

The BDA Downtown Access Strategy serves to guide Member advocacy and the BDA's approach to project and policy recommendations. The strategy acknowledges *conditions* and *factors* to establish realities, and it identifies *principles* and *priorities* to direct advocacy efforts. The BDA seeks to improve mobility access in/from and within Downtown Bellevue by convening Members to address, advance and inform transportation recommendations, projects and initiatives.

Conditions: Common-ground takeaways from member feedback and general statements of understanding.

Conditions Informing BDA Transportation Advocacy:

1. (↑AVG ↓VAR) Downtown Bellevue is the transportation hub of East King County.
2. (↑AVG ↓VAR) Attractive transit, rideshare and non-motorized options and connections reduce drive-alone commute trips.
3. (↑AVG ↑VAR) Details matter. They will help and hurt support for a project.
4. (↑AVG ↓VAR) Growth, regular weekday work schedules, school schedules, popular destinations, road capacity constraints, and limited travel options all contribute to peak period congestion.
5. (↑AVG ↑VAR) Members can disagree and hold divergent views on solutions, priorities, data, and measures of performance.
6. (↑AVG ↑VAR) Models and forecasts are excellent planning tools, and they have limitations in predicting future behavior and market realities.
7. (↑AVG ↑VAR) The majority of regional trips are made by private vehicle.
8. (↑AVG ↑VAR) Accommodating retail trips across modes, but primarily by car, is critical for our thriving retail economy.
9. (↑AVG ↓VAR) Employers seek to improve and expand mobility options that expeditiously move employees during peak periods.
10. (↑AVG ↑VAR) There's value to filling these blanks: *This project or initiative would support (who/what) and could negatively impact (who/what).*
11. (↑AVG ↑VAR) Traffic congestion and trip growth are inevitable in a growing, dynamic economy. It's a quality of life issue and risk to our economy; we want to address it and have reliable options to avoid it.
12. (↑AVG ↓VAR) What works in another city might (not) work for Bellevue.

Factors: Basic list of drivers behind most transportation policy and project decisions.

Factors Influencing Transportation Decisions

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|---|----------------------------------|--------------------------------|
| 1. (↑AVG ↓VAR) Comprehensive Plans & Policies | 6. (↑AVG ↓VAR) Development Goals | 11. (↓AVG ↓VAR) Partnerships |
| 2. (↑AVG ↓VAR) Cost/Benefit/Tradeoffs | 7. (↓AVG ↑VAR) Equity | 12. (↑AVG ↓VAR) Political Will |
| 3. (↑AVG ↓VAR) Data | 8. (↑AVG ↓VAR) Funding | 13. (↑AVG ↓VAR) Reliability |
| 4. (↑AVG ↓VAR) Demand | 9. (↓AVG ↓VAR) Impacts | 14. (↑AVG ↓VAR) Safety |
| 5. (↓AVG ↓VAR) Design | 10. (↓AVG ↓VAR) Land Use | 15. (↓AVG ↑VAR) Urgency |

Principles: Guiding strategy statements and desired outcomes for the BDA's transportation advocacy.

Principles for Transportation Advocacy:

1. (↑AVG ↓VAR) Make the travel experience to/from and within the Downtown area be faster, smarter, safer and greener.
 2. (↑AVG ↓VAR) Implement corridor plans for better efficiency and throughput.
 3. (↑AVG ↓VAR) Continuously improve efficiencies across modes.
 4. (↑AVG ↓VAR) Serve land use patterns and build the infrastructure to accommodate planned growth.
 5. (↑AVG ↑VAR) Align transportation funding to goals and performance metrics.
 6. (↑AVG ↑VAR) Reduce drive-alone commute mode share in peak periods; pursue alternative strategies to drive-alone travel.
 7. (↑AVG ↓VAR) Improve the walkable environment.
 8. (↑AVG ↓VAR) Collect and communicate the best available transportation data.
 9. (↑AVG ↓VAR) Communicate effectively with regional and state transportation agencies.
 10. (↑AVG ↓VAR) Emphasize importance of retaining effective and experienced transportation professionals at City and other agencies.
 11. (↑AVG ↑VAR) Define and implement an annual advocacy plan for projects and initiatives.
 12. (↑AVG ↓VAR) Update the BDA's strategy and recommendations on a regular basis.
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Priorities: Specific transportation project areas and initiatives to improve mobility, currently supported by the BDA and/or recommended for future advocacy.

Priority Project Areas and Initiatives Identified as Critical for Improved Mobility:

1. (↑AVG ↓VAR) Review and advance emerging technologies and mobility trends.
2. (↑AVG ↓VAR) Complete additional midblock crossings in Downtown where feasible.
3. (↑AVG ↓VAR) Complete planned Downtown, Bel-Red and Wilburton roadway projects.
4. (↑AVG ↓VAR) Complete SR-520 project to I-5.
5. (↑AVG ↓VAR) Complete the Bellevue section of the Eastside Rail Corridor.
6. (↑AVG ↓VAR) Complete the I-405 Corridor Master Plan.
7. (↑AVG ↓VAR) Complete the SR-520 124th Ave NE interchange.
8. (↑AVG ↓VAR) Continually improve the SCATS traffic management system citywide.
9. (↑AVG ↓VAR) Designate curbside drop-off locations for rideshare and deliveries.
10. (↑AVG ↓VAR) Ensure development construction schedules are coordinated and communication is clear to minimize travel delays and business impacts.
11. (↑AVG ↓VAR) Implement connected and protected N-S, E-W bike lanes Downtown.
12. (↑AVG ↑VAR) Implement programs to increase and promote available supply for shared, short-term parking.
13. (↑AVG ↓VAR) Implement transportation demand management and employer programs to support demand, and dramatically increase non-SOV mode share in the peak periods.
14. (↑AVG ↓VAR) Open East Link on time.
15. (↑AVG ↑VAR) Open the Grand Connection (Downtown-Wilburton) freeway crossing.
16. (↑AVG ↓VAR) Open the I-405 BRT system.
17. (↑AVG ↑VAR) Reduce major intersection wait times for pedestrians. Make walking more convenient and pleasant.

Conditions:	1	2	3	4	5	6	7	8	9	10	11	12					
Sum:	55	58	51	59	52	51	48	43	56	47	47	47					
Average:	4.6	4.8	4.3	4.9	4.3	4.3	4.0	3.6	4.7	3.9	3.9	3.9					
Percent:	91.7	97	85.0	98.3	86.7	85.0	80.0	71.7	93.3	78.3	78.3	78.3					
Variance:	0.7	0.4	1.1	0.4	1.3	1.1	1.1	1.7	0.7	1.1	2.3	0.6					
Factors:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		
Sum:	47	42	44	43	41	45	33	44	37	40	34	44	42	46	40		
Average:	3.9	3.5	3.7	3.6	3.4	3.8	2.8	3.7	3.1	3.3	2.8	3.7	3.5	3.8	3.3		
Percent:	78.3	70.0	73.3	71.7	68.3	75.0	55.0	73.3	61.7	66.7	56.7	73.3	70.0	76.7	66.7		
Variance:	0.4	0.8	0.4	0.7	0.6	0.3	1.6	0.6	0.7	0.9	0.7	0.6	0.8	0.6	1.1		
Principles:	1	2	3	4	5	6	7	8	9	10	11	12					
Sum:	54	50	51	54	47	49	54	50	49	51	43	48					
Average:	4.5	4.2	4.3	4.5	3.9	4.1	4.5	4.2	4.1	4.3	3.6	4.0					
Percent:	90.0	83.3	85.0	90.0	78.3	81.7	90.0	83.3	81.7	85.0	71.7	80.0					
Variance:	0.5	0.7	0.8	0.3	1.2	1.9	0.5	0.5	0.1	0.4	1.0	0.4					
Priorities:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Sum:	51	48	50	45	51	48	49	43	48	46	50	43	47	53	45	53	46
Average:	4.3	4.0	4.2	3.8	4.3	4.0	4.1	3.6	4.0	3.8	4.2	3.6	3.9	4.4	3.8	4.4	3.8
Percent:	85.0	80.0	83.3	75.0	85.0	80.0	81.7	71.7	80.0	76.7	83.3	71.7	78.3	88.3	75.0	88.3	76.7
Variance:	0.2	0.5	0.5	0.8	0.8	0.7	0.8	0.4	0.4	0.3	0.7	1.0	0.6	0.4	1.5	0.3	1.1

BDA Member Survey Snapshot

Level of agreement for each item of the Draft DAS