

July 21, 2021

Chair Malakoutian and Commissioners,

The public's #1 issue in the City's surveys for at least the past 5 or 6 years, has been traffic congestion. The City Council is well aware of this. The Transp. Dept. should be, too. And most, if not all, of the sitting City Councilmembers ran on platforms that included working to reduce traffic congestion.

Chair Marciante claims that the new Transp. MIP Policies still include "work to reduce congestion." For the sake of this argument, let's assume that Chair Marciante is correct. The general public doesn't have a background in transp. and they don't have the additional training and access to staff and consultants for briefings, that Transp. Commissioners receive & have available.

After reading the new MIP Policies, what those members of the general public who have read the Transp. Element of the Comprehensive Plan, in the past, will say is, "They've **removed** the Policy which states strive to reduce congestion. Don't the Transp. Dept. & Transp. Commission care about that, anymore?! Don't they know how important that is to us?! How much it impacts our quality of life?" Those members of the general public who have **not** read the Transp. Element, until after the new Policies are inserted, are going to read through the new list of Policies and say, "There's no statement about reducing traffic congestion in here. We've told the City and City Council year after year that this is the issue that concerns us the most! The City, Transp. Commission, Planning Commission, & City Council aren't hearing us or listening to our concerns!"

The general public won't have Mr. McDonald or Chair Marciante sitting next to each and every one of them, explaining the Policies to them as they read through the list.

But if, as Chair Marciante has stated, the new MIP Policies **do** still include "striving to reduce congestion," what harm would it do to explicitly add that back in as a new policy **in addition to all of the proposed new MIP Policies?** It wouldn't take anything away from improving the **multimodal** transp. system. At worst, it would be redundant. But what it would do, is show the general public that striving to reduce congestion **is** still in the Transp. Policies. What it would do, is tell the general public that the Planning Commission & City Council are listening to their concerns. That striving to reduce congestion is still a priority for them. And what it would do, is tell the general public that their City Councilmembers are still working to keep their campaign promises on reducing congestion.

For all of these reasons, I'm asking the Planning Commission to **add back in**, a new MIP Policy which states "Strive to reduce congestion." Another option would be to add "**including** striving to reduce congestion" to one of the **new** MIP Policies. Please think of the general public and do this for them. Show the general public that the Planning Commission and City Council are listening to their concerns. Thank you.

Sincerely,

Michelle Wannamaker
4045 149th Ave. SE

July 21, 2021

Bellevue, WA 98006

Johnson, Thara

From: Matt Jack <matt@bellevuedowntown.com>
Sent: Tuesday, July 27, 2021 8:00 PM
To: PlanningCommission
Cc: Singelakis, Andrew; Stevens, Paula; McDonald, Kevin; David Miniken; Carlson, Amy/SEA; sestead@psfinc.com; Patrick Bannon
Subject: BDA Letter re: Multimodal Concurrency Comp Plan Amendment
Attachments: BDA Letter re Multimodal Concurrency CPA.pdf

Importance: High

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Greetings Chair Malakoutian and Planning Commission Members,

Please review the attached letter before tomorrow's Planning Commission meeting. This [BDA Board](#)-approved letter explains the BDA's support for the proposed Comprehensive Plan amendment that transitions the City to a multimodal concurrency policy and standard. It also outlines three recommendations to help ensure a smooth transition.

Thank you for your leadership, time and attention.

Sincerely,
Matt

Matt Jack

Bellevue Downtown Association
Director of Public Policy
Cell: (469) 693-6463 | matt@bellevuedowntown.com
bellevuedowntown.com

Note: email responses may be delayed or at irregular hours during the COVID-19 crisis.



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400 108th Ave NE, Suite 110
Bellevue, WA 98004

July 27, 2021

City of Bellevue
Bellevue Planning Commission
450 110th Avenue NE
Bellevue, WA 98004

Re: Multimodal Concurrency Comprehensive Plan Amendment

Dear Chair Malakoutian and Commission members:

On behalf of the Bellevue Downtown Association (BDA), we wish to convey support for the proposed Comprehensive Plan amendment that transitions the City of Bellevue to a multimodal concurrency policy and standard.

Our position, endorsed by the BDA Board of Directors at the recommendation of the BDA Transportation Committee, is based on the two desired outcomes resulting from Comprehensive Plan update: 1) establish the policy foundation to advance the City's work on the Multimodal Implementation Plan (MIP) and 2) replace Bellevue's legacy approach to concurrency based on vehicle-specific level of service.

In addition to our support, we share the following recommendations for incorporating and monitoring the proposed *Transportation Elements* in the Comprehensive Plan. These recommendations are intended to serve as tools for ensuring a smooth policy transition.

1. Closely monitor for any unintended consequences of this policy change, and do not overlook or discount the impact of vehicle congestion. Because Bellevue has long relied on the existing concurrency standard, closely supervising this policy transition will help prevent issues and build confidence with the community.
2. Consider how other emerging modes of transportation will be accounted for in the future. The proposed updates provide a less rigid approach in adapting multimodal concurrency standards to changing circumstances; however, the proposed TR-132 update solely prioritizes performance targets for walking, biking, transit riders, and vehicle trips.
3. Prepare an ad-hoc policy lookback option within the MIP's 10-year review cycle as a safety net for unintended consequences or adaption for new modes of transportation. This option would allow Bellevue to respond to the two points listed above.

Establishing a multimodal concurrency system allows Bellevue to account for all modes when advancing land use plans and permitting development in growth areas such as Downtown, Bel-Red, Wilburton, and East Main. It also creates the policy foundation to complete the MIP, a framework that will organize existing transportation plans for consistency when prioritizing projects and programs. These are necessary outcomes we urge you to support by recommending Council adopt the proposed Comprehensive Plan amendment.

Thank you for your leadership on this important issue and moving Bellevue forward. We appreciate your attention to the Transportation Commission's work and community's feedback.

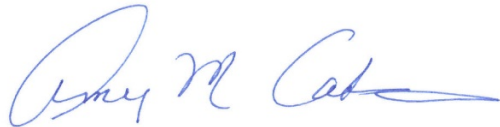
Sincerely,



Dave Miniken
Chair
BDA Board



Patrick Bannon
President
BDA



Amy Carlson
Co-Chair
BDA Transportation Committee



Susan Stead
Co-Chair
BDA Transportation Committee

Johnson, Thara

From: Betsi Hummer <betsihummer@yahoo.com>
Sent: Tuesday, July 27, 2021 12:09 PM
To: PlanningCommission
Cc: Malakoutian, Mohammad; Ferris,Carolynn; Bhargava, Vishal; Brown, Karol; Moolgavkar, Radhika
Subject: Transportation CPAs

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Transportation Comprehensive Plan Amendments Public Hearing

Planning Commission

I am Betsi Hummer 14541 SE 26 St, a private resident of Bellevue for over 30 years.

Since 2014 I have regularly attended Transportation and Planning Commission meetings. That is where I introduced myself to Jeremy Barksdale and Vic Bishop.

I recommend the Planning Commission delay making any recommendations on the Transportation Comprehensive Plan Amendments. The subject is very complex and has great implications for all neighborhoods in Bellevue. But if you can't bear a delay.....

I hope you have read the Transportation Element of the Comprehensive Plan. The 2015 Plan includes multi modal in 18 sections, so it is not just focused on single vehicles.

As representatives of the Public, the Planning Commission has the power to make amendments to Staff's interpretation of council's direction to improve livability, or in this case, mobility – getting around - in Bellevue.

I suggest the Planning Commission amend the CPA to retain TR2 “Strive to reduce congestion and improve mobility” and add “with integrated single vehicle, transit, and pedestrian and non-motorized systems.”

This will retain the improvement of jam-packed intersections as a priority and include ped and bike improvements.

The Planning Commission cannot make the CPA policy change without understanding the Mobility Implementation Plan and its intended consequences, especially if the MIP affects funding for projects throughout Bellevue.

I believe this CPA is being pushed through so the City can accommodate more development than it is prepared for; eliminating the guidelines for traffic relief will help the City comply with the Growth Management Act in letter, but not intent.

The proposed Transportation Element changes the long-established priority of congestion relief and indicates the Mobility Implementation Plan being finalized by the Transportation Commission will address the consequences of that change.

If congestion relief was not important to Bellevue residents, why did Bellevue voters approve a special 20-year property tax levy to relieve neighborhood congestion? I didn't vote for it, because I believe a wealthy City like Bellevue can afford to maintain its thoroughfares to accommodate traffic.

City sponsored and independent studies and forecasts show that single vehicles will be 50% of all trips taken. So, if 70,000 new workers arrive in Bellevue in the next few years, 35,000 new trips in and 35,000 new trips out will occur. Those cannot help but impact the major intersections, as well as cut-through traffic in all our neighborhoods.

Taking traffic congestion out of the equation will make the evening commute last 3 to 4 hours instead of the commonly accepted 1 to 2. This makes commutes more dangerous for all forms of transportation.

Retain the priority of congestion relief in this CPA.

For The Comprehensive Transportation Project List CPA, please ask why the 800 projects in the CIP have not been built, while new roads have been built in Bel Red.

Several years ago, at a Transportation commission meeting on the Transportation budget, Mr Bishop noted that of \$150million in the budget, \$100million was dedicated to the development of BelRed, not to funding any of the CIP TFP TIP (aka Transportation) projects that were developed to improve livability in all of Bellevue's neighborhoods.

What is the difference between the Comprehensive Transportation Project List and the Transportation Improvement List?

The TIP project list is the first step toward implementation through the financially constrained Transportation Facilities Plan and full project funding in the Capital Investment Program Plan. **What makes the Transportation Facilities Plan financially constrained?**

Please ask what the current funding is, and why these projects are on the books, and not moving anywhere. As representatives of Bellevue residents, please ask these questions, and please get an answer.

If this CIP CPA is eliminated, please ask, what will become of those projects?

Please ask why did Bellevue, of all cities, need a special levy to relieve congestion, if the Transportation department and commission do not believe vehicle congestion is a problem.

Betsi Hummer

14541 SE 26 St

Bellevue WA 98007

Betsi Hummer 425.591.4784 betsihummer@yahoo.com

Eastside Transportation Association

"Dedicated to improving our quality of life and environment by reducing congestion through increased mobility"

P.O. Box 50621
Bellevue, WA 98015

Bellevue Planning Commission

July 27, 2021

Chair Malakoutian and Commission Members

RE: REQUEST TO RETAIN CURRENT CONGESTION RELIEF, CONCURRENCY AND IMPROVE MOBILITY AS COMPREHENSIVE PLAN POLICIES

The Eastside Transportation Association (ETA) urges the Planning Commission to reject the proposed change to the long-standing Comprehensive Plan Transportation Element Policy TR 2 that would remove congestion relief as a fundamental City of Bellevue Policy.

The current TR-2 policy is:

TR-2 Strive to reduce congestion and improve mobility.

The citizens of Bellevue deserve more, not less, emphasis on congestion relief and reduced travel times. Our dissatisfaction with the growing levels of neighborhood cut-through traffic, reduction in lane capacity for motor vehicles, traffic back-ups and overall increases in congestion is well known to the City of Bellevue as reflected in the biannual Budget Survey. Traffic, trips from new development and congestion have consistently been the biggest concerns voiced to the City Council over the last several years.

Yet, the Planning Commission has before it the most radical transportation policy change in the City of Bellevue's history. This change would lower Bellevue's standard for mobility, enable even worse congestion than is currently allowed and increase the time it takes to travel throughout Bellevue.

The Growth Management Act requires that Bellevue have adequate capacity in the City's transportation system to accommodate growth in accordance with Bellevue's concurrency standard. Sidestepping this requirement by simply allowing the transportation system to degrade further will not accommodate growth – it will only make it worse.

The Eastside Transportation Association strongly encourages the Planning Commission to make sure the Comprehensive Plan Transportation Element Goal and Policy change would reduce, not increase, congestion.

A good place to start would be to revise the existing Comprehensive Plan Concurrency Policy TR-2 to read:

TR-2 Strive to reduce congestion and improve mobility with proportional distribution of resources to motor vehicle facilities, transit operations, pedestrian facilities and bicycle facilities.

In addition, a new policy:

New Policy: The City of Bellevue's transportation spending shall be proportionate to the city's projected mode split per the official BKR travel forecast model.

Overall, ETA believes the City of Bellevue has the responsibility to objectively address the current and future demands on the City's transportation system. Furthermore, in order to meet the voters demands, Bellevue needs to increase its efforts to meet the existing Comprehensive Plan goal of striving to reduce congestion and improving mobility.

To do this, the City must resist the temptation to give preferential treatment to any particular mode of travel. Instead, ETA requests that Bellevue equitably and proportionately address the needs of all users of the transportation system.

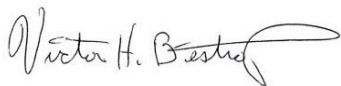
ETA recommends the City uses a data-driven approach to implement any transportation policy, operation, and spending action. Attached is the **Citywide Transportation Data Perspective** chart in graphical form and accompanying data table. The data is based on the 2020 City of Bellevue BKR (Bellevue Kirkland Redmond) travel forecast model run completed by the city staff for the South Downtown Access Study. Proportionality is shown for the base year of 2017 and the forecast year 2035.

For example, the city's forecast for 2035, 76.5 % of the total daily person trips are projected to be people in cars (vehicular person trips), 15.3% pedestrian trips (walking trips), 1.8% people on bicycles (bicycle trips), and 6.4% transit riders (total of light rail (Eastrail), bus rapid transit (STRIDE), and bus transit (King County Metro)).

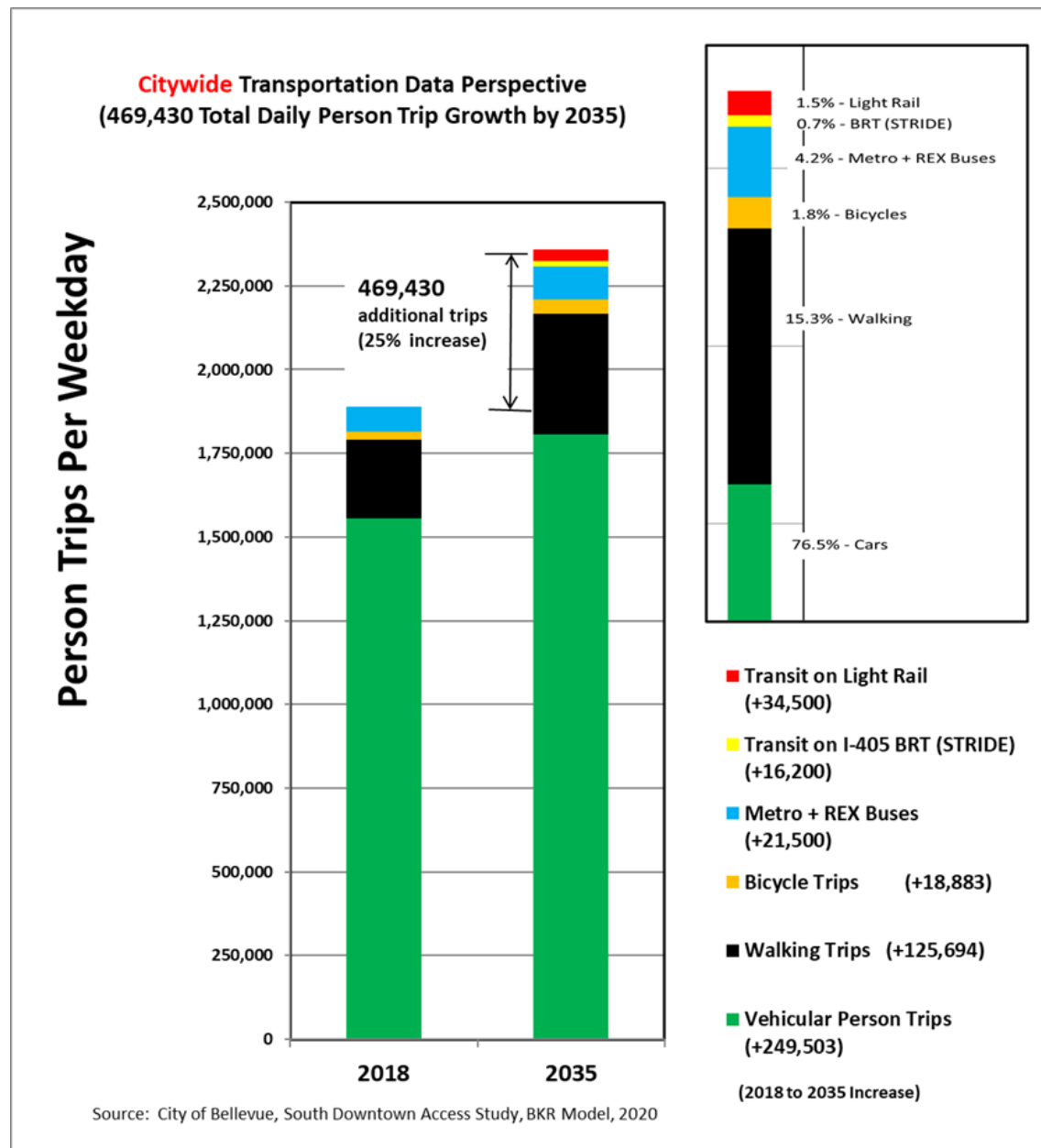
A balanced approach of matching projected mode of travel with available resources to provide infrastructure would lead to maximizing the overall throughput of people and goods on our limited system, most effectively limit congestion and improve our overall quality of life.

Finally, ETA recommends that the Planning Commission retain the Comprehensive Transportation Project List in the Comprehensive Plan.

Thank you for your consideration.



Victor H. Bishop, P.E.
Chair, Legislative Committee
Eastside Transportation Association
www.eastsidetransportation.org
vicbishop@earthlink.net
425 518-3343



City of Bellevue				
Citywide Transportation Data Perspective				
From the South Downtown Access Study (SDAS), 2020				
All data from the SDAS BKR Model				
Average Weekday Trips (Citywide)	2018	2035	Increase	2035 - %
Total Person Trips	1,889,824	2,359,254	469,430	100.0%
Metro + REX Buses (+21,500)	74,581	99,200	24,619	4.2%
Transit on I-405 BRT (STRIDE) (+16,200)	0	16,200	16,200	0.7%
Transit on Light Rail (+34,500)	0	34,500	34,500	1.5%
Transit Trips (Boardings & Alightings)	74,581	149,900	75,319	6.4%
Bicycle Trips	24,731	43,614	18,883	1.8%
Walking Trips	234,524	360,218	125,694	15.3%
Vehicular Person Trips	1,555,988	1,805,491	249,503	76.5%



Traffic Congestion Standards

Lower Standards means more Congestion

Victor H. Bishop, P.E.
Bellevue Planning Commission
Wednesday, July 28, 2021

Traffic Congestion Standards

AGENDA

- 1. Introduction**
- 2. What the Citizens Want.**
- 3. What the Data Says.**
- 4. What the Current Concurrency Standard Says.**
- 5. The City Response.**
- 6. What the Comprehensive Plan Amendments Mean**
- 7. An Alternative**



Traffic Congestion Standards Introduction

Victor H. Bishop, P.E.

- Eastside Transportation Association, Chair, Legislative Comm.
- Transportation Commission, 2010-2018, Chair, 2016-17
- President, West Lake Sammamish Association
- Traffic Engineer, 1966 – Present
- President, TP&E, Inc., 1968-2005



Traffic Congestion Standards

The Bottom Line

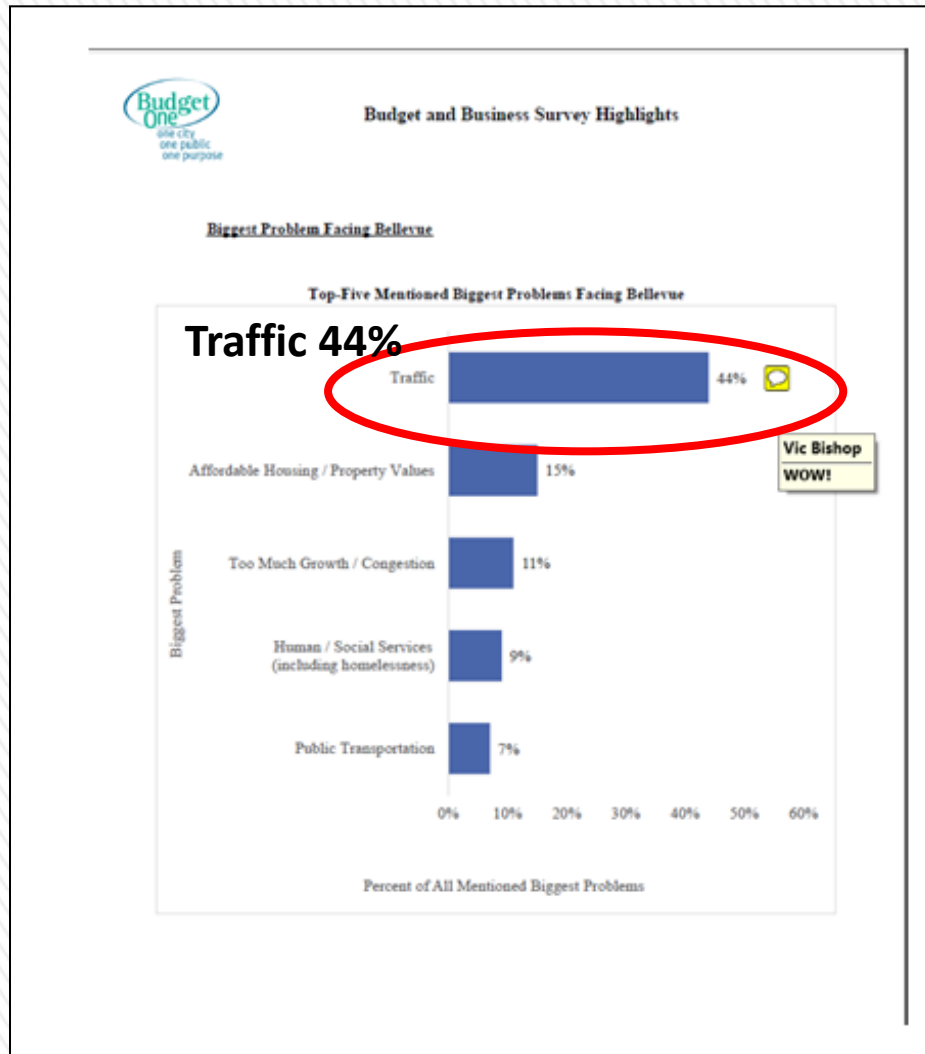
Should Bellevue allow even more Congestion?

The proposed Comprehensive Plan Amendments and the Mobility Implementation Plan (MIP) will:

- Increase Congestion on Arterials.
- Degrade Neighborhood Streets.
- Increase Fire Safety/EMS response times.
- Cause More Delay.
- Create More accidents.
- Increase Emissions (with more congestion).



Traffic is three-four times more important than any other issue



“Traffic” is on the minds of Bellevue Residents

*City of Bellevue
2018 Budget Survey*



City of Bellevue 2020 Budget Survey

Figure 3: Biggest Issue Facing Bellevue



QA1A—What, if anything, is the biggest problem facing Bellevue that you feel the City should do something about over the next two years? Base: All respondents (n = 458)

Traffic Congestion Standards

Ch. of C. Economic Forecast Summit 2020 Data

CITY OF BELLEVUE

Top Employers

Company	Number of Employees	% of Total City Employment
Microsoft Corp.	8,700	5.4%
T-Mobile USA	6,300	3.9%
Overlake Medical Center	3,100	1.9%
Bellevue School District	2,800	1.7%
Amazon	2,500	1.6%
Bellevue College	1,900	1.2%
Boeing	1,800	1.1%
City of Bellevue	1,700	1.1%
Concur	1,300	0.8%
Symetra Financial	1,000	0.6%

Additional
Employees

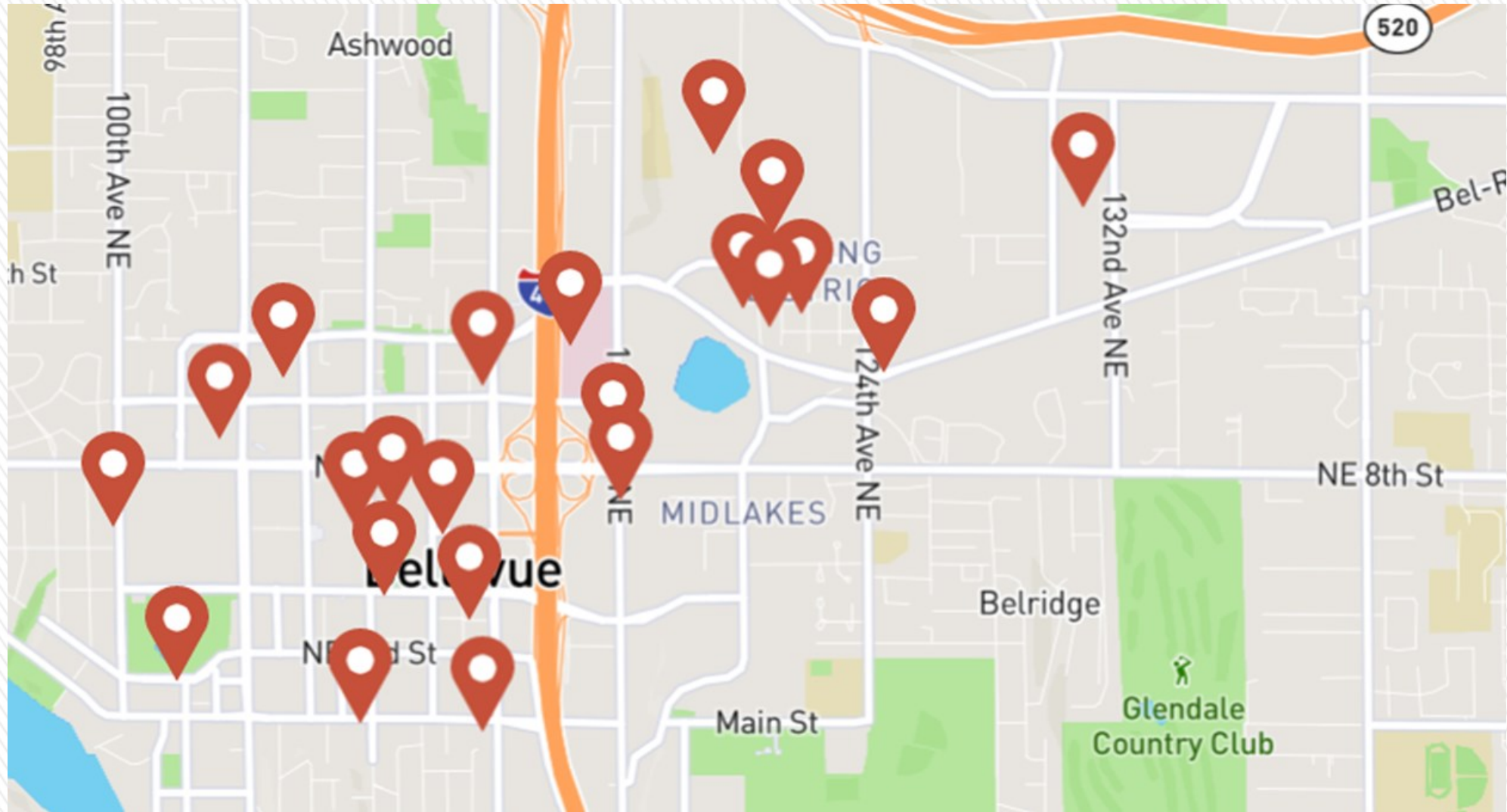
+22,000
+1,000's

+25, 000

Other Tech Industry

+1,000's

Traffic Congestion Standards - Downtown Pipeline



Traffic Congestion Standards



▲ *2030 Vision for Growth in Downtown Bellevue*

Traffic Congestion Standards

DRAFT EIS · WILBURTON COMMERCIAL AREA LAND USE AND TRANSPORTATION PROJECT

CHAPTER 2 · ALTERNATIVES · FEBRUARY 2018

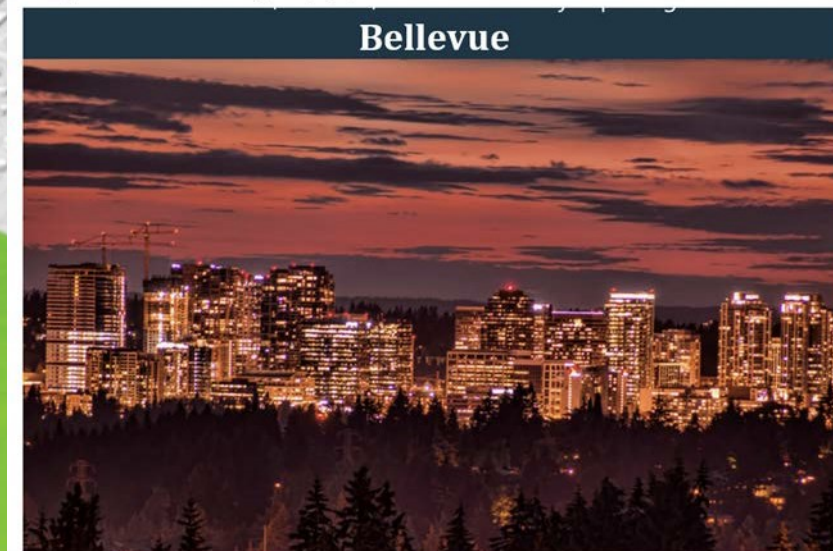


Exhibit 2-16 Alternative 2 Building Form: About 22.8 Million SF Ultimate Space (Shown), 16.3 Million SF in 2035

Source: NBBJ, 2017

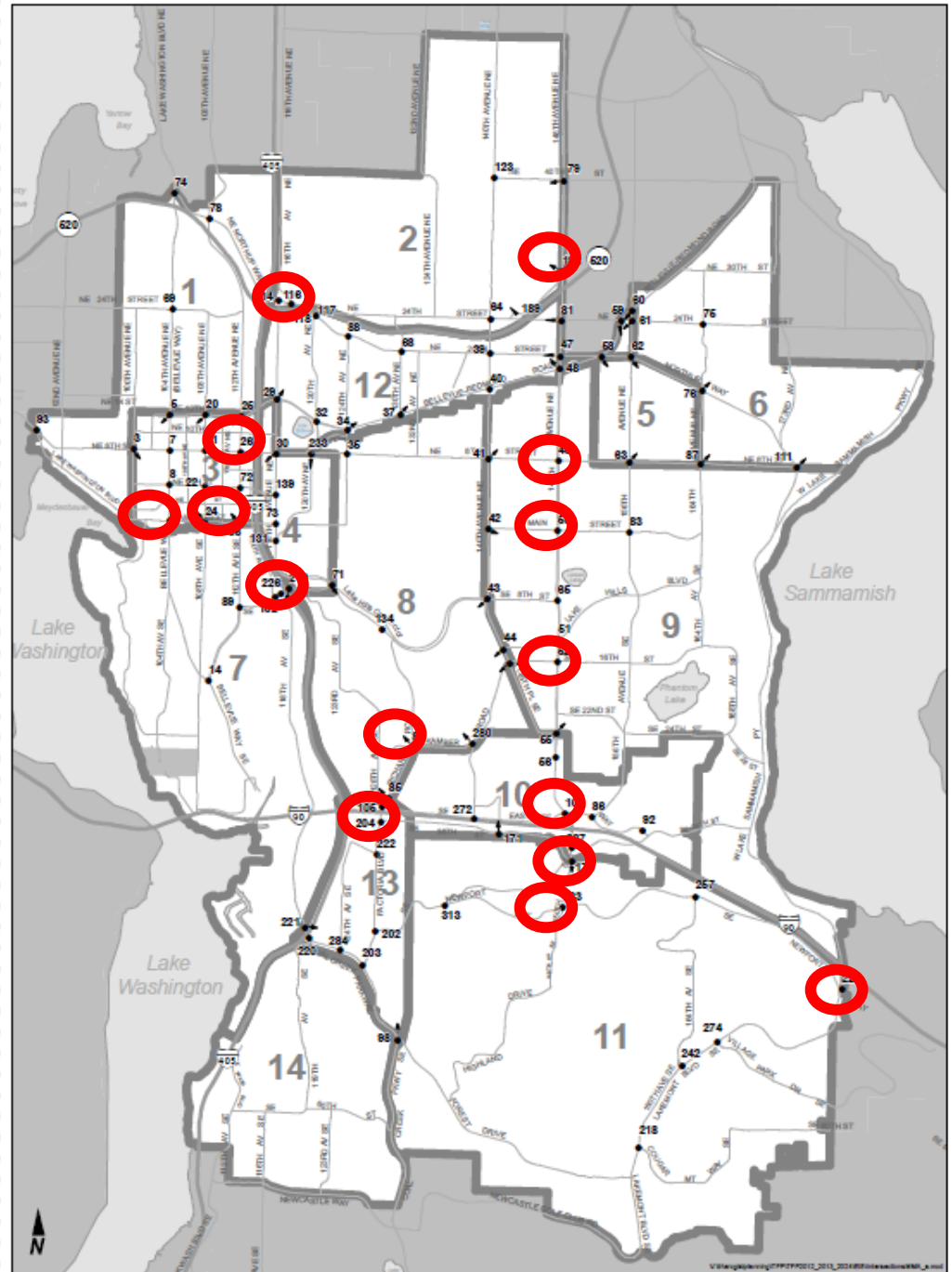
Bellevue's Transportation Dilemma

2019-2030 TFP (Transportation Facilities Plan)
System Intersections
99 Total Intersections

2017 (Base Year Network)

○ 15 Intersections **Failed**
0 MMA's Failed

Traffic Standards Code **PASSED**



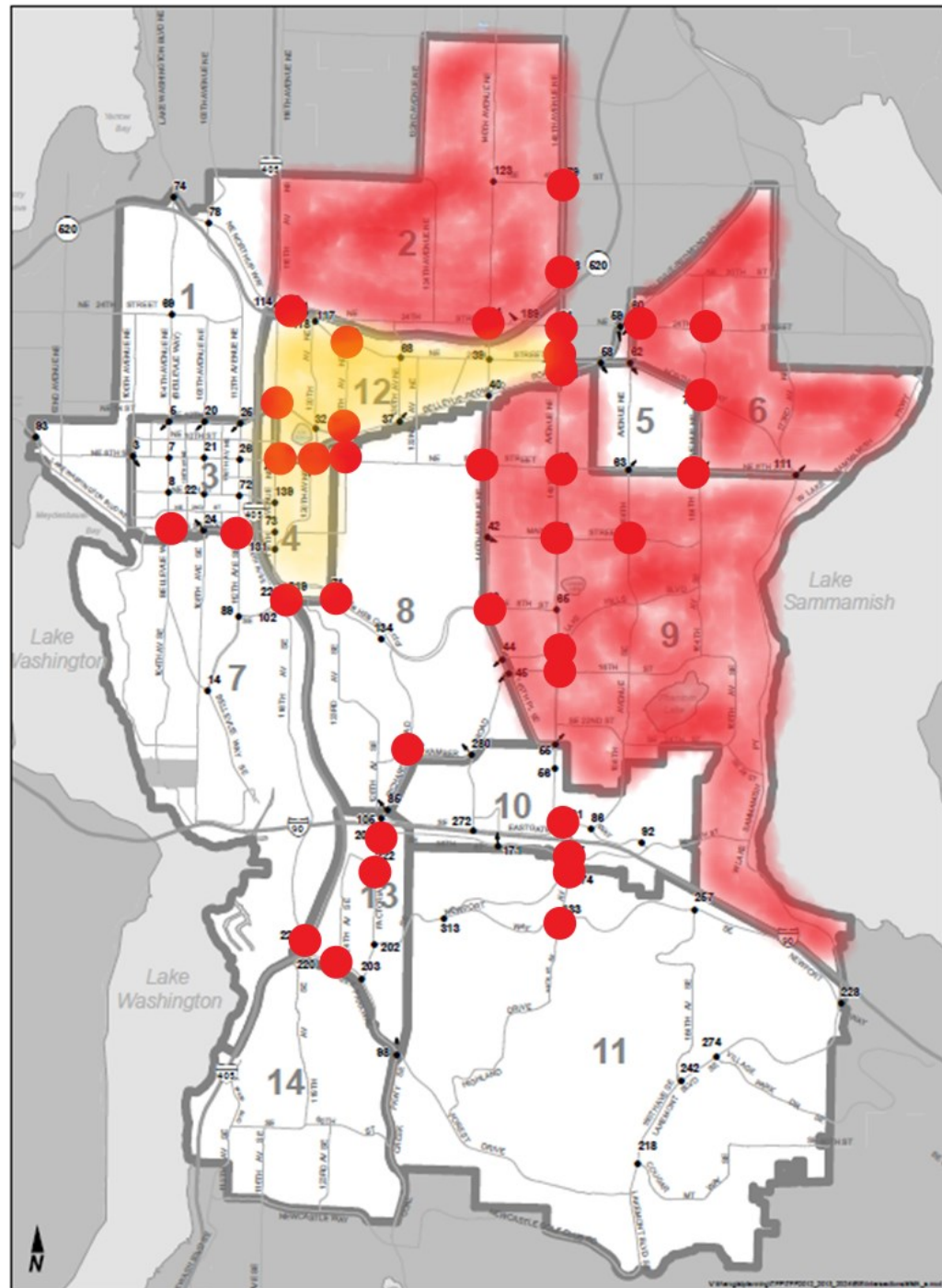
Bellevue's Transportation Dilemma

2019-2030 TFP
System Intersections

2030 TFP Network
Failed

- 37 Intersections
- 3 MMA's
- 2 On cusp

Traffic Standards Code will
FAIL if stay the course



Bellevue's Transportation Dilemma

The City is required by the GMA to accommodate growth.

The Options are:

- 1. Add capacity for congestion relief** – good for everybody.
- 2. Deny permits for new development** – Stop Growth
- 3. Change (Lower) congestion standards** – let congestion get worse.

Bellevue's Response:

MMLOS – The New Concurrency Standard

Congestion, by design, will get worse



Traffic Congestion Standards

Performance “Targets”

Performance Targets – Vehicles @ Intersections

Existing MMA Category	Existing V/C Standard	Staff-Proposed Performance Management Area Corridor Category	V/C Performance Target
Downtown/ Activity Centers	0.95	Downtown, BelRed, Wilburton	TBD
Mixed Commercial/ Residential Areas	0.95	Factoria	TBD
	0.90	Crossroads, Eastgate	
Residential Group 1	0.85	Residential Group	TBD
Residential Group 2	0.80		

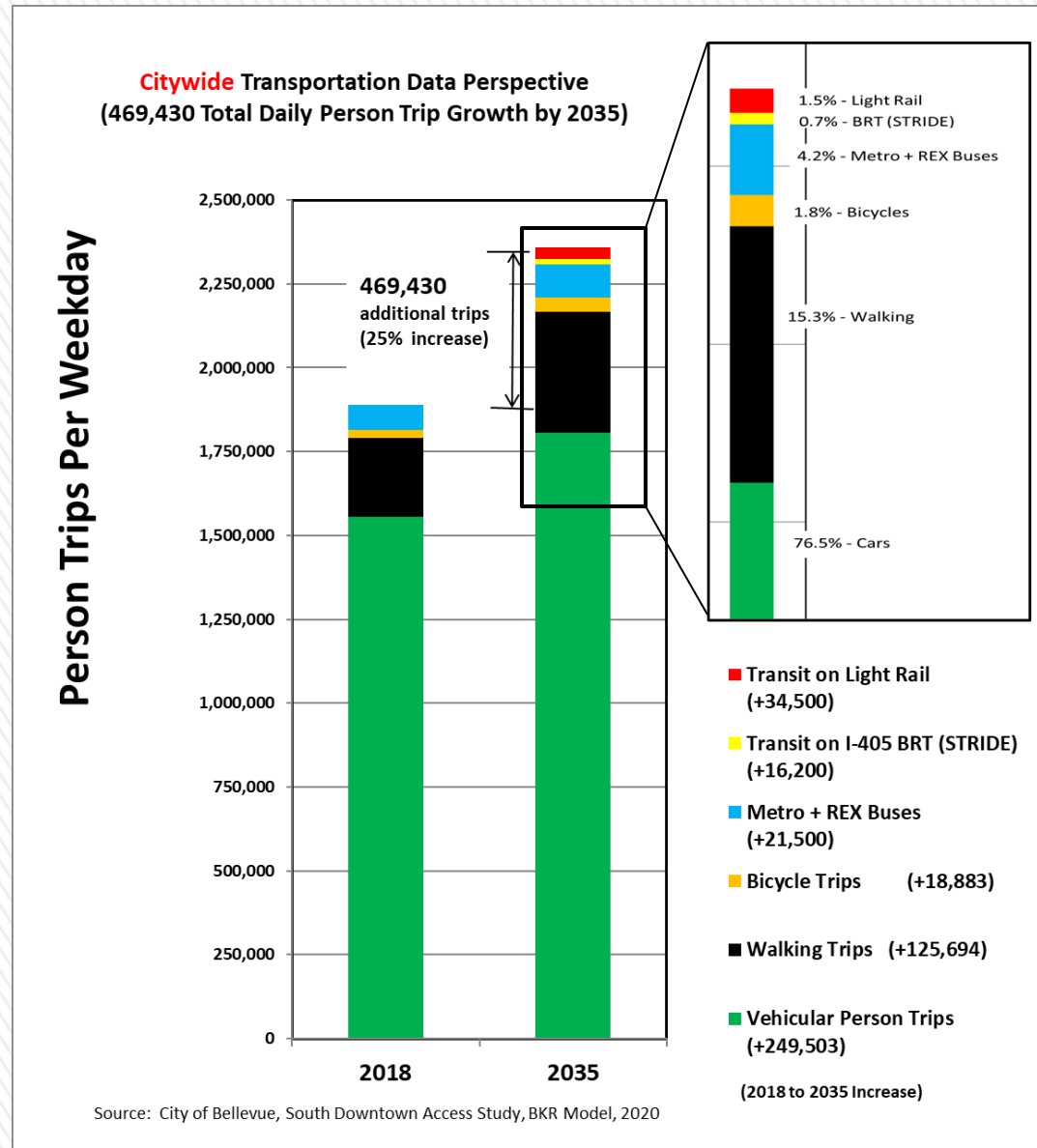
**Early
Discussion
“Targets”**

1.00

0.95

0.90

Trip Growth Dominated by Cars (2018-2035)



The **GREEN BAR** shows people in cars. All other modes are other colors.

The growth in trips by **people in cars** is bigger than all other modes combined.



Forecasted trip growth

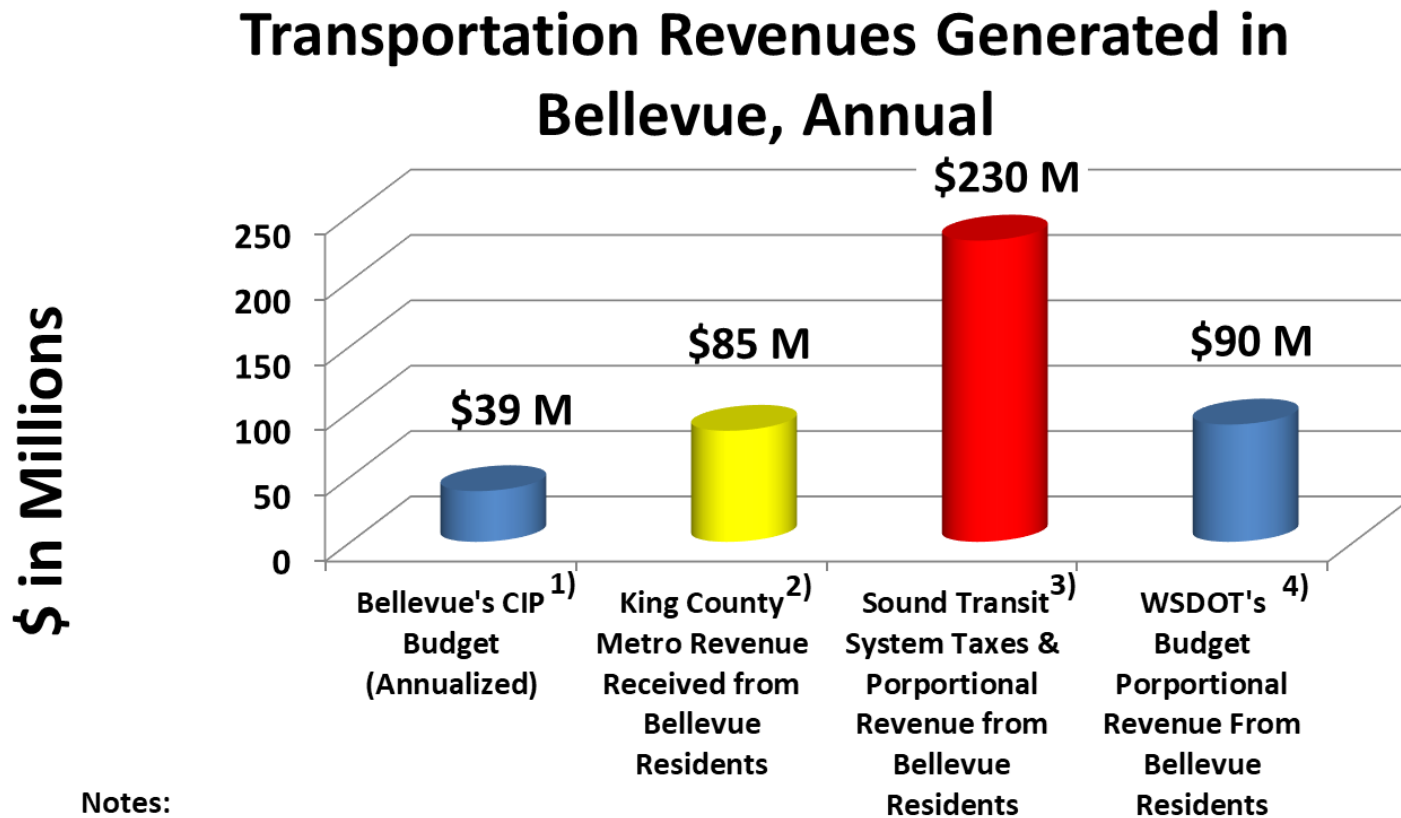
City of Bellevue Citywide Transportation Data Perspective

From the South Downtown Access Study (SDAS), 2020

All data from the SDAS BKR Model

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Walking Trips	234,524	360,218	125,694	15.3%
Vehicular Person Trips	1,555,988	1,805,491	249,503	76.5%

Transportation Spending Dominated by Transit



Notes:

1. City of Bellevue 2019-2025 CIP.
2. King County 2019-2024 Budget, prorated by population.
3. Sound Transit's \$96.1 Billion 2017-2041 Program Budget Prorated by Population.
4. WSDOT's \$9.7 Billion 2019-2021 Transportation Budget Prorated by population

Victor H. Bishop, P.E., 6-17-2019

The residents of Bellevue pay:

- **Six times as much to Sound Transit**
 - **Double to Metro**
 - **Double to WSDOT**
- as they pay to the City for all transportation in the City Budget.**



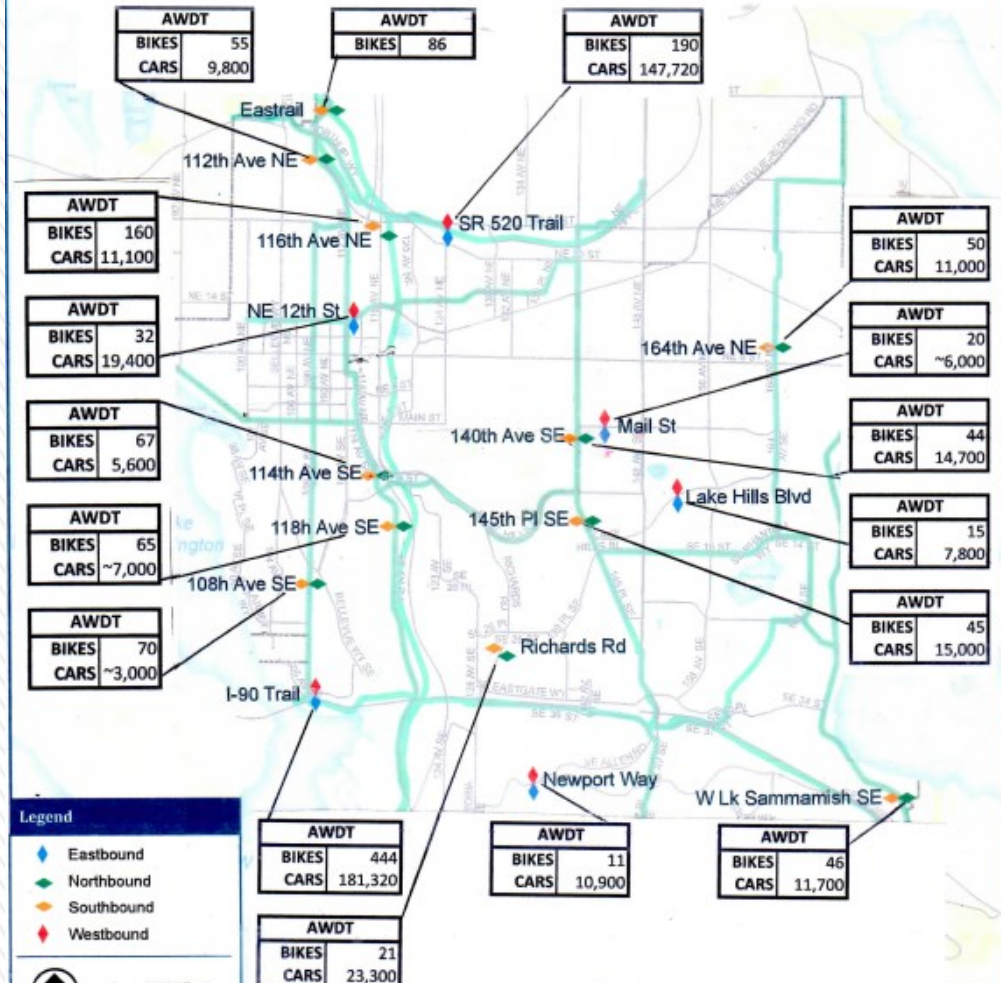
Actual bicycle and vehicle data for Bellevue - 2019

Pedestrian and Bicycle Counter Locations

May 2020



2019-2020 Average Week Day (AWD) Bicycle & Vehicle * Counts



Legend

- Eastbound
- Northbound
- Southbound
- Westbound



Source: City of Bellevue
 The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and discloses all warranties.
 Coordinate System: NAD 1983 (2011) StatePlane Washington North FIPS 4601 F1 US
 Date: 4/30/2020 File Name: V170ansCap0

* Bicycle counts from 14 bicycle count stations, Aug. 18, 2019 to April 27, 2020
 Bicycle counts from Regional Trails, April 28, 2019 to April 27, 2020
 Vehicle counts from City of Bellevue Annual Average Weekday Traffic, 2017
 Vehicle counts on I-90 & SR 520, WSDOT, Ramp and Roadways, 2018

Victor H. Bishop, P.E. May 13, 2021

Summary of Bicycle and Vehicle counts at bicycle count stations

Location	Bicycles	Vehicles	People in Vehicles @ 1.23 pps	Total People	% of People on Bikes
City streets	701	156,300	192,249	192,950	0.36%
Eastrail	86	0	-	86	
SR 520 Trail	190	147,720	181,696	181,886	0.10%
I-90 Trail	444	181,320	223,024	223,468	0.20%
Total	1421	485,340	596,968	598,389	0.24%

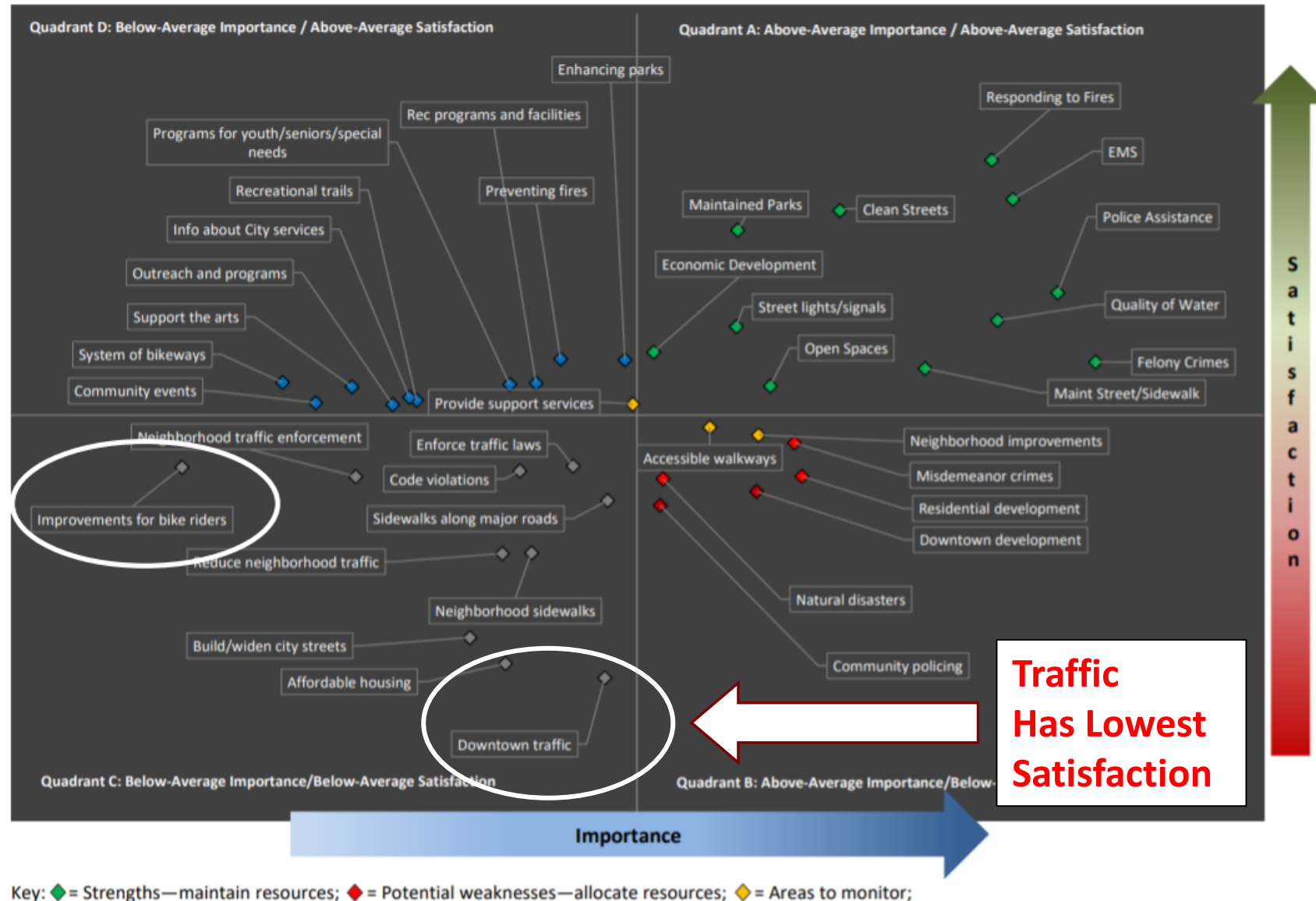
Summary of Bicycle and Vehicle counts at bicycle count stations

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City Streets	701	156,300	192,249	192,950	0.36%
Eastrail	86	0	-	86	
SR 520 Trail	190	147,720	181,696	181,886	0.10%
I-90 Trail	444	181,920	223,762	224,206	0.20%
Total	1,421	485,940	597,706	599,127	0.24%

Survey Issues: Importance/Satisfaction



Figure 10: Quadrant Analysis



**Bike Lanes
Are
Least
Important**



**Traffic
Has Lowest
Satisfaction**

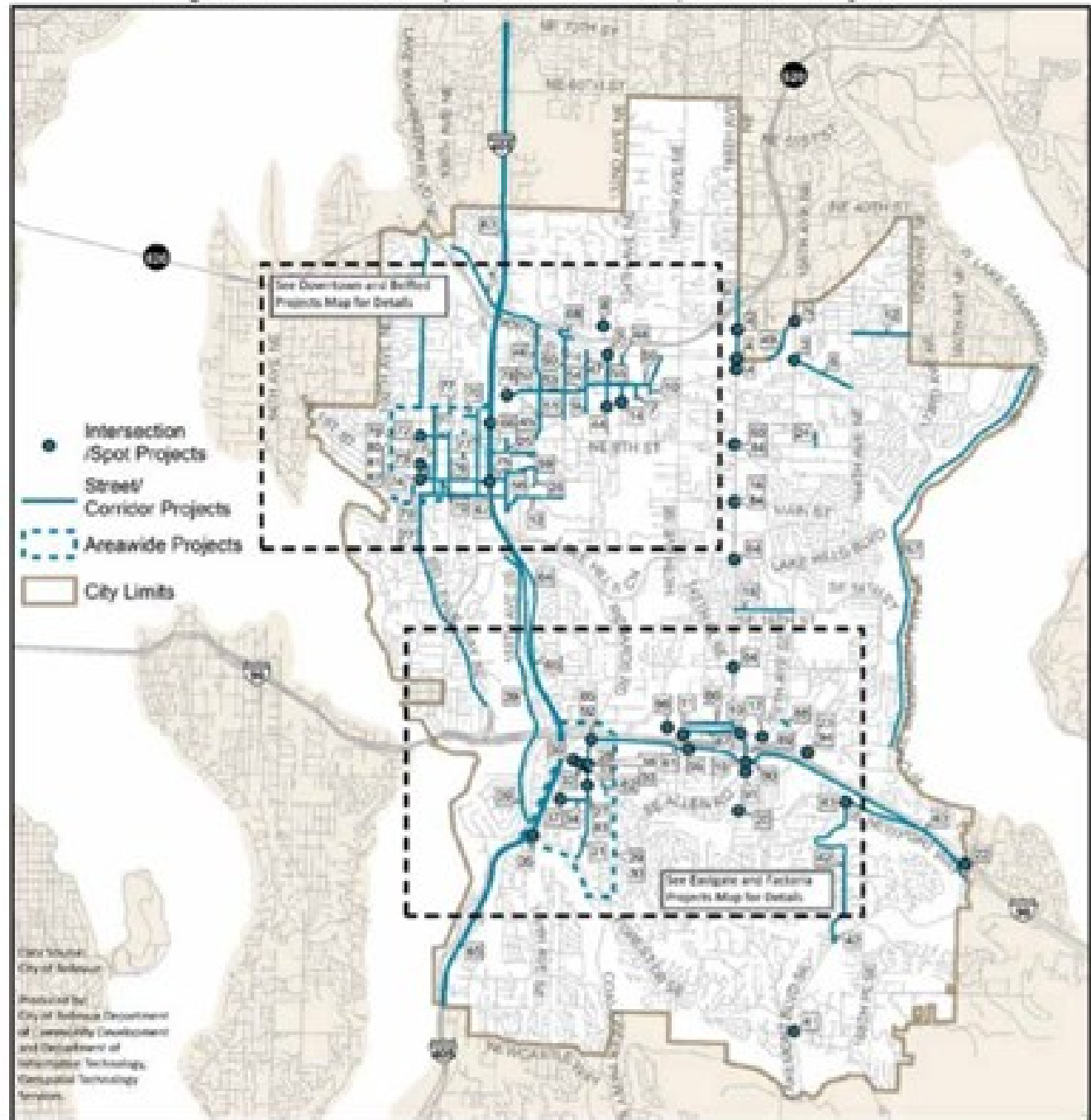


Traffic Congestion Standards

Comprehensive Transportation Project List

Plenty of Projects to
Reduce Congestion

Figure CTPL-1. Comprehensive Transportation Project List



Traffic Congestion Standards

The Policy Change

The Current Comprehensive Plan Policy TR 2:

“Strive to reduce congestion and improve mobility”

The proposed amendment removes ‘reduce congestion’ as a policy.

The current Traffic Standards Code does consider other modes:

- Trip generation for a project includes trips by Transit, Bikes & Walking.
- They are subtracted from vehicle trips prior to Intersection calculations.
- Intersection calculations are based on vehicle trips in peak PM period.
- The Concurrency Standard is then based solely on vehicle trips.
- Mitigation for Transit, Bike & Walking trips is negotiated.



Traffic Congestion Standards

The Current System

- The current system can be revised without increasing congestion for cars.
- There are abundant road intersection improvement projects to meet standards.
- Congestion relief has been historically underfunded.
- The Voter Approved 2016 Property Tax Levy specifically included Congestion Relief.
- Allocation of tax dollars to congestion relief is a serious discussion we need to have.
- The 2021-22 Capital Investment Program (CIP) gives 20% of funds to Bicycle projects.
- Bicycle trips are $\frac{1}{4}$ to $1\frac{1}{3}$ % of total trips (depending on how counted)

Traffic Congestion Standards

ETA's Recommendation

- **Retain and strengthen “Congestion Relief” as a key Comprehensive Plan Policy.**
- **Reject the Transportation Commission Recommendation.**
- **Retain legal counsel for Growth Management Act (GMA) implications.**
- **Create a robust community-wide discussion and public hearings on congestion.**
- **Match transportation spending with the City's Travel Demand Forecast.**



Traffic Congestion Standards

Table 1. Transportation Commission Policy Recommendation

Policy	Transportation Commission Final Recommendation, June 10, 2021
New Goal	GOAL: To improve all mobility options so that everyone in Bellevue has a safe, comfortable, reliable, and efficient experience on their preferred mode, while encouraging and transitioning to more environmentally and fiscally sustainable modes.
TR-2	Improve the multimodal transportation system and the quality of the travel experience for all users.
TR-20	Scope, plan, design, implement, operate, and maintain a complete and multimodal transportation system in accordance with the Performance Metrics, Performance Targets and Performance Management Areas as established in the Mobility Implementation Plan.
TR-30	1. Monitor and document transportation system performance in accordance with the Performance Targets and Performance Management Areas established in the Mobility Implementation Plan. 2. Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each update of the Comprehensive Plan, or as warranted by changed circumstances.
TR-34	Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Performance Targets through updates to the Transportation Facilities Plan.
TR-73	Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.
TR-132	Provide and prioritize transportation funding to meet Performance Targets for people walking, biking, riding transit, and travelling in a car.
New Policy A	Employ a citywide multimodal level-of-service concurrency standard that provides transportation facilities that meet the demand from new development.
New Policy B	Plan for transportation system projects to accommodate the forecast demand and to meet Performance Targets in each update of the Transportation Facilities Plan.

Traffic Congestion Standards

Thank you

**Bellevue Planning Commission
Wednesday, July 28, 2021**

Victor H. Bishop, P.E., Chair, Legislative Committee, ETA



Johnson, Thara

From: vicbishop@earthlink.net
Sent: Tuesday, July 27, 2021 4:07 PM
To: PlanningCommission
Cc: Malakoutian, Mohammad; Johnson, Terryjo
Subject: Written communication for July 28, 2021 Public Hearing at the Planning Commission on Transportation Element changes to the Comprehensive Plan
Attachments: Planning Commission Letter^LLJuly 27^LJ^LL2021.pdf; Traffic Congestion Standards^J Planning Commission^J v1.0.pdf

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Bellevue Planning Commission,

Please find attached written communication for the July 28 Public Hearing before the Planning Commission on the Transportation Element of the Comprehensive Plan. Please make these written communications a part of the Hearing Record.

Vic Bishop
Legislative Chair
425 518-3343
vicbishop@earthlink.net
Eastside Transportation Association
www.eastsidetransportation.org



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www.avast.com

Johnson, Thara

From: vicbishop@earthlink.net
Sent: Friday, July 23, 2021 8:38 AM
To: PlanningCommission; Malakoutian, Mohammad
Cc: Johnson, Terryjo
Subject: Testimony at the July 28, 2021 Planning Commission Public Hearing, Comprehensive Plan Amendments, Transportation Policy
Attachments: Traffic Congestion Standards^J Planning Commission^J v1.0.pptx

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Chair Malakoutian, **Planning Commission members**, and Ms. **Thara Johnson**

The Eastside Transportation Association (ETA) is an established educational and research organization focused on transportation policy for over 40 years. The ETA Board members are established transportation professionals, business community members and interested parties from Bellevue and East King County.

I represent ETA as it's Legislative Committee Chair. I plan to testify at the Public Hearing scheduled on July 28, 2021. I request an extended period of time to adequately present ETA's position on the proposed Comprehensive Plan Amendments at your Public Hearing. I request that you allocate up to 20 minutes at the beginning of the public hearing for my testimony. I have attached a Power Point presentation as the basis for my testimony which I wish to present to the Planning Commission. I wish to show the slides through Screen Sharing during the Public Hearing via Zoom.

I am also preparing a comment letter for presentation as written testimony. The letter will be submitted prior to the hearing.

Please distribute the attached presentation to the Planning Commissioners prior to the hearing and include the slides in the published record of the hearing.

Thank you,

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From: vicbishop@earthlink.net
To: [PlanningCommission](#)
Cc: [Council](#)
Subject: Congestion relieving capacity projects "On the books" in Bellevue. July 28, 2021, Public Hearing on the Transportation Elements of the Comprehensive Plan.
Date: Friday, September 10, 2021 4:14:04 PM
Attachments: [Capacity projects letter to Bellevue Planning Commission Final, 9-10-2021.pdf](#)
[City of Bellevue 2022-2027 Transportation Improvement Program, Capacity projects highlighted in Pink, 9-1-2021.pdf](#)

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Chair Malakoutian and Planning Commission members,

Please find attached a letter from four former Members of the Transportation Commission, three of whom were Chairs and one the Vice-Chair of the Commission, and all currently Board Members of the Eastside Transportation Association.

Please include this letter and the attachment in the record of the July 28, 2021 Public Hearing on the proposed policy changes for the Transportation Element of the Comprehensive Plan.

Thank you.

Vic Bishop
Former Chair,
City of Bellevue Transportation Commission
Legislative Chair
Eastside Transportation Association
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vicbishop@earthlink.net
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www.avast.com

Eastside Transportation Association

"Dedicated to improving our quality of life and environment by reducing congestion through increased mobility"

P.O. Box 50621
Bellevue, WA 9801

September 10, 2021

TO: Bellevue Planning Commission PlanningCommission@bellevuewa.gov

CC: Mayor Robinson and the Bellevue City Council

RE: Congestion relieving capacity projects 'On the books' in Bellevue.

July 28, 2021, Public Hearing on the Transportation Elements of the Comprehensive Plan.

Chair Malakoutian and Planning Commission members,

This memorandum is specifically addressing the abundance of opportunities available in Bellevue for traffic congestion relieving capacity improvement projects according to the Capital Improvement Program (CIP), the Transportation Facilities Plan (TFP), and the Transportation Improvement Program (TIP), all of which have been adopted by the City Council.

The Planning Commission, after the Public Hearing regarding the 2021 Annual Comprehensive Plan Amendments: Transportation related amendments to the Comprehensive Plan on July 28, 2021, adopted a resolution requesting the Council to retain the concept of 'reducing congestion' in Comprehensive Plan Policy T-2.

We support retaining the concept of 'reducing congestion' because an analysis of the 2019-2030 TFP data shows that 37 of our 99 'system intersections' are expected to fail by 2030.

During the Public Hearing, Chair Marciante of the Transportation Commission made statements implying that there are few, if any, locations left in the City of Bellevue to increase vehicle capacity on our arterial street system.

Also, at his testimony at the Planning Commission's Public Hearing, ETA Chair-Elect Todd Woosley identified four significant arterial street improvement projects that will provide capacity increases.

There are 69 individual capacity enhancing projects on the City of Bellevue's four transportation project lists in the attached TIP. These 69 projects (highlighted in pink on the attachment) are estimated to cost about \$400 -500 million. Twelve of them are in the current seven year adopted CIP with a program cost of \$88.9 million; an additional 18 capacity projects are in the twelve-year TFP; and an additional 35 projects in the TIP. In addition, the TIP includes the concept project of a NE 6th St. Subsurface Arterial between 112th Ave. NE and Bellevue Way NE (TIP project # 69) at an estimated cost of at least \$150 -200 million.

In addition to the approved City of Bellevue projects, Washington State plans major highway capacity projects in Bellevue. WSDOT (Washington State Department of Transportation) maintains the I-405 Master Plan plus the I-90 corridor and SR-520 corridors through Bellevue. The entire I-405 Master Plan has multiple projects in the Puget Sound Regional Council's Transportation 2040 Plan totaling \$13.1 Billion on the entire corridor with 13 of them totaling \$5.2 Billion within or serving Bellevue on I-405. These projects include changes and upgrades to I-405 interchanges at 112th Ave. SE, Coal Creek Parkway SE, I-90, SE 8th St., Lake Hills Connector/NE 2nd St., NE 4th St., NE 6th St., NE 8th St., NE 10th St., and SR 520 as well as a new interchange at SR 520/124th Ave. NE.

Each of these WSDOT projects are major capacity improvement projects and most of the interchange projects will require some city participation, some of which (but not all) are included in the existing TIP.


Table 1. Summary of Capacity Improvement projects on the Adopted 2022-2027 TIP¹						
	CIP²	TFP³	TIP⁴	Outside Agency- Led Projects⁵	Total City Projects	WSDOT⁶
Number of Capacity Projects	12	18	35	4	69	16
Notes: 1. 2022 - 2027 Transportation Improvement Program, May 10, 2021 2. CIP, Adopted 2021-2027 Capital Investment Program Plan 3. TFP, Adopted 2019 -2030 Transportation Facilities Plan (additional capacity projects, not in the CIP) 4. TIP, Adopted 2022-2027 TIP (additional capacity projects not in the CIP nor TFP) 5. Other regional or outside agency-led projects in which the City may choose to participate financially (Capacity projects) 6. ETA Summary of I-405 Master Plan unfunded WSDOT(Washington State Department of Transportation) projects per PSRC's Transportation 2040 Plan, https://080b3073-74ff-4d8b-bb84-78b5cf287f45.filesusr.com/ugd/c593a0_f6c411fc3d5849989ba1fdb4c46f1be6.pdf .						

The City of Bellevue is growing very fast with multiple high-rise office and residential towers under construction or in the permitting process, with additional projected employment growth announcements by the tech industry almost monthly. The Bellevue Kirkland Redmond (BKR) Travel Forecast Model forecasts over 75% of the person trips will be in automobiles in 2030. The BKR model assumes aggressive growth for transit ridership, walking and bicycling. Current congestion levels are significant (with 15 failed intersections) and result in 'traffic congestion' being the number 1 issue identified by the residents of Bellevue in the City Council's bi-annual Budget Survey.

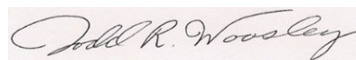
A brief review of the capacity projects currently 'on the books' in Bellevue reveals that there are multiple opportunities available to reduce existing and relieve future congestion in the City of Bellevue.

It is a matter of resource allocation and the will to make a commitment to congestion relief.

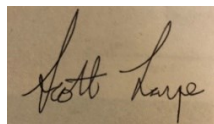
Thank you.



Victor H. Bishop, P.E.
 Former Chair, Transportation Commission
 Legislative Chair
 Eastside Transportation Association
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Todd Woosley
 Former Vice-Chair, Transportation Comm.
 Chair-Elect
 Eastside Transportation Association



Scott Lampe
 Former Chair, Transportation Commission
 Treasurer
 Eastside Transportation Association



David Elliott
 Former Chair, Transportation Commission
 Board Member
 Eastside Transportation Association

Attachment:

2022 -2027 Transportation Improvement Program, Adopted May 10, 2021, annotated with pink highlights to identify capacity projects

City of Bellevue 2022-2027 Transportation Improvement Program



Resolution 9932 - May 10, 2021

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 9932

A RESOLUTION adopting the City of Bellevue 2022-2027 Transportation Improvement Program (TIP).

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES
RESOLVE AS FOLLOWS:

Section 1. The City of Bellevue 2022-2027 Transportation Improvement Program (TIP) is hereby adopted. A copy of the 2022-2027 TIP has been given Clerk's Receiving No. 78182.

Passed by the City Council this 10th day of MAY, 2021,
and signed in authentication of its passage this 10th day of MAY,
2021.

(SEAL)



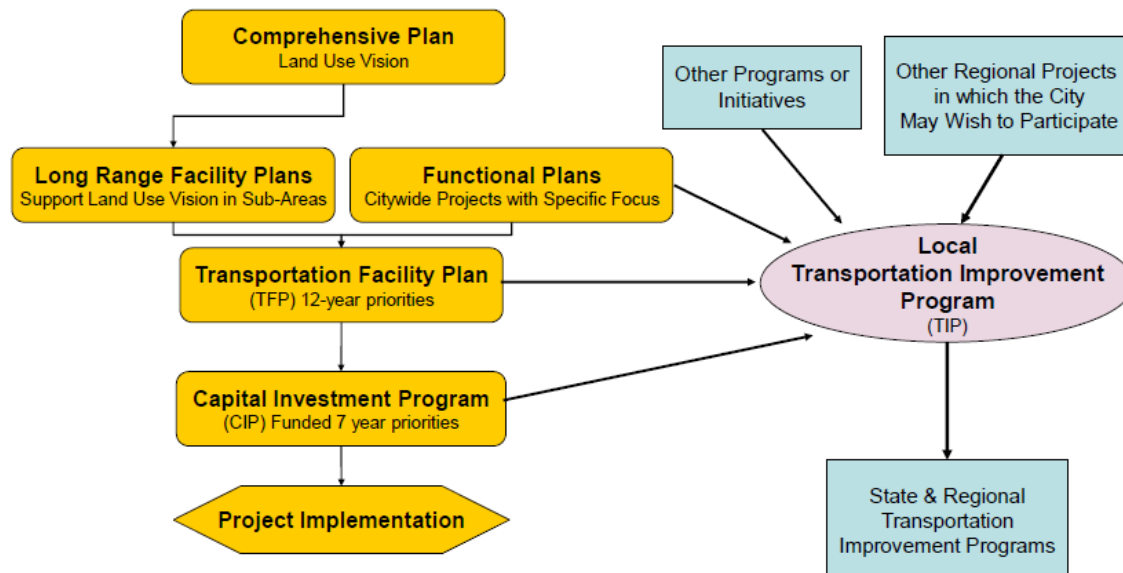
Lynne Robinson, Mayor

Attest:

Charmaine Arredondo, City Clerk

Introduction: City of Bellevue Transportation Improvement Program

The diagram below depicts the relationship between Bellevue's Local TIP and the multi-phased transportation planning and capital programming process.



Boxes on the left depict the stages of transportation project development, from policy development and planning, to project prioritization, funding and implementation.

The highest priority projects identified in sub-area long-range plans are included in the citywide 12-year Transportation Facilities Plan (TFP), a financially constrained plan. Projects in the TFP form the basis for Transportation Impact Fee calculations and a citywide environmental analysis of projected land use and traffic growth, which is used in the City's development review procedures.

TFP projects are prioritized again, along with other projects – scoped to address emerging operational, safety and maintenance needs identified by City staff, the public or other sources – before implementation funding is allocated in the 7-year Capital Investment Program (CIP) Plan.

The Local TIPs are not revenue constrained, so it may include projects from both the CIP and TFP as well as other projects the City would like to implement in a six-year timeframe, if funding were available.

The primary importance of the TIP is that, in most cases, local projects must be included in the TIP to be eligible for state and federal grant programs.

The Washington State Department of Transportation and Puget Sound Regional Council use Local TIPs as a tool for coordinating the transportation programs of local jurisdictions with those of regional agencies.

City of Bellevue 2022-2027 Transportation Improvement Program

Projects listed in the Recommended 2022-2027 TIP are divided into four categories represented by the following colors.

Section I	Projects Included in the Adopted 2021-2027 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured
Section II	Unfunded Projects included in the Adopted 2019-2030 Transportation Facilities Plan (TFP)
Section III	Other unfunded local projects identified in the Comprehensive Transportation Project List or scoped by completed Alternative Analyses and Planning or Pre-design Studies
Section IV	Other regional or outside agency-led projects in which the City may choose to participate financially

TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2022-2027 Project Funding Categories (\$000)				
					Unsecured 2022-2027 Funding	Secured Project Funding			Total Cost
						Local*	Other**	Total Funding	
Uncompleted Projects Included in the Adopted 2021-2027 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured									
1	M-1		Bridge and Pavement Preservation Programs	Provide major street maintenance including pavement overlays, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance, and appropriate Americans with Disabilities (ADA) retrofit work.		39,671	3,048	42,719	42,719
2	M-2		Minor Capital - Traffic Operations Program	Provide minor capital transportation improvements throughout the City to address traffic operation issues and concerns. Typical projects include new crosswalk installations, enhancements to existing crosswalks, upgrading signs to new mandated standards, channelization improvements, roadway safety and access management improvements, and bicycle route signing. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness. This program often provides matching funds to grant funded projects to improve pedestrian and bicycle mobility while observing ADA requirements. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)		1,152		1,152	1,152
3	M-7		Neighborhood Traffic Safety Program	Provide minor capital improvements for neighborhood traffic calming/safety projects throughout the City. Install physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions in an effort to reduce vehicle speeds, non-local traffic and to improve walking and bicycling safety and school zone improvements such as flashing 20 MPH school zone signs. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)	3,000	2,305		2,305	5,305
4	M-19		Major Maintenance Program	Inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation related right-of-way appurtenances. Address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrail, pedestrian safety railing, and City-owned fences. The program may also conduct street lighting or traffic signal system repairs or replacements. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)	3,000	5,238	1,673	6,911	9,911
4a	M-19		148th Ave SE/SE 8th Street to Main Street Flood Mitigation	This project will conduct a site assessment, hydraulic modeling, geotechnical and structural analyses, and initiate preliminary design to progress toward construction of best drainage treatments and resilient design to reduce or eliminate roadway flooding on 148th Avenue SE, between SE 8th Street and Main Street, adjacent to Lake Hills Greenbelt, also known as Larsen Lake.		60	400	460	460
5	M-20		Minor Capital - Signals & Lighting	Provide minor capital transportation improvements to the traffic signal and street lighting related projects that are beyond the scope of the operating budget but too small for individual CIP projects. Typical projects funded include new traffic signals; traffic signal upgrades including new signal phases and displays for increased efficiency and safety; pedestrian signal upgrades at traffic signals; roadway signage and channelization upgrades near traffic signals; new or revised street lighting including the systematic upgrade to light emitting diode (LED) street lights; upgrade of Emergency Vehicle Preemption technology to a Global Positioning System (GPS) technology base; and communication upgrades including fiber optic cables for broadband communications. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)		1,594	1,029	2,623	2,623
6	R-46		Major Safety Improvements Program	Construct various roadway safety-related capital improvements citywide as identified through the Collision Reduction Program, deficiency analysis, and community input. Projects include road rechannelization and access revisions to reduce traffic collisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety improvements. This program will also support Vision Zero through the proactive advancement of safety improvement throughout the City. Project funding may be used to leverage additional, non-local funding. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)		228	1,184	1,412	1,412

City of Bellevue 2022-2027 Transportation Improvement Program

TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2022-2027 Project Funding Categories (\$000)				
					Unsecured 2022-2027 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
7	R-156		ITS Master Plan Implementation Program	Systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan (2005) and the update funded in 2017. The plan update will be a catalyst toward providing the direction needed to support many of the emerging technologies in the transportation industry such as Connected Vehicles, Smart Cities and Autonomous Vehicles. ITS projects will be selected to provide cost effective measures to reduce traffic congestion, improve safety, and increase the availability of real time traffic information to users of the transportation system. Possible projects include, but are not limited to, additional traffic cameras for motorist information and investigation of collisions; flood location monitoring; real-time traveler information enhancements; installation of dynamic message signs at key locations; variable lane controls that adjust to changing traffic conditions; WiFi system expansion; roadway weather stations; parking management; emergency vehicle preempt upgrades; and street light monitoring systems. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns.	2,000	2,506	394	2,900	4,900
8	R-159		East Link Analysis and Development	Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the design and construction of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City sponsored projects and programs. Key tasks include traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; construction management; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.		994		994	994
9	R-169	TFP-213	124th Avenue NE - NE 12th Street to NE Spring Boulevard	This project will complete design and construct improvements to 124th Avenue NE from NE 12th Street (BelRed Road) to NE Spring Boulevard. The roadway cross-section of this segment consists of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter and separated multi-use path on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The project will be designed and constructed to reflect BelRed urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Avenue NE Improvements from NE Spring Boulevard to Ichigo Way (NE 18th Street) (PW-R-166). Prior to 2016, this project also completed conceptual design of non-motorized improvements between NE 8th and NE 12th Streets. This project designed and completed mitigation measures south of NE 8th Street to protect residential communities from potential traffic impacts of BelRed growth and the major roadway projects in the vicinity. (This project contains TIFIA funding)		1,877	19,430	21,307	21,307
10	R-170	TFP-218	130th Avenue NE - BelRed Road to NE 20th Street	This project provides multi-modal improvements along 130th Avenue NE between BelRed Road and NE 20th Street. The improvements include curb, gutter, sidewalk, landscaping, illumination, drainage, water quality treatment, bicycle facilities on both sides of the street, on-street parking at select locations, potential mid-block crossings, intersection improvements including turn lanes at NE Spring Blvd. (formally NE 16th Street), potential traffic signal and intersection modifications at NE 20th Street and at BelRed Road, and accommodation for a Sound Transit East Link light rail crossing at the NE Spring Blvd. alignment. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the NE Spring Blvd. alignment, the planned light rail station and park & ride facility between 130th and 132nd Avenues NE, private development in the vicinity, and the development of NE Spring Blvd. - 130th to 132nd Avenues NE (CIP Plan No. PW-R-174) project. The project will be designed to reflect BelRed urban design criteria. (This project contains TIFIA funding)		567	26,533	27,100	27,100

City of Bellevue 2022-2027 Transportation Improvement Program

TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2022-2027 Project Funding Categories (\$000)				
					Unsecured 2022-2027 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
11	R-174	TFP-215	NE Spring Boulevard 130th Avenue NE to 132nd Avenue NE	This project will complete the design of the full roadway cross-section and construct transportation system improvements of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes a new traffic signal at the 130th Avenue NE and modifies a signal at 132nd Avenue NE (to be built by Sound Transit) and will integrate vehicular traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include single westbound and eastbound travel lanes, outside the LRT alignment and the 130th Avenue NE LRT station. Other improvements include sidewalks, bicycle facilities, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit, potential future private development, possible transit-oriented development to the immediate north, and the 130th Avenue NE – BelRed Road to NE 20th Street (CIP Plan No. PW-R-170) project. The project will be designed to reflect BelRed urban design criteria. This project may be implemented in two stages. The improvements south of the LRT station would be implemented first, while Sound Transit occupies the property north of the LRT station. (This project contains TIFIA funding)		4,210	17,453	21,663	21,663
12	R-182		Downtown Transportation Plan/Exceptional Light Rail Station Access	This project implements the Downtown Transportation Plan (DTP) to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is given to improvements that provide exceptional pedestrian and bicycle access to the Downtown light rail stations, in Old Bellevue, and along the Grand Connection. DTP identified intersections that merit "Enhanced" or "Exceptional" treatment to safely accommodate pedestrians. Also, DTP identified and established locations and near-term priorities for new mid-block crossings. To implement the Comprehensive Plan vision for the character of three Downtown roadway corridors – 106th Avenue NE, 108th Avenue NE and Main Street – analysis and community engagement will determine the design of travel lanes, intersections, mid-block crossings, sidewalks, transit and bicycle facilities.	3,500	6,500		6,500	10,000
13	R-184	TFP-242	Bellevue Way HOV lane	This project will design and acquire right of way for phase one of Bellevue Way SE, which will construct a new inside southbound HOV lane and a planter at the base of a retaining wall from the Winter's House to the future South Bellevue light rail station. It would connect to the section of Bellevue Way, including an HOV lane that extends to I-90, which will be built by Sound Transit. The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor as well as completion of environmental documentation. Future project implementation includes construction of phase one and design, right of way acquisition and construction of phase two, which extends the southbound HOV lane from the Winter's House to 108th Avenue SE and approximately 400 feet along 112th Avenue SE to the north.	23,188	6,400		6,400	29,588
14	R-186	TFP-260	120th Avenue NE (Stage 4)/NE 16th Street to Northup Way (and NE 16th Street - 116th to 120th Avenues NE)	Develop the engineering design and coordination work of an interagency partnership between the City of Bellevue, King County and Sound Transit to develop preliminary plans, cost estimates, and update environmental documentation needed to evaluate the feasibility and impacts of the widening and realignment of 120th Avenue NE between NE 16th Street and Northup Way. The project will evaluate how the roadway alignment may accommodate the planned Sound Transit Operations and Maintenance Facility East (OMFE) and potential Transit Oriented Development on the west side of the roadway corridor. The project will also include evaluation of the NE 16th Street intersection, both sides of 120th Avenue NE, with particular focus on the west side (the south end of the planned OMFE); evaluating the approach alignment and the feasibility of potential extension of NE 16th Street west to 116th Avenue NE.	28,660	3,000	1,456	4,456	33,116
15	R-191	TFP-265	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way	This project will complete design, property acquisition and construct improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way, which will include travel lanes, turn lanes, street lighting, traffic signals, sidewalk facilities, culvert replacement, wetland and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to complete design, property acquisition and construction of a multipurpose pathway on the west side between NE 16th Street and Ichigo Way and replaces existing City of Seattle transmission towers with mono-tube towers. (This project contains TIFIA funding)		111	33,010	33,121	33,121
16	R-192	TFP-217	124th Avenue NE at SR-520	This project will allow the city to coordinate with WSDOT on the planning, design, environmental and potential implementation of interchange improvements at SR-520 and 124th Avenue NE.		250		250	250

City of Bellevue 2022-2027 Transportation Improvement Program

TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2022-2027 Project Funding Categories (\$000)				
					Unsecured 2022-2027 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
17	R-193		BelRed Corridor Local Street Network	This project will fund the additional planning and preliminary engineering necessary so that the precise street and right of way needs and locations can be documented and communicated for each BelRed Corridor parcel or group of parcels at the time of development. The BelRed Subarea Plan and the Land Use Code identify an idealized small block size of 300 feet on each face which may be adjusted for factors including current parcel configurations, existing streets, and natural features such as streams, topography, and other geographic elements. The identification of a preferred street network will also consider detailed attributes such as the location of existing or necessary utilities, curb cuts, and property access easements. The project will also include an alignment study for extending 143rd Ave NE from its terminus north of BelRed Rd to the existing signal at 143rd and NE 20th St, as well as layout of a new turn lane and signal at NE 20th Place and BelRed Road. The extension road is anticipated to be a 25 mph, two lane roadway with bicycle accommodation, planters, and sidewalks on both sides. Turn lanes will be included at the traffic signals, and possibly midblock if warranted.		432		432	432
18	R-194	TFP-257	West Lake Sammamish Parkway/"South Central" segment; SE 34th Street to SE 1700 block (phase 3)	This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, select a preferred design alternative and develop Preliminary Engineering for the 3rd Phase of the corridor improvements (of five anticipated phases). The design analysis process will confirm phase 3 termini (currently planned to be "South Central" segment - SE 34th Street to SE 1700 block) and consider variations to the original scope and/or project implementation methods with the intent of developing less costly alternatives while maintaining the original project objectives.	27,500	2,500		2,500	30,000
19	R-198		Neighborhood Congestion Management (Levy)	The Transportation Department has a backlog of neighborhood safety, connectivity and congestion management needs. Utilizing 2016 Neighborhood Safety, Connectivity and Congestion Management levy funds, this project specifically addresses Council funding guidance for \$2 million annually to help address the neighborhood congestion management issues by progressing pre-design/design work on congestion management projects to identify best project scope and costing for future project implementation funding. - Reduce neighborhood congestion: Projects to address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.		12,000		12,000	12,000
20	R-199		Neighborhood Safety & Connectivity (Levy)	The Transportation Department has a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. This fund will help address the backlog projects and prioritized new projects in the following categories: - Neighborhood safety projects: Provide traffic calming, reduce speed and non-local traffic, reduce potential for collisions in neighborhoods and around schools, add mid-block crossings and other crosswalks with enhanced safety features such as flashing lights and other projects. - New sidewalks/trails/paths: Add sidewalks and paths to provide walking access to connect neighborhoods and to provide safe walks to schools, parks, shopping and destinations. - Technology for safety and traffic management: Improve city's capability to implement technology that improves safety, traffic flow, traveler information and other emerging technology, such as autonomous vehicles. - Enhance maintenance: Repairs and improvements to existing transportation facilities with outstanding maintenance needs such as sidewalk, trails, slopes, walls, poles, lighting, wiring and street cleaning; and - New bike facilities: Add facilities to create a safe and connected bike network for commuting, recreation and family activities.		38,936		38,936	38,936
21	R-200		Neighborhood Congestion Management Project Implementation	This project will complete design and fund construction of neighborhood congestion projects that address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility. (Elements of this program will leverage funds from CIP Plan PW-R-198)	10,500	4,500		4,500	15,000
21a	R-200		Lake Hills Connector/SE 8th St	This project will add a second northbound left turn pocket to increase the queuing space for this movement and will convert the existing dedicated eastbound left turn lane to a westbound through lane to receive traffic from the new northbound left turn pocket.		1,900		1,900	1,900
21b	R-200		NE 8th Street/140th Avenue NE	This project will convert the existing southbound right turn lane to a through-right lane and will widen the south leg to create space for an approximately 250 foot receiving lane that will merge back into the existing through lane.		1,600		1,600	1,600
21c	R-200		148th Avenue SE - Kelsey Creek Shopping Center	This project will improve intersection delay at 148th Ave SE/Main St. and access to and from the shopping center from 148th Avenue SE by adding a new traffic signal and a southbound left turn lane accessing the south driveway and a left turn lane accessing southbound 148th Avenue SE from the driveway.		2,380		2,380	2,380
21d	R-200		Lake Hills Blvd/148th Avenue SE	This project will add a second westbound left turn pocket to increase the queuing space for this movement and to allow the eastbound and westbound through movements to run concurrently, reducing the overall intersection delay.		1,300		1,300	1,300

City of Bellevue 2022-2027 Transportation Improvement Program

TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2022-2027 Project Funding Categories (\$000)				
					Unsecured 2022-2027 Funding	Secured Project Funding			
						Local*	Other**	Total Funding	Total Cost
21e	R-200	TFP-263	148th Avenue NE/NE 8th Street	This project will widen all four approaches to provide a second left turn pocket serving each direction.		3,300		3,300	3,300
22	R-201	TFP-252	Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Rd/142nd Place SE from 145th Place SE to SE 36th Street	Reconstruct the roadway to support frequent transit bus-service, construct sidewalks and accessible bus stops and modify the 142nd Place SE/SE 32nd Street intersection. Included is a separated off-street path connecting 145th Place SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd PI SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project would likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners.	12,939	155	296	451	13,390
23	R-205		Vision Zero Rapid Build Data Driven Safety Program	This Vision Zero program funds the first phase of data driven rapid build road safety projects along this High Injury Network (HIN). Based on a comprehensive review of citywide crash data, five major streets have been initially identified as Priority Safety Corridors (PSC) among the HIN to advance in this proposal: NE 8th St east of downtown, Factoria Blvd, Bellevue Way south of downtown, Bel-Red Rd in the Overlake area, and 116th Ave NE in the Wilburton area. Funding will assist staff in designing, cost estimating, and prioritizing PSC improvement projects; afterwhich, staff will use a rapid build approach to address systemic traffic safety challenges on these corridors. Examples of candidate PSC projects include radar feedback signs, enhancing or adding pedestrian crossings, adding left turn pockets, restricting turn movements, adding medians, and other complete streets elements that produce improved safety outcomes. Following implementation of PSC projects staff will compare before/after data using conflict analytics, speed studies, and other analysis tools to determine how well the projects achieved their intended safety goals. This data driven approach of measuring actual results of road safety projects will inform evidence-based strategies for future PSC investments and support the city's performance monitoring of progress towards Vision Zero.		2,500		2,500	2,500
24	R-207		114th Avenue SE and SE 8th Street	This project will widen the intersection to add a second southbound left turn lane and dedicated space for bicycles in the northbound and southbound directions.		3,410		3,410	3,410
25	R-208		112th Avenue NE at McCormick Park	Design and construction of the frontage improvements on 112th Avenue NE at McCormick park in order to match this roadway section to the frontage improvements being made during construction of Fire Station 10. Improvements include some widening, installation of separated bike facilities, planter strip and corner improvements at McCormick Park 9112th Avenue NE and NE 12th Street.) bike facility improvements will tie into the multi-purpose path being build on NE 12th Street.		1,000		1,000	1,000
26	WB-49		Pedestrian Facilities Compliance Program	This program provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). This program serves as the City's dedicated resource for addressing citizen accessibility requests and implementing high priority improvements identified in the City's ADA infrastructure management program.	10,000	730		730	10,730
27	WB-56		Pedestrian and Bicycle Access and Connections Program	This program improves access and connections for people walking and bicycling. Projects funded through this program enhance mobility for everyone and simultaneously promote community health and foster environmental sustainability. Program funds build discrete small projects and may be used to leverage grant, and to enable partnerships with other City programs, agencies or the private sector to construct larger-scale projects. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)		3,073		3,073	3,073
28	WB-76		Neighborhood Sidewalks Program	This program funds the community outreach, design, and construction of sidewalk projects in neighborhoods throughout the city. Neighborhood sidewalks are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. Individual projects are selected in part based on strong and sustained community support demonstrated through other programs and public processes. Project costs, typically in the range between \$500,000 and \$2,000,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle Access and Connections (CIP Plan No. PW W/B 56), but the projects often do not compete well for stand alone CIP project funding. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)	15,000	7,681		7,681	22,681
28a	WB-76		100th Avenue NE/NE 14th to 24th Streets	This project will add a 10-foot-wide multipurpose path with a five-foot planter on the east side of 100th Avenue NE. Reduce roadway width to 21 feet. Raised intersections at NE 15th, NE 18th and NE 21st Streets. RRFB at NE 14th Street.		4,550		4,550	4,550
28b	WB-76		NE 18th Street/98th to 100th Avenues NE	This project will add curb, gutter and six-foot-wide sidewalk on the north side of the street.		450		450	450

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						Local*	Other**	Total Funding	Total Cost
28c	WB-76		98th Avenue NE/NE 18th to NE 20th Streets	This project will add curb, gutter and six-foot-wide sidewalk on the east side of the street. Parking bay accommodation between NE 18th and NE 19th Streets.		370		370	370
28d	WB-76		123rd Avenue SE/SE 60th Street to SE 65th Place	This project will complete the missing segments of sidewalk along the west side of 123rd Avenue SE from SE 60th Street to SE 65th Place.		1,700		1,700	1,700
28e	WB-76		NE 40th Street/140th Avenue NE to the 14500 block	This project will add sidewalk on the north side of the street between 140th Avenue NE and approximately the 14500 block on NE 40th Avenue.		1,600		1,600	1,600
29	W/B-78	TFP-243	Mountains to Sound Greenway/ 142nd Place SE to Lakemont Blvd	This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Boulevard and Lakemont Boulevard, and the design of grade separated crossings of Factoria Boulevard and the interchange ramps between I-405, I-90, and Factoria Boulevard. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.	38,784	2,021		2,021	40,805
30	W/B-84	TFP-243	Mountains to Sound Greenway - 132nd Avenue SE to 142nd Place SE	This project will construct a second phase of the Mountains to Sound Greenway Trail. Trail design includes a 12-foot wide paved trail, landscaping, street lighting, street furniture and wayfinding. This phase may also include signal modifications and crossing improvements at 142nd Place SE.		4,038	5,760	9,798	9,798
31	W/B-85		Growth Corridor High Comfort Bicycle Network	Design and implement bicycle facility improvements in the Downtown, BelRed, and Wilburton neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include 100th Avenue NE, 106th Avenue NE, NE 1st and 2nd Streets, 116th Avenue NE, 120th Avenue NE, BelRed Rd, and Northup Way.	13,500	1,500		1,500	15,000
32	G-103	TFP-244	Eastside Rail Corridor multipurpose path/southern city limits to northern city limits	<p>This project provides placeholder funding to be programmed later but could include the development of conceptual design, other amenities (such as plantings or gravel pathways) or purchases along the Eastside Rail Corridor. The final programming of these funds will be addressed by Council. This project will assist in informing City coordination with King County Parks in developing and advancing design options for a trail that addresses the needs of the multiple agencies with ownership or other secured interest in using the corridor (including Sound Transit and King County Parks) while also meeting the needs and interests of the Bellevue community. For 2017 and 2018, the adopted budget provides \$500,000 in funding that the City Council directed to advance the design of key crossings and connections in the Wilburton Segment in partnership with other regional agencies.</p> <p>Projects on the list include, but are not limited to:</p> <ul style="list-style-type: none"> • Eastrail-Northup Connector • Eastrail-Spring Boulevard Trail Link • Eastrail Connection at Main Street • Eastrail Connection to Mountains to Sound Trail at SE 32nd St/118th Ave SE 	10,000	1,217	1,283	2,500	12,500

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					Unsecured 2022-2027 Funding	Secured Project Funding		Total Funding	Total Cost
						Local*	Other**		
Unfunded Projects included in the Adopted 2019-2030 Transportation Facilities Plan									
33		TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street	The project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6th and NE 8th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	2,312			0	2,312
34		TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	This project will construct five foot bike lanes on both sides of SE 16th Street, curb, gutter, four foot planter strips, and six foot sidewalks where missing on the north side of SE 16th Street between 148th Avenue SE and 156th Avenue SE.	5,000			0	5,000
35		TFP-175	SE 34th Street Non-motorized Improvements	Design and construct a five foot bike lane, curb, gutter and six foot sidewalk on north side and curb, gutter and a wide curb lane on the south side of SE 34th Street from West Lake Sammamish Parkway to 162nd Place SE.	5,828			0	5,828
36		TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE	The project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation.	300			0	300
37		TFP-193	NE 10th Street at I-405	The project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project predesign or early implementation.	300			0	300
38		TFP-194	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	Improve gravel road with pavement, curb, gutter and sidewalk on one side. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). Cost estimate represents only a placeholder for implementation.	300			0	300
39		TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp widening	Add a second eastbound right turn lane, extend the southbound left turn lane, extend the southbound through lane from the loop ramp to SE 38th Street, restrict the eastbound left turn movement, add a second westbound left turn lane and extend the westbound right turn lane. (Elements of this project are being advanced associated with CIP Plan PW-R-198)	2,565			0	2,565
40		TFP-197	NE 2nd Extension and I-405 interchange	Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE. Add half interchange with I-405, to/from the south. Cost estimate reflects only a potential local contribution to a project that will require substantial funding from outside sources.	300			0	300
41		TFP-211	NE 6th Street Extension	The project will extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, including HOV, frequent transit bus service, non-motorized, and limited general purpose traffic. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The route crosses Sturtevant Creek, which is in a pipe at this location; it is anticipated the project may involve shifting the pipe slightly to the east (to accommodate a bridge pier). The project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used for additional predesign or other early implementation efforts.	90,000			0	90,000
42		TFP-216	112th Avenue NE/NE 2nd Street	Straighten and realign NE 2nd Street between 112th and 114th Avenues NE, add dual southbound to eastbound left turn lanes and a northbound to eastbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	8,060			0	8,060
43		TFP-219	NE 8th Street/106th Avenue NE	Realignment of the roadway to the south will better utilize the new westbound travel lane (between 108th and 106th Avenues NE) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity.	5,205			0	5,205
44		TFP-222	Bellevue Way/NE 4th Street	Add a southbound to westbound right turn lane. Convert a northbound through lane to create a second northbound to westbound left turn lanes, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.	2,100			0	2,100
45		TFP-223	Bellevue Way/NE 8th Street	Add southbound to westbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	3,218			0	3,218
46		TFP-225	Bellevue Way/NE 2nd Street	Add a northbound to eastbound right turn lane and create a second southbound to eastbound left turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	4,315			0	4,315

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47		TFP-232	164th Avenue NE/SE - NE 18th Street to SE 14th Street	Designate bike shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. Stripe and sign 5 foot bike lanes between Northup Way and NE 6th Street. Accommodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street.	5,000			0	5,000
48		TFP-234	Main Street - 100th Avenue to 116th Avenue	Funding will support pedestrian and bicycle facility components of the Main Street project, as identified in the Main Street & NE 2 nd Street Design Report (2009). This will be built out to plan conditions in conjunction with the East Link project. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	500			0	500
49		TFP-245	140th Ave NE/ NE 24th St to NE 8th St	Option A: Add 5 foot-wide bike lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: Develop off street multi-use paved path along east side of 140th Avenue NE, replacing separated gravel path that exists on much of segment; may be boardwalk for part of BelRed to NE 20th St segment. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	5,000			0	5,000
50		TFP-249	Wilburton/NE 8th Street Station Access Improvements	Improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping and services.	3,000			0	3,000
51		TFP-250	148th Ave NE Master Plan (Phase 1) - BelRed Road to SR 520	In partnership with the City of Redmond, this project will conduct the preliminary design of phase 1 of the 148 th Avenue NE Master Plan improvements, between NE 20 th Street and SR 520. The project includes the development of a cost sharing and project management agreement between the cities for the determination and implementation of the full 148 th Avenue NE Master Plan.	10,000			0	10,000
52		TFP-251	Coal Creek Parkway/ 124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate path, existing bike lanes may be eliminated and roadway narrowed. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	3,000			0	3,000
53		TFP-253	150th Ave SE/Eastgate Way SE across I-90	Add second northbound left turn lane; add third southbound through lane across overpass; extend the southbound left turn land and add a northbound right turn lane. The project will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments.	5,040			0	5,040
54		TFP-254	BelRed Rd/NE 20th St to NE 24th St	Widen to five lanes, including two travel lanes in each direction, with center turn lane. bike lanes. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation.	300			0	300
55		TFP-257	West Lake Sammamish Parkway/"Central" segment; SE 1700 block to SE 2nd block (phase 4)	The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. This funding allocation is to complete design and includes a full implementation placeholder for a fourth phase of improvements (of five total).	12,000			0	12,000
56		TFP-267	West Lake Sammamish Parkway/"North" segment; NE 8th Street to North City limits (phase 5)	This project will conduct a preliminary design of the fifth phase of the corridor improvements (of five total), between NE 8th Street and the north City limits. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor.	1,000			0	1,000

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57		TFP-268	Bellevue Way HOV lane/107th Ave SE Segment B: Winters House to 112th Ave SE & Segment C: 112th to 108th Avenues SE	This project contains placeholder funding for the evaluation of the two remaining segments of the Bellevue Way SE HOV project. Segment B: Bellevue Way SE from the Winters House to 112th Avenue SE, will widen Bellevue Way SE to the west to add a southbound inside HOV lane and 5' landscaped planter from the Winters House to the "Y" intersection along 112th Avenue SE. Segment C: Bellevue Way SE from 112th to 108th Avenues SE, will conduct a future evaluation to include consideration of operational scenarios other than an HOV lane (e.g., creating full-length dedicated left-turn lanes).	300			0	300
58	R-190	TFP-269	124th Avenue NE/NE 8th to NE 12th Streets	This project advances the design, property acquisition and construction of non-motorized improvements on 124th Avenue NE from NE 8th to NE 12th (BelRed Road) Streets. The project will construct a separated multipurpose pathway on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment. The project will be designed and constructed to reflect BelRed urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Avenue NE Improvements - NE Spring Boulevard to Ichigo Way (NE 18th ST) (CIP Plan PW-R-166) and NE 12th Street to Spring Boulevard (CIP Plan PW-R-169). This project completes design of non-motorized improvements on 124th Avenue NE between NE 8th and NE 12th Streets.	1,496			0	1,496
59		TFP-270	Spring Blvd - 124th Ave NE to 130th Ave NE (zone 3)	Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and "green" elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where	1,000			0	1,000
60		TFP-271	Coal Creek Parkway/ 120th Ave SE - I-405 - 119th Ave SE	Convert the three signalized intersections on Coal Creek Parkway at I-405 (2) and 119th Avenue SE and also the intersection of 120th Avenue SE to a series of roundabouts.	5,000			0	5,000
61		TFP-272	NE 12th St / 116th Ave NE	Conduct a needs assessment to determine whether a northbound to eastbound right-turn lane and eastbound to northbound dual left-turn lanes should be added at NE 12th St and 116th Ave NE.	300			0	300
62		TFP-273	Lakemont Blvd / Forest Dr	Provide a new traffic signal and eastbound to northbound turn lane on Forest Drive.	300			0	300

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						Local*	Other**	Total Funding	
Other unfunded local projects identified in the Comprehensive Transportation Project List or scoped by completed Alternative Analyses and Planning or Pre-design Studies									
63			Pedestrian and Bicycle Implementation Initiative	The 2009 Pedestrian and Bicycle Transportation Plan provides a long term vision for completion of pedestrian and bicycle systems throughout the city. The Pedestrian & Bicycle Implementation Initiative is a complement of efforts based on “the Five E’s”—engineering, education, encouragement, enforcement, and evaluation—that will advance project designs and programs identified in the 2009 Plan. As funding is secured, this program would fund the pre-design, design, property acquisition, construction, outreach and encouragement campaigns, targeted safety and data collection investments, the inauguration of bike share services, and other activities to advance the 2009 Plan’s identified needs. Improvements may include sidewalks, off-street paths, trails, bicycle lanes or other bicycle facilities, and wayfinding systems.	10,000			0	10,000
64			Transportation Demand Management Program	This project provides continuing resources for Transportation Demand Management (TDM) implementation. TDM activities and techniques include: Development and implementation of education/marketing programs for employers and employees, improving access to and the appeal of alternative transportation modes for users and potential users, and participation in trip reduction activities associated with the Bel-Red Overlay Transportation (BROTS) Plan. Performance goals for TDM are specified in the mobility targets for Mode Split in the Comprehensive Plan. This project may fund both consultant and improved in-house capabilities in support of TDM efforts.	2,000			0	2,000
65			I-90 Tunnel/ SE 37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to offer cyclists improved accommodation from SE 37th Street under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor: NS-5: Spirit Ridge-Sammamish River Connection.	2,678			0	2,678
66			SE 40th Lane/Factoria Boulevard	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane. Cost estimate represents only a placeholder for implementation.	300			0	300
67			Northrup Way/156th Avenue NE to 164th Avenue NE	Add median left-turn lane; bike lanes. Cost estimate represents only a placeholder for implementation.	300			0	300
68			Transit Master Plan Implementation Program	The Transit Master Plan (TMP) identifies transportation infrastructure and urban design projects whose implementation can positively affect the performance and user experience of bus transit services in Bellevue. The plan provides recommendations related to three broad types of projects: (1) facilities providing pedestrian and bicycle access to transit, (2) convenience, safety, and comfort improvements at transit stops, stations, and park-and-rides, and (3) roadway and traffic signal investments that improve transit speed and reliability. This program would fund corridor studies, prepare final designs, acquire ROW as needed, and construct or install projects from any of these categories. Individual projects identified by the plan range in cost from tens of thousands to millions of dollars, with those on the lower end unlikely to compete well for stand-alone CIP project funding. Notable projects advanced by the TMP include but are not limited to: - 148th Avenue NE and NE 8th Street: Construct queue jump lanes in the eastbound, northbound, and southbound directions. - 112th Avenue SE and Main Street: Construct a westbound queue jump lane and make improvements to signal timing and install transit signal priority for north- to westbound left turns. - 156th Avenue NE – BelRed Road to north city limits: Construct business access and transit (BAT) lanes in both directions. - Coal Creek Parkway SE and 119th Avenue SE: Improve the west- to southbound and north- to eastbound turn movements through signal timing prioritization and transit signal priority	20,000			0	20,000
69			NE 6th Street Sub-surface Arterial	This project concept would create a sub-surface arterial that would run under the NE 6th Pedestrian Corridor with a portal east of 110th Avenue NE and a terminus at Bellevue Way. Such an arterial could provide access for private vehicles, freight and possibly transit to the existing and future garage levels of adjacent commercial developments. Cost estimate is a placeholder that may be used to initiate a feasibility study.	200			0	200
70			134th Ave NE - Bel-Red Rd to Spring Blvd	Reconstruct as three lanes; modify signalization.	300			0	300
71			I-90/ Lakemont Blvd SE / West Lake Sammamish Pkwy SE	The Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements identified in the WSDOT I-90 Bellevue to North Bend Corridor Study include the following project elements: (1) widen existing WLSP roundabout; (2) addition of a new roundabout at the westbound ramp terminal; and, (3) addition of a new EB slip ramp on the existing EB to NB WLSP off-ramp	300			0	300
72			132nd Ave NE - BelRed Rd to NE 20th St	Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.	300			0	300
73			130th Ave NE / NE 20th St	Conduct a needs assessment to determine whether southbound right turn and westbound right turn lanes should be added at 130th Ave NE / NE 20th St.	300			0	300

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74			156th Ave NE / NE 20th St	Conduct a needs assessment to determine whether eastbound and westbound through lanes and a second northbound left turn lane should be added at 156th Ave NE / NE 20th St and signalization modified. Also assess whether the eastbound through lane should be extended 800 feet (plus transition) east of 156th	300			0	300
75			130th Ave NE / NE 24th St	Conduct a needs assessment to determine whether left-turn pockets should be added on all legs of 130th Ave NE / NE 24th St except the north leg. Also monitor for potential future	300			0	300
76			127th Ave NE - Bel-Red Rd to Northup Way	Coordinate with private development to construct a new street that meets urban standards with two general purpose lanes, two parking lanes, gutters, and sidewalks, consistent with design guidelines established in the Bel-Red Corridor Plan.	300			0	300
77			136th Ave NE - Bel-Red Rd to Spring Blvd	Coordinate with private development to construct new three-lane road; signalize.	300			0	300
78			NE 24th St - 164th Ave NE to 172nd Ave NE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, and sidewalks where not complete. Provide intersection left turn lanes or two-way left turn lanes at selected locations	300			0	300
79			Main St and SE 1st St - 116th Ave NE to 124th Ave NE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle facilities, and sidewalks. Provide intersection left turn lanes or two-way left turn lanes as required at selected locations.	300			0	300
80			132nd Ave NE / Bel-Red Rd	Conduct a needs assessment to determine whether northbound and southbound right turn lanes should be added at 132nd Ave NE/Bel-Red Rd.	300			0	300
81			Main St / 148th Ave	Conduct a needs assessment to determine whether a westbound right turn lane should be added at 148th Ave / Main St.	300			0	300
82			156th Ave SE/ SE Eastgate Way to I-90 westbound off-ramp	Redesign 156th Ave SE and SE Eastgate Way intersection establish a gateway treatment, potentially to include developing a modern roundabout.	300			0	300
83			118th Ave SE - SE 8th St to Coal Creek Pkwy	Provide pedestrian/bicycle facilities while maintaining existing general purpose travel lanes. Conduct traffic analysis to assess the need for added turning lanes at selected intersections.	300			0	300
84			Newport Way SE - 164th Ave SE to Lakemont Blvd extension	Conduct a needs assessment to determine whether left-turn pockets should be constructed at key intersections along Newport Way SE between 164th Ave SE and Lakemont Blvd.	300			0	300
85			164th Ave SE - Newport Way to Lakemont Blvd	Upgrade the existing two-lane road to higher standards; provide safety features; and provide left-turn pockets at key intersections including Newport Way.	300			0	300
86			164th Ave / Newport Way	Conduct a needs assessment to determine whether the south and east approach legs of 164th Ave SE and Newport Way should be channelized.	300			0	300
87			103rd Ave NE, 105th Ave NE, 107th Ave NE, and NE 11th St	Reconstruct the following sections to meet city design standards (sidewalks, lane width, etc.): a) 103rd Avenue NE between Main Street and NE 1st Street b) 105th Avenue NE between NE 2nd Street and NE 4th Street. c) 107th Avenue NE between Main Street and NE 2nd Street. d) NE 11th St between 110th Avenue NE and 112th Avenue NE.	300			0	300
88			Coal Creek Rd - 142nd Pl SE to 148th Ave SE	Establish a new east-west roadway on the south edge of the Bellevue College campus between 142nd Place SE/Snoqualmie River Road and 148th Avenue SE along the south campus	300			0	300
89			SE 37th Street/I-90 eastbound on-ramp	Modify channelization between 150th Avenue SE and the I-90 eastbound on-ramp and add a traffic signal at the eastbound on-ramp intersection with SE 37th Street.	450			0	450
90			150th Avenue SE/SE 38th Street	Adjust signal timing to remove split phasing and optimize green. Extend third northbound lane between SE 38th Street and SE 37th Street	545			0	545
91			SE 36th Street/I-90 eastbound off-ramp to Factoria Blvd to 131st Avenue SE	Add variable channelization for eastbound approach (1 eastbound through lane and 1 eastbound through/right turn lane in AM), 1 eastbound through lane and 1 eastbound right turn lane in the PM. plus 1 additional eastbound receiving lane.	300			0	300
92			Factoria Boulevard/SE 38th Street	Add second westbound left turn lane (maintain right turn pocket). Widen eastbound approach to include double left turn lanes and one shared/through lane and one right turn lane	950			0	950
93			Eastgate Way/SE 37th Street	Add traffic signal and modify channelization, when warranted.	1,150			0	1,150
94			142nd Place SE/SE 32nd Street	Add a southbound right turn lane.	810			0	810
95			139th Avenue SE/SE 32nd Street	Add a traffic signal at the intersection	930			0	930
96			Richards Road/Factoria Boulevard from SE 26th Street to Coal Creek Parkway	Conduct a multimodal transportation analysis of the Richards Road/Factoria Boulevard Corridor between SE 26th Street and Coal Creek Parkway to ascertain potential ways to improve level-of-service for all modes while retaining and enhancing access to adjacent parcels and the existing/intended urban design. Refer to the Factoria Area Transportation Study (2005) and the Factoria Boulevard Urban Design Guidelines (2005/2006). Consider planned improvements to I-405 and the Interchange at Coal Creek Parkway.	300			0	300
97			Eastrail to Spring Blvd Trail Link	Construct a trail linking the N-S Eastrail to the E-W ped-bike path that runs along Spring Blvd.	4,841			0	4,841

City of Bellevue 2022-2027 Transportation Improvement Program

TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2022-2027 Project Funding Categories (\$000)				
					Unsecured 2022-2027 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
98			East Bellevue Bicycle Network	Design and implement bicycle facility improvements in the Lake Hills, Crossroads, Northeast Bellevue, and West Lake Sammamish neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include 140th Avenue, 156th Avenue, 164th Avenue, Lake Hills Boulevard, Main Street, NE 8th Street, NE 24th Street, and neighborhood greenways.	15,000			0	15,000
99			South Bellevue Bicycle Network	Design and implement bicycle facility improvements in the Eastgate, Factoria, Newport, Somerset, and Cougar Mountain/Lakemont neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include Coal Creek Parkway SE, Forest Drive SE, Lakemont Boulevard SE, SE Newport Way, and Somerset Boulevard SE.	15,000			0	15,000
100			Lake to Lake Trail Corridor (EW-3)	Design and implement bicycle facility improvements that complete a continuous connection between Meydenbauer Bay and West Lake Sammamish Parkway along the EW-3 bicycle priority corridor. Consistent with multimodal level of service guidance, resulting facilities will achieve the Bicycle LOS target of LTS 1, providing a safe and comfortable route suitable for people of all ages and abilities. Examples of potential project locations include SE 8th Street, Lake Hills Connector, and SE 16th Street.	10,000			0	10,000
101			Eastrail Connection at Main Street	Construct a trail at the Main Street alignment to connect the Eastrail west to 116th Ave, as well as another connection east to upper Main Street. Project may be implemented in phases. Scope of connection to 116th Ave may extend westward along south side of Main Street to connect with multiuse path to be constructed by WSDOT at I-405 crossing.	5,000			0	5,000
102			108th Avenue NE Downtown Spine / NE 4th Street to NE 8th Street	Construct multimodal roadway enhancements along 108th Avenue NE. Design elements include enhanced floating transit platforms and related transit amenities for Bay 1 and Bay 12 of the Bellevue Transit Center, protected bike lanes, upgraded communications & signals, channelization, and pedestrian scale lighting. This project is based on the 2020 Downtown Spine Corridor Study. Some elements may be constructed in coordination with adjacent development.	3,000			0	3,000
103			NE 2nd Street / 114th Avenue NE	Add a traffic signal and roadway/intersection expansion, realignment, and channelization improvements, including accommodation of a north-south multipurpose path crossing along the west side of 114th Avenue NE. Project implementation will be coordinated with potential private development in the immediate vicinity.	300			0	300
104			143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal	Implementation of a new two-lane roadway connection with bike lanes and sidewalks between the NE 20th Street/143rd Place NE traffic signal and extending to the improved section of NE 20th Place north of its intersection with Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segments may be implemented with future private development in the immediate vicinity.	9,200			0	9,200
105			148th Avenue NE/NE 24th Street	Widen the 148th Avenue NE/NE 24th Street intersection to accommodate dual eastbound and westbound left turn lanes and extend the northbound and westbound right turn lanes. The project will also modify the traffic signal and channelization on the northeast corner to accommodate a third northbound through lane which will extend north to the eastbound SR 520 on ramp. A private development is conditioned to construct the third northbound lane south of the intersection. Improvements at the intersection will accommodate a planned ped-bike path along the east side of 148th Ave NE, between NE 24th Street and the SR 520 path.	12,685			0	12,685
106			Lakemont Blvd/Newport Way SE	This project will un-split the southbound and northbound traffic signal phasing by changing the center lane on the southbound approach to a dedicated left turn lane instead of a shared left/through lane.	1,545			0	1,545
107			Lake Washington Blvd/SE 60th St	This project will replace existing offset four way stop with a traffic signal that improves the east-west alignment into the intersection.	2,678			0	2,678

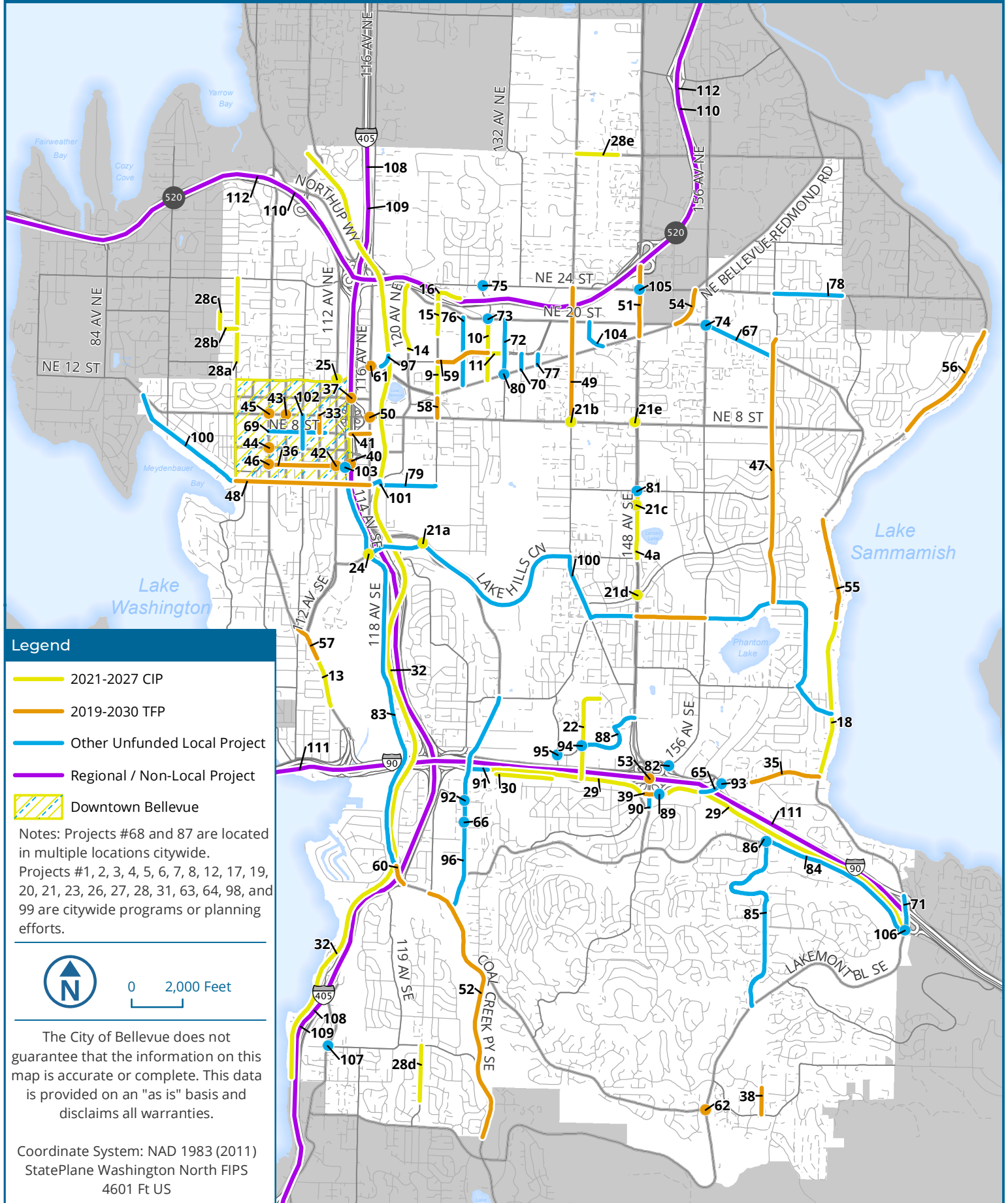
City of Bellevue 2022-2027 Transportation Improvement Program

					2022-2027 Project Funding Categories (\$000)				
TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2022-2027 Funding	Secured Project Funding			Total Cost
						Local*	Other**	Total Funding	
Regional or Outside Agency-Led Projects in which the City May Choose to Participate Financially									
108			I-405 Master Plan Implementation	Consider-how the City will participate with state and regional partners in the development and implementation of the I-405 Master Plan Corridor Program and its components or connections to the local transportation system north and south of downtown Bellevue (generally, NE 6th Street Extension, access improvements between SR 520 and southbound I-405, downtown Bellevue access improvements, and the I-405 Renton to Bellevue Widening and Express Toll Lanes). Project funds, as secured, may be used to conduct focused planning, design, and ROW needs studies, prepare final designs, acquire ROW, and for construction.	10,000			0	10,000
109			I-405 Bus Rapid Transit Implementation	Consider if and how the City will participate with regional partners in the development and implementation of a bus rapid transit system along the I-405 corridor per the I-405 Master Plan , King County Metro and Sound Transit's long-range plan. Project funds, as secured, may be used to conduct planning, design or ROW needs studies, to prepare final designs, to acquire ROW and to complete construction.	5,000			0	5,000
110			SR 520 Eastside Multi-Modal Corridor Projects	Consider how the City will participate with state and regional partners in the development and implementation of the 2013 SR 520 multimodal corridor study. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, to acquire ROW and to complete construction of the projects within the study (i.e., 124th Avenue NE interchange and related non-motorized improvements).	10,000			0	10,000
111			I-90 System Implementation	Consider if and how the City will participate with state and regional partners in the full development and implementation of improvements to the I-90 system and its components or connections to the local transportation system including tolling all lanes of I-90 bridge area, and implications to regional and local access and managing travel demand. Project funds, as secured, may be used to conduct focused planning, design and implementation per a local agreement with WSDOT and/or Sound Transit. The project will make improvements such as added/improved access to/from I-405 and/or Bellevue Way SE, including the west end of I-90 in Seattle.	5,000			0	5,000
112			SR 520, I-405 to West Lake Sammamish Parkway	Consider if and how the City will participate with state and regional partners in the development and implementation of a SR 520 corridor study between I-405 and West Lake Sammamish Parkway. The study will evaluate near and long term solutions to general purpose and high occupant vehicle mobility issues. The study will evaluate auxiliary lanes between I-405 and 148th Ave NE, and other improvements necessary to support BelRed Corridor, Overlake, and general corridor growth.	10,000			0	10,000
TOTALS:					550,472	181,506	112,949	294,455	844,927

* Local Funding includes secured revenue from other local agencies and private entities (City of Redmond, King County, Puget Sound Energy, etc.)

** Other Funding includes secured revenue from Federal and State grants.

2022-2027 Transportation Improvement Program Projects



Title VI Assurances

It is the City of Bellevue's policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his /her Title VI protection has been violated may file a complaint with the City of Bellevue. For Title VI complaint forms and procedures, please contact the Title VI Coordinator for the City of Bellevue Transportation Department at (425) 452-4496.

From: [Plummer David F.](#)
To: [Johnson, Thara](#)
Subject: File Number 21-107724-AC
Date: Thursday, September 23, 2021 1:03:19 PM

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hi there!

What is the purpose of file number 21-107724-AC? If a DNS has been issued for the proposed changes, why is this action be posted on the City's permit bulletin notice?

RSVP,

David F. Plummer

14414 NE 14th Place
Bellevue, WA. 98007

Eastside Transportation Association

"Dedicated to improving our quality of life and environment by reducing congestion through increased mobility"

**P.O. Box 50621
Bellevue, WA 9801**

August 6, 2021

Bellevue Planning Commission
PlanningCommission@bellevuewa.gov

CC: Bellevue City Council

Dear Chair Malakoutian and Commission Members,

Thank you for listening to the Eastside Transportation Association (ETA), and the other speakers, at the Public Hearing on the 2021 Annual Comprehensive Plan Amendments: Transportation related amendments to the Comprehensive Plan, on Wednesday, July 28, 2021.

Also, thank you for agreeing with all the Public Commenters to retain "congestion relief" as a goal and policy in Bellevue's Comprehensive Plan. This long-standing policy deserves to remain in the Comprehensive Plan.

We support the Commission's recommendation to the Council that 'Strive to relieve congestion...' should be retained by the City in Comprehensive Plan Policy TR-2.

At the same time, we concur with the Planning Commission's recommendation to the Council acknowledging the multimodal role of cars, pedestrians, transit, and bicycles as integral parts of the transportation system in the City of Bellevue.

To that end, ETA suggests the following text for Policy TR-2 for the City Council's consideration:

Strive to reduce congestion and improve mobility with proportional distribution of resources to motor vehicle, pedestrian, transit, and bicycle facilities.

Overall, the ETA believes the City of Bellevue has the responsibility to objectively address the current and future demands on the City's transportation system. To meet the citizens' demands, Bellevue needs to increase its efforts to meet the existing Comprehensive Plan goal of striving to reduce congestion and improving mobility.

The ETA recommends the City use a data-driven approach to implement transportation policy, operation, and spending actions. The city has created and maintains an excellent tool for that purpose. The Bellevue Kirkland Redmond (BKR) travel forecast model was developed by the three cities to guide long range transportation planning and has been in use since the 1990's.

Planning Commission, August 6, 2021

The BKR model is based on the Puget Sound Regional Council's (PSRC) nationally renowned travel forecast model supported by the USDOT.

The March 2020 version of the BKR travel forecast model completed for the South Downtown Access Study projects that in 2035 about 76.5% of the total daily person trips in the City of Bellevue will be in automobiles using the road system. ETA recommends that about three quarters of the transportation capital expenditures by the city be allocated to capacity projects on the road system

A balanced approach of matching projected mode of travel with available resources to provide infrastructure would lead to maximizing the overall throughput of people and goods on our limited system, most effectively limit congestion, effectively support all travel modes, allow continued growth, and improve our overall quality of life.

Thank you for listening to and supporting rational transportation policies such as congestion relief.

A handwritten signature in black ink, reading "Victor H. Bishop". The signature is fluid and cursive, with a long horizontal stroke extending from the end.

Victor H. Bishop, P.E.
Chair, Legislative Committee
Eastside Transportation Association
www.eastsidetransportation.org
vicbishop@earthlink.net
425 518-3343

From: William Popp, Sr., P.E.
To: Planning Commission
Subject: Testimony to Planning Commission re elimination of “relieve congestion” from existing transportation policy TR-2
Date: Wednesday, July 28, 2021

Bio: Resident of Enatai for 45 yrs and resident of Sherwood Forest for 10 years. Transportation Planning Engineer – active in Bellevue transportation planning and design issues these last 45 years with the latest consisting of assistance to the communities of Enatai, Surrey Downs, and Bellecrest with pre-designs and cost estimates of alignments for an East Link that did not impact Mercer Slough Nature Park.

Some City of Bellevue contract projects: NE 4th St interchange location study; Cross Roads subarea plan; So Bell Subarea plan; Old Main conversion to pedestrian friendly design; assisted City with development of its first bicycle policy and implemented it with design of Bellevue Way SE from SE 10th St to 112th Ave SE.

Prior to that I held management positions at the Puget Sound Governmental Conference (now PSRC) and had key roles in defining and selling the plan that established Metro as the King County transit operator and in development of the regional long range plan for highways and transit that included the new concept of HOV lanes on all freeways. I was also instrumental in allocating 25% of Federal aid Urban System funds for bicycle and pedestrian facilities.

To sum up my career track has been that of a multi-modal transportation planning engineer and my comments reflect that perspective.

This memo addresses the elimination of “strive to reduce congestion” from the proposed Comprehensive Plan policies and repeats much of what I said tonight but includes some factual corrections.

I can understand the motivation for that. In mid-2019 there were some 13,000 new parking stalls in the pipeline for the CBD and about 8000 for the Bel-Red subarea. In addition, and of major concern for the east side of the city. Microsoft is currently adding 8500 new parking stalls. That’s a grand total of 29,500 stalls of which I estimate some 13,000 vehicles will be in motion in the pm peak hour.

This is a huge amount of new traffic system demand – equivalent to 8 new freeway lanes or 22 arterial lanes if all were focused in one location. The fact these are vehicle parking

space approvals means the vehicles are not likely divertible in any significant way to other modes. I suspect most of you have seen the 37 deficient intersections in the 2030 Transportation Facility Plan.

I do not know if the TFP has been updated to respond to the current spate of growth but in the absence of any documentation, I suspect it has not. In any event this is a huge problem if the City is to continue to “strive to provide” an acceptable level of service for the motorist. So one way out is to stop talking about it and that’s what appears to be happening.

Traffic congestion relief has to remain a priority focus in the City’s Comprehensive Planning. It is probably the single most impactful and quantifiable policy in the whole document.

The residential neighborhoods are just as important as the commercial areas but we seem to have forgotten that – that is why the Planning Commission is so important – you are more removed from political pressures from major developers than our City Council and staff and thus more attuned to the interests of the neighborhoods who are most decidedly negatively impacted by cut through traffic and lack of system access that can result from growth that is not subject to responsible levels of concurrency evaluation.

Neighborhoods (and commercial areas) are also impacted from assumptions that the freeways can somehow absorb all the inter-city travel even when the City Council does not advocate for funding of needed I-405 widening or interchange improvements.

And finally, wishing people will not drive their cars when automobiles are getting better, less polluting and safer every year is, frankly, wishful thinking. We learned this the hard way in 1974 when we removed significant portions from the regional freeway plan expecting peak oil by the end of the century along with robust transit ridership, and by not anticipating women entering the work force. What are we missing this time? The City’s BKR mode split model is fairly aggressive and yet the automobile use remains a stubborn 75%.

In conclusion: while MMLOS is a laudable concept that is worth pursuing it should not be done at the expense of allowing intolerable congestion on the street system. And by deleting the “relieve congestion” phrase the direction to staff is essentially, focus on other things. So please retain the phrase.