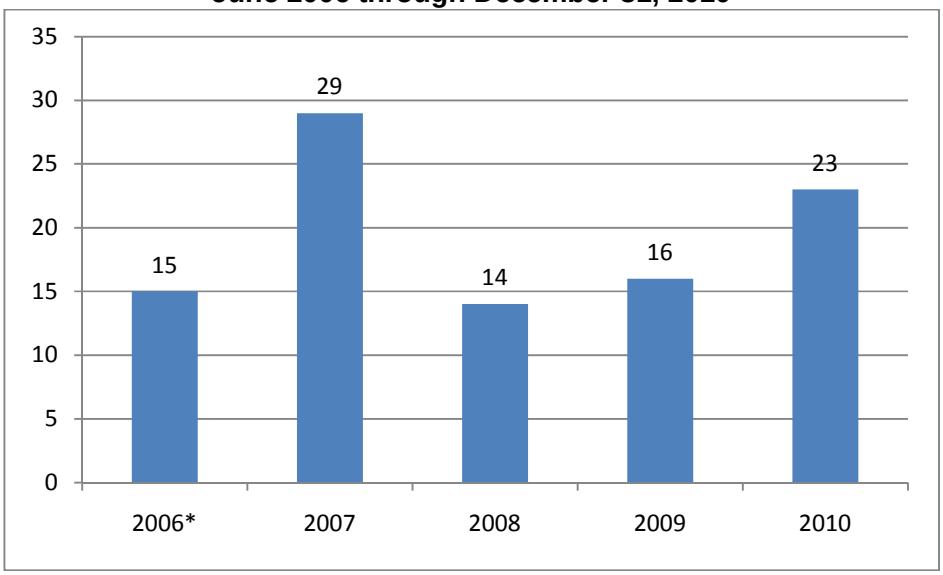
Concurrency Evaluation Tracking Tool (CETT)

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 97 total development proposals evaluated for transportation concurrency between June 15, 2006 and December 31, 2010 have been assigned to and withdrawn from affected CSAs**.**

Figure 4. Development Projects Evaluated for Transportation Concurrency June 2006 through December 31, 2010



***Notes: BMC 13.70 effective date = June 15, 2006.**

TABLE 2. PERSON TRIPS AVAILABLE (PTA) BY CONCURRENCY SERVICE (CSA) FOR NEW DEVELOPMENT IN 2011									
	Sidewalks		Multiuse Trail		Bicycle Lanes		WTA	Auto	2011
CSA	%[1] Comp	Credit PTA	%[1] Comp	Credit PTA	%[1] Comp	Credit PTA	Transit PTA[2]	Arterial PTA[2]	Net PTA[3]
1. Edgemoor-South	65%	240	44%	442	100%	800	53	975	2,007
2. Samish Hill	49%	0	27%	269	20%	0	21	2,367	2,158
3. Fairhaven Village	63%	260	61%	611	62%	220	201	1,276	2,068
4. South Hill-Happy Valley	79%	522	50%	502	86%	648	127	1,611	2,895
5. WWU-Sehome Arboretum	100%	1,000	13%	125	100%	1,000	748	307	2,679
6. Waterfront District	33%	0	39%	388	18%	0	0	880	562
7. Urban Village Core	94%	880	15%	148	77%	540	1,088	6,952	8,847
8. Puget-Whatcom Falls	93%	688	86%	856	54%	64	309	3,599	5,223
9. Birchwood-Columbia	77%	468	11%	113	63%	234	305	2,071	2,605
10. Cornwall-Sunnyland-York	96%	828	14%	142	52%	36	375	3,257	4,017
11. Barkley Village	88%	760	14%	136	75%	500	329	3,565	2,952
12. Roosevelt-Chandler	96%	828	56%	564	78%	504	394	1,098	2,889
13. Alabama-Silver Beach	95%	720	88%	879	96%	736	74	2,551	4,452
14. Cordata-Guide Meridian	64%	224	3%	28	69%	304	820	7,294	7,251
15. King Mountain	43%	0	1%	6	14%	0	20	2,412	1,086
16. Irongate Industrial	4%	0	0%	0	45%	0	0	3,529	2,725
Citywide									**54,416**

***Notes:**

1.) "Percent complete" for sidewalk and bicycle lanes reflects the status of these facilities identified by the former Bicycle and Pedestrian Advisory Committee (BPAC) and adopted in the Comprehensive Plan, where construction is realistically feasible, rather than an absolute total of everywhere these facilities have been listed in the Comprehensive Plan.

2.) 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 Operations staff.

3.) 2011 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 the City LOS standard.

Observations of 2010 Data

As Table 2. shows, there are more PTA in the central urban core CSA #7, which includes the Downtown, Old Town, Samish, and Fountain Urban Villages, than in other parts of the City. This is due to the high degree of completeness of pedestrian (94%) and bicycle networks (77%) and the prevalence of high-frequency transit routes (1,088 PTA) running through the core to the downtown WTA transit hub. The Waterfront District, CSA #6, has the fewest PTA with no credits given for pedestrian, bicycle, or transit facilities and services. While a Waterfront District Master Plan is in the planning process, person trip credits will not be awarded to the Waterfront District until new arterials, sidewalks, bicycle lanes, and transit service are in place. The newly annexed King Mountain Neighborhood, CSA #15, has the next fewest PTA because while there are several major arterials available, it is primarily low density residential development lacking in sidewalks, bicycle lanes, and multi-use trail corridors, with minimal WTA transit service.

Recommendations for 2012 TRAC

- **Ensure Consistency Between BMC 13.70 and 2011 Comprehensive Plan Update and incorporate all changes into the 2012 TRAC**
  - As the Bellingham Comprehensive Plan is updated in 2011-2012, care should be taken to ensure that the PTA in CSA's are updated and reflective of the overall forecasts for build-out potential in various portions of the city.

- **Maintain and Update the Concurrency Evaluation Tracking Tool to 2012 data**
  - WTA will collect new transit ridership data in April 2011, the City will conduct new arterial traffic counts in 2011, and several new bicycle and pedestrian projects will be constructed throughout Bellingham. In addition, the 2011 update to the Comprehensive Plan will result in fundamental changes to plans for bicycle lanes and the creation of a Pedestrian Master Plan will result in fundamental changes to plans for sidewalks, as well as the status of the percent complete by CSA. The 2012 TRAC will incorporate all of these changes.

- **Continued Refinement of Multimodal Transportation Concurrency Methodology**
  - Public Works staff will continue to develop connectivity analysis and metrics for both project-specific impact analysis and overall multimodal transportation system planning and measurement of system effectiveness.
  - The methodology will need to be monitored to assess its effectiveness in promoting infill development. Over time, staff anticipates that there will be a need for refinements and adjustments to be made to support infill and multimodal policies. ***On-going.***
  - Continue to conduct additional sensitivity analysis to determine the effect of variable weighting factors on different modes of transportation and policy dials in different types of land use environments. There may be justification to award greater credit for completeness of bicycle and pedestrian facilities in Type 1 Urban Village CSA's and less credit for Type 3 Suburban CSA's to further the infill land use strategy. ***On-going.***
  - Establish an Interlocal Agreement with WTA for direct mitigation from developers***. On-going, additional work with WTA and legal staff.***

Recognition for Innovation in the Field of Transportation Planning

Since it was adopted in November 2008, Public Works has received inquiries from planners all over North America who are interested in adopting similar performance measures. Bellingham is honored to be recognized as a leader in transportation planning. Bellingham's Multimodal Transportation Concurrency Program has been featured in the following national and State publications and presentations:

National and State Publications:

- **Urban Transportation Monitor,** Vol. 22, No. 20. November 2008, Washington D.C.-based national transportation trade journal
- **About Growth,** Winter 2009, Washington Department of Commerce Quarterly Newsletter
- **Washington Planner,** Vol. 22, Issue 2. February 2009, American Planning Association Washington Chapter Monthly Newsletter
- **Bicycle and Pedestrian,** Summer 2009, Institute of Transportation Engineering Bicycle and Pedestrian Council Quarterly Newsletter
- **Practicing Planner,** Case Study, Vol. 7., No. 3. September 2009, American Planning Association Professional Journal for AICP members
- **State of Transportation Planning 2010,** American Planning Association Transportation Planning Division annual compilation of innovative methods being employed in the field of transportation planning.

National and State Professional Conferences:

- **Institute of Transportation Engineers (ITE) – *2011 Western States Conference***, July 10-13, 2011; Anchorage, Alaska. Technical Session – Transportation and Land Use Policies. Presentation Title "Connecting Policy and Performance: Bellingham's Approach to Integrated Transportation and Land Use Planning."
- **American Planning Association (APA) – *2011 National Planning Conference***, April 9-12, 2011; Boston, MA. Technical Session S436 Mastering Mobility. Presentation Title "Bellingham's Integrated Multimodal Transportation and Land Use Planning."
- **American Planning Association (APA) of Washington** – ***2010 Statewide Conference***, October 5-6, 2010; Kennewick, WA. Technical Session W10 Making Connectivity a Part of Your Smart Growth. Presentation Title "Testing Connectivity Metrics in Bellingham Washington."
- **American Planning Association (APA) of Washington** – ***2009 Statewide Conference***, November 12-13, 2009; Vancouver, WA. Technical Session T1 Changing Approaches to Transportation Concurrency: Moving Beyond the Automobile. Presentation Title "Bellingham's Multimodal Transportation Concurrency."
- **Planning Association of Washington (PAW)** – ***2009 Statewide Conference***, April 9 – 10, 2009; Semiahmoo Resort, WA. Technical Session 2B Good Transportation Means Walkable Communities. Presentation Title "Moving Beyond the Automobile: Bellingham's Multimodal Transportation Concurrency Program."
- **Canadian Institute of Transportation Engineers (CITE)** – ***2008 District and Quad Regional Conference***, April 27 – 30, 2008; Victoria, British Columbia, Canada. Technical Session 6B Development Approvals. Presentation Title "Implementing Transportation Concurrency: The City of Bellingham Experience."

National and State Awards:

- 2009 APA/PAW Award for Transportation Planning in Washington State
- 2010 Institute of Transportation Engineers Transportation Planning Council Best Program Award (Runner Up)