

City of
Bellevue



Transportation Commission Study Session

DATE: June 6, 2024

TO: Chair Stash and Members of the Transportation Commission

FROM: Kevin McDonald, AICP, Principal Transportation Planner, 425-452-4558
kmcdonald@bellevuewa.gov
 Chris Breiland, PE, Fehr & Peers
cbreiland@fehr&peers.com

SUBJECT: Mobility Implementation Plan: Performance Target Gaps, Project Concepts and Prioritization to Inform the Transportation Facilities Plan Update

DIRECTION REQUESTED

Action

Discussion/Direction

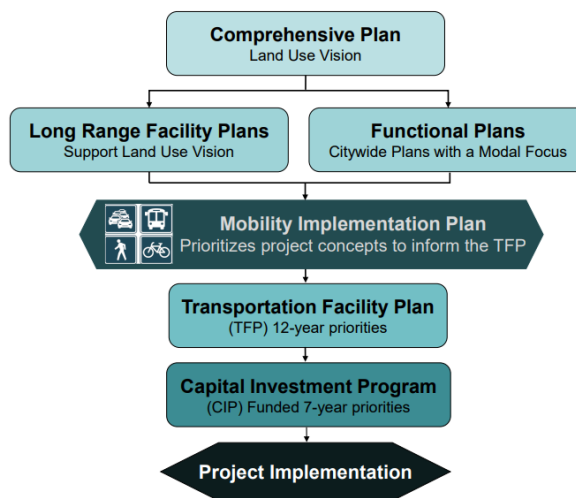
X Information

The Mobility Implementation Plan (MIP) plays an essential role to identify and prioritize project concepts that address Performance Target gaps to inform the update of the Transportation Facilities Plan (TFP). The next update of the TFP is scheduled to commence in September 2024.

On April 11, 2024 staff presented information on the Performance Target gaps, technical scoring, and project concepts for the vehicle mode at System Intersections.

At the Transportation Commission study session on June 13, staff will report on the technical scoring for performance target gaps for pedestrian and bicycle modes, the launch of public engagement, and the process to prepare a prioritized project list to inform the update of the TFP.

No action is requested on June 13



Technical Scoring for Performance Target Gaps

Staff has conducted technical scoring of each Performance Target gap for each mode in accordance with the Mobility Implementation Plan. The highest-scoring Performance Target gaps for each mode are shown on maps in Attachments A, B and C. In addition, the maps show where projects are already in the TFP and where other projects (that are not part of the TFP) are planned to improve the performance of the transportation system. Detailed scoring for all modes is in Attachment D. Tables D1 and D2 show the technical scoring worksheets for the vehicle network and pedestrian network, scoring worksheet forthcoming for the bicycle network. While all modes are prioritized relative to the Mobility Implementation Plan goals, the scoring across modes is not comparable. The purpose of the scoring is to identify the highest priority Performance Target gaps and project concepts for each mode. The methodology in the TFP update process will identify prioritized projects in a financially constrained environment.

Table 1. Technical Scoring for Vehicle Network Performance Target Gaps







MIP Goal Score: Vehicle Mode V/C Gaps and Corridor Travel Speed Gaps							
Growth Goal Score		Access/Mobility Goal Score		Equity Goal Score		Safety Goal Score	
PMA 1	1		-1		N/A	HIN	4
PMA 2	2		-2		N/A	Not-HIN	2
PMA 3	4	Vehicle mode Performance Target gaps in these areas are a lower a priority since Bellevue seeks to focus on expanding non-vehicle mode options in these areas.			N/A	Any vehicle mode Performance Target gap that, if addressed, will result in a wider road or higher speeds	0
					N/A		
Supplemental Score – Vehicle Mode							
V/C Performance Target Gap				Travel Speed Performance Target Gap			
< 10%		+ 1		< 10%		+ 1	
10%-20%		+ 2		10%-20%		+ 2	
20%-30%		+ 3		20%-30%		+ 3	
> 30%		+ 4		> 30%		+ 4	

Table 2. Technical Scoring for Pedestrian Network Performance Target Gaps













MIP Goal Score: Pedestrian Mode Sidewalk Gaps and Crossing Spacing Gaps on Arterials							
Growth Goal Score		Access/Mobility Goal Score (see MIP Figure 30)		Equity Goal Score (see Appendix E)		Safety Goal Score (see MIP Figure 28)	
PMA 3	1		2		1	HIN	4
PMA 2	2		4		2	Not-HIN	2
PMA 1	4	For gaps in PMA 3: Proximity to pedestrian destinations on MIP Figure 30: school, park, library, community center, hospital, grocery store	+2		3		
		For gaps in PMA 3: Proximity to FTN stop	+1		4		
Supplemental Score – Pedestrian Mode							
Sidewalk missing both sides				+ 4			

Table 3. Technical Scoring for Bicycle Network Performance Target Gaps

MIP Goal Score: Bicycle Mode LTS Gaps on Bicycle Network							
Growth Goal Score		Access/Mobility Goal Score		Equity Goal Score		Safety Goal Score	
PMA 3	1		2		1	HIN	4
PMA 2	2		4		2	Not-HIN	2
PMA 1	4				3		
					4		
Supplemental Score – Bicycle Mode							
Physical Gap on a Bicycle Network Corridor		Network Corridor		+ 2			
		Priority Bicycle Corridor		+ 4			

Preparing Project Concepts to Address High Priority Performance Target

Preliminary project concepts to address Performance Target gaps will be based largely on adopted plans and the Mobility Implementation Plan. For example, along an arterial where there is a sidewalk gap, a project concept for the pedestrian mode would be a sidewalk and landscape strip, with dimensions that reflect Bellevue design standards.

Project Concept Considerations

Similar to the vehicle mode project concepts that staff noted on April 11, consideration must be given to whether the project concept to meet a Performance Target for the pedestrian and

bicycle modes is feasible to implement from the perspective of environmental impact, cost, land use impact, and impact to other modes. The maps in Attachments B and C identify potential implementation challenges on Performance Target gaps that are highly rated by the Mobility Implementation Plan prioritization criteria.

Another type of consideration is applied in locations where a project is not planned, for example, a sidewalk along the south side of Eastgate Way adjacent to I-90 where there are no pedestrian destinations, or along the west side of West Lake Sammamish Parkway where a multipurpose path rather than a sidewalk is the plan to accommodate both pedestrians and bicycles. The maps in Attachments B and C are modified from the Mobility Implementation Plan to update the Performance Target evaluation with an awareness of these types of considerations.

Public Engagement

Beginning on June 17 and running for three weeks, the Engaging Bellevue platform is hosting an on-line mapping tool and questionnaire. The intent of this public outreach is to supplement the technical scoring with site-specific information that can help with identifying and prioritizing Performance Target gaps and understanding the mobility challenges in service of developing project concepts. Staff will report on the findings from this outreach in September, along with a final recommendation for project concepts and priorities.

NEXT STEPS

At the July 11 study session, staff will review technical scoring for each mode and preliminary project concepts to address Performance Target gaps.

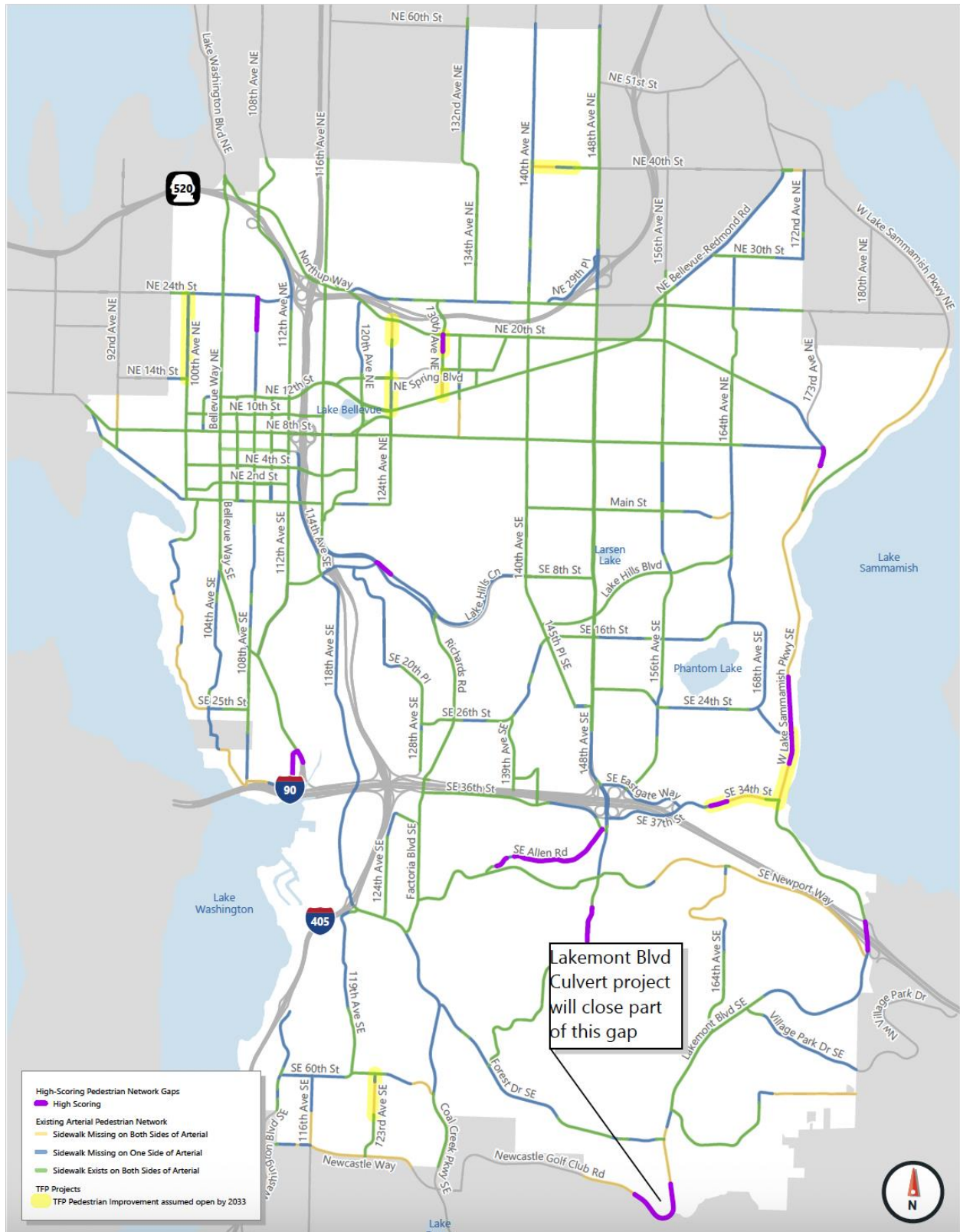
In September, the Transportation Commission will be asked to consider the technical scoring criteria together with the site-specific information gleaned from the public outreach, and to recommend a prioritized list of project concepts for the vehicle, pedestrian, and bicycle modes to inform the update of the Transportation Facilities Plan.

ATTACHMENT

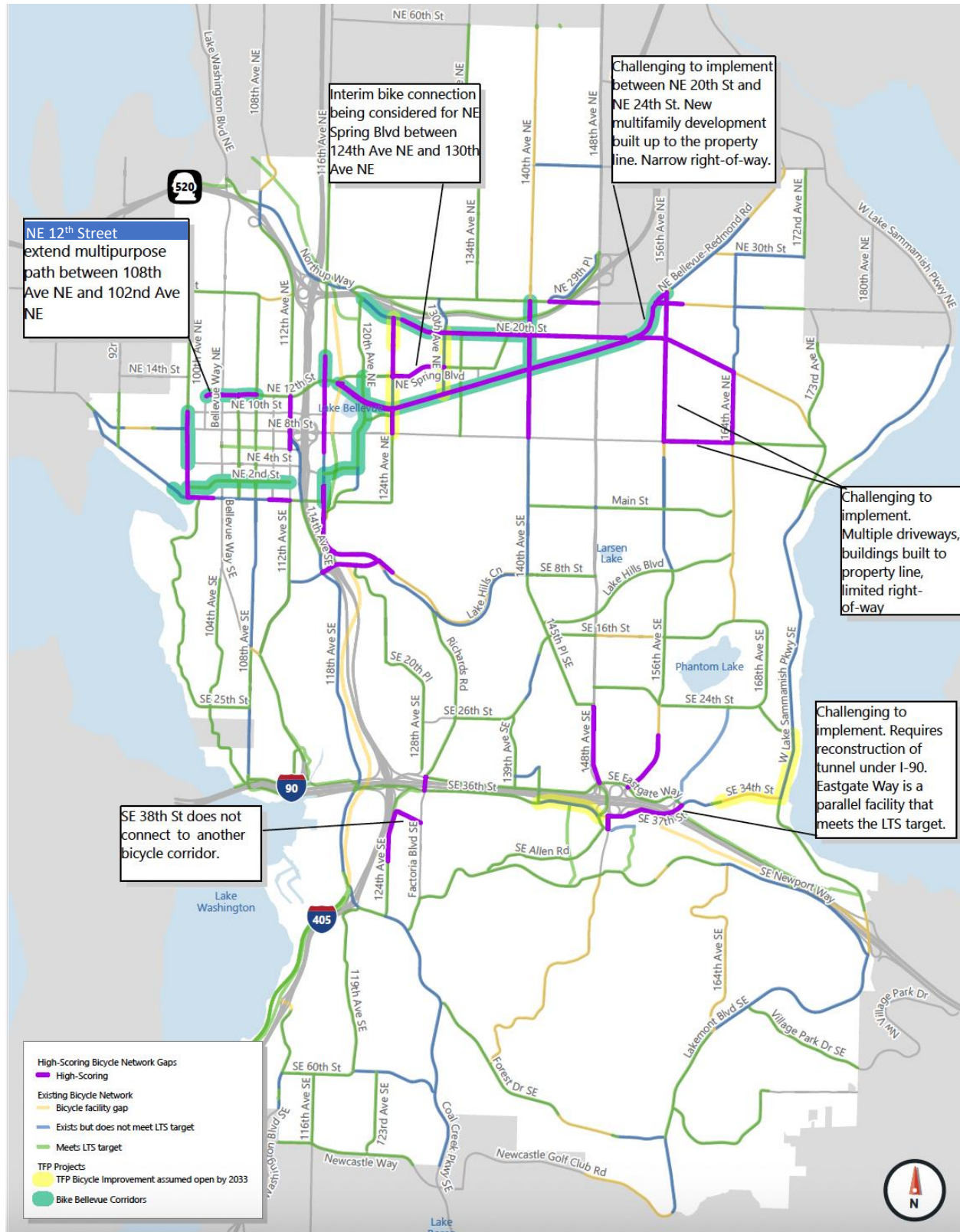
1. Attachment A: Vehicle network system intersections high priority score map
2. Attachment B: Pedestrian network high priority score map
3. Attachment C: Bicycle network high priority score map
4. Attachment D: Detailed Mobility Implementation Plan technical scoring tables/maps
5. Linked here: [Mobility Implementation Plan](#)

[illegible]

Attachment B: Pedestrian Network High Priority Score Map



Attachment C: Bicycle Network Priority Score Map



Attachment D: Mobility Implementation Plan Technical Scoring Tables and Maps

Table D1: Vehicle Network Performance Target Technical Scoring

Existing System Intersection Gap				MIP Prioritization Score				
N/S Street	E/W Street	Performance Management Area and Performance Target	Existing 2019 Base Year	Growth Goal Score	Access/Mobility Goal Score	Safety Goal Score	Supplemental Score	Composite Score
148th Ave	Main St	PMA 3 V/C = 0.85	0.95	4	0	4	2	10
Lakemont Blvd SE	SE Newport Wy	PMA 3 V/C = 0.85	0.86	4	0	4	1	9
148th Ave NE	NE 8th St	PMA 3: V/C = 0.85	0.99	4	0	0	2	6
148th Ave SE	Lk Hills Blvd	PMA 3 V/C = 0.85	0.97	4	0	0	2	6
115th Pl NE	Northup Wy	PMA 3 V/C = 0.85	0.95	4	0	0	2	6
148th Ave SE	SE 16th St	PMA 3 V/C = 0.85	0.88	4	0	0	1	5
Lk Hills Connector	SE 7th Pl	PMA 1 V/C = 1.00	1.03	1	-2	4	1	4
118th Ave SE	SE 8th St	PMA 1 V/C = 1.00	1.02	1	-2	4	1	4
150th Ave SE	SE Eastgate Wy	PMA 2 V/C = 0.90	1.01	2	-1	0	2	3

Pedestrian Network Score

- 4-5
- 5-7
- 7-9
- 9-12
- 12-16

Table D2: Pedestrian Network Performance Target Technical Scoring Table

Existing Pedestrian Network Gap				MIP Prioritization Score					
Street	From Street	To Street	Sidewalk Status	Growth Goal Score	Access/ Mobility Goal Score	Equity Goal Score	Safety Goal Score	Supplemental Score	Composite Score
130th Avenue NE	Bellevue-Redmond Rd	NE Spring Boulevard	Missing both sides	4	4	2	2	4	16
124th Avenue NE	Northup Way	700 feet south of Northup Way	Missing both sides	4	4	2	2	4	16
130th Avenue NE	Northup Way	500 feet south of Northup Way	Missing both sides	4	4	2	2	4	16
SE Eastgate Way	Office park driveway	SE 37th St	Missing both sides	2	2	3	2	4	13
SE Eastgate Way	Office park driveway	SE 37th St	Missing both sides	2	2	3	2	4	13
148th Avenue SE	SE 45th Court	SE 44th Street	Missing both sides	1	2	2	2	4	11
SE Allen Road	146th Avenue SE	139th Avenue SE	Missing both sides	1	2	2	2	4	11
108th Avenue NE	NE 24th St	NE 20th St	Missing both sides	1	2	2	2	4	11
SE Allen Road	138th Avenue SE	135th Avenue SE	Missing both sides	1	2	2	2	4	11
SE Allen Road	SE 38th Street	146th Avenue SE	Missing both sides	1	2	2	2	4	11
SE 35th Place	164th Place SE	162nd Place SE	Missing both sides	2	2	1	2	4	11
113th Avenue SE	112th Ave SE	Bellevue Way SE	Missing both sides	1	2	1	2	4	10
Bellevue Way SE	113th Ave SE	700 feet south of 113th Avenue SE	Missing both sides	1	2	1	2	4	10
Northup Way	NE 8th St	175th Place NE	Missing both sides	1	0	1	4	4	10

Existing Pedestrian Network Gap				MIP Prioritization Score					
Street	From Street	To Street	Sidewalk Status	Growth Goal Score	Access/ Mobility Goal Score	Equity Goal Score	Safety Goal Score	Supplemental Score	Composite Score
Northup Way	NE 8th St	W Lake Sammamish Pkwy NE	Missing both sides	1	0	1	4	4	10
Newcastle Golf Club Road	500 feet west of 1555th Avenue SE	Lakemont Boulevard SE	Missing both sides	1	0	1	4	4	10
Lakemont Boulevard SE	SE Newport Way	180th Avenue SE	Missing both sides	1	0	1	4	4	10
Lake Hills Connector	SE 7th Place	700 feet south of SE 7th Place	Missing both sides	1	0	1	4	4	10
West Lake Sammamish Parkway SE	Weowna Park Trails	SE 26th Street	Missing both sides	1	0	1	4	4	10
West Lake Sammamish Parkway SE	SE 26th Street	SE 29th Place	Missing both sides	1	0	1	4	4	10
116th Avenue SE	SE 64th Street	Newcastle Way	Missing both sides	1	0	2	2	4	9
Newcastle Way	116th Avenue SE	123rd Avenue SE	Missing both sides	1	0	2	2	4	9
123rd Avenue SE	SE 64th Pl	SE 60th St	Missing both sides	1	0	2	2	4	9
Main Street	162nd Ave SE	164th Ave SE	Missing both sides	1	0	2	2	4	9
132nd Avenue NE	Bellevue-Redmond Road	NE 8th Street	Missing both sides	1	0	2	2	4	9
SE Newport Way	SE Newport Way	164th Ave SE	Missing both sides	1	0	2	2	4	9
Newcastle Way	100 feet west of 123rd Avenue SE	100 feet east of 123rd Avenue SE	Missing both sides	1	0	2	2	4	9
SE Newport Way	164th Way SE	155th Place SE	Missing both sides	1	0	2	2	4	9

Existing Pedestrian Network Gap				MIP Prioritization Score					
Street	From Street	To Street	Sidewalk Status	Growth Goal Score	Access/ Mobility Goal Score	Equity Goal Score	Safety Goal Score	Supplemental Score	Composite Score
SE 34th Street	168th Place SE	164th Place SE	Missing both sides	1	0	1	2	4	8
West Lake Sammamish Parkway SE	SE 34th Street	SE 29th Place	Missing both sides	1	0	1	2	4	8
106th Avenue SE	SE 34th Street	SE 30th Street	Missing both sides	1	0	1	2	4	8
SE 34th Street	108th Avenue SE	111th Avenue SE	Missing both sides	1	0	1	2	4	8
West Lake Sammamish Parkway NE	NE Rosemont Place	North Rosemont	Missing both sides	1	0	1	2	4	8
West Lake Sammamish Parkway NE	North Rosemont	NE 20th Court	Missing both sides	1	0	1	2	4	8
92nd Avenue NE	NE 10th Street	NE 8th Street	Missing both sides	1	0	1	2	4	8
NE 40th Street	Bel-Red Road	172nd Avenue NE	Missing both sides	1	0	1	2	4	8
West Lake Sammamish Parkway SE	Lake to Lake Trail	Northup Way	Missing both sides	1	0	1	2	4	8
West Lake Sammamish Parkway SE	SE 12th Place	Lake to Lake Trail	Missing both sides	1	0	1	2	4	8
West Lake Sammamish Parkway SE	Weowna Park Trail	SE 12th Place	Missing both sides	1	0	1	2	4	8
Killarney Way SE	700 feet south of SE 16th Street	Killarney Drive SE	Missing both sides	1	0	1	2	4	8
164th Way SE	SE Newport Way	SE 43rd Street	Missing both sides	1	0	1	2	4	8

Existing Pedestrian Network Gap				MIP Prioritization Score					
Street	From Street	To Street	Sidewalk Status	Growth Goal Score	Access/ Mobility Goal Score	Equity Goal Score	Safety Goal Score	Supplemental Score	Composite Score
98th Avenue SE	SE 11th Street	SE 16th Street	Missing both sides	1	0	2	2	4	9
NE 40th Street	140th Avenue NE	142nd Place NE	Missing both sides	1	0	2	2	4	9
Newcastle Way	115th Ct SE	116th Ave SE	Missing both sides	1	0	1	2	4	8
SE 60th Street	170th Avenue SE	182nd Avenue SE	Missing both sides	1	0	1	2	4	8
108th Avenue SE	107th Avenue SE	SE 34th St	Missing both sides	1	0	1	2	4	8
Killarney Way	Killarney Drive SE	SE 25th St	Missing both sides	1	0	1	2	4	8
Northup Way	175th Place NE	W Lake Sammamish Pkwy NE	Missing both sides	1	0	1	2	4	8
Lakemont Boulevard SE	Lakemont Boulevard SE	Forest Drive SE	Missing both sides	1	0	1	2	4	8
Lakemont Boulevard SE	Forest Drive SE	200 feet north of Forest Drive SE	Missing both sides	1	0	1	2	4	8
Newcastle Way	116th Avenue SE	128th Avenue SE	Missing both sides	1	0	1	2	4	8
92nd Avenue NE	NE 12th Street	NE 10th Street	Missing both sides	1	0	1	2	4	8
SE Newport Way	Lakemont Boulevard SE	SE Newport Way	Missing both sides	1	0	1	2	4	8
Newcastle Golf Club Road	Coal Creek Trail	500 feet west of 155th Avenue SE	Missing both sides	1	0	1	2	4	8
SE 60th Street	129th Avenue SE	Coal Creek Parkway SE	Missing both sides	1	0	1	2	4	8
164th Way SE	SE 43rd Street	SE 44th Place	Missing both sides	1	0	1	2	4	8
SE Newport Way	SE Newport Way	SE Newport Way	Missing both sides	1	0	1	2	4	8

Bicycle Network Score

- 4-7
- 7-9
- 9-12
- 12-15
- 15-19