

# NEIGHBORHOOD LEVY PROJECT



TRANSPORTATION

## Neighborhood Congestion Reduction Levy Program

Transportation Commission Update

September 26, 2019

Chris Long, Traffic Engineering Manager

# Tonight's Presentation

1. NCR Program overview
2. Review of NCR projects underway
3. 2019 Traffic Studies results review
4. Review recommended projects for final design

# Transportation Commissions Role

Provide comments on the approach proposed for allocating design/construction funding to the selected projects.

# Neighborhood Congestion Reduction Program

- *(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.*
- Small to medium sized near-term projects
- Program covers:
  - Traffic studies
  - Outreach
  - Preliminary and final design
  - Construction



# Program Development Steps

- November 9, 2018: TC/Staff finalized NCR project scoring criteria
- January 25, 2018: TC endorsed recommended project list for 2018/2019 Traffic Studies
- June 27, 2019: TC/staff completed Eastgate Transportation Study

# Project Prioritization Framework Revisions

## Tier 0: Pass/Fail Criteria

	<b>Pass/Fail</b> - <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

# Project Prioritization Framework Revisions

## 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

### ▲ B. Safety (20 pt. maximum)

	Safety - does the candidate location exhibit an existing safety need?
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

# Project Prioritization Framework Revisions

## 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



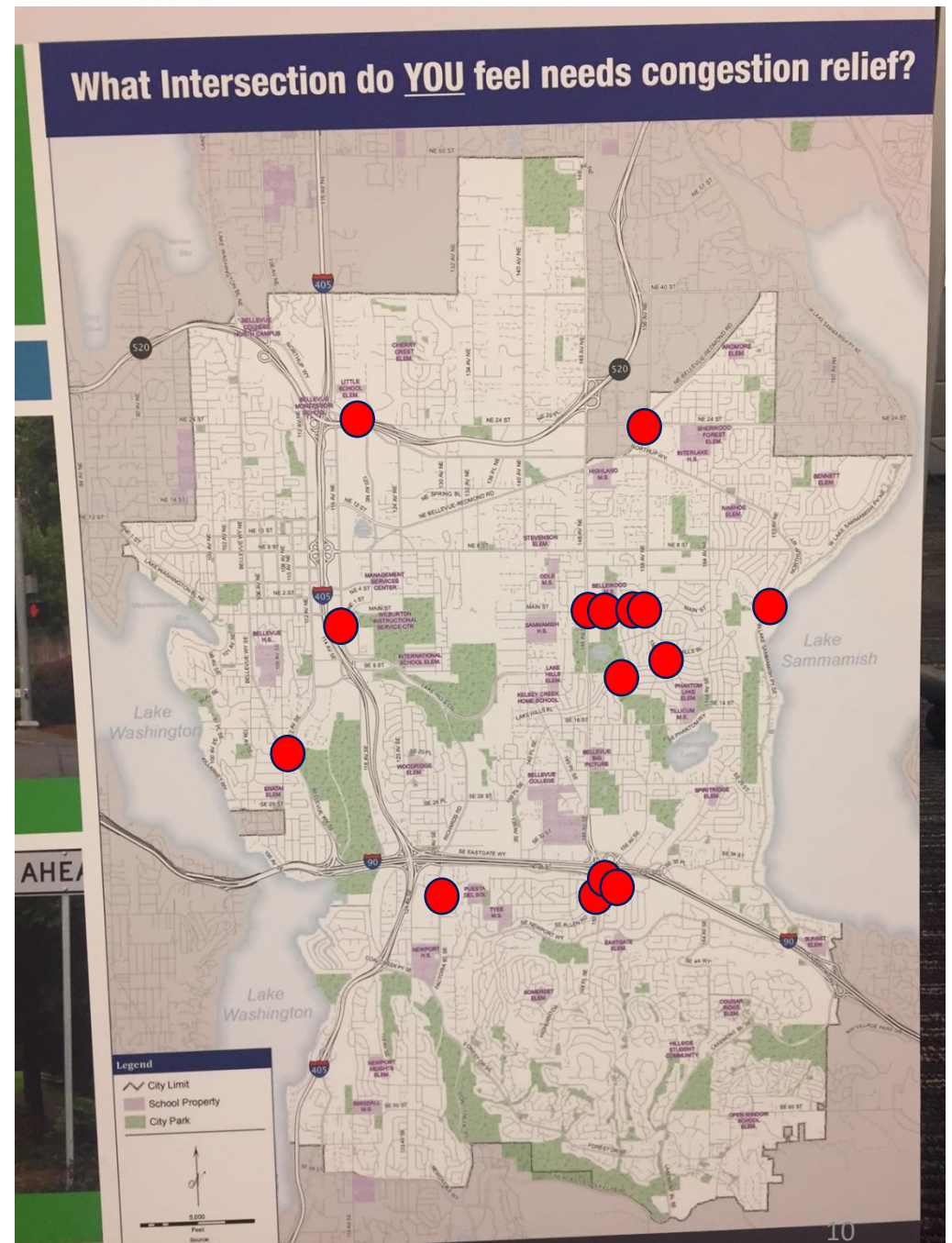
# Project Prioritization Framework Revisions

## Advantage Points (30 pt. maximum)

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

# Creation of Project List

- Resident comments from 2016 levy outreach
- Comprehensive Transportation Project List (including the TFP)
- Locations in the 2017 Concurrency Report that exceed max LOS for Mobility Management Areas (MMA)
- Staff recommendations from past resident inquiries



# Neighborhood Congestion Reduction Project Review

## ANALYSIS

- COMPLETED: 2019 Traffic Studies
- COMPLETED: Eastgate Transportation Study

## DESIGN

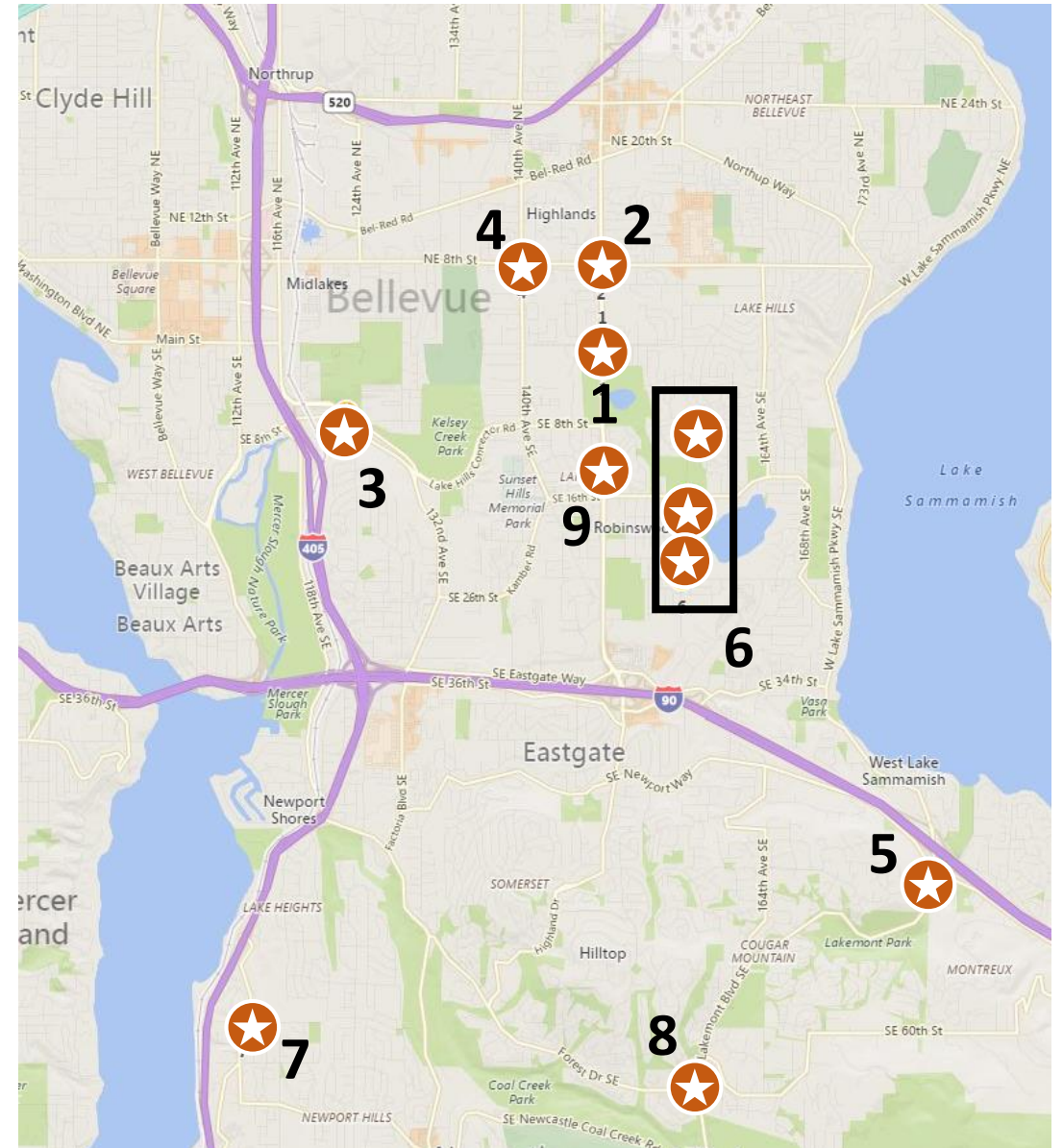
- 112<sup>th</sup> Ave NE/NE 24<sup>th</sup> Street Traffic Signal, Construction 2020

## CONSTRUCTION

- SE Newport Way/164<sup>th</sup> Ave SE Mini-Roundabout, Complete Oct. 2019
- 150<sup>th</sup> Ave SE/SE Newport Way SB Right Turn Pocket, Complete Spring 2020

# 2019 Traffic Analysis Projects

1. Main St/148<sup>th</sup> Ave & Kelsey Creek Plaza access
2. 148<sup>th</sup> Ave NE/NE 8<sup>th</sup> St
3. SE 8<sup>th</sup> St/Lake Hills Connector
4. NE 8<sup>th</sup> St/140<sup>th</sup> Ave NE
5. Newport Way/Lakemont Blvd
6. 156<sup>th</sup> Ave SE @ Lake Hills Blvd, SE 16<sup>th</sup> St & SE 24<sup>th</sup> St
7. Lk Washington Blvd/SE 60<sup>th</sup> St
8. Lakemont Blvd/Forest Dr
9. 148<sup>th</sup> Ave NE/Lk Hills Blvd



# 2019 Traffic Analysis Project Scoring

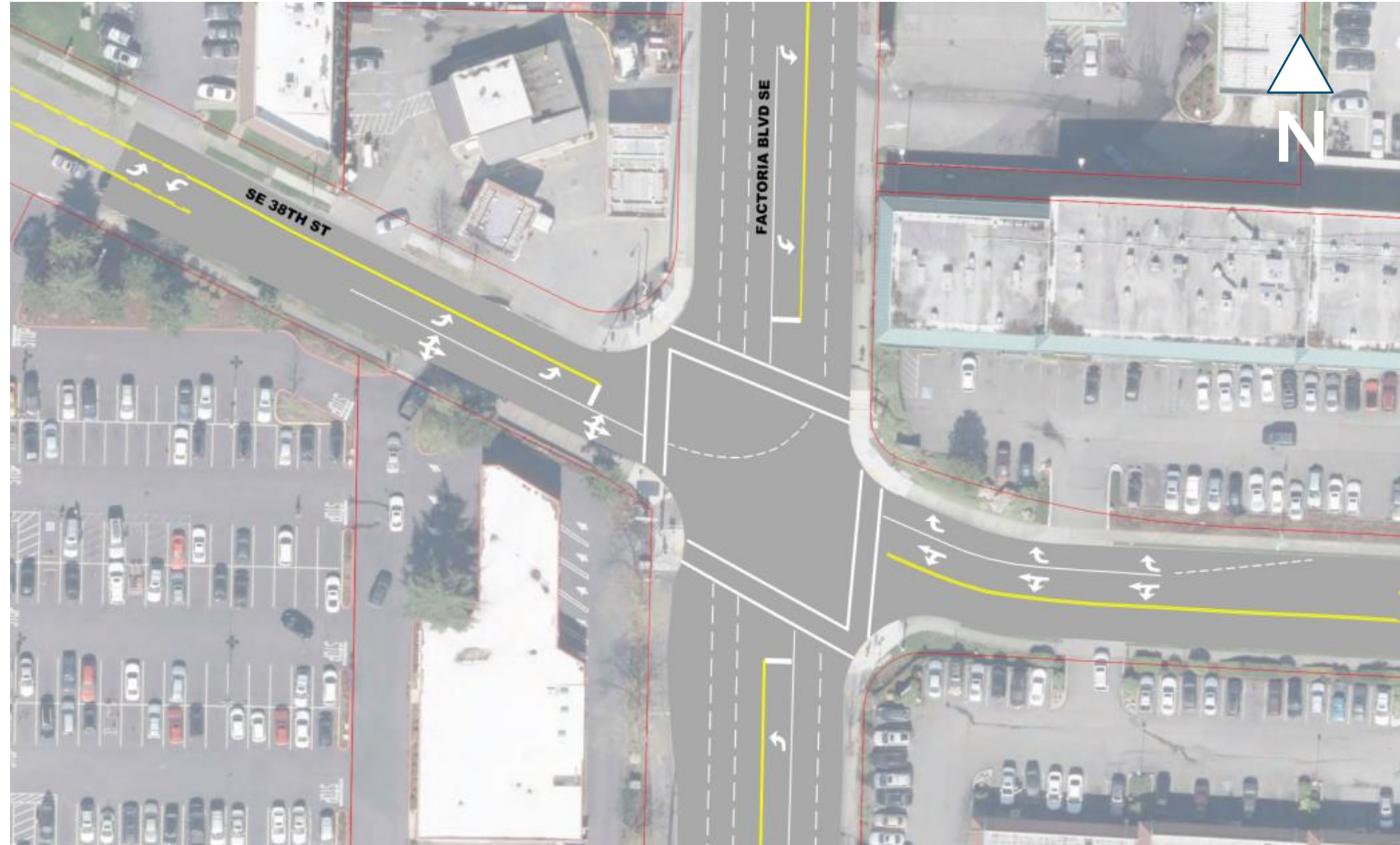
Item	Location	Tier 2 Total	Estimated Cost (millions)
1	150th Ave SE & SE 37th St	82	\$2.60
2	SE 8th St & Lake Hills Connector	81	\$1.90
3	156th Ave SE & Lake Hills Blvd	81	\$1.50
4	150th Ave SE & SE Eastgate Way	81	\$5.10
5	Lake Hills Blvd & 148th Ave NE	76	\$1.30
6	Main St & 148th Ave NE	69	\$2.40
7	NE 8th St & 140th Ave NE	63	\$1.60
8	NE 8th St & 148th Ave NE	62	\$3.30
9	SE Newport Way & Lakemont Blvd	60	\$3.50
10	Factoria Blvd & SE 38th St	60	\$0.30
11	SE Forest Dr & Lakemont Blvd	28	\$2.10
12	SE 60th St & Lake Washington Blvd SE	23	\$2.50

# 2020/2021 Funding Allocation

Location	Approach
<b>150th Ave SE &amp; SE 37th St</b>	60% Design in 2020, Shop for grant funding
<b>150th Ave SE &amp; SE Eastgate Way</b>	60% Design in 2020, Shop for grant funding
<b>SE 8th St &amp; Lake Hills Connector</b>	60% Design in 2020, Consider for construction in 2021
<b>156th Ave SE &amp; Lake Hills Blvd</b>	60% Design in 2020, Consider for construction in 2021
<b>Lake Hills Blvd &amp; 148th Ave NE</b>	Final Design in 2020, Construction 2021
<b>Factoria Blvd &amp; SE 38th St</b>	Final Design in 2019, Construction 2020

# Factoria Blvd at SE 38<sup>th</sup> St (Existing)

Existing v/c: 0.86



# Factoria Blvd at SE 38<sup>th</sup> St (Proposed)

Future No-Build  
v/c: 1.07

Future Build v/c:  
0.99





# Lake Hills Blvd at 148<sup>th</sup> Ave NE (Existing)

Existing v/c: 0.97



Lake Hills Blvd  
at 148<sup>th</sup> Ave  
NE  
(Proposed)

Future No-Build  
v/c: 1.02

Future Build v/c:  
0.89



# Lake Hills Blvd at 156<sup>th</sup> Ave SE (Existing)

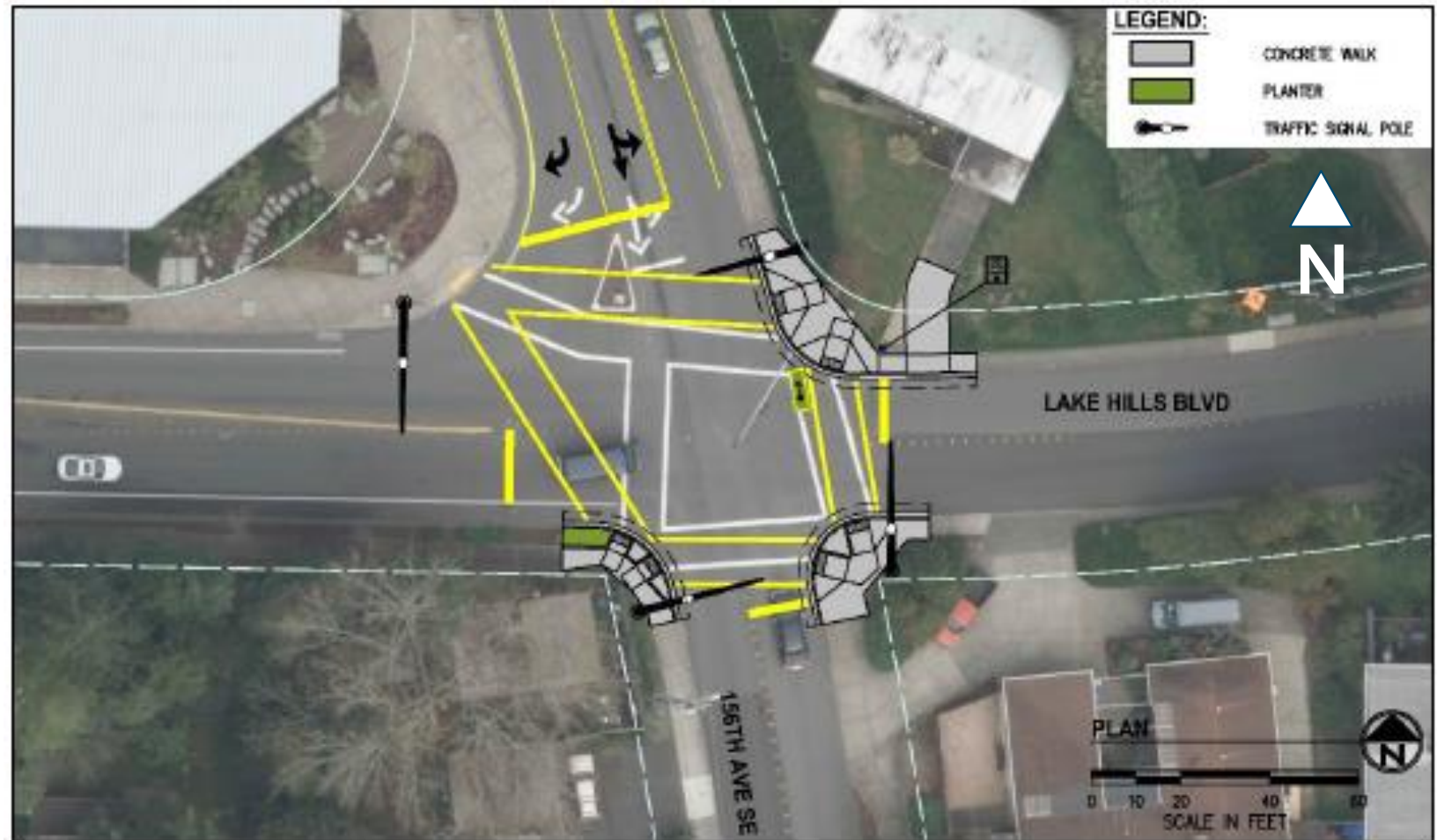
Existing v/c: LOS E\*



# Lake Hills Blvd at 156<sup>th</sup> Ave SE (Proposed)

Future No-Build  
v/c: LOS F\*

Future Build v/c:  
0.57, LOS B



# SE 8<sup>th</sup> St at Lake Hills Connector (Existing)

Existing v/c: 1.03



# SE 8<sup>th</sup> St at Lake Hills Connector (Proposed Alternative 1)

Future No-Build  
v/c: 1.15

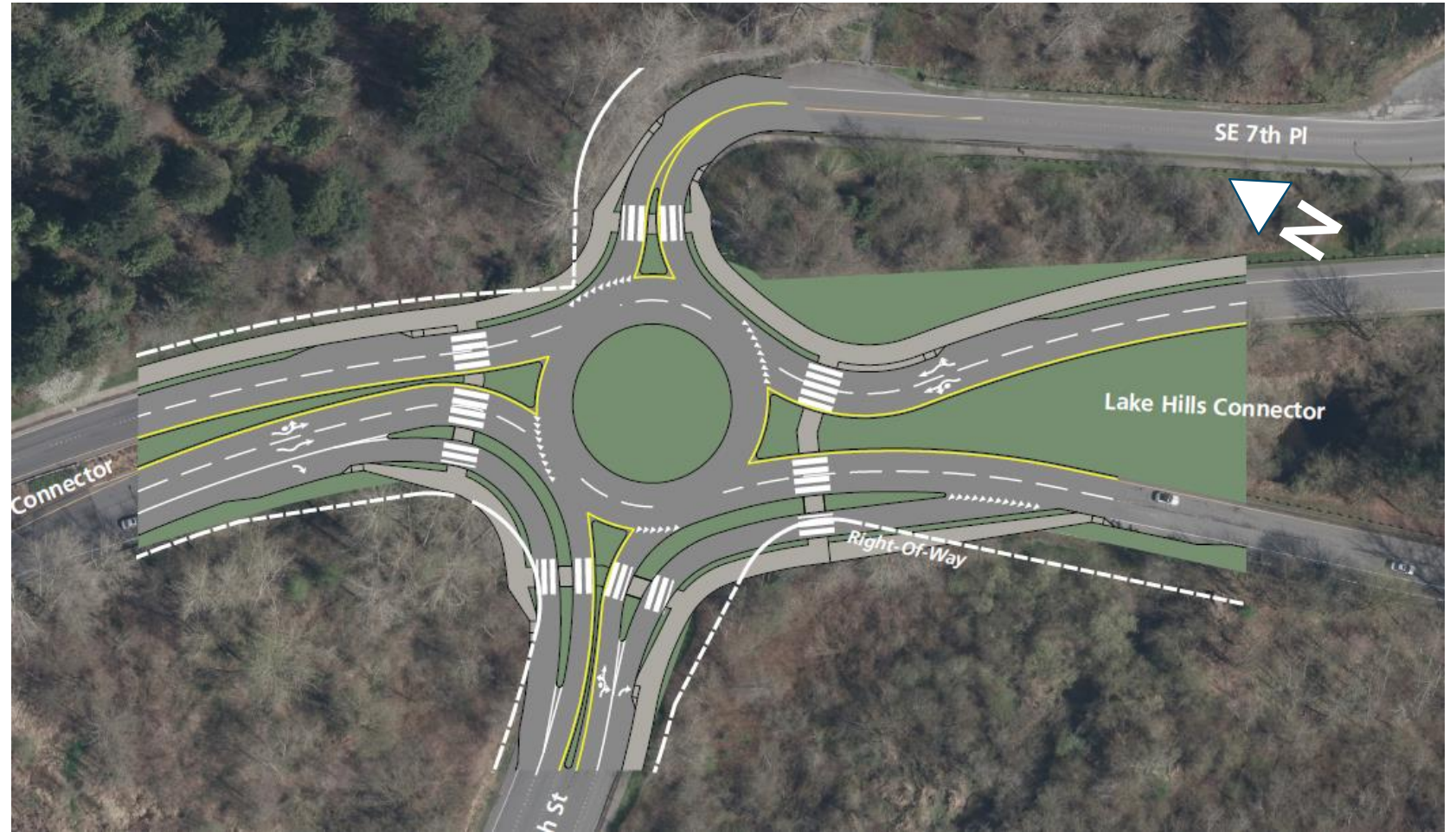
Future Build v/c:  
1.03



# SE 8<sup>th</sup> St at Lake Hills Connector (Proposed Alternative 2)

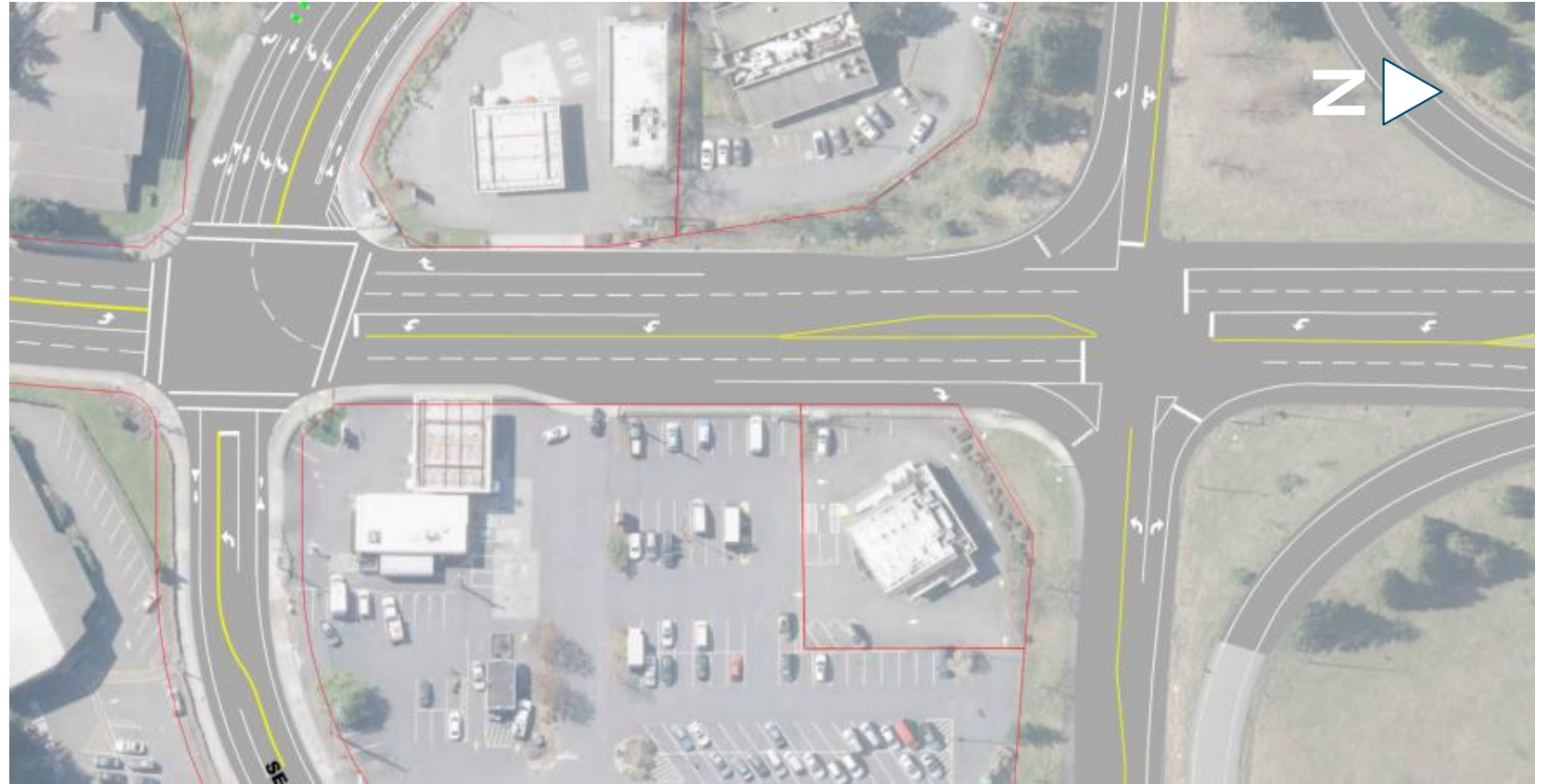
Future No-Build  
v/c: 1.15

Future Build v/c:  
0.86



# 150<sup>th</sup> Ave SE at SE 37<sup>th</sup> St (Existing)

Existing v/c: 0.84

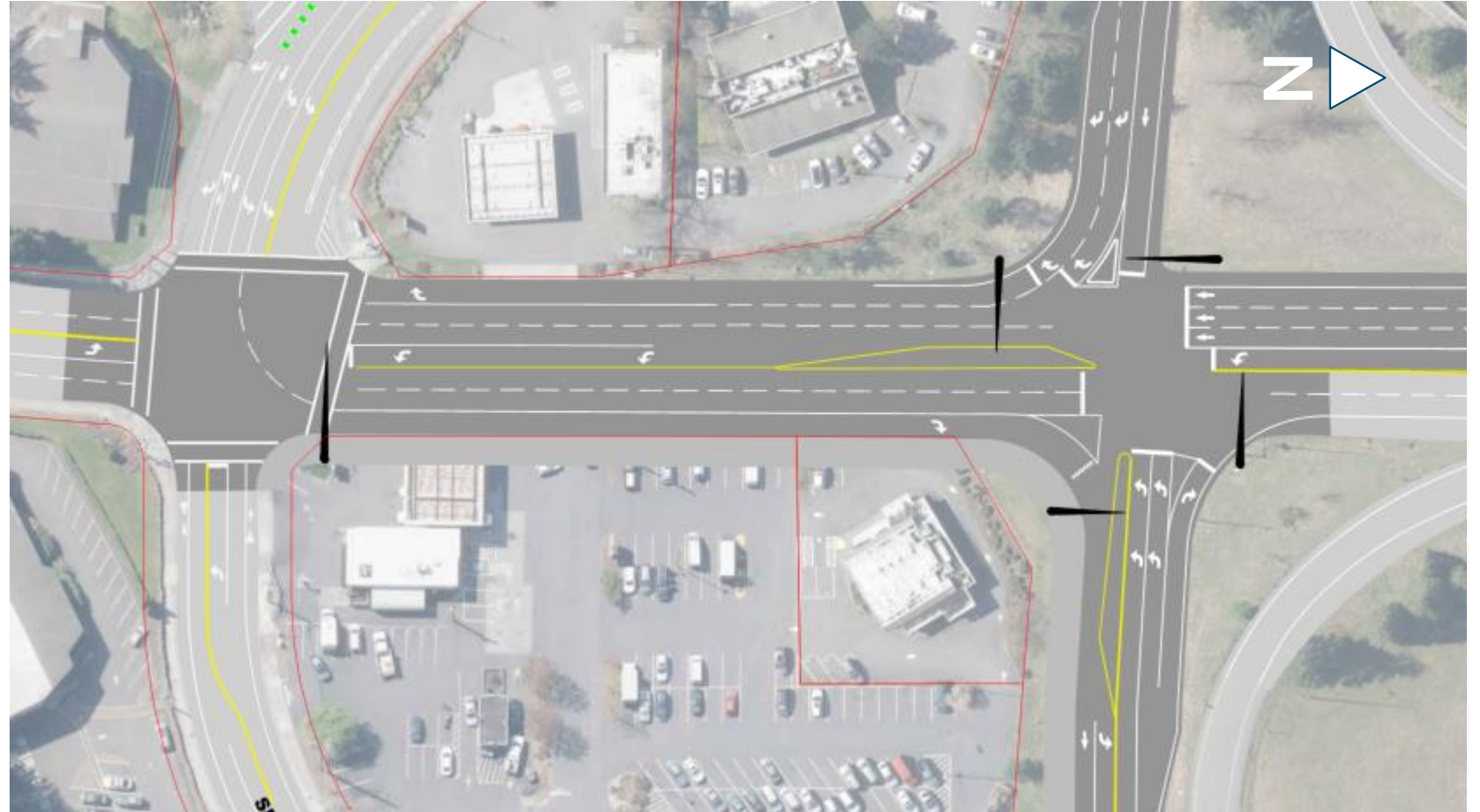




# 150<sup>th</sup> Ave SE at SE 37<sup>th</sup> St (Proposed)

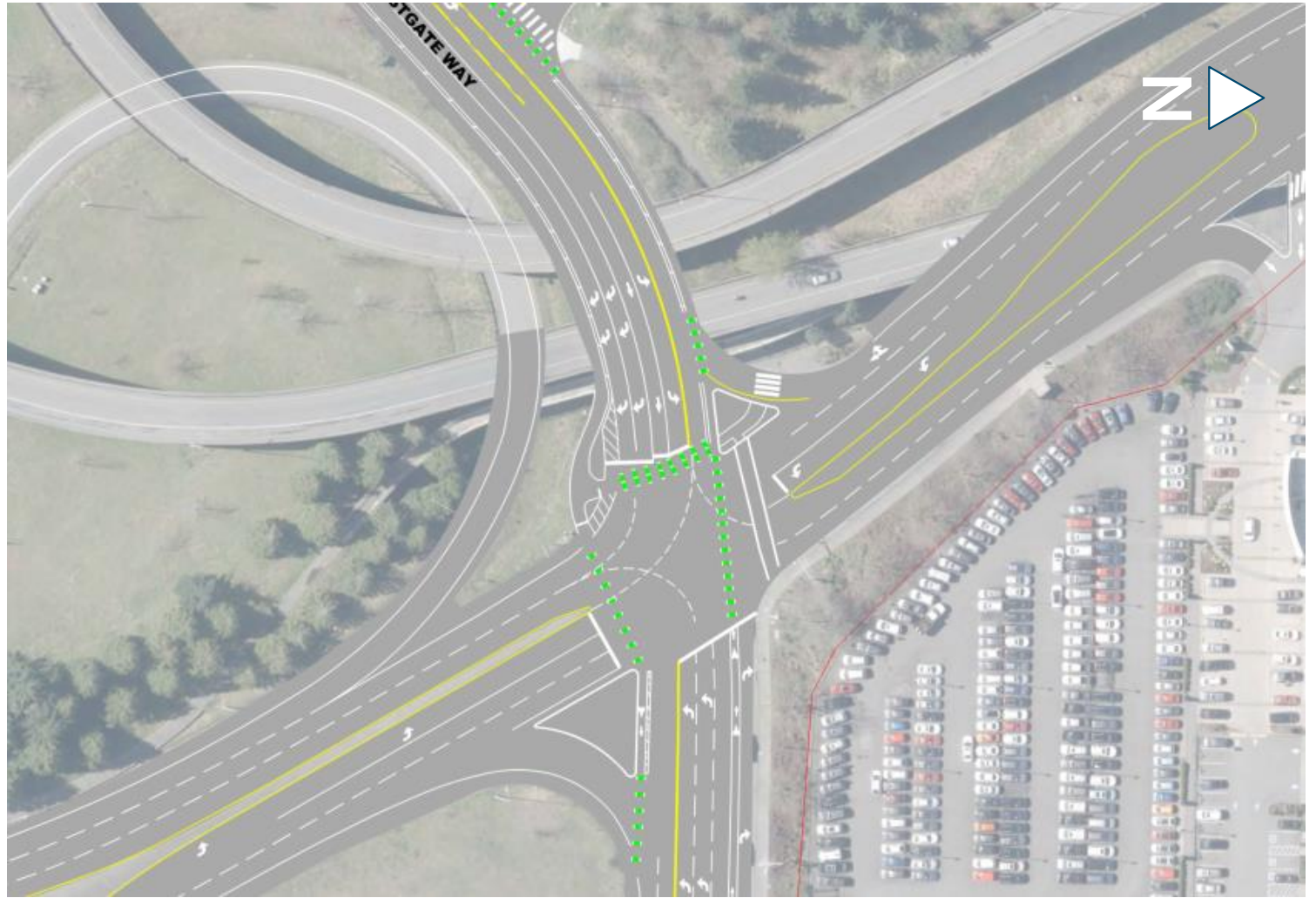
Future No-Build  
v/c: 1.12

Future Build v/c:  
0.73



# 150<sup>th</sup> Ave SE at Eastgate Way (Existing)

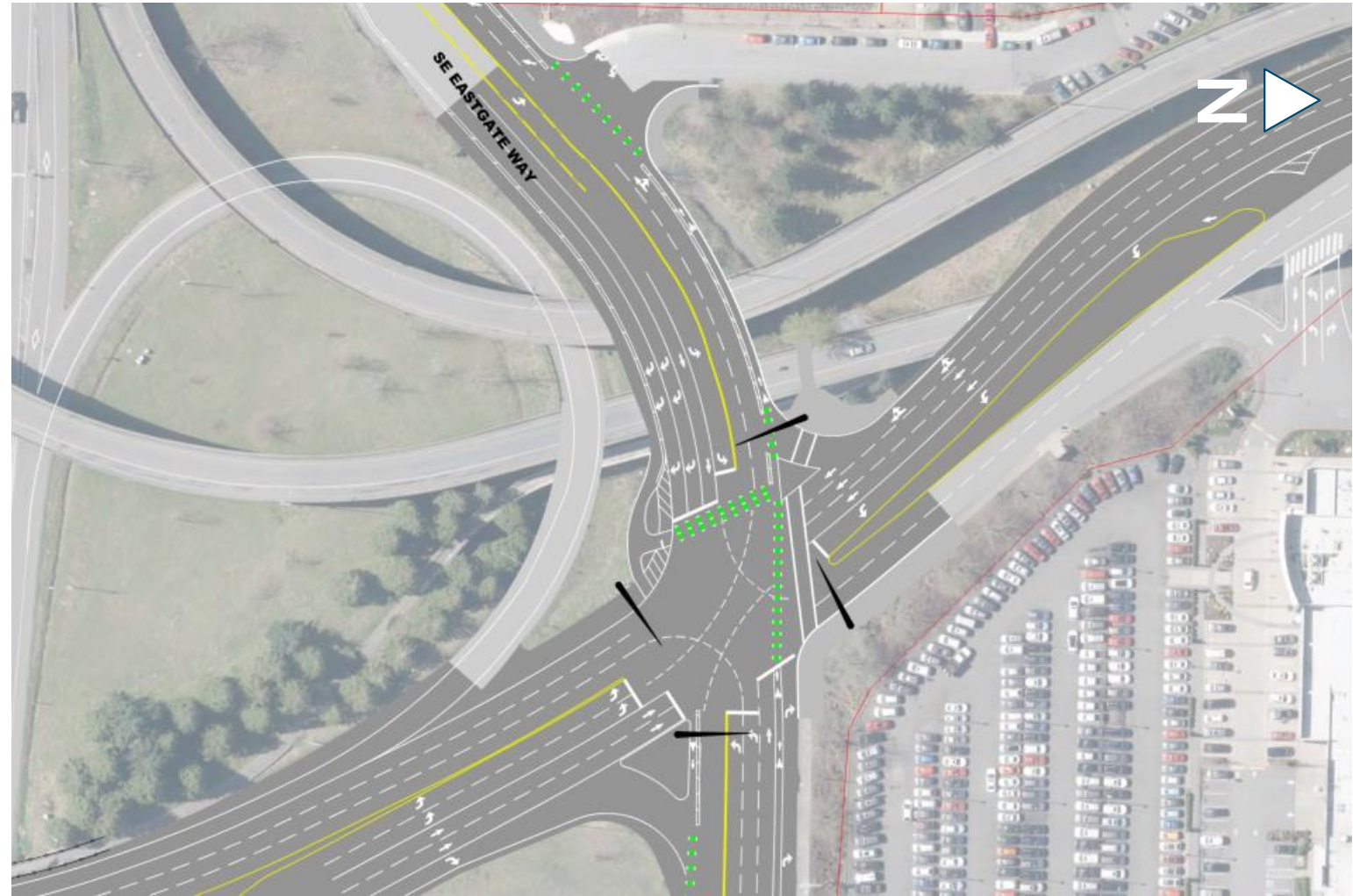
Existing v/c: 0.98



# 150<sup>th</sup> Ave SE at Eastgate Way (Proposed)

Future No-Build  
v/c: 1.31

Future Build v/c:  
1.08



# Questions



# NEIGHBORHOOD LEVY PROJECT



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