

City of  
Bellevue



# Transportation Commission Study Session

**DATE:** October 6, 2021

**TO:** Chair Marciante and Members of the Transportation Commission

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**SUBJECT:** Transportation Facilities Plan 2022-2033 Update

## DIRECTION REQUESTED

<input type="checkbox"/>	Action (Future)
<input type="checkbox"/>	Discussion/Direction
<input checked="" type="checkbox"/>	Information

On October 14, staff will reengage with the Transportation Commission on the update of the city's Transportation Facilities Plan (TFP). The Commission last considered the 2022-2033 TFP in May, when staff proposed and Commission agreed to pause the TFP update process so as to align with the Transportation Concurrency Update and the Mobility Implementation Plan (MIP) initiatives that are underway. At the October 14 meeting, staff will review the application of the new MIP performance metrics to the Preliminary 2022-2033 TFP project list that was developed in the 2022-2033 TFP process. Staff will also provide a brief overview of the TFP process pursued between October 2020 and May 2021, for purposes of review and to acquaint new Commission Members with the TFP update work conducted to date.

As previously discussed, the 2022-2033 TFP is intended to function as a "transitional" plan, in that we will have the benefit of utilizing the new MIP performance metrics and testing their application to a capital plan in the development process. The new MIP framework will also include a process for project identification, selection and prioritization. This process is currently

under discussion with the Commission (starting at the meeting on October 14) and is *not* proposed to be used for this TFP update cycle. The TFP is updated every 2-3 years and the next update will be the opportunity to fully integrate the MIP framework (still under development) into the TFP process.

## BACKGROUND

The Transportation Facilities Plan (TFP) is required and adopted pursuant to the Bellevue City Code ([Title 22, Development Code](#)). The TFP is the City's 12-year, or intermediate-range, transportation capital facility planning document. The TFP is revenue constrained, meaning the cost of projects included in the TFP must balance against anticipated revenues (i.e., only projects that the city can reasonably expect to afford can be included). The [current 2019-2030 TFP](#) was adopted by the City Council in July 2019.

The 2022-2033 TFP update process started with a briefing to the Commission in September 2020. Additional engagement with the Commission occurred at subsequent meetings:

- October 8 and November 12, discussion of candidate projects.
- December 10, discussion of proposed public outreach process.
- January 14, discussion of results of the evaluation of roadway-intersection projects.
- March 11, initial discussion of project prioritization and a report on the TFP public outreach, including all project comments received.
- April 8, discussion of projected revenue available for the 2022-2033 TFP and the proposed funding allocation to individual candidate TFP projects.
- May 13, discussion of pausing the 2022-2033 TFP process, so as to evaluate the proposed 2022-2033 TFP projects according to the emerging MIP performance metrics and targets then under development.

## INFORMATION

Under the proposed new Multimodal Concurrency framework, the TFP plays a key underlying role, as it establishes the 12-year transportation system and thus the “supply” of mobility that the city intends to provide.

### Prioritized List of Candidate TFP Projects

In the spring, staff presented a preliminary prioritized list of projects for the 2022-2033 TFP. Staff have made several minor adjustments (detailed below) to this list, which is included as Attachment 1 to this memo. Projects in the list are grouped into four categories:

- The first category is shown in gray fill; these projects are fully funded in the adopted 2021-2027 CIP and thus will be **automatically included** in the 2022-2033 TFP. (16 projects)
- The second category is shown in green fill: these projects are **recommended for inclusion** in the 2022-2033 TFP, with funding to support advancing project development and/or implementation. (29 projects, including 3 bike “network” projects. Additionally,

in this category are 7 transit projects, for which staff propose allocation of a single “bucket” of funding.)

- The third category is shown in peach fill; these projects are **recommended for inclusion** in the 2022-2033 TFP, with a minimal “placeholder” level of funding. (19 projects, \$300K each.)
- The fourth category is shown in red fill; these projects are **not recommended for inclusion** in the 2022-2033 TFP. (11 projects)

Since the May meeting, staff have made several adjustments to the list. These are as follows.

A. One project with adjustment to scope and cost:

- TFP-260 *120<sup>th</sup> Avenue NE Stage Four, from Spring Blvd to Northup Way.*

*Discussion:* This project is currently starting design and in conjunction with this work a detailed analysis was undertaken of the number of roadway lanes needed to address the project purpose. It was determined that the original scope of 5-lanes for the entire segment is not needed. The revised project scope specifies four lanes from Spring Blvd to NE 18<sup>th</sup> Street and three lanes from NE 18<sup>th</sup> Street to Northup Way. This reduced footprint results in a reduced project cost, from the \$33.1 million estimated in April to a new figure of \$27.9 million. This frees up \$5.2 million for allocation to other priority projects in the TFP.

B. Three new bicycle projects to respond to Council direction related to their discussion in early April of project OCRP-7 *South Downtown I-405 access: Lake Hills Connector Southbound On-ramp.*

- OCPB-4 *116<sup>th</sup> Avenue SE—Main Street to SE 8<sup>th</sup> Street multipurpose path.*
- OCPB-5 *SE 5<sup>th</sup> Street—116<sup>th</sup> Avenue to 118<sup>th</sup> Avenue multipurpose path and signal.*

*Discussion:* Provides a connection the Eastrail.

- OCBP-6 *114<sup>th</sup> Avenue—NE 8<sup>th</sup> Street to SE 8<sup>th</sup> Street multipurpose path.*

These three projects appear in the peach section of the list.

C. One project moved between categories:

- TFP-245. *140<sup>th</sup> Ave NE bicycle facility from NE 24<sup>th</sup> Street to NE 8<sup>th</sup> Street.* Moved from the red section to the peach section.

*Discussion:* This is a current TFP project that calls for installation of a separated multiuse ped-bike path on the east side of 140<sup>th</sup> Avenue. Space for the path exists along most of this segment (in the form of a vestigial gravel horse trail); however, accommodation for this path is needed along the frontage of a few key parcels north of Bel-Red Road. Retaining this as a discrete project in the TFP (rather than addressing it via the Growth Corridor Bicycle Network and East Bellevue Bicycle Network umbrellas) will best ensure adequate accommodation for the path as properties redevelop.

All changes to the project list are indicated in red text.

The list shows \$5.4 million not yet allocated. Staff will propose project allocation for these funds at the next meeting, on October 28. Likely priorities for these funds are the future year needs (beyond the 2021-2027 CIP) to support implementation of projects identified and scoped in the Neighborhood Congestion Reduction program and the Neighborhood Sidewalk program. Rows for these needs appear in the gray section of the Proposed TFP Project List.

### **System Status with Proposed TFP Projects**

The 2022-2033 TFP list was evaluated using the new MIP metrics for the pedestrian system, bicycle system, transit performance and vehicular performance.

Pedestrian system status is captured in Attachment 3, showing current conditions and future (2033) conditions, with the proposed suite of TFP projects. Also included is a table showing completion status for the pedestrian system, by Performance Management Area.

Bicycle system status is captured in Attachment 4, showing current conditions and future (2033) conditions, with the proposed suite of TFP projects. Also included is a table showing completion status for the bicycle system, by Performance Management Area and for each of the eleven Priority Bicycle Corridors.

Transit performance is captured in Attachment 5, showing current conditions and future (2044 land use) conditions, with the proposed suite of TFP projects

Vehicular performance is captured in Attachment 6, showing current and future (2044 land use) conditions, with the proposed suite of TFP projects. Performance is indicated by two metrics: Intersection volume/capacity and corridor delay.

It should be noted that these analyses are preliminary and may be adjusted as staff further evaluate and refine the application of the metrics to the suite of proposed TFP projects.

Staff will further discuss the performance of the proposed TFP project list at the Commission meeting on October 14.

### **Additional Lens for the Proposed Project List**

In the spring, staff provided Commission Members with a description of the project list, by thematic grouping. The descriptions below are largely reproduced from the April memo to the Commission. Projects proposed for funding (in the green and peach sections) can be generally described in following categories:

A. *Projects that support continued development in the city's growth areas.* (14 projects).

Projects in this category include,

- TFP-270 *Spring Blvd zone 3 (124<sup>th</sup> Avenue to 130<sup>th</sup> Avenue NE)*
- TFP-211 *NE 6<sup>th</sup> Street Extension (I-405 to 116<sup>th</sup> or 120<sup>th</sup> Ave NE)*

- TFP-250a *148<sup>th</sup> Avenue NE/NE 24<sup>th</sup> Street intersection*
- TFP-260 *120<sup>th</sup> Avenue NE Stage 4 (NE 16<sup>th</sup> Street to Northup Way)*
- TFP-242 *Bellevue Way HOV lane from Winters House to South Bellevue P&R*
- Multiple projects to widen streets and intersections in Downtown, including TFP-110 (110<sup>th</sup> Ave NE from NE 6<sup>th</sup> Street to NE 8<sup>th</sup> Street), TFP-219 (NE 8<sup>th</sup> Street/106<sup>th</sup> Avenue NE intersection), TFP-223 (Bellevue Way/NE 8<sup>th</sup> Street intersection), TFP-222 (Bellevue Way/NE 4<sup>th</sup> Street intersection), TFP-190 (NE 2<sup>nd</sup> Street from Bellevue Way to 112<sup>th</sup> Avenue NE), OCRP-1 (NE 2<sup>nd</sup> Street/114<sup>th</sup> Avenue NE intersection).
- OCRP-6 *143<sup>rd</sup> Place NE (NE 20<sup>th</sup> Street to Bel-Red Rd)*
- TFP-272 *NE 12<sup>th</sup> Street/116<sup>th</sup> Avenue intersection*
- TFP-250 *148<sup>th</sup> Avenue NE Master Plan*

B. *Projects that mitigate impacts to residents of growth and congestion* (5 projects).

Projects in this category include,

- TFP-195 *150<sup>th</sup> Ave SE/SE 37<sup>th</sup> Street/I-90 off ramp intersection*
- TFP-253 *150<sup>th</sup> Ave SE/Eastgate Way intersection*
- Neighborhood Congestion Reduction program projects including TFP-273 Lakemont Blvd/Forest Drive, CR-6 Lakemont Blvd/Newport Way, CR-7 Lake Washington Blvd/SE 60<sup>th</sup> Street.

C. *Projects led by other agencies that advance city interests, with modest funding proposed to support city coordination* (4 projects).

- TFP-217 *SR520 Added access (to/from east) at 124<sup>th</sup> Avenue NE*
- TFP-193 *I-405 Added access (from north) at NE 10<sup>th</sup> Street*
- TFP-271 *I-405 Coal Creek interchange (add four roundabouts, 119<sup>th</sup> Avenue SE to 120<sup>th</sup> Avenue SE*
- OCRP-7 *South Downtown I-405 access: Lake Hills Connector Southbound On-ramp.*

These projects appear in the Placeholder funding category (peach section).

D. *Projects that support transit mobility* (9 projects, including seven transit “connection” projects). Projects in this category include,

- TFP-252 *Bellevue College Connection*
- OCRP-5 *108<sup>th</sup> Avenue NE “Spine,” NE 4<sup>th</sup> Street to NE 8<sup>th</sup> Street*

E. *Projects that build out the pedestrian facility network* (4 projects). Projects in this category include,

- OCPP-1 *NE 8<sup>th</sup> Street sidewalk gaps, 116<sup>th</sup> Avenue to 120<sup>th</sup> Avenue*
- TFP-175 *SE 34<sup>th</sup> Street sidewalk, 162<sup>nd</sup> Place to West Lake Sammamish Pkwy*
- TFP-173 *108<sup>th</sup>/112<sup>th</sup> Avenue NE sidewalk gaps north and south of NE 24<sup>th</sup> Street*

- TFP-247 *Eastgate Way sidewalk gaps, Richards Road to Sunset Corporate Campus*

(Note: additional sidewalk projects will be funded via the Neighborhood Sidewalk Program)

F. *Projects that build out the bicycle facility network* (18 projects, including 3 bicycle “network” projects). Projects in this category include,

- TFP-257, TFP-267 *West Lake Sammamish Parkway*
- TFP-244 *Eastrail Corridor multiuse trail, north city limit to south city limit*  
*Discussion:* The Eastrail is a County-led project. City support will facilitate and support development of key trail crossings and connections into the Eastrail from Bellevue neighborhoods and activity centers.
- TFP-243 *Mountains to Sound multiuse trail—142<sup>nd</sup> Place SE to Lakemont Blvd*
- TFP-234 *Main Street—100<sup>th</sup> Avenue to 116<sup>th</sup> Avenue*
- TFP-158 *SE 16<sup>th</sup> Street—148<sup>th</sup> Avenue to 156<sup>th</sup> Avenue*
- OCBP-1 *Eastrail to Spring Blvd Trail Link*
- OCBP-3 *Lake to Lake Trail Corridor*
- OCBP-2 *Eastrail Connection at Main Street*
- TFP-269 *124<sup>th</sup> Avenue—NE 8<sup>th</sup> Street to NE 12<sup>th</sup> Street*
- TFP-254 *Bel-Red Rd—NE 20<sup>th</sup> Street to NE 24<sup>th</sup> Street*
- OCPB-4 *116<sup>th</sup> Avenue SE—Main Street to SE 8<sup>th</sup> Street multipurpose path.*
- OCPB-5 *SE 5<sup>th</sup> Street—116<sup>th</sup> Avenue to 118<sup>th</sup> Avenue multipurpose path and signal*
- OCBP-6 *114<sup>th</sup> Avenue—NE 8<sup>th</sup> Street to SE 8<sup>th</sup> Street multipurpose path*
- TFP-245 *140<sup>th</sup> Avenue—NE 24<sup>th</sup> Street to NE 8<sup>th</sup> Street*

The remaining project, not included in the above categories is OCBP-4 *Future Vision Zero road safety projects along Bellevue’s High-Injury Network corridors.*

## **NEXT STEPS**

Staff will return at the meeting on October 28 with final recommendations for funding allocations. At that point, if Commission Members are comfortable with the proposed project list and allocations, the Commission may choose to endorse the project list (including any desired revisions) at this meeting. Alternatively, staff will return to the Commission at a future meeting to further consider the project list and funding allocations. The Preliminary Proposed TFP Project List will then be presented to the City Council by staff and a Commission representative as the proposed basis for advancing to the environmental review (SEPA) process.

The timeline goal is Council adoption of the new 2022-2033 TFP in May or June. This timing will support coordination of the TFP with the new concurrency framework.

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](mailto:mingram@bellevuewa.gov) or Kristi Oosterveen at (425-452-4496) or email [koosterveen@bellevuewa.gov](mailto:koosterveen@bellevuewa.gov). We would be happy to discuss the features, benefits or rationale for any of the projects on the list or other aspects of the TFP process. We are also available to meet with new (or veteran) Commission Members in advance of the meeting on the 14<sup>th</sup>, as desired.

## **ATTACHMENTS**

1. 2022-2033 TFP Preliminary Project List, with proposed project funding allocations
2. 2022-2033 TFP Preliminary Project Map (two maps)
3. Current and future Pedestrian System status
4. Current and future Bicycle System status
5. Current and future Transit Performance
6. Current and future Vehicular LOS (intersections) and Delay (corridors)