

MEMORANDUM

Date: January 16, 2025 **TG:** 1.23278.00

To: Ryan Harriman, EMPA, AICP – Planning Manager

From: Dan McKinney

cc: Anjali Grant

Subject: Response to TIA comments for 3700 E Mercer Way (TCC24-004)

The following memorandum summarizes the response to the 12/9/2024 Review of Transportation Impact Analysis (TIA) memo from KPG Psomas. The comments included the categories of Transportation Analysis, Parking Analysis, Queuing Analysis, and Mitigation and are addressed below and incorporated into an updated Traffic Impact Analysis.

Transportation Analysis

Comment 1: The analysis uses the 3:00 PM – 4:00 PM peak hour for analysis of the school's PM peak hour impact on the study intersections. In review of the Jewish Day School (JDS) website, the school (currently in Bellevue) holds classes between 8:00 AM – 4:30 PM. Please confirm the hours of operation for the proposed school and modify (as needed) the time period for the analysis of the PM school peak hour. If the school's hours will be continued, the school's trip generation volumes should be incorporated into the PM peak hour analysis.

***Response:** The proposed JDS is proposing to operate K-8 classes from 8:30 AM to 3:30 PM with the preschool on site operating from 8:45 AM to 3:00 PM as outlined in the revised TIA and Transportation Management Plan. The hours will not necessarily be consistent with the current school operations in Bellevue and the JDS is willing to be flexible to stagger the preschool and school operations to help minimize peaking impacts.*

Comment 2: The French American School of Puget Sound is located just south of the proposed school on the west side of E Mercer Way and has classes between 8:15 AM – 3:45 PM. In addition, there are other nearby uses such as the Stroum Jewish Community Center and Early Childhood Center. The count volumes indicate that a significant portion of the volumes on E Mercer Way are related to these uses particularly during the AM and PM peak hours. Please add a description of these adjacent uses and the hours of operation of the French American School of Puget Sound.

***Response:** Details on the adjacent uses hours of operation have been added to the revised TIA. The JDS is willing to have slight adjustments or staggering of start times to help minimize impacts in the area, which is part of the Transportation Management Plan.*

Comment 3: In review of the intersection analysis of the AM peak hour and PM school peak hour, the analysis assumes the school trips to occur over the entire peak hour rather than during a 15-minute concentrated interval that is typical of school drop-off and pick-up activities. For the AM and PM peak hour intersection operational analysis, the TIA should be revised to analyze the peak 15 minutes of demand. All new school trips from the trip generation should be added to the 15-minute period to reflect the potential impacts of school arrivals/departures. This will better capture the impact of the proposed project and better reflect the activity at the study intersections.

***Response:** The analysis included peak hour factor adjustments to account for peaking conditions in the area and the HCM analysis does report the worst 15 minute peak period. Given the staggered times from the preschool and the primary school, not all traffic will occur during a 15 min period; however, to provide a conservative analysis of school*

impacts we have updated the TIA to reflect all of the site traffic arriving and departing within a 15 min period. This focused on the when the school traffic is anticipated to have the highest demands during the 8:15 AM – 8:30 AM peak and the 3:15 PM to 3:30 PM peak. This was accomplished by taking those 15 minute volumes and multiplying it by 4 and applying a 1.0 peak hour factor to replicate this 15 minute condition throughout the hour. This is conservative given that the traffic generation from the school accounts for staff, visitors, deliveries and other trips that occur outside of any student pick up/drop off period.

Parking Analysis

Comment 1: Please add a description of where and how the bus unloading and loading will occur.

Response: Bus loading and unloading will occur in a load zone along the eastern side of the school building on site, as noted in the revised TIA.

Queuing Analysis

Comment 1: For the queuing analysis for the AM peak hour and PM school peak hour, the TIA should be revised to analyze the peak 15 minutes of demand. The total trip generation for the new school trips should be added to the 15-minute period to reflect the potential impacts of school arrivals/departures.

Response: The 95th percentile queue lengths calculated at intersections reflect this and show that queue lengths would be accommodated within the available storage lengths. The maximum anticipated queues on site for pick-up/drop-off were calculated based on maximum queue rates generated specifically based on school travel patterns from other studies and represents the peak condition. With the maximum queue using an independent variable of number of students, the maximum queue rate accounts for typical trends in peak arrival/departure demand surrounding school start and end times.

Mitigation

Comment 1: The analysis should add an evaluation of a southbound left turn lane at the Frontage Road/E Mercer Way intersection. A southbound left turn lane would reduce impacts on southbound traffic flow on E Mercer Way during peak commute times and reduce potential safety issues. There may be adequate paved width to restripe E Mercer Way to 3 lanes without significant widening.

Response: The need for a southbound left-turn lane at the Frontage Road/E Mercer Way intersection was evaluated on page 22 of the previously submitted TIA and is also included in the revised TIA. Operations and queuing are within acceptable ranges and would not indicate the need for a turn lane.