Transportation Element NARRATIVE

Amendments for Multimodal Concurrency Policy

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Mobility Goals, ~~and~~ Metrics and Targets

To create a community where people can easily move about using a variety of travel modes, the city ~~will~~ has established goals, policies ~~and~~ Performance M~~m~~etrics and Performance T~~t~~argets for all modes. Traditionally, mobility standards have focused on the level of service for vehicles. Going forward, goals, ~~and~~ metrics and targets will also measure mobility for people traveling on foot, by bicycle, and on transit.

Mobility Options

Transportation planning and investments will provide options for people to travel within neighborhoods, along corridors, and to regional destinations. Transportation system investments will address vehicle congestion and will build projects for all modes that will incorporate design for safety, accessibility, connectivity, and preservation of neighborhood character~~, while striving to reduce congestion, to move more people within a limited right-of-way~~.

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~~Callout box~~

~~WHAT IS "LEVEL OF SERVICE"? Level of Service (LOS) is a measure of operating conditions for a transportation system. Bellevue has traditionally based LOS metrics and standards on the vehicular capacity of a roadway intersection expressed as a ratio of volume to capacity. A scale of A to F reflects the ease of traffic flow or an evaluation of driver frustration, as described in Figure TR-1. Adopted LOS standards vary across the city depending on such factors as land use and available mobility options, as shown in Map TR-1. LOS ratings for transit, walking and bicycling would be based on quantitative and qualitative factors relevant to those modes of travel. This element contains policies regarding LOS standards for multiple modes of travel, specifically policies TR-22, TR-29, and TR-30~~

Text

For the foreseeable future, the private auto will carry the majority of daily trips within Bellevue, and the city will ~~provide capacity to serve travel demand and meet level of service standards~~address vehicle congestion at System Intersections and along designated Priority Vehicle Corridors. A~~n improved~~ roadway network that operates efficiently is one element of ~~the balanced~~a multimodal transportation system. In the Mobility Implementation Plan (MIP), Bellevue ~~will~~ has established Performance Metrics and Performance Targets ~~level of service standards~~ for all modes, recognizing that ~~roadway~~ arterial corridors provide multiple mobility functions with facility types and priorities that may vary between ~~locations~~ Performance Management Areas ~~and times of day~~.

Figure TR-1. Vehicular Level of Service Categories

Category	Average Vehicular Volume-to-Capacity Ratio	Description (Subjective Impression of Driver)
LOS A	< = 0.600	Highest driver comfort. Little delay. Free flow.
LOS B	0.601 - 0.700	High degree of driver comfort. Little delay.
LOS C	0.701 - 0.800	Some delays. Acceptable level of driver comfort. Efficient traffic operation.
LOS D LOS D+ (High D)	0.801 - 0.850	Some driver frustration. Efficient traffic operation.
LOS D- (Low D)	0.851 - 0.900	Increased driver frustration. Long cycle lengths.
LOS E LOS E+ (High E)	0.901 - 0.950	Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression.
LOS E- (Low E)	0.951 - 1.000	At capacity. High level of congestion. High level of driver frustration.
LOS F	> = 1.001	Breakdown flow. Excessive delays.

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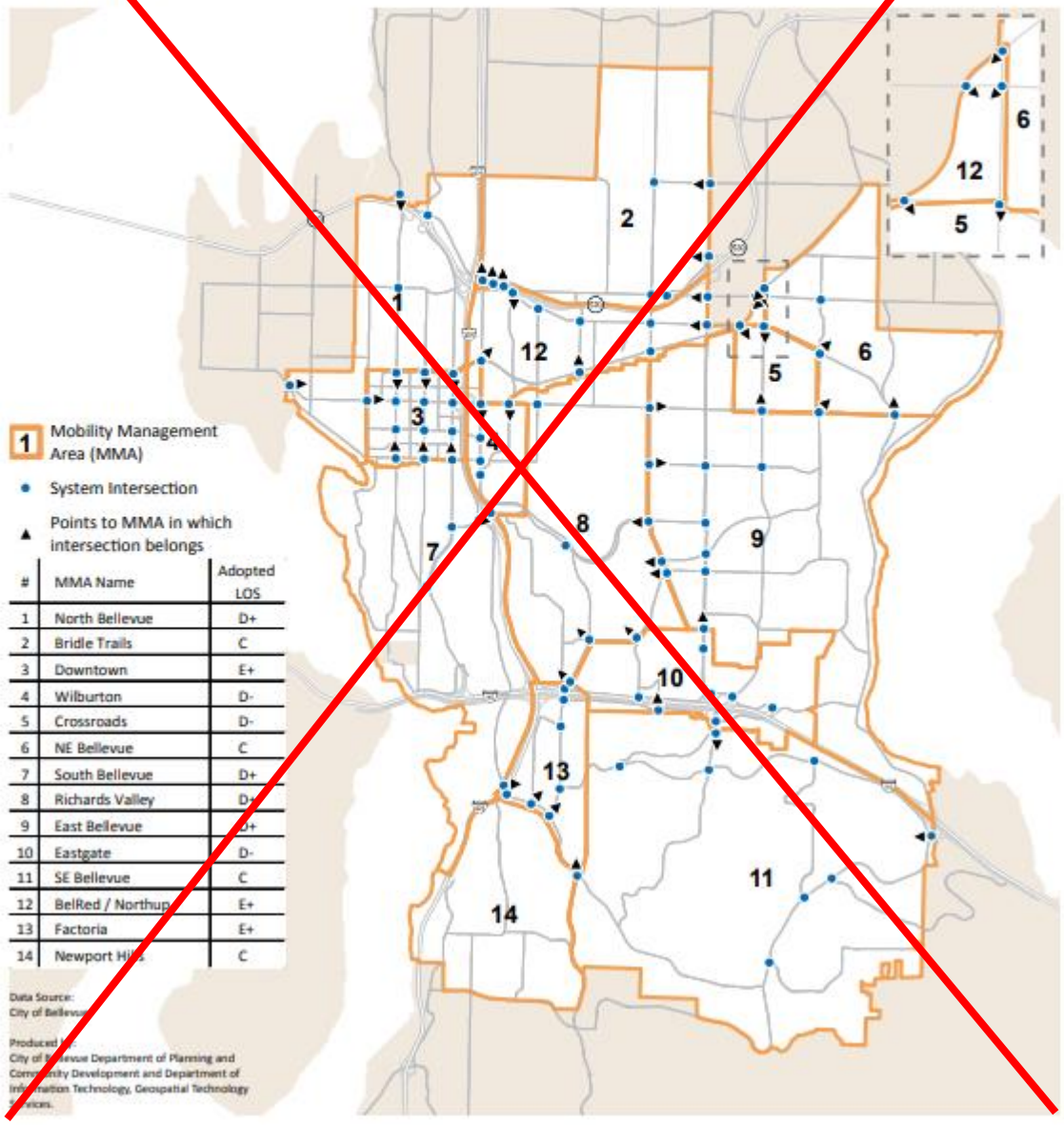
WHAT DOES SUCCESS LOOK LIKE? Bellevue residents, employees, and visitors move safely and comfortably ~~along roadway corridors~~around the city with a full suite of mobility options. Connected and continuous pedestrian and bicycle facilities provide convenient access to schools, work, activity centers, transit, and parks. Frequent and reliable transit provides Bellevue residents with connections to the city and region. Multimodal Performance ~~m~~Metrics and Performance Targets ~~level of service standards~~ inform design and investment decisions. The transportation system accommodate~~d~~s growth, and complements and enhances neighborhood character, the environment, and quality of life

The Mobility Implementation Plan

The Mobility Implementation Plan (MIP) articulates a safe, equitable, and sustainable multimodal approach to mobility in Bellevue. The MIP defines transportation system completeness and the Performance Metrics and Performance Targets for all modes. It establishes Performance Management Areas and Priority Vehicle Corridors that recognize the development character of these areas. An ~~strong~~ emphasis on equity ~~will~~ engages the community to employ an “equity lens” in transportation planning and project evaluation, prioritization, and implementation in the Transportation Facilities Plan. Environmental targets ~~synch up~~align with the Environmental Sustainability Plan to reduce transportation-source greenhouse gas emissions.

Map TR-1. Mobility Management Areas and System Intersections

Mobility Management Areas (MMAs) are discrete areas for which level of service (LOS) standards are tailored to reflect the unique conditions and community objectives in the area. System Intersections are the locations where LOS is measured.



#	MMA Name	Adopted LOS
1	North Bellevue	D+
2	Bridle Trails	C
3	Downtown	E+
4	Wilburton	D-
5	Crossroads	D-
6	NE Bellevue	C
7	South Bellevue	D+
8	Richards Valley	D+
9	East Bellevue	D+
10	Eastgate	D-
11	SE Bellevue	C
12	BelRed / Northup	E+
13	Factoria	E+
14	Newport Hills	C

P. 186 Callout Box

WHAT IS TRANSPORTATION CONCURRENCY? The Washington State Growth Management Act requires cities to ensure that transportation programs, projects and services needed to serve growth are regionally coordinated~~,~~ and are in place either when new development occurs or within six years. This is done to ~~make sure~~ensure the city ~~can~~ provide~~s~~ ~~the~~ transportation improvements for all modes that are needed to maintain ~~its~~ the adopted ~~level of service standards~~Performance Targets for each mode and so that the performance and capacity of the overall transportation system accommodates ~~conditions do not degrade below the standards with the addition of~~ the planned new households and workers.

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Implementation Program	Type
Capital Investment Plan This is the city's six-year financing and implementation plan in which needed capital improvements to the city's public facilities and infrastructure are identified and prioritized. The CIP for transportation includes project descriptions, cost estimates, and funding options.	**Funding:** updated biennially.
Transportation Facilities Plan This is the city's 12-year transportation plan and includes high-priority projects from long-range plans and projects that address emerging needs and opportunities.	**Functional Plan:** updated every two to four years.
~~**Transportation Master Plan**~~ ~~A master plan that integrates system-wide transportation planning for all modes with the Comprehensive Plan's land use vision.~~	~~**Functional Plan:** Work will commence in 2015 or 2016 and will be updated periodically.~~
Transit Master Plan This plan sets a vision, goals, policies, and strategies to achieve abundant access to transit in Bellevue.	**Functional Plan:** updated periodically.
Pedestrian and Bicycle Transportation Plan This plan serves as a framework for implementing capital projects.	**Functional Plan:** updated periodically. The Pedestrian and Bicycle Implementation Initiative is online.
~~**Comprehensive Transportation Project List**~~ ~~Located in Volume 2~~	~~**Policy:** located in volume 2 of the Comprehensive Plan~~
~~**Multimodal Level of Service Implementation Strategy**~~ ~~Work will commence in 2016~~	~~**Action Plan:** work will commence in 2016 to update metrics and standards for level of service for all modes of transportation.~~
Mobility Implementation Plan This Plan describes the City's approach to multimodal concurrency and provides the Performance Metrics, Performance Targets for each mode, as well as Performance Management Areas and Performance Arterial Corridors	**Functional Plan:** updated periodically

Attachment 1. Transportation Element- Transportation Commission Recommendation Concurrency Policies June 10, 2021

Transportation Element Concurrency Policy				
Policy #	**Existing Concurrency Policy**	**Comments on the existing currency policy**	**Policy Action**	**Transportation Commission Recommendation for New or Amended Concurrency Policy (Final policy recommendation from TC June 10)**
NEW Goal			New Goal	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 and fiscally sustainable 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 always achievable without significant adverse consequences. To improve mobility for everyone is reasonable and achievable. Vehicle congestion will be addressed in the Mobility Implementation Plan as part of monitoring transportation system performance and establishing Performance Targets.	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.	Performance Targets for each mode and Performance Management Areas will be defined in the Mobility Implementation Plan.	Edit Policy	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in 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.	Embed the concept of Performance Targets and Performance Management Areas, and other metrics in the MIP that may not be directly related to concurrency-related performance, for example, per capita vehicle miles travelled and equity. Use narrative text in the Transportation Element to emphasize that prioritization is part of a regular process to improve MMLOS performance When setting Performance Targets in the MIP, be sure that they are "smart" targets…measurable TC direction 6/10: too many policies with "engage". Remove	Repeal	
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 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. Changed 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. Policy TR-30 calls for an evaluation of the MIP that 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.	The Mobility Implementation Plan will include Performance Metrics, Performance Targets and Performance Management Areas. Provide for public engagement in modifying the Mobility Implementation Plan.	Edit Policy	1. Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan. 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.

TR-31	Define Mobility Management Areas that reflect street patterns and connectivity, available mobility options, topography, development patterns, and land use objectives.	Performance Management Areas will be established in the Mobility Implementation Plan, tailored for each mode. Combine the policy intent into TR-30 (1) and (2).	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 (Concurrency Account Credit) and the demand for mobility (Concurrency Account Debit). Vehicle mode standards would be repealed and replaced with Performance Targets and Performance Management Areas that will be established in the Mobility 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 policy TR-30 (1) and (2), but it is a separate topic in that it describes a course of action in response to performance monitoring. The amended policy describes "what" to do with the performance monitoring data, and it stops short of prescribing "how" to respond. Make sure Targets defined in the MIP include each mode 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.	Edit Policy	Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the 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 the multimodal concurrency standard 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 should 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 should be repealed 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 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. Policy provides direction with regard to the effort to "meet" Performance Targets. MIP will include timeline for performance, no need to state in policy	Edit Policy	Provide and prioritize transportation funding to meet Performance Targets for people walking, biking, riding transit, and travelling in a car.
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 the multimodal concurrency standard 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	
				Recommended New Policy
New Policy A		Define concurrency in the Mobility Implementation Plan and implement through the Traffic Standards Code.	New	Employ a citywide multimodal level-of-service concurrency standard that provides transportation facilities that meet the demand from new development.
New Policy B		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.