

CITY COUNCIL STUDY SESSION

Review of Transportation Commission recommendation for the Mobility Implementation Plan

Andrew Singelakis AICP, Director, 452-6468

Paula Stevens AICP, Assistant Director, 452-2802

Kevin McDonald, AICP, Principal Transportation Planner, 452-4558

Transportation Department

DIRECTION NEEDED FROM COUNCIL**DIRECTION**

Staff seeks Council direction to return at a future meeting with a Resolution to adopt the Mobility Implementation Plan.

Additionally, the Transportation Commission seeks direction to work with staff to prepare a recommendation for amendments to the Traffic Standards Code, Chapter 14.10 of the Bellevue City Code (BCC), consistent with the 2021 annual amendments to the Comprehensive Plan and the MIP.

RECOMMENDATION

Direct staff to return with a Resolution to approve the Mobility Implementation Plan (MIP) as recommended by the Transportation Commission and direct the Transportation Commission to work with staff to prepare a recommendation for amendments to the Traffic Standards Code, Chapter 14.10 BCC, consistent with the 2021 annual amendments to the Comprehensive Plan and the MIP.

BACKGROUND & ANALYSIS

Since 2014, the Transportation Commission has responded to Council direction to move policy and planning toward multimodal mobility. Council embedded Commission recommendations and adopted fundamental policy direction on multimodal mobility in the 2015 update to the Comprehensive Plan. The Transportation Commission followed up with an updated approach toward multimodal mobility in their report: "Multimodal Level-of-Service Metrics, Standards and Guidelines" in 2017. This report was foundational to the Commission's work on the Mobility Implementation Plan in 2021, including a policy recommendation for multimodal concurrency as part of the 2021 annual amendments to the Comprehensive Plan.

On March 10, 2022, the Transportation Commission approved, by a vote of 6-0, a recommendation to approve the Bellevue Mobility Implementation Plan. The Transportation Commission held multiple study sessions during the year, initiated a community questionnaire, participated in outreach, and discussed and debated the content of the Mobility Implementation Plan.

Four goals describe the fundamental intent of the Mobility Implementation Plan to create a complete, connected, and accessible transportation system, as follows:

- Improve Safety: Eliminate serious injuries and fatalities from crashes (Vision Zero)
- Consider Equity: Design and prioritize projects to address equitable access

- Accommodate Growth: Support growth and accommodate multimodal travel demand
- Enhance Access and Mobility: Improve network connections to destinations

To advance these goals, the Mobility Implementation Plan includes a number of topic areas, or “chapters” that are summarized in the following table:

MIP Chapter Title	Chapter Description
Executive Summary	Overview of the content of the Mobility Implementation Plan.
1. Introduction	Background on Bellevue multimodal transportation planning and policy. Summary and discussion of the four goals of the MIP: Improve Safety, Address Equity, Accommodate Growth, and Improve Access/Mobility.
2. Layered Transportation Network	Background on the “Layered Network” of land use and the transportation network and how it informs user expectations for the design and performance of the transportation system and helps identify and prioritize project concepts to support MIP goals and address Performance Target gaps.
3. Performance Metrics	Performance Metrics describe the factors that are measured for each mode: the dimensions and operational performance for the pedestrian network; bicycle network; transit travel time and passenger amenities; and vehicle corridors and system intersections.
4. Performance Management Areas	Three types of Performance Management Area (PMA) are categorized based on the existing and planned intensity and mix of land use and the availability of mobility options. Within PMA 1 and PMA 2 are seven local areas that approximately correspond geographically to prior Mobility Management Areas. PMA Type 3 consolidates all the lower-density residential areas.
5. Performance Targets	Performance Targets describe the anticipated or expected experience of a person when using each mode. Performance is monitored and Performance Target “gaps” are documented to identify the locations along defined network corridors or at intersections where a project investment may be considered to improve performance.
6. Project Identification & Prioritization	Framework and process to address Performance Target gaps, identify potential project concepts/investments, and develop a prioritization of those project concepts for consideration in each update of the Transportation Facilities Plan. Consistency with MIP Goals is the first project concept screening step.
7. Transportation Concurrency	The multimodal concurrency standard (expressed in policy TR-28) is that the “Supply” of mobility created by funded transportation projects of all modes must equal or exceed the “Demand” for mobility created by all types of land use development projects.

POLICY & FISCAL IMPACTS

Policy Impact

Comprehensive Plan, Transportation Element

On December 13, 2021, Council approved Comprehensive Plan amendments to embed a multimodal approach to transportation concurrency and overall mobility. Several policies provide high-level direction and refer to the Mobility Implementation Plan for detail of implementation. Specifically, policies related to defining Performance Metrics, Performance Targets and Performance Management Areas refer to the MIP. Also, policies that direct the monitoring and documenting of the performance of the transportation system refer to the MIP.

For example, these policies refer to the Mobility Implementation Plan:

TR-20. Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.

TR-29. Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan.

TR-28. Employ a citywide multimodal level-of-service concurrency standard that provides transportation facilities that meet the demand from new development.

TR-31. Utilize concurrency standards that consider the available and intended mobility options for transportation corridors, Mobility Management Areas and implementation and management priorities.

TR-32. Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Performance Targets through updates to the Transportation Facilities Plan.

TR-33. Plan for transportation system projects to accommodate the forecast demand and to meet Performance Targets in each update of the Transportation Facilities Plan.

TR-130. Provide and prioritize transportation funding to meet Performance Targets for people walking, biking, riding transit, and travelling in a car.

State Environmental Policy Act

The Environmental Coordinator for the City of Bellevue determined that adopting and implementing the Mobility Implementation Plan will not result in any probable, significant adverse environmental impacts. A Determination of Non-Significance (DNS) was issued on February 24 and there were no appeals.

Implementation

To fully implement the Mobility Implementation Plan and for consistency with 2021 annual amendments to the Comprehensive Plan, amendments to several chapters of the Bellevue City Code (BCC) will be required:

- Chapter 14.10 BCC Traffic Standards Code: Amendments will incorporate the multimodal approach to concurrency in accordance with Comprehensive Plan policies adopted December 13, 2021. Staff seeks Council direction to work with the Transportation Commission to prepare recommendations

for code amendments. Staff will return to Council with recommended code amendments in Q3, 2022.

- Chapter 14.60 BCC Transportation Development Code: Staff will prepare recommendations for minor code amendments related to ensuring language consistency with BCC 14.10, and staff will return to Council for consideration and adoption.
- Chapter 22.16 BCC Transportation Impact Fee Program: Staff will prepare recommendations for minor code amendments related to ensuring language consistency with BCC 14.10 and BCC 14.60, and staff will return to Council for consideration and adoption.

Fiscal Impact

There is no fiscal impact associated with implementing these changes.

OPTIONS

1. Direct staff to return with a Resolution to adopt the Mobility Implementation Plan as recommended by the Transportation Commission and direct the Transportation Commission to work with staff to prepare a recommendation for amendments to the Traffic Standards Code, Chapter 14.10 BCC, consistent with the 2021 annual amendments to the Comprehensive Plan and the MIP.
2. Provide alternative direction to staff.

ATTACHMENTS & AVAILABLE DOCUMENTS

- A. Transportation Commission Transmittal Letter

AVAILABLE IN COUNCIL LIBRARY

Mobility Implementation Plan (Volume 1)
Mobility Implementation Plan (Volume 2, Appendix)