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MIP Implementation Guide

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MIP Implementation Guide

City of Bellevue, WA
Transportation Department

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1. Introduction

The Mobility Implementation Plan (MIP) articulates a safe, equitable, and sustainable multimodal approach to mobility in Bellevue.

This MIP Implementation Guide outlines the four-step process to identify Performance Target gaps, consider MIP goals, develop and prioritize project concepts, and advance those concepts to the Transportation Facilities Plan (TFP) to be considered for funding and implementation. This guide also describes how the MIP is implemented in private-sector projects through Bellevue's development review process.

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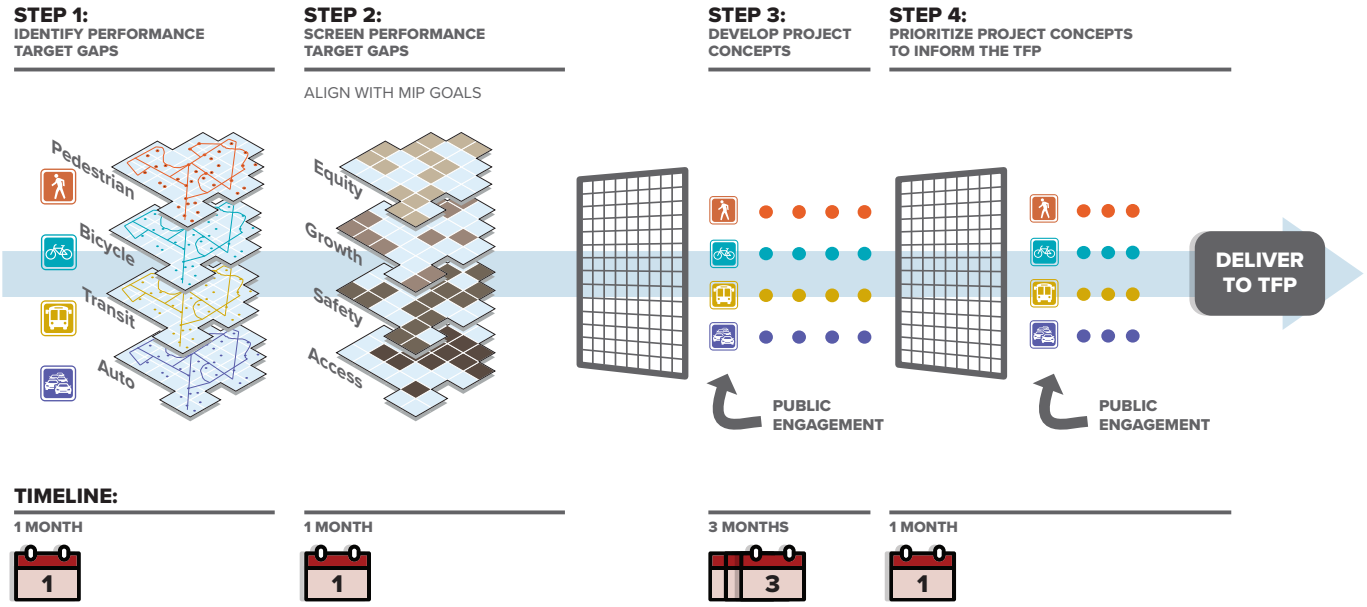
2. Project Identification and Prioritization Framework

The MIP defines a four-step process to identify Performance Target gaps, consider MIP goals, develop project concepts, and advance those concepts for consideration in the TFP for funding and implementation. **Figure 1** provides an overview of this process. This Implementation Guide provides step-by-step detail so that Bellevue staff can execute this framework as a regular part of the transportation planning process.

Figure 1: Diagram of the Project Identification and Prioritization Process



A major benefit of adopting the MIP and clarifying its regular implementation is that the TFP will now more equitably consider Performance Target gaps for each mode. The project identification and prioritization framework defined in the MIP provides a way for Bellevue to regularly evaluate multimodal Performance Target gaps across the entire city and to prioritize project concepts to address those gaps based on the goals outlined in the MIP.

STEP 1. Identify Performance Target Gaps and Report Progress

A Performance Target reflects the intended quality of the user's experience for each mode.

Purpose: To identify where the documented performance of the transportation system does not meet the adopted Performance Targets for each mode and to report how Performance Target gaps have been addressed over time.

Task: Assess performance of applicable components of each modal network (pedestrian, bicycle, transit, vehicle) to identify where the Performance Target gaps exist. Compare progress to prior assessment and report progress to the Transportation Commission and the public.

Responsible Staff: Transportation Department Planners

Support Staff: Transportation Department Data Analyst, Modeling and Analysis Group staff, IT-assigned staff

Deliverable: Map and list/spreadsheet of network Performance Target gaps for each mode

Implementing this step:

- Data from 2022 adopted MIP (and as data is thereafter refreshed) is the baseline for determining current performance for each mode.
- Document and report current performance for each mode in Q1 of the following year.
- Report progress on performance made through completed projects (infrastructure built by the public sector and private developers) and operations investments toward addressing Performance Target gaps. Provide an outward facing performance dashboard to report annual progress to the public.
- Document remaining Performance Target gaps for each mode – in both map and spreadsheet formats. This is the "inventory" of locations for which to identify, evaluate, and prioritize potential project concepts.

Performance Target Gaps

As identified in the MIP, the Transportation Commission recommended Bellevue prioritize filling in physical gaps in the pedestrian and bicycle networks and addressing Performance Target gaps for the vehicle network in areas with fewer mobility options. Physical and performance gaps for the transit network will be identified and will inform the City of Bellevue in partnership with transit agencies and private developers to improve the transit network. Details related to evaluating Performance Target gaps for the purposes of project concept development and prioritization for the TFP for each modal network are described as follows.

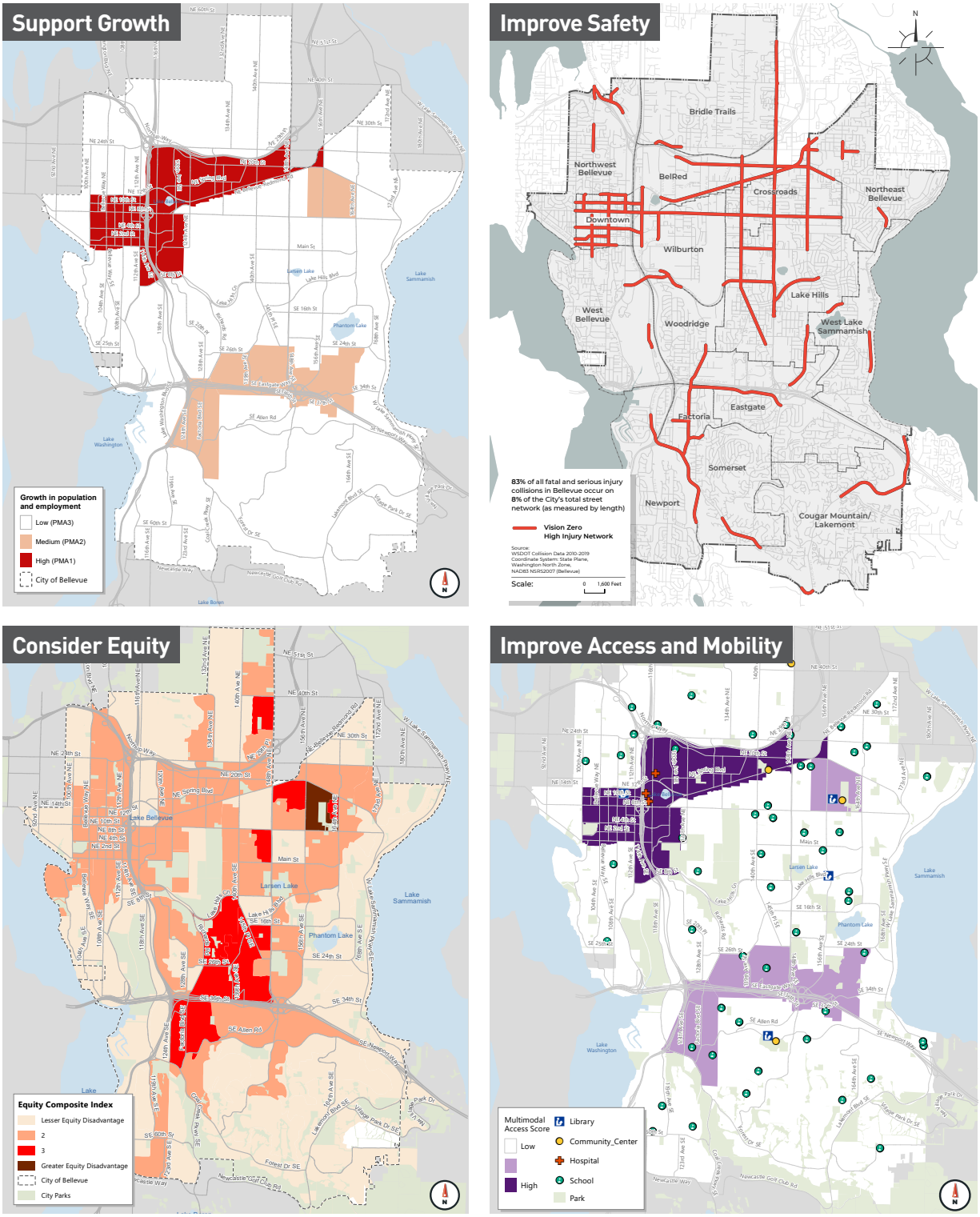
- **Pedestrian Network**:
  - » Physical gap – sidewalk missing from the arterial pedestrian network, as identified in MIP Figure 7 (or as subsequently updated). While the MIP pedestrian network includes sidewalks only along arterials, the full pedestrian network extends to local streets and trails. The Transportation Commission expressed a priority to focus on closing gaps where sidewalks are missing from both sides of an arterial before prioritizing the construction of a sidewalk where it is missing from only one side.
  - » Performance gap – dimensions of an existing sidewalk/landscape buffer. The Transportation Commission recommended to focus on closing physical gaps over projects that would bring sidewalk dimensions up to city standards.
  - » Physical gap – mid-block crossing missing on arterial where spacing metrics and pedestrian destinations call for consideration of a mid-block crossing.

- **Bicycle Network**:
  - » Physical gap – bicycle facility missing on a segment of the bicycle network as identified in the in MIP Figure 8 (or as subsequently updated).
  - » Performance gap – Level-of-Traffic Stress (LTS). Per the Transportation Commission recommendation, the city will assign a lower priority to projects that address Performance Target Gaps on segments of the bicycle network that have a facility but do not meet the LTS target. Note that other city programs address both physical and performance gaps.
- **Transit Network**:
  - » Physical gap – transit stop amenities. The city will document and report Performance Target gaps as they relate to transit stops on the Frequent Transit Network, but will not prioritize projects to address those gaps in the TFP. The city will partner with transit agencies and use the development review process to improve transit stop amenities.
  - » Performance gap – transit travel time ratio between activity centers as identified in MIP Figure 13 (or as subsequently updated). The city will document and report the transit travel time ratios but will not prioritize projects to address those gaps in the TFP. Bellevue will continue to partner with transit agencies on transit speed and reliability enhancements that are led by the transit agency while also aligned with city transportation goals. Examples include Bellevue's collaboration with King County Metro on the future RapidRide K line and the Bellevue College Connector project.
- **Vehicle Network**:
  - » Physical gap – no physical gaps are identified; the primary vehicle network corridors and system intersections are shown in MIP Figure 10.
  - » Performance gap – volume/capacity ratio of system intersections and vehicle travel speed on primary vehicle corridors. Greater priority may be given to larger gaps in performance and less priority is given to Performance Target gaps in denser parts of the city (Performance Management Areas 1 and 2) with more modal options.

STEP 2. Screen Performance Target Gaps – MIP Goals

Screen and score the Performance Target gaps for alignment with the four MIP goals and determine appropriateness to move forward to develop project concepts. Identify the MIP goals that could be met by project concepts that would address each Performance Target Gap. Prioritization would accrue to project concepts that meet multiple MIP goals.

Figure 2: MIP Goals and Supporting Data (per 2022 MIP)



Purpose: Prioritize the Performance Target gaps and project concepts that best advance the goals of the MIP: Improve Safety, Consider Equity, Support Growth, Improve Access and Mobility.

Tasks: Use modeling, safety, demographic, and land use data to screen project concepts to address Performance Target gaps against MIP goals. Develop a separate prioritized list of projects for pedestrian, bicycle, and vehicle modes. As noted in the prior section, projects to address Performance Target gaps for the transit mode are not further screened against MIP goals.

Responsible Staff: Transportation Department Planners

Support Staff: Transportation Department Data Analyst, Modeling and Analysis Group staff, IT-assigned staff

Deliverable: A prioritized list of project concepts (up to 10 for each mode) for pedestrian, bicycle, and vehicle modes to address Performance Target gaps that would advance MIP Goals. Results presented in a map and spreadsheet.

Implementing this step:

- Screen/score each project concept to address a Performance Target gap with respect to the MIP Goals. Document an initial score.
- "Flag" project concepts that would be addressed through an existing project or program in the Transportation Facilities Plan, either with a specific TFP project number or with a reference to an implementing CIP program. Identify the implementing program.
- "Flag" projects that are in development through another program, i.e., Bike Bellevue.
- "Flag" projects to address Performance Target gaps that would be implemented through a private development project and include a reference to the project or permit number that would construct the improvement.

Any "flagged" project concept would not advance to subsequent stages of implementation since it is being addressed through other programs or actions.

Prioritizing Project Concepts Based on MIP Goals

Support Growth: Is the Performance Target gap within a Type 1 or Type 2 Performance Management Area? Applies to pedestrian, bicycle, and vehicle modes.

Improve Safety: Is the Performance Target gap on or proximate to the High Injury Network as shown on MIP Figure 28, or as subsequently updated through the Vision Zero Strategy Plan? Applies to pedestrian, bicycle, and vehicle modes.

Consider Equity: Is the Performance Target gap for the pedestrian mode (sidewalk, crossing) and bicycle mode (bicycle network) proximate to where people who may have transportation and mobility challenges live and/or work as shown on the Equity Composite Map or maps of individual equity components in MIP Appendix E or as subsequently updated?

The MIP Equity goal does not apply to the transit or vehicle modes. Transit is not considered because access to transit is enhanced from the improved pedestrian and bicycle facilities that are considered for the Equity goal. Vehicle mode Performance Target gaps are not relevant for the Equity goal because the vehicle mode does not align well with the needs of transportation disadvantaged populations as they use vehicles at lower rates than non-equity populations.

Improve Access and Mobility: Is the Performance Target gap for pedestrian and bicycle modes within a Type 1 or Type 2 Performance Management Area? If in a Type 3 Performance Management Area, is the Performance Target gap proximate to a specified pedestrian destination type as shown on MIP Figure 30 or a Frequent Transit Network stop identified in the MIP? Is the Performance Target gap for vehicles within a Type 1 or Type 2 Performance Management Area? Would addressing the vehicle mode gap increase the speed of traffic, widen pedestrian crossings, or increase the level of traffic stress?

Table 1 summarizes the considerations when screening Performance Target gaps against MIP goals.

Note: all referenced figures from the 2022 MIP may be subsequently updated.

Table 1: Relationship between MIP Goals and Pedestrian, Bicycle, and Vehicle Modes

MIP Goals[1]			
Support Growth	**Improve Safety**	**Consider Equity[2]**	**Improve Access and Mobility**
Pedestrian	Pedestrian	Pedestrian	Pedestrian
Bicycle	Bicycle	Bicycle	Bicycle
Vehicle	Vehicle		Vehicle

1. Transit Travel Time Performance Target gaps are identified in the MIP but are not prioritized for consideration in the TFP. Refer to TFP 303-TFP 309 or as subsequently amended: "Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors."

2. Vehicle Performance Target gaps are not evaluated against the MIP Equity goal because equity is primarily enhanced by improving non-vehicle modes. Equity populations may drive less than non-equity populations and therefore, vehicle mode benefits disproportionately fall to non-equity populations.

The following tables outline the specific scoring for each Performance Target gap against the MIP goals. Separate scoring is identified for each mode.

Table 2: Pedestrian Mode Scoring for MIP Goals

MIP Goal Score: Pedestrian Mode Sidewalk Gaps on Arterials							
Growth Goal Score		**Access/Mobility Goal Score (see MIP Figure 30 as amended)**		**Equity Goal Score (see Appendix E)**		**Safety Goal Score (see MIP Figure 28 as amended)**	
PMA3	1		2		1	High Injury Network	4
PMA2	2		4		2	Not-High Injury Network	2
PMA1	4	For gaps in PMA 3: Proximity to pedestrian destinations on MIP Figure 30: school, park, library, community center, hospital, grocery store	+2		3		
		For gaps in PMA 3: Proximity to FTN stop	+1		4		
Supplemental Score – Pedestrian Mode							
Sidewalk missing both sides			+ 4				

Table 3: Bicycle Mode Scoring MIP Goals

MIP Goal Score: Bicycle Mode LTS Gaps on Bicycle Network							
Growth Goal Score		**Access/Mobility Goal Score (see MIP Figure 30)**		**Equity Goal Score (see Appendix E)**		**Safety Goal Score (see MIP Figure 28)**	
PMA3	1		2		1	High Injury Network	4
PMA2	2		4		2	Not-High Injury Network	2
PMA1	4				3		
					4		

Supplemental Score – Bicycle Mode		
Physical Gap on a Bicycle Network Corridor	Network Corridor	+ 2
	Priority Bicycle Corridor	+ 4

Table 4: Vehicle Mode Scoring MIP Goals

MIP Goal Score: Vehicle Mode V/C Gaps and Corridor Travel Speed Gaps							
Growth Goal Score		**Access/Mobility Goal Score (see MIP Figure 30)**		**Equity Goal Score (see Appendix E)**		**Safety Goal Score (see MIP Figure 28)**	
PMA1	1		-1		N/A	High Injury Network	4
PMA2	2		-2		N/A	Not-High Injury Network	2
PMA3	4		0		N/A	Any vehicle mode Performance Target gap that, if addressed, will result in a wider road or higher speeds	0
					N/A		

Supplemental Score – Vehicle Mode			
V/C Performance Target Gap		Travel Speed Performance Target Gap	
< 10%	+ 1	< 10%	+ 1
10%-20%	+ 2	10%-20%	+ 2
20%-30%	+ 3	20%-30%	+ 3
> 30%	+ 4	> 30%	+ 4

Table 5: Accumulating Scores for MIP Goals

Example Scoring for Performance Target Gap										
Growth Goal Score	+	**Access/ Mobility Score**	+	**Equity Score**	+	**Safety Score**	+	**Supplemental Score**	=	**Final Score**

STEP 3. Develop Project Concepts

For higher-scoring Performance Target gaps, develop initial project concepts to improve modal Performance Target results (it may not always be possible to fully meet the Performance Target) while continuing to advance MIP goals. Factors such as environmental sustainability and livability are considered.

Purpose: Enhance the established project concept development process prior to the Transportation Facilities Plan by bringing forward new data sources for consideration, specifically the identification of project concepts to address Performance Target gaps for all modes and reviewing project concepts in the context of the MIP goals and other performance factors.

Task: Vet project concepts with the community – through the Transportation Commission – to consider existing and future travel needs, environmental constraints, the number of potential users, and overall costs.

Responsible Staff: Transportation Department Planners

Support Staff: Transportation Department, In-House Design, Engineering

Deliverable: Initial project concepts that address Performance Target gaps, address MIP goals, consider community feedback (including the Transportation Commission), are environmentally sustainable, are implementable, and are forward compatible with planned projects.

Implementing this task:

- Consider the land use context and potential modal compatibilities and conflicts when developing the initial project concept to address Performance Target gaps.
- Determine and document that the project concept effectively addresses the Performance Target gap or at least reduces the magnitude of the Performance Target gap.
- Determine and document that the project concept is consistent with Bellevue's environmental sustainability and land use goals.
- Determine and document if the project concept may be compatible with or may be incorporated as part of other public infrastructure investments or conditions of development approval for private sector projects. These conditions may shift implementation of the project concept from the TFP to other programs, projects, or implementation strategies.
- Determine if a high-scoring Performance Target gap does not have a viable project concept because it conflicts with Bellevue's environmental sustainability, land use, safety goals, or because of a conflict with the Performance Target of another mode. Document these Performance Target gaps that are not addressed with a project concept and the reason that a project concept is infeasible, unreasonable, or undesirable.
- Determine and document planning-level cost for the project concept.
- Engage with the public, key stakeholders, or adjacent property owners, as appropriate, to review the project concept. This engagement would occur through the Transportation Commission or specific outreach, depending on the type and scale of the project concept.

STEP 4. Screen for Deliverable to the TFP

Inform the development of the TFP by considering the outcomes of the prior steps: clearly identifying Performance Target gaps, screening the Performance Target gaps based on MIP goals, and developing a set of project concepts that are prioritized for each mode and that can be considered in the process to develop each update of the TFP. The entire transportation planning process from Comprehensive Plan to Project Implementation at the City of Bellevue is shown in **Figure 3**.

Purpose: Enhance and inform the TFP update by providing prioritized project concepts for each mode.

Task: Consolidate and document the MIP project concept development process including public engagement to inform the prioritized project list that addresses Performance Target gaps.

Responsible Staff: Transportation Department Planners

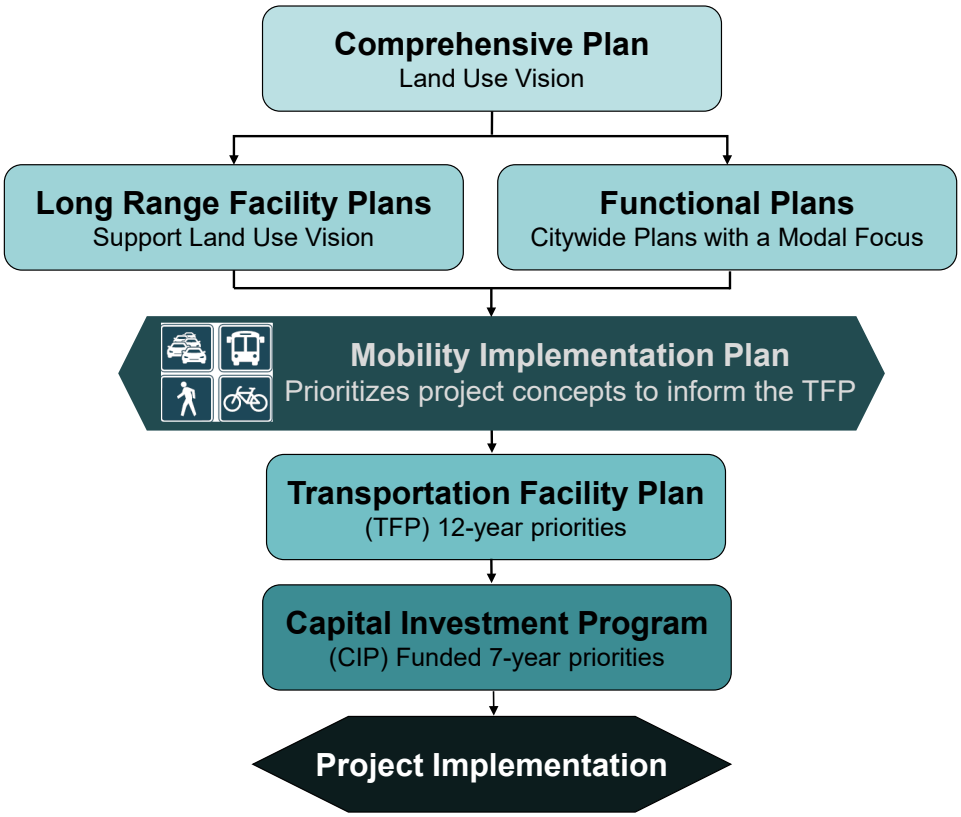
Support Staff: TFP staff

Deliverable: Annotated and prioritized list of project concepts for consideration in the TFP update process that includes information on how the project concept addresses Performance Target gaps, supports MIP goals and other factors, and responds to specific community input.

Implementing this task:

- Document the process to identify and prioritize Performance Target gaps and develop project concepts.
- Prioritize project concepts based on scoring, selecting the ten highest scoring projects for each mode for referral to the Transportation Facilities Plan.

Figure 3: Transportation Planning Process



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3. Implementation through Development Review

Some Performance Target gaps could be addressed by private developers through Bellevue's established development review process.

Development review considers the MIP Performance Targets for both physical and performance gaps and can identify developer contributions or mitigation when a development causes or exacerbates a Performance Target gap. When reviewing a development proposal, the following should be considered:

- Utilize the most recent data on Performance Target gaps that are also shared on the performance dashboard.
- Street frontage improvements to meet MIP Performance Targets only apply to arterials (with the authority of BCC 14.60.110 Street Frontage Improvements).
- New development should implement frontage improvements and other amenities and access features intended to address Performance Target gaps, or document why Performance Target gaps are not addressed. Specifically, development review should focus on:
  - » **Pedestrian mode.** Sidewalk, landscape dimensions, and mid-block crossings on arterials per Land Use Code, Downtown Transportation Plan, Transportation Design Manual, and Mobility Implementation Plan (MIP).
  - » **Bicycle mode.** Achieve MIP LTS Performance Target in frontage improvements to the greatest extent; implement bicycle intersection/signal improvements as applicable.
  - » **Transit mode.** Install Frequent Transit Network stop amenities per MIP.
  - » **Vehicle mode.** Determine the effect of the development to system intersection and primary vehicle corridorperformance targets. Determine the improvements necessary to mitigate the direct impacts of the development. Note that projects to improve the vehicle mode (as mitigation for project impacts) must consider the effects on other modes, particularly in PMA 1 and 2 and near pedestrian destinations in PMA 3. Some vehicle mode Performance Target gaps may be mitigated through non-vehicle improvements, including transportation demand management and enhancements to other modes.

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