Downtown Access Revision

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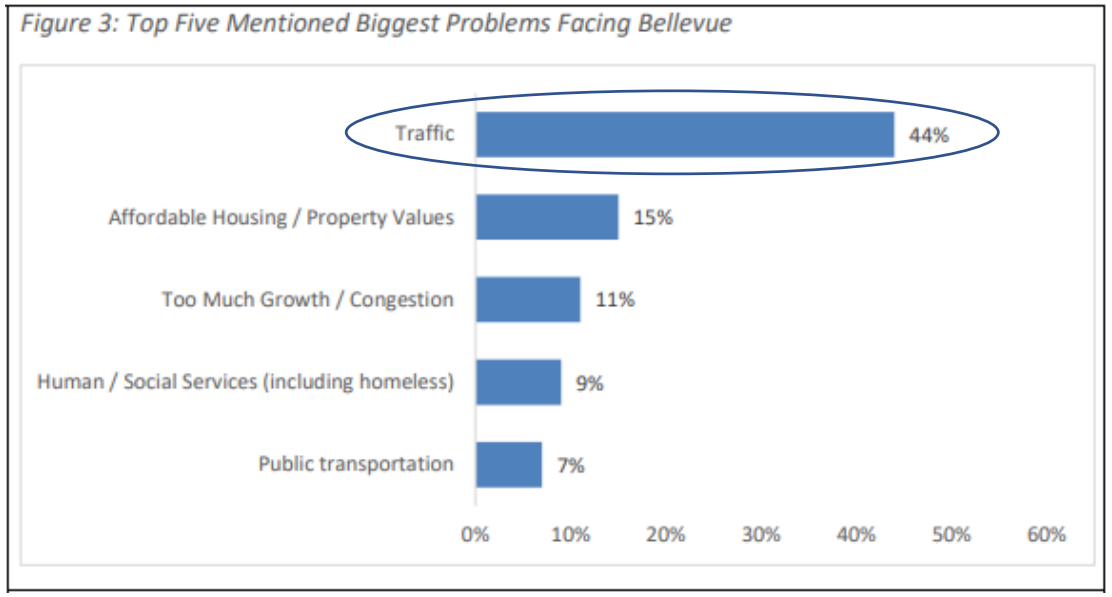
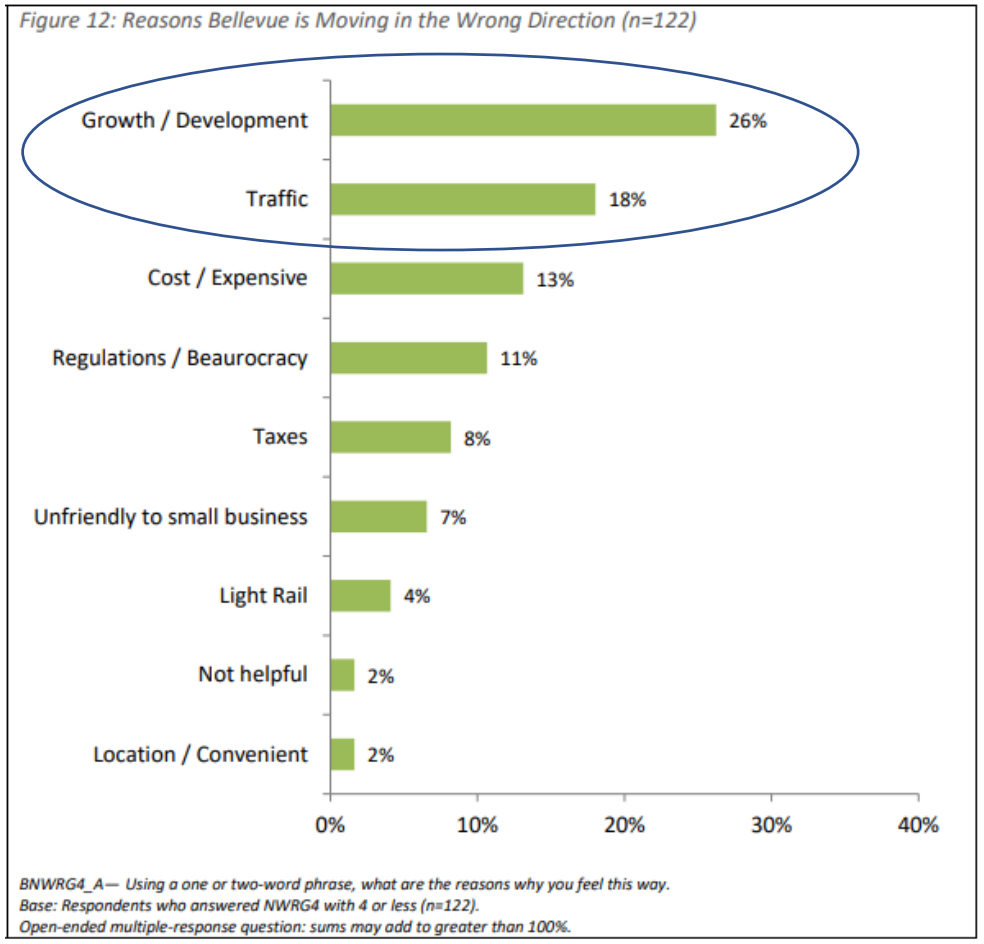
BDA Transportation Committee – 10/16/2018

Congestion is the problem

- The Why?
  - Demand > Supply
  - Disproportionate spending on *alternatives* to congestion leaves system most use to languish
- The Bad:
  - Traffic congestion reduces our city and region's competitiveness, wastes fuel, increases emissions, increases accidents and costs drivers millions/billions in lost time.
  - Traffic congestion continues to grow, both regionally and in Downtown Bellevue.
- The Good:
  - Traffic congestion is solvable.

Traffic congestion is the biggest problem facing Bellevue



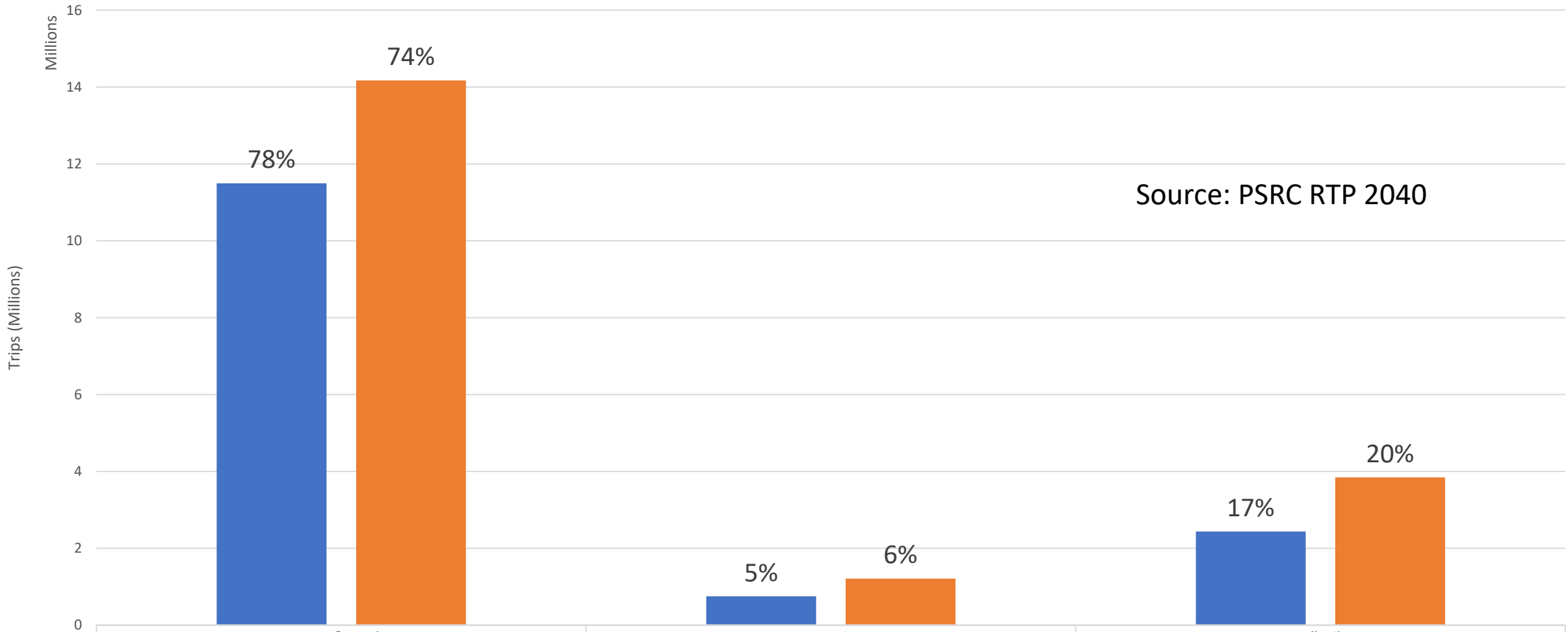


Things we can do to relieve congestion

- Spend transportation resources based on demand
  - Disproportionate spending leaves majority of system to languish
  - Exacerbated when limited downtown ROW is “repurposed” to other modes
- Current Level of Service standards allow for too much delay
- Use more realistic planning assumptions

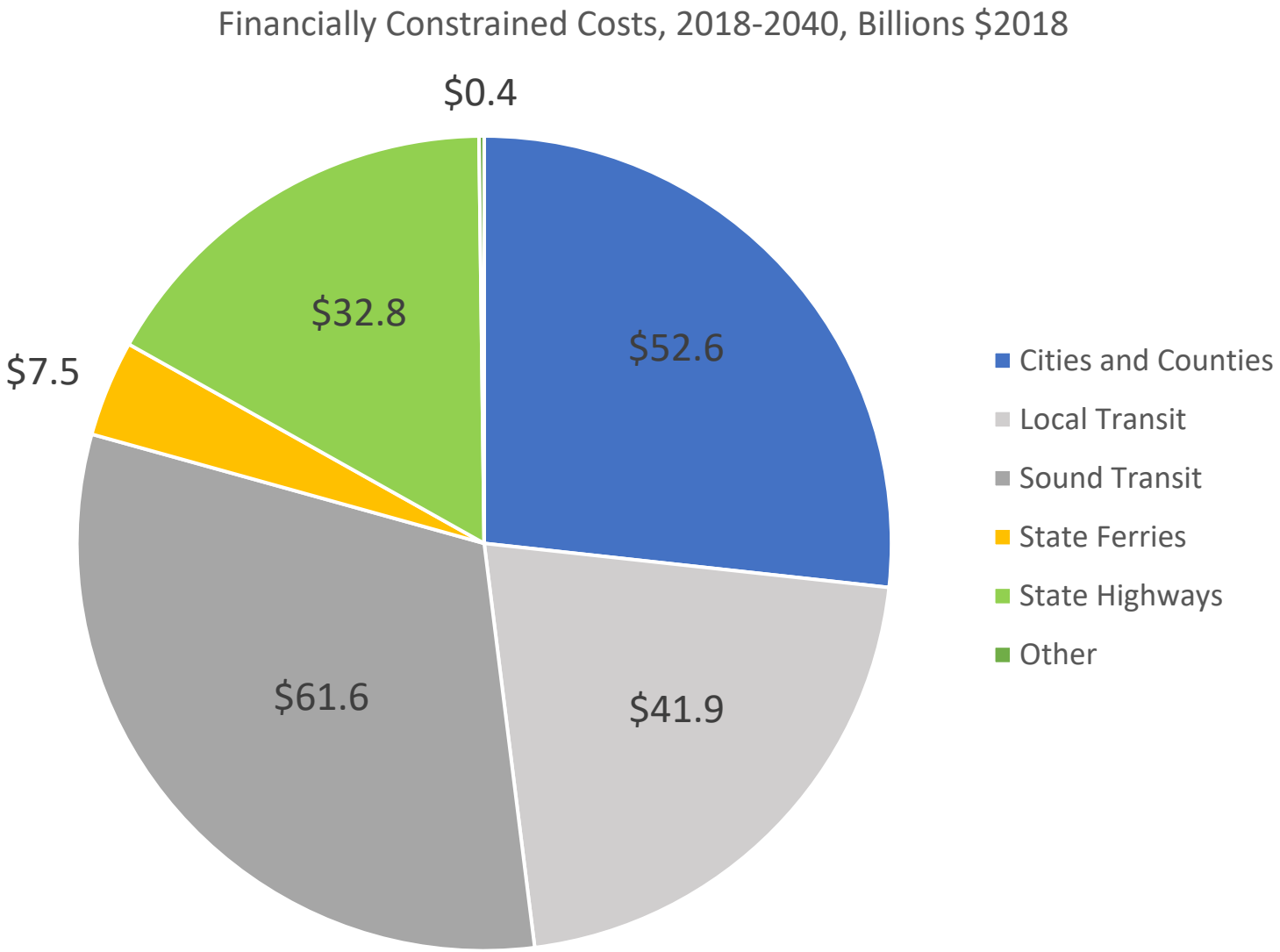
Daily Person Trip Demand

Daily Trip Demand & Mode Share - Today & 2040



	Auto & Truck	Transit	Walk Bike
Today	11,496,000	753,000	2,438,000
2040	14,171,000	1,212,000	3,846,000

Regional Transportation Spending



Between 2010 and 2040, transit is projected to spend $103.5 billion – over 53% of all spending.

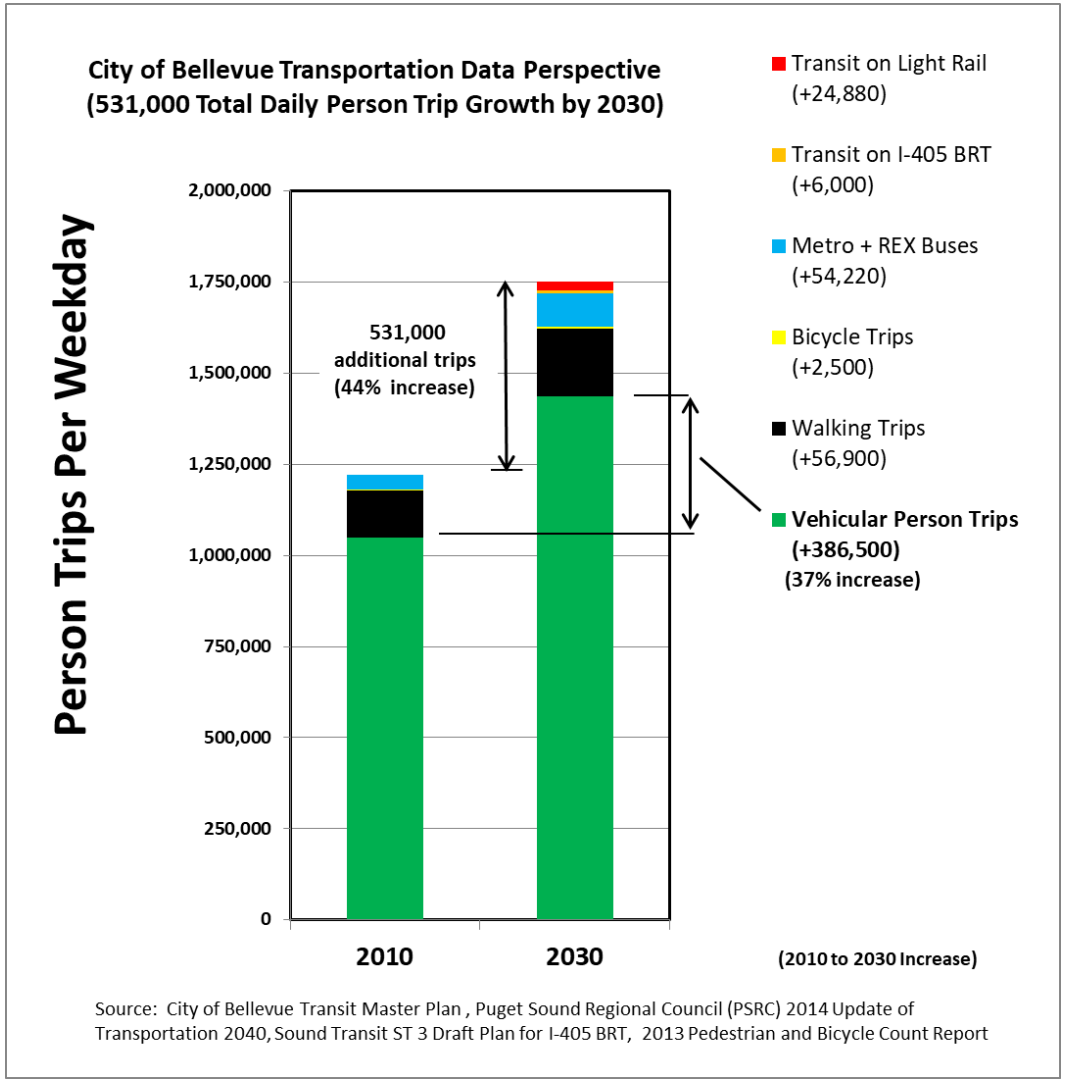
State highways receive just 17% of all spending.

Source: PSRC RTP 2040

Disproportionate spending leads to greater traffic congestion, poorer outcomes.

- 2018 through 2040, public investment required for each trip on:
  - Transit: $16.84/trip
  - Auto: $0.34/trip
- PSRC estimates hours of delay per capita to increase from 36 hours to 42 hours in 2040
- Daily Vehicle Hours of Delay increases 51%

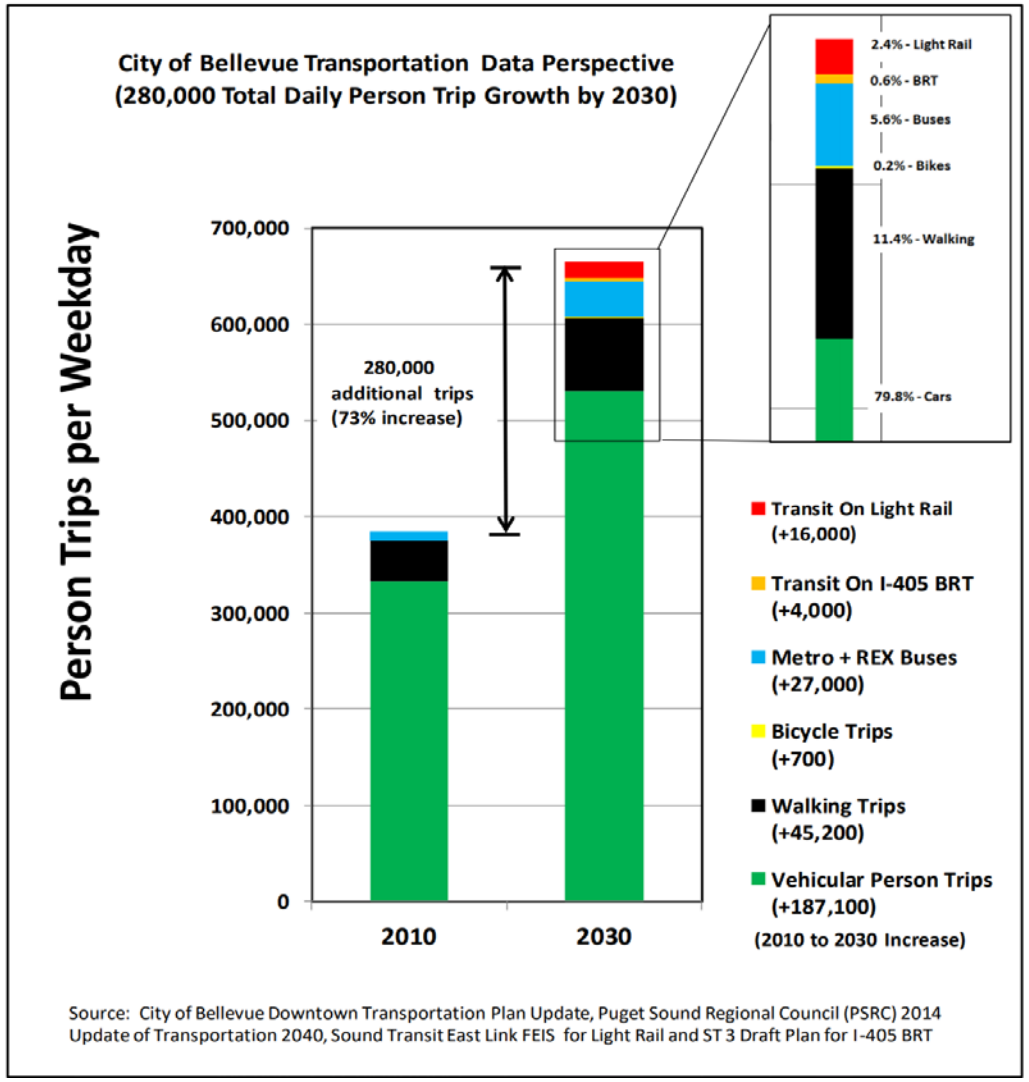
More locally



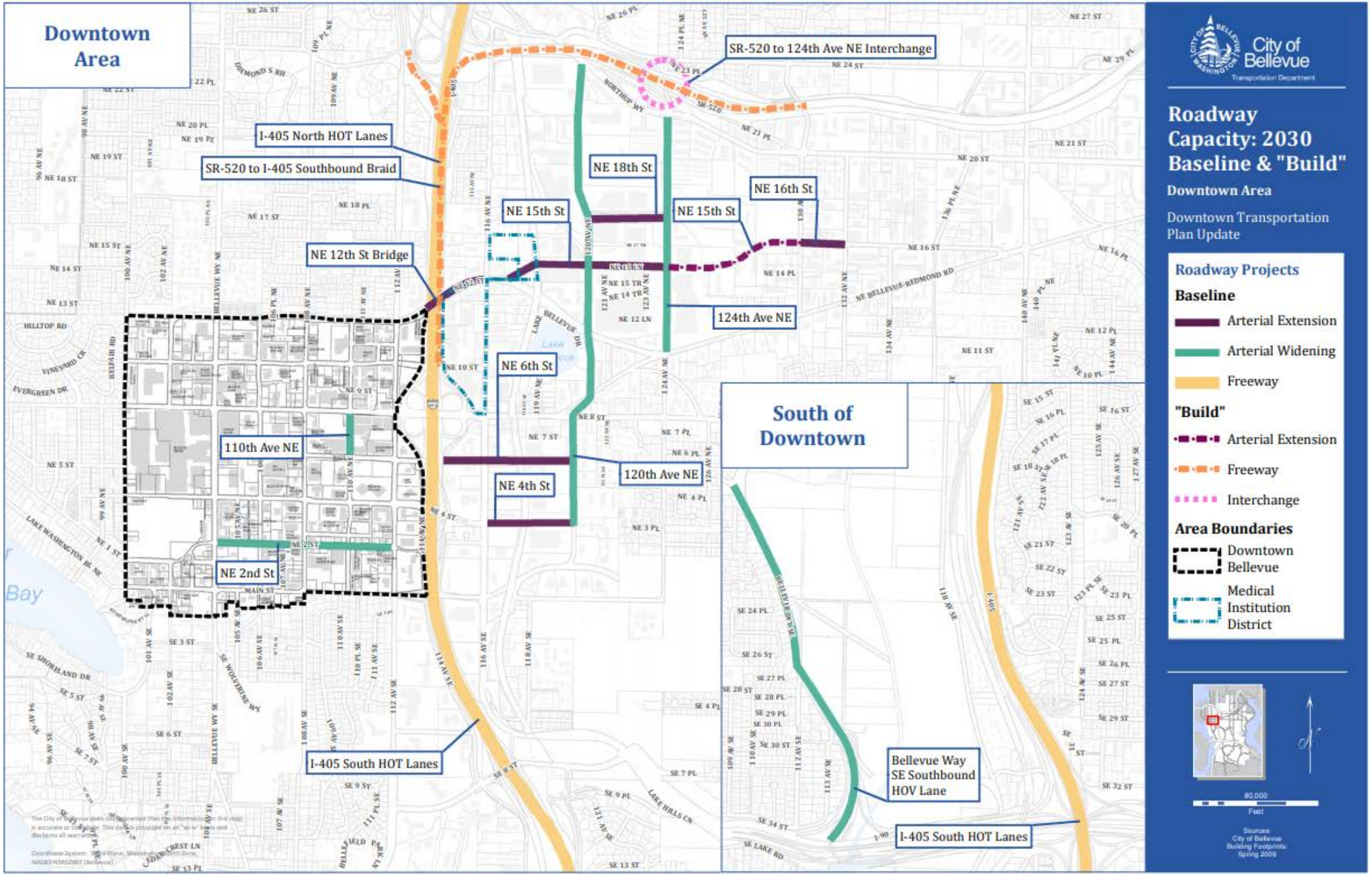
Source: City of Bellevue Transit Master Plan , Puget Sound Regional Council (PSRC) 2014 Update of Transportation 2040, Sound Transit ST 3 Draft Plan for I-405 BRT, 2013 Pedestrian and Bicycle Count Report

Bellevue Downtown Trip Growth

Daily Person Trips 2010 & 2030



Source: City of Bellevue Downtown Transportation Plan Update, Puget Sound Regional Council (PSRC) 2014 Update of Transportation 2040, Sound Transit East Link FEIS for Light Rail and ST 3 Draft Plan for I-405 BRT


Downtown Area
SR-520 to 124th Ave NE Interchange
I-405 North HOT Lanes
SR-520 to I-405 Southbound Braid
NE 18th St
NE 16th St
NE 15th St
NE 15th St
NE 12th St Bridge
124th Ave NE
NE 6th St
110th Ave NE
120th Ave NE
NE 4th St
NE 2nd St
I-405 South HOT Lanes
South of Downtown
Bellevue Way SE Southbound HOV Lane
I-405 South HOT Lanes
City of Bellevue
Transportation Department
Roadway Capacity: 2030 Baseline & "Build"
Downtown Area
Downtown Transportation Plan Update
Roadway Projects
Baseline
Arterial Extension
Arterial Widening
Freeway
"Build"
Arterial Extension
Freeway
Interchange
Area Boundaries
Downtown Bellevue
Medical Institution District
80,000
Feet
Sources:
City of Bellevue
Building Footprints:
Spring 2009

Current Level of Service standards allow for too much delay

- Cities underfund capacity improvements to meet GMA/LOS standards
- Total hours of Downtown delay during PM peak hour increases from 600 to 1600 hours of delay, a 266% increase, and still meet standard.
- Downtown currently at 0.74 v/c – allowed to go to 0.95 v/c and have 9 intersections fail
- City Council to consider lowering Wilburton standards to 0.95 v/c
- University of Washington on Bellevue's LOS calculation: "It would simply allow more development, given the current transportation infrastructure."

Improve our planning

- Downtown Transportation Plan & Wilburton DEIS relies heavily on improvements to 520 and I-405 that are unfunded and may not be built.
- DTP assumes parking fees on all land uses (incl. retail) that are infeasible (4x growth in $2010 between 2010 and 2030).
- Look beyond 20 years to full land use buildout.
- Look at alternative roadway configurations.
  - Wilburton DEIS fails to look at 116th Alternative
  - I-405 looked at only Tolls vs. No Tolls

Conclusion

- Traffic congestion is the problem
- BDA has an opportunity to advocate for more responsible, data-driven transportation planning/policy.
- Investing based on demand provides a rational distribution of funding resources.