



**MULTIMODAL
CONCURRENCY IN
BELLEVUE**

**Multimodal
Concurrency
Staff Recommendation**

**Transportation Commission
January 14, 2021**

Multimodal Concurrency Mobility Implementation Plan Project Management



Transportation

Kevin McDonald



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Land Acknowledgement

On behalf of the City of Bellevue, we acknowledge the land we are on as the ancestral homelands of the Coast Salish people, the traditional home of all tribe and bands within the Duwamish and Snoqualmie Indian Tribe. We take this opportunity to honor and express our deepest respect to the original caretakers of this land. A people that are still here, continuing to honor their heritage.

Study Session Overview

- Staff will Introduce Recommendation for Multimodal Concurrency
- Describe foundations for staff recommendation – Growth Management Act, prior Transportation Commission work and Council direction expressed through policy
- Identify Next Steps for Multimodal Concurrency and the Mobility Implementation Plan
- No Action requested at this Study Session



**MULTIMODAL
CONCURRENCY IN
BELLEVUE**

Multimodal Concurrency

- Staff prepared recommendation for multimodal concurrency through a series of virtual workshops during the summer and fall, 2020
- Staff recommendation builds from policy direction and from prior Transportation Commission work on concurrency and Multimodal Level-of-Service
- Staff from the Transportation Department, plus Community Development and the City Attorney's Office
- Fehr & Peers provided information, facilitated discussions, and helped articulate and document recommendation



Staff Recommendation

Multimodal Concurrency Framework

- GMA, Best Practices, Bellevue Policy and MMLOS Foundations

Transportation Concurrency Standard

- Mobility Units Supply > Mobility Units of Demand

Mobility Units of Supply

Supply is capacity projects of all modes

- Supply is **planned** in the TFP
- Supply is **created** in the CIP

Mobility Units of Demand

- Demand is **forecast** in the TFP
- Demand is **generated** by land use permit applications



A Recommendation of the
Bellevue Transportation
Commission
City of Bellevue, WA

January 14, 2021

Foundations – GMA

- Growth Management Act (1990) requires that local jurisdictions establish concurrency metrics to determine the capacity of the transportation system to support demand for travel from new development.
- 2007/2008 Bellevue staff worked with the Puget Sound Regional Council on recommended multimodal concurrency amendments to the GMA
 - Comprehensive plans—Transportation element—Multimodal transportation improvements and strategies.
 - Multimodal transportation improvements or strategies that are made concurrent with the development.

PSRC and City of Bellevue Multimodal Concurrency Pilot Project

*A Special Report to the Joint
Transportation Committee*

Prepared by:

Puget Sound Regional Council

In consultation with:

*City of Bellevue
King County Metro*

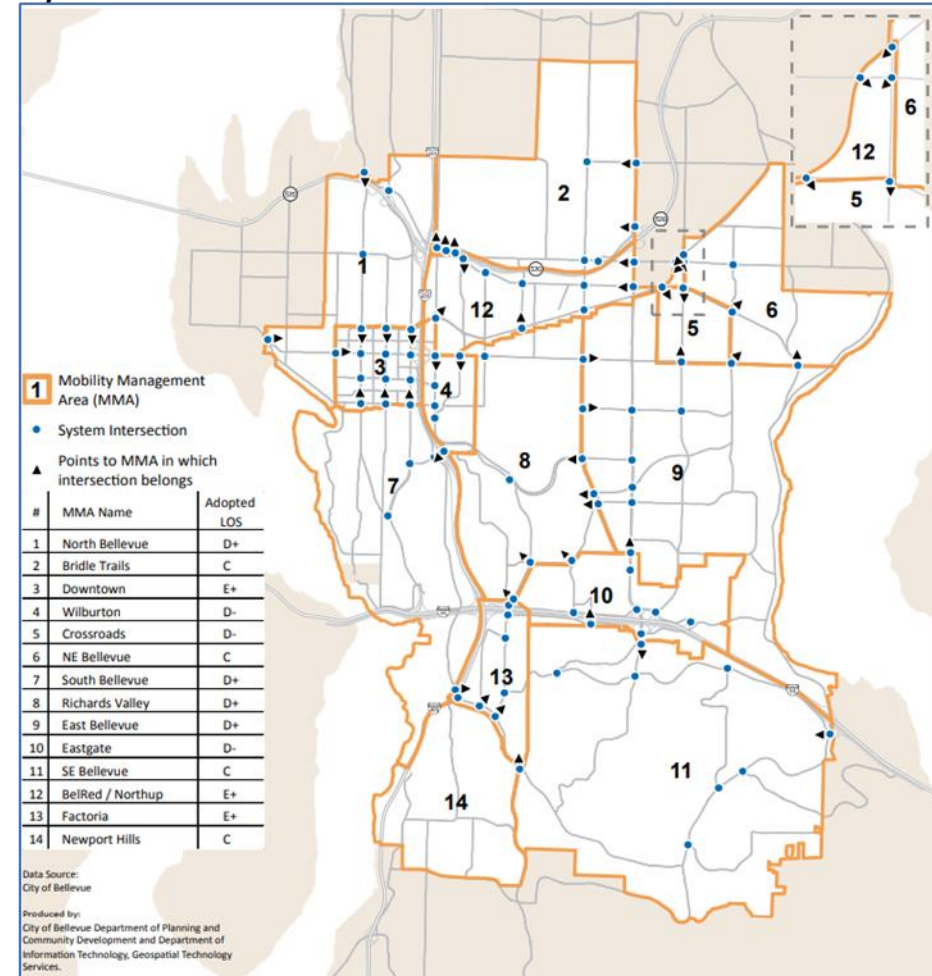


Puget Sound Regional Council
PSRC

Foundations – Bellevue Policy

- For 30+ years, level-of-service policy and concurrency standards for vehicles supported Bellevue growth with only minor changes
- 2013 Transportation Commission engaged in conversations to evolve concurrency toward a multimodal approach
- 2015 multimodal concurrency policy TR-30 added to Comprehensive Plan, also TR-33 with direction to prepare multimodal metrics.
- 2017 TC prepared MMLoS Metrics, Standards and Guidelines to establish multimodal foundation and land use relationships
- 2021 Council approved MIP scope of work, including a request for a recommendation from the Transportation Commission on multimodal concurrency

Map TR-1. Mobility Management Areas and System Intersections



Foundations - MMLLOS

Multimodal Concurrency is a link between the vision for land use and the vision for the complete multimodal transportation system

Transportation system completeness is based on Transportation Commission MMLLOS Metrics, Standards and Guidelines (2017)

In MMLLOS, the Transportation Commission described that the intended system for each mode is related to the land use context, connectivity and the intended mobility priority and function.

- LTS 1 bicycle facilities on Priority Bicycle Corridors
- Wide sidewalks and frequent arterial crossings in Activity Centers



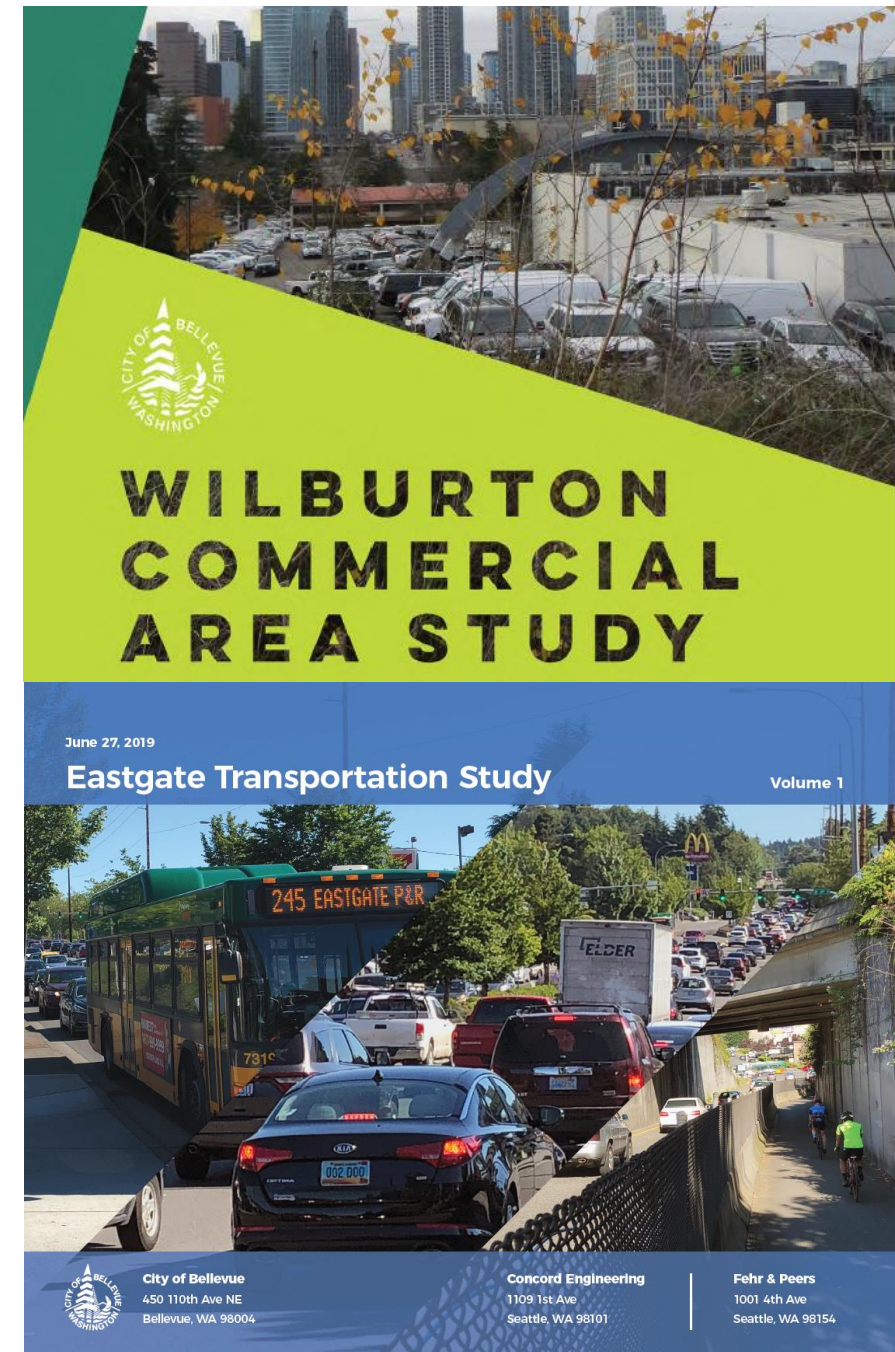
Multimodal Concurrency Components

- Staff will now Review Recommended Concurrency Metrics
 - Mobility Units of Supply
 - Mobility Units of Demand
- Doing the Math: The Multimodal Concurrency Equation
- Concurrency: Compare and Contrast
- Multimodal Performance Metrics and Monitoring

Mobility Units of Supply

Long-Range Planning Builds the Inventory of Projects and Describes the Transportation and Land Use Vision

- Subarea Plans, ie) BelRed, Wilburton Commercial Area, East Main, Downtown
- Corridor Plans, ie) Eastgate Transportation Study
- Modal Plans, ie) Pedestrian and Bicycle Transportation Plan
- Projects from long-range planning are added to the Comprehensive Transportation Project List and the Transportation Improvement Program



Mobility Units of Supply

Transportation Facilities Plan (TFP)

- Projects from CTPL are evaluated and prioritized in a funding-constrained environment for a 12-year period
- TFP evaluation examines how well a project advances intended transportation system outcomes, including MMLoS metrics, standards and guidelines

Capital Investment Program (CIP)

- Projects that are funded in the CIP for construction within a 7-year period count toward concurrency supply
- Existing supply available from recent projects may provide a “Running Start” to concurrency

Supply may be Provided by Private Development

- Frontage improvements (projects identified in the TFP)
- Exceptional Transportation Demand Management measures

Mobility Units of Demand

Demand is Forecast for 12-Years in each update of the TFP

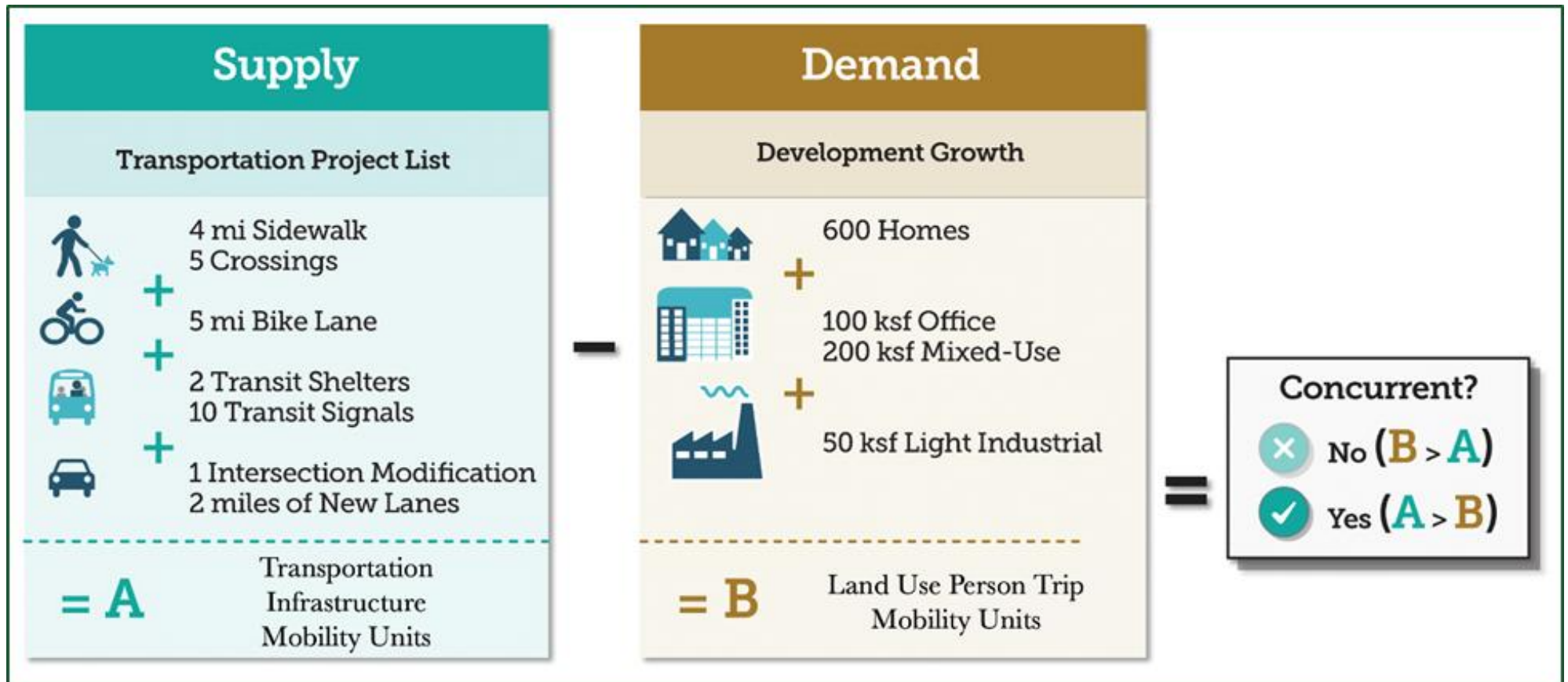
- Travel demand is identified and documented in each TFP update through the 12-year land use forecast
- Land use forecast is obtained from PSRC/Bellevue Community Development

Demand is Generated by Development Projects

- Travel demand is expressed as “person-trips” regardless of mode
- A person trip is defined as any trip taken by a person who leaves a development site/building in the PM Peak period by any mode on the transportation system
- Mobility units of demand for each development project are determined in a traffic impact analysis at time of land use permitting
- Demand can be reduced through exceptional TDM measures

Multimodal Concurrency Equation

- The “Mobility Unit” is the metric that equates the supply and demand
- Multimodal Concurrency requires that for every mobility unit of travel demand (person trip) generated by a development, at least one mobility unit of transportation supply must be provided through the CIP



Concurrency Compare and Contrast

MULTIMODAL CONCURRENCY

	Existing Concurrency	Multimodal Concurrency
TFP Timeframe	12-Years	12-Years
TFP Land Use	12-Year Growth Projection	12-Year Growth Projection
TFP Financial Resources	12-Year Revenue Forecast <i>(\$388.1 million allocated for 2019-2030 TFP projects)</i>	12-Year Revenue Forecast
TFP Supply	Forecasted Roadway projects needed to maintain V/C ratio at system intersections and MMAs	Forecasted Multimodal projects identified to meet intended MMLOS outcomes
TFP Demand	Forecasted Vehicle Trips generated based on 12-Year Growth Forecast	Forecasted Person Trips generated based on 12-Year Growth Forecast
CIP Timeframe	7-Years	7-Years
CIP Financial Commitment	\$ for projects that provide capacity for vehicles	\$ for projects that provide capacity for all modes
CIP Supply for Concurrency	Roadway projects funded to meet V/C standard at system intersections and in MMAs	Multimodal projects funded, calculated as a share of the total TFP supply
CIP Demand for Concurrency	Demand is based on Vehicle Trips	Demand is created by Person Trips
Concurrency Metric	Vehicle Concurrency V/C at System Intersections in Mobility Management Areas meets Level-of-Service Standards	Multimodal Concurrency Mobility Units of Supply greater than the Mobility Units of Demand

Multimodal Performance Monitoring

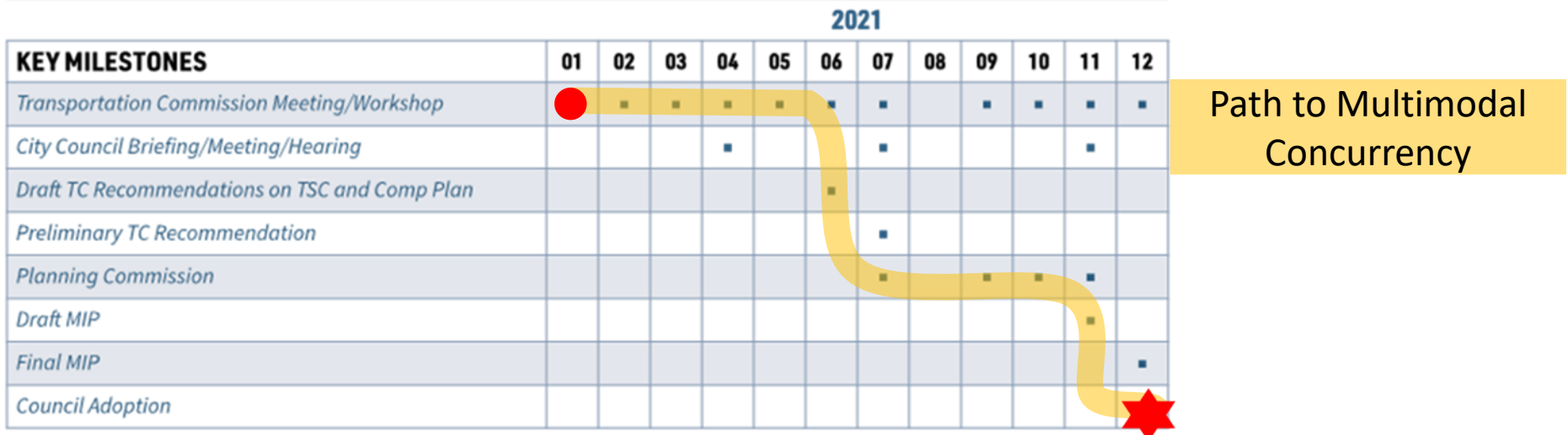
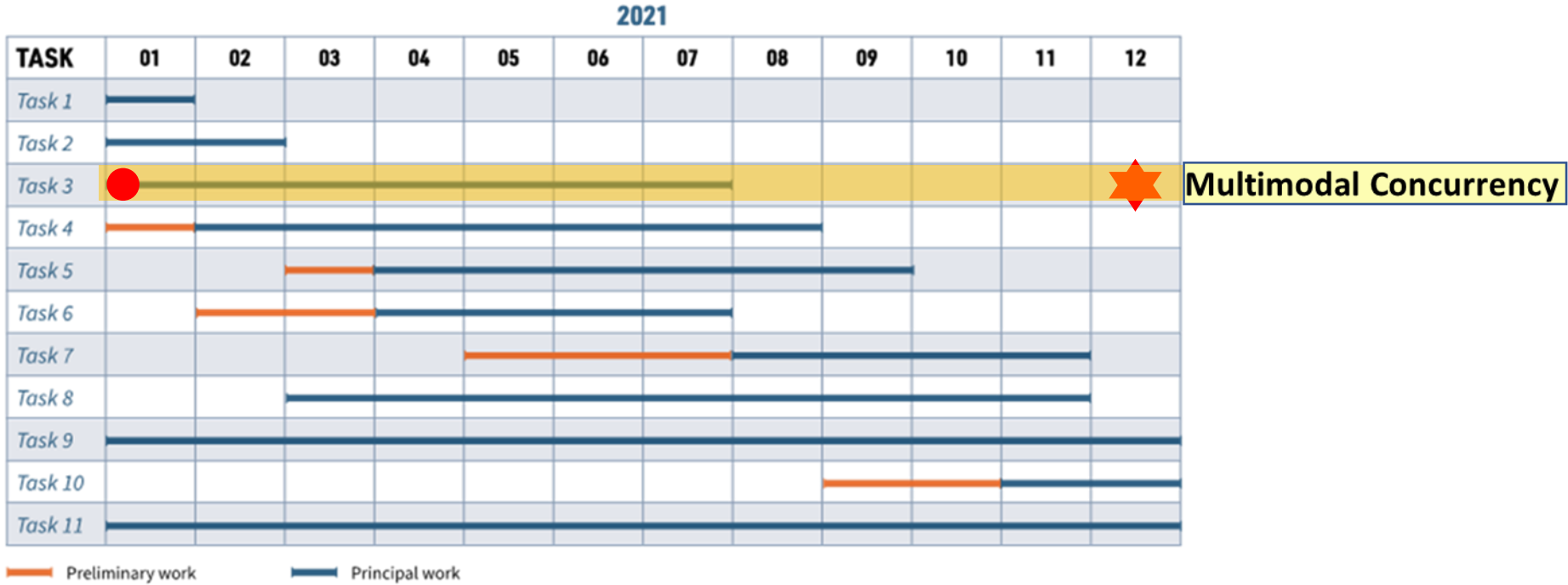
- A performance metrics/monitoring dashboard will document how multimodal concurrency works toward system completeness
- Track progress over time across multiple metrics
 - Retain V/C and MMAs (or similar metrics) as vehicle performance metrics
 - Vehicle performance metrics are not standards
- Performance metrics for all modes may be extracted from the Transportation Commission's 2017 MMLoS report
 - TC may recommend additional performance metrics
- Performance metrics of all modes:
 - Inform need for new projects in long-range planning,
 - Project evaluation and prioritization for future updates of the TFP
 - Project funding in the CIP



Next Steps for Concurrency

- Transportation Commission Study Sessions Q1-Q2 2021
- Comprehensive Plan Amendments (CPA)
 - Transportation Commission transmits policy recommendation to City Council Q2 2021
 - Council initiates CPA for multimodal concurrency policy in Q2 2021
 - Planning Commission processes the recommended CPA through Q3-Q4 2021
 - Council acts on recommended Comprehensive Plan Amendments Q4 2021
- Traffic Standards Code Amendments
 - Transportation Commission transmits recommendation directly to the City Council Q3 2021
- Council acts on recommended Traffic Standards Code amendments Q4 2021

MIP / Multimodal Concurrency Timeline



Multimodal Concurrency Discussion

Questions

Comments



Please contact Kevin for detailed questions and comments

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Thank You!

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