



City of Bellevue

Multimodal Concurrency Code Amendments



Chair Karen Stash, Transportation Commission

Mark Poch, Assistant Director

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Transportation Department

June 27, 2022



Direction

Staff seeks Council direction to return at a future meeting with an ordinance to adopt the proposed code amendments.

AGENDA



Ask



Policy



Concurrency Overview



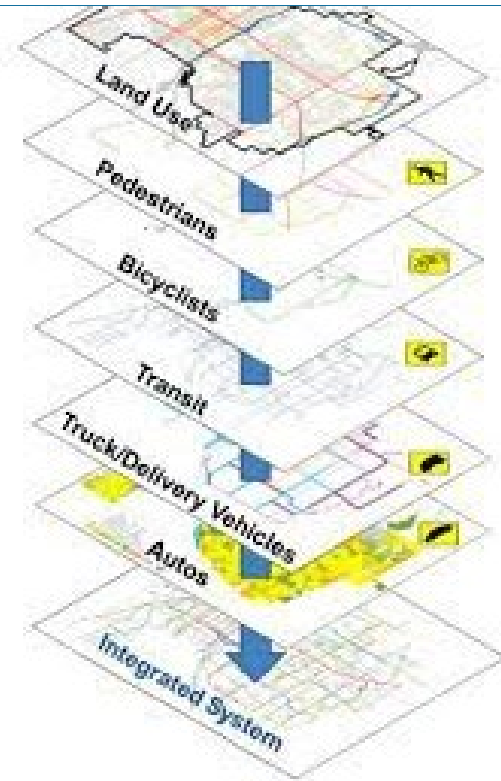
Proposed Code Amendments



Next Steps

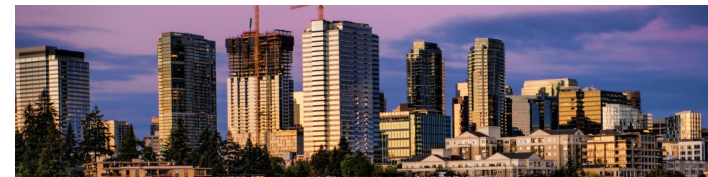
Ask

- Adopt proposed Code Amendments:
 - Substantive - Traffic Standards Code (BCC 14.10)
 - Minor – Trans Development Code (BCC 14.60)
 - Minor – Trans Impact Fee Program (BCC 22.16)
- Adopt Amendments July 5th
 - Tran Comm Public Hearing Sept 8
 - Implement new system in 2022



Policy

- December 2021
 - *Policy for Multimodal Concurrency (MMC) included in the Comp Plan Amendment – TR-28*
- April 2022
 - *MMC framework contained in the adopted award-winning Mobility Implementation Plan (MIP)*
- Existing Concurrency System
 - *No longer supported by policy*



Concurrency Overview

- ✓ State Law
- ✓ Existing System
- ✓ Proposed System



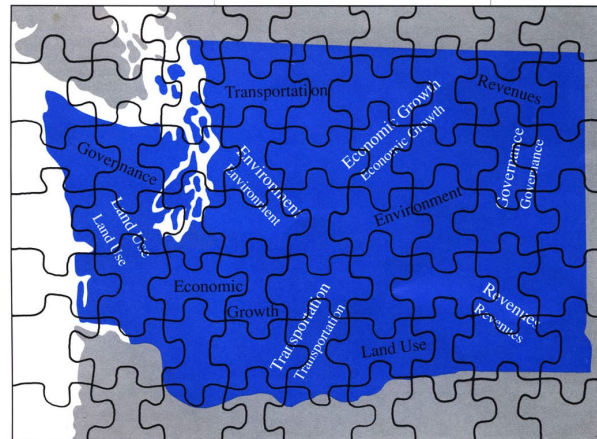
Growth Management Act

- Requirement

- requires transportation system improvements to accommodate new development

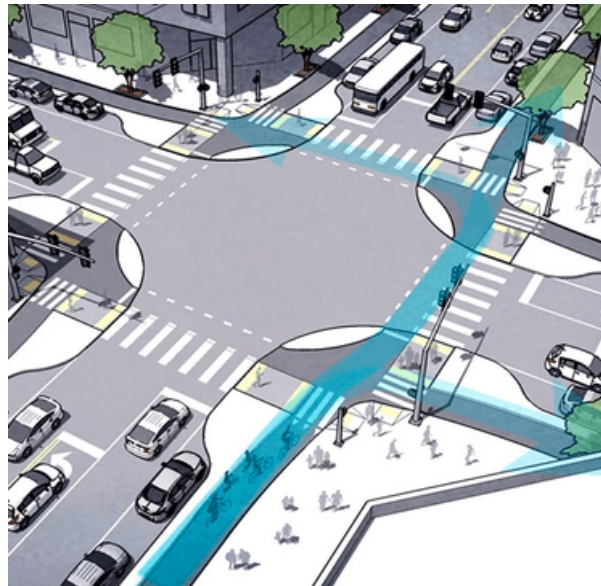
- Standard

- used to determine if the proposed development's impacts are accommodated



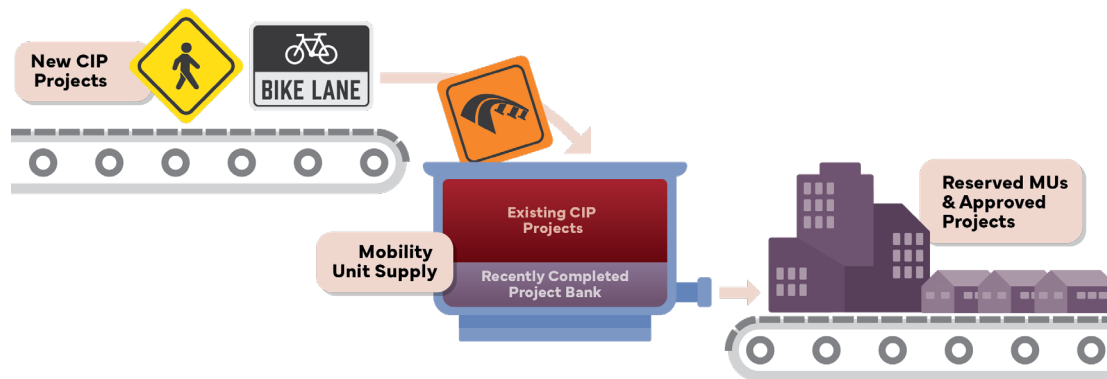
Existing Concurrency System

- Considers vehicles only
- Considers selected intersections only
- Specific standard
 - congestion levels at selected intersections



New Multimodal Concurrency

- System Completeness Based
- Uses Mobility Units (MU)
 - MU supply – *City provides by investing in Trans improvements helping all modes*
 - MU demand – *New development produces*
- Check Standard
 - If MU supply > MU demand, then concurrency is met



Proposed Code Amendments

- ✓ Traffic Standards Code (BCC 14.10) ←
- ✓ Trans Development Code (BCC 14.60)
- ✓ Trans Impact Fee Program (BCC 22.16)



Proposed Code Amendments

- Replace the Traffic Standards Code (BCC 14.10)
- Transportation Commission recommended
- Public Outreach completed
- Implementation Guide for administration
- Effective date 30 days after Implementation Guide approval

Summary - Enables staff to implement the new concurrency system as intended per recent policy



Completed



Dec 2021 – Comp Plan Amend.



April 2022 – MIP Adopted & Council Direction



April 2022 – Tran. Comm. Study Session #1



May 2022 – Virtual Open House



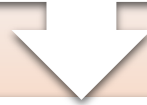
June 2022 – Tran. Comm. Recommendation

Next Steps

July 5, 2022 – Council considers code amendments



September 2022 – Implementation Guide Hearing
- Implementation Guide Approval



October 2022 – New code effective



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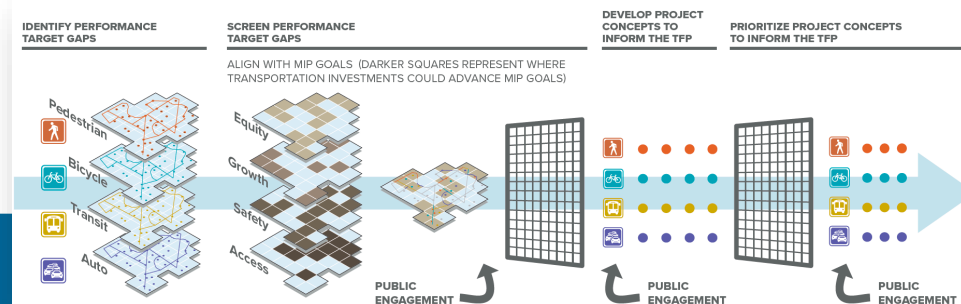
Transportation Department

June 27, 2022

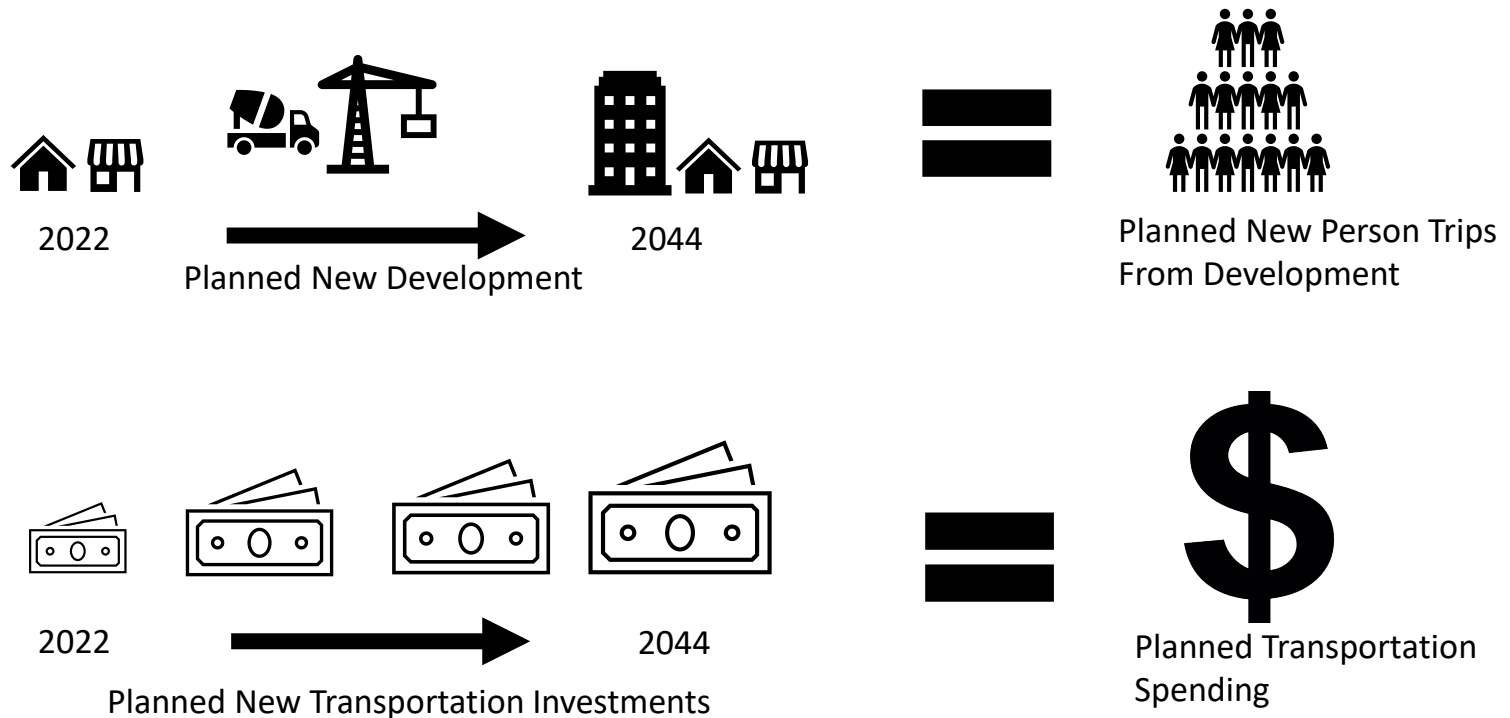
Backup Slides

After the MIP

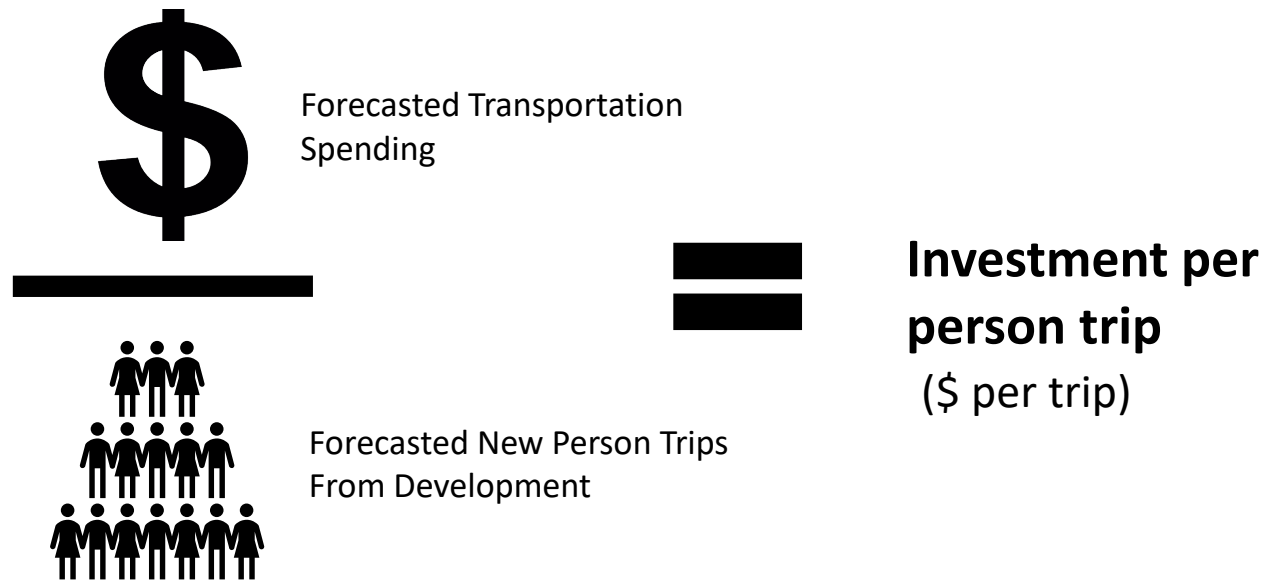
- Concurrency
 - Multimodal
 - Standard..... Supply > Demand (expressed in MUs)
 - Growth & Financial Forecasts/CIP
 - Performance related to these aspects
 - CIP projects contribute toward concurrency (MU supply) regardless of modal focus
- Performance Targets/Gap Analysis
 - Adopted policy
 - All modes
 - Dashboard for transparency
 - Specific mode performance considered here not in the new concurrency system
 - Supports TFP & CIP funding recommendations and decisions



Mobility Units Supply



Mobility Units Supply

$$\frac{\text{Forecasted Transportation Spending}}{\text{Forecasted New Person Trips From Development}} = \text{Investment per person trip (\$ per trip)}$$


Forecasted Transportation Spending

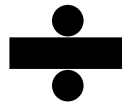
Forecasted New Person Trips From Development

Investment per person trip
(\$ per trip)



Mobility Units of Supply

\$ Committed to Transportation
Projects (CIP)



Investment per person
trip (\$ per trip)

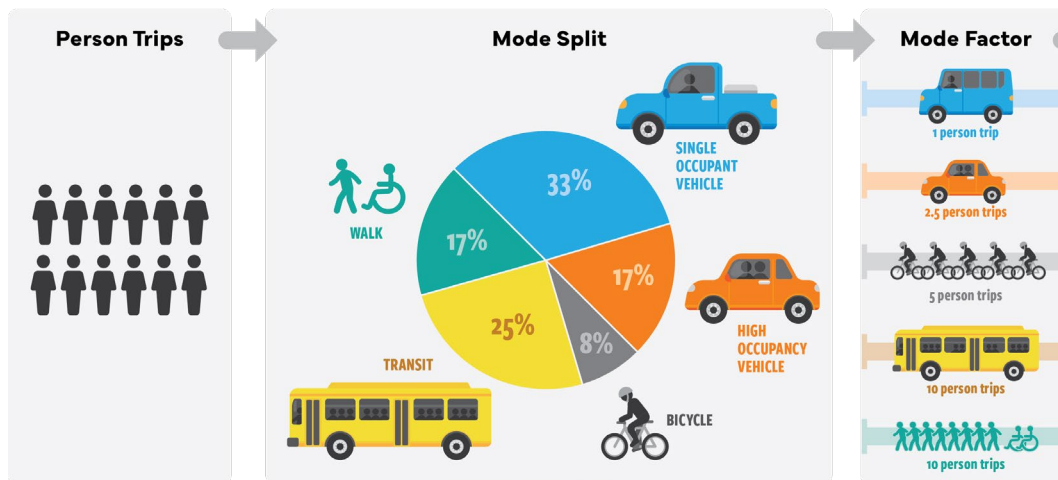
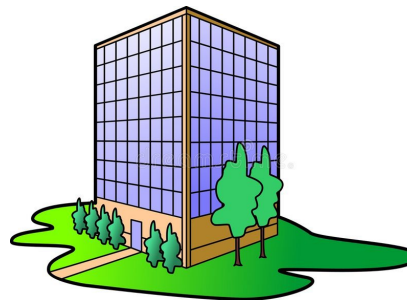
Mobility Units of Supply





Mobility Units of Demand

Proposed Development:



Mobility Units of Demand

Policies for MIP

- Implement a plan-based system
- Compare supply and demand
- Include all travel modes
- Create a sustainable and equitable system

Draft code implements these policies

