



Bellevue

Transportation Commission

DATE: May 23, 2019
TO: Bellevue City Council
FROM: Transportation Commission
SUBJECT: 2019-2030 Transportation Facilities Plan (TFP) Update

Commissioners:

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At our May 23, 2019 meeting, with a vote of four in favor and two opposed, the Bellevue Transportation Commission voted to recommend the proposed 2019-2030 Transportation Facilities Plan (TFP) and impact fee project list for your consideration.

Also, the TFP process clearly indicates that the transportation planning process for the City of Bellevue needs to be brought up to speed with the growth within our community. All six Commission members present voted to recommend that the City update its transportation planning process to provide for the development of a Bellevue Transportation Master Plan. The Transportation Master Plan should include the following primary features:

- Identification of a transportation infrastructure system and plans of improvements that are consistent with the Bellevue Comprehensive Plan
- Identification of systematic strategies for facilitating modal integration and addressing modal conflicts
- Updating the concurrency process so that there are opportunities at multiple timelines to ensure the transportation system is kept up with growth
- Address impacts of regional transportation on Bellevue city streets and incorporating Council's regional transportation priorities and strategies
- Provide performance measurement that speaks to and informs the various stakeholder groups in the city including the residential neighborhoods and the business community.

The TFP document lists the transportation improvements planned for the City of Bellevue over the next twelve years. The impact fee project list is a subset of roadway and intersection capacity projects included in the proposed TFP update.

Since October 2017, in conjunction with the city's periodic TFP update process, we have been engaged with the public and Transportation Department staff in evaluating existing and candidate projects for inclusion in this year's TFP update. We presented our preliminary list of recommended 2019-2030 TFP projects to the Council on July 9, 2018. Our transmittal memorandum from that meeting is attached here and documents much of our detailed rationale for inclusion of the various project priorities.

Following the July discussion with the Council, staff engaged a consultant and conducted a programmatic environmental review to analyze the combination of land use growth anticipated by 2030 and the effectiveness of the transportation system (existing facilities plus projects in the proposed TFP) to accommodate the future needs. Having reviewed this analysis, we continue to recommend this list of 50 projects for the 2019-2030 TFP. We would like to call your attention to the following issues and observations associated with our update of the TFP:

- Forecast of transportation conditions shows most Mobility Management Areas (MMAs) in compliance with their respective mobility targets for vehicular level-of-service in the 2030 horizon year for this plan. However, three MMAs are projected to exceed their thresholds for overall average intersection volume to capacity (V/C) or number of intersections allowed to exceed the designated V/C for the MMA or both. These are Bridle Trails (MMA 2), Northeast Bellevue (MMA 6) and East Bellevue (MMA 9). In addition, the BelRed area (MMA 12) is projected to be near its limit, with 7 intersections exceeding the designed V/C for the area. And several other areas are projected to be approaching their designated V/C performance levels (Wilburton MMA 4, Richards Valley MMA 8, SE Bellevue MMA 11, Factoria MMA 13). Because of the identified potential to exceed standard in these MMAs, we recommend the following set of strategies:
 - Continue to monitor compliance with transportation concurrency requirements (six-year horizon) via annual updates of the Transportation Concurrency Report
 - Consider the potential need for capacity improvements in future updates of the TFP (which occur approximately every three years)
 - Evaluate the potential for operational changes that might improve V/C measurement at intersections in affected MMAs
 - Continue to pursue transportation demand management strategies directed to employees, employers, property managers, residents and students
 - Monitor and evaluate impacts of technology on trip-generation, mode choice and transportation system performance
 - Consider undertaking a study of anticipated future land use and transportation needs in the Overlake area, preferably with the cooperation and participation of the city of Redmond (where much of the growth is occurring). This study would have the objective of achieving a common understanding of likely and potential growth scenarios and agreement regarding transportation facility needs.
- The project list for the proposed 2019-2030 TFP includes 10 projects that we recommend for evaluation and prioritization via the ongoing Pedestrian-Bicycle Implementation Initiative (PBII) process. All 10 of these projects are carried over from the current 2016-

2027 TFP and closely align with the Council-reviewed principles of the PBII. No specific funding allocations are currently identified for these projects; instead, the 2019-2030 project list includes a “Ped-Bike Implementation Reserve” line item which represents a recommended TFP revenue “set-aside” of \$21.7 million for future allocation to these Ped/Bike priorities, as may be determined through the PBII process, CIP development and future Council action.

Not included in the list of recommended projects is TFP-158, a project in the current TFP that would add a sidewalk and bicycle lanes on SE 16th Street between 148th Ave SE and 156th Ave SE. The Commission heard mixed opinions from the public concerning this project and therefore voted last year to remove it from the list and instead prioritize projects in locations where there is clear support from residents.

Commission members voting in favor of recommending the proposed 2019-2030 TFP acknowledge the projected vehicular level of service levels in the 2030 horizon year fall below city standards set for concurrency in several subareas (MMAs) and support adopting the proposed TFP as a logical step, in preparation for pursuit of the additional strategies identified in the list above.

Commission members voting against the proposed 2019-2030 TFP had serious concerns about the projected levels of congestion shown for 2030 in the transportation analysis for the TFP and therefore believed the current proposed TFP is inadequate and should have been reworked before advancing.

We would be pleased to discuss the Commission recommendations and concerns as well as the 2019-2030 TFP update process in more detail at the City Council Study Session.

Attachments

1. Proposed 2019-2030 Transportation Facilities Plan
2. Transportation Commission memo to City Council dated June 14, 2018 regarding 2019-2030 TFP Preliminary Project Priorities (attachments to this memo not included here).