



City of Bellevue

2019-2030 Transportation Facilities Plan Update

Report from Transportation Commission

Mike Ingram, Eric Miller | Transportation Department

Lei Wu | Transportation Commission

June 10, 2019

Council Direction Requested

- Return with legislation to **adopt the 2019-2030 Transportation Facilities Plan – Two Options:**
 - **Include TFP-158** (SE 16th Street sidewalk + Bike Lanes), or
 - **Do not include TFP-158**
- Return with information and options for a **transportation study** in Overlake, NE Bellevue & East Bellevue
- Return with information and options to **update the Transportation Impact Fee Rate Schedule**
- Prepare a budget request for the 2021-2022 budget cycle to develop a **Transportation Master Plan**

AGENDA

Overview of TFP Update Process & Proposed Projects

TFP Environmental Review

Final Transportation Commission Recommendations

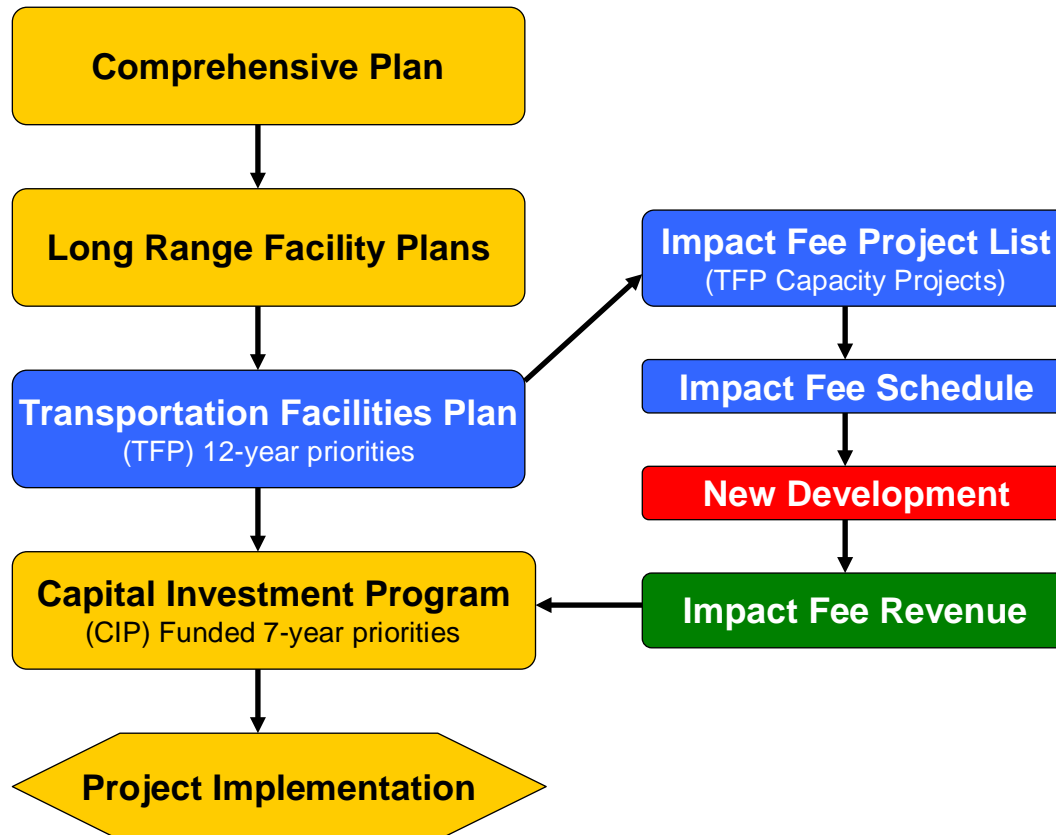
- Adopt 2019-2030 TFP
- Develop a Transportation Master Plan

Lei Wu, Commission Chair

Future meetings:

- *TFP Adoption*
- *Transportation Study of Overlake/NE Bellevue*
- *Transportation Impact Fee Program Review*

Transportation Facility Planning Process



TFP Overview

The Transportation Facilities Plan is a 12-year "financially constrained" plan:

- **Provides the first level of citywide project prioritization** (to identify projects for funding in the CIP);
- **Includes environmental review** (to evaluate impacts of 12 years land use growth on the transportation system and other elements of the environment); and
- Capacity projects in the TFP form the basis of the **Transportation Impact Fee Program**

City code specifies that the Transportation Commission present an update of the TFP to the City Council every two years, as necessary.

2019-2030 TFP Update Process

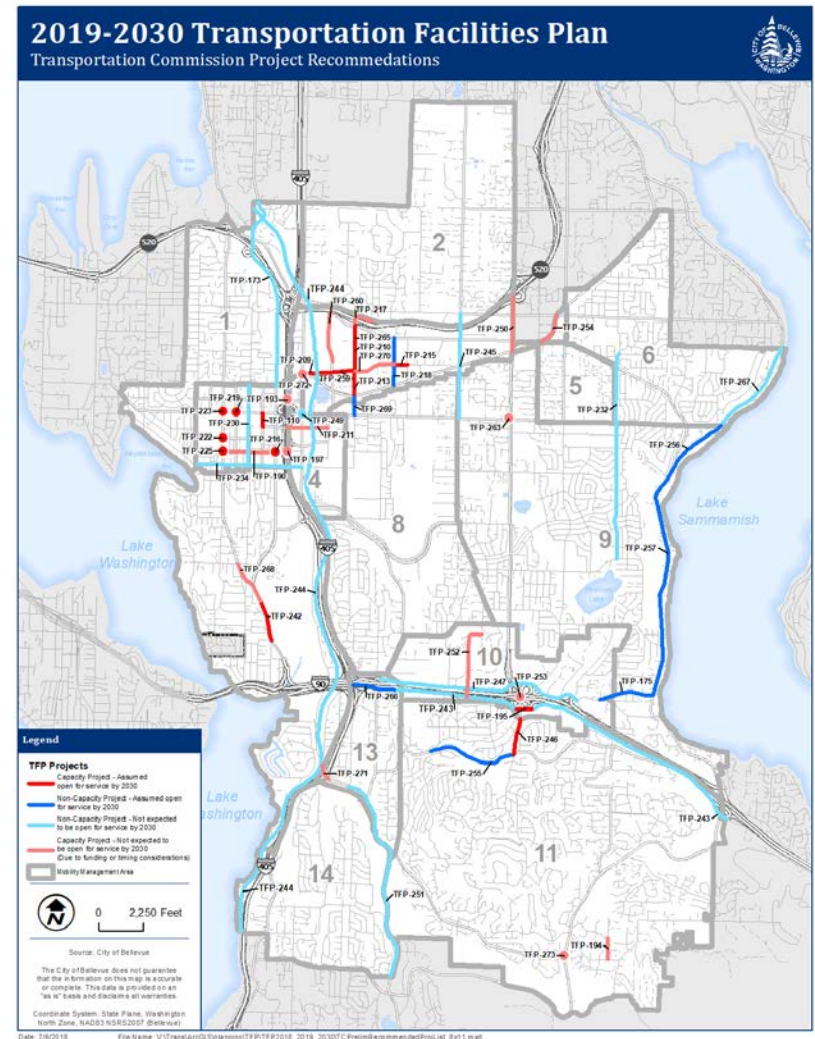
- Oct. 2017 – May 2019: Project Identification, Public Involvement, and Project Prioritization
 - May 24, 2018 – Transportation Commission approved Preliminary TFP Project List
 - July 9, 2018 – Commission presented Preliminary Project list to Council
 - March 15, 2019 – Supplemental EIS published
 - May 23, 2019 – Commission recommends proposed 2019-2030 TFP to Council
- **Tonight: TFP review**
- July 15, 2019: Potential adoption of 2019-2030 TFP.

TFP Project List

50 projects recommended list:

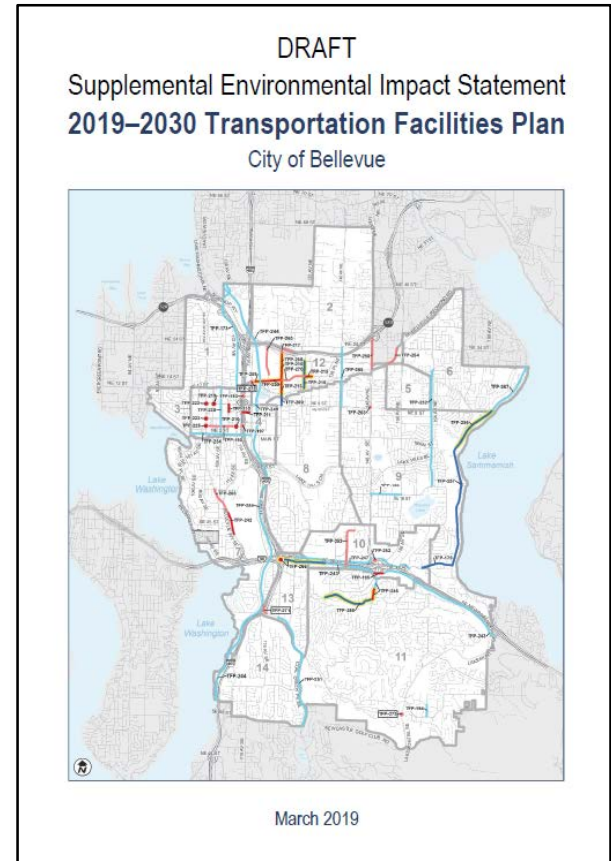
- a. 11 projects fully funded in current, 2019-2025 CIP
- b. 16 additional priority projects
- c. 13 projects to be implemented in conjunction with others
- d. 10 ped-bike projects carried over from current TFP

Total project costs: \$388.1M

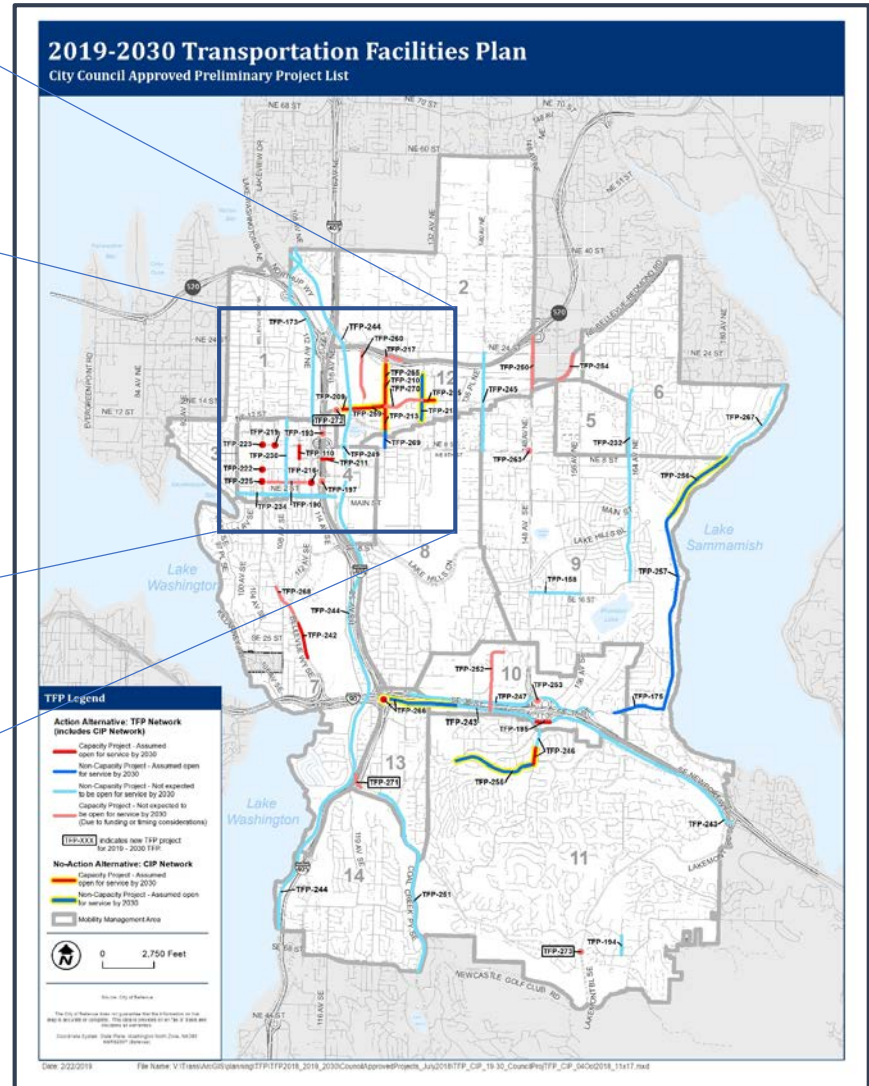
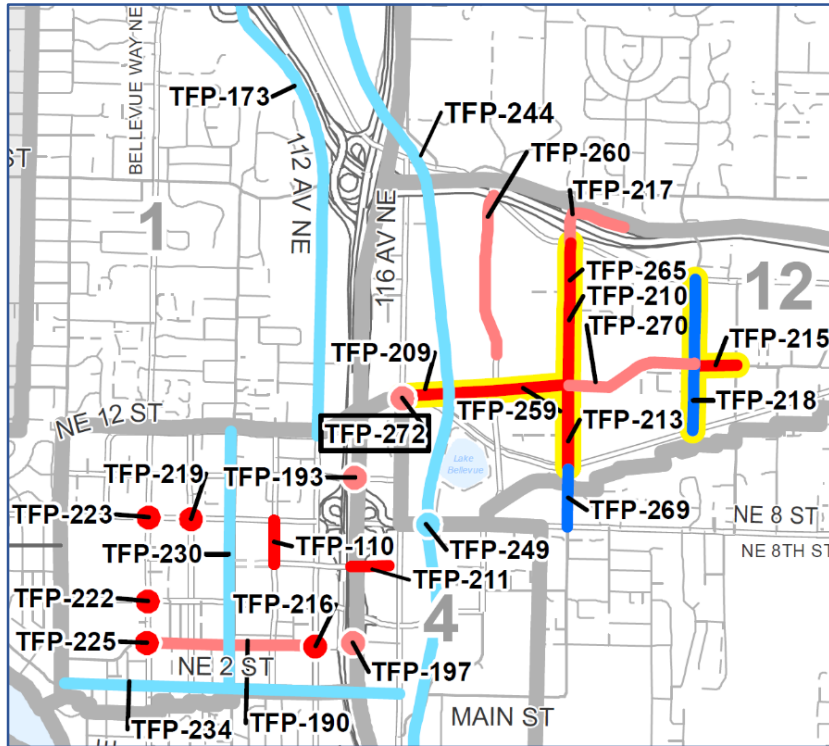


TFP Environmental Review

- State Law (SEPA) requires review of Proposed Actions
- City uses programmatic TFP environmental analysis to evaluate cumulative impacts to environment and transportation system associated with:
 - 12-year projected land use growth
 - Implementation of the 12-year TFP project array
- Format for this review was a Supplement to EIS for 2013-2024 TFP
- Draft Supplemental EIS issued, March 15, 2019; Final to be published soon
- *Individual TFP projects are further evaluated at time of implementation*



Two Alternatives Evaluated



2030 Horizon

1. CIP Network (No Action)
2. TFP Network (Action)

2030 Horizon: Vehicular mobility

Overall traffic volumes and intersection operations

- Differences between alternatives are modest, with a few exceptions
- About 35% of locations evaluated show less than a 10% increase in volume from current levels. A few locations show decreases
- BelRed area sees largest projected increase in volumes

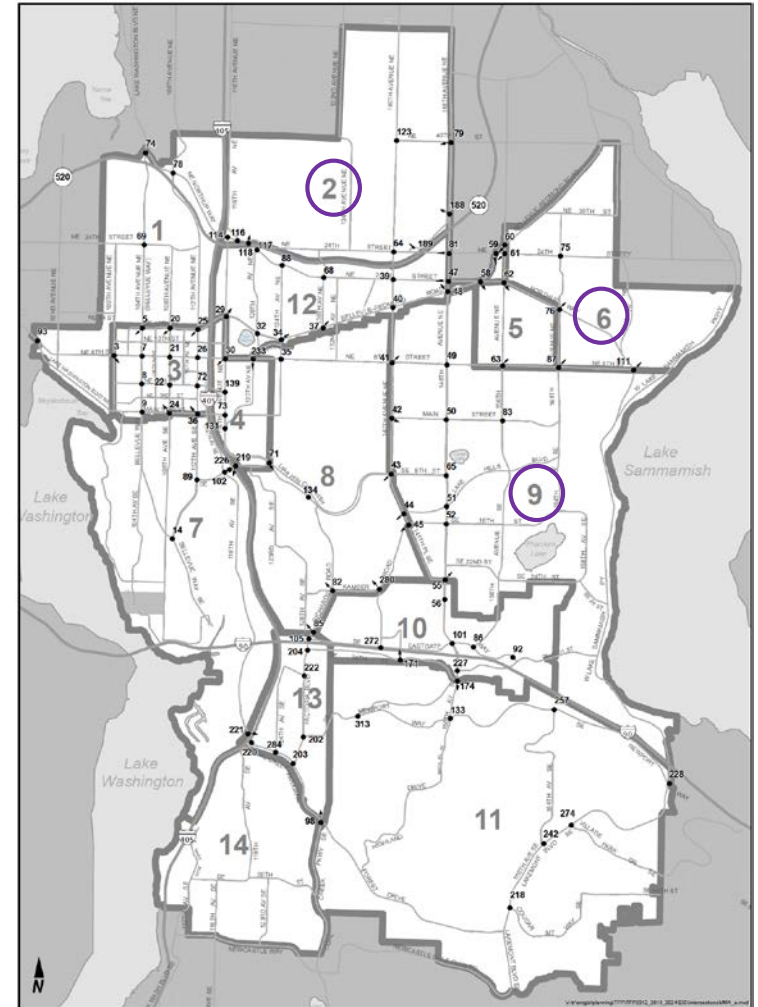
Areawide Level of Service

- 11 MMAs projected to be in compliance with standards
- 3 MMAs projected to be out of compliance in 2030

2030 System Intersections & MMAs

3 MMAs projected to be out of compliance in 2030:

- MMA 2 Bridle Trails
(V/C of 0.83 vs std of 0.80)
- MMA 6 NE Bellevue
(V/C of 0.90 vs std of 0.80)
- MMA 9 East Bellevue
(V/C of 0.91 vs std of 0.85)



Mitigation for Potential LOS Challenges

Transportation Commission and staff support the following set of strategies:

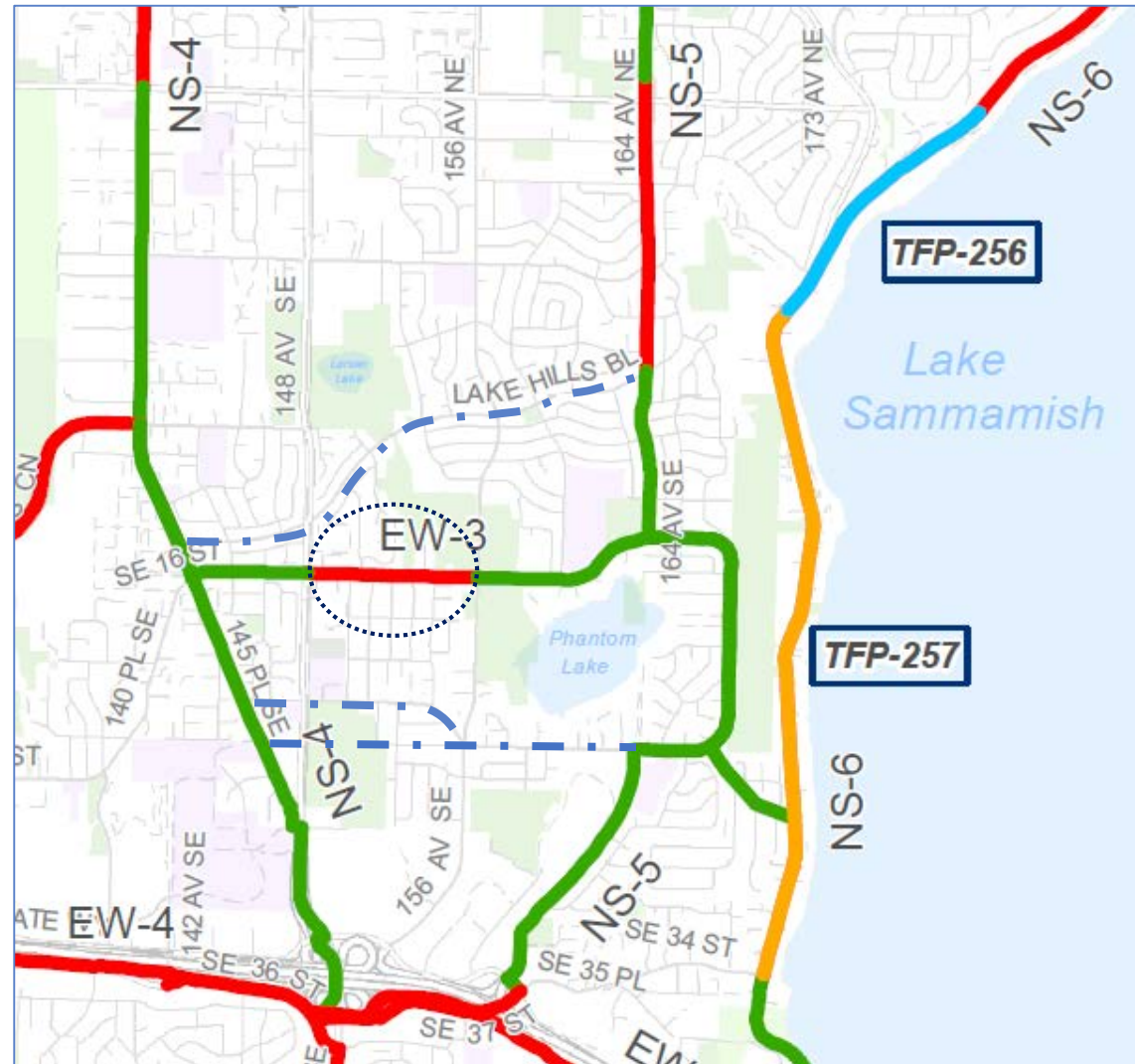
- Continue to monitor compliance via annual updates of the 6-year Transportation Concurrency Report
- Consider potential capacity improvements in future updates of the TFP (which occur approx. every 3 years)
- Evaluate potential for operational changes to improve V/C at key intersections
- Continue to pursue Transportation Demand Management strategies (including CTR, SchoolPool, etc).
- Coordinate with Redmond to more thoroughly review land use and transportation plans to address needs in Overlake and impacts to NE Bellevue and East Bellevue MMAs.

TFP-158 SE 16th Street

Sidewalk and bike lanes between 148th Ave SE and 156th Ave SE.

- Mixed feedback from public
- Not included in Transportation Commission recommendation
- Staff continue to recommend project

Council direction needed tonight.

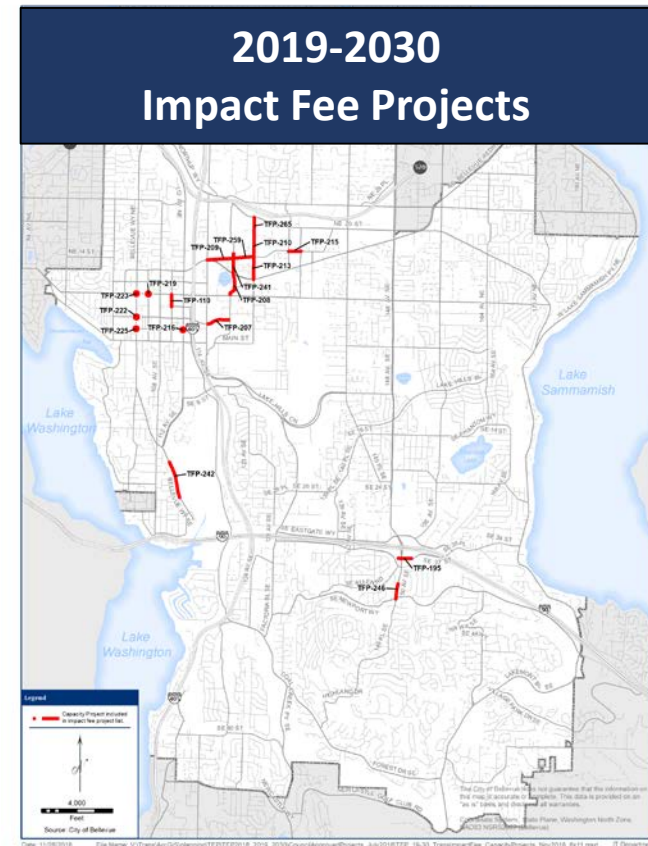


SE 16th Street: Location of TFP- 158



Transportation Impact Fee Program Review

- Proposed TFP includes 15 “Impact Fee Projects” – The Impact Fee Project List
 - Roadway Capacity Projects with full implementation funding allocated
 - \$296.9 million (includes debt service costs)
- Preliminary analysis indicates that this TFP will continue to support the currently adopted Transportation Impact Fee Rate Schedule
 - Adopted in 2015 with 3% annual administrative increase
 - 2019 Base Fee per Trip: \$5,139



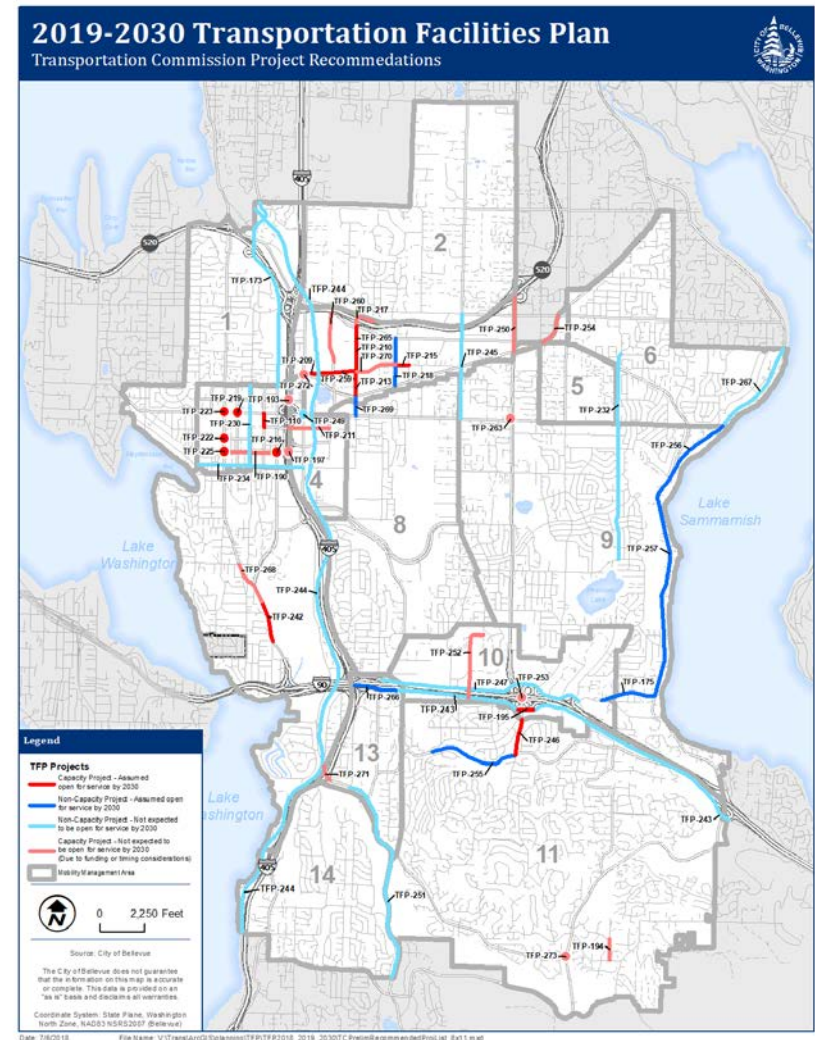
Transportation Impact Fee Program Review

- In 2015, based on the 2016-2027 TFP, the calculated maximum allowable fee rate was:
 - \$7,992/PM Peak Hour Trip
- Preliminary analysis of the Proposed TFP indicates the maximum allowable fee will be between:
 - \$12,500 and \$17,500*/PM Peak Hour Trip
- Factors contributing to the significant increase:
 - Inclusion of debt service costs (required by code)
 - Lower Institute of Transportation Engineers (ITE) trip generation rates (2017)
 - Increased Project Costs
 - * High end of range reflects retention of recently completed project costs

Transportation Commission Recommendation

- Commission voted (4-2) on May 23 to recommend adoption of 2019-2030 TFP
- Transmittal memo and Commission's proposed TFP in packet

Lei Wu, Chair
Transportation Commission



Additional Commission Recommendation

*Develop a **Transportation Master Plan**, which should include the following features:*

- Identify transportation infrastructure system and plans of improvements and implementation that is consistent with the Comprehensive Plan
- Identify systematic strategies for facilitating modal integration and to address modal conflicts
- Update concurrency process, to provide opportunities at multiple timelines to ensure transportation system keeps up with growth

Continued on next slide

Additional Commission Recommendation

Continued from previous slide

*Develop a **Transportation Master Plan**, which should include the following features:*

- Address impacts of regional transportation on Bellevue city streets
- Provide a performance measurement that speaks to and informs the various stakeholder groups in the city, including the residential neighborhoods and the business community.

*Staff support the proposal to develop a **Transportation Master Plan**.*

Council Direction Requested

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Arterial Sidewalk Target

Policy PB-2: Complete 25 miles of arterial sidewalk by 2019.

	Completed by End of 2018	CIP Network Alternative	TFP Network Alternative
Progress to 25-mile target	50.0%	67.9%	69.5%

CIP Network alternative adds sidewalks in,

- BelRed area (multiple streets)
- Newport Way

TFP Network alternative adds sidewalks on,

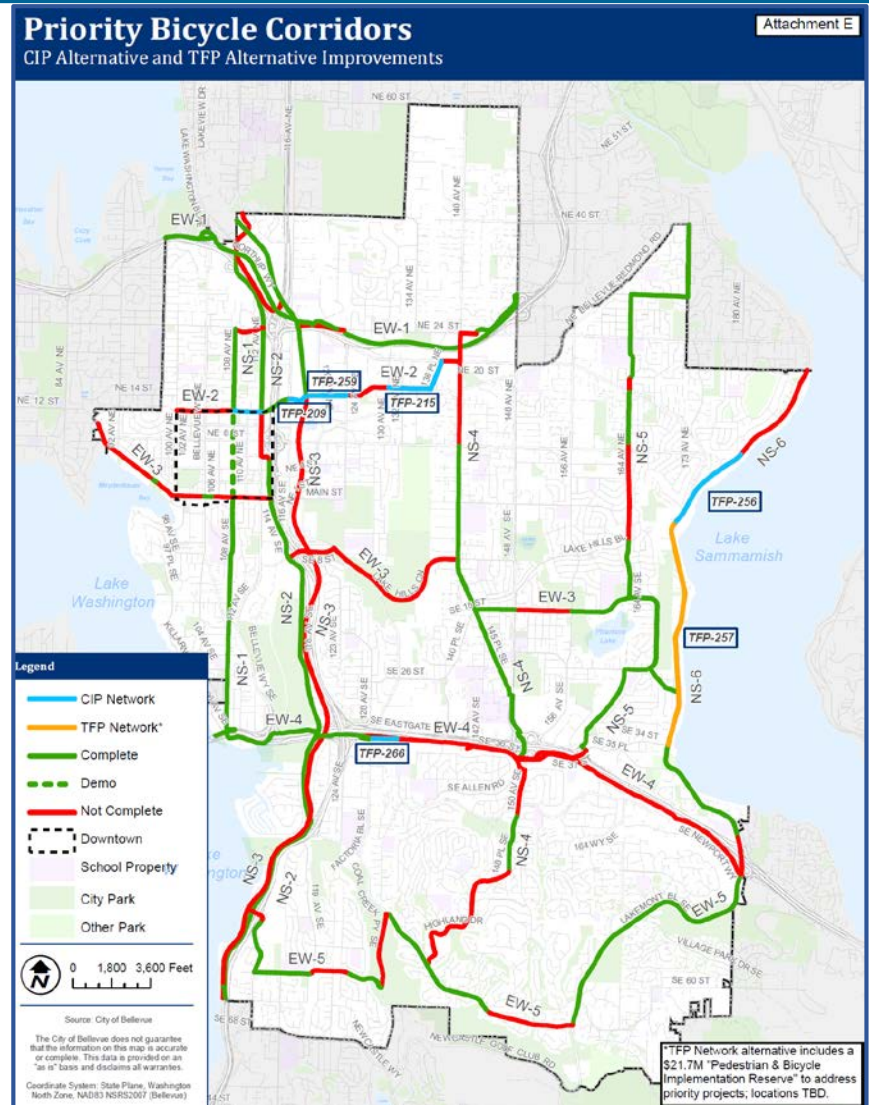
- SE 34th Street
- Ped-Bike Implementation Reserve
(locations TBD—not credited toward sidewalk target)

➤ *Both alternatives fall short of target.*

Priority Bicycle Corridors

Policy PB-2: Complete two North-South and two East-West corridors by 2019.

- Some progress with CIP and with TFP Alternatives.
- Will not meet policy target



Transportation Impact Fee Program Review

➤ Impact Fee Calculation Methodology

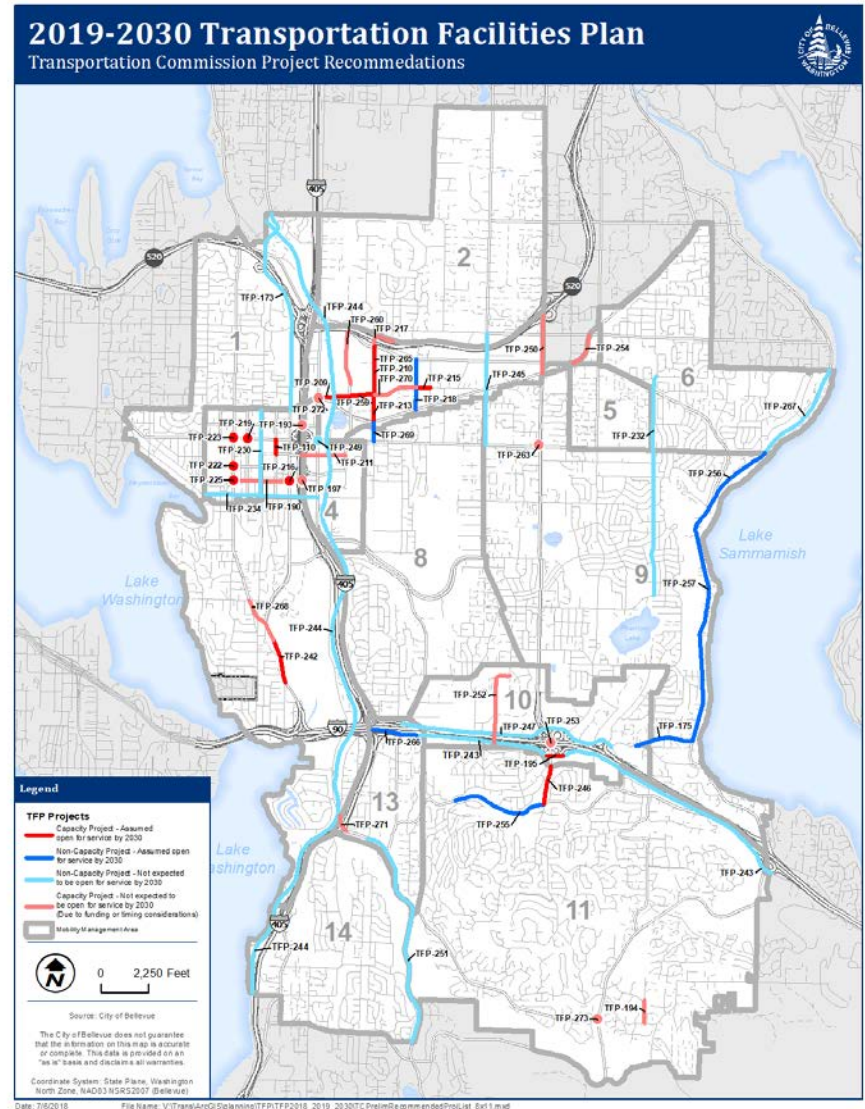
Impact Fee Rate is the ratio of:

Eligible Project Costs (Dollars) to
New Land Use Growth (Trips)

Preliminary Project List

50 projects in recommended list:

- a. 11 projects fully funded in current, 2019-2025 CIP
- b. 16 additional priority projects
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TFP Candidate Project Evaluation

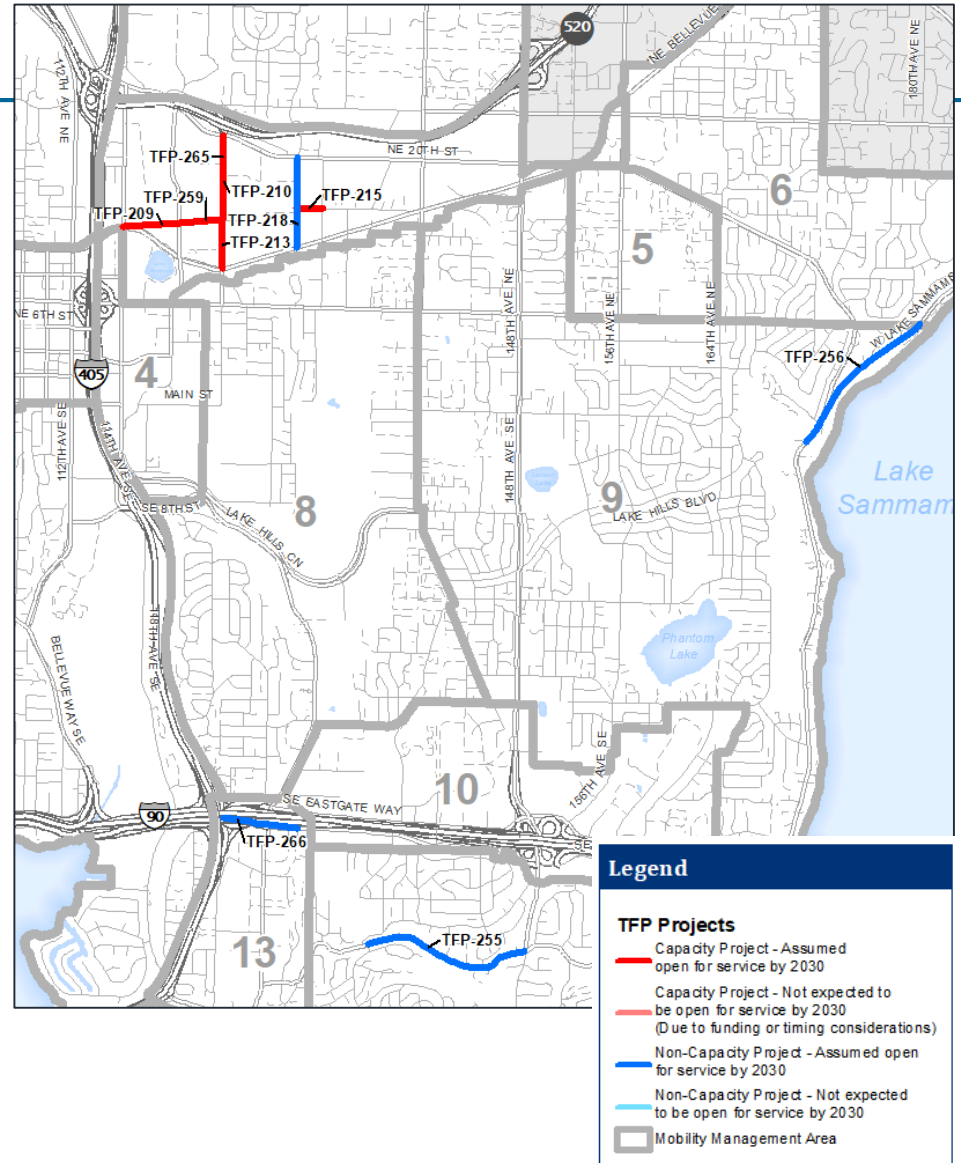
Project evaluation process:

- Preliminary ranking criteria
 - Safety
 - Vehicular LOS
 - Transit
 - Ped-Bike
 - Plan consistency/Outside funding
- Additional considerations
 - Investment in project to date
 - Opportunity to coordinate with others, e.g. WSDOT, adjacent development
- Public input
 - 3 open house events
 - TFP online survey, TFP online interactive project map
 - 11 meetings of the Transportation Commission
 - City Budget Survey

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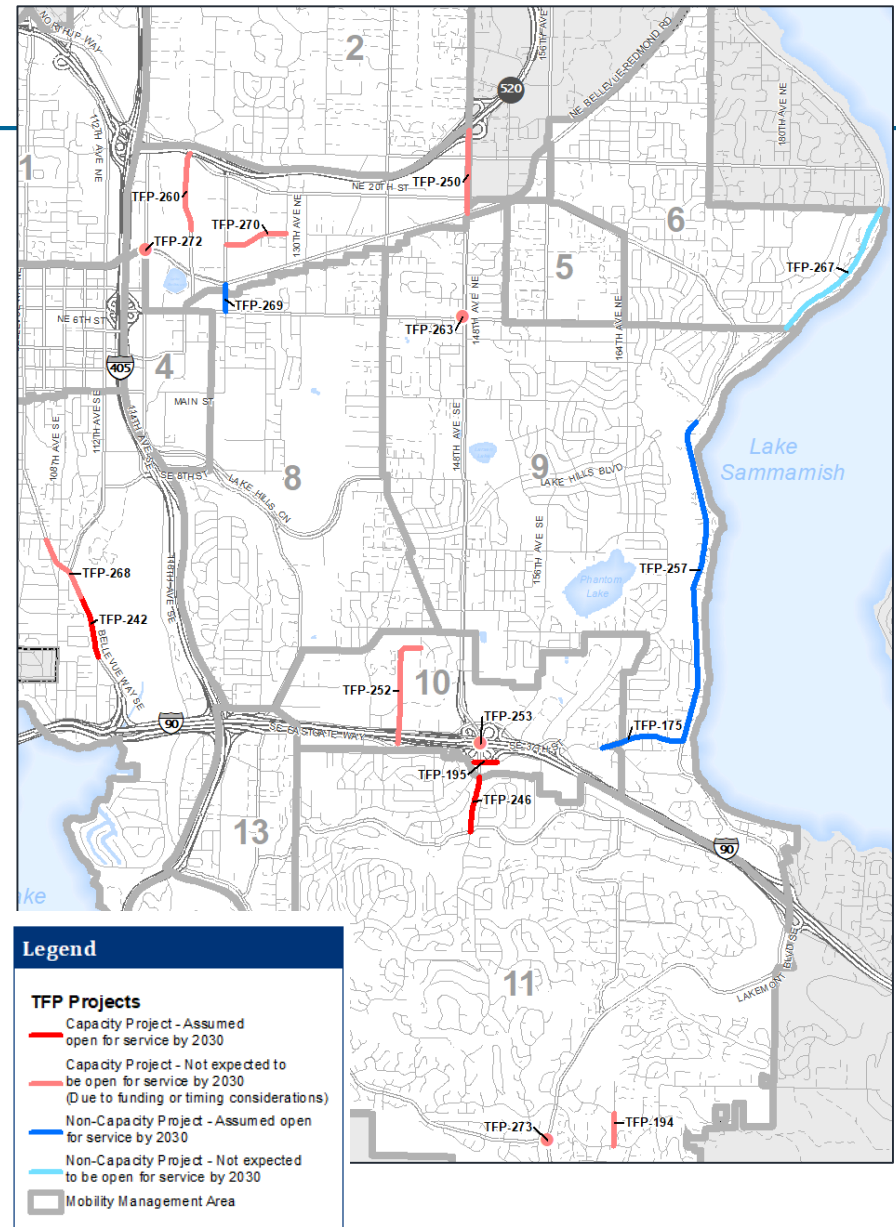
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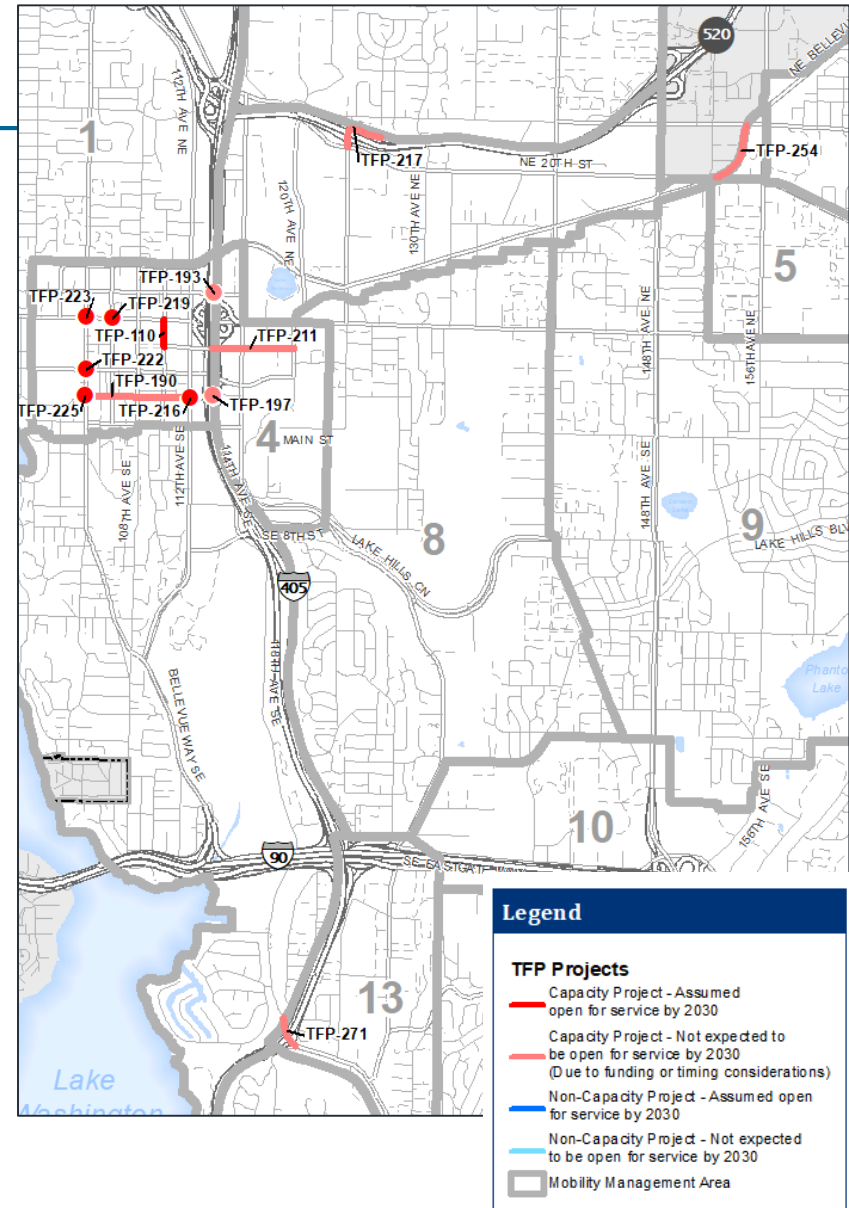
- a. 11 projects fully funded in current, 2019-2025 CIP
- b. 16 additional priority projects:
 - Additional funding for CIP projects (4)
 - Projects that scored well per criteria and/or had significant public support (13). Includes 5 levy projects.
- c. 13 projects to be implemented in conjunction with others
- d. 10 ped-bike projects carried over from current TFP



Preliminary Project List

50 projects in recommended list:

- a. 11 projects fully funded in current, 2019-2025 CIP
- b. 16 additional priority projects
- c. 13 projects to be implemented in conjunction with others:
 - Downtown Impact Fee projects (6)
 - Other development coordination projects (2)
 - Projects associated with freeway access (5)
- d. 10 ped-bike projects carried over from current TFP



Preliminary Project List—“Reserve” Allocations

Not all funds allocated to specific projects, some held in “reserve” for prioritization via other initiatives:

- *Ped-Bike Implementation Initiative Reserve, \$21.7m*
 - For large-scale ped and bike projects; to be prioritized via PBII
 - More detail on next slide.
- *Neighborhood Congestion Reduction Levy Reserve, \$15.6m*
 - Levy is new funding source
 - Some funds held back to address emerging needs over 12-year TFP horizon.
- *Transit Master Plan – Metro Connects Reserve, \$4m*
 - Opportunity to tie in with new funding source from Metro.

PBII Reserve Projects

Ped-Bike Implementation Initiative Reserve (\$21.7m)

10 ped-bike projects carried over from current TFP

- Projects selected in past TFP process
- Did not allocate funding in TFP process; PBII process is appropriate means to prioritize

Not on list:

TFP-158 SE 16th Street bike lanes + sidewalk.

