



**MULTIMODAL
CONCURRENCY IN
BELLEVUE**



Multimodal Concurrency

**Transportation Commission
March 11, 2021**

Multimodal Concurrency and Mobility Implementation Plan



Transportation

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Discussion Outline

- Review Concurrency Framework
- Responses to Commissioner Questions from Study Session on February 11 and Briefing on February 23
 - Bellingham
 - Redmond
 - BKRCast travel demand model – performance metrics
 - Ensuring intended mobility outcomes
 - Refinements based on Commissioner input
- Comments and Questions
- Staff seeks Transportation Commission action on multimodal concurrency fundamentals with direction to proceed on the pathway
- Next Steps

Recommended Concurrency Framework

Is the City building out the transportation system faster or equal in pace to the forecasted growth?

- Supply defined in the TFP and implemented in CIP; based on Transportation Commission-recommended MMLoS outcomes
- Demand forecasted in TFP and generated as permits are being sought

Staff seeks Commission action tonight on fundamental components



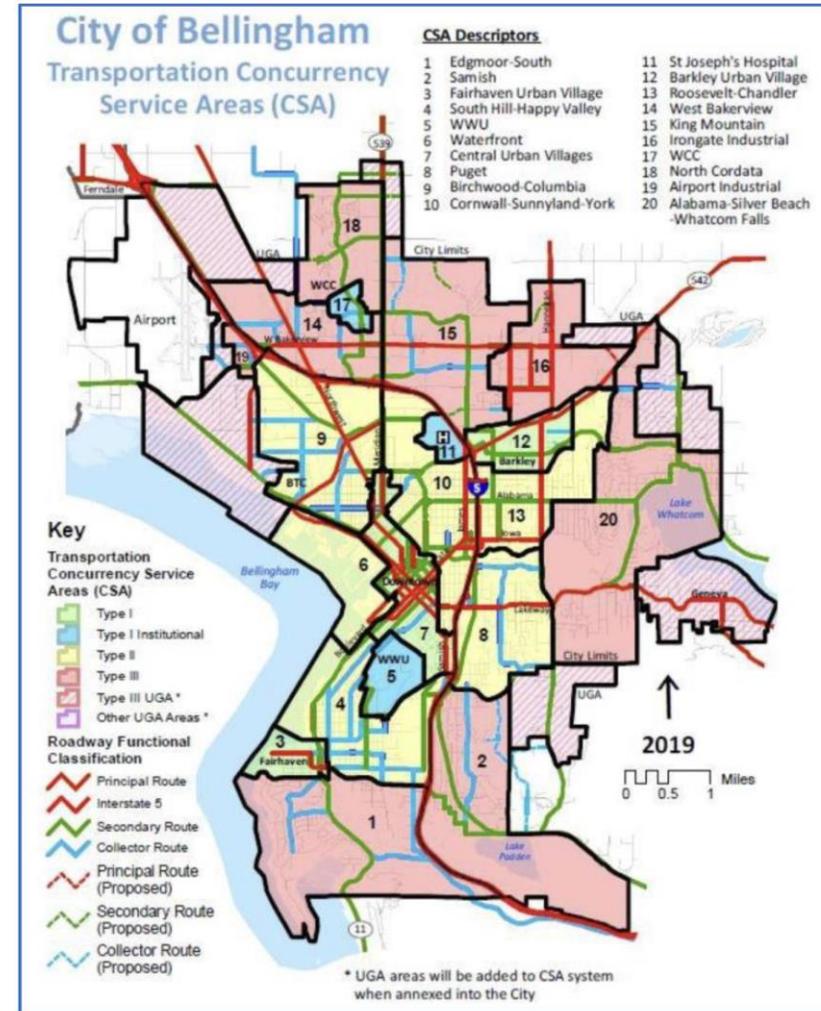
IS THERE ADEQUATE TRANSPORTATION INFRASTRUCTURE TO MEET TRAVEL DEMAND OF NEW GROWTH?

Questions and Clarifications Identified by Commissioners in February

- Explain and compare multimodal concurrency systems used in Bellingham and Redmond
- What performance metrics can the City track with the BKRCast travel demand model? How often is this model updated? With what information?
- How can multimodal concurrency ensure that the City achieves the intended transportation performance outcomes as system completeness is implemented?
- Is the right "supply" of transportation being built to meet the demand for mobility from development?

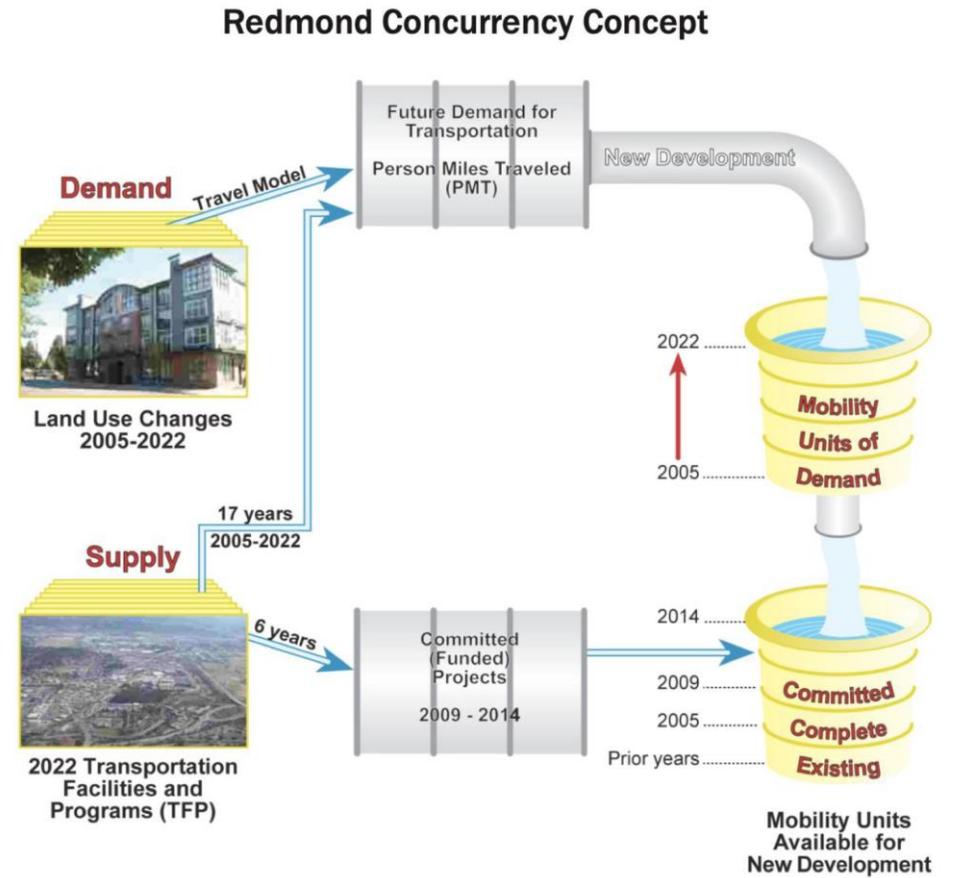
Bellingham's Concurrency System

- Hybrid of system completeness (sidewalks, trails, bike lanes), traditional auto LOS, and transit service
- Need to have enough "person trips" available in each of 20 zones; evaluated annually
- Three types of zones: urban, transition, suburban
- City seeking to reduce number of zones because of analysis complexity



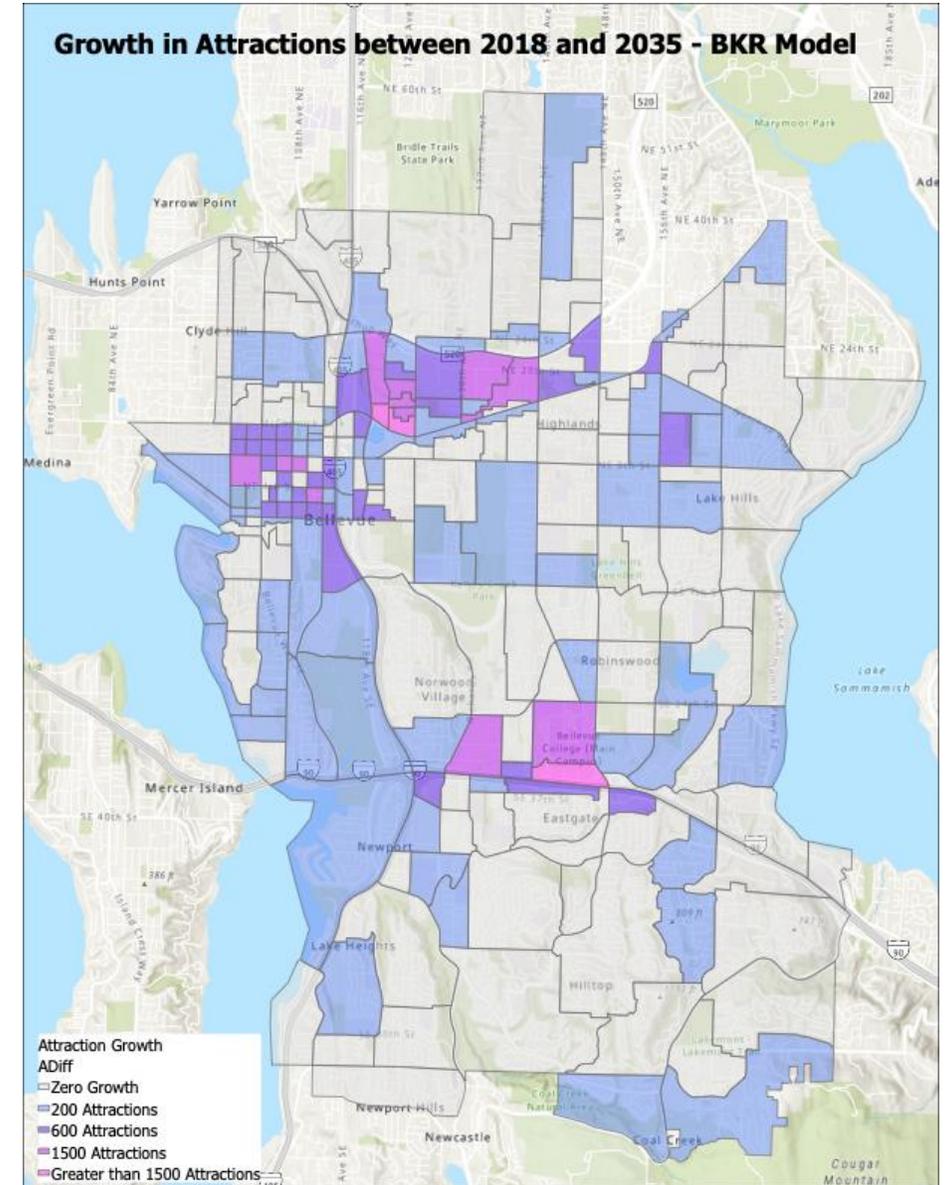
Redmond's Concurrency System

- Multimodal system completeness based on the planned projects in the TFP
- Very similar to the system recommended for Bellevue
- Single citywide zone
- Annual updates to performance metrics to track progress on transportation outcomes and identify and prioritize new projects
 - Pedestrian, bicycle, transit, vehicle



BKRCast Modeling

- BKRCast is a powerful computer program that can estimate and forecast many travel statistics and outcomes
- Examples in the memo
 - Pedestrian, bicycle, transit, vehicle
- Updated frequently as data become available
 - Annual for data like traffic counts and transit ridership
 - Less frequent for household surveys



Planning for Outcomes

- Concurrency supply is provided by the CIP - dollars spent on transportation projects in TFP
- Projects included in CIP will ensure City makes progress maintaining/improving the performance of the transportation system
- Allocate funding to transportation projects of all modes, considering how each project would advance intended performance outcomes



Recommended Refinement to the Concurrency Framework

MMLOS Performance Expectations and Decisions

Multimodal Level of Service Metrics Standards and Guidelines Report

Performance Thresholds

Identify Deficiencies

Evaluation

Decision

Concurrency Finding



- Traffic Congestion
- Inadequate Sidewalk
- Poor Level of Traffic Stress
- Uncomfortable Transit Stop/Access



- Advance project to TFP
- Explain why facility/area is not meeting performance threshold
- Defer project to a later time



- Approve Application
- Deny Application





Steps to Action

1. Review Multimodal Concurrency Fundamental Components (from March 11 agenda memo)
2. Go Over the Pathway to Multimodal Concurrency
3. Respond to Questions and Comments
4. Motion to Approve Multimodal Concurrency Fundamental Components, with direction to staff to proceed with pathway items

Multimodal Concurrency Fundamentals

- ❑ Employ a multimodal approach to transportation concurrency (vehicle, transit, pedestrian, bicycle)
- ❑ Achieve transportation concurrency when the supply of mobility exceeds the demand for mobility
- ❑ Supply is forecast in the TFP, created in the CIP, and may be in projects of all modes
- ❑ Demand is forecast in the TFP, created in a permit for new development, and is expressed as person trips
- ❑ Use quantitative and qualitative performance metrics for each mode that are derived from the Transportation Commission Multimodal Level of Service Metrics, Standards and Guidelines (2017)
- ❑ Use appropriate geographic scale and extents to monitor transportation system performance
- ❑ Establish a set of performance metrics and thresholds for each mode to identify deficiencies; and to describe the severity and specific locations of deficiencies
- ❑ A decision to address a performance deficiency will consider “layered network” modal priorities and any identified constraints

Pathway to Multimodal Concurrency

March 11	April 8	May 13	June 10	July 8	September 9	October 14	November 11 (TBD)	December
TC Approve Multimodal concurrency fundamental components			TC Approve Performance metrics	TC Approve Policy recommendations			TC Approve Traffic Standards Code Amendment Recommendations	Council asked to approve CPA and Traffic Standards Code
	TC Review Performance metrics	TC Review Performance metrics	TC Review Policy recommendations	TC Review Traffic Standards Code Amendments	TC Review Traffic Standards Code Amendment Recommendations	TC Review Traffic Standards Code Amendment Recommendations		
		TC Review Policy recommendations						
	Define Performance Expectations: <i>Ped</i> <i>Bike</i> <i>Transit</i> <i>Vehicle</i>	Specifically Define Supply: <i>Ped</i> <i>Bike</i> <i>Transit</i> <i>Vehicle</i>		Draft of performance tracking metrics for monitoring outcomes	Traffic Standards Code: <i>Definitions</i> <i>Concurrency standard</i> <i>System intersections</i> <i>Maps</i>	Draft performance tracking dashboard review with TC		Launch performance tracking dashboard
	Geography: <i>City-wide</i> <i>MMA</i> <i>TAZ</i> <i>Corridor</i>	Transportation Element Amendments: <i>Glossary</i> <i>Narrative</i> <i>Maps</i> <i>Policies</i>						

Discussion and Action

- Clarifying Questions
- Comments on Recommendation
- TC Action to Approve the Fundamental Components of Transportation Concurrency and direct staff to commence with further details





Next Steps for Concurrency

- Continue on the pathway to concurrency
- Describe very briefly how MIP both includes concurrency and informs concurrency
- April 5 Council asked to initiate multimodal concurrency Comprehensive Plan Amendment
- April 14 Planning Commission introduced to multimodal concurrency – starts process
- April 8 Transportation Commission study session topic: Performance Metrics



Thank You!

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