



Mobility  
Implementation  
Plan

Volume 1

Bellevue Transportation  
Commission

City of Bellevue, WA  
March 2022

# Mobility Implementation Plan

## Transportation Commission

### March 10, 2022

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Transportation

FEHR  PEERS

# MOBILITY IMPLEMENTATION PLAN

## Review MIP Chapter Amendments

- Motion to approve MIP

## Review Council Transmittal Letter

- Motion to approve Letter





# Chapter 1. Introduction

Clarify:

...consistently and sustainability (fiscally and environmentally) support growth and satisfy the requirements of the Growth Management Act for concurrency.



# Chapter 2.

## Layered Network

Correction:

Figure 8. Bike network map changes.

Clarify:

Primary Vehicle Corridor segment length (.5-2.0 miles) and traffic volume threshold  $\geq 10,000$  vehicles per day – derived from HCM and recommended by TC.



# Chapter 3.

## Performance Metrics

Add:

Performance Metrics for bicycle network facilities at intersections, per MMLoS.

Clarify:

On a non-arterial street, the level-of-traffic stress for the bicycle network is consistent with Table 3.

Typical Urban Travel Speed (40% of posted speed limit) per HCM and TC recommendation (in MMLoS 2017 Report).





# Chapter 4.

## Performance Management Areas

Clarify:

Type 1 PMA and Type 2 PMA each consist of three separate geographic areas:

Type PMA:

- Downtown, BelRed, Wilburton/East Main

Type 2 PMA:

- Crossroads, Eastgate, Factoria



# Chapter 5.

## Performance Targets

Clarify:

Priority is to address physical gaps in the pedestrian network and the bicycle network rather than to upgrade existing facilities.

The Transportation Facilities Plan includes programs that have specific objectives and project prioritization criteria, but in future years, do not have all projects specified.

Existing conditions for vehicle performance is based on 2019 data.



# Chapter 6.

## Project Identification & Prioritization

Clarify:

Performance Target gaps are the first step to identify potential project concepts.

Consider MIP Goals as well as the Layered Network context in a public process to create a candidate project list for consideration in the Transportation Facilities Plan.

Layered Network identifies the project support for land use and indicates potential *relative* utilization.

Other prioritization considerations may include Environmental Stewardship Plan metrics, environmental and land use constraints, fiscal realities, and community support.





# Chapter 7.

## Multimodal Concurrency

Clarify:

Concurrency is achieved when Supply is greater than or equal to Demand.

Supply is defined in the narrative.

Note:

Future work to implement multimodal concurrency will be directed by the City Council.

- Multimodal Concurrency: Bellevue City Code amendments (regulatory).
- Mobility Implementation Plan/Concurrency Implementation Guide (administrative).
  - Describe development review process to identify potential Demand from proposed projects.
  - “Running Start” supply will be defined to ensure that the concurrency program launches with a positive balance of Supply.



# Appendix

Add:

Equity Index narrative and maps from Transportation Commission study sessions.

Updated timeline.





# Next Steps

**April 11, 2022**

TC will transmit MIP to City Council study session

Council will direct Next Steps for the Transportation Commission work program

- Multimodal Concurrency Code
  - TC Recommend to Council
- MIP/Concurrency Implementation Guide
  - TC Recommend to TR Director





# Commission Actions March 10, 2022

**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**



# Mobility Implementation Plan

## Thank You!

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[Mobility Implementation Plan](#) web site