# **BDA TRANSPORTATION COMMITTEE** DOWNTOWN ACCESS STRATEGY LOOKBACK - *DECEMBER 16*

BDA Executive Committee directed Committee to review DAS in December.

## LAST UPDATE

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## 2019 DAS + Mobility Catalog

BELLEVIE DOWNTOWN	DOWNTOWN ACCESS STRATEGY				
DOWNFOORN ACCESS STRATEOR Reference Downsown Association   Adopted 2011	B				
Improving mobility is a large factor to Operations Bellevier's second as a thriving initial declinition, a second for fundadige workers and annexative samparies, and a alternet readential community.	The IKM Downseer Access Strategy sinus to pick Member advocup and the IKM approach to project and pulsy incommendations. The strategy includes tage that advoced up eating condition in the Opercover ans	WIN ACCESS STRATEGY 2019 - 2023	ana a	BOADWAY PREJECTS	
The Believed Downtown Association believes successful transportation and land use plans should be guided by the following situategy.	and identify deliner outcome to direct the BDA's advocuy/faces. These stigs inform the Transportation Committee's approach to evaluating multility insert and formulating freedback to the BDA Board.	150		B 4 <sup>th</sup> Securi Reference - Orp of Science O Mits Avan M of 1300 Avan M ( Deniel Science extension	Mit Spring Mid - Chy of Milmon Construct new administ Zene 1 (1950) Ald 5 M2 + Clink Aur M2
<ol> <li>Enable and server prevels (piles, housing, retail) downlows, forgunal and local plans call for continued prevels downlows, resulting in increases to daily trips. A successful</li> </ol>	Existing Conditions Consultant Approach Desired Descenes	- sting to the BEA Board.		Withorther First ES-3219, 2 Land Use Cade Update 2021 B MI 2nd M - Dity of Bellevas Bellevas War to 112th Jan HD	Construction-G2 (2019) (* Consolving G2 (2019) Design 27 (1004) millt MC + Coldy Aver M2 Construction-G2 (2019) (* Consolving G2 (2019)
Stansportation intensish will help comunicate aborelignment, attract jole, modernic and withins. Transportation and lend are policies and and july with proper funding to maximize afficiencies in the Stansportation network.	Desenteen Access Electory Objectives To converse members to address, advance and inform transportation meanmembelling, projects and information that happene medify (a, how and address Desenteen Relevan and to de so in the most Relevan and they ways to advise the desired advances.	adoutly have to engage	10 -	Bildenur Hig to 1 Citi Ann Hig Andreity withing     Bild of Schemelen - 1 405 Interchange - City of Bellevier     Bild of Annual 4 to 108 Ann Hig	Barten Same M - Chy of Bellevan Balan sambary in the inner Dame ( Not Am 10.00, 10.00) Dame ( Not Am 10.00, 10.00) Dame ( Not Am 10.00, 10.00)
<ol> <li>Optimize traffic flow. Continue to prioritize stategic rookway capacity and technology investments to address relical challengents, improve traffic operations (b), fram, within divertisery and minimized which for all nodes.</li> </ol>	Existing Conditions: Devel-understandings of mobility is and amount Downtown Series.	Owin will establish agende. In The Devind Outsume will help		And education with a half othersharpe at 1.415 B 110th Annual ML - Org of Inference Org on Draw ML Borgs	itema it (NL 1016 to NL 5prog Bird) Construction 2018 (Completion 2021 Brane & Dif Sprog Bird to Khop Way) Construction 2018 (PC 10 Complete Ch 2020
<ol> <li>Optimize light call implementation, those infimationly to implement East Link light call personnes to the biforeau/board Taronal MXU prevalence, with special entereions to mitigating instructure and automation boards and automations. And a</li></ol>	1. Downlow finiteers is the regional transportation has of fast King County.	stative would support <u>table table</u> We assessed ground and recognize	5+16	Wein land from 2 to 3 + advantil improvements 1988 Journal MC Stratturipe Plan - City of Bellence Add Agins, Servicence, and Other Inner.	Exerce 4 School Way to Northwy Way? Construction 3021 C Compression 3022
emplanty mouth and allowing detendent solutions and resource along combustors. 4. Maintain the solution and casacity of enabling facilities. Encoding of the solution	<ol><li>Suffic congestion and trip proeth are inevitative in a growing, dynamic economy, monaved congestion impacts Operative: Belevev's quality of the and power risks to its economy.</li></ol>	cipit, data and official materials		Withorton Time DS 2010 (Care Unit Carlo Update 2020 Indiana Way 1977 - City of Indiana 2120 Aurill 17 (10 192	Buffeel Read to MI 2016-01 Minimum and curbotic improvement Construction (2) 2008 (2) Completion (2) 2001
<ul> <li>Seamative strengt, guerral and a seama strength of the seamative strength of the se</li></ul>	<ol> <li>Reputation and jub growth, regular workday and schedi whethins, road and curb capacity constraints, and finited travel options at controllute to peak period competion.</li> </ol>	a recommendation to forward to	EESS STRATEGY providence joint	Construct NOV operate line Construction 2021-24	
<ol> <li>Establish priorities for the protection environment and nen-motorial access. Much of developen relies on indeparts non-motorial access. Perign and investments about reviews: a compact, matching, well convected development.</li> </ol>	<ol> <li>Retail chopping, regional events and attractions, emeritainment and recruices, and read and curb capacity constraints commonly contribute to off-peak travel congredies.</li> </ol>			MARTINODAL PREASCTS B Taskess Rat Constants - Strip County Concept 167 mile anth Josef regions from	B 1995 from MI Demonstration Bills Laws - City of Bellevan implementative avalanteer
<ol> <li>Advisor mode-share gask. Downtown read-ways are constrained (superflock), limited (XXX) and resources are limited. As comparison levels and drive-share to revise tests grow, demand for insider controls (transit, second). Methods and if its "Street tensors and</li> </ol>	<ol> <li>Introvicely and currently, meet trips are made by private which. Employer, employers, residents and withon increasingly seek multimodel travel options for more reliable and/or core compretions trips.</li> </ol>	and the second second second		Bending 2019 () Canadivation 2019 (3) () Completion 2020 B Stand Connection - City of Millioue Chropol New materiand consider	Prine 24 to 14 True" 20 Terring 2018 19,1 Yealwarkon (3) 2019 Dati Link Enternation - Sound Trunch
denand for inside options (privat, responds, declarer all risk. Stands service and infrastructure should anticipate and respond to demand. 3. Strink is all cars to make resh and endowmental lessars. Selince contributs to	<ol> <li>Attractive transit, elevenews, non-motorized options, and employer commute programs can directly reduce the alone commute trips.</li> </ol>			Ohyderdarae Big to Saturb Rah Cantole Carego 2014 - 20	B Cananatan 2015 22 ("Cangleton 2021")
<ol> <li>Series is all cases to reduce costs and environmental legaces. Selicuse continues to support this principle by enabling and serving growth-downtown.</li> </ol>	<ol> <li>Commute times and distances have increased for a substantial portion of the believue workforce, in part, due to the limited supply of aminipile housing.</li> </ol>	e, and advance local projects that		MOBILITY PLANE & DOUTING, PROPOSED SERVICES	O Transportation Management Program - IEA - DECING
<ol> <li>Minima turfic, property and basiness impacts due to construction. DownTown moders, basiness: and reasoners regime adequite notes and planning assistance to avoid or minima disruptions.</li> </ol>	the stread supply of attainable inducting     A. Disject funding for future transportation investments is limited and competitive to acquire.	greet.	KOOT L	Nobility plane: 200 re-accommodate growth in Sourcean Assessment Publics Starty - (In orthologue - 2010/2010)	B Provins employees place and popposes to action to an interval screech layer place and how Developer Indiana. Reduction Result Res. Indiana. (1973)(1)
	9. Adopted transportation plans and studies provide essential data and background information.		e adag sorthoard: #1 The enset of all a		framework expending bias trutities throughout Relevae. Rebellhamide Brights regresses televisies ackysted in 2011
	4214121221   Independencement   42141200-444, June 10; Edward # 18004   Disordiant Access Scorege 1		16134301 #5001	<ul> <li>Oppose for influencing decision and by regional treast automates and hadring capital property to 2000</li> <li>Value Janu, Dr. of biblious J. PEPOSED</li> </ul>	Smark Mobility Plan - City of Schenes - DECITICE Tapdate adapted 2014 it implementes forming Tandatand A memory for displaying new middlay differences forward technology ACCE Midd has assessed ACL and ACLAS
	<ol> <li>Strengthen Download's proving diverse economy.</li> </ol>	· · · · ·		Value Jan Cry of Inforce - PICHOSO Implementation (219 Coal and Imategy to refuse collicions and elevision finalities	MORE BEAMS supported CLand IGAIS Multimodal LowEnd Envice - Belincer (PEDPOSID Cannol Adaptor-0211 2019
	425433 E31 () indecemberson () 400 E86 An VL Ave VL Adves (9 80	De Downtown Access Transgy 2			

The **BDA Downtown Access Strategy (DAS)** serves to guide Member advocacy and the BDA's approach to project and policy recommendations. The strategy includes steps *that acknowledge existing conditions* in the Downtown area and *identify desired outcomes* to direct the BDA's advocacy focus. These steps inform the Transportation Committee's approach to evaluating mobility issues and formulating feedback to the BDA Board.

## COMMITTEE FEEDBACK (12/16)

### **DAS Updates – Existing Conditions**

- Funding sources are **more** limited.
- Acknowledge evening activities contribute to peak-period traffic.
- Acknowledge "through" trips are a contributing factor.
- Reinforce/clarify the connection between Eastside's lack of affordable housing options creates congestions due to the increased volume of trips from affordable markets far away.

### **DAS Updates – Desired Outcomes**

- Support projects and programs that reduce Downtown as a throughput option.
- Be more specific about how to reduce and incentivize drive alone trips.

### COVID ERA CONDITIONS AND DESIRED OUTCOMES

Condition	Desired Outcome				
Stimulus funding is likely to be available for shovel-ready projects.	Advance projects to shovel-ready and prepare to advocate.				
Ridership boom.	Prepared to accommodate a spike of trips in a post-pandemic world.				
Transit services have atrophied.	Reduce the planned 2-year transit "reconstruction" period.				