

City of
Bellevue



Transportation Commission Study Session

DATE: March 3, 2022

TO: Chair Marciante and Members of the Transportation Commission

FROM: Kevin McDonald, Principal Transportation Planner, 425-452-4558
kmcdonald@bellevuewa.gov

SUBJECT: Mobility Implementation Plan: Final Approval

DIRECTION REQUESTED

X Action:

Motion to approve the recommended final Mobility Implementation Plan (MIP) (Volume 1) and the MIP Appendix (Volume 2).

Motion to approve the MIP Transmittal Letter to the City Council

Discussion/Direction

Information

The Transportation Commission has received a link to the final draft of the Mobility Implementation Plan (MIP). The MIP Volume 1 is [linked here](#) and MIP Appendix Volume 2 is [linked here](#). Both have been posted to the public [MIP web site](#).

At the meeting on March 10, 2022, staff requests Commission **Action** on two items:

1. Approval (in a single motion) to recommend the Mobility Implementation Plan (Volume 1), and the MIP Appendix (Volume 2) to the City Council.
2. Approval of the MIP Transmittal Letter to the City Council (Attachment 3).

A City Council study session to review the MIP is scheduled for April 4, 2022. Staff anticipates receiving direction at that time to prepare an ordinance for adoption of the MIP at a future Council Regular Session.

MIP Text Amendments

The final MIP document compiles the Transportation Commission's work on the components of Mobility Implementation Plan in study sessions throughout 2021, and it incorporates comments offered by Commissioners and also staff clarifications. The table below briefly summarizes the

text amendments and other changes and clarifications in the MIP chapters from the version discussed on February 10, 2022.

MIP Chapter	MIP Chapter Content Clarifications and Modifications
Executive Summary	<p>Minor TC-recommended text amendments.</p> <p>Clarify that multimodal concurrency is achieved when supply is greater than or equal to demand</p>
1. Introduction	<p>Add mention of environmental sustainability</p> <p>Note and confirm that a multimodal approach to concurrency is consistent with the requirements of the Growth Management Act.</p>
2. Layered Transportation Network	<p>Minor changes to Figure 8: Bicycle Network and Priority Bicycle Corridors to show the change in the bicycle network away from the 150th Ave SE corridor north of Newport Way where new bike facilities are not feasible – use instead parallel corridors in Eastgate (146th Ave SE, 153rd Ave SE). Also remove a line for a bicycle network corridor that is actually the East Link corridor.</p> <p>Clarify that the metrics for the Primary Vehicle Corridor segment length (0.5 to 2 miles) and the typical urban corridor travel speed (40% posted speed limit) are derived from Highway Capacity Manual (Transportation Research Board, 2016) and are approved by the Commission.</p>
3. Performance Metrics	<p>Clarify that, when applied to a non-arterial street, the bicycle level-of-traffic stress outcome would follow the formula in Table 3 for a speed limit ≤ 25 mph.</p> <p>Add table that shows the bicycle network intersection treatments to achieve intended Level of Traffic Stress - extracted from MMLOS Metrics, Standards and Guidelines Report (2017)</p>
4. Performance Management Areas	<p>Clarify that PMA 1 has 3 local areas (Downtown, BelRed, Wilburton/East Main) and PMA 2 has 3 local areas (Crossroads, Eastgate, Factoria). PMA 3 is a single area.</p>
5. Performance Targets	<p>The Transportation Commission determined that it is a higher priority to address a physical gap in the pedestrian or bicycle network than to upgrade a facility (for instance, a wider sidewalk or an improved bicycle network facility Level of Traffic Stress (LTS).</p> <p>Table 6. Clarify that the performance of the pedestrian network is documented as “sidewalks both sides of an arterial”, sidewalk on one side of arterial”, “no sidewalk”. Clarify that the performance of the bicycle network is documented as a facility that “Meets LTS”, “Exists but does not meet LTS” or “Does not exist”</p> <p>Vehicle network Performance Target reflects the intensity and proximity of land uses, and the availability and viability of other modes. Performance Management Area 1 with a v/c Performance Target of 1.0 is served by light rail and the frequent transit</p>

MIP Chapter	MIP Chapter Content Clarifications and Modifications
	<p>network for access to the city and region, and connected and complete pedestrian and bicycle networks for non-motorized access for shorter trips.</p> <p>Clarify that the analysis of “future conditions” anticipates that the density/intensity of land use will increase within the existing zoning capacity, primarily in PMA 1, with a 2044 growth forecast applied as demand onto the preliminary 2033 TFP transportation network.</p> <p>Note that not all TFP resources are assigned to specific projects – some funded programs do not have specific projects identified out to 2033.</p>
6. Project Identification & Prioritization	<p>The potential utilization of a project concept may be considered by the community and the Transportation Commission when addressing a Performance Target gap. While utilization is not forecast for any specific project, it can be possible to compare the potential utilization outcome of one project vs another in a qualitative way. In pursuit of equitable mobility outcomes, the community may identify and support a specific project to address a Performance Target gap that meets the goals for Equity or Access and Mobility.</p> <p>Step 1. Affirm that the Commission recommends addressing physical gaps in the bicycle network as more important than addressing facilities that exist but do not meet the LTS Performance Target.</p> <p>Step 2. Clarify that a project concept to address a Performance Target gap should align with the MIP goals.</p> <p>Table 11: Equity Evaluation Components description clarifies that the Low-Wage Jobs category applies to the location of the job and not to the residence of the employee who earns the low wage.</p>
7. Transportation Concurrency	<p>Clarify that concurrency is achieved when supply is greater than or equal to (>=) demand for mobility units.</p> <p>Person-trips and mobility units are defined in the MIP and will be embedded in the forthcoming MIP/Concurrency Implementation Guide. Within the MIP/Concurrency Implementation Guide it will be clarified that a concurrency re-evaluation may be required for a proposed redevelopment or change in use that would result in demand for more mobility units.</p> <p>The “Supply” calculation for mobility units is more explicitly defined in the text.</p> <p>“Running start” transportation projects will be defined in the MIP implementation guide (TC will work on this document pending Council direction) to ensure that the supply of mobility starts out greater than zero.</p>
Appendix (Volume 2)	<p>Refreshed timeline</p> <p>Added Equity Index Maps</p>

NEXT STEPS

Council is scheduled to receive the Transportation Commission transmittal and to discuss the MIP in a study session on April 4, 2022. Staff will seek Council direction to bring back an ordinance to adopt the MIP.

Also on April 4, the staff will seek Council direction to work with the Transportation Commission to develop two components to implement the MIP and multimodal concurrency:

- A regulatory amendment to Bellevue City Code (BCC 14.10) regarding multimodal concurrency (recommendation to the City Council for code amendments); and
- An administrative MIP/Concurrency Implementation Guide (recommendation to the Transportation Director).

Pending Council direction, this work would take place with the Transportation Commission during study sessions and a public hearing in Q2 and Q3, 2022.

ATTACHMENT

1. Linked here: [Final Draft Mobility Implementation Plan](#) Volume 1
2. Linked here: [MIP Appendix Volume 2](#)
3. Draft Transmittal Letter to the City Council