



DATE: June 15, 2009

TO: East Bellevue Community Council

FROM: Kevin McDonald, AICP
Senior Planner
Transportation Department
425-452-4558/kmcdonald@bellevuewa.gov

SUBJECT: Traffic Standards Code Amendments

Council is considering amendments to the Traffic Standards Code (Chapter 14.10 of the Bellevue City Code). These amendments are required to implement Bel-Red Subarea Plan and Transportation Element Comprehensive Plan amendments which were adopted on February 17, 2009. While amendments are proposed for several parts of the Traffic Standards Code, the two areas likely to be of most interest to the East Bellevue Community Council are the modified Mobility Management Area (MMA) boundaries, and the new Level of Service (LOS) standard for the Bel-Red/Northup MMA.

MMA Boundary Changes

The boundaries of MMA 12 (Bel-Red/Northup) were changed, as part of the Transportation Element, to match the boundaries of the Bel-Red Subarea. New boundaries for MMA 12 and also for MMA 4 (Wilburton) were established, together with minor adjustments to the boundaries of the MMA 2 (Bridle Trails) where the boundary between the Bridle Trails Subarea and the Bel-Red Subarea was aligned along SR-520. There were no changes to any of the other MMAs, and, as outlined below, specifically no changes to any of the MMAs in East Bellevue.

As a result of the MMA boundary changes, some of the "system intersections" – those intersections that are used to calculate transportation concurrency for the MMA – have been reassigned to the MMA in which they occur. This change largely involves reassigning MMA 4 intersections to the new MMA 12, and a few MMA 12 and MMA 4 intersections to MMA 2.

Attachment 1 depicts the prior MMA boundaries and Attachment 2 is the map of the new MMA boundaries with the boundaries of the East Bellevue Community Council superimposed. None of the changes to MMA boundaries or system intersection assignments involve areas within the East Bellevue Community Council - which is largely within MMA 8 (Richards Valley) and MMA 9 (East Bellevue).

LOS Standards Changes

Together with modifying the boundaries of MMA 12 to coincide with the boundaries of the Bel-Red Subarea, the Council changed the Level of Service standard for this MMA from D (.9) to E+ (.95). The numbers (.9) and (.95) represent the ratio of the volume of traffic that passes through an intersection relative to the capacity of the intersection. Therefore, an intersection at .9 LOS is functioning at 90% of capacity, and an intersection at .95 LOS is functioning at 95% of capacity.

This LOS standard change allows for a small increase in the amount of congestion within MMA 12, but it is consistent with the land use vision for the area, and is supported by a strong emphasis on developing transit and non-motorized commute options. One of the tradeoffs for an increased level of congestion is the reduced need to widen roadways and intersections – an endeavor which is costly to build and maintain, and is detrimental to the pedestrian and bicycle system. The LOS E+ standard is consistent with that in other urban/mixed-use MMAs in the city, including MMA 3 (Downtown), and MMA 13 (Factoria). Attachment 3 is a table that shows the LOS standard for each MMA in the City.

If you have any comments or questions on the changes to the Traffic Standards Code, please feel free to contact me.

Attachment 1 – Original MMA Boundaries

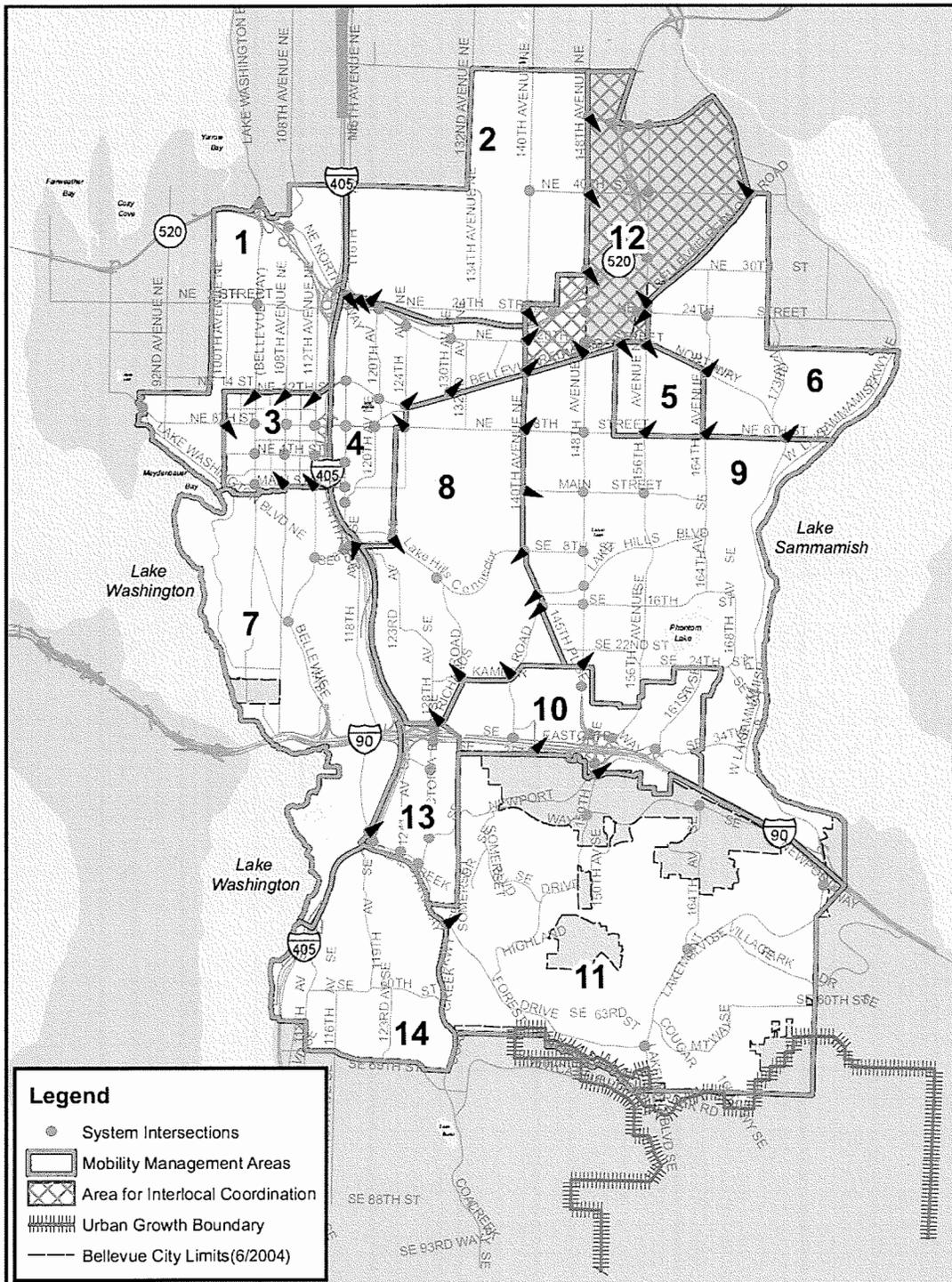
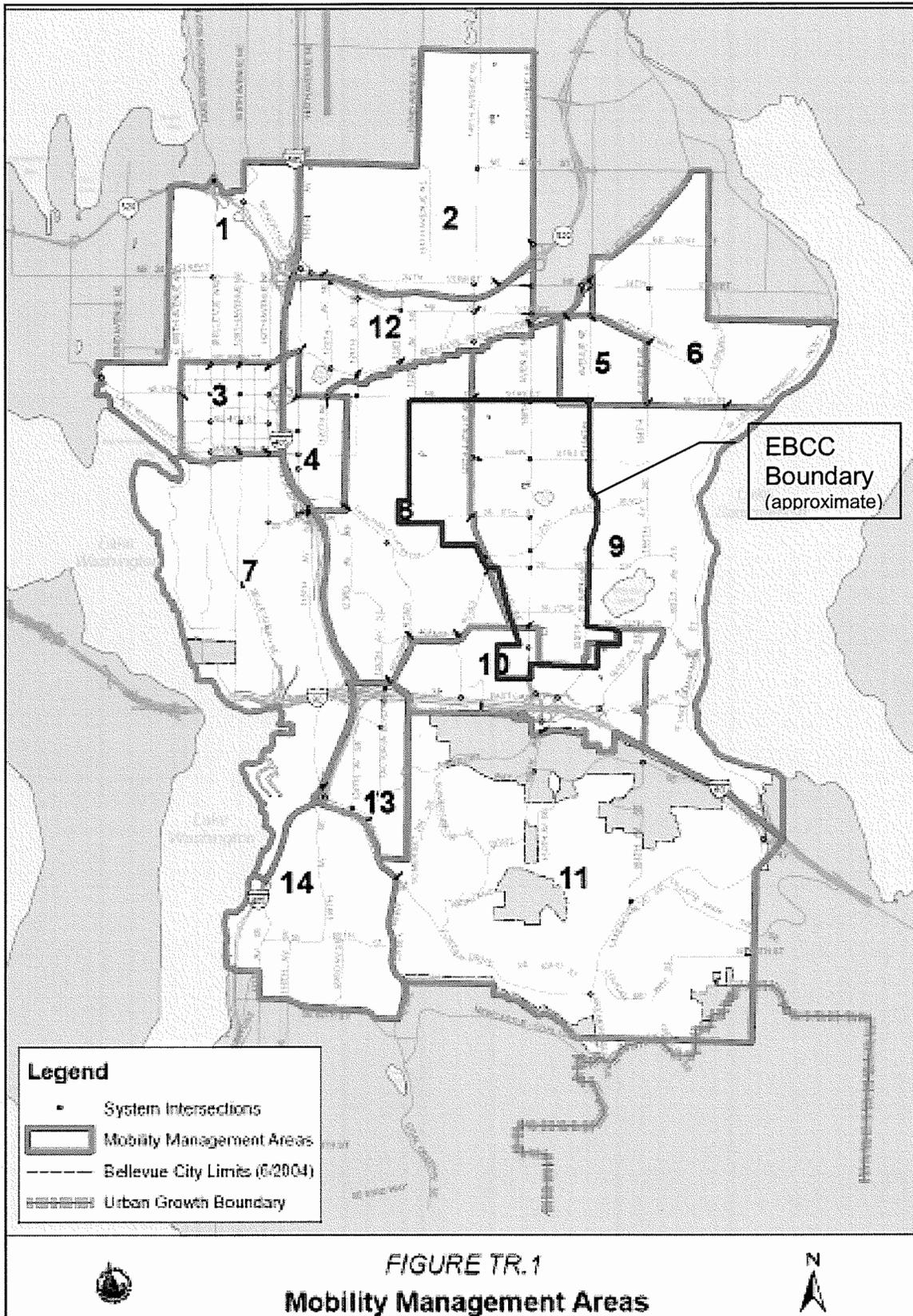


FIGURE TR.1
Mobility Management Areas

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Attachment 2 – New MMA Boundaries with EBCC Boundaries



Attachment 3 – MMA Level of Service Standards

*Table TR.1 Area Mobility Targets
(reference Policies TR-21, TR-36)*

AREA	ROADWAY (Area Average Level of Service) See TABLE TR.2 for Descriptions	MODE SPLIT INCLUDING RIDESHARING (% commute trips by modes other than SOV)	
		2002	2005 Target
REGIONAL CENTER			
3 - Downtown	E+	32	40
MIXED COMMERCIAL/RESIDENTIAL AREAS			
4 - Wilburton	D+		
5 - Crossroads	D-	19	25
10 - Eastgate	D	26	35
12 - Bel-Red/Northup	E+	20	25
13 - Factoria	E+	15	20
RESIDENTIAL GROUP 1*			
1 - N. Bellevue	D+	N/A for residential areas	
7 - S. Bellevue	D+		
8 - Richards Valley	D+		
9 - E. Bellevue	D+		
RESIDENTIAL GROUP 2*			
2 - Bridle Trails	C	N/A for residential areas	
6 - NE Bellevue	C		
11 - Newcastle	C		
14 - Newport	C		
INTERLOCAL AREAS			
12 - Overlake	E+	N/A for interlocal area	

* Groupings based on street patterns, transit serviceability, topography, development patterns, & land use objectives (see Policy TR-21).