



2021 Comprehensive Plan Amendments

Transportation

Loreana Marciante, Chair, Transportation Commission

Kevin McDonald, AICP, Transportation Department

June 23, 2021



Direction

Policy direction is not requested at this time.

Staff requests the Planning Commission set a public hearing date of July 28, 2021, for transportation Comprehensive Plan amendments





Agenda

Council-initiated
2021 Comprehensive Plan
Amendments

- a) Transportation Element -
Multimodal Concurrency
Policy
- b) Comprehensive
Transportation Project List





Transportation Policy Amendments

Transportation Commission

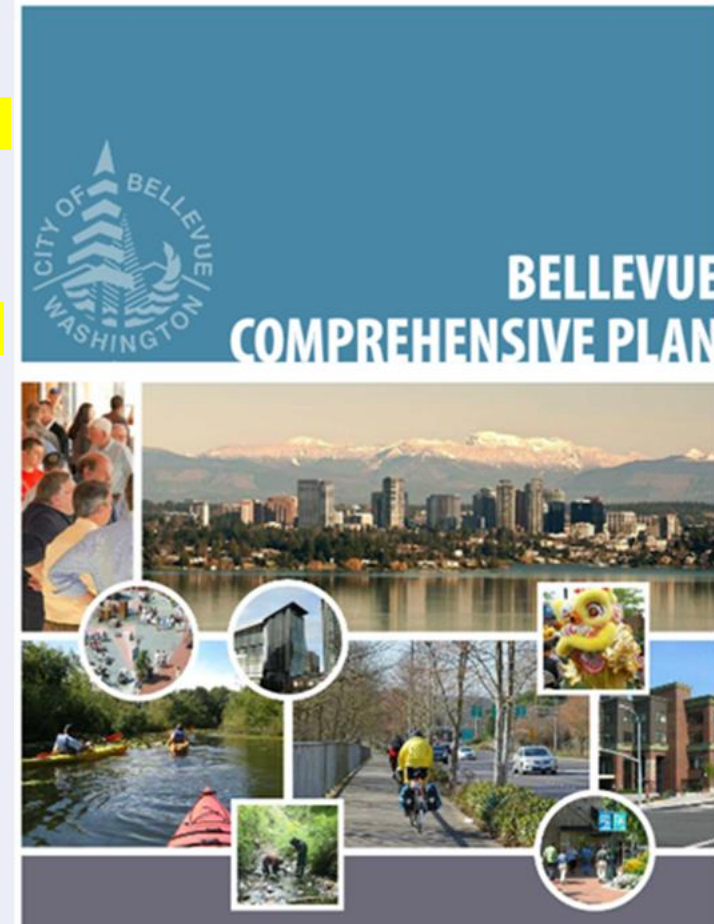
3.63.070 Powers and duties.

Long-range transportation planning, including participation with the planning commission in preparing, reviewing and recommending comprehensive plan updates and subarea transportation plans; provided, that the planning commission shall review and make final recommendations to the city council on all matters which will be adopted by the city council as part of the comprehensive plan;

Planning Commission

3.64.070 Powers and Duties

Review, consider amendments, and make recommendations to the city council on the comprehensive plan and other planning documents of the city to determine if the city's plans, goals, policies and land use ordinances and regulations implement the state Growth Management Act and promote orderly and coordinated development within the city.





Transportation Policy Evolves

Comprehensive Plan 1989

Traveling on arterials should not be too inconvenient, time consuming, or unsafe

Comprehensive Plan 1993

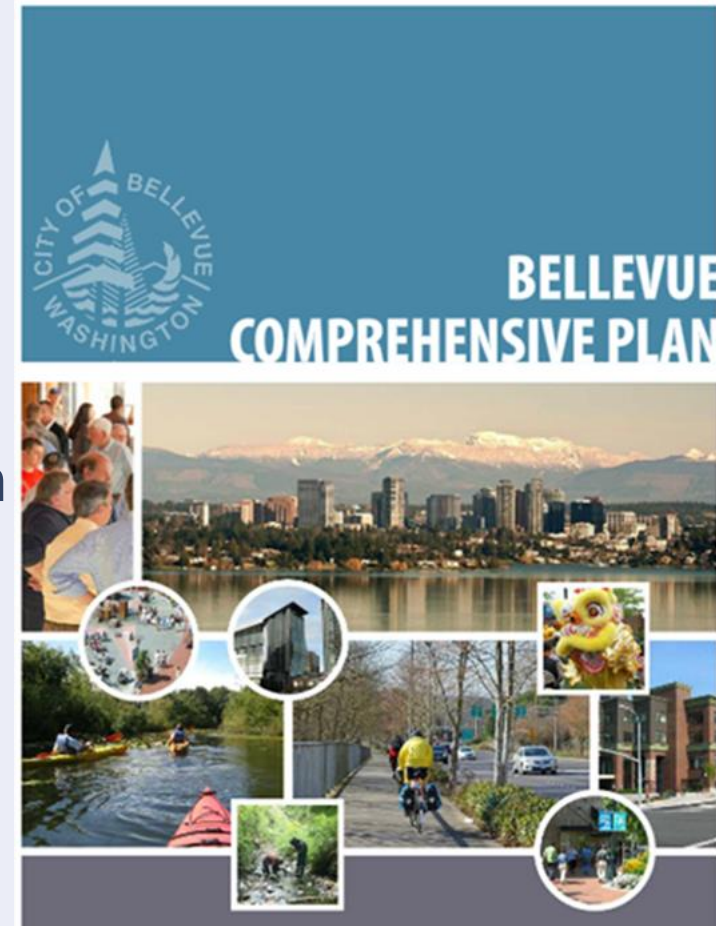
Establish (vehicle) LOS standards in each area of the city in light of growth management objectives

Comprehensive Plan 2015

Establish Multimodal Level-of-Service measures, standards and targets

Comprehensive Plan 2021

Establish Multimodal Concurrency





Multimodal Concurrency

- Growth Management Act requires jurisdictions to ensure transportation infrastructure supports land use – concurrent with the land use demand
- If concurrency not met, jurisdiction must not approve new development
- Bellevue employs a vehicle level-of-service standard
- Intersection standard varies between 14 Mobility Management Areas
- Concurrency addressed mostly with intersection capacity projects
- Multimodal standard more sustainable
- Policy amendments required

WHAT IS TRANSPORTATION CONCURRENCY?

The Washington State Growth Management Act requires cities to ensure that transportation programs, projects and services needed to serve growth are regionally coordinated, and are in place either when new development occurs or within six years. This is done to make sure the city can provide the transportation improvements needed to maintain its adopted level of service standards and so that conditions do not degrade below the standards with the addition of the new households and workers.

Multimodal Concurrency

Transportation Element Policies

- Council initiated a Comprehensive Plan Amendment on April 5, 2021
- Council directed Transportation Commission to recommend policy to broaden the concurrency standard to include all modes
- Recommendation would amend, repeal and add policies in the Transportation Element related to multimodal concurrency



**MULTIMODAL
CONCURRENCY IN
BELLEVUE**

Multimodal Level-of-Service

Transportation Commission Report

- Multimodal approach to concurrency departs from decades-old practice in Bellevue
 - Vehicle level-of-service focus has created a complete network for cars
 - Active transportation and transit facilities have gaps
- Each mode - vehicle, pedestrian, bicycle, transit - has specific metrics
- Level-of-service for each mode varies according to land use
- Foundation for policy amendments



MMLoS
Metrics,
Standards &
Guidelines

Final Report



A Recommendation of the
Bellevue Transportation
Commission
City of Bellevue, WA
April 13, 2017



Transportation Element

Vehicle level-of-service approach

- Transportation analysis for new development calculates vehicle trips
- Level-of-Service calculated for vehicles only
- PM peak period intersection capacity is constrained
- Expensive to expand vehicle capacity and there are adverse impacts associated with wider roads and intersections

Multimodal level-of-service approach

- Advances completing the system for all modes
- Performance Metrics and Performance Targets are established for all modes
- Land use context informs Performance Targets
- Equity & sustainability inform project prioritization

WHAT IS MULTIMODAL MOBILITY?

A multimodal mobility strategy is designed to address more than one “mode” (or method) of transportation for people to get to/from and within Bellevue. The city’s multimodal mobility strategy incorporates policies for all mobility options, including walking, bicycling, riding transit, and driving.

Multimodal planning considers the modes of transportation and the context as inputs to design and investment decisions.



Transportation Element

On June 10, with a vote of 5-1, the Transportation Commission approved policies we recommend to embed multimodal concurrency in the Transportation Element

We submit these policies as part of the 2021 amendments to the Comprehensive Plan

Our action responds to Council direction and is part of our larger task to prepare a new Mobility Implementation Plan



Transportation Element

Policy Development

- Transportation Commission reviewed existing policies in the Transportation Element
- Evaluated policy language with respect to Council direction on multimodal concurrency
- Determined to amend or repeal existing policy if the policy does not support a multimodal approach
- Determined that new policies are needed
- Developed recommended policy language



Transportation Element

The Commission held three study sessions with lively discussion and debate specific to policy

Community input and opinion, written and oral - ranged across the spectrum

Policy recommendation preceded by discussions about the Mobility Implementation Plan, including approving a set of principles

Commission acknowledges the issues with perpetuating the existing concurrency system and the opportunities of implementing a multimodal level-of-service approach





Transportation Element



Policy	Transportation Commission Final Recommendation, June 10, 2021
New Goal	GOAL: To improve all mobility options so that everyone in Bellevue has a safe, comfortable, reliable, and efficient experience on their preferred mode, while encouraging and transitioning to more environmentally and fiscally sustainable modes.
TR-2	Improve the multimodal transportation system and the quality of the travel experience for all users.
TR-20	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.
TR-30	<ol style="list-style-type: none"> 1. Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan. 2. Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each update of the Comprehensive Plan, or as warranted by changed circumstances.
TR-34	Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Performance Targets through updates to the Transportation Facilities Plan.
TR-73	Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.
TR-132	Provide and prioritize transportation funding to meet Performance Targets for people walking, biking, riding transit, and travelling in a car.
New Policy A	Employ a citywide multimodal level-of-service concurrency standard that provides transportation facilities that meet the demand from new development.
New Policy B	Plan for transportation system projects to accommodate the forecast demand and to meet Performance Targets in each update of the Transportation Facilities Plan.

Transportation Element

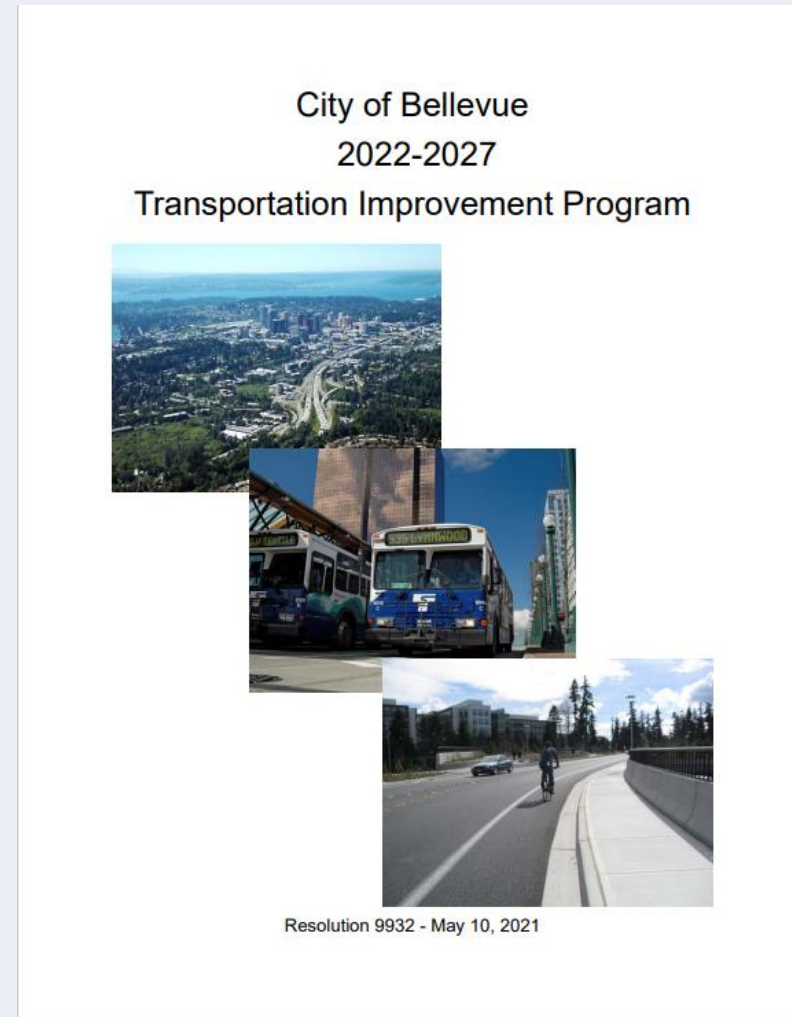


Questions and Comments

Transportation Improvement Program



- TIP is intended to be the only citywide inventory of transportation projects
- Council updates the TIP annually, with a recommendation from the Transportation Commission
- Projects planned through subarea plans or corridor plans are added to the TIP soon after the planning ends
- Projects are prioritized in updates to the Transportation Facilities Plan and fully funded in the Capital Investment Program Plan
- Projects in TIP eligible for grants!



Comprehensive Transportation Project List



Questions and Comments



Summary

- Transportation Commission recommends policy amendments to embed multimodal concurrency in the Transportation Element
- Transportation staff recommends repealing Comprehensive Transportation Project List from the Comprehensive Plan





Direction

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Staff requests the Planning Commission set a public hearing date of July 28, 2021, for transportation Comprehensive Plan amendments





Thank You!

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