MOBILITY IMPLEMENTATION PLAN

Mobility Implementation Plan

Transportation Commission
October 28, 2021

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City of Bellevue Washington Transportation

Fehr & Peers

MIP Report Outline

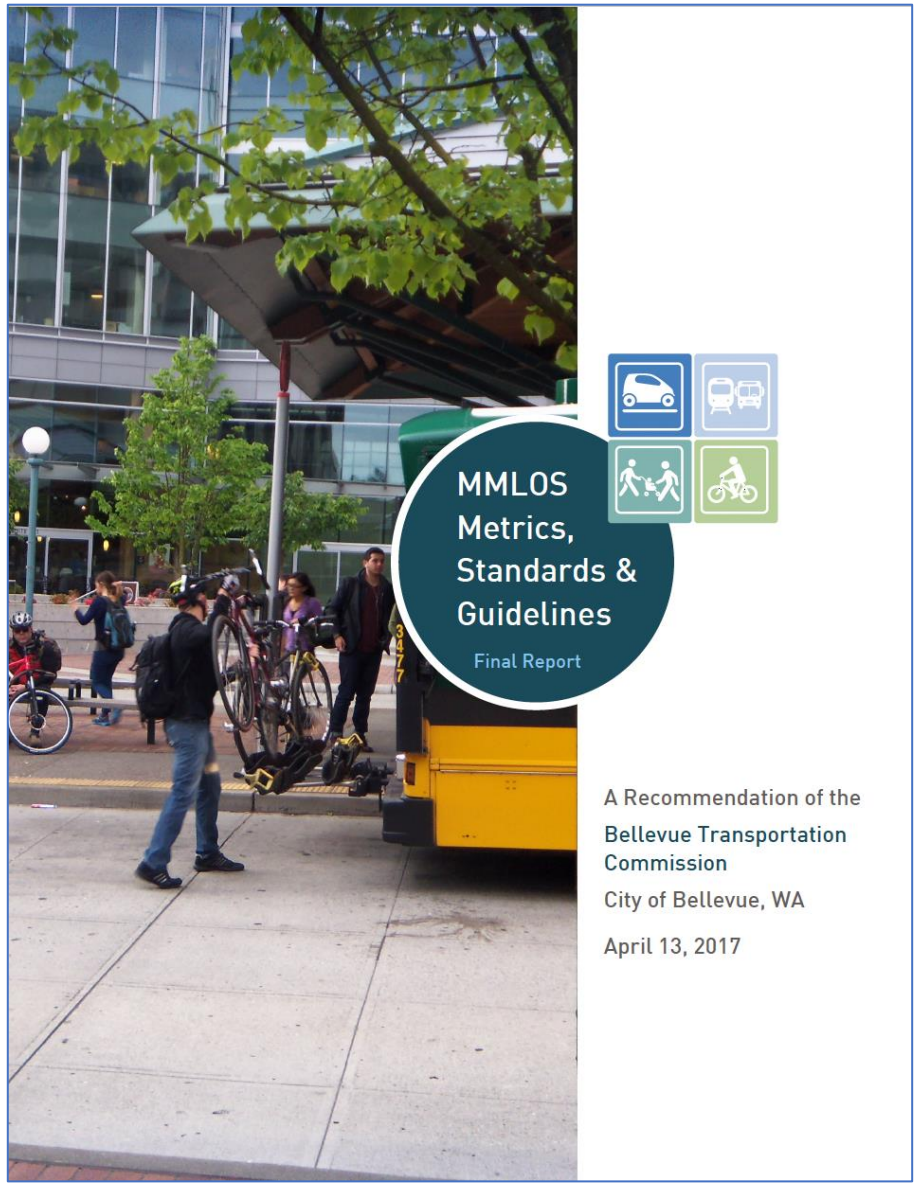
MIP will summarize and document the work accomplished by the Transportation Commission

- MMLOS foundation from 2017
- MIP Goals
- Performance Metrics
- Performance Management Areas
- Performance Targets
- Project Implementation
- Multimodal Concurrency

Note: No action is requested on the MIP of the Commission on October 28

MIP Report Introduction

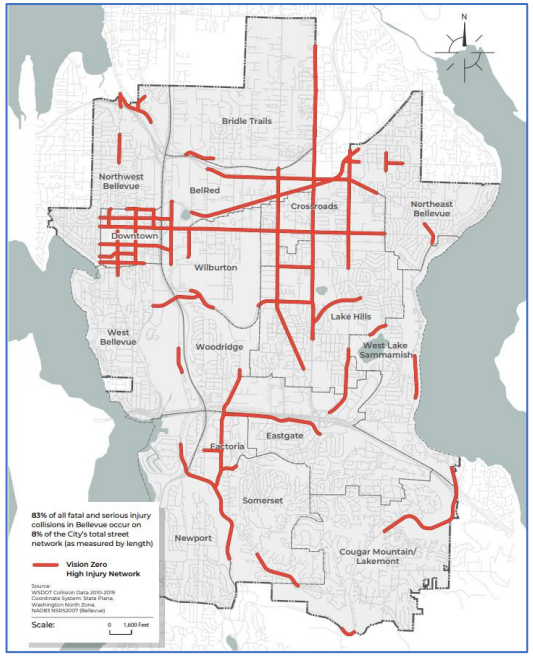
- Describe multimodal transportation evolution in Bellevue
  - Comprehensive Plan
  - MMLOS 2017
- Embed the mode-specific plans and implementation efforts within a system completeness approach to implement the planned transportation system based on performance



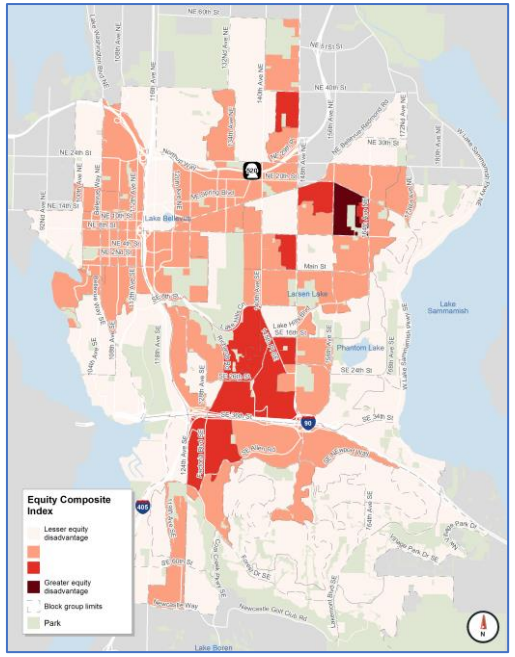
Mobility Implementation Plan Goals

- Summarize/describe the MIP Goals
- Formalize multimodal approach to planning
- Describe how to consider the MIP Goals when implementing the multimodal system

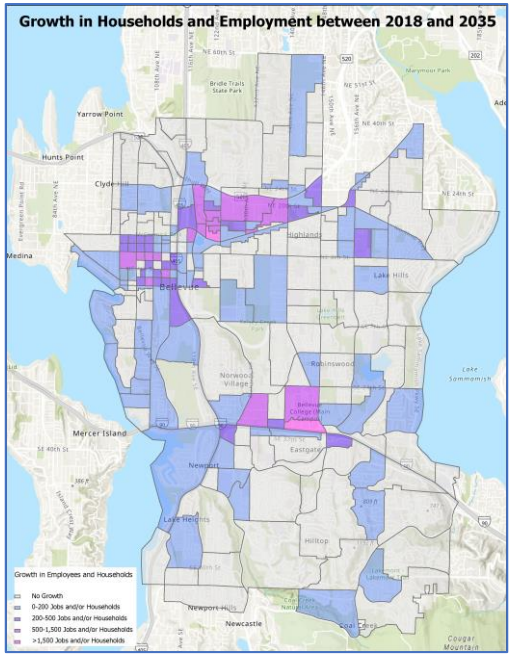
Improve Safety



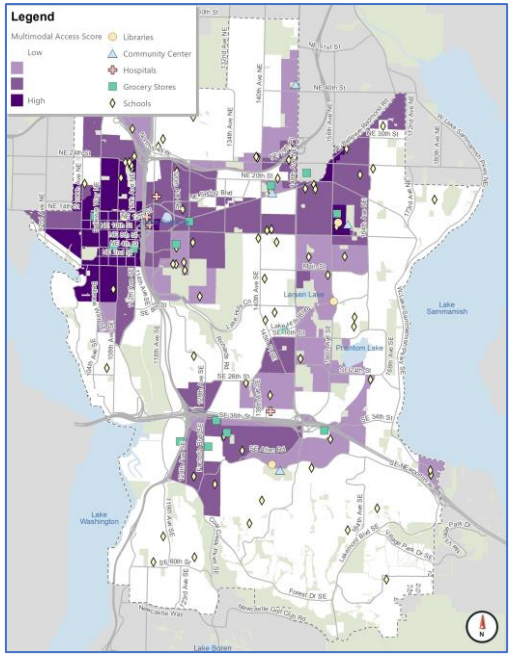
Consider Equity



Accommodate Growth



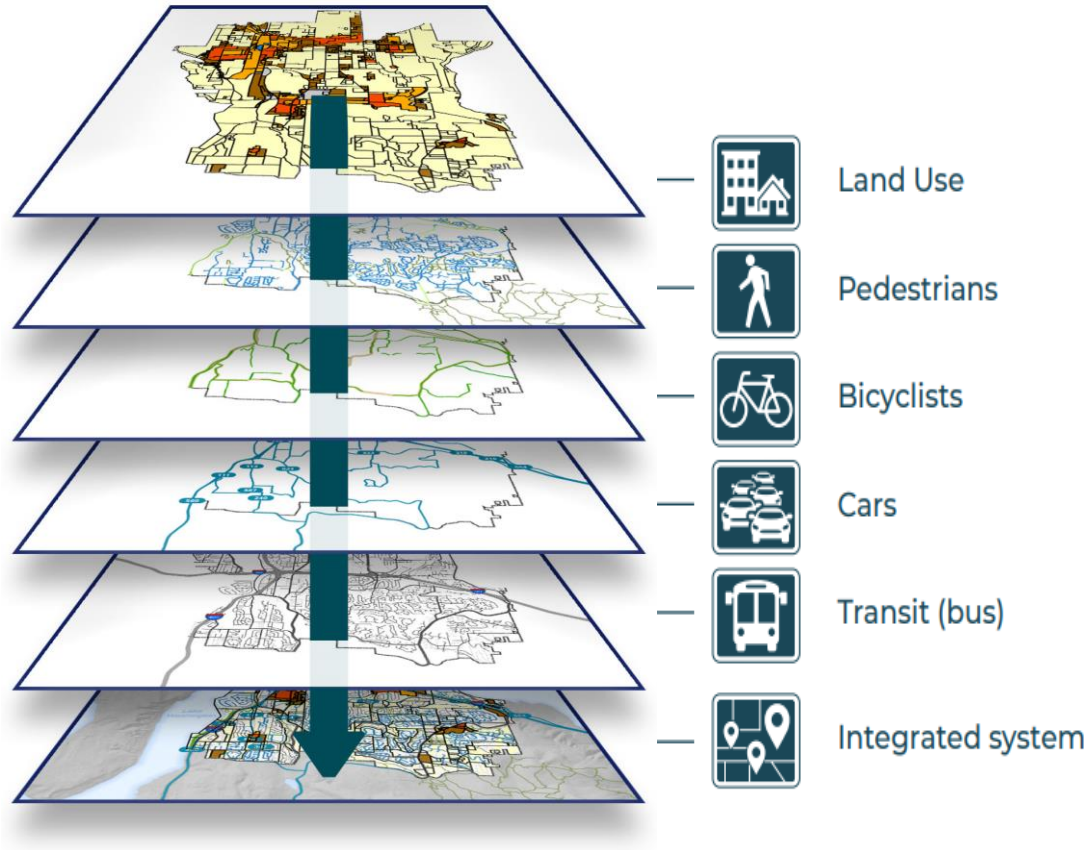
Improve Access/Mobility



The Layered Network

Describe and Identify the Components of the Layered Network

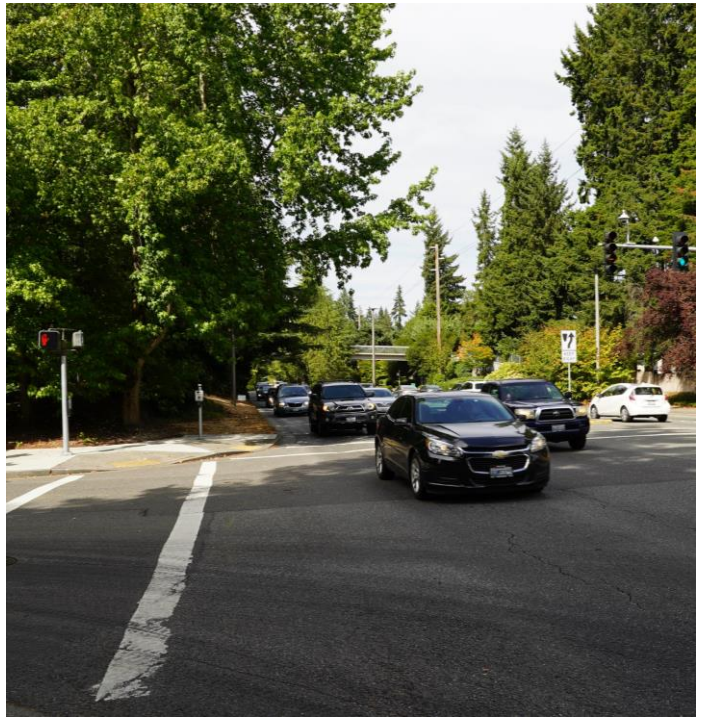
- **Land Use**
  - Intensity and mix of uses
- **Pedestrian**
  - Along arterials and across arterials
- **Bicycle**
  - Network from Pedestrian and Bicycle Transportation Plan and *2017 MMLOS Report*
- **Transit**
  - Frequent Transit Network from Transit Master Plan and transit stops
- **Vehicle**
  - Primary vehicle corridors and system intersections



Performance Metrics

Define the metrics used to describe each mode of the transportation system

- **Pedestrian**
  - Sidewalk dimensions
  - Arterial crossing frequency
- **Bicycle**
  - Level of traffic stress (LTS)
- **Transit**
  - Travel time ratio and bus stop amenities
- **Vehicle**
  - Corridor travel speed
  - V/C ratio at System Intersections



Performance Management Areas

Geographic areas where performance is summarized and where user expectations may vary due to land use intensity and mobility options

3 categories of PMA

Type 1: Mixed-Use High Density

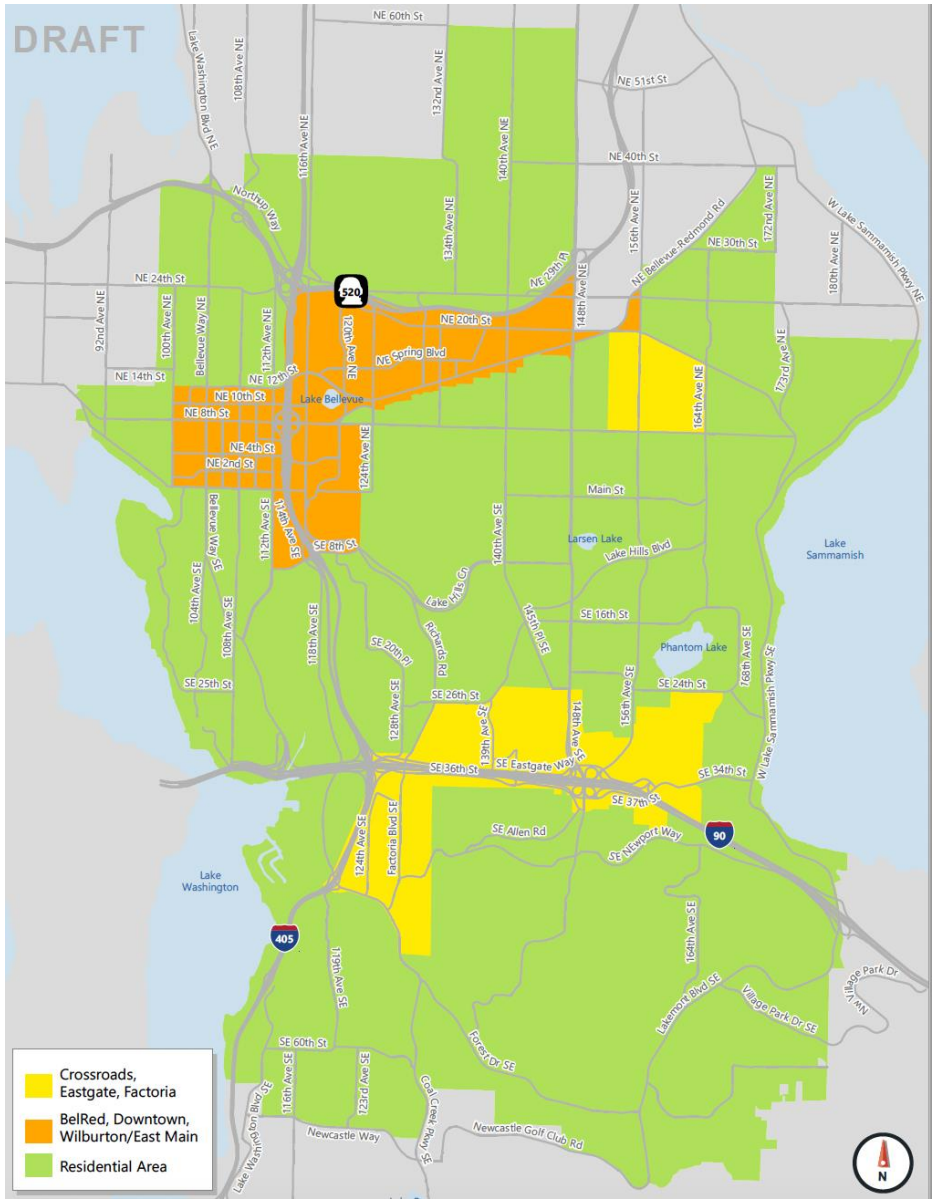
- Growth corridor, light rail service
- Downtown, BelRed, Wilburton/East Main

Type 2: Mixed-Use: Medium Density

- Moderate growth, Frequent Transit Network (FTN) service
- Crossroads, Factoria, Eastgate

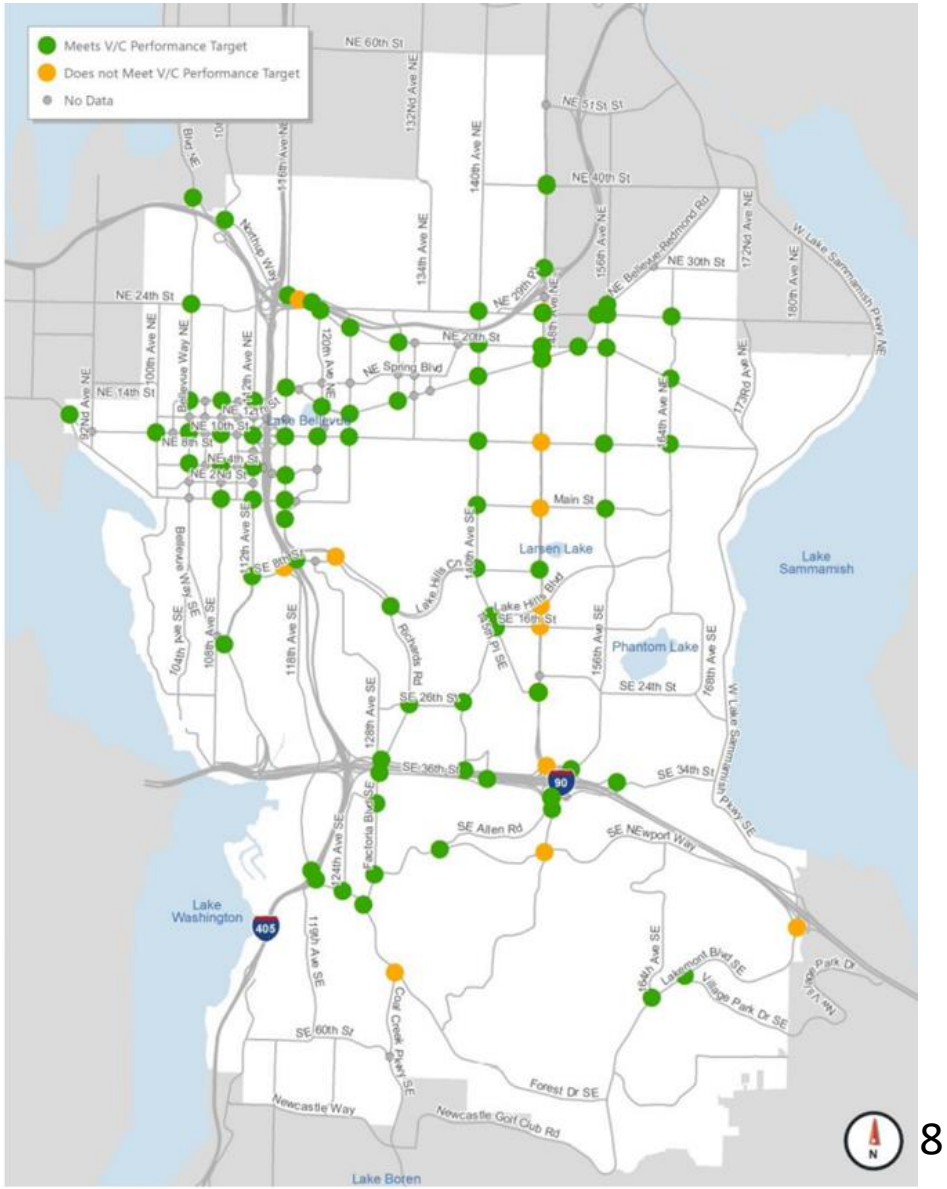
Type 3: Residential

- Minor growth, Transit on corridors
- Remainder of Bellevue



Performance Targets

- Describe the user experience for each mode
- Identify how the transportation system is performing relative to expectations
- Identify Performance Target gaps in the system – existing and forecast
- Highlight locations to consider a project investment
  - Does not prescribe a specific project
  - Project identification and prioritization process will inform Transportation Facilities Plan



Performance Targets for Each Mode

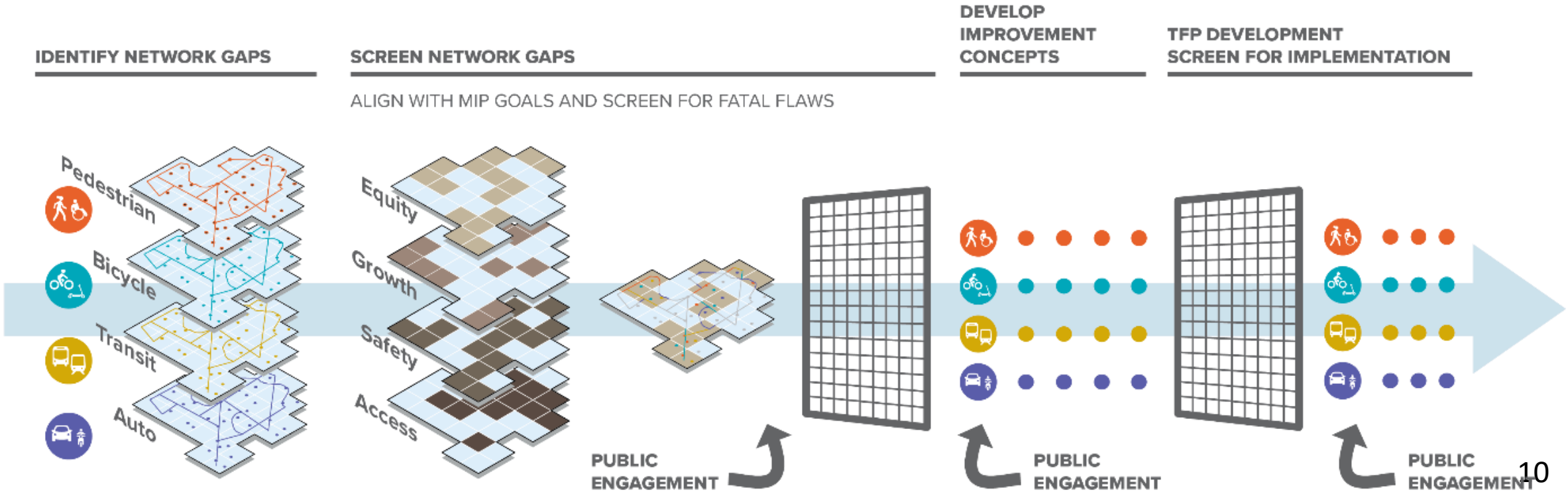
Mode	Performance Target		Output
Pedestrian	• Sidewalk dimensions: Both sides of arterials • Arterial crossings near major trip-generating land uses		Percentage of system completeness by PMA
Bicycle	• Bicycle network facilities meet the intended LTS: corridors and intersections		Percentage of system completeness by PMA
Transit	• Travel time ratio (relative to auto travel) of less than 2.0 • Stops on the FTN have transit amenities		List and map of activity center pairs that meet/exceed the travel time ratio Performance Target
Vehicle	**Type 1 PMA** Mixed-Use High	• 1.0 v/c ratio at System Intersections • >0.5 Typical Urban Travel Speed for Primary Vehicle Corridors	List and map of Primary Vehicle Corridors and System Intersections that meet/exceed the PMA Performance Target
	Type 2 PMA Mixed-Use Medium	• 0.90 v/c ratio at System Intersections • >0.75 Typical Urban Travel Speed for Primary Vehicle Corridors	
	Type 3 PMA Residential	• 0.85 v/c ratio at System Intersections • >0.9 Typical Urban Travel Speed for Primary Vehicle Corridors	

Project Identification and Prioritization

Define a transparent framework to identify and address Performance Target gaps

- Consider MIP goals
- Provide for public input in several stages

Identify Gaps → Screen → Develop Project Concepts → Inform TFP

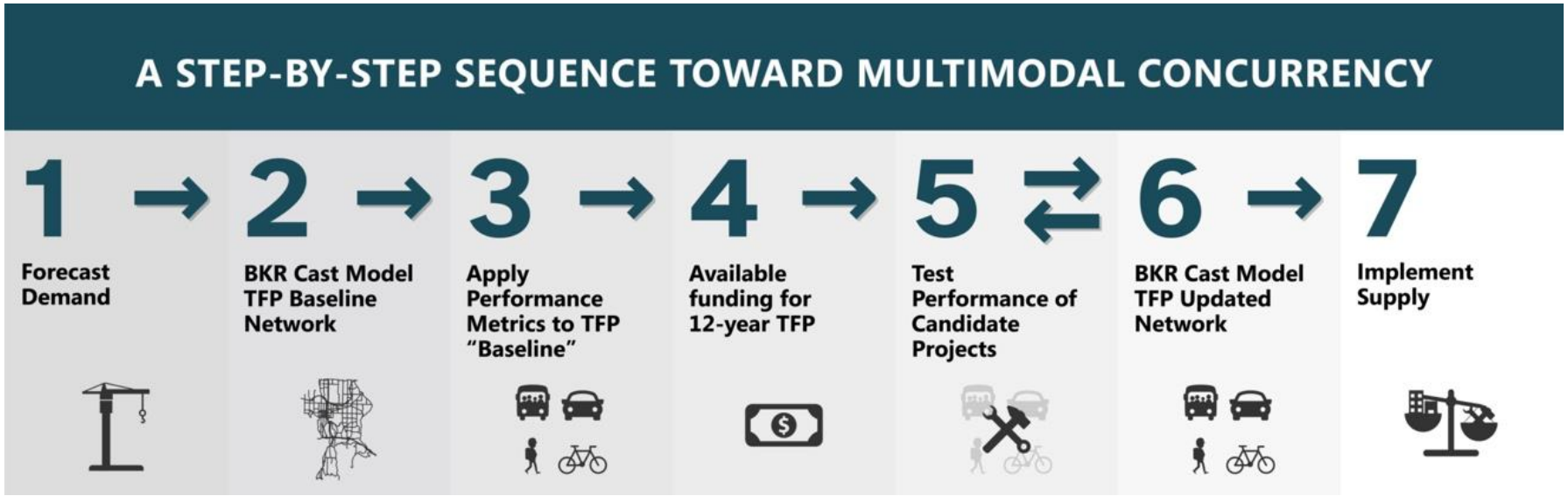


Multimodal Concurrency

Review Transportation Concurrency

- Outgoing Vehicle-only Approach
- Incoming Multimodal Approach
  - Supply and Demand
  - System Completeness

IS THERE ADEQUATE TRANSPORTATION INFRASTRUCTURE TO MEET TRAVEL DEMAND OF NEW GROWTH?



Putting the MIP into Practice

- When to update the MIP
  - Policy direction
    - Major update of Comprehensive Plan, or
    - More frequently if circumstances warrant
- Identify additional metrics and targets to track progress over time
  - Environmental Sustainability
    - Resident/Worker Drive-alone Rate
    - Per Capita Vehicle Miles Traveled
  - Transit Ridership
  - Land Use Accessibility
  - Vision Zero Support

Environmental Sustainability Targets

KPI	Short-term	Long-term
Resident drive alone rate (% of residents)	60%	45%
Worker drive alone rate (% of workers)	65%	45%
Electric vehicle (% of registered vehicles)	25%	100%
Per-capita vehicle miles traveled (VMT) (% reduction)	20%	50%
Jobs located within 1/4 mile of a frequent transit stop (% of jobs)	75%	85%
Housing located within 1/4 mile of a frequent transit stop (% of housing)	50%	65%

MOBILITY IMPLEMENTATION PLAN

Next Steps

- Draft Report to Transportation Commission in early November
- All of November available to review report
- Review draft MIP Report in December with questions/edits
- Final TC review and Submit for Council approval Q1 2022

Discussion

- Clarifying questions
- Discussion

Thank You!

Level-of-Service in Bellevue
Toward a Multimodal Approach to Mobility

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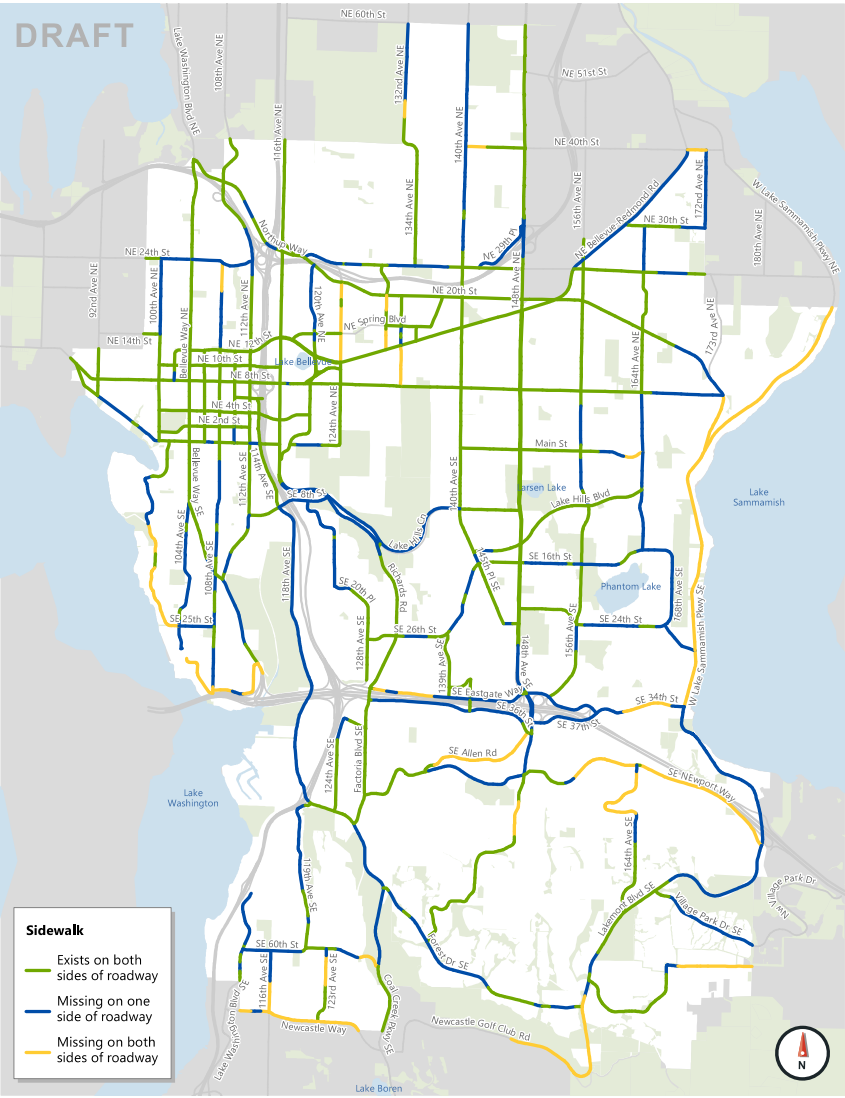
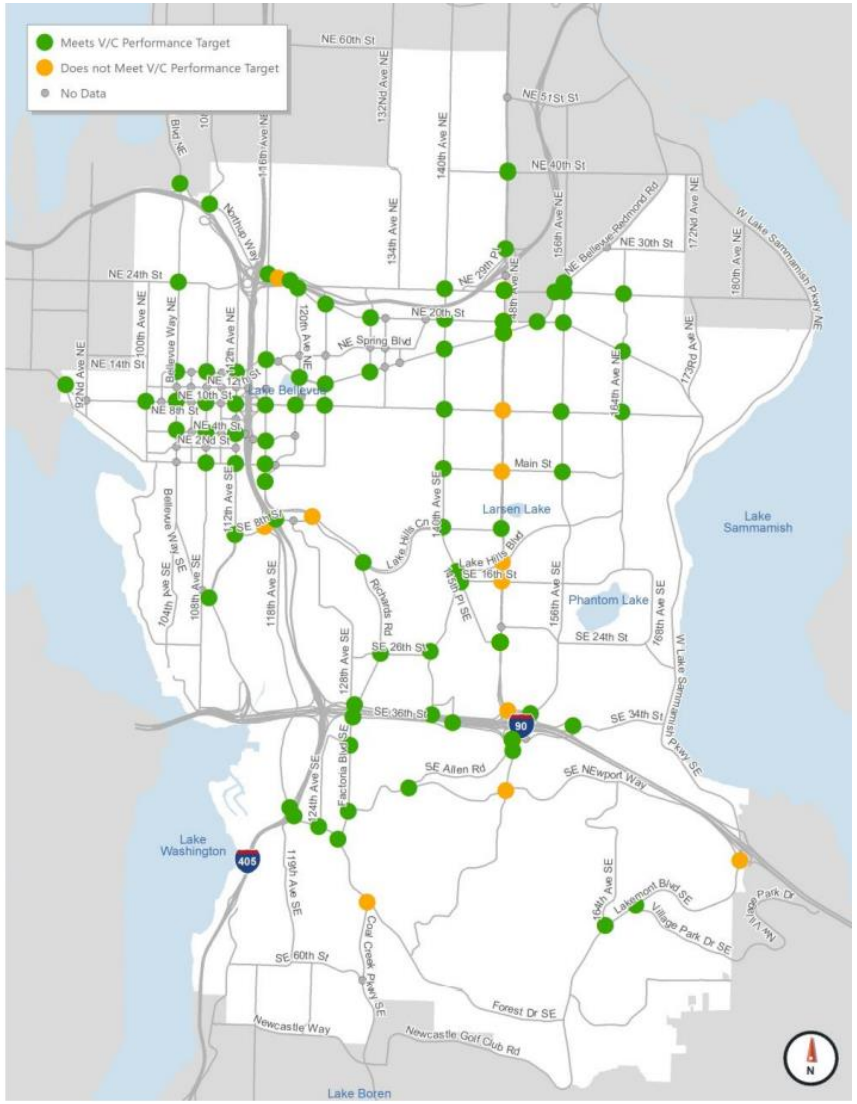
Please visit the
Mobility Implementation Plan web site

Performance Targets

Existing Pedestrian Sidewalk Performance Target Results	Existing System Intersection Performance Target Results