MOBILITY IMPLEMENTATION PLAN

Multimodal Concurrency: Traffic Standards Code Amendment

Virtual Open House
May 3, 2022

Mark Poch, PE

Transportation Assistant Director

Molly Johnson, PE

Transportation Development Review Manager

CITY OF BELLEVUE WASHINGTON

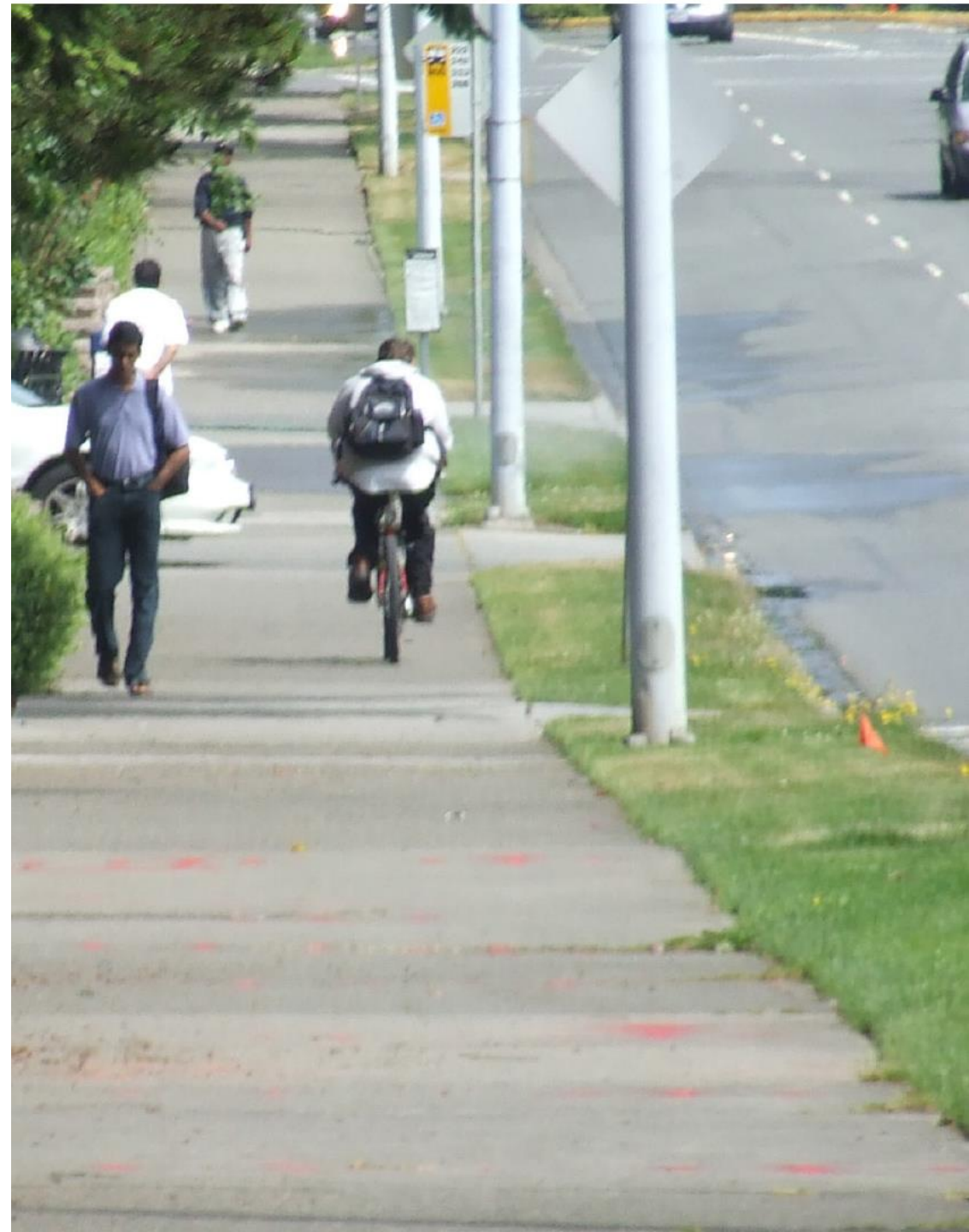Transportation

Agenda

- Background

- Concurrency code key elements

- Questions and comments

Purpose

- Explain what concurrency is

- Give policy background

- Explain how the concurrency code will work

Mobility Implementation Plan (MIP)

- Documents how to implement the City's established transportation plans

- Introduces goals related to sustainability, equity, safety, accessibility

- Establishes Performance Metrics and Targets

- Directs City to establish a multimodal concurrency program
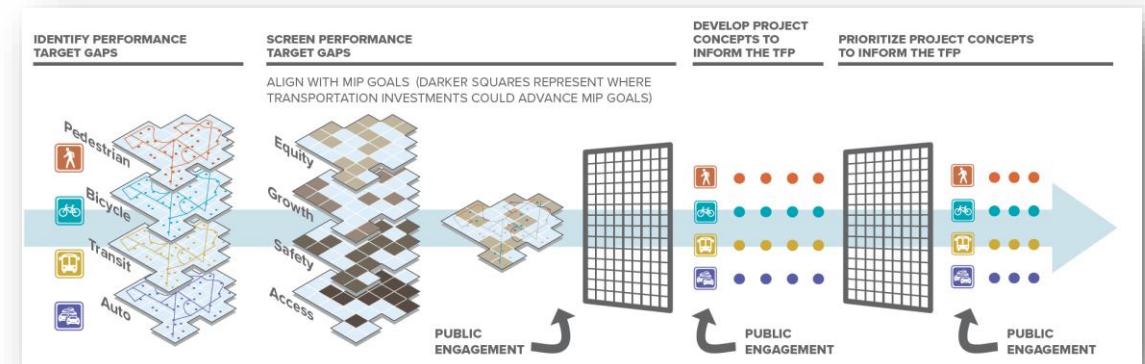
What is Concurrency?

- Required by the Growth Management Act

- Ensure that transportation system is expanded as new development is approved

RCW 36.70A.070 requires that cities and counties define a specific level of transportation investment or performance standard at a given level of growth and to ensure that the transportation improvements are funded and built concurrently with new development.
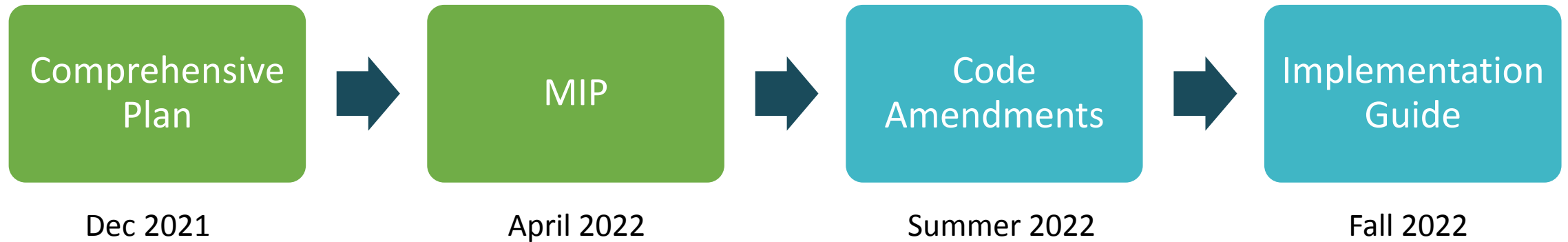
Policies for Concurrency Code from MIP

- Implement a plan-based system

- Compare supply and demand

- Include all travel modes

- Create a sustainable and equitable system

Draft code implements these policies
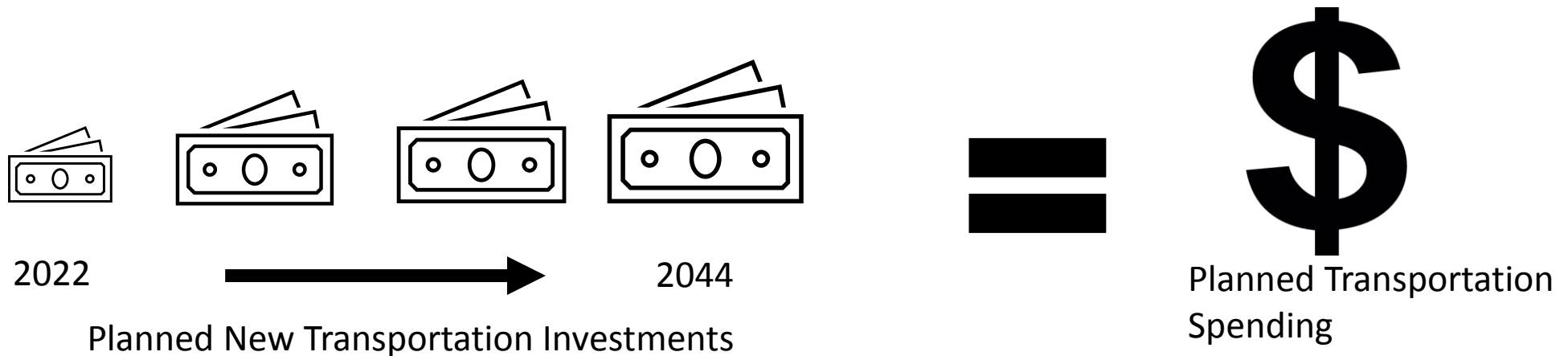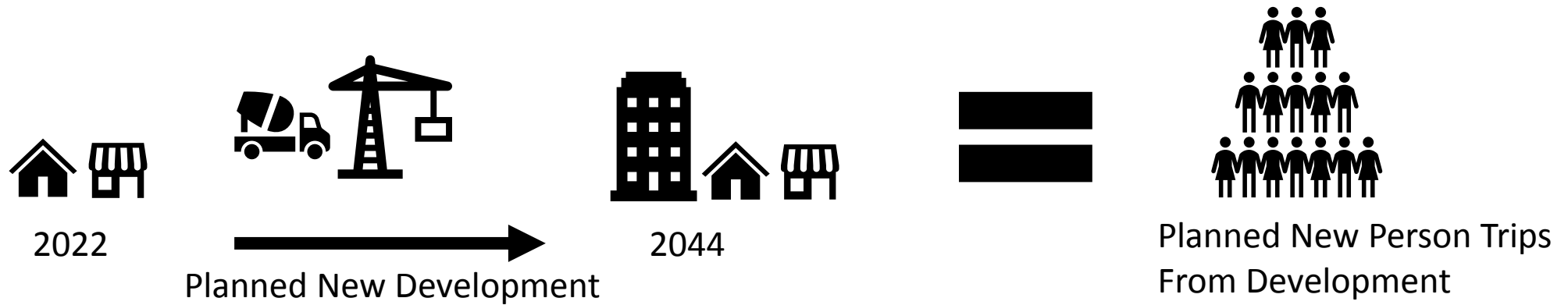
Concurrency Update Process

Comprehensive Plan	→	MIP	→	Code Amendments	→	Implementation Guide
Dec 2021		April 2022		Summer 2022		Fall 2022

New Multimodal Concurrency Program

BIKE LANE
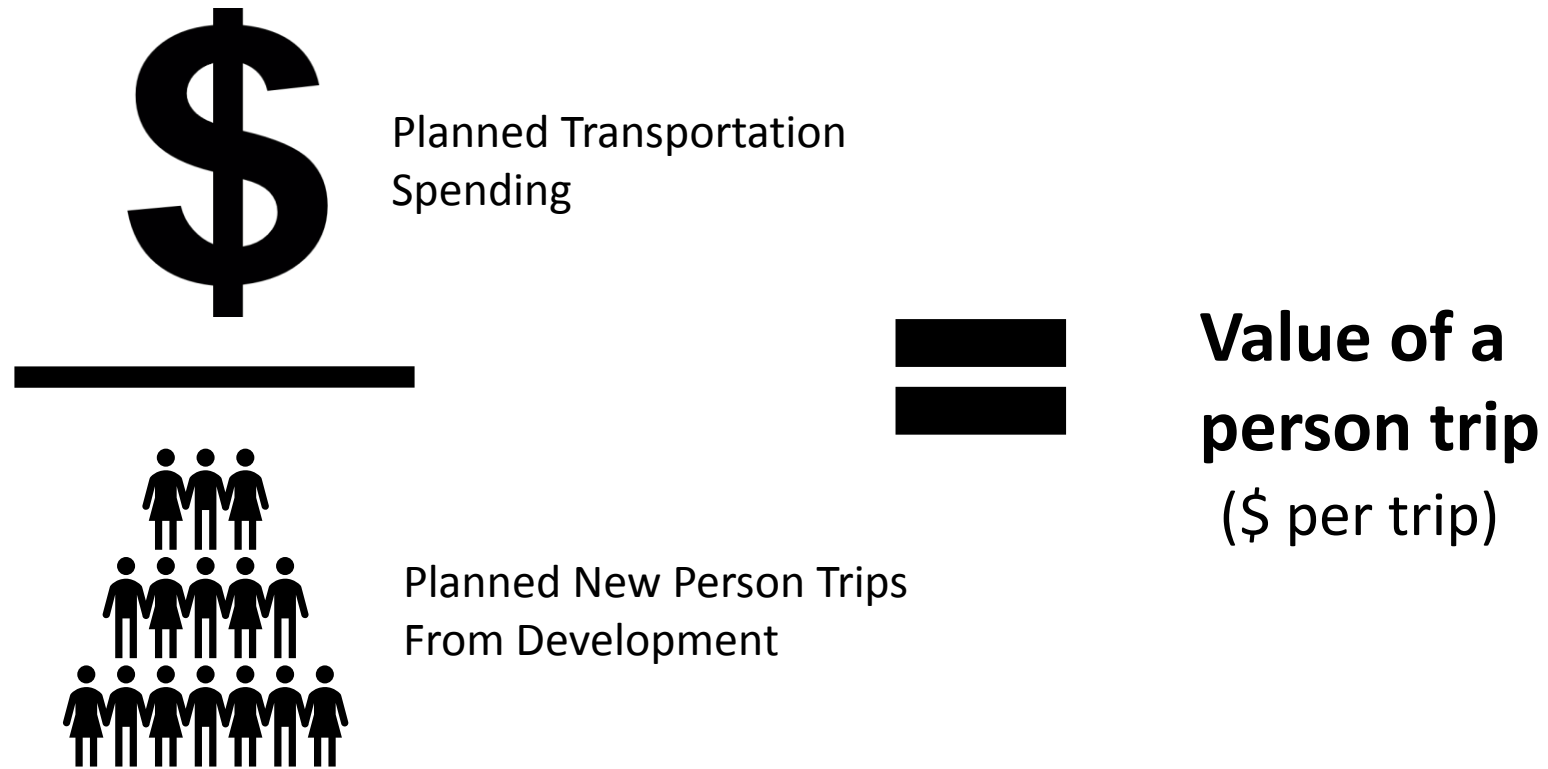
Concurrency is achieved and the Level-of-Service Standard is met when **Supply ≥ Demand**

Multimodal Concurrency Code

2022 Planned New Development 2044 = Planned New Person Trips From Development

2022 Planned New Transportation Investments 2044 = Planned Transportation Spending

9

Multimodal Concurrency Code

$$\frac{\$ \text{ Planned Transportation Spending}}{\text{Planned New Person Trips From Development}} = \textbf{Value of a person trip} \text{ (\$ per trip)}$$

Multimodal Concurrency Code
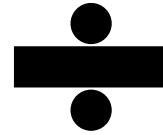
$ **Committed to Transportation Projects (CIP)**

÷

Value of a person trip
($ per trip)

Mobility Units of Supply

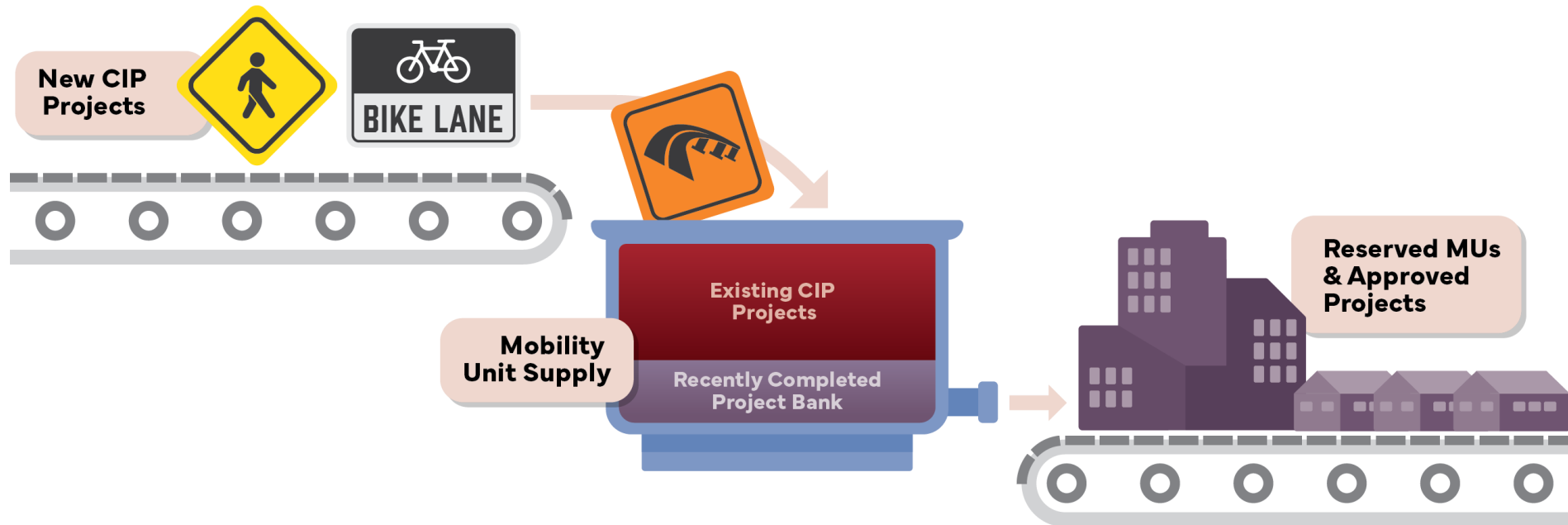# Implementing Multimodal Concurrency

Planning:
- **Development to 2044**
- **Financial Forecast to 2044**

New CIP Projects

BIKE LANE

Mobility Unit Supply

Existing CIP Projects

Recently Completed Project Bank

Reserved MUs & Approved Projects

12

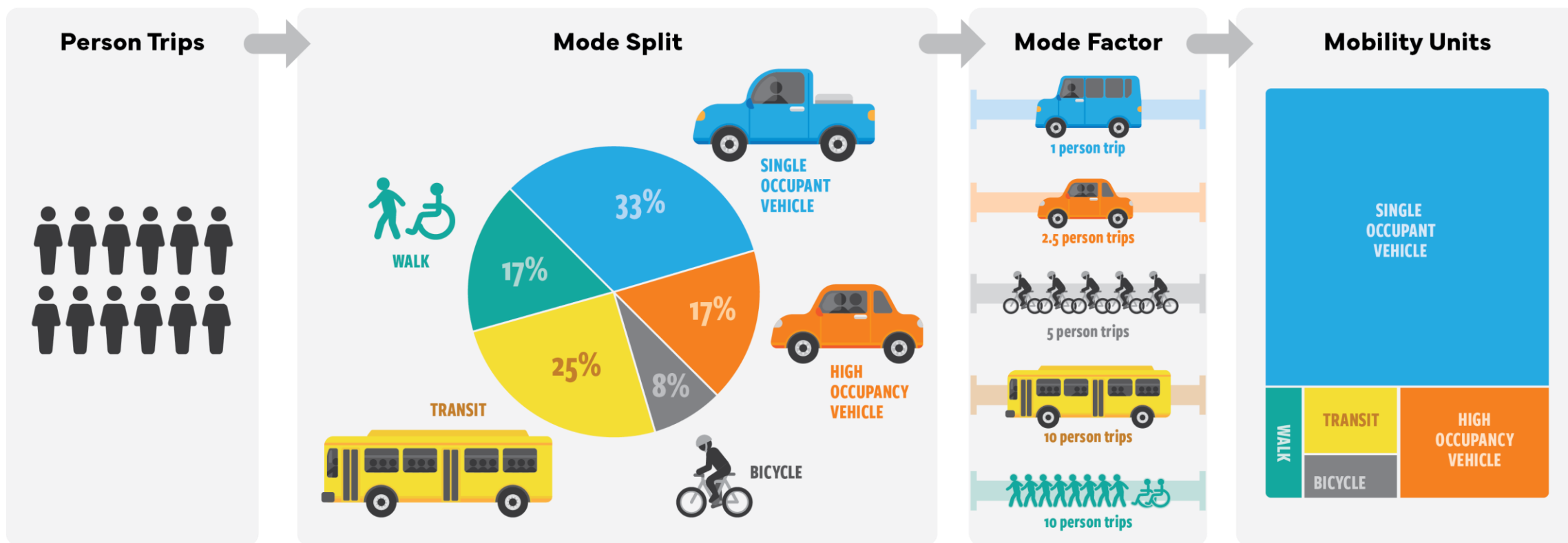# Implementing Multimodal Concurrency

1. Determine available mobility unit (MU) <u>Supply</u>

2. Determine MU <u>Demand</u> for a proposed project

3. Reserve MUs for a project

Implementation Guide will document definitions and specific methodology

13

Calculating Mobility Unit (MU) of Demand

Proposed Development:

Example: 100 person trips → 47 MU

Other Code Revisions to Streamline Concurrency Administration

Code Element	Existing Provision	Recommended Provision
Thresholds	30 vehicle trips	25 MUs
Phased Projects	Unclear process	Allows 6 years to complete phases
Reservation System	2 years from testing	1 year from testing plus 1 year extension
Mitigation Strategies	Intersection improvement focus	Updated to include all modes
Implementation Guidance	Director's Rule and hearing required	Comprehensive Implementation Guide with clear hearing guidance

MULTIMODAL CONCURRENCY

What Comes Next?

- Virtual Open House May 3

- Comments accepted until May 17

- Transportation Commission June 9

- City Council adopts code June/July

- Implementation Guide hearing at TC September 8

- Director approves guide with a 30 day transition period to new concurrency system

Clarifying Questions?

Comments?

Thank You!

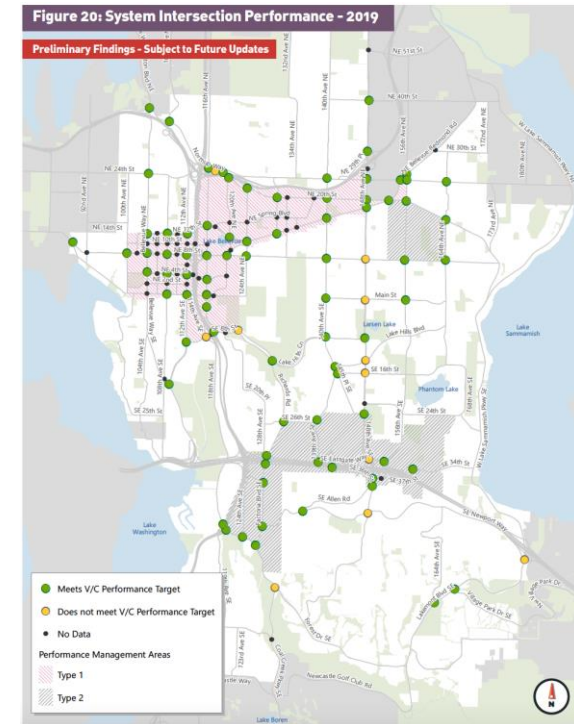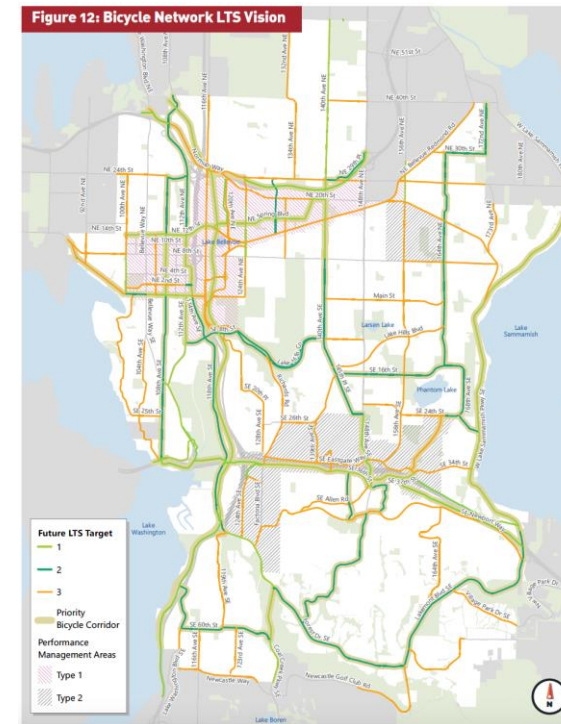Molly Johnson, PE
majohnson@bellevuewa.gov
425-452-6175

Mark Poch, PE
mpoch@bellevuewa.gov
425-452-6175

How Do We Know the City Is Investing In the Right Projects?

- MIP provides Performance Targets for all modes of Transportation

- City will regularly evaluate Performance Metrics against the Targets to Identify Performance Gaps

- Informs decisions to advance projects for funding and implementation

- Funded Vehicle/Walk/Bike/Transit Projects now contribute to concurrency (become Mobility Units of Supply)

Figure 12: Bicycle Network LTS Vision

Figure 20: System Intersection Performance - 2019
Preliminary Findings - Subject to Future Updates

RCW Concurrency Requirements

- (b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW **36.70A.040**, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride-sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. If the collection of impact fees is delayed under RCW **82.02.050**(3), the six-year period required by this subsection (6)(b) must begin after full payment of all impact fees is due to the county or city