

City of
Bellevue



Transportation Commission Study Session

DATE: January 17, 2019

TO: Transportation Commission

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SUBJECT: Eastgate Transportation Study

DIRECTION REQUESTED

- ☒ Action- Provide direction on the project concepts to evaluate
- ☒ Discussion
- ☒ Information

At the study session on January 24, 2019, city staff and the consultant team at Concord Engineering will review 2035 model forecasts for traffic operations at intersections and along arterial corridors within the Eastgate Transportation Study area. Intersections and corridors that do not meet vehicle level-of-service standards and guidelines will be revealed, and preliminary project concepts will be proposed for Commission consideration. These will be developed and evaluated with the evaluation framework approved by the Transportation Commission on December 13, 2018 (Attachment A). *Note: Neighborhood Congestion Relief projects added to the list of planned improvements to evaluate.*

Staff seeks Transportation Commission input on potential project concepts to carry forward into the evaluation phase.

Eastgate Transportation Study Project Evaluation Framework

Per Council direction, vehicle congestion relief is the initial screening criteria for project concept evaluation. The metrics for congestion relief are those identified in the Multimodal Level-of-Service (MMLOS) Metrics, Standards & Guidelines dated April 13, 2017. For intersection level-of-service, the metric is the PM Peak volume-to-capacity ratio (v/c) for vehicles at intersections, the standard for which varies between Mobility Management Areas. Along arterial corridors, PM Peak vehicle travel speed is the metric and the guideline is a function of the speed limit and the land use context.

The MMLOS document also describes the metrics, standards and guidelines for facilities that support all modes of travel: for people walking; riding a bicycle; or using the transit system. Standards and guidelines reflect the land use context for pedestrian facilities, the status on the adopted bicycle network, and the type of transit service. These factors will be employed in the evaluation where there is a need for a congestion relief project concept as identified by the 2035 model forecast. For instance, if an intersection is projected to perform at a level of service that does not meet the standard, the development of a project concept to address vehicle level-of-service will also consider the impact to existing or planned facilities for other modes.

Non-Infrastructure Approaches

Per Commission direction on December 13, 2018 (5-2 vote: Chair Wu, Vice Chair Chirls, Commissioners Lampe, Marchiante and Teh voting yes, and Commissioners Bishop and Woosley voting no) the Evaluation Criteria were amended to include potential non-infrastructure approaches to congestion relief. Examples of potential non-infrastructure approaches include Transportation Demand Management (TDM) programs that have previously been discussed with the Commission at several meetings in 2017 ([May](#), [June](#), and [September](#)). In addition to these types of employer measures, other non-infrastructure improvements can also be implemented, including increased transit service (e.g., light rail is coming in 2041), first-last mile transit connections, and improved/revised traffic signal timings.

Traffic Congestion Variability

One of the things that we know frustrates people is the variability of travel times from one day to another, so that the trip duration becomes unpredictable. People may be able to tolerate consistent congestion versus erratic congestion. The Factoria/Eastgate area is subject to variability in day-to-day traffic conditions. Common causes of variability on city streets include the influence of freeways, weather, special/seasonal events, and collisions. We know from observation and public comment that traffic congestion on I-405 or I-90 (which is often caused by weather a special event or a collision) may cause diversion of traffic to Factoria and Eastgate. Additionally, seasonal shopping and activity at the Factoria Mall can cause additional unpredictability in travel times on Factoria Boulevard. Collisions too are inherently unpredictable and can lead to substantial unplanned delays.

A project that may reduce traffic congestion may also reduce the travel time variability – the system is more resilient. Highly congested traffic is more susceptible to incidents that reduce the capacity or increase the demand on the system and take longer to recover to typical conditions. The projects proposed on the regional system (for example I-90 auxiliary lanes or the I-405 managed lanes) and the traffic congestion relief project concepts to be developed as part of this study will help to reduce the variability.

Eastgate/Factoria Study Area

As noted in the December 13, 2018 study session, the Eastgate Transportation Study includes 27 intersections. All 27 intersections have been analyzed in the PM peak hour and a subset of 20 intersections have been analyzed in the AM peak hour. A map of the intersections and the peak hour analyzed is shown in Figure 1. Analysis will also be focused on two corridors within the study area; 148th-150th Avenue SE and Richards Road/Factoria Boulevard.

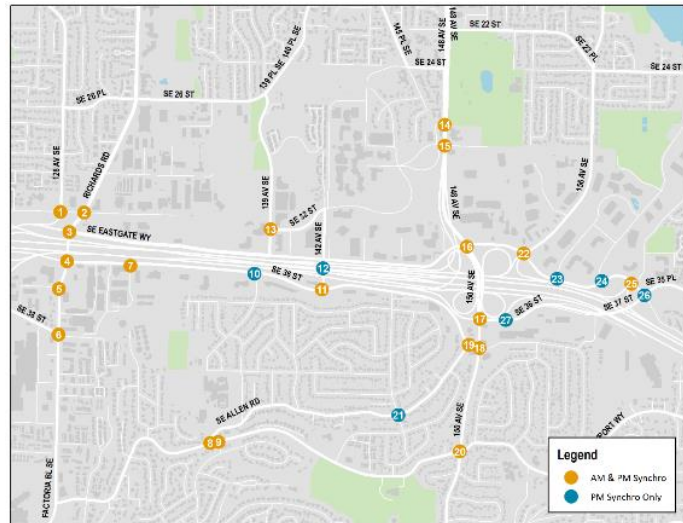


Figure 1. Eastgate Transportation Study Area Intersections

2035 Transportation Modeling

Transportation models calibrated for 2018 and embedded with assumptions for land use and transportation for 2035 reveal intersections that are forecast to operate at a volume/capacity ratio less than or near the adopted standard. Similarly, arterial corridor travel speeds shown to be slower than MMLOS guidance are exposed. These locations are candidates for project concepts intended to provide congestion relief.

2035 Scenarios Analyzed and Planned Improvements

Transportation modeling results for AM and PM peak periods are reported in this memo. The *2018 Existing Conditions* scenario represents current traffic volumes and roadway channelization and geometrics. The *2035 Baseline* scenario is based on forecast travel demand from the BKR travel demand model, incorporating projected land use and planned roadway improvements.

Table 1. Planned Roadway Improvements in/near Study Area

ID	Project	Agency	Status
PW-W/B-78	Mountains to Sound Greenway Trail: I-405 to 132 nd Avenue SE. Lengthen right turn pocket on EB off-ramp to Factoria Boulevard	Bellevue	Construction in 2019
PW-R-202	150th Ave SE/South of SE 38th St to SE Newport Way: Add SB right turn pocket on 150 th Avenue SE at the Newport Way intersection	Bellevue	Construction in 2019
TFP-195	150th Avenue SE/SE 37 Street/I-90 Off-Ramp: Create a third southbound lane just south of the EB I-90 on-ramp that continues to the SB right turn lane at SE 38 th Street Extend SB left turn pocket. Add a second EB right turn pocket on the I-90 off-ramp, Widen east leg to provide full length eastbound and westbound left turn lanes between 150 th Avenue SE and I-90 on-ramp.	Bellevue	60% Design

ID	Project	Agency	Status
N/A	I-90/Eastgate to SR 900 Corridor Improvement: Add an auxiliary lane on EB I-90 between Eastgate and the West Lake Sammamish Parkway interchange. Extend I-90 Eastgate interchange EB on-ramp merging length.	WSDOT	Construction in 2019
N/A	I-405 Express Toll Lane; Bellevue to Renton: Add HOT lanes to I-405 between Bellevue and Renton	WSDOT	Design-Build commencing in 2019

2035 Transportation Modeling Results

Model results are presented for each major north-south corridor and reported for the volume-to-capacity ratio and corridor travel speed. Subsets of longer corridors provide a more refined travel speed forecast and actionable analysis.

148th - 150th Avenue SE Corridor

Intersection Capacity (V/C) Analysis

Nine intersections are analyzed along the 148th- 150th Avenue SE corridor. Six of the nine intersections are Mobility Management Area (MMA) system intersections. Four of the six system intersections are forecast to perform below the v/c standard in 2035, these are:

- 148th- 150th Avenue SE/SE Eastgate Way
- 150th Avenue SE/I-90 EB off-ramp-SE 37th Street
- 150th Avenue SE/SE 38th Street
- 150th Avenue SE/SE Newport Way

The three non-system intersections operate within the v/c standard. Table 2 and Figure 2 summarize the intersection analysis results for the 148th- 150th Avenue SE corridor.

Table 2. 148th - 150th Avenue SE Corridor: Intersection Analysis 2018 Existing & 2035 Baseline

ID	Intersection	MMA v/c Standard	Intersection Control	PM Peak		AM Peak	
				2018 Existing	2035 Baseline	2018 Existing	2035 Baseline
MMA System Intersections							
14	148 th Avenue SE & SE 27 th Street	0.90	Signalized	0.58	0.66	0.61	0.74
16	148 th /150 th Avenue SE & Eastgate Way	0.90	Signalized	0.92	1.17	0.95	1.22
17	150 th Avenue SE & I-90 Ramp/SE 37 th St.	0.90	Signalized	0.79	0.97	0.80	1.01
18	150 th Avenue SE & SE 38 th Street	0.85	Signalized	0.79	0.97	0.67	0.92
20	150 th Avenue SE & Newport Way	0.85	Signalized	0.89	0.99	0.68	1.04
22	Eastgate Way & 156 th Avenue SE	0.90	Signalized	0.66	0.75	0.69	0.78
Non-System Intersections							
15	148 th Avenue SE & SE 28 th Street	0.90^	Signalized	0.77	0.81	0.75	0.86

ID	Intersection	MMA v/c Standard	Intersection Control	PM Peak		AM Peak	
				2018 Existing	2035 Baseline	2018 Existing	2035 Baseline
19	Allen Road & SE 38 th Street	0.85^	Unsignalized	0.21	0.27	0.12	0.39
27	I-90 On-Ramp & SE 37 th Street	N/A^	Unsignalized	N/A**		N/A**	

Notes:

- HCM 2000 methodology used to analyze intersections. v/c at unsignalized intersections is for worst movement
- Cells **highlighted in red** indicates intersection v/c does not meet MMA standard, pink = getting close!
- ^non-system intersection, intersection v/c compared to MMA v/c standard for informational purposes only
- **Synchro results not available for intersection due to lane configuration

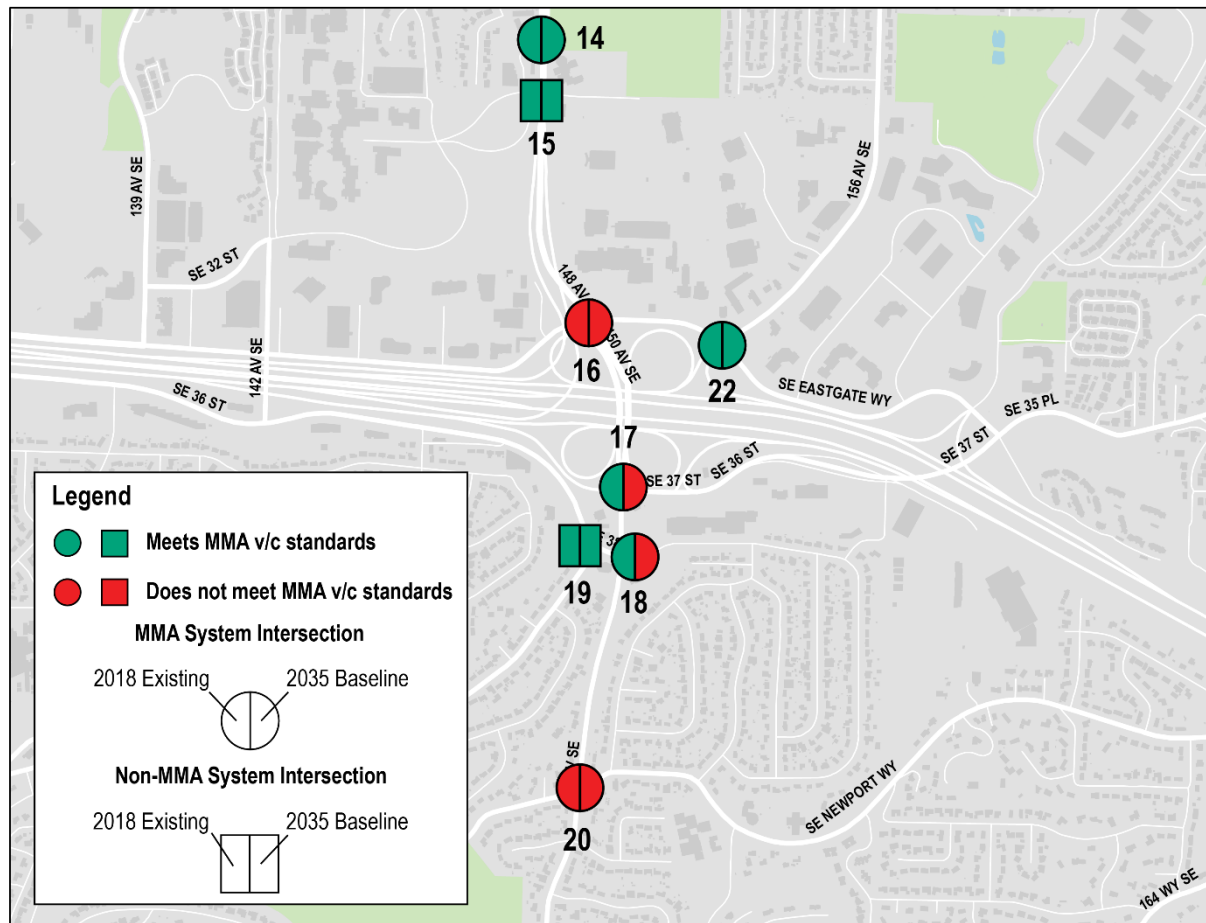


Figure 2. Intersection Analysis: 148th- 150th Avenue SE Corridor 2018 Existing & 2035 Baseline – PM Peak
Corridor Segment Speed for 148th- 150th Avenue SE

Typical urban travel speed along the 148th- 150th Avenue SE corridor is compared to MMLOS guidelines. Southbound during the PM peak, the corridor segment speed between SE 24th Street and SE 38th Street operates at 5.6 mph, which is slower than the MMA speed guideline of 9.0 mph. Northbound during the AM peak, the Newport Way SE to SE 38th Street segment operates at a 5.3 mph, which is slower than the MMA speed guideline of 10.8 mph.

Table 3 and Figures 3 and 4 summarize the typical urban travel speed for the 148th- 150th Avenue SE corridor.

Table 3. 148th- 150th Avenue SE Corridor: Corridor Segment Speed – 2018 Existing & 2035 Baseline

ID	Segment	Peak/ Direction	MMLOS Guidelines		2018 Existing		2035 Baseline	
			Posted Speed/ Typical Urban Speed (mph)	MMA Speed Guideline [^] (mph)	Segment Speed (mph)	Meets MMLOS (y/n)	Segment Speed (mph)	Meets MMLOS (y/n)
1	SE 24th St. to Newport Way	PM/SB	30 mph/ 12 mph	N/A	7.2	N/A	6.9	N/A
	A: SE 24 th St. to SE 38 th St.	PM/SB	30 mph/ 12 mph	9.0	6.3	No	5.6	No
	B: SE 38 th St. to Newport Way	PM/SB	30 mph/ 12 mph	10.8	10.6	No	15.4	Yes
2	Newport Way to SE 24th St	AM/NB	30 mph/ 12 mph	N/A	14.7	N/A	10.5	N/A
	A: Newport Way to SE 38 th St.	AM/NB	30 mph/ 12 mph	10.8	11.3	Yes	5.3	No
	B: SE 38 th St. to SE 24 th St.	AM/NB	30 mph/ 12 mph	9.0	16.2	Yes	14.9	Yes
3	I-90 WB off-ramp to SE 24th St. via 156th Avenue SE	AM/NB	30 mph/ 13.2 mph	9.9	14.7	Yes	11.4	Yes

Notes:

*Posted speed is a weighted average of the 148th Ave SE posted speed limit and I-90 on-ramp speed limit

[^] MMA Speed Guideline defined in MMLOS document

- MMLOS speed color gradient, as percentage of typical urban travel speed:

Dark Green: >110%, Light Green: 90%-110%, Yellow: 75%-90%, Orange: 50%-75%, Red: <50%

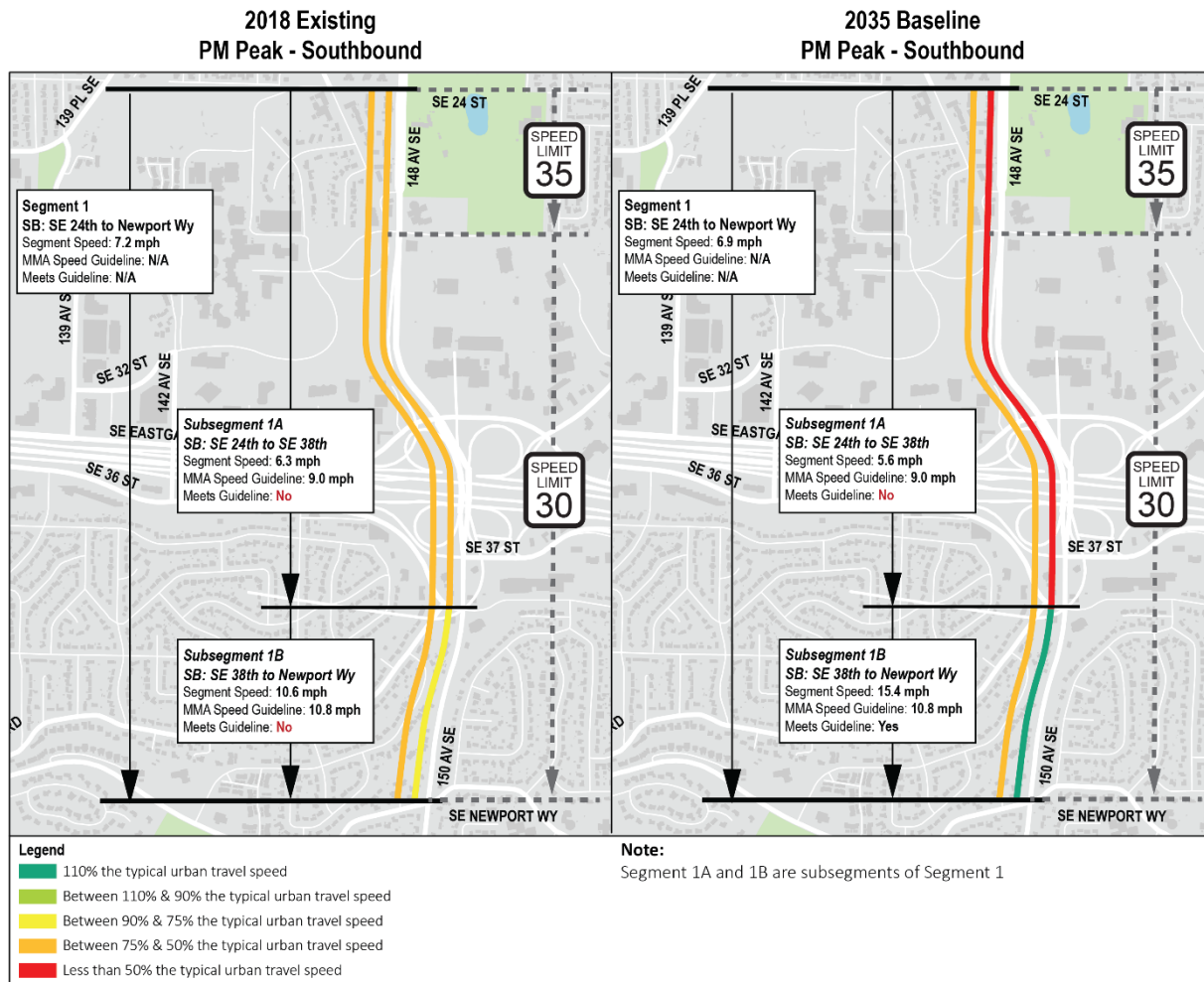


Figure 3. Segment Speed: 148th- 150th Avenue SE Corridor - 2018 Existing & 2035 Baseline, PM Peak

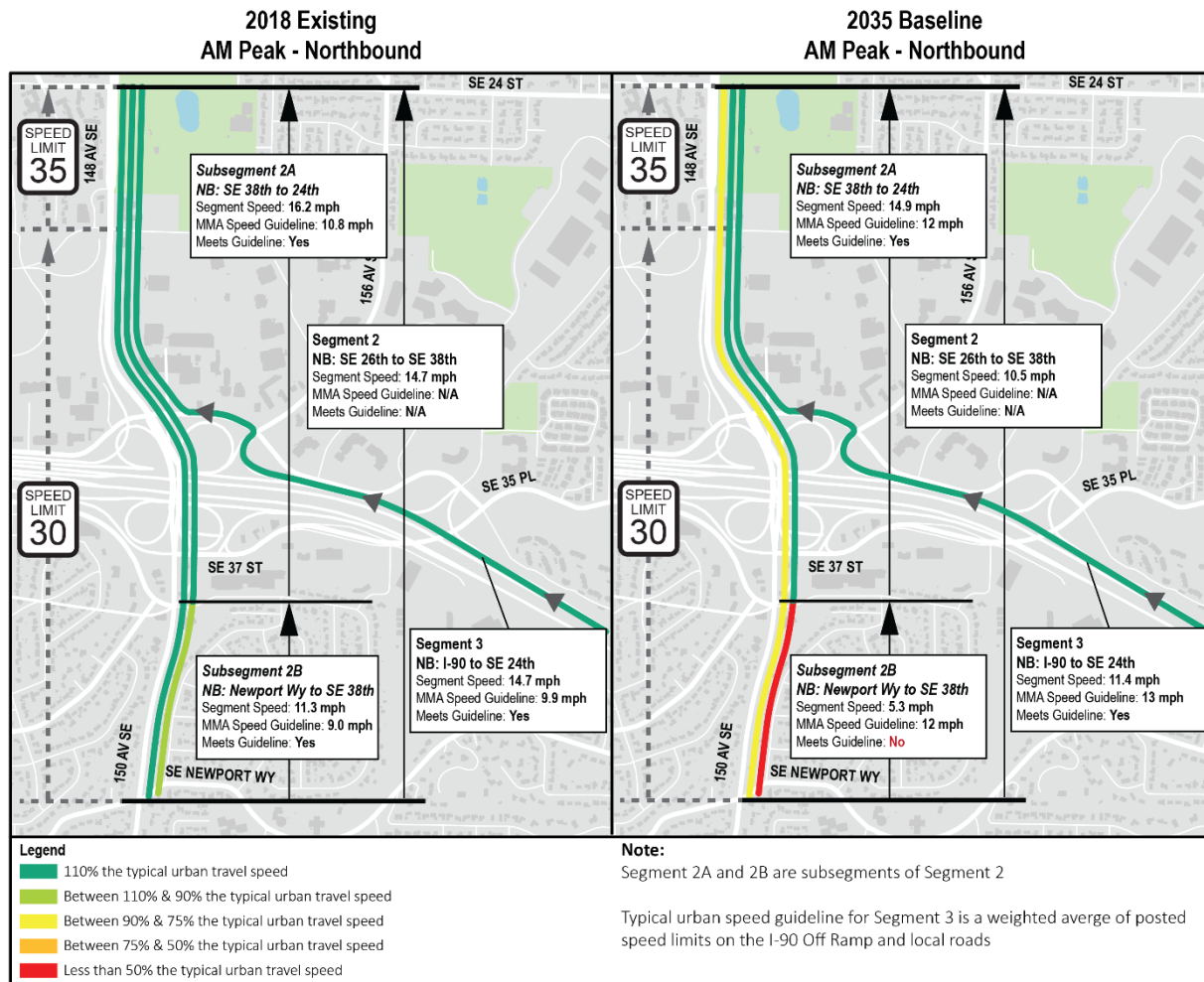


Figure 4. Segment Speed: 148th - 150th Avenue SE Corridor - 2018 Existing & 2035 Baseline, AM Peak

Richards Road-Factoria Boulevard Corridor Results

Intersection Capacity (V/C) Analysis

Seven intersections are analyzed along the Richards Road-Factoria Boulevard corridor. Six of the seven intersections are MMA system intersections. Three of the six system intersections do not meet the PM peak MMA v/c standard in 2035, these are:

- Richards Road/SE 32nd Street
- Richards Road-Factoria Boulevard/I-90 EB off-ramp
- 132nd Avenue SE/SE 36th Street

The one non-system intersection along this corridor was not analyzed. Table 4 and Figure 5 summarize the intersection analysis results for the Richards Road-Factoria Boulevard corridor.

Table 4. Richards Road-Factoria Boulevard Corridor: Intersection Analysis 2018 Existing & 2035 Baseline

ID	Intersection	MMA v/c Standard	Intersection Control	PM Peak		AM Peak	
				2018 Existing	2035 Baseline	2018 Existing	2035 Baseline
MMA System Intersections							
2	Richards Road & SE 32 nd Street	0.85	Signalized	0.72	0.97	0.54	0.68
3	Richards Road & I-90 On-Ramp/Eastgate Way	0.95	Signalized	0.77	0.93	0.47	0.72
4	Factoria Blvd & I-90 EB Off-Ramp/ SE 36 th Street	0.95	Signalized	0.89	1.00	0.90	1.03
5	Factoria Boulevard. & 3600 Block	0.95	Signalized	0.60	0.73	0.50	0.62
6	Factoria Boulevard. & SE 38 th Street	0.95	Signalized	0.94	1.12	0.79	0.90
7	132 nd Avenue SE & SE 36 th Stret	0.95	Signalized	0.66	0.71	0.54	0.66
Non-System Intersections							
1	I-90 On-Ramp & SE 32 nd Street	0.85^	Unsignalized	N/A**		N/A**	

Notes:

- HCM 2000 methodology used to analyze study intersections. v/c at unsignalized intersections is for worst movement
- Cells **highlighted in red** indicates intersection v/c does not meet MMA standard, pink = getting close!
- ^non-system intersection, intersection v/c compared to MMA v/c standards for informational purposes only
- **Synchro results not available for intersection due to lane configuration



Figure 5. Intersection Analysis: Richards Rd. - Factoria Blvd. Corridor 2018 Existing & 2035 Baseline– PM Peak

Corridor Segment Speed for Richards Road-Factoria Boulevard

Typical urban travel speed along the Richards Road-Factoria Boulevard corridor is compared to MMLOS guidelines for southbound travel. Southbound during the PM peak, the corridor segment between SE 26th Street and SE 38th Street operates at 4.0 mph or less in the 2035 Baseline conditions, which is slower than the MMA speed guideline of 7.0 mph for Factoria Boulevard and 12.6 mph for Richards Road (North of SE 32nd Street).

Table 5 and Figure 6 summarize the typical urban travel speed for the Richards Road-Factoria Boulevard corridor.

Table 5. Richards Road-Factoria Boulevard Corridor: Typical Urban Travel Speed– 2018 Existing & 2035 Baseline

ID	Segment	Peak/ Direction	MMLOS Guideline		2018 Existing		2035 Baseline	
			Posted Speed/ Typical Urban Speed (mph)	MMA Speed Guideline [^] (mph)	Segment Speed (mph)	Meets MMLOS (y/n)	Segment Speed (mph)	Meets MMLOS (y/n)
4	SE 26 th Street to SE 38 th Street	PM/SB	35 mph/14 mph	N/A	4.3	N/A	3.6	N/A
	A: SE 26 th Street to SE 32 nd Street	PM/SB	35 mph/14 mph	12.6 mph	4.0	No	3.2	No
	B: SE 32 nd Street to SE 38 th Street	PM/SB	35 mph/14 mph	7.0 mph	4.6	No	4.0	No

Notes:

[^] MMA Speed Guideline defined in MMLOS document

- MMLOS speed color gradient, as a percentage of typical urban speed:

Dark Green: >110%, Light Green: 90%-110%, Yellow: 75%-90%, Orange: 50%-75%, Red: <50%

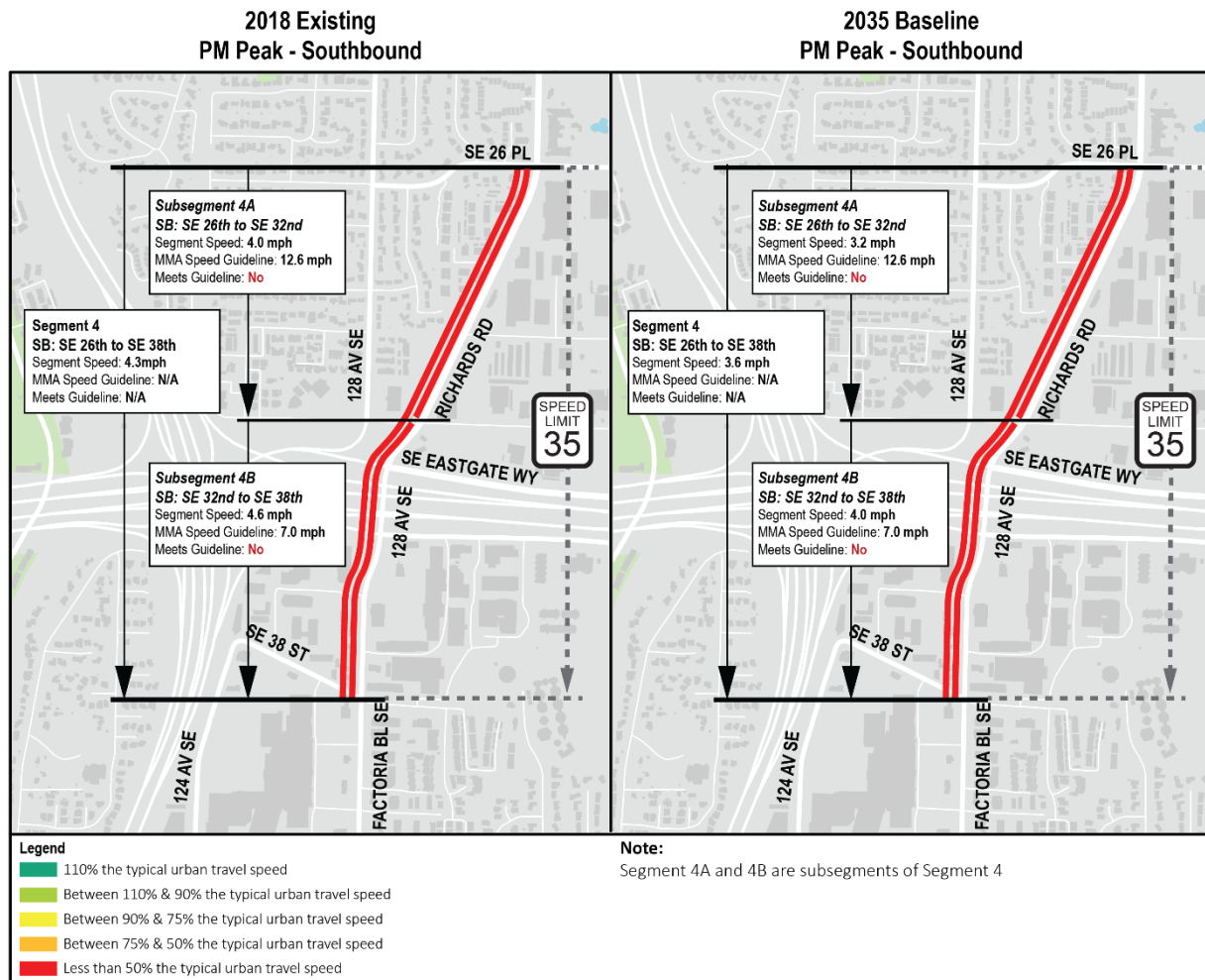


Figure 6. Segment Speed: Richards Road-Factoria Boulevard Corridor - 2018 Existing & 2035 Baseline, PM Peak

Results for Other Intersections

Intersection Capacity (V/C) Analysis

Eleven intersections are analyzed that are not along the 148th-150th Avenue SE or Richards Road-Factoria Boulevard corridors. Three of the eleven intersections are MMA system intersections. One of the three system intersections does not meet the PM peak MMA v/c standard in 2035, this one is:

- Eastgate Way and 161st Avenue SE

Three of the eight non-system intersections do not meet MMA v/c standards, including two intersections near the 142nd Avenue SE/I-90 direct access ramp as well as 139th Avenue SE/SE 32nd Street. Table 6 and Figure 7 summarize the intersection analysis results for these intersections.

Table 6. Other Intersections: Intersection Analysis 2018 Existing & 2035 Baseline

ID	Intersection	MMA v/c Standard	Intersection Control	PM Peak		AM Peak	
				2018 Existing	2035 Baseline	2018 Existing	2035 Baseline
MMA System Intersections							
8	Newport Way & Allen Road	0.85	Signalized	0.66	0.74	0.72	0.84
9	Newport Way & Somerset Boulevard	0.85	Signalized	0.62	0.72	0.67	0.77
25	Eastgate Way & 161 st Avenue SE	0.90	Signalized	0.57	0.86	0.75	1.02
Non-System Intersections							
10	136 th PI SE & SE 36 th St	0.90^	Signalized	0.70	0.74	Not Analyzed for AM	
11	142 nd PI SE & SE 36 th St	0.90^	Signalized	0.78	0.95	0.80	0.90
12	142 nd PI SE & I-90 Direct Access	0.90^	Signalized	0.54	1.03	Not Analyzed for AM	
13	139 th Avenue SE/ SE 32 nd St.	0.90^	Unsignalized	0.52	1.25	Not Analyzed for AM	
21	146 th Avenue SE & SE Allen Rd	0.85^	Unsignalized	0.37	0.68	Not Analyzed for AM	
23	Eastgate Way & 158 th Ave. SE	0.90^	Signalized	0.21	0.23	Not Analyzed for AM	
24	Eastgate Way & 160 th Ave. SE	0.90^	Signalized	0.33	0.41	Not Analyzed for AM	
26	Eastgate Way & SE 37 th Street	0.90^	Unsignalized	0.51*	0.68*	Not Analyzed for AM	

Notes:

- HCM 2000 methodology used to analyze study intersections. v/c at unsignalized intersections is for worst movement
- Cells highlighted in red indicates intersection v/c does not meet MMA standard, pink = getting close!
- ^non-system intersection, intersection v/c compared to MMA v/c standard for informational purposes
- *Synchro results based on degree utilization results for all-way stop

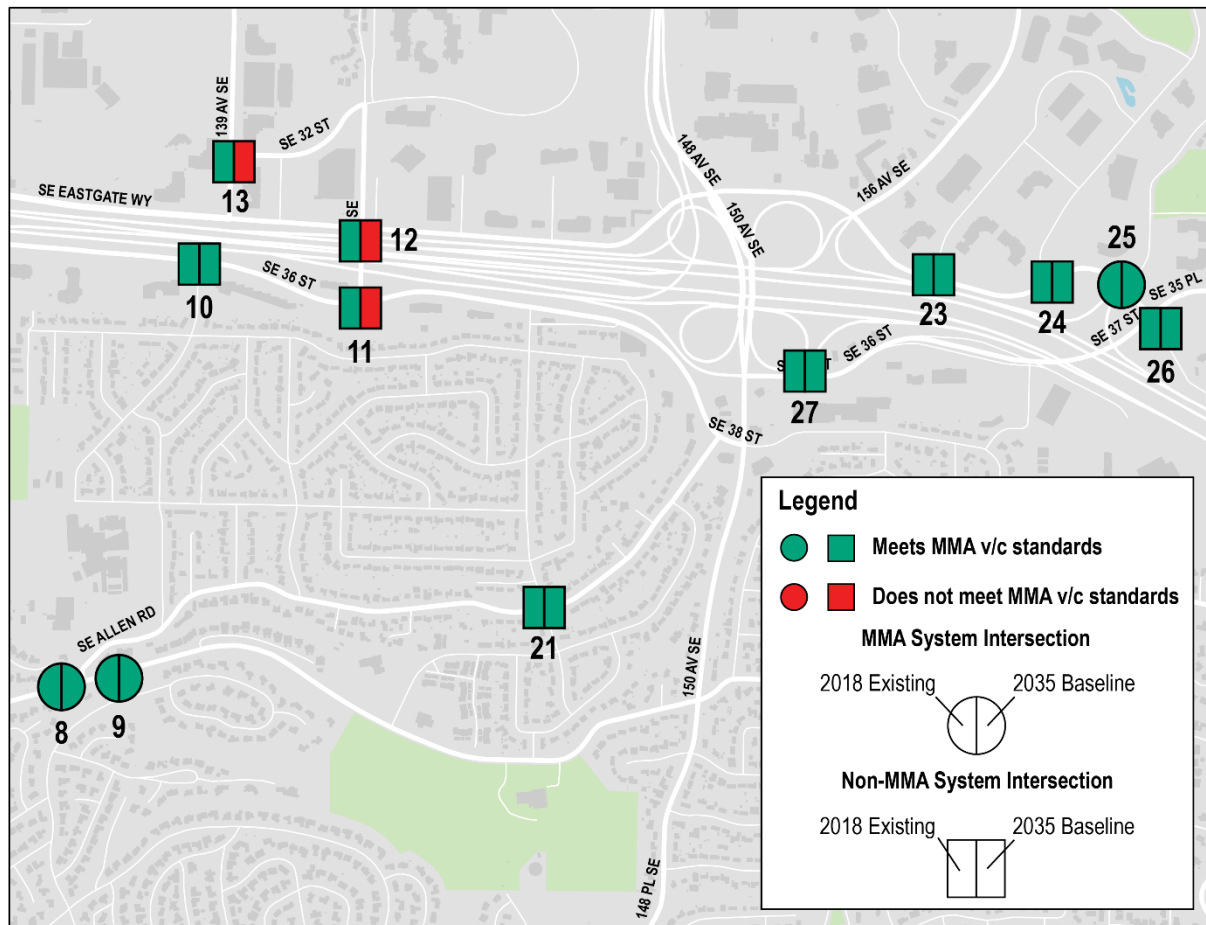


Figure 7. Intersection Analysis: Other Intersections 2018 Existing & 2035 Baseline– PM Peak

Summary of Transportation Modeling and Introducing Project Concepts

Table 7 is a summary of the locations where PM Peak level-of-service standards or guidelines under 2035 Baseline conditions are not met, as well as associated project concepts to consider that may improve level-of-service.

Some of these project concepts have been identified through the Neighborhood Safety, Connectivity and Congestion Levy but require additional analysis to refine the project elements. These projects will serve as a starting point during the concept development phase of this study. Other projects may be identified during analysis and evaluation.

Project concepts to address congestion relief offered now for analysis and evaluation are a glimpse of the potential scope of improvements that would be needed at intersections and along corridors to meet vehicle level-of-service standards and guidelines. Non-infrastructure initiatives are always appropriate and may be adequate to relieve congestion to meet standards.

Table 7. Summary of Modeling Results and Potential Project Concepts

2035 Baseline LOS Performance Does Not Meet Standard or Guideline	Planned Improvements Included in 2035 Baseline	Potential Project Concepts to Improve Level-of-Service
148th-150th Avenue SE Corridor		
148th- 150th Avenue SE & Eastgate Way v/c (1.17) > MMA Standard (0.90)	No planned projects in 2035 Baseline	<ul style="list-style-type: none"> • Modify signal control coordination and phasing • Intersection capacity improvements <ul style="list-style-type: none"> - Widening - Roundabout option? • Channelization improvements
150th Avenue SE & I-90 EB off-ramp/SE 37th Street v/c (0.97) > MMA Standard (0.90)	<u>TFP-195: 150th Ave SE/ SE 37 St - I-90 Off Ramp:</u> - Add dual WB right and SB Left turn lanes, extend EB left turn pocket, extend SB lane to 38 th Street	Location identified as a candidate for capacity improvements through Neighborhood Congestion Relief; Additional improvements to analyze: <ul style="list-style-type: none"> • Modify signal control coordination and phasing • Modify channelization to reduce weaving between SE 37th Street and I-90 EB on-ramp • Roundabout option?
150th Avenue SE & SE 38th Street v/c (0.97) > MMA Standard (0.85)	No planned projects in 2035 Baseline	Location identified as a candidate for capacity improvements through Neighborhood Congestion Relief; Additional improvements to analyze: <ul style="list-style-type: none"> • Modify signal control coordination and phasing • Modify Allen Road access at SE 38th Street intersections • Modify channelization EB & WB
150th Avenue SE & Newport Way v/c (0.99) > MMA Standard (0.85)	<u>PW-R-202: 150th Ave SE/ SE 38th St to Newport Way:</u> - Add SB right turn pocket at Newport Way intersection	Location identified as a candidate for capacity improvements through Neighborhood Congestion Relief; Additional improvements to analyze: <ul style="list-style-type: none"> • Modify signal control coordination and phasing • Modify channelization on key approaches
148th-150th Avenue SE Corridor - SB corridor segment travel speed slower than guideline in PM - NB corridor segment travel speed slower than guideline in AM	<u>WSDOT: I-90/Eastgate to SR 900 Corridor:</u> -Add auxiliary lane on EB I-90 between Eastgate Way and West Lake Sammamish Parkway interchange -Reduces spillback from EB I-90 to 148th-150 th Ave. SE corridor <u>WSDOT: I-405 HOT Lanes; Bellevue to Renton:</u> -Reduces spillback from WB I-90 to 148 th -150 th Ave SE corridor	Lane channelization modifications between Eastgate Way and SE 37 th Street to address weaving between I-90 on and off loop ramps

2035 Baseline LOS Performance Does Not Meet Standard or Guideline	Planned Improvements Included in 2035 Baseline	Potential Project Concepts to Improve Level-of-Service
Richards Road-Factoria Boulevard Corridor		
Richards Road & SE 32nd Street v/c (0.97) > MMA Standard (0.85)	No planned projects in 2035 Baseline	Location identified as a candidate for capacity improvements through Neighborhood Congestion Relief; Additional improvements to analyze: <ul style="list-style-type: none"> • Modify signal control coordination and phasing • Modify channelization on East and West approaches
Factoria Boulevard & I-90 EB off-ramp /SE 36th Street v/c (1.00) > MMA Standard (0.95)	No planned projects in 2035 Baseline	<ul style="list-style-type: none"> • Modify signal control coordination and phasing • Modify channelization on key approaches
Factoria Boulevard & SE 38th Street v/c (1.12) > MMA Standard (0.95)	No planned projects in 2035 Baseline	Location identified as a candidate for capacity improvements through Neighborhood Congestion Relief; Additional improvements to analyze: <ul style="list-style-type: none"> • Modify signal control coordination and phasing • Modify channelization on East and West approaches
Richards Road-Factoria Boulevard Corridor Operations	No planned projects in 2035 Baseline	Potential additional access management improvements along Richards Road and Factoria Boulevard
Other System Intersections		
Eastgate Way & 161st Avenue SE -Intersection v/c and capacity constraints in AM peak -WB queue spill back from Eastgate Way & Philips Hill Road in PM peak	No planned projects in 2035 Baseline	<ul style="list-style-type: none"> • Modify signal control coordination and phasing • Modify channelization on North and South approaches • Signalize Eastgate Way & SE 37th Street intersection to reduce queuing back to 161st Avenue SE
Somerset Boulevard-Allen Road & Newport Way Meets v/c standard but capacity constraints noted especially in AM peak	No planned projects in 2035 Baseline	Location identified as a candidate for capacity improvements through Neighborhood Congestion Relief
Other Projects		
Bellevue College Connection TFP – 252 Kelsey Creek Road/Snoqualmie River Road/142 nd Place SE from 145 th Place SE to SE 36 th Street	Not in the 2035 Baseline	Transit Master Plan, Project L27 Upgrade Snoqualmie River Road to support frequent transit service. Includes stronger road surface, sidewalks, bicycle facilities, bus stops, and parking relocation.

NEXT STEPS

Commissioners may request off-line briefings with staff and the consultants to learn details prior to any of the study sessions.

TC Study Session	Information	Commission Action/Direction
December 13	Evaluation framework 2018 baseline conditions	Approved evaluation framework
January 24	2035 modeling results Preliminary project concepts	Review modeling results Direction to pursue defining and evaluating project concepts
March 14	Preliminary evaluation results	Review and evaluate project concepts
May 9	Final evaluation results and project recommendation	Preliminary approval of project concepts
June 13 or 27	Final project document	Final approval of project concepts Direct staff to prepare a final report for transmittal to City Council