



DATE: November 5, 2018

TO: Mayor Chelminiak and City Councilmembers

FROM: Lei Wu, Chair, lwu@bellevuewa.gov
Cliff Chirls, Vice Chair, cchirls@bellevuewa.gov
Transportation Commission

SUBJECT: Transportation Commission Memorandum to Council

On November 5, the Transportation Commission will brief Council on current/ongoing work on the topic of Multimodal Level-of-Service. This briefing is consistent with the Council request for quarterly reports from boards and commissions and with the Transportation Commission by-laws.

Multimodal Level of Service (MMLOS)

In the 2015 update of the Comprehensive Plan Transportation Element, Council adopted a policy (TR-30) to “Establish multimodal level-of-service and concurrency standards and other mobility measures and targets...” A comprehensive multimodal mobility strategy is designed to address all modes of transportation that people may use to get to/from and within Bellevue. The City’s multimodal mobility strategy currently incorporates policies and projects for all mobility options, including walking, bicycling, riding transit, and driving.

Given that policy direction from Council, the Commission has worked toward defining what a multimodal approach to mobility looks like and prepared a report in March of 2017 that includes recommended performance metrics for each mode of travel (vehicle, transit, pedestrian and bicycle), as well as standards and guidelines to achieve the expectations for multimodal mobility within the City.

In the MMLOS recommendation, the Commission maintains several tried and true mobility level-of-service metrics such as vehicle delay at intersections, and the Commission introduces the concept of “corridor travel speed” to better measure and analyze how people experience travel through the City. This new metric acknowledges how a driver actually experiences traveling along a corridor; not one intersection at a time, but as a trip from point A to point B.

The MMLOS report describes performance measures for the pedestrian and bicycle system that reflect the intended environment for people walking and bicycling; using objective metrics such as the width of the sidewalk and the spacing of street crossings to help achieve an environment of pedestrian comfort, safety and access. The report introduces a bicycle “level of traffic stress” that describes the types of bicycle facilities that would be needed to achieve a comfortable riding experience for a wide range of bike riders. For transit, the Commission describes the types for facilities desired at bus

stops – benches, shelters, wayfinding, bike parking, etc. - to help people use the transit system. These standards and guidelines for each mode will help the City plan infrastructure investments and work with the private sector to implement projects as part of new development.

To prepare a comprehensive MMLOS recommendation to Council, the Commission is currently in the middle of identifying alternative approaches to expanding the resources to build non-motorized transportation facilities through the impact fee system. Currently applicable to only vehicle capacity projects, the Commission is working on an approach to include projects that benefit people who travel on foot, on a bicycle or on transit.

The Commission is actively looking at two options to expand the impact fee program. One Option would add non-motorized projects to the transportation impact fee project list, and to charge a single impact fee based on the number of new trips that would be generated by a new development.

The other option would create two separate project lists and impact fees, one project list and impact fee for vehicle capacity projects (as is in current practice) and one project list and impact fee for non-motorized projects.

The Commission is working with staff and consultants to define the details of each option and to clearly describe the pros and cons of each option toward the goal of transmitting a recommendation to the Council in early 2019.