Bellevue Transportation Commission

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To: Mayor Lynn Robinson and Councilmembers

From: Transportation Commission

Subject: Transmittal of the Mobility Implementation Plan

On March 10, 2022, the Transportation Commission approved recommending the Bellevue Mobility Implementation Plan (MIP) to the City Council. The MIP represents over a year of our work, as directed by the City Council, to transform the manner in which Bellevue takes a fully multimodal approach to mobility.

The Mobility Implementation Plan is a new performance measurement and prioritization system that aligns transportation investments with the city's vision for land use; providing the platform for Bellevue to meet the multimodal future envisioned in the Comprehensive Plan.

A prior deliverable in the context of the MIP was our recommendation for Transportation Element policy amendments to address multimodal concurrency. The Transportation Commission coordinated with the Planning Commission to prepare a final policy recommendation for Council consideration. Council approved multimodal concurrency policy amendments on December 13, 2021 (Ordinance 6633). New policies refer to the Mobility Implementation Plan for the details that are described below. The Transportation Commission is now proud to transmit the MIP to the City Council.

The MIP addresses the following substantive mobility topics:

- Performance Metrics: These metrics describe the mobility feature that is measured: metrics may be specific dimensions such as the width of a sidewalk or operational metrics such as the vehicle travel speed along an arterial. Performance Metrics are described in the MIP for the pedestrian, bicycle, transit, and vehicle modes.
- Performance Targets: These targets describe the anticipated and intended user experience when using each mode – walking, bicycling, riding transit, or driving. Performance is monitored and Performance Target "gaps" are documented to identify the locations along the pedestrian and bicycle networks, along transit corridors and at bus stops, and along arterial corridors and at intersections where investment in an infrastructure project may be warranted to improve performance.

- Performance Management Areas: The MIP describes three types of Performance Management Area that are categorized based on the existing and planned intensity and mix of land use and the availability of mobility options. These Performance Management Areas (PMAs) are the successors to the fourteen Mobility Management Areas that had been used previously to describe only the performance of the vehicle mode. Within the three types of PMAs are seven local areas that correspond with the prior Mobility Management Areas, with the exception of the PMA Type 3 that consolidates all of the lower-density residential Mobility Management Areas.
- Project Identification and Prioritization: The MIP includes a framework and process that the city will use to address Performance Target gaps - these are places along network corridors or at intersections where documented performance for any mode does not meet the Performance Target. This process will include an initial screening of potential projects to determine how they address MIP goals to improve safety, address and consider equity, support growth, and to enhance access and mobility. Staff and the Transportation Commission would engage the public to identify project concepts that address gaps, and to prioritize those project concepts for consideration in each update of the Transportation Facilities Plan, and eventually to be funded for implementation through the Capital Investment Program plan.
- Multimodal Concurrency: The multimodal concurrency standard documented in the MIP replaces the vehicle-only concurrency standard. Council adopted policy to support this multimodal approach to concurrency on December 13, 2021 in Ordinance 6633. The multimodal concurrency standard described in the MIP is met when the “Supply” of mobility created by funded transportation projects of all modes exceeds the “Demand” for mobility created by all types of land use development projects.

Since 2014, the Transportation Commission has responded to Council direction to move policy and planning toward multimodal mobility. We recommended policies adopted in the 2015 update to the Comprehensive Plan that provided for an updated approach to multimodal mobility. We then prepared the “Multimodal Level of Service Metrics, Standards and Guidelines” report in 2017 that developed concepts for network connectivity and described specific metrics for each mode that would work together to provide mobility options for all and to support growth. We used this report as a foundational document as we prepared the Mobility Implementation Plan. In 2021 we responded to Council direction with a recommendation to embed multimodal concurrency policy that Council adopted in the Transportation Element of the Comprehensive Plan.

We are honored to have your continuing trust as we prepared this fundamentally significant change in how the city describes mobility and addresses high-priority mobility needs. As we developed the Mobility Implementation Plan during 2021, staff and Commissioners engaged the community in our study sessions, in a a community questionnaire, and we reached out to include presentations to the Bellevue Downtown Association, the Bellevue Chamber of Commerce and the Eastside Transportation Association.

All of us on the Transportation Commission believe that the Mobility Implementation Plan that we now recommend meets your expectations and that it will serve our diverse and growing community for years to come.