



Bellevue
Downtown
Association

Transportation Committee

Mobility Implementation Plan Scope of Work and Staff Recommendation for Multimodal Concurrency

January 27, 2021
Kevin McDonald

Mobility Implementation Plan Scope of Work

Two phases of the work in 2021-2022

Phase I

❖ Multimodal Transportation Concurrency

- Transportation system completeness – layered network, prioritization
- Multimodal approach to long-range planning
- Refresh some project descriptions
- Establish performance metrics and monitoring
- Embed equity and sustainability considerations to prioritize and evaluate

Phase II topics that may emerge from Phase I

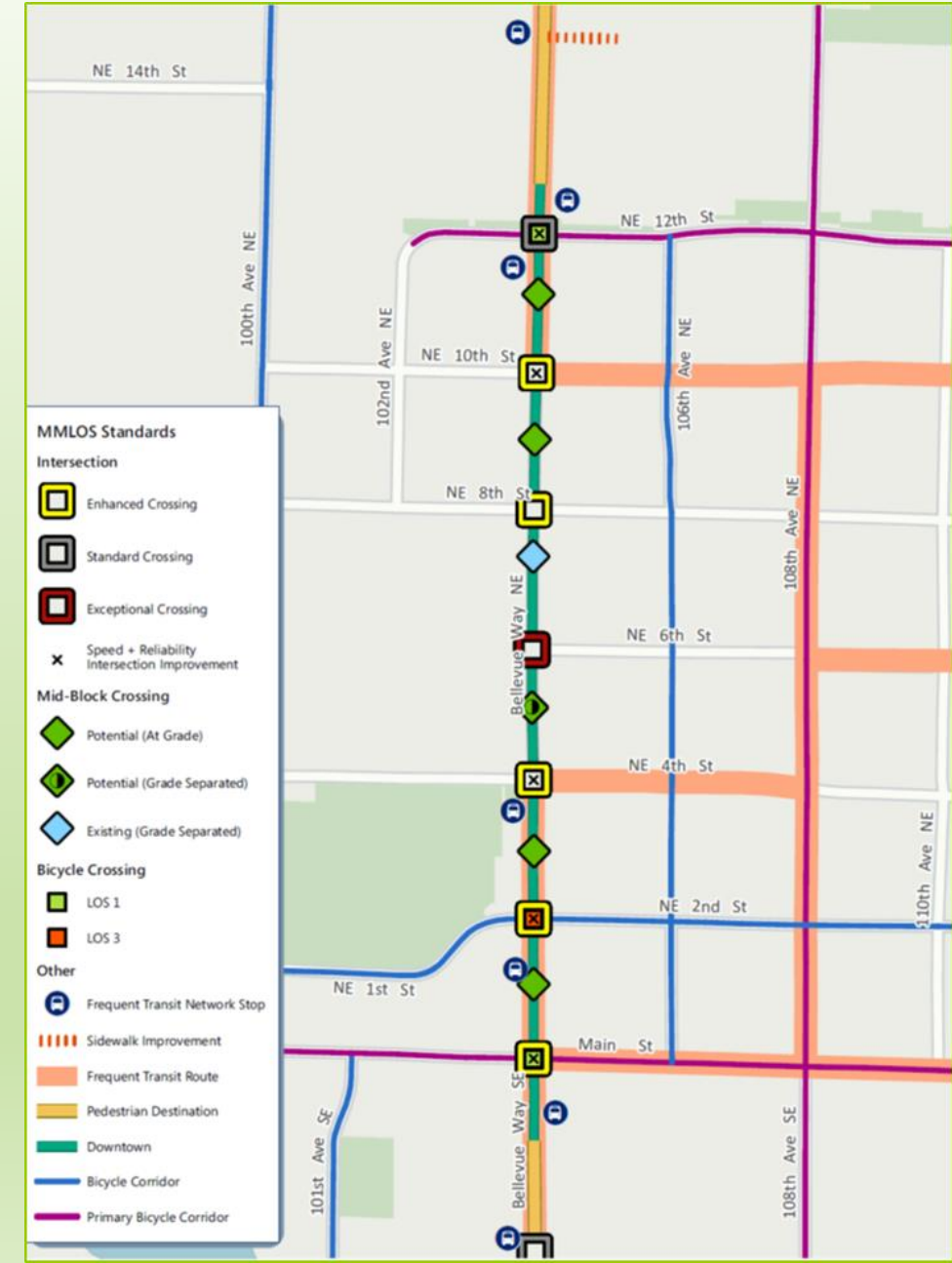
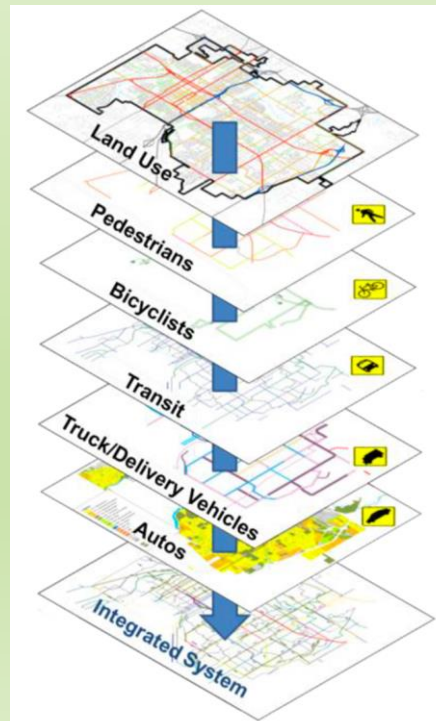
- Transportation Impact Fees – all modes
- Transportation Demand Management – refresh if needed

Mobility Implementation Plan

The “Layered Network”

- Transportation system planning and projects based on the mode of travel
- Overlap occurs
- Prioritization issues emerge

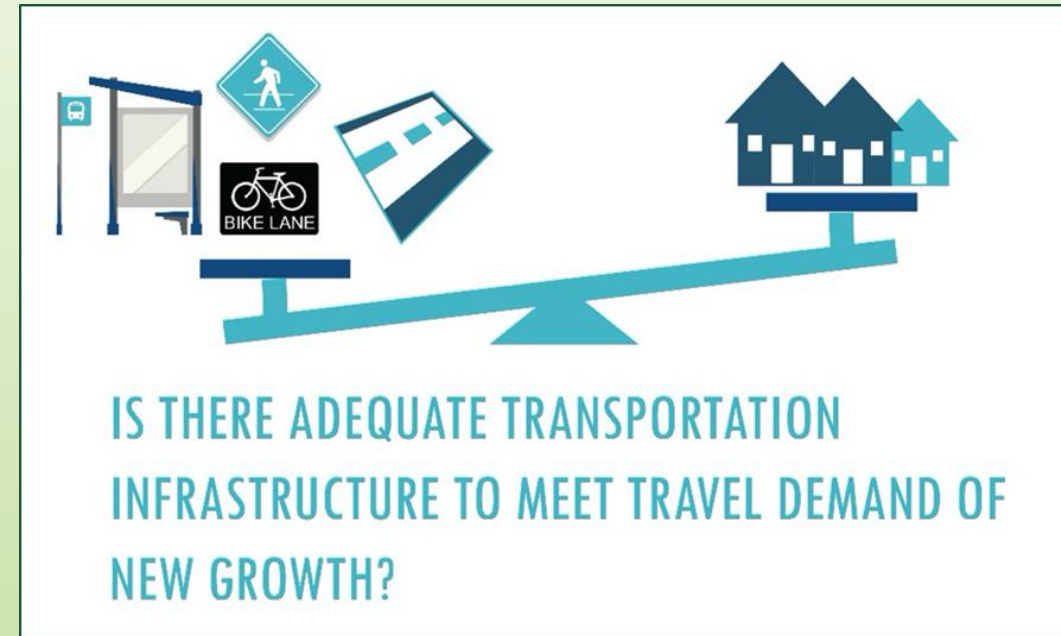
Transportation Commission’s Multimodal Level-of-Service report recommends a “layered network” approach to help reconcile competing priorities using the land use layer.



Mobility Implementation Plan

Multimodal Concurrency

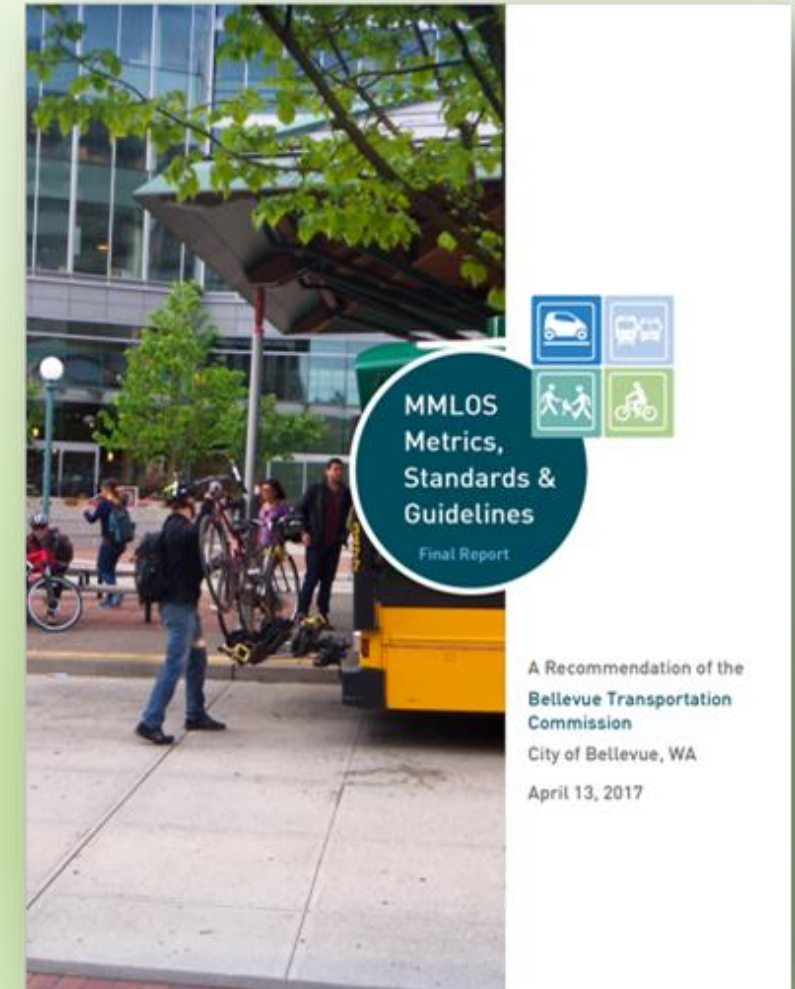
- A multimodal approach to ensure the travel **demand** from land use is supported with an adequate **supply** of transportation capacity – all modes
- Q1-Q2 2021 discussion of multimodal concurrency policy with the Transportation Commission
 - Next: February 11



Mobility Implementation Plan

Multimodal Approach to Long-Range Transportation Planning

- Inventory of transportation capacity projects for all modes through long-range planning:
 - Subarea plans
 - Corridor plans
- Informed by the Transportation Commission's report on MMLOS Metrics, Standards and Guidelines
- Create project inventory and a notion of prioritization for projects for updates to the Transportation Facilities Plan and funding in the Capital Investment Program



Mobility Implementation Plan

Define, Document and Display Performance Outcome Metrics

Performance metrics are critical to understanding the performance of the transportation network and project prioritization.

Transportation Commission will advise on:

- What to measure – informed by MMLoS
- What standard or guideline
- How to display and share data



Mobility Implementation Plan

Public Involvement

Transportation Commission is the advisory body

- Workshops, discussions/study sessions – all Virtual

Public involvement (components TBD):

- Virtual engagement techniques
- Input and comments on preliminary Transportation Commission recommendations
- Outreach and engagement
 - Invite input from a diversity of Bellevue stakeholders
 - Seek equity in the means and methods of outreach
 - Include typically underrepresented members of the community

Multimodal Concurrency

Staff prepared recommendation through a series of virtual workshops during the summer and fall, 2020

- Builds from policy direction and from Transportation Commission work on concurrency and Multimodal Level-of-Service
- Introduced to the Transportation Commission January 14, 2021
- Study Session February 11, 2021



Multimodal Transportation Concurrency

Draft Report

A Recommendation of the
Bellevue Transportation
Commission

City of Bellevue, WA

January 14, 2021

Multimodal Concurrency - Overview

Foundations

- GMA, Best Practices in Washington, Bellevue Policy and MMLOS

Transportation Concurrency Standard

- Mobility Units Supply > Mobility Units of Demand

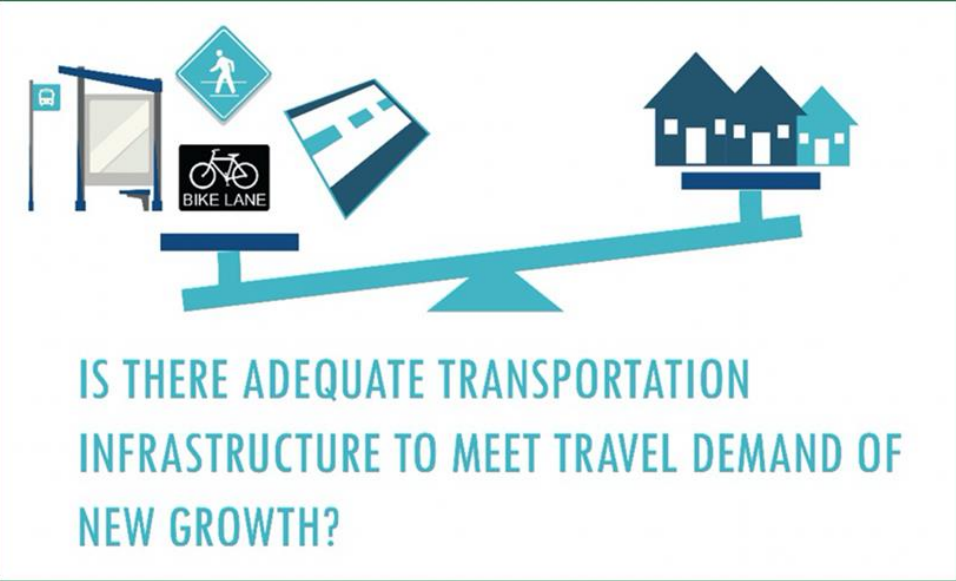
Mobility Units of Supply

Supply is capacity projects of all modes

- Supply is **planned** in the TFP
- Supply is **created** in the CIP

Mobility Units of Demand

- Demand is **forecast** in the TFP
- Demand is **generated** by land use permit applications



Select the transportation concurrency projects that are fully funded or complete

<input type="checkbox"/> Martin Way sidewalks and enhanced bike lanes	Sidewalks: linear feet built	0	adjust
<input type="checkbox"/> Fones Road widening and multi-use trail	Bicycle facilities: linear feet built	0	adjust
<input type="checkbox"/> Mottman Road bridge, bike lanes, and sidewalks	Cost of other concurrency projects constructed	\$0	adjust
<input checked="" type="checkbox"/> Wiggins/Herman/37th multimodal intersection improvements			
<input type="checkbox"/> North/Cain multimodal intersection improvements			
<input type="checkbox"/> West Olympia Access Project			

Running start mobility units = 1,846

Mobility unit capacity from projects = 334

Mobility units consumed by developments = 426

Mobility units remaining = 1,754

Description
(enter development description here)

ITE Category
220 | Apartment

Unit Value
dwelling

Add Development Remove Development

Developments Description	ITE Category	Size	Unit	Mobility Units
934 Fast food restaurant	934 Fast food restaurant	12	1,000 sq ft	204
Martin Way Bank	912 Bank	6	1,000 sq ft	100
Downtown Apartment	220 Apartment	150	dwelling	122

Foundations

Washington Growth Management Act (1990)

Local jurisdictions must establish concurrency metrics to determine the capacity of the transportation system to support demand for travel from new development

Best Practices

- Olympia, Redmond, Kirkland, Kenmore use a multimodal approach
 - Related to adopted mobility plans
 - Performance monitoring
 - City in control of transportation investments
 - Straightforward to implement
- Seattle uses targets for mode share and vehicle miles travelled
 - Bellevue Staff considered and rejected
 - Related to City goals, and good as performance metrics
 - Not directly in City control

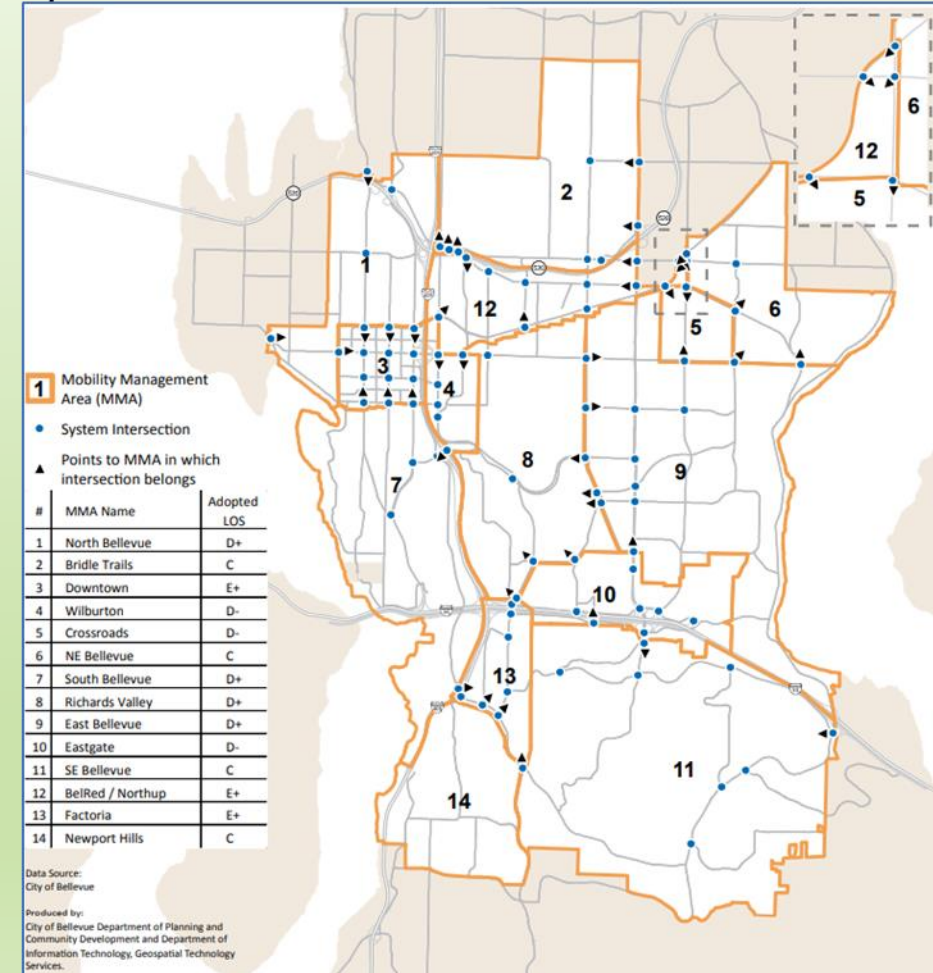
Foundations – Evolving Bellevue Policy

For 30+ years, concurrency standards for vehicles supported Bellevue growth

- 2013 Transportation Commission engaged in conversations to evolve concurrency toward a multimodal approach
- 2015 multimodal concurrency policies added to Comprehensive Plan, with direction to prepare multimodal metrics
- 2017 TC prepared MMLOS Metrics, Standards and Guidelines to establish multimodal foundations and land use relationships
- 2021 Council approved MIP scope of work, including a request for a recommendation from the Transportation Commission on multimodal concurrency

CITY OF BELLEVUE COMPREHENSIVE PLAN

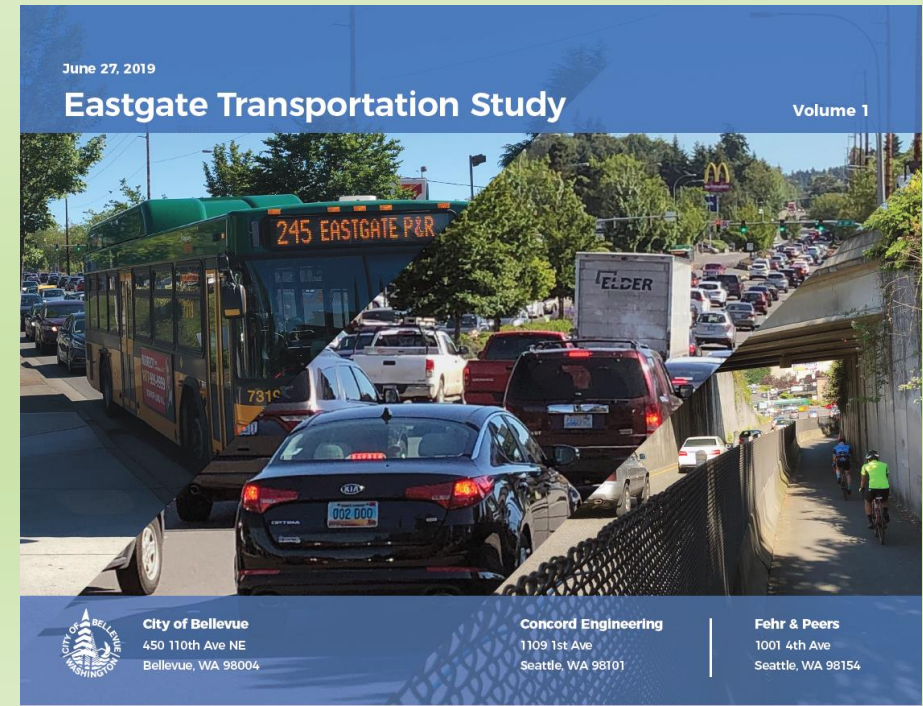
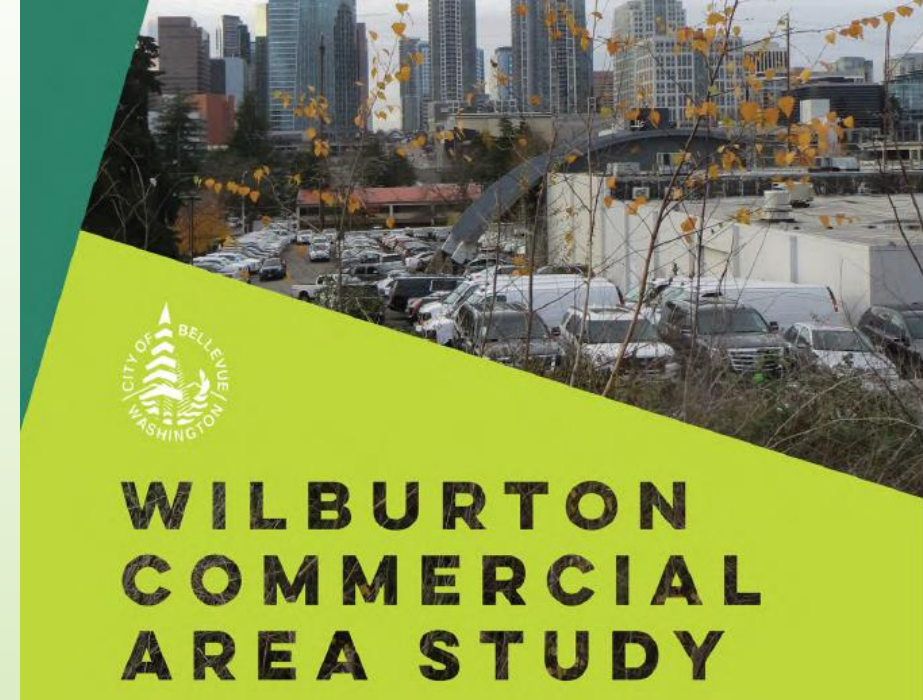
Map TR-1. Mobility Management Areas and System Intersections



Mobility Units of Supply

Long-Range Planning

- Describes the 20+ Year Vision for Transportation and Land Use
- Subarea Plans. ie) BelRed, Wilburton Commercial Area, East Main, Downtown
- Corridor Plans. ie) Eastgate Transportation Study
- Modal Plans. ie) Pedestrian and Bicycle Transportation Plan
- Builds Inventory of Transportation Projects



Mobility Units of Supply

Transportation Facilities Plan (TFP)

- Projects evaluated and prioritized for a 12-year period
- Evaluation examines how well a project achieves transportation vision

Capital Investment Program (CIP)

- Projects are funded for construction within a 7-year period
- Count toward concurrency supply
- Existing supply available from recent projects may provide a “Running Start”

Supply may be Provided by Private Development

- Frontage improvements (projects identified in the TFP)
- Private shuttle

Mobility Units of Demand

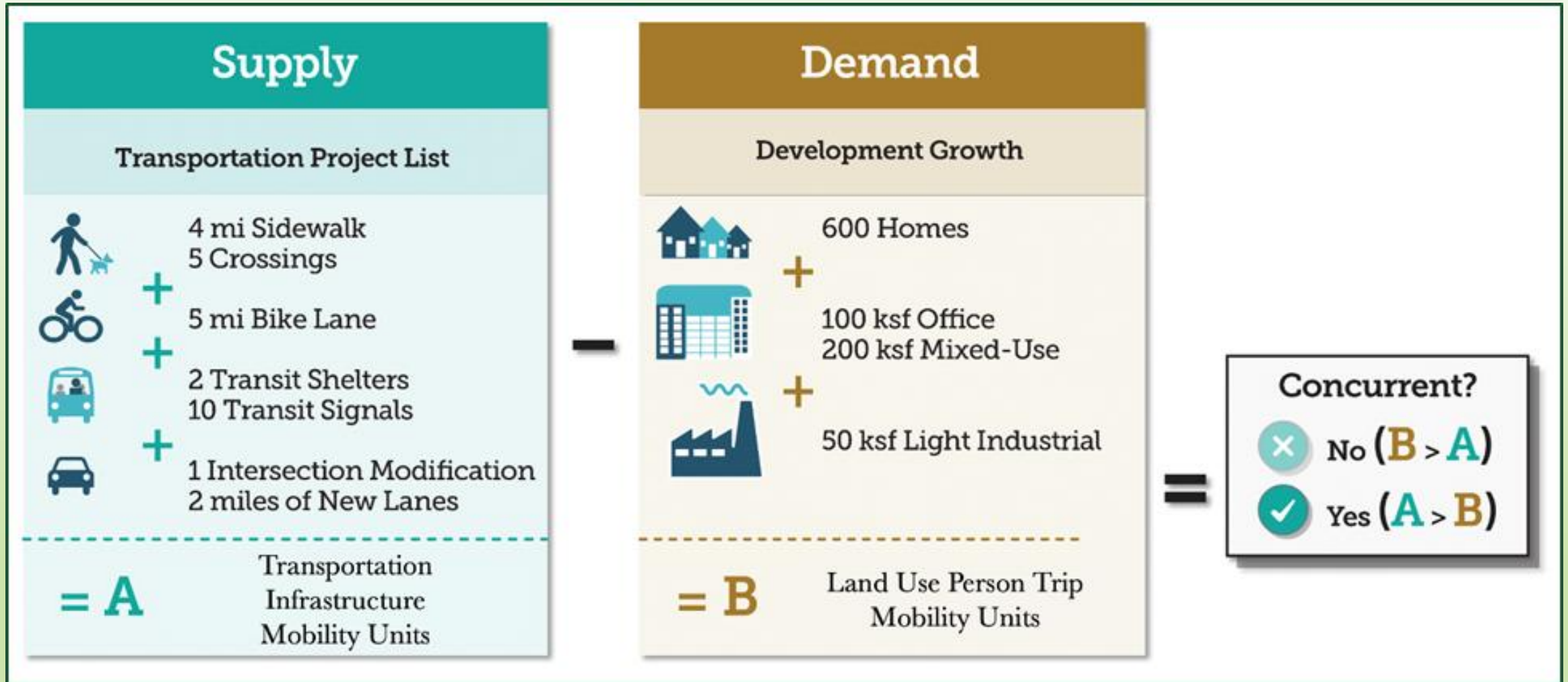
Demand is Forecast for 12-Years in each update of the TFP

- Travel demand is identified and documented in the 12-year land use forecast
- Land use forecast is obtained from PSRC/Bellevue Community Development

Demand is Generated by Development Projects

- Travel demand is expressed as “person-trips” regardless of mode
- A person trip is defined as any trip taken by a person who leaves a development site/building by any mode on the transportation system
- Mobility units of demand for each development project are determined in a traffic impact analysis at time of land use permitting
- Demand can be reduced through exceptional Transportation Demand Management measures

Multimodal Concurrency Equation



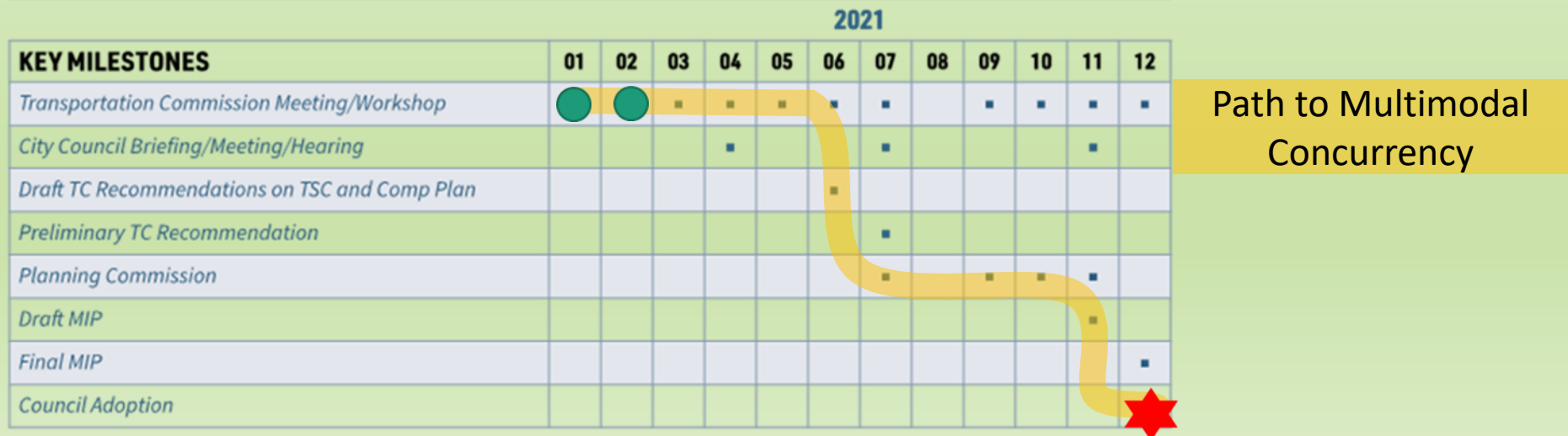
Concurrency Compare and Contrast

	Existing Concurrency	Multimodal Concurrency
TFP Timeframe	12-Years	12-Years
TFP Land Use	12-Year Growth Projection	12-Year Growth Projection
TFP Financial Resources	12-Year Revenue Forecast <i>(\$388.1 million allocated for 2019-2030 TFP projects)</i>	12-Year Revenue Forecast
TFP Supply	Forecasted Roadway projects needed to maintain V/C ratio at system intersections and MMAs	Forecasted Multimodal projects identified to meet intended MMLOS outcomes
TFP Demand	Forecasted Vehicle Trips generated based on 12-Year Growth Forecast	Forecasted Person Trips generated based on 12-Year Growth Forecast
CIP Timeframe	7-Years	7-Years
CIP Financial Commitment	\$ for projects that provide capacity for vehicles	\$ for projects that provide capacity for all modes
CIP Supply for Concurrency	Roadway projects funded to meet V/C standard at system intersections and in MMAs	Multimodal projects funded, calculated as a share of the total TFP supply
CIP Demand for Concurrency	Demand is based on Vehicle Trips	Demand is created by Person Trips
Concurrency Metric	Vehicle Concurrency V/C at System Intersections in Mobility Management Areas meets Level-of-Service Standards	Multimodal Concurrency Mobility Units of Supply greater than the Mobility Units of Demand

Multimodal Performance Monitoring

- A performance metrics/monitoring dashboard will document multimodal concurrency compliance
- Performance metrics for all modes extracted from the Transportation Commission's 2017 MMLOS report
 - TC may recommend additional performance metrics
- Performance metrics of all modes
 - Confirm concurrency: supply > demand
 - Track progress over time across multiple metrics toward system completeness
 - Inform need for new projects in long-range planning
 - Project evaluation and prioritization for future updates of the TFP
 - Project funding in the CIP

MIP / Multimodal Concurrency Timeline



Thank You!

Kevin McDonald

kmcdonald@bellevuewa.gov

425-452-4558

[Mobility Implementation Plan Web Site](https://bellevuewa.gov/city-government/departments/transportation/planning/infrastructure-and-subareas/mobility)

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