2016 Concurrency Update Report
A Performance Snapshot

TRANSPORTATION COMMISSION BRIEFING
OCTOBER 13, 2016

Presentation Outline

- Concurrency “101”
- Concurrency Standards
- Analysis Process
- Analysis Results
- Relationship to Development Review
- Discussion

What is a currency report?

An assessment of the performance of the existing roadway system as well as how it is expected to perform when approved development and six-year Capital Investment Program (CIP) projects are in place

The latest Currency Update Report was released in June, 2016

http://www.bellevuewa.gov/pdf/Transportation/2016_Concurrency_Update.pdf

Why prepare a currency report?

The Washington State Growth Management Act (GMA) requires that local jurisdictions adopt ordinances to establish *concurrency* measurement mechanisms to determine the ability of the transportation system to support new development. The intent is to inform land use and transportation decision-making by:

- Assessing compliance with the City's Traffic Standards Code;
- Establishing a platform on which to assess whether the transportation system will be able to support proposed developments, and if not;
- Identifying what improvements must be made or imposing limitations on development.

Background

In 1989, prior to GMA, Bellevue adopted a Traffic Standards Code to address growth and congestion, and guide the development of a 12-year Transportation Facilities Plan

- Established “acceptable LOS standard” of “D” (V/C of 0.90) or better, or no degradation if LOS was already at “E” or worse
- Peak Hour was defined as 60-minute period during a 24-hour period with highest total volume of a roadway segment or passing through a roadway intersection
- The standard applied to any signalized intersection within the City
- Designated “exception intersections” that met certain criteria

Background (cont'd)

The City Council recognized that the goal of attaining a LOS D or better could not be achieved immediately because of development that had already occurred or been permitted but not constructed, or because of regional traffic passing Bellevue

In 1990, the Council amended Traffic Standards Code:

- LOS E or better in Downtown and no further degradation at intersections already operating at LOS F
- Maintained LOS D or better for areas outside of Downtown

Background (cont'd)

In 1991, the Planning and Transportation Commissions began a review of the Traffic Standards Code to identify potential changes to meet GMA requirements

In 1993, the City Council adopted the Concurrency Ordinance which replaced the Traffic Standards Code

- Designated 14 Mobility Management Areas (MMA) based on land use characteristics and availability of transportation options
- Set performance metrics for each of the MMAs
- Designated System Intersections where the metrics are measured

Since then, revisions to the MMA boundaries, System Intersections, and the definition of "Peak Hour" have been made in response to annexations, land use changes and traffic growth.

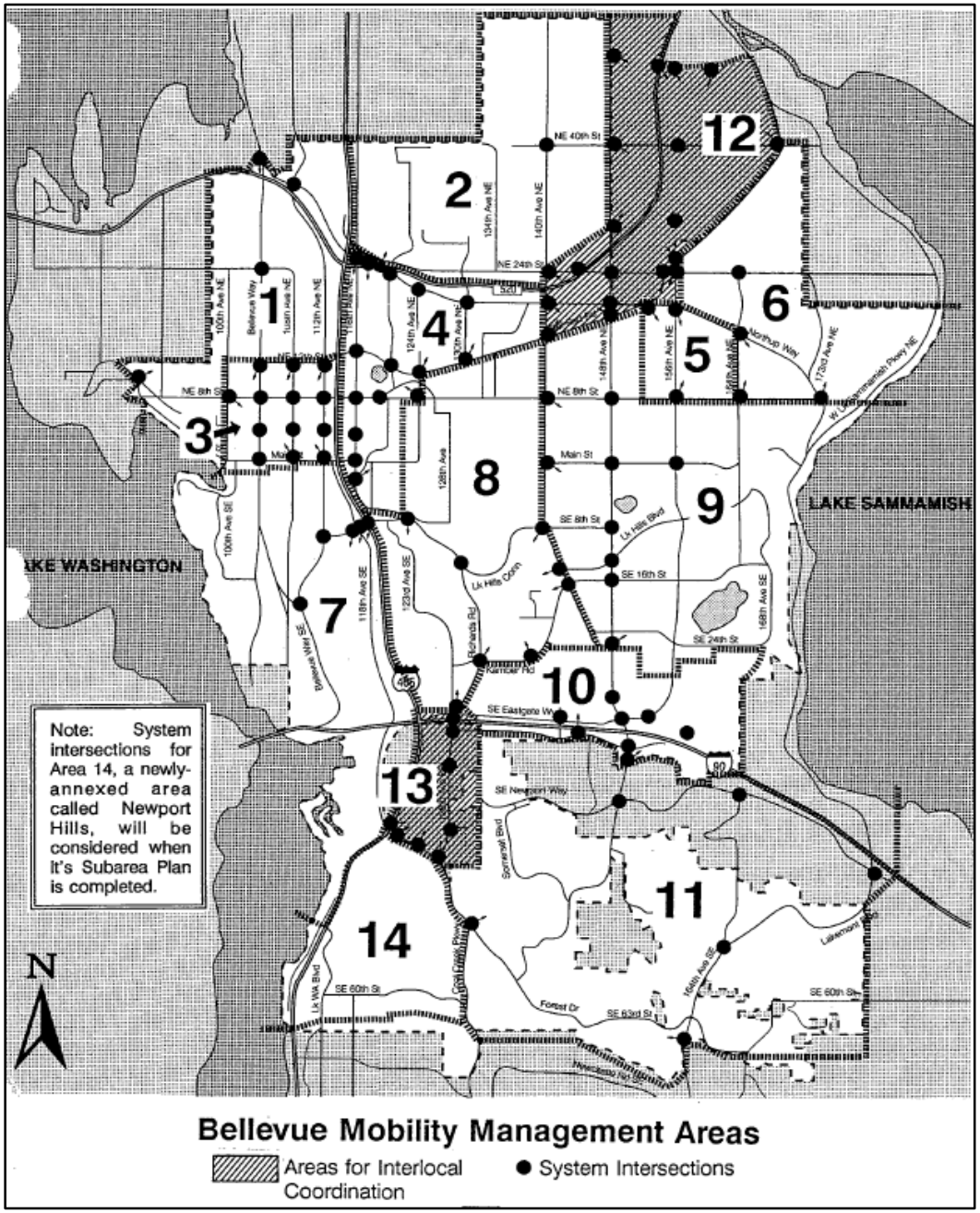
Initial MMAs & System Intersections

Types of MMAs:

- Regional Center (3)
- Mixed Commercial/Residential Areas (4, 5, 10)
- Interlocal Areas (12, 13)
- Residential Group 1 (1, 7, 8, 9)
- Residential Group 2 (2, 6, 11, 14)

System Intersections:

- Intersections contributing to the performance of the system



2016 MMAs & System Intersections

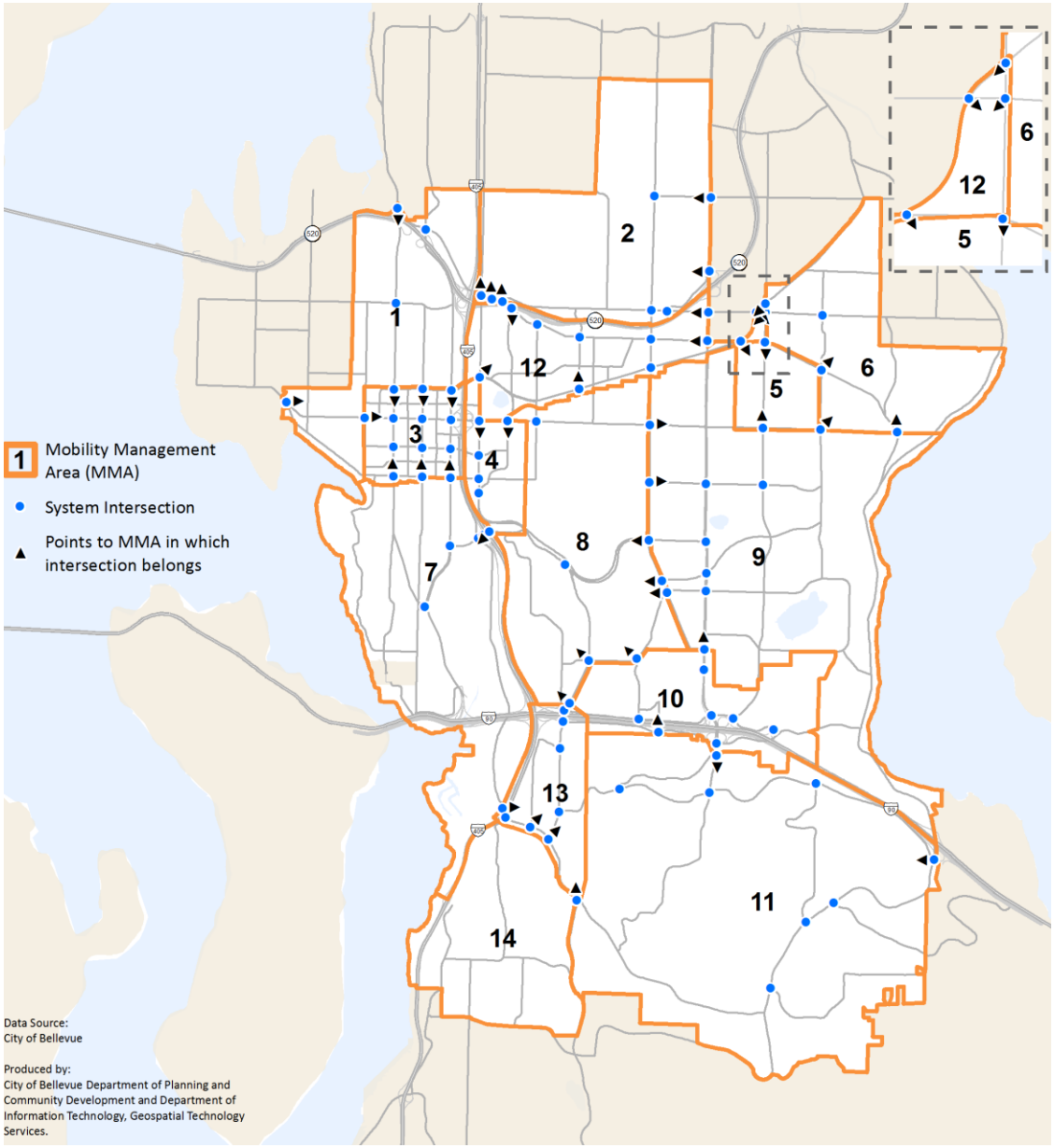
Types of MMAs:

- Regional Center (3)
- Activity Area (12, 13)
- Mixed Commercial/ Residential Areas (4, 5, 10)
- Residential Group 1 (1, 7, 8, 9)
- Residential Group 2 (2, 6, 11, 14)

Boundary changes in 2009:

- Wilburton (4)
- Bel-Red (12)
- SE Bellevue (11)

Minor adjustments in 2015



What are the standards?

The City's Concurrency Standard consists of two metrics for each of the Mobility Management Areas (MMAs):

- Volume to Capacity Ratio: the permitted maximum average system intersection V/C ratio
- Congestion Allowance: the maximum number of intersections allowed to exceed the V/C ratio

Setting the standards

Balance congestion management with land use and urban design objectives

Long-range objectives and shorter-term standards tailored to each area's characteristics and needs

LOS standards for each mobility management area include:

- reflection of available mobility options
- adjustment of LOS standards where appropriate
- interim standards for specific areas until completion of interlocal negotiations
- consideration of trips crossing MMA boundaries
- use of area-average method to evaluate roadway system adequacy
- use of an averaged two-hour p.m. peak period

MMA		Concurrency Standard	
		V/C Ratio	Congestion Allowance
1	North Bellevue	0.85	3
2	Bridle Trails	0.80	4
3	Downtown	0.95	9
4	Wilburton	0.90	3
5	Crossroads	0.90	2
6	Northeast Bellevue	0.80	2
7	South Bellevue	0.85	4
8	Richards Valley	0.85	5
9	East Bellevue	0.85	5
10	Eastgate	0.90	4
11	Southeast Bellevue	0.80	3
12	BelRed/Northup	0.95	7
13	Factoria	0.95	5
14	Newport Hills*	-	-

* Newport Hills has no system intersections

Concurrency analysis process

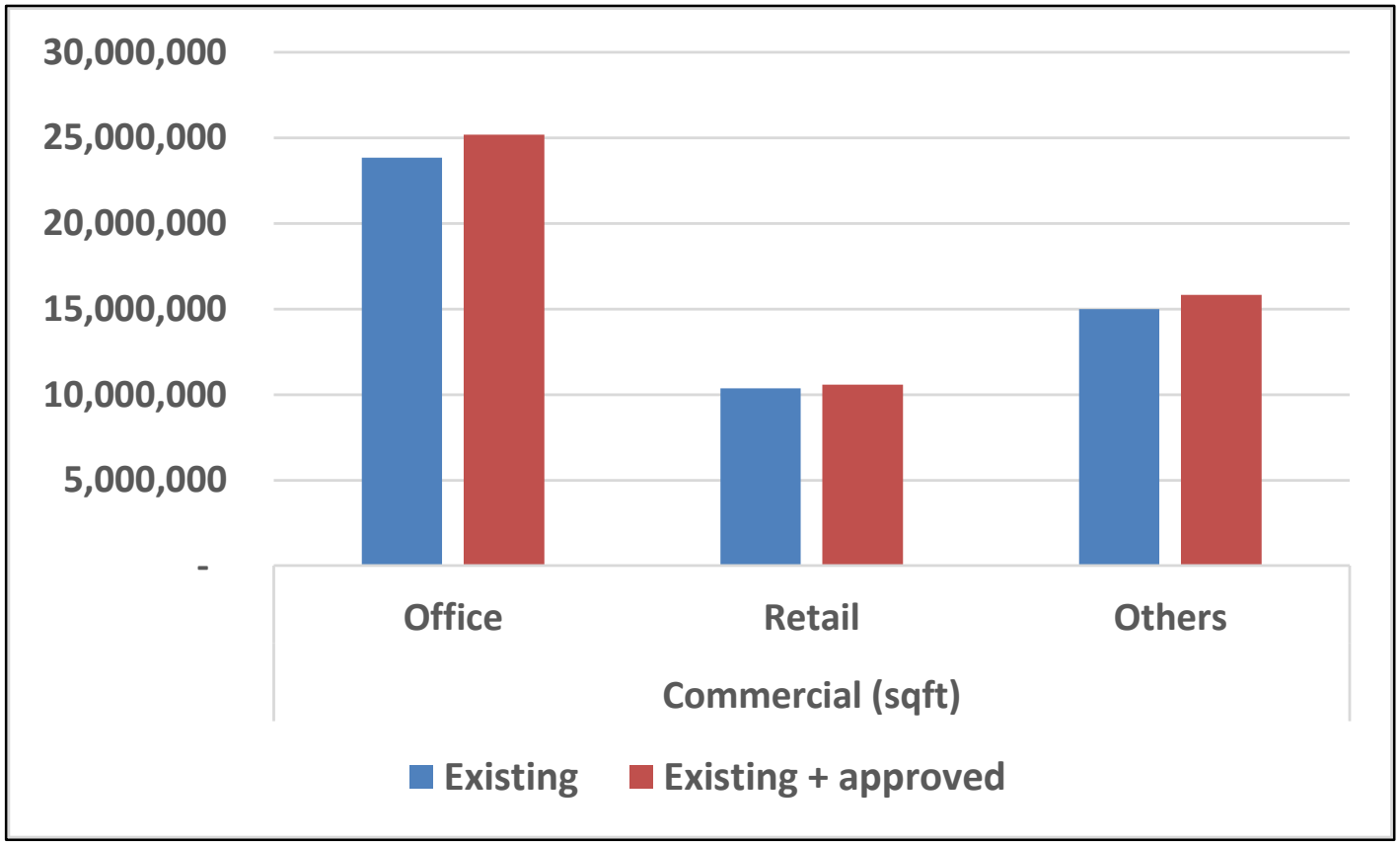
Tools:

- BKR Model
- LOS analysis tools developed in-house

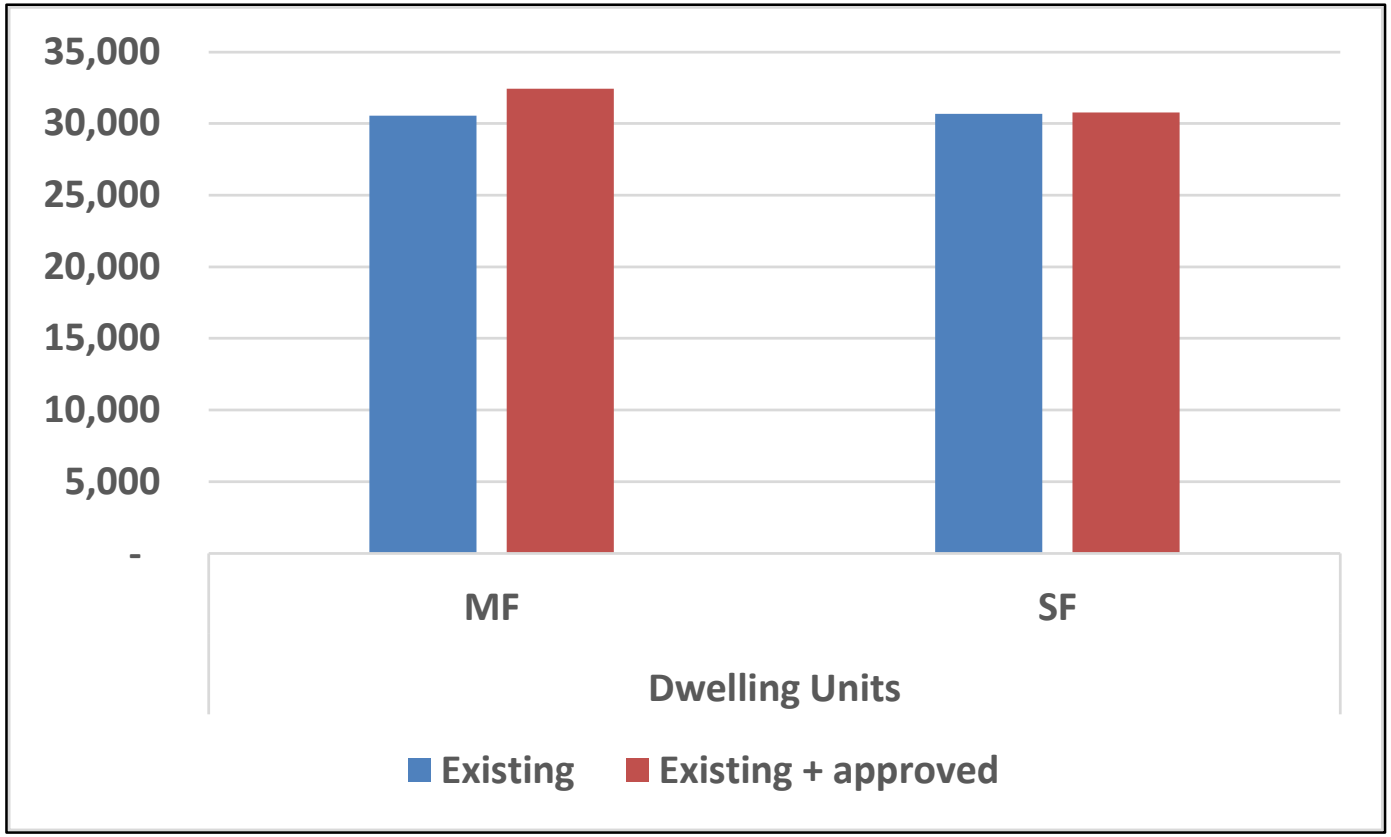
Inputs:

- Existing transportation system
- Existing development
- Approved development
- Funded CIP projects

Existing and approved commercial building square footage



Existing & approved dwelling units

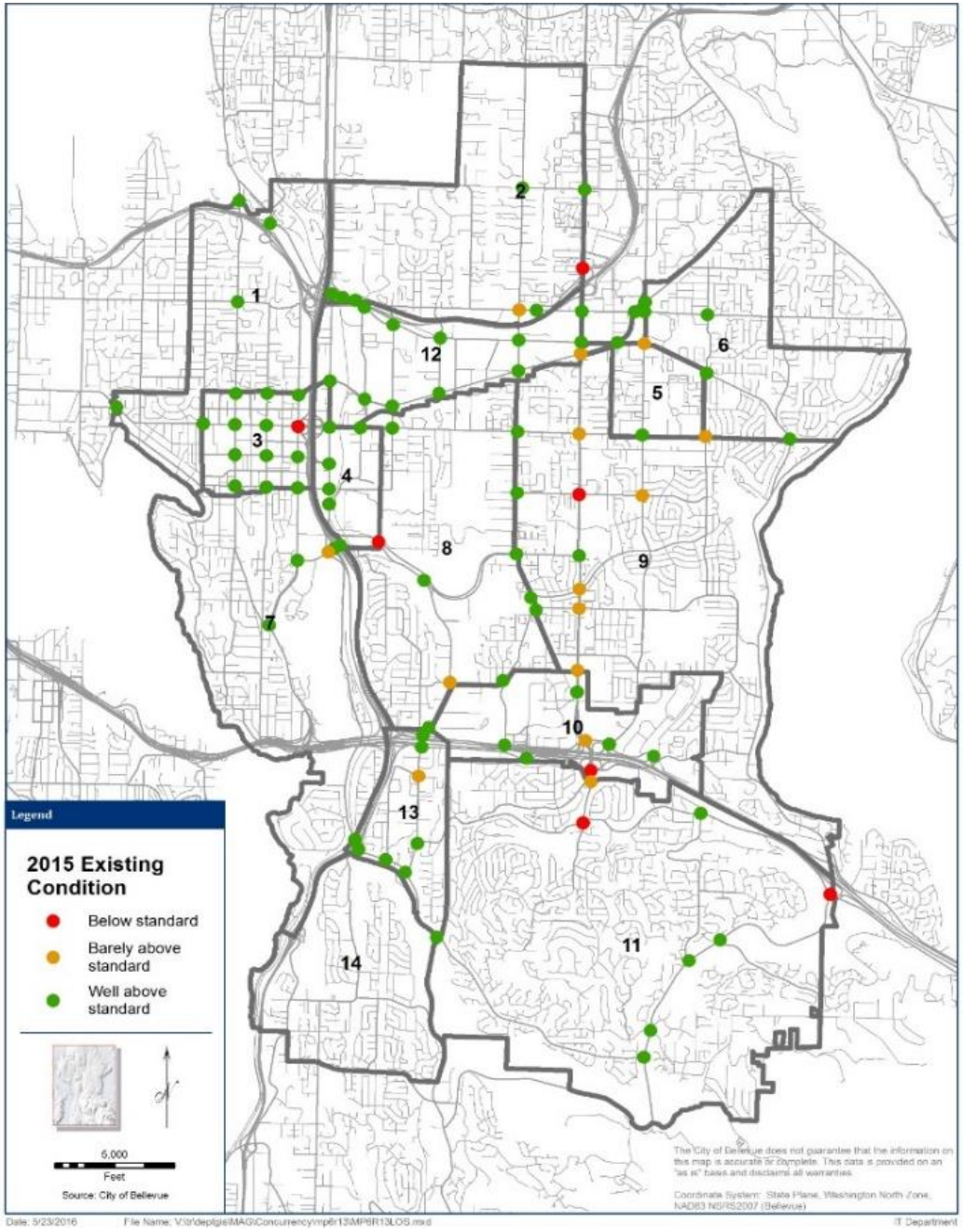


Analysis Results

MMA		Concurrency Standard		2015 Existing Condition				2016 Concurrency Platform			
		V/C Ratio	Congestion Allowance	V/C Ratio	Remaining Capacity (V/C Ratio)	Congestion Allowance Consumed	Remaining Congestion Allowance	V/C Ratio	Remaining Capacity (V/C Ratio)	Congestion Allowance Consumed	Remaining Congestion Allowance
1	North Bellevue	0.85	3	0.61	0.24	0	3	0.62	0.23	0	3
2	Bridle Trails	0.80	4	0.64	0.16	1	3	0.64	0.16	1	3
3	Downtown	0.95	9	0.67	0.28	1	8	0.72	0.23	1	8
4	Wilburton	0.90	3	0.69	0.21	0	3	0.70	0.20	0	3
5	Crossroads	0.90	2	0.66	0.24	0	2	0.66	0.24	0	2
6	Northeast Bellevue	0.80	2	0.67	0.13	0	2	0.68	0.12	0	2
7	South Bellevue	0.85	4	0.65	0.20	0	4	0.68	0.17	1	3
8	Richards Valley	0.85	5	0.67	0.18	1	4	0.69	0.16	1	4
9	East Bellevue	0.85	5	0.78	0.07	1	4	0.79	0.06	2	3
10	Eastgate	0.90	4	0.63	0.27	1	3	0.64	0.26	1	3
11	Southeast Bellevue	0.80	3	0.57	0.23	2	1	0.57	0.23	1	2
12	BelRed/Northup	0.95	7	0.65	0.30	0	7	0.67	0.28	0	7
13	Factoria	0.95	5	0.77	0.18	0	5	0.79	0.16	0	5
14	Newport Hills	-	-	-	-	-	-	-	-	-	-

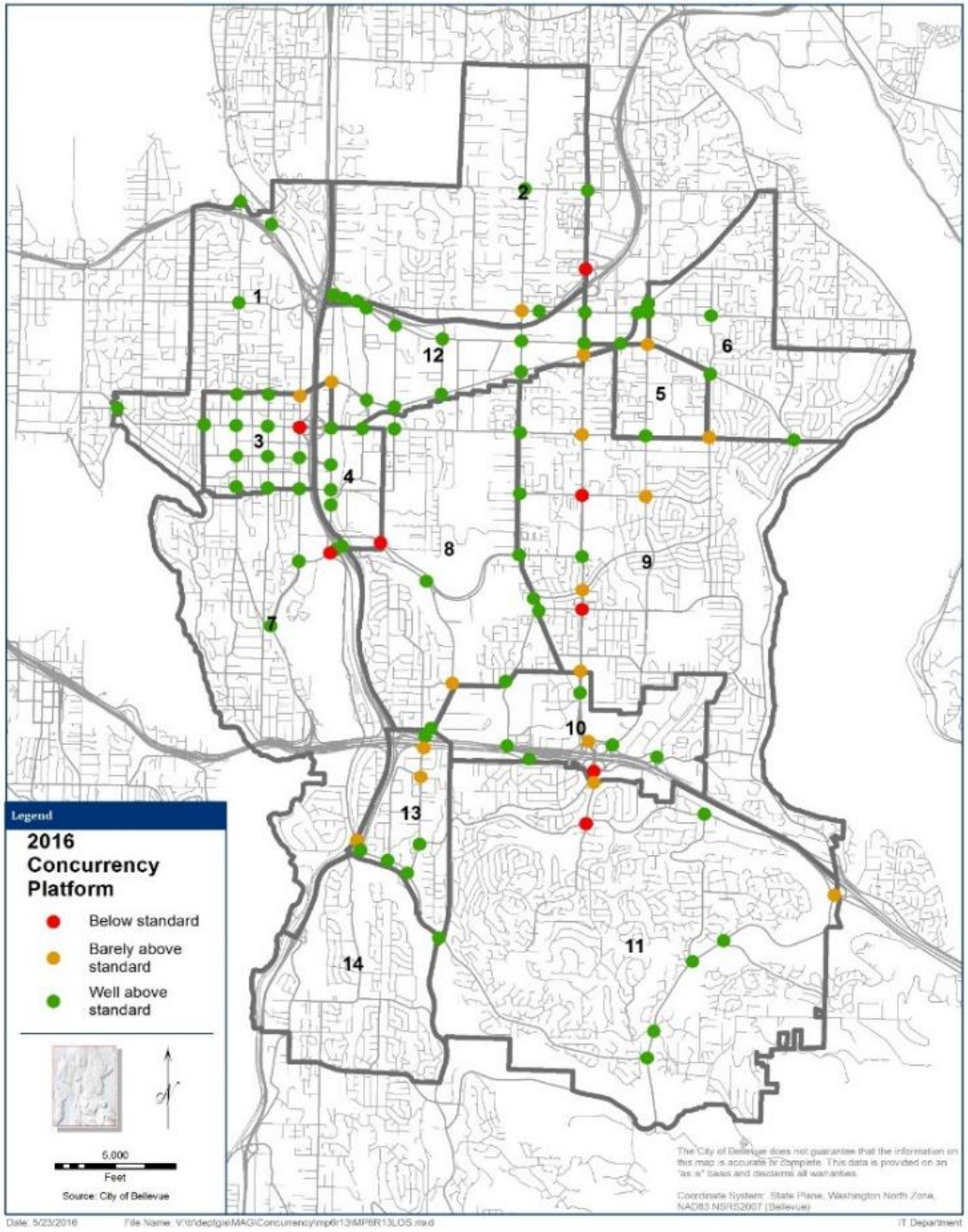
Analysis Results

2015 Existing Condition



Analysis Results

With approved development and CIP projects



Conclusions

The existing roadway system meets the city's traffic standards

The funded transportation projects (2015-2021 CIP) accommodate increased demand associated with new development permitted through December 31, 2015

- All MMAs are within the average V/C ratios allowed by the concurrency standard
- All MMAs meet their congestion allowance

The 2016 Concurrency Platform is being used to assess new development proposals until the next update

How is the “concurrency platform” used in development review?

Proposed development is modeled using the updated concurrency platform which includes existing plus approved development

The model reports:

- All system intersection V/C ratios
- Currency tests:
  - Does average system intersection V/C for each MMA meet the standard?
  - How many system intersections have V/C ratios above the standard threshold in each of the MMAs? Does this exceed the congestion allowance?
- Developer may be required to mitigate the impact or the proposal is denied

Questions and Discussion

Thank You!

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