



Bellevue Transportation Commission

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Date: March 10, 2022

To: Bellevue 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 way Bellevue takes a fully multimodal approach to mobility.

The Mobility Implementation Plan is a new performance measurement, analysis and project prioritization system that aligns transportation investments to support land use and the multimodal future envisioned in the Comprehensive Plan.

A prior deliverable in the context of the MIP was our recommendation for multimodal concurrency policy amendments for the Transportation Element. Council approved multimodal concurrency policy on December 13, 2021 (Ordinance 6633). New policies refer to the Mobility Implementation Plan for the details that are described briefly below.

Four goals in the MIP describe the fundamental intent to create a complete, connected, and accessible transportation system by addressing safety, considering equity, supporting growth, and enhancing access and mobility.

The MIP addresses the following mobility topics:

- **Performance Metrics:** Metrics describe the components that are measured for the pedestrian, bicycle, transit, and vehicle modes.
- **Performance Targets:** Targets describe the anticipated and intended user experience when using each mode – walking, bicycling, riding transit, or driving.
- **Performance Management Areas:** There are three types of Performance Management Area based on the existing and planned land use intensity and mix, and the availability of mobility options.
- **Project Identification and Prioritization:** The MIP includes a framework and process that the city will use to address Performance Target gaps - places along network corridors or at intersections where performance for any mode does not meet the Performance Target. Through this process, it is the Commission's intent

to highlight projects that address Performance Target gaps and will be well-used public investments.

- Multimodal Concurrency: The new multimodal concurrency standard replaces the vehicle-only concurrency standard. By definition, multimodal concurrency is achieved when the “Supply” of mobility created by funded transportation projects of all modes meets or 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 provide direction toward the current approach to multimodal mobility. To implement policy, 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 work together to support growth and provide mobility options for all. We used this report as a foundation for our work on the Mobility Implementation Plan.

The benefits and challenges of a multimodal approach were thoughtfully considered by the Commission throughout the past year. Additional work and resources are needed to implement this multimodal approach. Council leadership and commitment to advancing and funding a comprehensive transportation network will be of utmost importance to achieve positive outcomes. Substantial investments will be needed to build-out the complete and connected multimodal transportation system that meets the Performance Targets described in the MIP. Further, enhancements to the Transportation Demand Management (TDM) program may help to redirect a greater number of drive-alone vehicle trips to different modes – an update of the TDM program is in our work program for 2023.

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, staff and Commissioners engaged the community in our study sessions, through 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. We seek Council direction to proceed with staff to develop the several regulatory amendments and administrative guidelines needed to integrate the MIP and multimodal concurrency into city operations.