

City of
Bellevue



Transportation Commission Study Session

DATE: April 28, 2022

TO: Chair Marciante and Members of the Transportation Commission

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SUBJECT: **Traffic Standards Code Amendments** (Multimodal Concurrency Code)

DIRECTION REQUESTED

<input type="checkbox"/>	Action
<input checked="" type="checkbox"/>	Discussion/Direction
<input checked="" type="checkbox"/>	Information

EXECUTIVE SUMMARY

- **Purpose of the Project**

To recommend amendments to Chapter 14.10 of the Bellevue City Code (Traffic Standards Code) to allow implementation of multimodal concurrency.

- **Council Direction**

On April 11th, 2022, the City Council directed the Transportation Commission and staff to prepare a recommendation for amendments to the Traffic Standards Code to implement a new multimodal transportation concurrency system in Bellevue consistent with the 2021 amendments to the Comprehensive Plan and Mobility Implementation Plan.

BACKGROUND

The 2021 policy amendments to the Bellevue Comprehensive Plan and adoption of the Mobility Implementation Plan in April 2022 established the framework to implement a multimodal concurrency system in Bellevue. Specifically, Transportation Element policy TR- 28 directs the

City to *“Employ a citywide multimodal level-of-service concurrency standard that provides facilities that meet the demand from new development.”* Consistent with policy direction, the Transportation Commission recommended a “plan-based” multimodal approach to concurrency in the [Mobility Implementation Plan \(Chapter 7\)](#).

INFORMATION

Per direction from City Council, the Transportation Commission and staff will prepare a recommendation for amendments to Chapter 14.10 of the Bellevue City Code, which once adopted, will fulfill a near decade long vision and process for multimodal mobility. In fact, staff from Bellevue and the Puget Sound Regional Council participated in a Multimodal Concurrency Pilot Program in 2009. The Transportation Commission recommended policy to support a multimodal approach to concurrency in 2014 for the major update to the Comprehensive Plan. In 2017, the Commission prepared the Multimodal Level-of-Service Metrics, Standards and Guidelines.

The proposed amendments will replace the approximately three decades-old Traffic Standards Code for concurrency that focused only on vehicle congestion at City intersections. The level-of-service standard to which the city was held typically required adding turn lanes at system intersections to accommodate an increasing volume of traffic and to meet the volume/capacity level-of-service standard, often without regard to the consequences to other modes, urban livability, the environment, and finite resources. Through Comprehensive Plan updates and the adoption of the Mobility Implementation Plan, the City Council determined that a new environmentally and financially sustainable approach was needed to better align with the City’s transportation vision and mobility needs of the increasingly diverse community.

As outlined in the Mobility Implementation Plan, multimodal concurrency in Bellevue will be a plan-based “system completeness” strategy to develop a complete and connected multimodal transportation system that is concurrent with development. The multimodal concurrency level-of-service standard will evaluate the “supply” of and “demand” for a transportation system to accommodate the planned level of development. Concurrency will be met when the “supply” equals or exceeds the “demand”.

Staff will present a recommendation for a plan to implement multimodal concurrency. The plan consists of three main parts:

- 1) A recommendation to amend the Traffic Standards Code (Bellevue City Code 14.10)
- 2) Public outreach
- 3) Implementation Guide

Staff will outline each part of the plan and the associated schedule.

Bellevue City Code Amendment

The Bellevue City Code (BCC 14.10) will be amended to provide the legislation necessary to implement the new concurrency system consistent with the 2021 amendments to the

Comprehensive Plan and Mobility Implementation Plan. Staff is recommending to repeal the existing Traffic Standards Code and replace it with the new Multimodal Concurrency Code. The staff recommendation is Attachment 1 to this memo. The new code will continue to be consistent with the Growth Management Act, which requires cities to define a specific level of transportation investment to support a given level of growth and to ensure that the transportation improvements are funded and built concurrently with new development. The recommended Multimodal Concurrency Code will address the following topics:

- ***Level of service standard***
The level of service standard is based on “system completeness” and is met when supply of facilities equals or exceeds the demand created by new development.
- ***Mobility Units***
Mobility Units based on person trips and transportation modes are used to determine the supply and demand.
- ***Plan Based Supply***
The supply of Mobility Units is based on the funded projects in the Capital Investment Program Plan (CIP).
- ***Comprehensive Plan Aligned Program***
The Comprehensive Plan land use growth target is used to forecast demand and the Comprehensive Plan planning period is used to develop the funding forecast.

The code also provides clarification for the following topics:

- ***New Thresholds Defined***
The threshold for concurrency is expressed in Mobility Units and exemptions have been eliminated.
- ***Implementation Guide Provided***
The Guide will provide instructions and guidance for concurrency applicants and will also include the program technical details and the basis for subsequent program updates.
- ***Uses Reservation System***
Concurrency reservations will be required for development projects to ensure that the Mobility Unit supply will be allocated when the project is constructed. These reservations will be valid for one year and will be non-transferable.
- ***Provides for Phased Projects***
The code clarifies how large, multiphase projects are reviewed for concurrency and allows them six years to complete the permitting process.

- ***Includes Mitigation Strategies***

If concurrency cannot be met because the demand for Mobility Units exceeds the supply, strategies for decreasing demand and/or increasing supply are outlined.

Public Outreach

Significant public outreach has already occurred during the preparation of the Mobility Implementation Plan. This next phase of outreach will focus specifically on the Multimodal Concurrency Code. A virtual open house is planned to present and gather input on the code amendment. This input will be presented to the Transportation Commission to help form the recommended code amendment for transmittal to the City Council for their approval.

NEXT STEPS

A virtual open house is planned for May 3, 2022. Staff will return to the Transportation Commission on June 9, 2022, to provide a briefing on the public outreach and to finalize draft code amendments for Council consideration. Council Study Session to present the recommended Multimodal Concurrency Code is currently planned for June 27, 2022.

ATTACHMENTS

1. Draft Multimodal Concurrency Code