

# 垍郎 Vehicle Performance Metrics and Performance Management Areas 

- Evaluate existing conditions data
- Current v/c Performance Target
- Corridor Travel Speed
- Discuss and seek concurrence on seven Performance Management Areas
- Discussion and Direction on Vehicle Performance Targets



## Existing Conditions

Table 7. Existing V/C by Mobility Management Area


# Existing Conditions 



Transportation Department Modeling and Analysis Group

## Concurrency Update Report

Performance Snapshot December 31, 2019


Prepared August 2020

Figure $\mathbf{4} \mathbf{2 0 2 0}$ Concurrency Platform (PM Peak) System Intersection Assessment


- Arterial Streets
- Over 10,000 average daily trips

- System Intersection


## Exisisting Conditions

| Corridor | From | To | Speed Limit | $5-6 \mathrm{PM}$ <br> Peak <br> Hour <br> Speed | 5-6PM <br> Peak Hour Travel Time |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Bellevue Way (SB) | NE 12th St | Main St | 30 mph | 5 mph | 9 min . |
| Bellevue Way (SB) | Main St | 112th Ave SE | 30 mph | 11 mph | 7 min . |
| Bel-Red Rd (EB) | 116th <br> Ave NE | 124th Ave NE | 35 mph | 14 mph | 5 min . |
| NE 8th St (EB) | I-405 | 124th Ave NE | 30 mph | 13 mph | 3 min . |
| 148th Ave SE (SB) | $\begin{aligned} & \text { SE 24th } \\ & \text { St } \end{aligned}$ | SE 37 ${ }^{\text {th }}$ St | 35 mph | 6 mph | 9 min . |
| Factoria <br> Blvd (SB) | I-90 | Coal Creek Pkwy | 35 mph | 11 mph | 6 min . |
| Coal Creek Pkwy (SB) | I-405 | Forest Dr | 35 mph | 11 mph | 6 min . |



## Clarifying Questions

Any questions on the existing conditions data for Vehicle Performance: intersection v/c ratios or corridor travel speeds?


## Performance Management Areas

How Performance Management Areas would be used for the vehicle mode:

- Used to evaluate Performance Targets:
- Averaging intersection v/c ratios
- Corridor travel speed
- Summarize transportation system performance for transportation planning and project prioritization through the TFP


12/08/93

CITY OF BELLEVUE, WASHINGTON
ORDINANCE NO. 4606

AN ORDINANCE relating to traffic congestion in the City; repealing Ordinance No. 4017 as amended by Ordinance No. 4139, and Chapter 14.10 of the Bellevue City Code; and adding a new Chapter 14.10 to the Bellevue City Code, entitled the Traffic Standards Code.

## Why 14 original MMAs

- Mobility management areas with long-range objectives and shorter-term standards tailored to each area's characteristics and needs
- Distinct areas with boundaries based on factors such as ... area-specific mobility targets.
- Level-of-service standards are tailored for each mobility management area, reflecting distinct conditions and multiple community objectives


## Performance Management Areas

## Why staff recommends 7 PMAs

- Mixed-use, high density, high growth
- Supported by light rail and robust transit
- Closely-spaced intersections, small street grid
- High pedestrian priority; wide sidewalks and frequent mid-block crossings
- Mixed-Use/Commercial, moderate density
- Moderate street connectivity
- Frequent Transit Network
- Pedestrian and bicycle connections to transit
- Residential, low density
- Relative stability
- Mobility options available, some transit, cars used for most trips
- Connected pedestrian and bicycle networks



## Priority Vehicle Corridors

- Arterial Streets
- Over 10,000 average daily trips
- Over 20,000 average daily trips



## 领 Priority Vehicle Corridors



## Discussion/Recommendation

- Clarifying questions
- Questions, comments and final recommendations on Vehicle Level-of-Service
- Performance Metrics
- Intersection v/c
- Corridor travel time
- Performance Management Areas
- Mixed-use, high density, high growth
- Mixed-Use/Commercial, moderate density
- Residential, low density
- System Intersection


## Discussion

- Clarifying questions
- Questions, comments, discussion on Vehicle Level-ofService
- Performance Targets
- System Intersection V/C
- Vehicle Priority Corridors
- Upcoming 2033 TFP analysis to help inform where the Metrics are heading



## Thank You!

$\square$ Level-of-Service in Bellevue 2 Toward a Multimodal Approach to Mobility

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Please visit the
Mobility Implementation Plan web site

