

Recommended MIP Text Edits

Introduction

On April 11, the Council received the Transportation Commission's recommendation for the Mobility Implementation Plan (MIP). Mayor Robinson and Councilmember Barksdale provided recommendations for text edits to better express Bellevue's intent to create a multimodal transportation system than embraces light rail, is safe and accessible to everyone and is environmentally sustainable.

The recommended MIP addresses each topic as follows:

- Equity
 - The role of the MIP with respect to equitable access is to identify and prioritize transportation investments that can improve people's access to the city; to jobs, shopping, services, recreation, and other destinations. The MIP identifies 10 equity factors (p. 59) that can be considered in project prioritization. When a Performance Target gap is identified for any mode, an "equity lens" will be applied to ensure the project includes considerations for equitable access of utilization for all individuals (including signage and consideration of individual mobility challenges).
- Sustainability
 - Environmental sustainability metrics and targets in the MIP (p. 52) reference the adopted Environmental Stewardship Plan. The city will monitor and report on two sustainability metrics: per capita vehicle miles traveled and mode share. Since the performance of these metrics is indirectly related to mobility infrastructure, it may not directly respond to an outcome from a specific mobility investment (filling a sidewalk gap may not measurably reduce per capita vehicle miles traveled). Monitoring these metrics will identify trends. If trends are moving away from the target, that trend can be addressed with a full suite of tools in the "Layered Network". These tools may include both land use (mix and intensity of land use) and transportation (projects that fill gaps so that people of all ages and abilities can get around without a car). The Comprehensive Plan update may provide additional specific policy-level guidance to achieve sustainability in a new required "Climate Change" element.
- Light Rail Travel Time and Station Access
 - Performance Targets for the 2 Line of light rail relate to the "Travel Time Ratio" of traveling on the train between Downtown and Overlake relative to driving in a car between these two activity centers. The target is 2x (twice as long on transit relative to a car). The travel time on light rail is expected to meet this Performance Target (p. 48). Therefore, no intervention would be needed. However, in the future if the travel time Performance Target is not met, the city could recommend to Sound Transit that some speed and reliability improvements may be needed. For travel time on a bus that uses Bellevue streets, the city and the transit agency may initiate a project to improve transit performance – signal operations at intersections and infrastructure options (queue jump lanes/transit lanes).
 - Light Rail Station Access. The MIP describes the intended components for each type of bus stop, and the city may implement these projects in collaboration with the transit agency or with the

private sector. Sound Transit is solely responsible for the components of light rail stations. With regard to passenger access to all types of transit stops and stations, the city may initiate and implement infrastructure improvements to provide complete and connected access routes to transit. Further, the MIP calls for wider sidewalks and well-placed arterial crossings to enhance passenger access to bus stops.

Recommended text edits to the MIP are as follows:

Equity amendments

P. 1.

Ultimately implement a sustainable, equitable, and multimodal transportation system that is safe and accessible for everyone

P. 6.

Ultimately, the MIP provides a template for achieving a complete and connected multimodal transportation system in Bellevue that is safe and accessible for everyone.

P. 9.

The MIP consolidates the City's prior work on multimodal transportation planning, design, and implementation to do the following:

Embed the fundamental Council goals for a safe and equitable system, supporting growth, mobility and providing access for all.

Build and operate a complete and connected multimodal transportation system safe and accessible for everyone.

P. 10.

In establishing the groundwork for the MIP, the City Council included several fundamental goals for a safe and equitable system, supporting growth, mobility and providing access for all.

- Equity: There is a strong recognition that transportation investments in Bellevue should be safe and accessible for all when viewed through a socioeconomic or demographic lens. The MIP introduces a new data and analytical framework to evaluate the transportation needs from ~~different~~ transportation-disadvantaged people and to ~~more~~ transparently design projects and to prioritize investments that provide safe and equitable access for everyone.

Sustainability amendments

P. 5.

Periodic monitoring and reporting will provide data to the community on progress to achieve the Performance Targets as well as the environmental sustainability metrics defined in the Environmental Stewardship Plan such as per capita vehicle miles traveled and commute mode-share.

P. 9.

Define how multimodal concurrency will be evaluated and implemented so that the multimodal network will sustainably support growth in a manner that is environmentally and fiscally sustainable.

P. 51.

- Environmental Stewardship Plan Sustainability Metrics » Commute mode share for people who live in Bellevue to track whether the share of single-occupancy vehicles is decreasing » Commute mode share for people who work in Bellevue to track whether the share of single-occupancy vehicles is decreasing » Per capita VMT to see whether the City is tracking to reduce the total amount of driving per person as land uses become more proximate to each other and other modes become more viable » Pedestrian and bike counts to monitor utilization of new active mode investments

P. 52.

- Evaluation tools to assist the City to select projects that may be implemented within available funding while balancing environmental sustainability targets and other community considerations

P. 62.

Develop project concepts to address Performance Target gaps that most align with MIP goals, community input, environmental sustainability targets, and other City goals.

- Is the project concept consistent with Bellevue's environmental sustainability and land use goals?

MIP Transit amendments

P. 1.

Specifically, the MIP provides tools and information that Bellevue can use to do the following:

- Take advantage of light rail, bus rapid transit and the Frequent Transit Network that form the spine of our transit network to support growth
- Clearly identify where the transportation system and access to transit meets mobility expectations

P. 2.

» Transit › Transit travel time ratio: travel time on a bus or light rail relative to travel time in a car on corridors between activity centers › Bus stop passenger amenities and access to all types of transit stops, including light rail stations.

P. 3.

» Pedestrian › Arterial segment that is missing a sidewalk, particularly where a sidewalk is missing on both sides of the street › Arterial segment that does not have a designated pedestrian crossing at an intersection or mid-block crossing location, according to the intended spacing or specific pedestrian trip generators, including access to all types of transit stops.

P. 6

Conclusion This Mobility Implementation Plan is grounded in the MMLOS Metrics, Standards and Guidelines report from the Transportation Commission in 2017. The MIP focuses on the modes of travel

and the mobility infrastructure within Bellevue's control and for which the city is responsible. It establishes broad goals for mobility, Performance Metrics and Performance Targets for each mode, and Performance Management Areas that reflect planned land use and mobility options. Policies and plans related to transit mobility, specifically light rail and bus rapid transit infrastructure and service, are addressed in the Transportation Element of the Comprehensive Plan. Through these policies, Bellevue describes how the city will engage with transit service providers in a coordinated and collaborative manner to influence transit service planning and operations in Bellevue. The MIP describes a process to identify transportation projects that address Performance Target gaps and prioritization for funding. A multimodal approach to transportation concurrency allows the City to provide adequate transportation infrastructure (Supply) to meet the Demand from growth, as shown in Figure 4. Ultimately, the MIP provides a template for achieving a complete and connected multimodal transportation system in Bellevue.

P. 16.

Many Bellevue arterials carry buses operated by transit service providers, primarily King County Metro and Sound Transit. This bus network and the Link light rail corridor ~~are~~ is shown in Figure 9.

Although transit service is not provided by the City, Bellevue supports efficient transit operations so that riding bus and light rail transit is an attractive mode for residents and workers

P. 17.

Change the color of the light rail corridor in Figure 9 to differentiate from rubber-tire FTN routes. Since the narrative also calls out BRT, designate these routes in a different color.

P. 24.

Correct the labels for Tables 4 and 5. Bike should be 4 and Transit should be 5. Correct also in the list of tables.

Specifically, the Transit Travel Time Ratio is measured between the City's five activity centers, where the majority of Bellevue's transit trips originate or end. This travel time metric between the five activity centers is intended to be representative of point-to-point transit trips on frequent transit network routes (bus and light rail) that operate in the city.

In addition to influencing the speed and reliability of bus transit on the roadway network (light rail operates on an exclusive right-of-way and is generally grade-separated at intersections), Bellevue can improve access to all types of transit stops, including light rail stations, and passenger amenities at the bus transit stops. Table 5 summarizes the bus transit stop passenger amenity metrics

P. 36.

In terms of existing transit stop amenities, only a handful of stops on the frequent transit network (FTN) have all five transit amenities described in Chapter 3. Figure 19 shows the existing status of transit stop amenities along the FTN. In general, Bellevue will continue to collaborate with transit agencies and, to a lesser degree, the private sector to improve transit stops. City programs support improving pedestrian access to all types of transit stops, including light rail stations.

Non-Substantive Amendments

Cover Page.

Adopted April 18, 2022, Resolution No XXXX

Acknowledgements Page.

TRANSPORTATION COMMISSION (~~March~~ April 2022)

CITY COUNCIL (~~March~~ April 2022)

Identify Conrad Lee as a Former Liaison to the Transportation Commission

Page Header.

~~March~~ April 2022