

2019-2030

# Transportation Facilities Plan

Bellevue Transportation Commission

February 28, 2019

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# Tonight's Presentation

## 1. TFP Environmental Analysis

- *Tonight: Discuss transportation analysis and respond to Commission questions*

## 2. Next Steps for TFP process

- *In May, Commission will be asked to advance a TFP update recommendation to Council*

## Purpose of TFP Environmental Analysis

1. State Law (SEPA) requires review of Proposed Actions.
2. City uses TFP environmental analysis to evaluate cumulative impacts to environment and transportation system associated with 12-year projected land use growth.
3. Individual TFP projects are further evaluated at time of implementation.

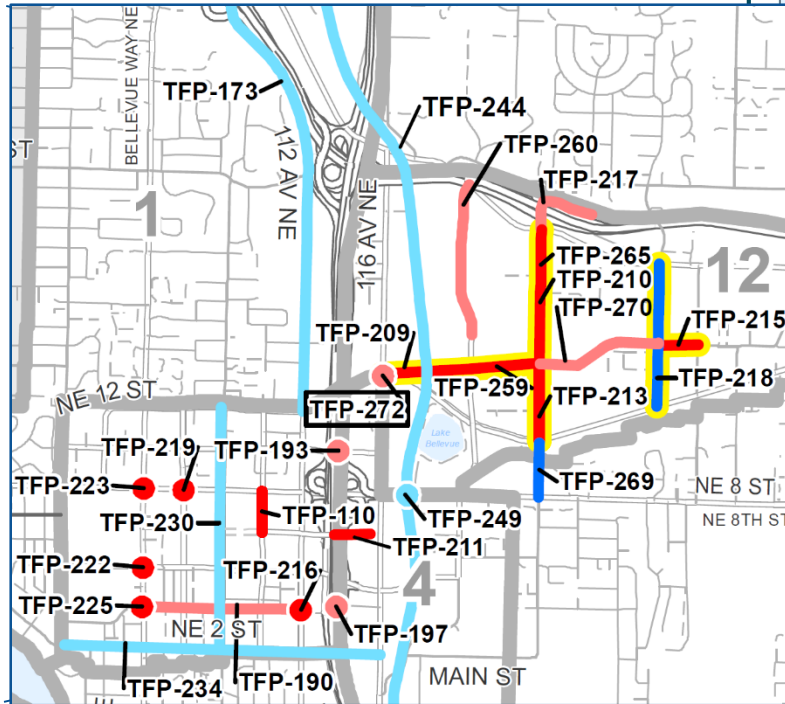
### Timeline

Early March: Publish Draft Supplemental EIS

Mid-April: Deadline for comments

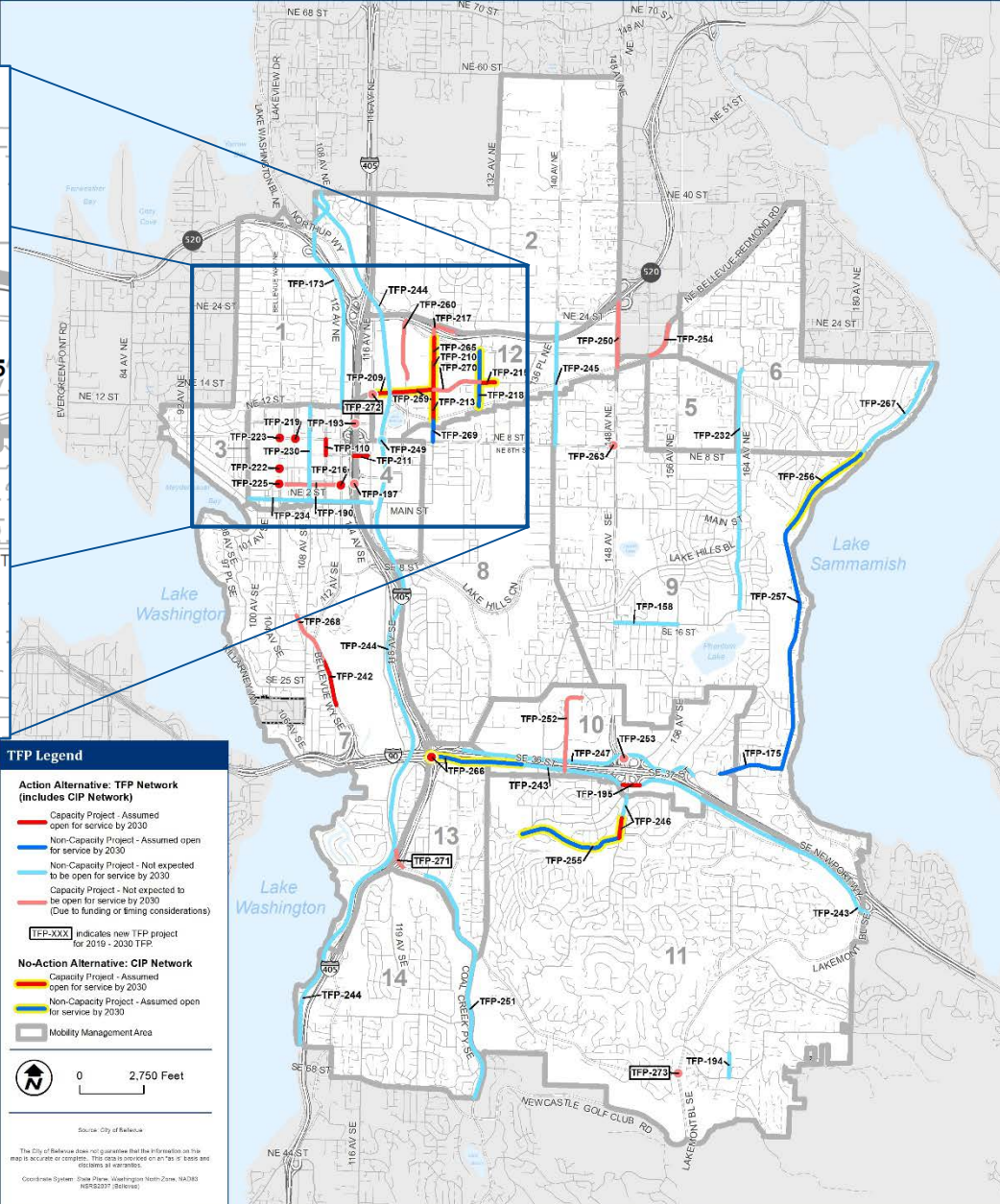
Early May: Publish Final Supplemental EIS

# Two Alternatives Evaluated



## 2019-2030 Transportation Facilities Plan

City Council Approved Preliminary Project List



1. CIP Network (No Action)

2. TFP Network (Action)

## Areas of Analysis

1. Transportation – *focus of tonight’s discussion*

2. Air Quality

3. Noise

4. Land Use & Aesthetics

5. Natural Environment



*summarized in memo*

# Transportation Analysis: Key points for 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:
  - 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 of std 0.85)

# Transportation Analysis: Options for Potential LOS Challenges

Overall: Continue to monitor these areas.

*If needed, options to address include:*

- Expand capacity at one more intersections in a MMA
- Make minor changes at multiple intersections
- Change the standard (for V/C, congestion allowance or designated “system” intersections)
- Reduce peak-hour demand (thru TDM, transit improvements and/or reducing development)
- Coordinate with Redmond to more thoroughly review land use and transportation plans to address needs in Overlake.

# Transportation Analysis: Key points for ped mobility

## Arterial sidewalks

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	<b>50.0%</b>	<b>67.9%</b>	<b>69.5%</b>

CIP Network alternative adds sidewalks in

- BelRed area (multiple streets)
- Newport Way

TFP Network alternative adds sidewalks on

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



# Transportation Analysis: Key points for ped mobility

## Arterial sidewalks

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	<b>50.0%</b> (54%)	<b>67.9%</b> (71%)	<b>69.5%</b> (79%)

Additional facilities not included in table:

- *Separated path facility on West Lake Sammamish Parkway (1.1 mile added already, CIP Alternative adds, 0.7 mile; TFP Alternative adds another 2.1 mile)*
- Sidewalks added with private development and via ongoing programs (including Transportation Levy). Locations and extent not yet known.

# Transportation Analysis: Key points for ped mobility

## Arterial sidewalks

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	<b>50.0%</b>	<b>67.9%</b>	<b>69.5%</b>

Options to Address shortfall in sidewalk completion include:

- Clarify that separated paths along arterials that serve pedestrians count toward target
- Program Ped-Bike Implementation Reserve funds toward facilities that build out missing sidewalks (e.g., another phase of Newport Way SE)
- Reassess policy target

# Priority Bicycle Corridors

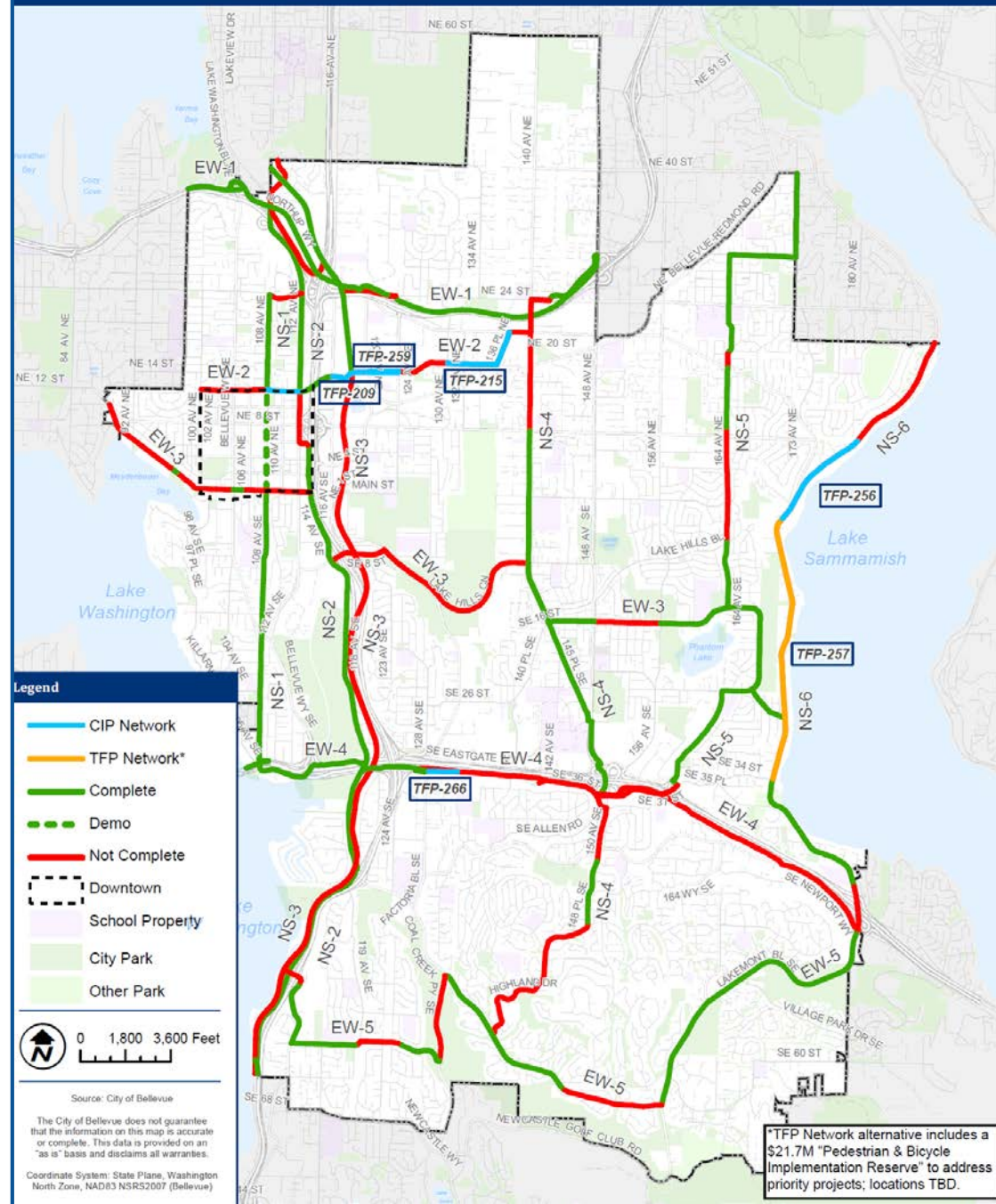
## CIP Alternative and TFP Alternative Improvements

## Transportation Analysis: Key points for bike mobility

### Priority Bicycle Corridors

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

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



# Priority Bicycle Corridors

## CIP Alternative and TFP Alternative Improvements

## Transportation Analysis: Key points for bike mobility

Options to address shortfall include:

- Focus ongoing PBII Rapid Implementation (paint and post projects) so as to build out corridors.
- Program Ped-Bike Implementation Reserve funds toward facilities that build out corridors
- Reassess policy target



## Next Steps

Early March: Publish Draft SEIS, start 30-day comment period.

Mid-April: Comment period ends

Early May: Publish Final SEIS

May 9: Transportation Commission considers TFP recommendation & communication to Council

May/June: TFP briefing to Council (at study session)

June/early July: Council considers action on TFP.

**END**

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