City of Bellevue

MEMORANDUM

DATE: June 18, 2009

TO: Transportation Commission

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SUBJECT: Multi-Modal Concurrency Pilot Project

Purpose

The City of Bellevue, the Puget Sound Regional Council (PSRC), King County Metro, and Sound Transit are in the process of completing work on a "Multi-Modal Concurrency Pilot Project". Staff will provide a briefing on the preliminary outcomes of this project. No action is requested of the Commission.

Background

In 2008 the Legislature funded a study of multimodal concurrency to analyze ways that transit, walking, and other modes could be incorporated into local concurrency systems. Downtown Bellevue was selected as the pilot regional growth center for the analysis.

During the past several months, Bellevue staff have worked with the PSRC and King County Metro to develop a multimodal concurrency methodology and metrics that could be applied to manage travel demand during the peak hour using modes other than single occupant vehicles.

Outcomes and Issues

Based on our work, a report to the Legislature is being drafted by PSRC for presentation to the Joint Transportation Committee later this summer. The following are the principal findings from the report:

Project Approach/Process

- Integrate peak hour travel demand and multimodal performance metrics into both the "Regulatory Concurrency" and "Planning Concurrency" process and time horizons

- Define “Regulatory Concurrency” as the Growth Management Act mandate that a jurisdiction’s transportation system be developed concurrent with new development; 6-year horizon

- Define “Planning Concurrency” as long-range planning process to integrate land use planning and transportation system planning; 12-year horizon

- Establish metrics for use in traffic and transit – the current traffic metric used in Bellevue is the volume/capacity ratio at intersections. The transit metric was not so precisely defined at the outset, but the staff determined that a combination of transit vehicle seat capacity and transit service frequency would be appropriate

- Conduct a concurrency evaluation and a gap analysis to determine the person-trip demand and any “gap” that may exist between the travel demand and the projected capacity of the various travel modes

- Design and test various strategies to fill the travel demand gap – using various combinations of strategies such as travel demand management, transit service enhancements, transit supportive infrastructure, non-motorized facilities, and general purpose roadway/intersection capacity

Two flow charts are included as Attachment 1 to depict to process of determining Regulatory Concurrency and Planning Concurrency

<u>Issues identified by Bellevue, King County Metro, PSRC</u>

While state, regional and local policy guidance supports multimodal planning in concept, multiple institutional issues have been identified that may present obstacles to implementation – or opportunities for further study. Key observations:

- Planning processes of the land use planning jurisdiction and the transit planning agency need to be coordinated and planning horizons made consistent. The local jurisdiction and transit agency are responsible for respective portions of the land use and transit solutions. A potential area of cooperation is the jurisdiction’s provision of transit-supportive infrastructure in the right-of-way, ie) HOV lanes, curb bump-outs, transit signal priority, etc.

- Long-term dependable funding resources for transit service and transit/non-motorized-supportive infrastructure would be essential to ensure success.

- A systematic approach at the regional and local levels for making future transit service investments could consider impact fees together with local control of transit infrastructure.

- Potential of transit as a mobility resource will be realized if it is considered an all-day service with a service pulse during the peak commute hours

- Transit service traversing multiple jurisdictions may encounter multiple bottlenecks. Transit supportive infrastructure investments made in one area may be rendered less effective if there are bottlenecks in another

- Roadway level of service (LOS) metrics vary across the region. Regardless of the roadway LOS implemented by local jurisdictions, the LOS metrics must be compatible with those used for transit service to ensure that transit service does not have an institutional disadvantage relative to private automobiles

- Need to establish a level of service standard for transit that is consistent across jurisdictions

- Parking availability and costs are key determinants in travel mode choice and should be a part of the multimodal concurrency tool box as a travel demand management technique

- Transit performance metrics that focus on speed and reliability provide a foundation for coordinated planning of capital investments in transit-supportive land use and transit capital facilities

- Ongoing performance monitoring can inform efficient multimodal investments –enhance what works and modify what is not working so well

- Analytical tools to estimate the non-motorized commute mode are improving. Local jurisdictions support non-motorized investments for many reasons, but may be hesitant to assume non-motorized investments will satisfy concurrency

- Anticipate that private employers may create private transit service as a TDM measure (ie. Microsoft Connector, UW Health Sciences Express)

Please feel free to contact me prior to the June 25 meeting if you have any questions on this material.

Attachment 1 – Multi-Modal Concurrency Flow Charts