

2022-2033

Transportation Facilities Plan

Bellevue Transportation Commission

May 13, 2021

Tonight's Presentation

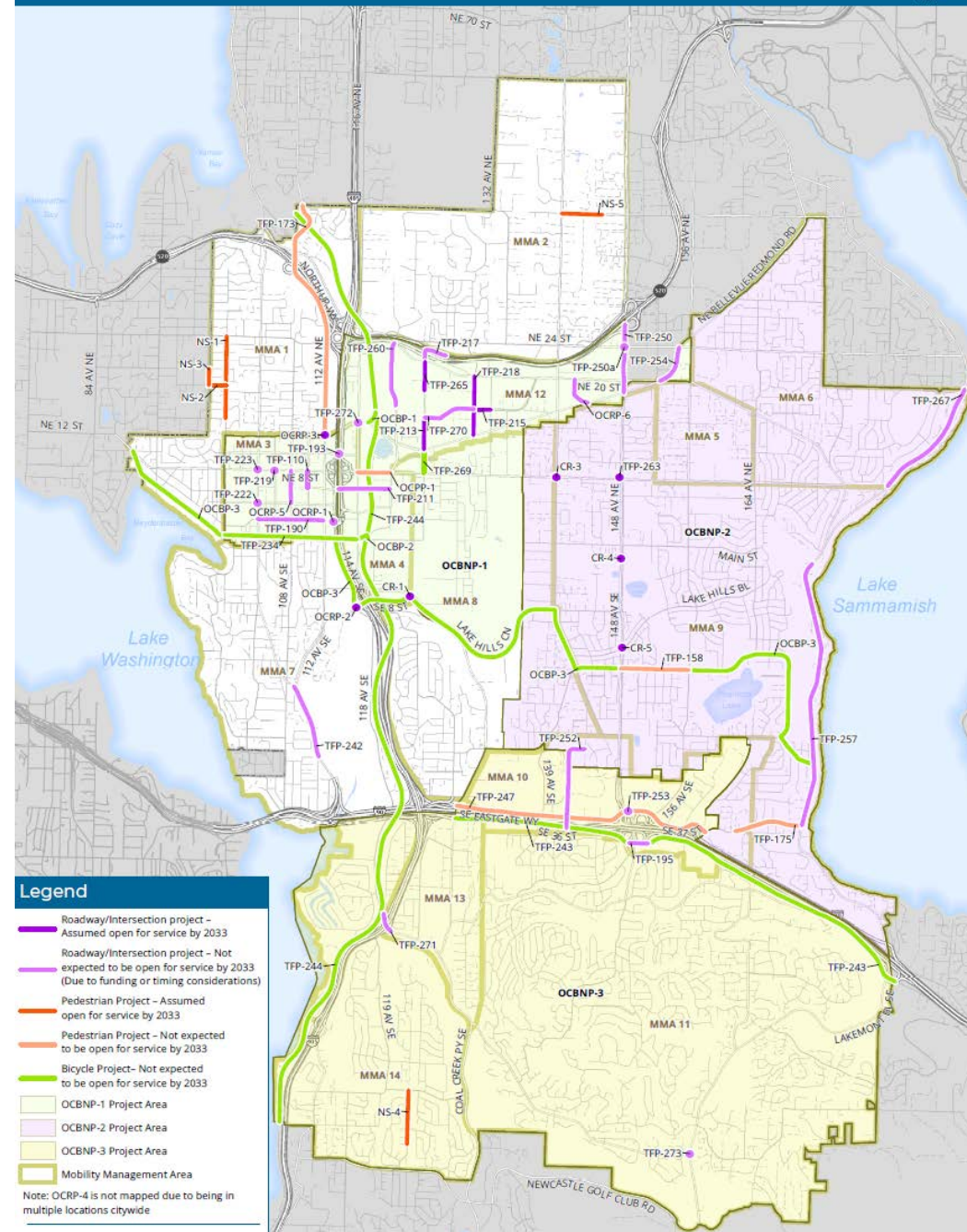
- TFP Current Status & Context
- TFP Process Adjustment—Align TFP with New MM Concurrency Framework
- Next Steps

Meeting objective: Commission understanding, acceptance of the TFP process adjustment.



Current Status

- Preliminary Proposed Project list
- New MMLoS Performance Metrics & Thresholds endorsed by Commission



Legend

- Roadway/Intersection project – Assumed open for service by 2033
- Roadway/Intersection project – Not expected to be open for service by 2033 (Due to funding or timing considerations)
- Pedestrian Project – Assumed open for service by 2033
- Pedestrian Project – Not expected to be open for service by 2033
- Bicycle Project – Not expected to be open for service by 2033
- OCBNP-1 Project Area
- OCBNP-2 Project Area
- OCBNP-3 Project Area
- Mobility Management Area

Note: OCRP-4 is not mapped due to being in multiple locations citywide

Revised TFP Process

- Evaluate Preliminary Project List using new MMLOS Performance Metrics & Targets
- Review results, determine if revisions to project list are needed.

MMLOS Performance Metrics and Targets ✓

Mode	Performance Metric	Performance Target
Vehicle	Volume/Capacity Ratio at System Intersections	Varies by Mobility Management Area To be determined by the MIP
	Typical Urban Travel Speed on Arterials	Percent of posted speed limit Varies by Mobility Management Area To be determined by the MIP
Pedestrian	Sidewalk Width plus Landscape Width	12-feet to 20-feet for sidewalk + landscape. Varies by land use context
	Crosswalk spacing and intersection design Amount of system complete along Arterials and at Intersections	Varies by land use context To be determined by the MIP
Bicycle	Level of Traffic Stress (LTS) on Arterials	Achieve intended Level of Traffic Stress Design varies by traffic speed and traffic volume
	Level of Traffic Stress (LTS) at Intersections	Maintain corridor Level of Traffic Stress at intersections. Design components vary by context
	Amount of system complete along Bicycle Corridors	To be determined by the MIP
Transit	Bicycle rider volume	Use count data to monitor the performance outcome for bicycle facilities to inform the design and prioritization of future segments of the bicycle network
	Facilities for Passenger Comfort, Access and Safety	Components vary by transit stop/transit station typology, and land use context
	Transit Travel Speed on Corridors between Activity Centers	14 mph on Frequent Transit Network between Activity Centers To be determined by the MIP
	Amount of system complete along FTN	To be determined by the MIP

MULTIMODAL CONCURRENCY

Revised TFP Process – Benefits

- Provides opportunity to test, validate new MMLOS Performance Metrics & Targets
- Provides opportunity to adjust project list (or metrics), based on results
- Sets up 2022-2033 TFP to be a core element in the new concurrency framework (no need to do a new TFP next year).

Next Steps

- Continue work to refine scope and cost of 120th Ave NE project
- Develop land use forecast for 2033
- Evaluate 2022-2033 TFP Preliminary Proposed Project List, using MMLOS Performance Metrics & Targets
- Return to Commission with results of analysis, as well as any proposed adjustments to project list, funding allocations (July?)

Questions?

Contact:

Michael Ingram, Senior Planner

mingram@bellevuewa.gov, 425-452-4166

Kristi Oosterveen, Capital Facilities Planning & Program Administrator

koosterveen@bellevuewa.gov, 425-452-4496

Eric Miller, Implementation Planning Manager

emiller@bellevuewa.gov, 425-452-6146