

Neighborhood Congestion Reduction Levy Program

Program Summary

Revised 01/18/18

Program Description:

(Per Ordinance 6304) Projects to address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.

This program should target small to medium sized projects that can improve capacity and reduce congestion on streets leading to or from residential neighborhoods to help ease traffic congestion and improve mobility for residents of Bellevue. This budget can be used for traffic studies and outreach to evaluate potential locations for improvement; preliminary and final design for the improvement; and construction for any project that helps benefit neighborhood congestion. The optimal use of funds is to leverage the levy dollars as a match to a grant that could fully fund design and construction. The allocated dollars in this program are not enough to build many of the possible congestion reduction projects that would be considered.

Program Budget:

\$2-million annually.

This program is the only one of the six levy categories that has a fixed annual budget. Council's desire is to see \$2-million dedicated to this program on an annual basis.

Program Team:

- Program Manager, Chris Long: Chris is responsible for overseeing this program, which includes: identifying projects; working with Commission to prioritize projects; meeting with the Levy team to discuss progress on active projects; planning for budget allocation in future years; and monitoring progress of active projects being led by other team members.
- Design Project Manager, Jun An: Jun will be the primary project manager for design projects developed through this program. Jun will also be involved in overseeing development of conceptual designs prepared through traffic studies.

Identifying Projects:

The projects to be addressed by this program will be defined in a two-year work plan. A set of criteria was developed to facilitate the ranking of potential projects and help guide project selection. Projects will not necessarily be selected solely based on their exact ranking. Staff will use the project evaluation criteria to create the ranked project list and then will work with the Transportation Commission to determine the exact projects that will move forward in the two-year work plan. This includes potentially allocating funds for construction.

Prior to beginning the ranking process, the list of potential projects was evaluated for completeness. Projects were identified through public outreach, staff input and through reference of department plans such as the Comprehensive Transportation Project List (CTPL), the Transportation Facility Plan (TFP) and

Attachment E: Neighborhood Congestion Reduction Levy Program Description and Prioritization Framework

the annual Concurrency Update. New congestion issues identified by staff or residents will be continually added to a running project list.

Project work will be compiled into a flexible two-year work plan that will be regularly reviewed to account for budget changes, priority changes and availability of grants.

In the initial years of this program, it is anticipated that new project ideas with no previous formal analysis will need to be studied for further diagnosis and the development of project alternatives. New projects will go through the Tier 1 evaluation described below. Tier 1 will be used to determine which projects are analyzed first, with criteria focused on the need at the specified location.

Following the completion of traffic studies for Tier 1 projects, Tier 2 will be used to select projects to move forward to final design. The evaluation criteria in Tier 2 is focused on the benefits of the proposed improvements.

Tier 0: Pass/Fail Criteria

Project Dependency on Development or Outside Agency, Pass/Fail: The goal of this program is to provide near-term solutions to neighborhood congestion issues. Projects that are dependent on redevelopment to create the needed roadway width for an improvement or are related to a future outside agency-led project, such as WSDOT, would not be considered a near-term solution. The exception would be if there is an active WSDOT or development project that could be supported to completely address a congestion issue through financial partnership.

Tier 1: Evaluation Prior to Traffic Study

- A. Existing Vehicle Level-of-Service (LOS): The existing motor vehicle LOS will be evaluated using similar criteria as established for the Transportation Facilities Plan (TFP), with the exception that projects will initially only be evaluated for “Need” and not both “Need” and “Benefit.” The Benefit component will be factored in through the Tier 2 evaluation.
- B. Safety: The Traffic Engineering Division has recently adopted a new process for ranking safety improvement projects in its annual collision analysis program that uses AASHTO Highway Safety Manual predictive methods. The predictive approach involves quantitative analysis that considers collision, roadway, and traffic volume data. These methods help to identify roadway locations with the greatest potential for safety improvement.

Tier 2: Evaluation Prior to Final Design

- A. Proposed Vehicle LOS: The “Need” versus “Benefit” scoring used in the TFP project evaluation will be used as the primary scoring criteria for determining the ranking of projects to be considered for final design.
- B. Potential for Grant Funding: Project located on corridors identified on WSDOT’s functional classification map would receive additional points because this is a typical criterion for federal grant programs.
- C. Complexity of Implementation: Projects that are not complicated by excessive cost, significant ROW impact, environmental impact or other potential project risks would receive additional points.
- D. Multi-Modal LOS for Pedestrians: Projects that improve the pedestrian MMLOS would receive additional points. Source: (2017, April 13). MMLOS Metrics, Standards & Guidelines. Retrieved January 17, 2018, from [MMLOS Metrics, Standards & Guidelines](#) (Chapter 6, pp. 20-23).

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- E. Multi-Modal LOS for Bicycles: Projects that improve the bicycle MMLOS would receive additional points. Source: (2017, April 13). MMLOS Metrics, Standards & Guidelines. Retrieved January 17, 2018, from [MMLOS Metrics, Standards & Guidelines](#) (Chapter 7, pp. 24-31).
- F. Transit Impact: Projects that benefit transit speed and reliability receive additional points. The number of points will depend on whether the benefit is to frequent transit service or infrequent routes. Source: (2014, July 7). Bellevue Transit Master Plan. Retrieved January 17, 2018, from [Bellevue Transit Master Plan](#) (Figure 1. The 2030 Frequent Transit Network, p. 6).
- G. Safety: The AASHTO Highway Safety Manual predictive methods will be used to determine if a proposed project will improve the safety performance.

Neighborhood Congestion Reduction Levy Program Prioritization Framework

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Tier 0: Pass/Fail Criteria

	Pass/Fail - <i>does addressing congestion require redevelopment or a future outside-led project?</i>
Pass	Candidates whose congestion mitigation can be implemented without significant outside involvement
Fail	Mitigating congestion would require redevelopment or a future outside-led project

Tier 1: Evaluation Prior to Traffic Study

A. Existing Vehicle Level of Service (80 pt. maximum)

For intersections, vehicle level-of-service will be used. For corridors, travel times informed by the multi-modal level-of-service guidelines will be used. See scoring tables below.

Table 1: Tier 1 Intersection Scoring Table

NEED		
LOS A, B, C v/c better than 15% of MMA Areawide Standard	LOS D v/c btw 15% & 5% of MMA Areawide Standard	LOS E, F v/c within 5% or exceeds MMA Areawide Standard
Low	Medium	High
0	40	80

Source: 2017 Transportation Facilities Plan (TFP) – modified

Table 2: Tier 1 Corridor Scoring Table

NEED		
The corridor LOS is above the recommended*	The corridor LOS is within the recommended*	The corridor LOS is currently below the recommended*
Low	Medium	High
0	40	80

*Reference Level-of-Service in Bellevue Toward a Multimodal Approach to Mobility (Chapter 5)

B. Safety (20 pt. maximum)

	Safety - <i>does the candidate location exhibit an existing safety need?</i>
20	The location exhibits a quantifiable potential for safety improvement based on existing conditions
0	The location does not exhibit a potential for safety improvement based on existing conditions

Tier 2: Evaluation Prior to Final Design

A. Proposed Vehicle Level of Service (70 pt. maximum)

For intersections, vehicle level-of-service will be used. For corridors, travel times informed by the multi-modal level-of-service guidelines will be used. See scoring tables below.

Table 3: Tier 2 Intersection Scoring Table

			NEED		
			LOS A, B, C v/c better than 15% of MMA Areawide Standard	LOS D v/c btw 15% & 5% of MMA Areawide Standard	LOS E, F v/c within 5% or exceeds MMA Areawide Standard
BENEFIT	Improvement Reduces v/c by		Low	Medium	High
	No v/c change	Low	0	10	15
	Btw 0 - 0.10	Medium	10	25	50
	>0.10	High	15	50	70

Source: 2017 Transportation Facilities Plan (TFP) - modified

Table 4: Tier 2 Corridor Scoring Table

			NEED		
			The corridor LOS is above the recommended*	The corridor LOS is within the recommended*	The corridor LOS is currently below the recommended*
BENEFIT	Change in Typical Urban Travel Time Ratio		Low	Medium	High
	0-0.10	Low	0	10	15
	Btw 0.10 - 0.20	Medium	10	25	50
	>0.20	High	15	50	70

*Reference Level-of-Service in Bellevue Toward a Multimodal Approach to Mobility (Chapter 5)

Advantage Points (30 pt. maximum)

		Advantage Points - projects would receive additional points for the following:
5 points each	B.	Potential for grant funding - <i>project location is classified as an arterial on WSDOT's Arterial Classification Map</i>
	C.	Ease of implementation - <i>no significant ROW, environmental or cost implication</i>
	D.	Multimodal LOS for pedestrians - <i>project improves pedestrian MMLOS</i>
	E.	Multimodal LOS for bicycles - <i>project improves bicycle MMLOS</i>
	F.	Transit Impact - <i>if the project benefits a frequent transit route (5 pts), if a non-frequent transit route (2 pts)</i>
	G.	Safety - <i>project reduces the number of expected crashes</i>

TIEBREAKERS:

In the event of a tie, locations will be prioritized based on the amount the intersection or corridor exceeds its designated Mobility Management Areawide Standard.