Attachment 2. Policy Analysis – Transportation Element- Concurrency Policies   Refreshed May 20, 2021

Transportation Element Concurrency Policy				
Policy #	Existing Concurrency Policy	Staff comment on the existing currency policy	Policy Action	DRAFT Transportation Commission Recommendation for New or Amended Concurrency Policy
TR-2	Strive to reduce congestion and improve mobility.	To strive to reduce vehicle congestion is inconsistent with a multimodal approach and is not achievable without significant adverse consequences. To improve mobility for everyone is reasonable and achievable. Mobility options and performance metrics and targets for all modes will be embedded in the Mobility Implementation Plan.	Edit Policy	Improve the multimodal transportation system and the quality of the travel experience for all users.
TR-20	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in a corridor approach within and across Mobility Management Areas.	Embed the concept of performance management areas that are different for each mode. Performance targets for each mode and applicable geography will be defined in the Mobility Implementation Plan.	Edit Policy	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in a corridor approach within and across Performance Management Areas.
TR-22	Implement and prioritize transportation system improvements to meet the multimodal level-of-service standards, Complete Streets goals, and other mobility targets for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.	Embed the concept of performance targets and performance management areas that are different for each mode, and other metrics in the MIP that may not be directly related to concurrency-related performance, for example, per capita vehicle miles travelled.	Edit Policy	Prioritize, implement and adjust projects, programs, and resources as deemed necessary to meet Complete Streets goals and to advance toward the Performance Targets and timelines established in the Mobility Implementation Plan, recognizing the range of mobility needs of neighborhoods, arterial corridors and Performance Management Areas.
TR-29.	Observe the following policy guidance in revising level-of-service standards by Mobility Management Area: Reflect the availability of mobility options; 1. Consider community goals that may be as important as managing vehicular congestion, such as goals for land use, neighborhood protection from wider streets and cut-through traffic, livability, or economic vitality. For example, a higher level of vehicular congestion is allowed in some areas of the city under the following conditions: a. In return for stronger emphasis on transit, walking, bicycling and other mobility options, and b. Where the impacts of wider streets or intersections are judged to be worse than the congestion they are designed to solve. 2. Establish multimodal level-of-service standards adequate to ensure a functional transportation system.	In the multimodal concurrency approach, mode-specific standards will not exist, and these will be replaced by a system completeness and MMLOS performance targets that are defined in the Mobility Implementation Plan. Changing circumstances may require MMLOS performance targets to be modified from time to time. These targets for each mode and the process for modifying the targets, will be documented in the Mobility Implementation Plan.	Repeal	
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.	The Mobility Implementation Plan will establish MMLOS performance targets for each mode and the applicable geographic areas defined as the " performance management area" for each mode. Combine the policy intent of TR-30 and TR-31 into a single amended policy.	Edit Policy	Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan.
TR-31	Define Mobility Management Areas that reflect street patterns and connectivity, available mobility options, topography, development patterns, and land use objectives.	Geography for each mode, called a " performance management area" will be established in the Mobility Implementation Plan, tailored for each mode. Combine the policy intent of TR-30 and TR-31 into a single amended TR-30 policy.	Repeal	
TR-32	Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and management priorities.	The concurrency "standard" as defined in this multimodal approach equates the supply of mobility and the demand for mobility. Vehicle mode standards would be repealed and replaced with MMLOS performance targts that will be established in the Mobilty Implementation Plan.	Repeal	

TR-34	Monitor the level-of-service for all modes and adjust programs and resources as necessary to achieve mobility targets and objectives.	This policy is similar to the recommended combined policy TR-30, but it is a separate topic in that it describes a course of action in response to performance monitoring. As recommended, the policy describes "what" to do with the performance monitoring data, and it stops short of prescribing "how" to respond.	Edit Policy	Evaluate the performance of all modes and adjust projects, priorities, programs and resources as deemed necessary to address the Performance Targets established in the Mobility Implementation Plan.
TR-35.	Review transportation system impacts of proposed developments and require appropriate mitigation as necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.	This "legacy" policy reflects the vehicle-specific level-of-service standards that multimodal concurrency will replace. The process steps and actions are not needed for concurrency policy. The development review process includes specific administrative actions to implement the Transportation Development Code (BCC 14.60) and SEPA The Mobility Implementation Plan will describe the specific response options in the situation of a concurrency violation.	Repeal	
TR-36	Require transportation system mitigation to offset the adverse impacts of development with regard to level-of-service, safety, access and neighborhood	This "legacy" policy could be repealed because the Transportation Development Code (BCC 14.60) provides the regulations to identify and address adverse impacts that may be created by a development proposal. Application of the State Environmental Policy Act (SEPA) provides for mitigation for adverse impacts.	Repeal	
TR-37.	Develop and utilize a citywide Transportation Master Plan to identify and prioritize the implementation of transportation system improvements.	This policy could be transformed to highlight the existance of the Mobility Implementation Plan and its role in identifying the supply of mobility. Or repeal, as edited Policy TR-34 covers this topic.	Repeal	
TR-50	Expand arterial capacity in consideration of the multimodal expectations and livability factors for the corridor and neighborhood.	This is a "legacy" policy (modified in 2015 to emphasize the importance of context) that can be consolidated into the single policy that refers to the MMLOS performance guidelines in the Mobility Implementation Plan, see edited policy TR-34.	Repeal	
TR-73	Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network.	This policy relates specifically to transit and can be consolidated into single policy (TR-34) that refers to the MMLOS performance targets in the Mobility Implementation Plan (these reflect the Transit Master Plan).	Edit Policy	Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between activity centers.
TR-116.1.	Strive to provide separation between motorized vehicles, pedestrians, and bicyclists, as feasible, reasonable and appropriate to the context, while maintaining adopted level of service standards for all modes.	This policy relates specifically to facilities for non-motorized mobility and can be consolidated into the single policy (TR-34) that refers to the MMLOS performance targets in the Mobility Implementation Plan (Performance targets will reflect (and refresh) portions of the Pedestrian and Bicycle Transportation Plan and the Pedestrian and Bicycle Implementation Initiative).	Repeal	
TR-132.	Balance funding to achieve scheduled progress on mobility targets/level-of-service standards for all modes within the Mobility Management Areas, by using results from monitoring the targets/level of service to prioritize transportation facility and service investments.	Available funding is defined in each update of the Transportation Facilities Plan. Also in the TFP are project descriptions and priorities, and performance targets against which performance can be measured.	Edit Policy	Provide and prioritize transportation funding to address Performance Targets within Performance Management Areas on timelines defined in the Mobility Implementation Plan.
TR-133.	Provide adequate transportation funding to ensure that adopted level-of-service standards are met.	For multimodal concurrency, the defined "standard" is a mode-neutral approach of Supply > Demand. The policy is reframed to adequately fund projects that address a MMLOS performance deficiency. Policies TR-132 and TR-133 could be combined to "Provide and prioritize funding…."	Repeal. Add to TR-132	
TR-134.	Take one of the following actions if transportation funding falls short of meeting the city's adopted level-of-service standards and methods of obtaining more revenue have been exhausted: 1. Review and adjust the city's overall land use vision to lower the overall transportation demand to help the transportation system to operate within adopted levels-of-service; 2. Review and adjust the level-of-service standards; 3. Reallocate capital resources to implement mobility options that maintain or enhance level-of-service.	This "legacy" policy reflects the vehicle-specific level-of-service standards that multimodal concurerncy will replace. The process steps and actions are not policy. The Mobility Implementation Plan will describe the specific response options in the situation of a concurrency violation.	Repeal	
		Concurrency Principle Basis of New Policy		**Draft New Policy**

New A		Principle #1. Employ a multimodal approach to transportation concurrency that meets multimodal level-of-service performance expectations.	New	Employ a citywide multimodal approach to transportation concurrency that balances the demand for mobility from new development with the supply provided by the City.
New B		Principle #2, add "citywide" to describe scale. Achieve concurrency when the supply of mobility units exceeds the demand for mobility units.	New	Evaluate each development proposal to ensure that Mobility Implementation Credits are available to meet the demand generated by the development.
New C		Principle #3. Supply is forecast in the TFP, created in the CIP, and may be in projects of all modes. Principle #4. Demand is forecast in the TFP, created in a permit for new development, and is expressed as person trips.	New	Rebalance the transportation system to address the Performance Targets and the forecast demand for mobility in each update of the Transportation Facilities Plan.