

City of
Bellevue



Transportation Commission Study Session

DATE: October 1, 2020

TO: Vice Chair Marciante and Members of the Transportation Commission

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SUBJECT: Transportation Facilities Plan Update

DIRECTION REQUESTED *SELECT AN OPTION FROM CHOICES BELOW WITH AN X.*

☐ Action (Future)

☐ Discussion/Direction

☒ Information

On October 8, staff will continue discussion with the Transportation Commission of the update of the city's Transportation Facilities Plan (TFP). Staff will present a preliminary list of candidate projects for evaluation and describe the project evaluation process. Staff will also present a proposed approach to engaging the public in the plan update process.

BACKGROUND

The Transportation Facilities Plan (TFP) is required and adopted pursuant to the Bellevue City Code ([Title 22, Development Code](#)). The TFP serves as the City's 12-year, or intermediate-range, transportation capital facility planning document. The [current 2019-2030 TFP](#) was adopted by the City Council in July 2019.

There are several plans and programs through which transportation capital improvements are accomplished in Bellevue. The type of project (roadway-intersection vs ped-bike) and, especially, the scale (cost) of the project influence which plan or program is the vehicle for evaluating, prioritizing and funding/building a project. Relevant plans and programs for identifying and funding implementation of transportation capital projects are,

- Transportation Facilities Plan (TFP). This 12-year plan is financially constrained (all projects included must fit within the level of forecast funding available), but does not actually commit the funding for projects.
- Capital Investment Program (CIP) plan. This 7-year plan is updated every two years as an element the city's budget. It commits the funding for large discrete projects (typically \$2 million or more) of all types (roadway-intersection, ped-bike) as well as funding for ongoing capital programs that typically implement smaller scale projects. Current ongoing capital programs include but are not limited to the following:
 - Pavement Overlay Program (PW-M-1)
 - Minor Capital – Traffic Operations Program (PW-M-2)*
 - Neighborhood Traffic Safety Program (PW-M-7)*
 - Major Maintenance Program (PW-M-19)*
 - Pedestrian & Bicycle Access & Connections Program (PW-W/B-56)*
 - Neighborhood Sidewalks Program (PW-W/B-76*)
 - ITS Master Plan Implementation Program (PW-R-156)*

Ongoing capital programs are not listed within the TFP.

- Transportation Levy – Neighborhood Safety & Connectivity (PW-R-199; \$5.4 million/year). This element of levy funding essentially supplements the base program capital allocation to many of the ongoing programs listed above (those annotated by the “*”).
- Transportation Levy – Neighborhood Congestion Management (PW-R-198; \$2 million/year). The level of funding available allows for evaluation, scoping and preliminary design of 1-2 projects per biennium. Once identified and scoped, these discrete projects should be added to the TFP. These projects may require additional, levy or non-levy, funding for implementation.

Each of the plans and programs listed above has a project evaluation/prioritization process.

INFORMATION

Attachment 1 is the preliminary list of candidate projects for consideration in the 2022-2033 TFP process. The list is comprised of projects from the following sources:

- *Roadway Projects from current 2019-2030 TFP.* There are 31 projects in this category. These are in the current TFP and thus should be considered in the TFP update process. Ten of these projects are also included in the city's [2019-2025 CIP](#). (Four of the projects are fully funded in the CIP, funding level for the other six is for a limited phase of project development.)
- *Pedestrian Projects from current 2019-2030 TFP.* There is one project in this category.

- *Pedestrian Reserve Projects from current 2019-2030 TFP.* There are four projects in this category. For the past two TFP update cycles, a funding allocation “reserve” for pedestrian and bicycle projects has been designated to support implementation of priority pedestrian and bicycle projects, as identified via the city’s ongoing Pedestrian and Bicycle Implementation Initiative (PBII) to improve pedestrian and bicycle accommodation. Projects in this category scored well in prior TFP evaluation processes but have not had specific project funding allocations.
- *Neighborhood Sidewalk Program Projects.* These five projects have been through an evaluation process and scored highly for funding through the Neighborhood Sidewalk Program (CIP PW-W/B-76; partially funded by the Transportation Levy). It is anticipated that funding via this program will be available to support additional projects in the later years of the TFP horizon. Projects will be identified and evaluated via that program (Candidate projects are identified and evaluated using a framework with multimodal components that was approved by the Commission in October, 2017.)
- *Other Pedestrian Projects.* Staff propose to add one new project (to address sidewalk gaps on NE 8th Street in the vicinity of the Wilburton Station). Additional new candidate projects may be added in this category during the TFP process.
- *Bicycle Reserve Projects from current 2019-2030 TFP.* There are four projects in this category. As noted above, for the past two TFP update cycles, a funding allocation “reserve” for pedestrian and bicycle projects has been designated to support implementation of priority pedestrian and bicycle projects, as identified via the city’s ongoing Pedestrian and Bicycle Implementation Initiative (PBII) to improve pedestrian and bicycle accommodation. Projects in this category scored well in prior TFP evaluation processes but have not had specific project funding allocations.
- *Other Bicycle Projects.* Staff propose to add three new projects (to create connections to the Eastrail at Spring Blvd and at Main Street and to complete an east-west priority bicycle corridor in central Bellevue). These projects are consistent with the Pedestrian and Bicycle Transportation Plan.
- *Bicycle Network Projects.* Staff propose to add three new “network” projects, so as to reflect and advance ongoing work conducted under the Bicycle Rapid Implementation Program and recognize that some improvements will require capital investment beyond the levels available in ongoing programs. The projects describe the areas where bicycle mobility needs have been identified and focus on creating connected facilities that are comfortable for a broad segment of the community to use.
- *Neighborhood Congestion Reduction Projects.* These five projects have been through an evaluation process and scored highly for funding through the Neighborhood Congestion Reduction Program (CIP PW-R-198, \$2m/year funded by the Transportation Levy) and

supplemented by the Neighborhood Congestion Management Implementation CIP fund (CIP PW-R-200, \$5m). It is anticipated that funding via at least the Levy program will be available to support additional projects in the later years of the TFP horizon. (the Commission was briefed on the project evaluation framework in October/November 2017).

- *Comprehensive Transportation Project List Projects.* These 32 projects are the remaining defined projects in the city's [Comprehensive Transportation Project List](#), the eight projects at the bottom of the list are drawn from the [Eastgate Transportation Study](#), completed in 2019.
- *Transit Projects.* The 2019-2030 TFP includes a Transit Master Plan – Metro Connects Reserve with an allocation of \$4 million for implementation of priority transit services and facilities. For the 2022-2033 TFP, staff propose to add definition in this category by describing seven priority connection needs, linking activity centers in Bellevue. These are consistent with needs identified in the Bellevue Transit Master Plan.
- *Other Projects.* These are new projects requested by department staff, the public, or other sources. Currently, there is one project in this category. Additional new candidate projects may be added in this category during the TFP process.

Except for the projects labeled “new” and the smaller-scale, program-funded projects, the projects listed in the categories above were included in the city's state-mandated (but financially unconstrained) 2021-2026 Transportation Improvement Program plan, which was endorsed by the Commission in June and adopted by the City Council on July 6, 2020 (Resolution No. 9784).

Staff are working to develop a map showing the candidate projects and will endeavor to have the map ready for distribution in the near future.

In the TFP development process, Roadway/Intersection projects have typically been evaluated and scored according to the need at each project location and the benefit the project will provide in each of the following five criteria:

- Safety (30%)
- Level of Service (20%)
- Transit (20%)
- Non-Motorized (20%)
- Plan Consistency & Outside Funding Potential (10%)

Weights indicated are those used in the most recent, 2019-2030 TFP process. For the 2022-2033 TFP process, the safety evaluation and scoring of projects will be informed by the information collected and analysis performed for the Vision Zero initiative. The project scoring exercise generates a score ranked list (highest scoring to lowest scoring) that will be shared with the Commission (likely at the December meeting). Following development of a score-

ranked project list, additional factors will be considered in the process of developing a *prioritized* project list. These factors may include public input, equity/environmental justice, extent of project development to date, opportunity to tie in with projects led by others (e.g., Sound Transit, WSDOT), etc. Projects that do not fit the Roadway/Intersection evaluation criteria, such as ped, bike or maintenance projects will also be integrated into the list. The prioritized list provides the foundation for the Commission to determine what projects to recommend for inclusion in the updated, 2022-2033 TFP.

Attachment 2 outlines the proposed approach to public involvement. Key elements involve providing notice to the community regarding the TFP update process and hosting an online open house (anticipated to run for three weeks) that will include survey questions and an interactive project map in which people can learn about the candidate projects and provide comment. Staff will walk through the key elements of the proposed public involvement process at the Commission meeting and invite input from Commission members.

NEXT STEPS

TFP project staff will refine the preliminary project list and the project evaluation criteria per input from the Commission as well as per any additional or new information from staff involved with capital program development or in the specialty disciplines pertaining to the various evaluation criteria. Any revisions will be shared with the Commission in the communication for the November meeting.

If you have questions or need additional information prior to the meeting, please contact Michael Ingram at (425) 452-4166 or email mingram@bellevuewa.gov or Kristi Oosterveen at (425-452-4496) or email koosterveen@bellevuewa.gov.

ATTACHMENTS

1. 2022-2033 TFP candidate projects
2. 2022-2033 TFP public outreach process
3. 2022-2033 TFP Update Timeline—DRAFT