

Attachment 2. Policy Analysis – Transportation Element- Concurrency Policies **Refreshed June 3, 2021**

Transportation Element Concurrency Policy				
Policy #	Existing Concurrency Policy	Staff and Transportation Commisison comments on the existing currency policy	Policy Action	DRAFT Transportation Commission Recommendation for New or Amended Concurrency Policy (Final policy recommendation from TC June 10)
NEW goal or NEW policy			New goal and/or policy	To improve all mobility options so that everyone in Bellevue has a safe, comfortable, and efficient experience on their preferred mode, while encouraging and transitioning to more environmentally sustainable and higher capacity modes. OR, the goal could be written as a policy as a replacement for TR-2. Improve all mobility options so that everyone in Bellevue has a safe, comfortable, and efficient experience on their preferred mode, while encouraging and transitioning to more environmentally sustainable and higher capacity modes
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. Performance Metrics and Targets for all modes will be embedded in the Mobility Implementation Plan. Congestion should be addressed as part of transportation system performance. Draft policy could be repealed dependikng on the TC direction on the new policy above.	Edit or repeal 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 Performance Management Areas will be defined in the Mobility Implementation Plan. Staff notes:Recommended to say..."in accordance with the Mobility Implementation Plan"? Transit section in the Transportation Element references Transit Master Plan and the Pedestrian and Bicycle Section references the Pedestrian and Bicycle Transportation Plan, so a reference to the Mobility Implementation Plan in this policy would be similar.	Edit Policy	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Mobility Implementation Plan.

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.	<p>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.</p> <p>Use narrative text in Transportation Element to emphasize that prioritization is part of a regular process to improve MMLOS performance</p> <p>Define in the Mobility Implementation Plan</p> <p>Use language that is directive to “meet” Performance Targets</p> <p>When setting Performance Targets in the MIP, be sure that they are “smart” targets...measurable</p> <p>Staff notes: Implementation “timelines” and "mobility needs of neighborhoods, arterial corridors and Performance Management Areas" will be embedded in Performance Targets through the MIP</p> <p>Existing TR-22 uses the term “meet”. Be consistent in policy and use the term “meet” throughout.</p>	Edit Policy	Engage the community to prioritize projects, programs, and resources to meet Complete Streets goals and meet the Performance Targets established in the Mobility Implementation Plan.
TR-29.	<p>Observe the following policy guidance in revising level-of-service standards by Mobility Management Area:</p> <p>Reflect the availability of mobility options;</p> <p>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:</p> <p>a. In return for stronger emphasis on transit, walking, bicycling and other mobility options, and</p> <p>b. Where the impacts of wider streets or intersections are judged to be worse than the congestion they are designed to solve.</p> <p>2. Establish multimodal level-of-service standards adequate to ensure a functional transportation system.</p>	In the multimodal concurency approach, mode-specific standards will not exist, and these will be replaced by a system completeness and MMLOS Performance Targets that will be 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. As proposed in policy TR-30, an evaluation of the MIP would occur in concert with the periodic update of the Comprehensive 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.	<p>The Mobility Implementation Plan will establish Performance Targets and Performance Mangement Areas. so not needed to call these out in thie policy.</p> <p>Staff recommends that the policy refer to “changed” circumstances. This term is embedded in the Comprehensive Plan Amendment decision criteria</p>	Edit Policy	<p>1. Monitor and document transportation system performance in accordance with the Mobility Implementation Plan.</p> <p>2. Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each update of the Comprehensive Plan, or as warranted by changed circumstances.</p>
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 concurency "standard" as defined in this multimodal approach equates the supply of mobility (Concurrelcy Accout Credit) and the demand for mobility (Concurency Account Debit). Vehicle mode standards would be repealed and replaced with Performance Targets and Performance Management Areas 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.	<p>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.</p> <p>In the “narrative” describe the big picture and what multimodal concurrency and the performance monitoring for each mode are intended to accomplish</p> <p>Need stronger direction with regard to Performance Targets</p> <p>Make sure Targets defined in the MIP include each mode</p> <p>Staff note: Use the term “meet” rather than “address”. The intent is to be responsive to the findings of performance evaluations when updating the TFP.</p>	Edit Policy	Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Performance Targets through updates to the Transportation Facilities 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 and the Mobility Implementation Plan 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 the State Environmental Policy Act (SEPA) The Mobility Implementation Plan and Traffic Standards Code will describe the specific response options in the situation of a concurrency violation and mitigation alternatives to address the impacts of proposed development projects.	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 to address 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 existence of the Mobility Implementation Plan and its role in identifying the supply of mobility. Or repeal this policy, as Policy TR-34 as amended 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 land use context and livability factors) that can be consolidated into the single policy that refers to the MMLOS Performance Targets in the Mobility Implementation Plan, see policy TR-34 as amended.	Repeal	
TR-73	Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network.	Change travel “time” to travel “speed”. The transit travel speed Performance Metric is consistent with the Performance Target in MMLOS.	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 as amended) that refers to the MMLOS Performance Targets in the Mobility Implementation Plan (Performance Targets will reflect (and refresh) some of the projects and priorities 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. Need policy direction with regard to the effort to “meet” Performance Targets. Staff recommends to use "meet" for consistency with other policies. Staff note: MIP will include timeline for performance, no need to state in policy	Edit Policy	Provide and prioritize transportation funding to meet Performance Targets for each mode.
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 (Concurrency Account Credit) > Demand (Concurrency Account Debit). The policy is reframed (draft TR-132) to fund projects to meet Performance Targets for all modes.	Repeal.	
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 in which the Concurrency Account Credits are drawn down to zero.	Repeal	
		Concurrency Principle Basis of New Policy		Draft New Policy
New A		Chair: Don't use the term "Concurrency Account Credit/Debit" in policy - it is an implementation term that should be included and defined in the MIP. Define concurrency in the Mobility Implementation Plan and implement through the Traffic Standards Code. Define Concurrency Account Credit/Debit.	New	Employ a citywide multimodal approach to transportation concurrency that provides an adequate supply of mobility to meet the demand from new development.
New B		New A and New C cover the topic of supply and demand. Drafty policy New B does not add any new or different direction. It could be removed without consequence to policy direction fo concurrency.	New/Not needed	Evaluate each development proposal to ensure that Concurrency Account Credits are available to meet the demand generated by the development.
New C		Chair: Policy should tie together the land use, the infrastructure, and the performance of the infrastructure.	New	Plan for transportation system projects to accommodate the forecast demand and to meet Performance Targets in each update of the Transportation Facilities Plan.