



MEMORANDUM

DATE: December 31, 2014

TO: Transportation Commission

FROM: Kristi Oosterveen, Capital Facilities Planning & Programming Administrator
Michael Ingram, Senior Transportation Planner

SUBJECT: 2016-2027 Transportation Facilities Plan (TFP) Update Process:
Candidate project list development

Purpose

At the Commission meeting on January 8, staff will outline a proposed approach to addressing pedestrian and bicycle project needs in the 2016-2027 TFP. The proposed approach meshes with the Pedestrian & Bicycle Implementation Initiative reviewed by the Commission on October 9 and December 11. A goal at this meeting is to understand if Commissioners are comfortable using an approach for TFP pedestrian and bicycle facility identification and prioritization that ties closely with the Pedestrian & Bicycle Implementation Initiative.

A second key topic for January 8 will be to consider the sources for the candidate pool of Roadway-Intersection projects to be evaluated in the 2016-2027 TFP process. It is anticipated that discussion at this meeting will provide sufficient guidance to allow staff to present a preliminary listing of candidate projects at your next meeting on January 22.

Background

To address continuing challenges with implementing planned pedestrian and bicycle facilities at the rate targeted in City policy, staff have proposed a new Pedestrian & Bicycle Implementation Initiative, which will develop strategies to advance the goals and projects in the 2009 Pedestrian and Bicycle Plan. Key principles in the proposed new Pedestrian & Bicycle Implementation Initiative that relate to the TFP purpose and scope include:

- Undertake assessments and predesign analyses to advance projects identified in the 2009 Ped-Bike Plan from concept to final design and implementation (Principle 2)
- Advance implementation of Priority Bicycle Corridors (Principle 3)
- Determine where pedestrian and bicycle investments can improve the connectivity of the multi-modal transportation system (Principle 6).

Many of the pedestrian and bicycle projects in the current 2013-2024 TFP are located on Priority Bike Corridors. (A map and list of projects in the 2013-2024 TFP was included with the November 13, 2014 memo; additional hard copies of the map and list will be available at the meeting on January 8.) These include West Lake Sammamish Parkway, the Mountains to Sound

Greenway, the Lake Washington Loop, the Eastside Rail Corridor as well as Main Street and 108th Ave NE in Downtown. In most cases, the projects have limited funding allocated, often just enough to support a project assessment/pre-design analysis. See Attachment 1 for a map showing Priority Bike Corridors and their completion status (2013). [For the meeting on January 8, staff will endeavor to have an updated map showing several additional corridor segments funded in the new 2015-2021 Capital Investment Program Plan (CIP).]

The current TFP also includes projects that address high-priority gaps in the pedestrian system (e.g., on Newport Way SE, Eastgate Way and 112th Avenue NE). Other gaps in the pedestrian system are addressed through ongoing CIP programs, most notably the Neighborhood Sidewalk Program (CIP PW-W/B-76) and the Pedestrian Access Improvement Program (CIP PW-W/B-56).

Roadway-Intersection Project Candidate Pool

Also to be discussed at the meeting is the development of a candidate pool of Roadway-Intersection projects for the TFP project evaluation process. Roadway-Intersection candidate projects may be drawn from sources including the current 2013-2024 TFP, the recently updated Capital Investment Program (CIP) and Downtown Transportation Plans, and department staff who may identify emerging safety or maintenance needs or mobility project opportunities. Project candidates may also be identified through the public engagement process. Staff will further outline these potential sources for TFP candidates and discuss the associated projects, with a goal of identifying—either on January 22 or the subsequent meeting on February 12—a shortlist of Roadway-Intersection projects to carry forward to the evaluation and scoring process.

Roadway-Intersection Project Evaluation Criteria

At the Commission meeting on December 11, Commissioners reviewed the Roadway-Intersection project evaluation criteria and voted to adjust the weighting. Final criteria and weights approved by the Commission are as follows:

- Safety (20%)
- Level of Service (30%)
- Transit (15%)
- Non-Motorized (20%)
- Plan Consistency & Outside Funding (15%)

Commissioners also engaged in discussion of the language of the criteria and there was some interest in exploring revisions to the terms used to describe the various criteria, so as to better capture how they connect to broader community values and to transportation goals. The criteria are grounded in policies in the City's Comprehensive Plan; there may be opportunity to draw on language of these corresponding policies and develop alternatives for the Roadway-Intersection project evaluation criteria terminology. Staff will reach out to the Commission Chair and Vice-Chair in advance of the meeting to discuss potential options for reviewing the terms used for the criteria.

Next Steps

The next step in the TFP update process is to develop a shortlist of candidate Roadway-Intersection projects, either on January 22 or the subsequent meeting on February 12. Once Commissioners have reviewed the list, staff will evaluate and rank the projects according to the approved criteria.

If you have questions or need additional information prior to the meeting, please contact Mike at 425-452-4166/email: mingram@bellevuewa.gov , or Kristi at 425-452-4496/e-mail: koosterveen@bellevuewa.gov.

Attachment:

1. Priority Bicycle Corridors, with completion status (2013)

Priority Bicycle Corridors

