



City of Bellevue

MEMORANDUM

ATTACHMENT A

DATE: April 5, 2020

TO: City Council

FROM: Kevin McDonald, Principal Transportation Planner, 452-4558

SUBJECT: Background for 2021 proposed Transportation related Comprehensive Plan amendments

Project Kevin McDonald, Principal Transportation Planner, 452-4558
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Proposed City initiated Comprehensive Plan amendments for 2021 include incorporating multimodal concurrency policy in the Transportation Element, and repealing the Comprehensive Transportation Project List (adding these projects to the 2022 Transportation Improvement Program).

The Mobility Implementation Plan - Multimodal Concurrency

On January 4, 2021, the City Council approved a consultant contract and scope of work for the Mobility Implementation Plan (MIP). The MIP is envisioned as a document that will articulate a safe, equitable, and sustainable multimodal approach to mobility in Bellevue. The MIP will broaden the City's vehicle-focused transportation concurrency standards to include a multimodal approach and will embed transportation system completeness metrics for all modes into long-range planning. A new multimodal approach to concurrency that staff recommends would match the "demand" for mobility from new development with the "supply" of transportation facilities, thereby ensuring that projects for all modes are identified, prioritized and implemented to accommodate and support planned growth. A Comprehensive Plan amendment for 2021 to embed multimodal concurrency in the Transportation Element is a component of the Transportation Commission work on the MIP.

Transportation Commission Prior Work

Through work on the 2015 major update to the Comprehensive Plan, the Transportation Commission noted the multiple benefits that would accrue if transportation concurrency metrics and standards were expanded to include all modes, and if the several modal plans were better integrated. Thus, the Commission recommended policies for the Transportation Element that set into motion a series of studies that have led to the initiation of the Mobility Implementation Plan. The Commission studied transportation concurrency best practices and prepared a Multimodal Level-of-Service (MMLOS) Metrics, Standards and Guidelines Report in 2017. A new activity-based travel demand model, BKRCast, will enable more comprehensive multimodal forecasting. In the 2019 transmittal of the Transportation Facilities Plan, the Commission reiterated the need and benefit of a Transportation Master Plan (Mobility Implementation Plan).

Transportation Concurrency Policy – Amendments

Washington state law, through the Growth Management Act (GMA), requires local jurisdictions to ensure the transportation system will accommodate planned land use. Rather than prescribe a universal approach, the GMA allows jurisdictions to describe and establish the performance metrics and standards.

In the Transportation Element of the Bellevue Comprehensive Plan, policies provide direction on transportation concurrency as well as define the metrics and standards the City uses. Existing policy describes a vehicular approach to defining the performance of the transportation system. A multimodal approach would expand the performance of the system to also describe how it accommodates people walking, riding a bicycle, or taking transit.

The Transportation Commission previously identified metrics, standards, and guidelines for all modes (in the MMLOS report in 2017). Ongoing work on the Mobility Implementation Plan/Multimodal Concurrency is preparing the Commission for a recommendation for a multimodal approach to concurrency. While specific policy amendments are not yet articulated, it is intended that an expanded definition of transportation concurrency will include all modes, thus policy amendments will be needed to implement multimodal concurrency.

For example, existing policies (and level-of-service map TR-1) that may be amended include:

TR-30. Establish multimodal level-of-service and concurrency standards and other mobility measures and targets for transportation corridors and in each area of the city in consideration of planned development patterns and mobility options.

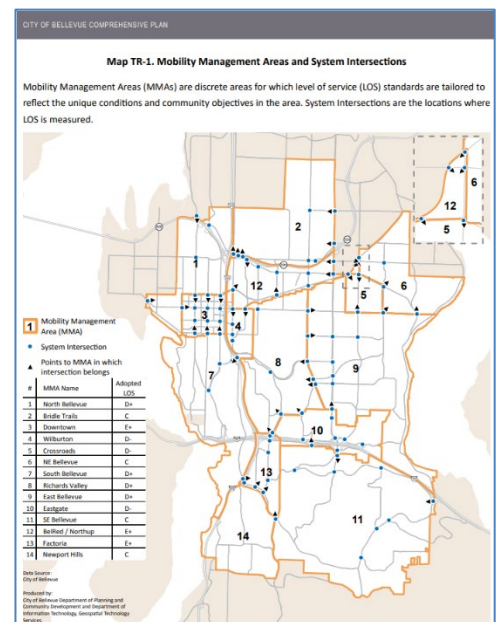
TR-33. Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and management priorities.

The Transportation Commission is expected to recommend amendments for these and other Transportation Element policies in Q2 2021 which will be forwarded to the Planning Commission for their review as part of the 2021 CPA work program. The Planning Commission will also be reviewing the Great Neighborhoods CPA's for NE and NW Bellevue as well as private amendments that meet the Threshold review criteria.

In addition, the “narrative” language in the Transportation Element reflects the vehicle performance approach, and this language would also be amended to reflect multimodal concurrency.

The Comprehensive Transportation Project List

The Comprehensive Transportation Project List was developed by the Transportation Commission as part of the 2015 update to the Comprehensive Plan. The six transportation facility plans and projects in several subarea plans that had been scattered within the Comprehensive Plan cumulatively contained 781 projects, many of which were completed, outdated, redundant, or conflicting with one another. Subsequent planning work –for example, the Downtown Transportation Plan and the Eastgate Transportation Study – added new projects to the CTPL through amendments to the Comprehensive Plan. Initially, the consolidation of these project lists made it possible to repeal completed or outdated projects, and eliminate redundancies and conflicts that existed between the project descriptions in different plans. Now that all the projects have been consolidated and the CTPL is up to date, this project list may be



moved outside of the Comprehensive Plan to the Transportation Improvement Program (TIP) project list for which an annual update keeps the TIP current.

Transportation Improvement Program

The six-year Transportation Improvement Program (TIP) serves as a draft work plan for the development of the local transportation system. The primary importance of the local TIP to Bellevue is that, in most instances, projects must be included to be eligible for state and federal grants.

Unlike the city's funded 2019-2025 Capital Investment Program Plan and 12-year Transportation Facilities Plan, the local TIP is not "revenue constrained," nor is the list of projects prioritized in any way. The city may include all projects that it would choose to implement within the six-year time frame if funding was available. Projects are typically created through long-range planning with the community in specific geographic areas such as subareas or transportation corridors.

The TIP is required by state law (RCW 35.77.010), a mandate for local jurisdictions to annually adopt and submit to the state a six-year program of transportation improvements. The state Department of Transportation and the Puget Sound Regional Council (PSRC) use local TIPs as tools to coordinate the transportation programs of local jurisdictions with those of regional agencies. The PSRC monitors local TIPs for projects of regional significance, which need to be modeled for regional air quality conformity with federal standards, and to track projects supported by federal funds.

TIP Annual Update

Each year, the Transportation Commission recommends a TIP to the City Council. To prepare its recommendation, the Commission considers that some projects have been completed (these are recommended to be deleted) some projects have been identified through long-range planning (these are recommended to be added (for example, the projects in the Eastgate Transportation Study), and some project descriptions are changed through planning and engineering. The annual update is presented for a public hearing before the Commission makes a final recommendation. This process occurs in Q2 and Q3 of each year, so the project list in the TIP stays current.

The TIP update essentially duplicates the CTPL, however it is more responsive to changing circumstances because it is required to be updated annually. In contrast, the process to update the CTPL requires an amendment to the Comprehensive Plan – a process that may be done annually, but the process requires several additional steps, including initiation by the City Council and study sessions, public hearing and recommendation from the Planning Commission.