

City of  
Bellevue



# Transportation Commission Study Session

**DATE:** February 6, 2025

**TO:** Chair Stash and Members of the Transportation Commission

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**SUBJECT:** Transportation Facilities Plan Update—Candidate Projects Ranking

### DIRECTION REQUESTED

- Action (Future)
- Discussion/Direction
- Information

On February 13, staff will continue discussion of the Transportation Facilities Plan (TFP) update with the Transportation Commission. The primary purpose of this session will be to share the score-ranking of candidate projects, including vehicular projects, pedestrian projects and bicycle projects. This is an intermediate step in the process to develop a preliminary prioritized and consolidated TFP project list, inclusive of all modal projects. The topic is for information only, no Commission action is needed.

### BACKGROUND

The Transportation Facilities Plan (TFP) is required and adopted pursuant to the Bellevue City Code ([Title 22, Development Code](#)). The TFP serves as the City’s intermediate-range transportation capital facility planning document. The TFP is revenue constrained, meaning the cost of projects included in the 12-year TFP must balance against anticipated revenues (i.e., only projects that the city can reasonably expect to afford can be included). The current [2022-2033 TFP](#) was adopted by the City Council on July 11, 2022.

The 2026-2037 TFP update process started with a briefing to the Commission on September 12, 2024. Additional engagement with the Commission occurred at subsequent meetings:

- October 10, the Commission reviewed eight TFP projects that are fully funded in the City's [6-year Capital Investment Program Plan](#) (CIP); these projects will be advanced into the new 2026-2037 TFP by default (the City Council has already decided to fund them).
- December 12, the Commission reviewed 25 projects included in the City's Impact Fee program. These included 19 projects in the current 2022-2033 TFP and six completed projects, all of which add(ed) vehicular capacity to support development (growth). The completed projects remain on the impact fee project list as the city is still paying the cost of financing. Also reviewed at the December meeting were five regional projects, adding or enhancing connections from the city street network to regional highways (SR 520 and I-405).
- January 23, the Commission reviewed the 27 bicycle projects in the current candidate list.

## **INFORMATION**

The City's [Mobility Implementation Plan](#) (MIP) was developed with input from the Transportation Commission and adopted by the City Council in 2022. The MIP includes evaluation frameworks for vehicle, transit, pedestrian and bicycle modes. It provides a structure for identifying locations where transportation system performance does not meet adopted performance target levels. Locations where performance does not meet the target are termed "gaps". Vehicular gaps exist where intersection capacity and/or corridor travel speed does not meet the designated target level. For purposes of the TFP, pedestrian gaps exist where sidewalks are missing on one or both sides of an arterial street. Bicycle gaps exist where conditions on designated bicycle system streets do not meet the targeted "level of traffic stress" (LTS) identified in the MIP. For each mode, the MIP includes a scoring matrix for evaluating and prioritizing the gaps, which is the basis for the score-ranking. Overall, the scoring system reflects the MIP goals of supporting growth, improving access and mobility, improving safety and considering equity. Specific elements and weights that factor into the scoring vary by mode, but all include some consideration of the location in the city (urban center/higher density vs lower density/residential), access/mobility (presence of commercial and community attractions), and safety (whether or not project location is on the high-injury network). The pedestrian and bicycle scoring also includes an equity factor (accounting for population characteristics in vicinity of project location). Details of the factors for scoring projects are

documented in the MIP Implementation Guide, included as Attachment 2. (A future update of the MIP document will include the MIP Implementation Guide as an appendix.)

Attachment 1 is a list of candidate projects for the 2026-2037 TFP showing scores per the MIP evaluation framework. The first section of the list includes 65 projects. Twenty-one have Roadway scores, 22 have Pedestrian scores and 42 have Bicycle scores. Some projects have scores in multiple categories. The overall project list is sorted in descending order by Roadway score. Projects without a Roadway score appear lower in the list. At the meeting, staff will be prepared to sort the list by the other modes (Pedestrian, Bicycle). In the meantime, the highest-scoring Pedestrian and Bicycle mode projects can be readily discerned by reviewing the respective score columns in Attachment 1. Staff are working to develop a map of the candidate projects and anticipate this will be available for the Commission meeting on February 13.

Transit projects appear at the bottom of the TFP candidate list and are not scored; all the transit projects in the list correspond to priority links identified in the [Transit Master Plan](#). Improvements to transit service involve coordination and collaboration with transit agencies and the agencies generally have their own prioritization framework for which links and routes to revise and improve. Including all the priority links in the TFP reinforces that the city is prepared to engage with transit agencies to improve service when there is opportunity.

Also at the bottom of the list are fully-funded projects. Scores for these projects are shown so as to provide a comprehensive view of how projects fare in the new MIP evaluation framework. However, these projects will not be part of the prioritization process for the TFP; they will be carried into the 2026-2037 TFP by default.

At the February 13 meeting, staff will highlight the top-scoring projects for each mode, as well as projects that address gaps across multiple modes. The Commission is invited to ask questions regarding projects and scoring. However, owing to time constraints at the meeting, we will need to keep discussion at a fairly high level. Any Commissioners who have detailed questions regarding specific scores or the overall scoring process are encouraged to contact staff to arrange a separate briefing. No Commission action is required at this meeting.

Some projects do not fit into the MIP evaluation framework. Specifically, the four projects that add connections to state highway SR 520 and to I-405 don't mesh with the MIP criteria, which were developed for the local street network context. In addition, the MIP criteria may not fully capture the merits of new roadway links (such as TFP-270 Spring Blvd (Zone 3) - 124<sup>th</sup> Ave NE to 130<sup>th</sup> Ave NE). New roadway links can divert traffic and relieve pressure on adjacent or alternative routes and thus may provide broader benefits not captured in the MIP evaluation.

(A comprehensive traffic study and modeling can illuminate the anticipated results of adding a new link.)

## **NEXT STEPS**

An online TFP open house and associated survey and interactive project map is expected to go live in late February. In-person Open House events are currently scheduled for Crossroads Mall (February 25, 11am-1pm) and City Hall (February 26, 5-6:30pm). We are working to also arrange for an in-person Open House event at the Marketplace at Factoria (date, time TBD). Staff will promote the online and in-person open houses through available channels and will send notice to Commissioners. Results of the outreach will be compiled into a report and provided to the Commission in advance of the meeting on March 27. Staff will also continue work to develop and update cost estimates for the candidate TFP projects.

In March, staff will work on developing a single consolidated preliminary prioritized project list, inclusive of all project types. The starting point for this exercise will be the score-ranked lists for the vehicular, pedestrian and bicycle projects. Other considerations in developing this consolidated list may include City Council priorities, public input that we have received, extent of development/investment to date in a project, opportunity to tie in with projects led by others (e.g., COB Utilities Dept, Sound Transit, WSDOT, private development), etc. This list, and the process used to develop it, will be shared and discussed with the Commission at the March 27 meeting.

If you have questions or need additional information prior to the meeting, please contact Michael Ingram at (425) 452-4166 or [mingram@bellevuewa.gov](mailto:mingram@bellevuewa.gov) or Kristi Oosterveen at (425-452-4496) or [koosterveen@bellevuewa.gov](mailto:koosterveen@bellevuewa.gov).

## **ATTACHMENTS**

1. 2026-2037 Preliminary TFP Candidate Project List, with scores
2. MIP Implementation Guide
3. 2026-2037 TFP Update Timeline - PLANNED