

City of
Bellevue



Transportation Commission Study Session

DATE: July 15, 2021

TO: Chair Marciante and Members of the Transportation Commission

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SUBJECT: Mobility Implementation Plan: Performance Targets

DIRECTION REQUESTED

Action

X Discussion/Direction

X Information

To put the existing conditions Performance Metrics into context and to aid in the setting of Performance Targets, the staff and consultant team have analyzed the 2030 conditions with the assumed projects from the adopted 2019-2030 Transportation Facilities Plan (TFP). This memorandum summarizes the results in a similar format to what was presented for existing conditions. Staff seeks Transportation Commission final concurrence with the Performance Metrics and Performance Targets for the pedestrian and bicycle modes.

INFORMATION

Pedestrian Facility Performance Metrics

The 2019-2030 TFP includes projects that would construct new pedestrian facilities—some of which would replace and improve existing facilities and others which would fill facility gaps. Roughly 9 miles of new pedestrian facilities are expected to be constructed as part of specific 2019-2030 TFP projects, including adding facilities to roughly 6.7 corridor miles (because some projects would add facilities on both sides of the roadway). As shown in **Table 1**, roughly 52% of arterials currently have a pedestrian facility on both sides, 36% have a pedestrian facility on one side, and 12% have a pedestrian facility gap. With the TFP projects in place, 53% of arterials would have pedestrian facilities on both sides, 38% have pedestrian facilities on one side, and 9% have a gap.

Table 1. Pedestrian Network Performance		
	Existing Proportion	2030 Proportion with TFP Projects
Pedestrian Facility on Both Sides of the Street	52%	53%
Pedestrian Facility on One Side of the Street	36%	38%
Pedestrian Facility Gaps	12%	9%
Total Sidewalk Distance	100%	100%

Source: Fehr & Peers, 2021.

The TFP also includes a funding reserve for the implementation of priority pedestrian and bicycle projects to be determined by the City's ongoing Pedestrian & Bicycle Implementation Initiative and other programs. This funding reserve has potential projects listed within the TFP, but specific projects have not been identified and the specific impact on reducing the pedestrian facility gaps is not known. However, given the \$21 million identified in the TFP for the reserve funding, substantial progress can be expected to fill the pedestrian facility gaps. It is worth noting that Bellevue has been implementing about three miles of pedestrian facilities per year over the past decade through large-scale multimodal corridor improvement projects and stand-alone sidewalk and pathway projects.

Bicycle Facility Performance Metrics

As shown in **Table 2**, roughly 55% of Priority Bicycle Corridors currently meet their intended LTS Performance Target, 26% have facilities that do not meet their intended LTS Performance Target, and 19% have a bicycle facility gap. The 2019-2030 Transportation Facilities Plan was reviewed for projects that would construct new bicycle facilities. For this preliminary review, it was assumed that all TFP bicycle projects would provide bicycle facilities that would meet the corridor's intended LTS. With those projects in place by 2030, it is expected that roughly 62% of Priority Bicycle Corridors would meet their intended LTS, 20% of Priority Bicycle Corridors would have facilities that do not meet their intended LTS, and 18% would have a bicycle facility gap. A map showing the location of the improved bicycle corridors will be included in the presentation on July 22.

Table 2. Bicycle Network Performance – Priority Bicycle Corridors		
	Existing Proportion	2030 Proportion
Bicycle Facilities Meeting LTS	55%	62%
Bicycle Facilities Not Meeting LTS	26%	20%
Bicycle Facility Gaps	19%	18%
Total Bicycle Facilities	100%	100%

Source: Fehr & Peers, 2021.

Transit Facility Performance Metrics

Transit-auto travel time ratios were evaluated for 2030 conditions based on forecasted corridor travel times and new operating characteristics for transit between the Commercial/Mixed-Use Performance Management Area pairs. Specifically, the East Link (Line 2) light rail extension will shorten transit travel times between Downtown and Overlake and the K Line RapidRide bus rapid transit service would shorten transit travel times between Downtown and Eastgate (though to a lesser degree than light rail). These reduced transit travel times were compared to the forecasted corridor travel times, with the following findings:

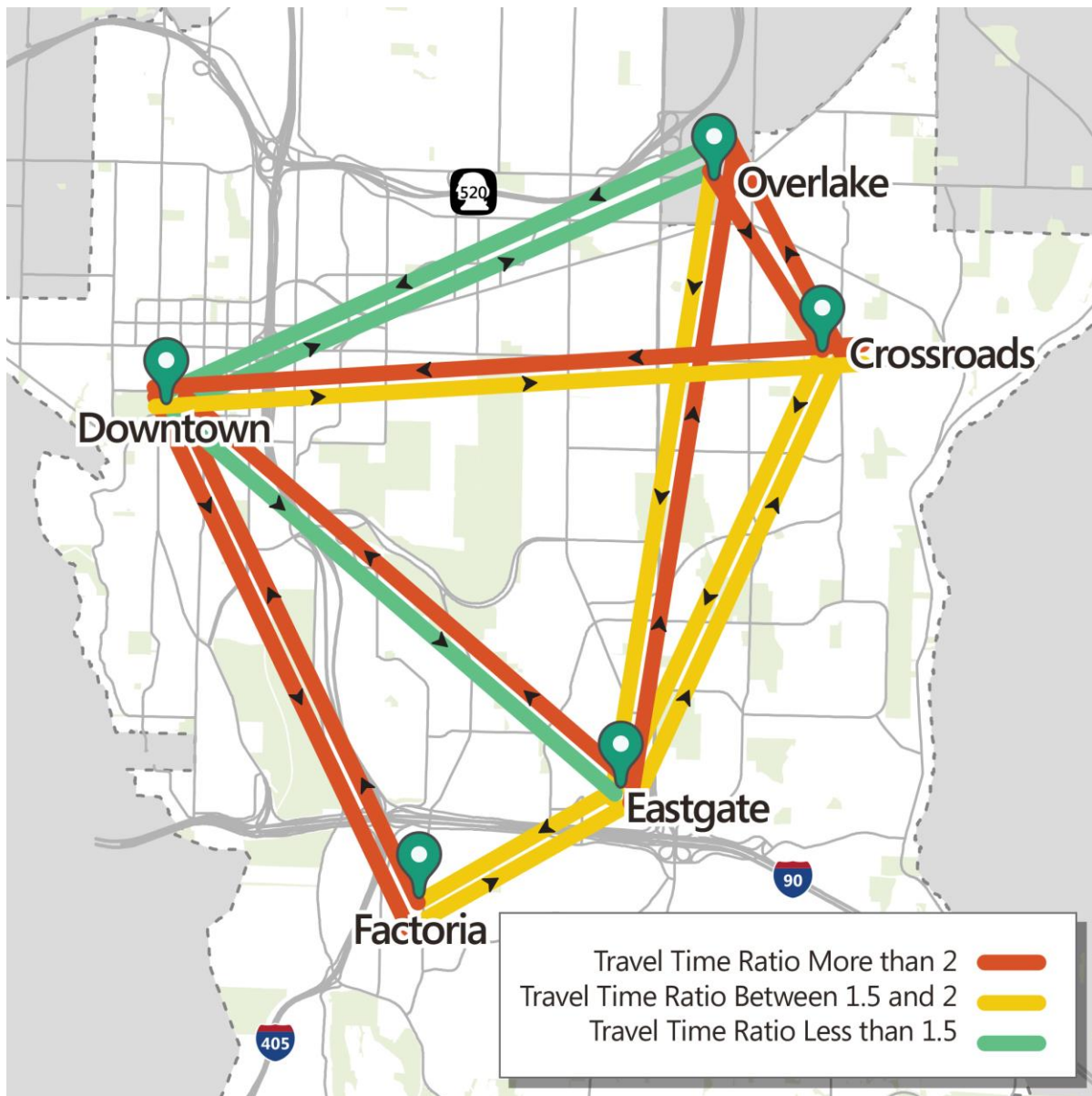
- Downtown – Overlake: Transit-auto travel time ratios for both directions of travel between Downtown and Overlake would decrease to under 1.0 indicating that a transit trip is shorter than an auto trip and therefore very competitive.
- Downtown – Eastlake: Transit-auto travel time ratios for both directions of travel between Downtown to Eastlake would decrease slightly, but are expected to remain in the same range as projected for existing conditions.

All other Commercial/Mixed-Use Performance Management Area pairs would maintain their transit service characteristics and both buses and autos would experience the same relative change in travel times. Therefore, the transit-auto travel time ratios between those locations are expected to stay roughly the same as existing conditions.

The TFP does not have any specific transit passenger amenity improvements identified, although improvements are anticipated in collaboration with transit agencies and as part of development in the City.

Based on a discussion with the City staff team and the Consultant team, moving forward, it is a staff recommendation that the transit Performance Metrics be tracked and monitored as part of the MIP, but not be used as a Performance Target for transportation concurrency. A major reason for this recommendation is that Bellevue partners with transit agencies on implementing transit capital improvements, but does not lead the investments alone. The concurrency calculation is based on the projects that provide capacity (supply) to support land use (demand) for which the city is responsible.

Figure 1. 2030 Transit Travel Time Ratio Between Select Commercial/Mixed-Use Performance Management Areas



Source: King County Metro, 2021; Fehr & Peers, 2021.

Vehicle Facility Performance Metrics

As identified in Agenda Memo 7b, King County recently provided Bellevue with new growth targets that are substantially different than the growth targets used for the 2030 TFP. Since the results of the 2030 vehicle Performance Metrics will soon be superseded by new data that result from the updated growth targets, there is no value in reviewing the 2030 vehicle Performance Metrics results. Staff is currently working on allocating the new growth targets and updating the inputs to the BKRCast model and we will present the new 2033 vehicle Performance Metrics results when the data are ready.