



Transportation Commission July 22, 2021

Kevin McDonald, Chris Breiland



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

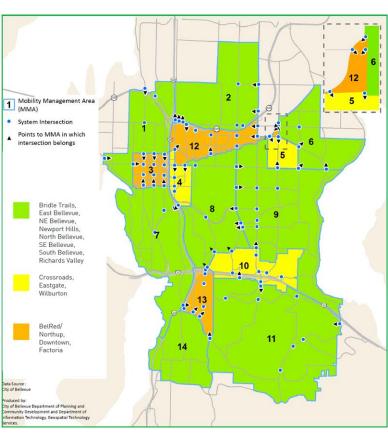




Existing Conditions

Table 7. Existing V/C by Mobility Management Area

MMA	V/C Standard	Existing V/C	Congestion Allowance for MMA	# of Intersections that Exceed V/C Allowance
Area 1: North Bellevue	0.85	0.64	3	0
Area 2: Bridle Trails	0.80	0.69	4	3
Area 3: Downtown	0.95	0.72	9	3
Area 4: Wilburton	0.90	0.75	3	1
Area 5: Crossroads	0.90	0.71	2	0
Area 6: NE Bellevue	0.80	0.70	2	0
Area 7: South Bellevue	0.85	0.76	4	2
Area 8: Richards Valley	0.85	0.70	5	1
Area 9: East Bellevue	0.85	0.83	5	4
Area 10: Eastgate	0.90	0.72	4	2
Area 11: SE Bellevue	0.80	0.71	3	1
Area 12: Bel-Red/ Northup	0.95	0.73	7	2
Area 13: Factoria	0.95	0.79	5	0
Area 14: Newcastle	-	-	-	-
All System Intersections		0.73		17





Existing Conditions



City of Bellevue Transportation Department Modeling and Analysis Group

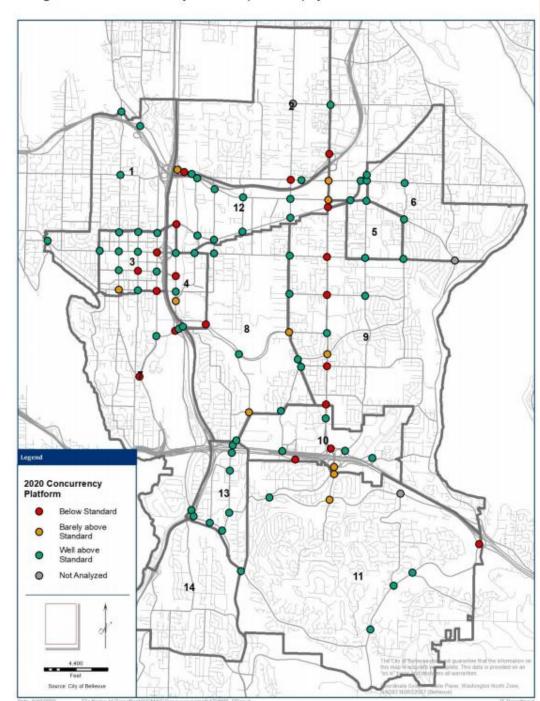
Concurrency Update Report

Performance Snapshot December 31, 2019



Prepared August 2020

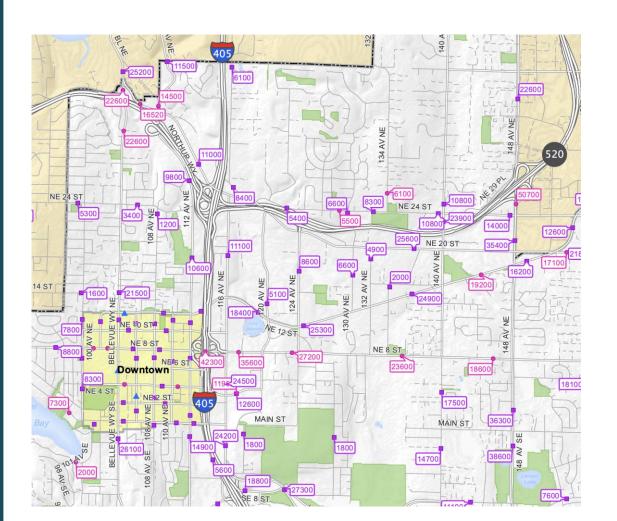
Figure 4 2020 Concurrency Platform (PM Peak) System Intersection Assessment

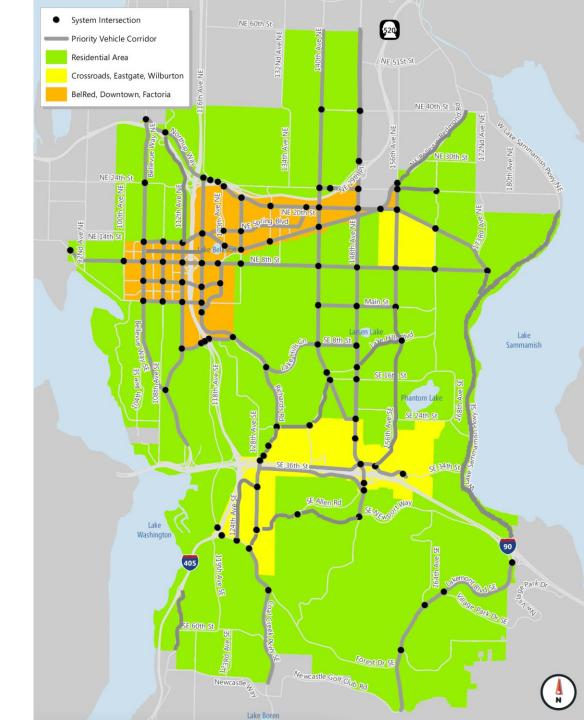




Priority Vehicle Corridors

- Arterial Streets
- Over 10,000 average daily trips







Existing Conditions

Table 8. Existing Corridor Travel Speed Preliminary Results

Corridor	From	То	Speed Limit	5-6PM Peak Hour Speed	5-6PM 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 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)	SE 24th St	SE 37 th St	35 mph	6 mph	9 min.
Factoria 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?

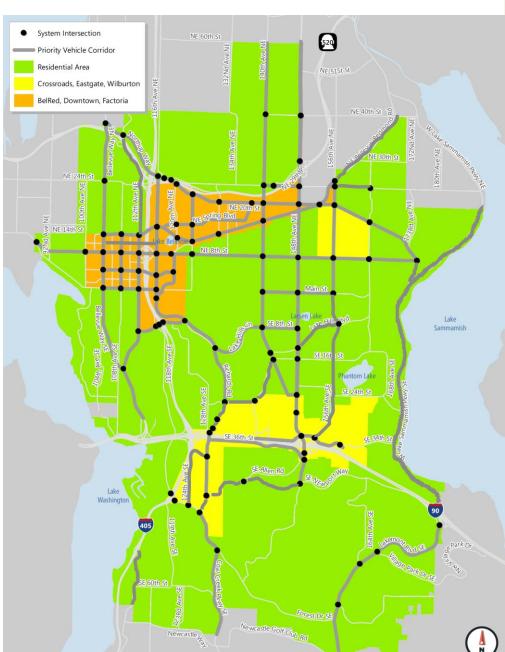




Performance Management Areas

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





Mobility Management Areas

12/08/93

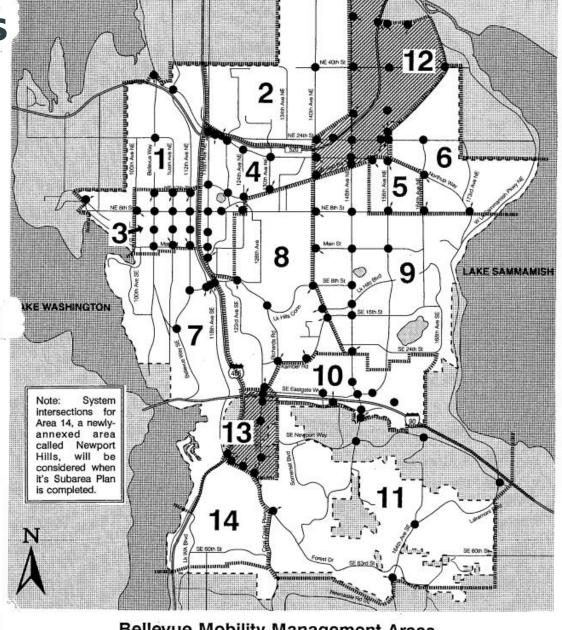
CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 4606

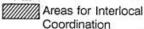
AN ORDINANCE relating to traffic congestion in the City; repealing Ordinance No. 4017 as amended by Ordinance No. 4139, and Chapter 14.10 of the Bellevue City Code; and adding a new Chapter 14.10 to the Bellevue City Code, entitled the Traffic Standards Code.

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



Bellevue Mobility Management Areas



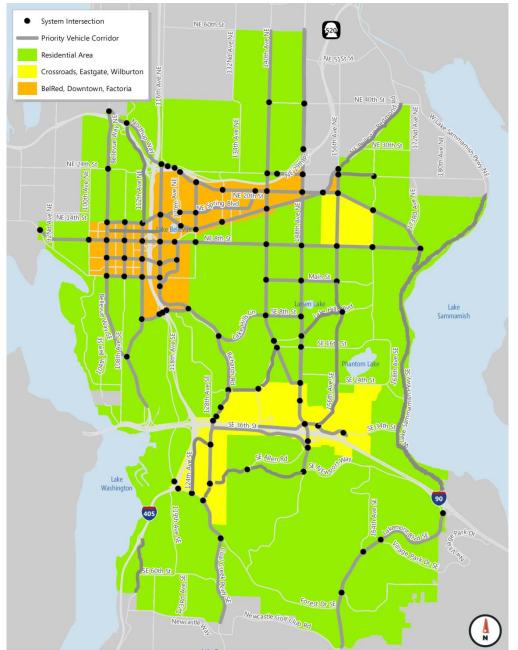
System Intersections



Performance Management Areas

Why staff recommends 7 PMAs

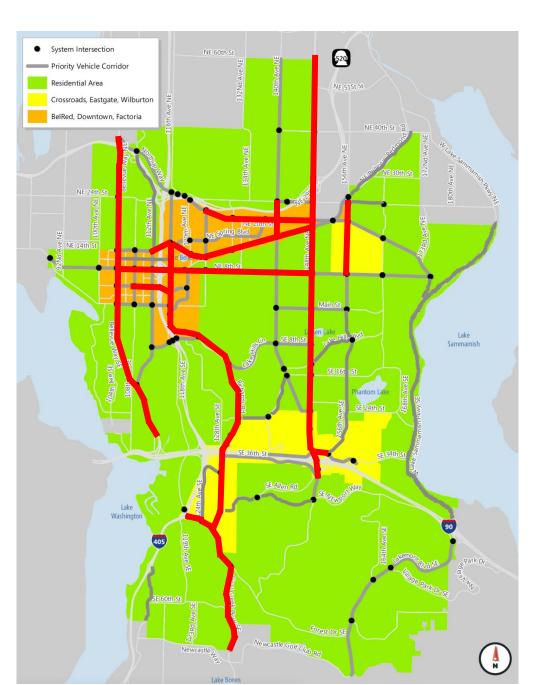
- Mixed-use, high density, high growth
- Supported by light rail and robust transit
- Closely-spaced intersections, small street grid
- High pedestrian priority; wide sidewalks and frequent mid-block crossings
- Mixed-Use/Commercial, moderate density
- Moderate street connectivity
- Frequent Transit 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

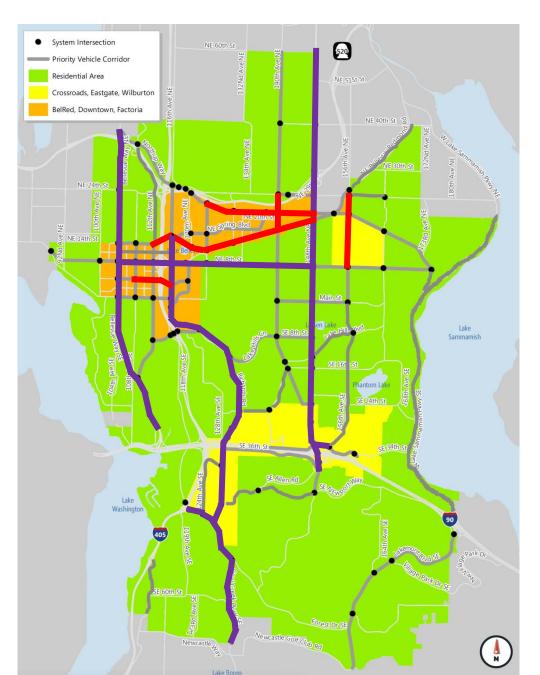
- Arterial Streets
- Over 10,000 average daily trips
- Over 20,000 average daily trips





Priority Vehicle Corridors

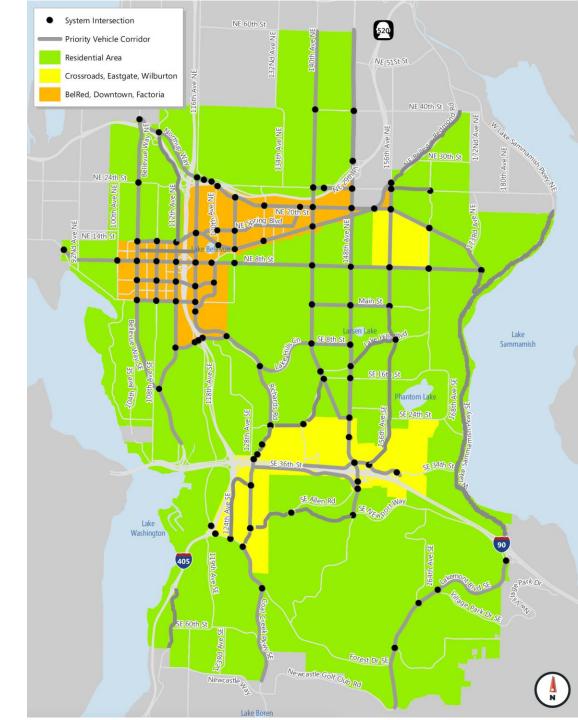
- Arterial Streets
- Over 10,000 average daily trips
- Over 20,000 average daily trips
- Major regional connectors





Discussion/Recommendation

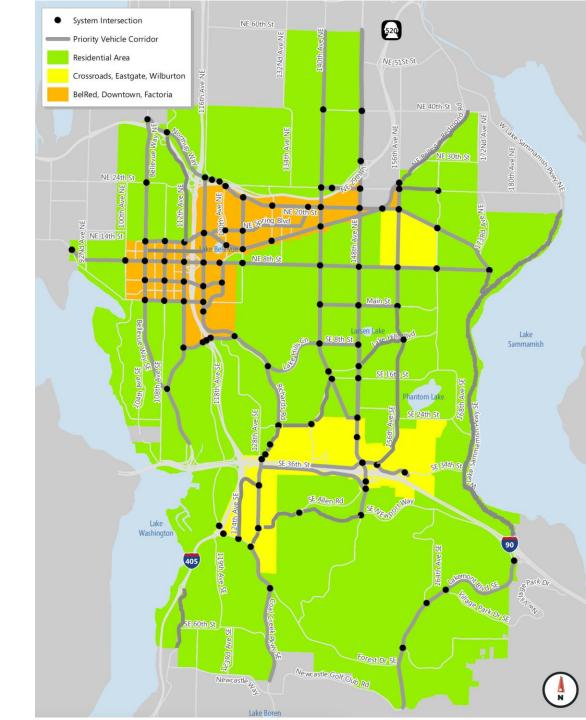
- Clarifying questions
- Questions, comments and final recommendations on Vehicle Level-of-Service
 - Performance Metrics
 - Intersection v/c
 - Corridor travel time
 - Performance Management Areas
 - Mixed-use, high density, high growth
 - Mixed-Use/Commercial, moderate density
 - Residential, low density

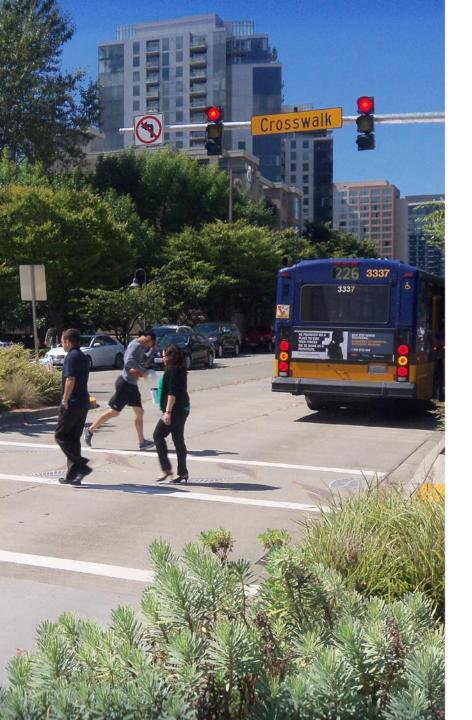




Discussion

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





Thank You!



Kevin McDonald kmcdonald@bellevuewa.gov 425-452-4558

Chris Breiland
c.breiland@fehrandpeers.com
206-576-4217

Please visit the Mobility Implementation Plan web site