MOBILITY IMPLEMENTATION PLAN

Multimodal Concurrency: Traffic Standards Code Amendment

Transportation Commission
April 28, 2022

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Transportation

MULTIMODAL CONCURRENCY

Agenda

- Background and Process

  Questions

- Administration and Methodology

  Questions

Outcome

- TC recommendation to the City Council at the June 9 meeting

Purpose of the Code Amendment

- Align with the Comprehensive Plan and MIP
- Meet the Growth Management Act requirements

MULTIMODAL CONCURRENCY

Code Amendment Background

- Implementing the Comprehensive Plan and MIP
  - Basic methodology reviewed with the development of the MIP in 2021
  - Supporting Comprehensive Plan policies updated in December 2021
  - MIP approved by Council in April 2022

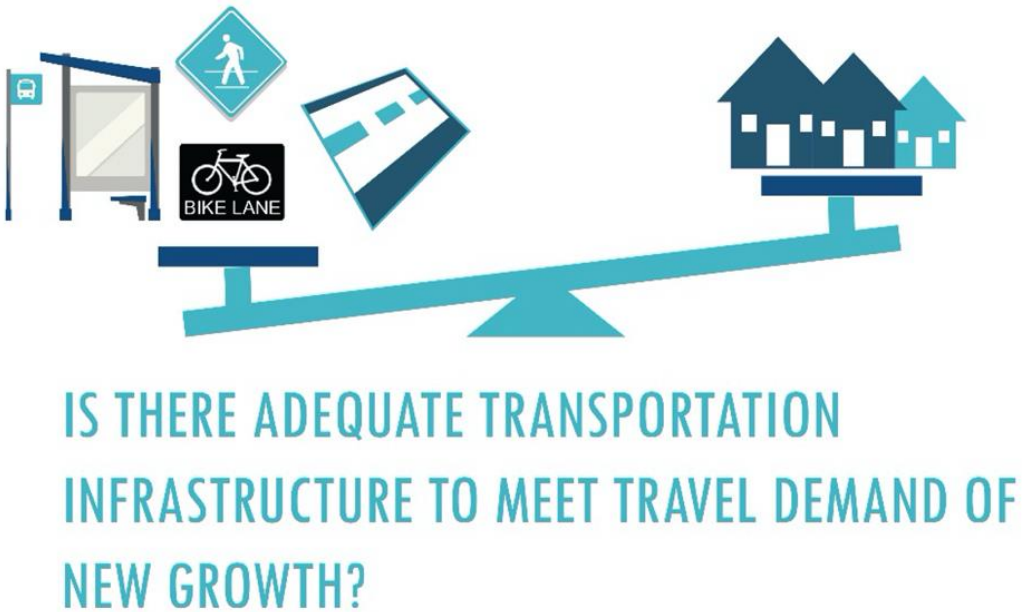
Comprehensive Plan → MIP → Code Amendments → Implementation Guide

Code Amendment Background

- New Multimodal Concurrency Code will:
  - Replace vehicle LOS standard with system completeness framework
  - Be consistent with City's multimodal vision
  - Be sustainable for long-range growth and financial forecast
  - Be consistent with methodology used by surrounding jurisdictions

New Multimodal Concurrency Code Highlights

- Level of service based on “system completeness” for all modes
- Concurrency is defined as Supply greater than or equal to Demand
- Uses a Mobility Unit metric based on person trips
- Plan-based Supply – provided through the CIP
- Aligned with Comprehensive Plan land use forecast



Other Code Revisions to Streamline Concurrency Administration

MULTIMODAL CONCURRENCY

Code Element	Existing Provision	Recommended Provision
Thresholds	30 vehicle trips	25 MUs
Phased Projects	Unclear process	Allows 6 years to complete phases
Reservation System	2 years from testing	1 year from testing plus 1 year extension
Mitigation Strategies	Intersection improvement focus	Updated to include all modes
Implementation Guidance	Director's Rule and hearing required	Comprehensive Implementation Guide with clear hearing guidance

Questions on Code Amendment?

System Methodology

- Based on Supply and Demand
- Plan provides available Supply
- Demand comes from proposed development projects

IS THERE ADEQUATE TRANSPORTATION INFRASTRUCTURE TO MEET TRAVEL DEMAND OF NEW GROWTH?

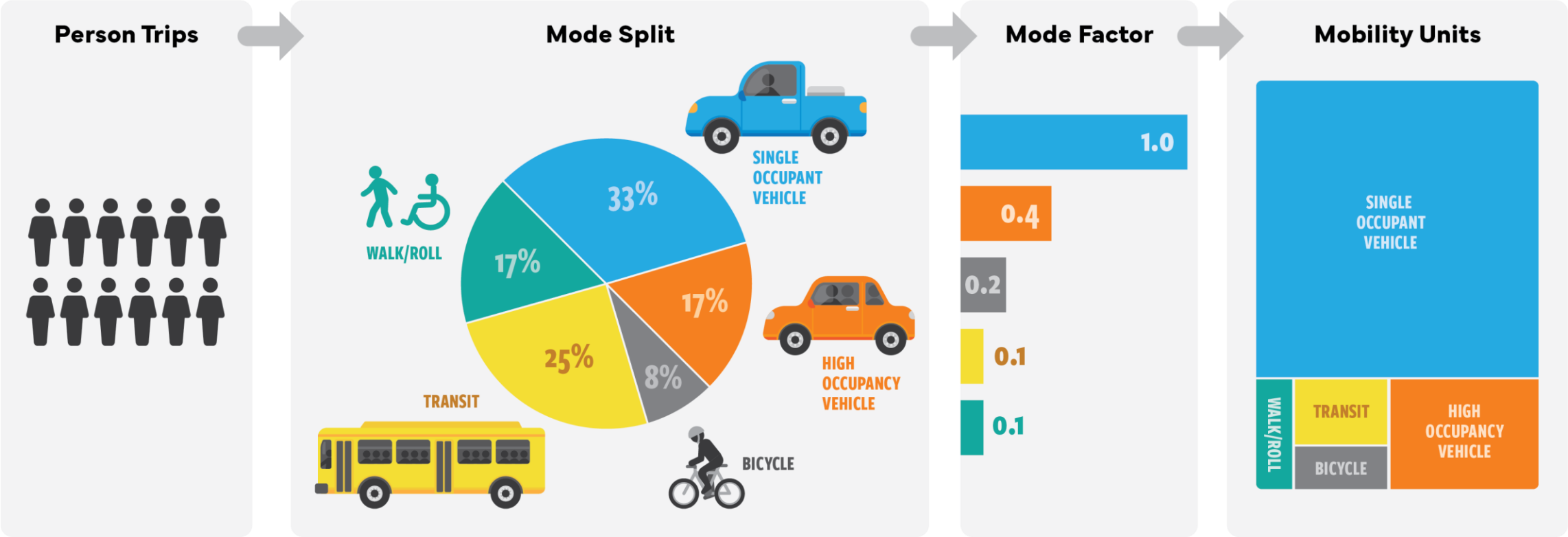
How It Will Work

1. Determine available mobility unit (MU) Supply
2. Determine MU Demand for a proposed project
3. Assign MUs to a project

Implementation Guide will document definitions and specific methodology

What is a Mobility Unit (MU)?

- MUs determined by three factors



Example: 100 person trips → 47 MU

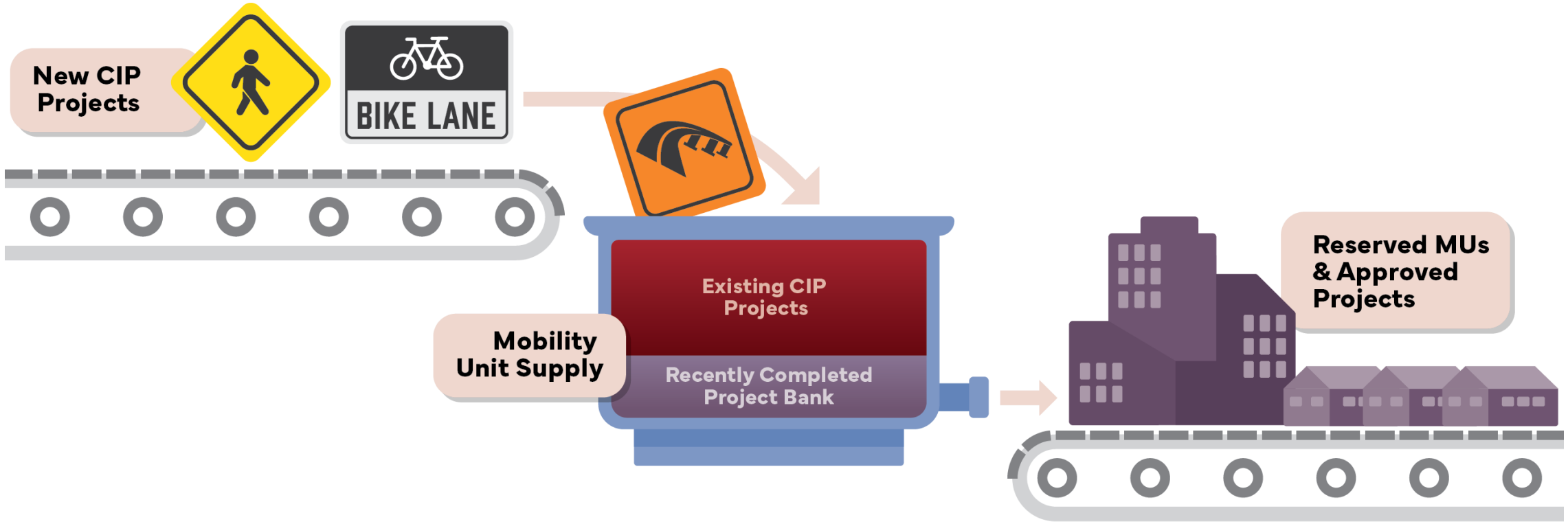
Determine Available MU Supply

- Long-term Supply
  - Use growth forecast to determine MUs that must be accommodated by the transportation system for the planning period
  - Use financial forecast to develop the value of an MU
  - Determine available MUs in the bank from recently completed projects that still have capacity

Financial Forecast ÷ Person Trips = Mobility Unit Value

Available Supply

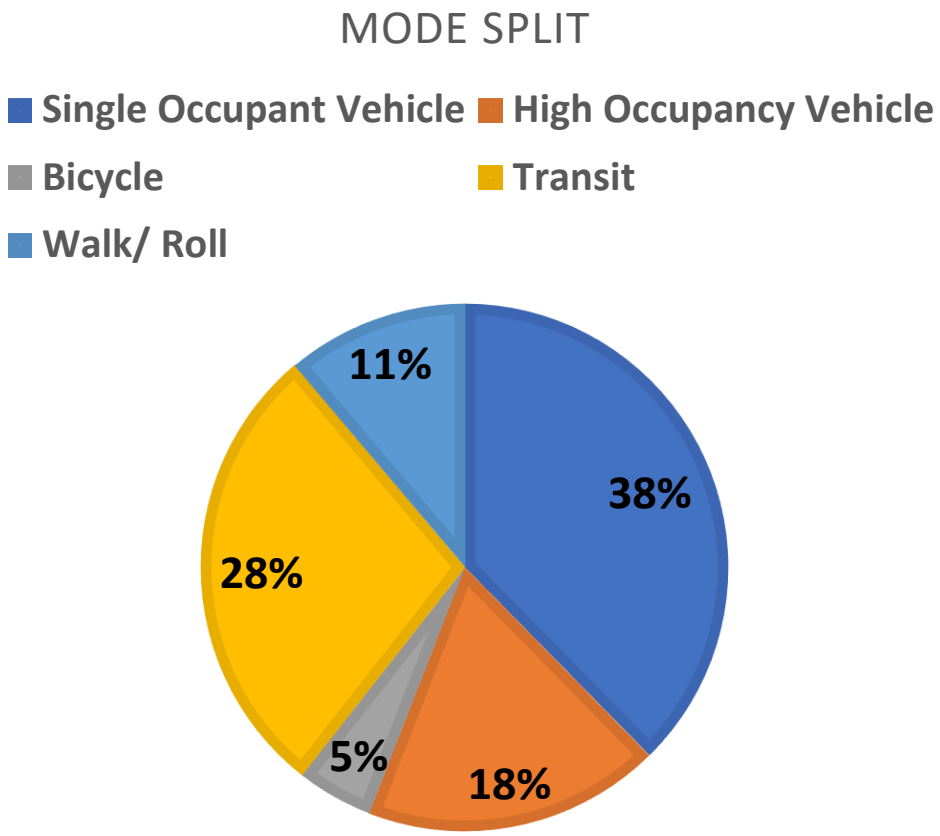
- Use CIP to determine funded (available) MUs
- Initially include the bank
- Debit project reservations and project approvals

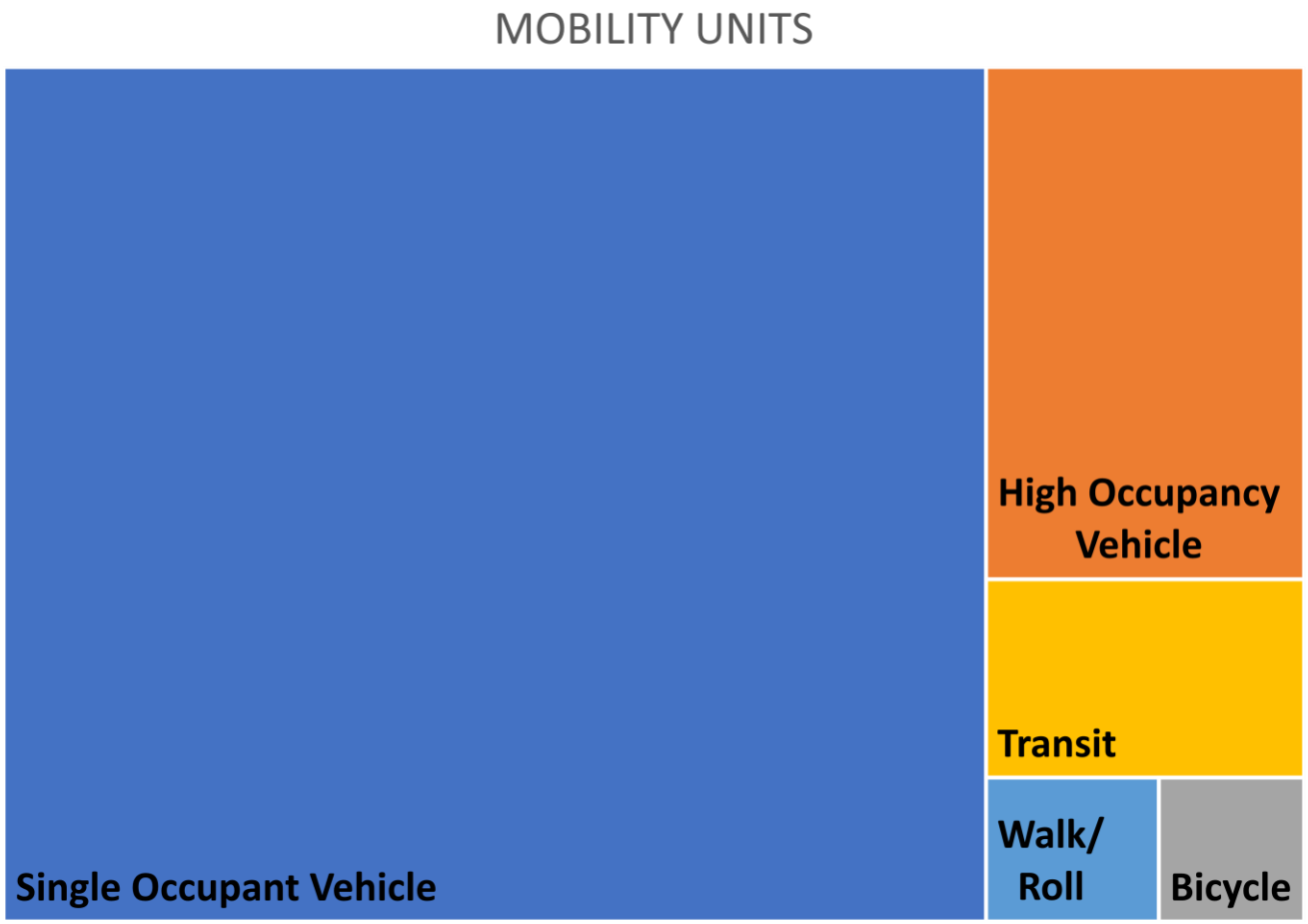


Determine MU Demand

- Project example – Downtown Office

  449 person trips, 224 MUs

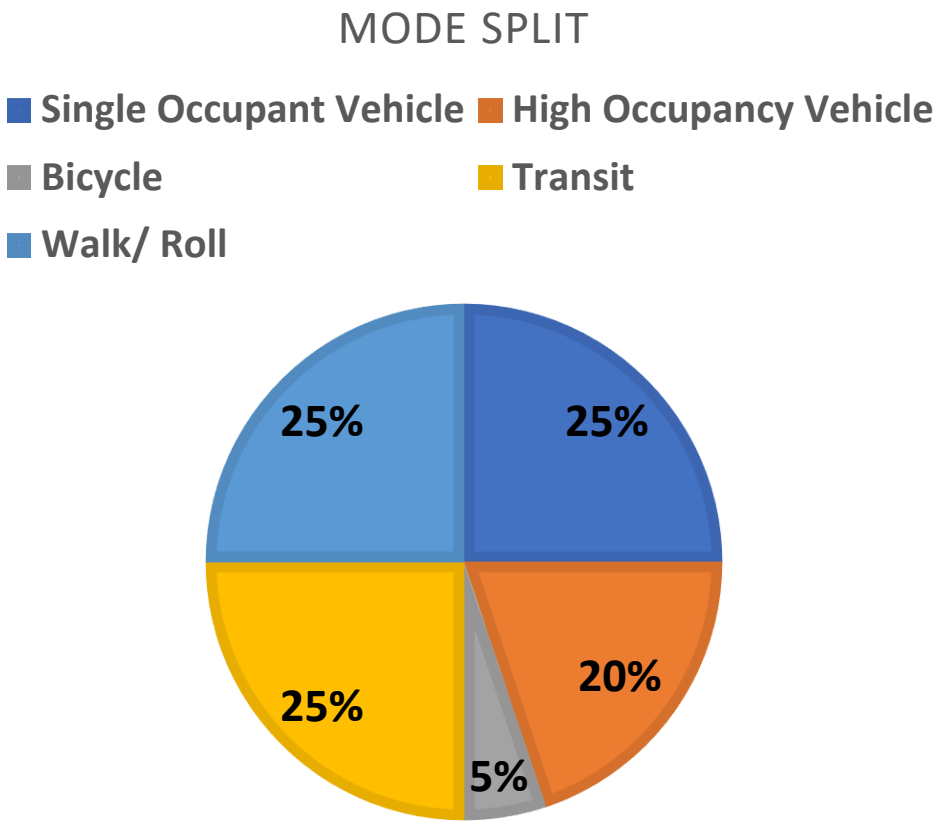


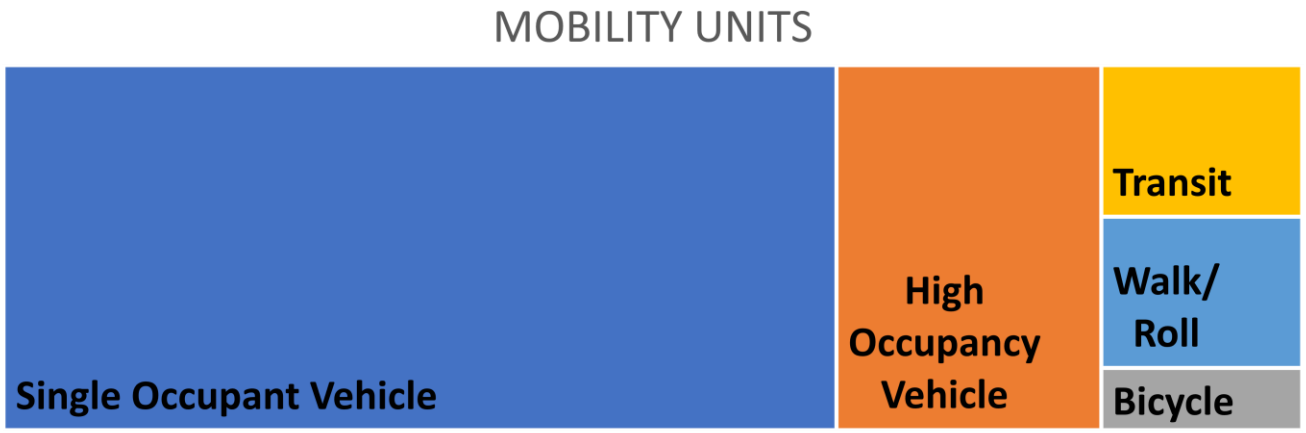


Determine MU Demand

- Project example – BelRed Residential

  156 person trips, 61 MUs





Concurrency = MU Supply > MU Demand

Supply	Demand
Transportation Projects	**Development Projects**
4 miles sidewalk 5 midblock crossings	100-unit condominium
5 miles protected bike lane 2 bike signals	1 million square foot office building
2 bus stops with crossing improvements Transit signal priority at 3 intersections	250,000 square feet retail
4 turn lanes 4 new lane miles	
10,000 Mobility Units Transportation Projects that provide "Supply" to support "Demand" from Growth	6,000 Mobility Units Growth that "Demands" transportation "Supply" of all modes

Concurrency is achieved and the Level-of-Service Standard is met when Supply ≥ Demand

Questions on Administration and Methodology?

What Comes Next?

- Virtual Open House May 3
- Transportation Commission June 9
- City Council adopts code June/July
- Implementation Guide hearing at TC September 8
- Director approves guide with a 30 day transition period to new concurrency system

Thank You!

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RCW Concurrency Requirements

- (b) 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" means 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. If the collection of impact fees is delayed under RCW 82.02.050(3), the six-year period required by this subsection (6)(b) must begin after full payment of all impact fees is due to the county or city