

City of  
Bellevue



# Transportation Commission Study Session

**DATE:** July 3, 2024

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

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

## DIRECTION REQUESTED

Action

Discussion/Direction

**Information**

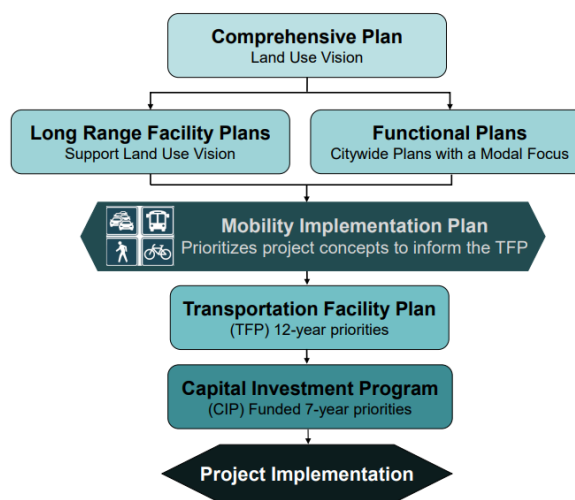
The Mobility Implementation Plan (MIP) identifies and prioritizes project concepts that address Performance Target gaps to inform the update of the Transportation Facilities Plan (TFP). The next update of the TFP is scheduled to commence in September 2024 with the Transportation Commission.

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

On July 11, staff will address the scoring of the Equity goal for the vehicle mode and report on the continuing process to prepare a prioritized project list to inform the update of the TFP. No action is requested on July 11.

## Equity Goal

Recent debate and conversation at the Transportation Commission requires a clarification about the purpose of the Equity goal in the Mobility Implementation Plan, especially in the scoring of Performance Target gaps for the vehicle mode. The Commission, in developing the



Equity goal, identified 10 characteristics of individuals or households who may have a mobility challenge. Mobility challenges may be physical, demographic, or economic in nature, yet the commonality for each individual or household is that they experience a challenge in accessing jobs, transit, services, recreation opportunities, etc., due to a transportation infrastructure gap.

In developing the Equity goal, the Transportation Commission debated whether the equity characteristics should have varying weight, or if they should all be weighted equally, meaning that no characteristic had a greater propensity to lead a person to having a mobility challenge. In the end, the Commission determined that each characteristic had equal weight. Further the Commission approved of separately mapping each characteristic, as well as preparing a composite map.

The 10 equity index components are documented and described in Table 12 of the Mobility Implementation Plan and are included below in Figure 1.

Equity Index Component	General Relationship to Transportation
Housing costs as percentage of income (renter-occupied)	People who are "housing cost burdened" tend to have less income to spend on transportation (even if they are not classified as low-income) and therefore tend to drive less and rely more on other modes.
Limited English proficiency households	Limited English proficiency households (even when controlling for income) tend to travel more by walking, biking and transit.
Low-income households	Lower income households tend to drive less as the cost of operating a vehicle presents a substantial burden; this group tends to walk, bicycle, and use transit more than higher-income households.
Low-wage jobs (based on job location)	The location of low-wage jobs tends to indicate that employees may rely more on walking, biking, and transit to reach their job since the cost of driving and parking can consume a substantial proportion of their wages.
People of color	Across the country, people of color (even when controlling for income), tend to travel more by walking, biking, and transit.
People over age 64	Older people may require additional accommodations (e.g., longer pedestrian phases at intersections) and tend to drive less than younger populations.
People under age 18	16-18 year-olds tend to drive at a lower rate than other age groups and use other modes more often.
People with a disability	People with a disability may require additional or specific accommodations (e.g., audible pedestrian signals or curb ramps) and tend to drive less than other populations.
Single-parent households	Single-parent households tend to have less income to spend on transportation and also tend to be more schedule constrained. These households may still own a car, but drive less to save money.
Zero-vehicle households	These households may not have regular access to a private vehicle either by choice or other factors and tend to drive less and use other modes more.

**Figure 1. Equity Evaluation Components**

Recent Commission debate and public input has centered on the Equity goal scoring for the vehicle mode at system intersections that do not meet the MIP Performance Target. To address a Performance Target gap, a typical project would increase the capacity of an intersection to accommodate more vehicles (achieve a v/c to meet the performance target). This type of project would result in improving the performance of an intersection for everyone who drives (or is a vehicle passenger) through that intersection in the PM peak period. Objectively, this outcome would meet the Performance Target, and subjectively, this may be a good outcome in

general. However, this outcome does not advance the Equity goal because reducing the duration of a vehicle trip in the PM peak period does not address a substantial mobility challenge for one of the populations included in the Equity index. In short, addressing vehicle Performance Target gaps improves the experience for all vehicle drivers and passengers, but it does not address a fundamental mobility challenge for equity populations.

In contrast, a gap in a sidewalk along an arterial between a person’s home and a bus stop may limit the ability of a person who has a mobility challenge to get to transit, or other destination. In this case, the person may decide to not take a walk trip because of the barrier created by the sidewalk gap.

Therefore, for the pedestrian mode, the MIP provides for a scoring of 1-4 depending on the location of the gap on the Equity composite index map – which shows where there are more individuals or households that may have a mobility challenge. A sidewalk project would receive a higher Equity priority score in a neighborhood that has a high Equity composite score.

Similar scoring for the Equity goal is applied to gaps in the bicycle network. Figure 2 is a graphic representation of the Equity composite score.

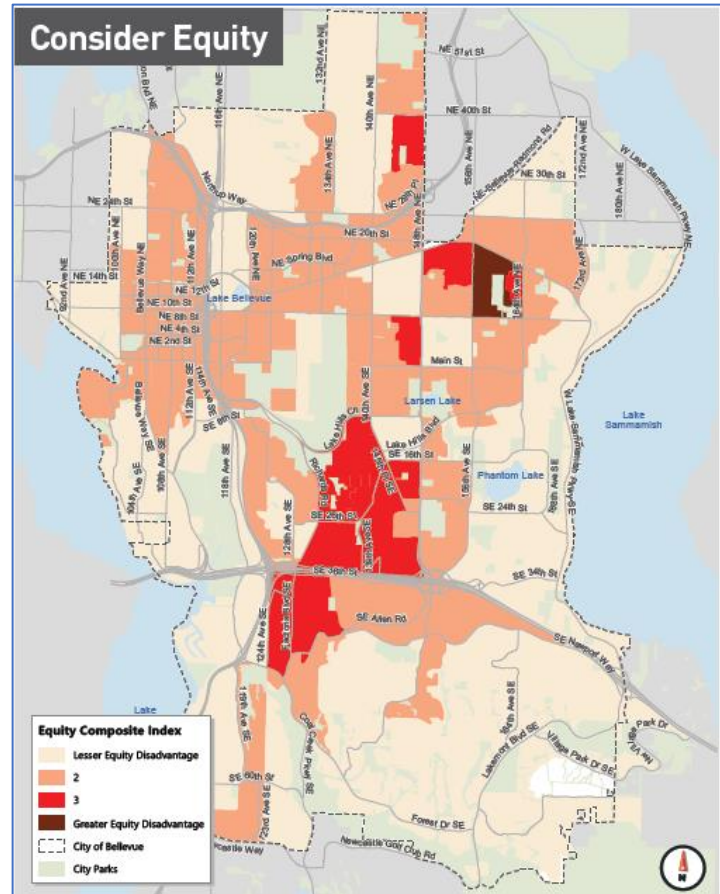


Figure 2. Equity Composite Score

Staff maintains that an Equity goal score is not applicable to the evaluation of any system intersection that does meet the Performance Target.

### Preparing Project Concepts to Address High Priority Performance Target

Preliminary project concepts to address Performance Target gaps will be based largely on adopted modal plans (ie, Pedestrian and Bicycle Transportation Plan) 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 current Bellevue design standards and code requirements.

### Preliminary project concept recommendations for the Transportation Facilities Plan

Based on MIP scoring, staff recommends the following project concepts for the Transportation Facilities Plan:

## Vehicle Mode

- All existing TFP projects for system intersections that do not meet the v/c Performance Target are retained.
  - TFP-263. 148<sup>th</sup> Ave. NE/NE 8<sup>th</sup> Street. Widen all four approaches to provide a second left turn pocket serving each direction.
  - TFP-278. 148<sup>th</sup> Ave./Main Street. Improve intersection delay at 148th Ave SE/Main St. and access to and from the shopping center from 148th Avenue SE by adding a new traffic signal and a southbound left turn lane accessing the south driveway and a left turn lane accessing southbound 148th Avenue SE from the driveway.
  - TFP-279. 148<sup>th</sup> Ave. SE/Lake Hills Boulevard. Add a second westbound left turn pocket to increase the queuing space for this movement and to allow the eastbound and westbound through movements to run concurrently, reducing the overall intersection delay.
  - TFP-288. Lakemont Boulevard/SE Newport Way. Un-split the southbound and northbound traffic signal phasing by changing the center lane on the southbound approach to a dedicated left turn lane instead of a shared left/through lane, subject to further analysis.
  - TFP-253. 150<sup>th</sup> Ave. NE/SE Eastgate Way. Add a second northbound left turn lane with a short westbound receiving lane and a third southbound through lane starting north of Eastgate Way and extending across the I-90 overpass. The southbound left turn lane will also be extended.
  - TFP-276. Lake Hills Connector/SE 7<sup>th</sup> Place. Add a second northbound left turn pocket to increase the queuing space for this movement and will convert the existing dedicated eastbound left turn lane to a westbound through lane to receive traffic from the new northbound left turn pocket.
  - TFP-274. 118th Ave. SE/SE 8th St. Widen the intersection to add a second southbound left turn lane and dedicated space for bicycles in the northbound and southbound directions.
- 148<sup>th</sup> Avenue SE/SE 16<sup>th</sup> Street. TFP project not recommended. Recent operational enhancements (flashing yellow arrow) funded by the transportation levy neighborhood congestion reduction program have improved intersection performance to meet the Performance Target of 0.85.

- NE 16<sup>th</sup> Street (115<sup>th</sup> Pl. NE)/Northup Way. TFP project not recommended. This signalized intersection was reconstructed in 2017 to its current configuration, with components of the SR 520 Trail included. Topographic constraints preclude, without great expense, additional increases to vehicle capacity at this intersection. Operational adjustments are implemented to optimize intersection performance.



Figure 3. Existing intersection 116<sup>th</sup> Ave NE/Northup Way

### Pedestrian Mode

- All existing TFP projects for arterial network sidewalks that do not meet the Performance Target are retained, listed as follows:
  - TFP-175. SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy. Design and construct a five-foot bike lane, curb, gutter and six-foot sidewalk on north side and curb, gutter and a wide curb lane, where feasible, on the south side of SE 34th Street from West Lake Sammamish Parkway to 162nd Place SE.
  - TFP-218. 130th Avenue NE/NE 20th Street to Bel-Red Road. The improvements include curb, gutter, sidewalk, landscaping, illumination, drainage, water quality treatment, bicycle facilities on both sides of the street, on-street parking at select locations, potential mid-block crossings, intersection improvements including turn lanes at NE Spring Blvd., potential traffic signal and intersection modifications at NE 20th Street and at Bel-Red Road. The project will be developed in coordination with potential public and/or private development in the vicinity.
  - TFP-257. West Lake Sammamish Parkway/SE 34th Street to SE 26th Street. Implement a 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available
  - TFP-280. 100th Avenue NE/NE 14th to 24th Streets. Add a 10-foot-wide multipurpose path with a five-foot planter on the east side of 100th Avenue NE. Reduce roadway width to 21 feet. Raised intersections at NE 15th, NE 18th and NE 21st Streets. RRFB at NE 14th Street.
  - TFP-283. 123rd Avenue SE/SE 60th Street to SE 65th Place. Complete the missing segments of sidewalk along the west side of 123rd Avenue SE from SE 60th Street to SE 65th Place.

- TFP-284. NE 40th Street/140th Avenue NE to the 14500 block. Add a sidewalk on the north side of the street between 140th Avenue NE and approximately the 14500 block on NE 40th Avenue.
- TFP-285. NE 8th Street/116th Ave to 120th Ave. Construct interim sidewalk on the south side of NE 8th Street.
- To address other high-scoring pedestrian Performance Target gaps, the following project concepts are recommended for consideration in the TFP:
  - 100th Avenue NE/NE 14th Street to NE 24th Street. Pedestrian and Bicycle Transportation Plan (S-313E). Add a 6-foot-wide sidewalk and a 4-foot-wide planter strip on the east side of 100th Avenue SE from NE 14th Street to NE 24th Street. (in design)
  - Northup Way/NE 8th Street to 175th Place NE (southern intersection). Pedestrian and Bicycle Transportation Plan (S-312-E), install a sidewalk and landscape strip on the east side of the street.
  - Lake Hills Connector/SE 8th Street to end of existing sidewalk on north side of street. Pedestrian and Bicycle Transportation Plan (O-123-N). Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.
  - SE Allen Road/138th Avenue SE to 300 feet south of SE 38th Street. Pedestrian and Bicycle Transportation Plan (S-354 N/S), install a sidewalk and landscape strip on either the north or south side of the street, pending further study.
  - Lakemont Boulevard/West Lake Sammamish Parkway to SE Newport Way. Pedestrian and Bicycle Transportation Plan (S-218-W), install an 8-foot-wide sidewalk and a 4-foot-wide planter strip on west side of the street.
  - 148th Avenue SE/SE 46th Place to SE 44th Street. Pedestrian and Bicycle Transportation Plan (S-357 E/W), install a sidewalk and landscape strip on either the east or west side of the street, pending further study.
  - Lakemont Boulevard/Forest Drive SE to Coal Creek Trail. Pedestrian and Bicycle Transportation Plan (S-371-E), install a 6-foot-wide sidewalk and a 4-foot-wide planter strip on the east side of the street.

### Bicycle Mode

- Bike Bellevue Corridor Projects are referred to the TFP as follows:
  - Corridor 1. Northup Way, Segment between 136th Ave NE and 140th Ave NE: Priority Bicycle Corridor EW-2: Downtown-Overlake Connection. Prepare a design and implement as an LTS 1 bicycle network facility.
  - Corridors 3, 4, and 5: Bel-Red Road. Conduct a corridor study of the Bel-Red Road corridor between Spring Boulevard/NE 12th Street on the west and 156th Avenue NE on

the east, with the objective to achieve MIP LTS 3 Performance Target, or better. Include in this corridor study, an analysis of potential bicycle network connections to the Crossroads neighborhood.

- Corridor 11: 140th Avenue NE. Conduct a corridor study to define options and a preferred way to achieve LTS 1 on the 140th Ave NE corridor, connect to Northup Way and the SR 520 Trail.
- Corridors 4 and 11: Bel-Red Road and 140th Avenue NE. Design and build a multipurpose path on the north side of Bel-Red Road between 140th Ave NE and the NE Spring Boulevard spur. Add sharrow lane markings on NE Spring Boulevard spur. Include in the analysis the potential to close the Bel-Red Road driveway to the shopping center to improve the safety of active transportation users. Design buffered bike lanes on the NE Spring Boulevard spur and implement these bicycle network facilities with redevelopment.
- All existing TFP projects (except TFP-245) for bicycle network segments that do not meet the Performance Target are retained. (\*Not on MIP arterial bicycle network.)
  - TFP-234. Main Street/100th Avenue to 116th Avenue (note: small gaps remain, private and public sector projects will complete missing segments).
  - TFP-243\*. Mountains to Sound Greenway/142nd Place SE to Lakemont Boulevard.
  - TFP-244\*. Eastrail Corridor multi-use path/southern city limits to northern city limits.
  - TFP-245. 140th Avenue NE/NE 24th Street to NE 8th Street (This project describes a new multipurpose path on the east side. See recommendation for Bike Bellevue Corridor 11).
  - TFP-257. West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4).
  - TFP-267. West Lake Sammamish Parkway/"North" segment; (phase 5).
  - TFP-287\*. Eastrail to Spring Blvd Trail Link (in design).
  - TFP-292. Lake to Lake Trail Corridor (EW-3).
  - TFP-299. 114th Avenue/NE 8th Street to SE 8th Street.
- Other high-scoring bicycle network corridors are listed below. Project concepts are being developed and reviewed for feasibility, consistency with the Pedestrian and Bicycle Transportation Plan and the MIP LTS Performance Targets, and with input from the Engaging Bellevue questionnaire. Staff will provide recommended TFP referrals and related project concepts at the September 12 study session.
  - Northup Way/Bel-Red Road to 164th Avenue NE.
  - NE 8th Street/156th Avenue NE to 164th Ave NE.
  - 164th Avenue NE/NE 8th Street to Northup Way.
  - 112th Avenue NE/NE 6th Street to NE 12th Street.

- 116th Avenue NE/NE 6th Street to NE 12th Street.
- 116th Avenue SE and Lake Hills Connector/SE 8th Street to Main Street.
- SE 8th Street/118th Street SE to Lake Hills Connector.
- Factoria Boulevard/Eastgate Way to SE 36th Street.
- SE 38th Street/124th Avenue SE to Factoria Boulevard.
- 124th Avenue SE/SE 41st Place to SE 38th Street.
- 148th Avenue SE/SE 24th Street to Eastgate Way.
- 156th Avenue SE/Eastgate Way to SE 27th Street.
- SE 37th Street/150th Avenue SE to Eastgate Way.
- 150th Avenue SE/SE 37th Street to SE 38th Street.

### **Public Engagement**

Beginning on June 17 and running for three weeks, the Engaging Bellevue platform is hosting an on-line mapping tool and questionnaire. This public outreach will supplement the technical scoring with site-specific information to help prioritize Performance Target gaps and understand 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**

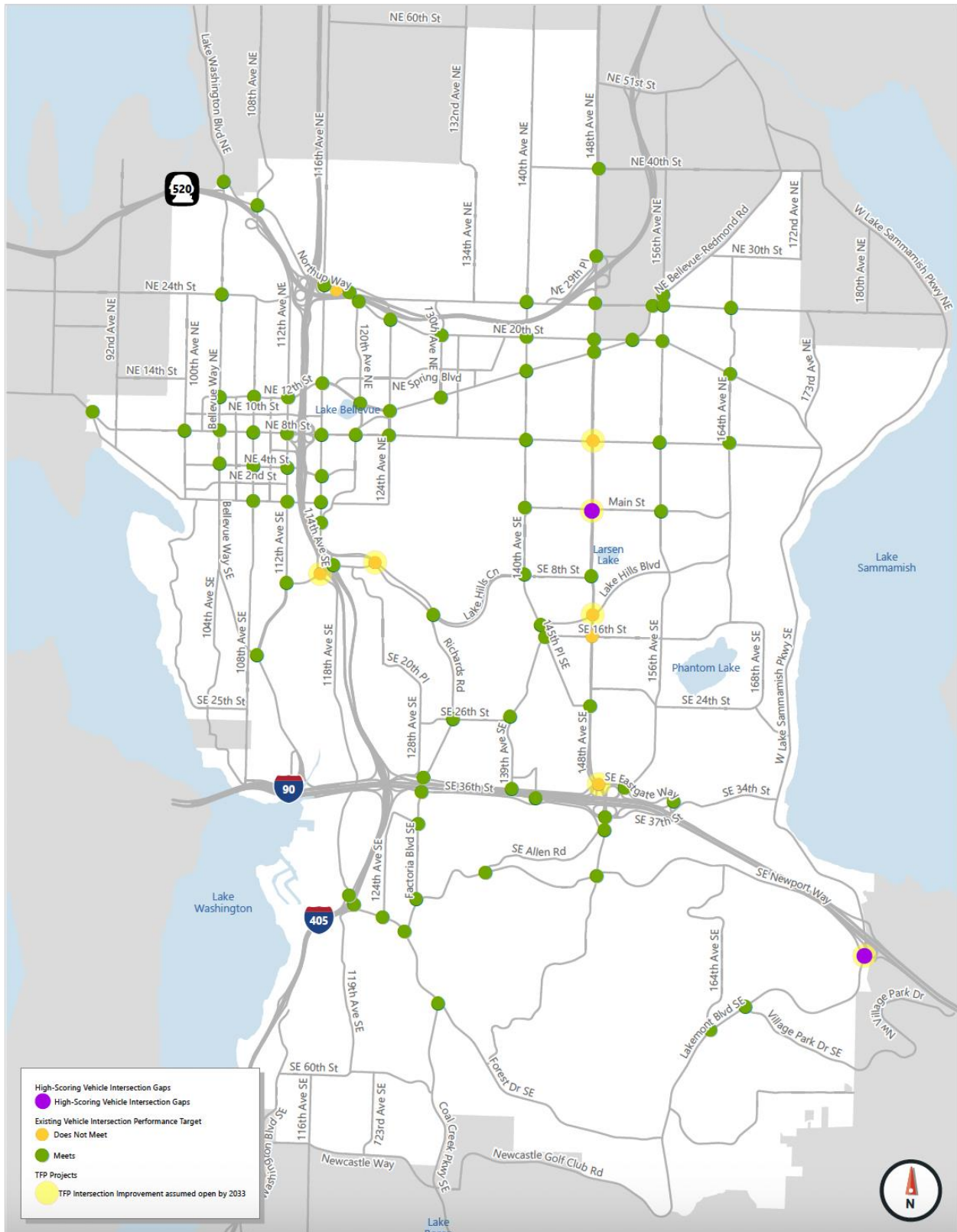
At the September 12 study session, staff will report on public input and provide final recommended project concepts to address Performance Target gaps for the vehicle, pedestrian, and bicycle modes to inform the update of the Transportation Facilities Plan.

### **ATTACHMENTS**

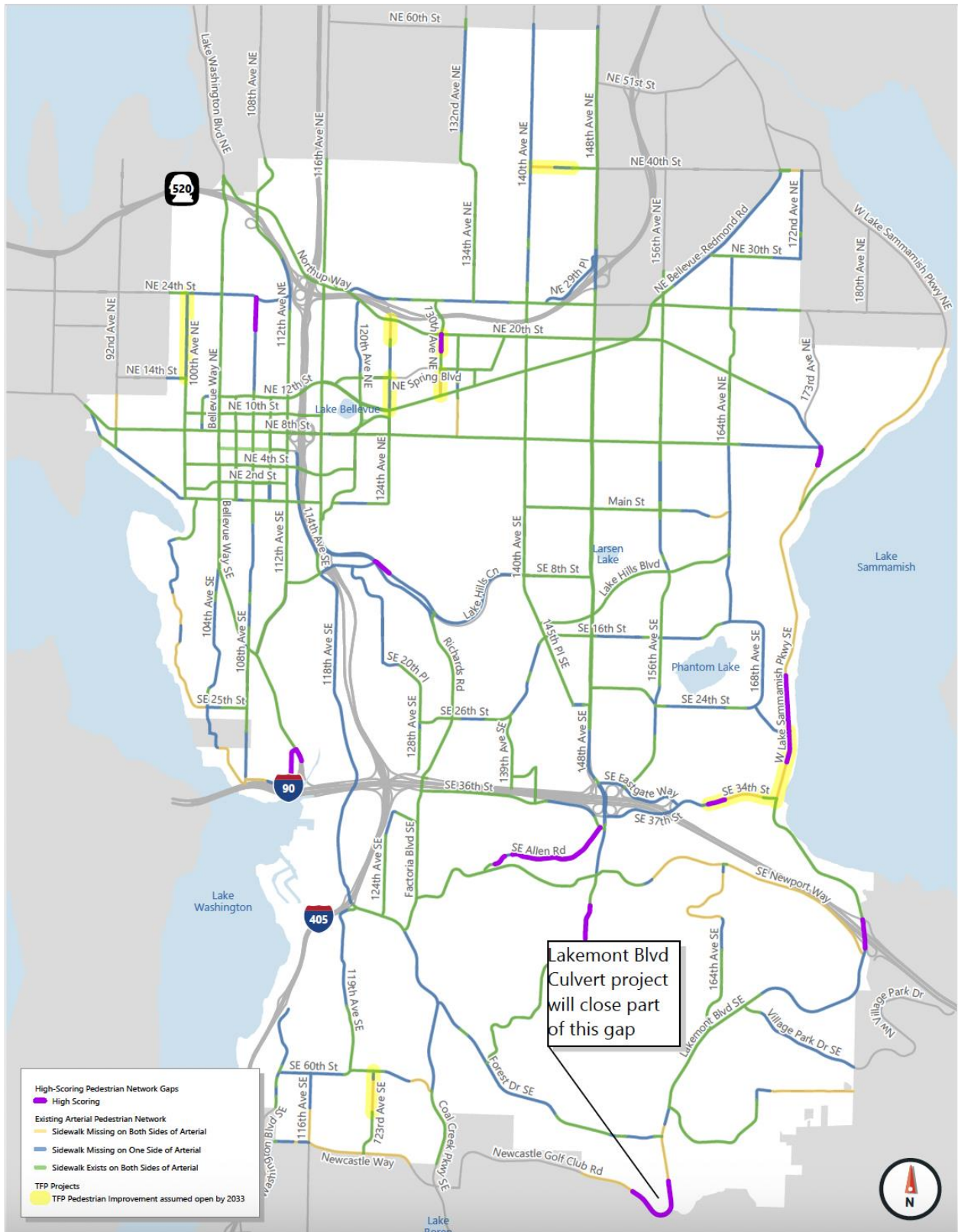
1. Attachment A: Vehicle network system intersections high priority score map
2. Attachment B: Pedestrian network high priority score map
3. Attachment C: Bicycle network high priority score map
4. Attachment D: Detailed Mobility Implementation Plan technical scoring tables/maps
5. Linked here: [Mobility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



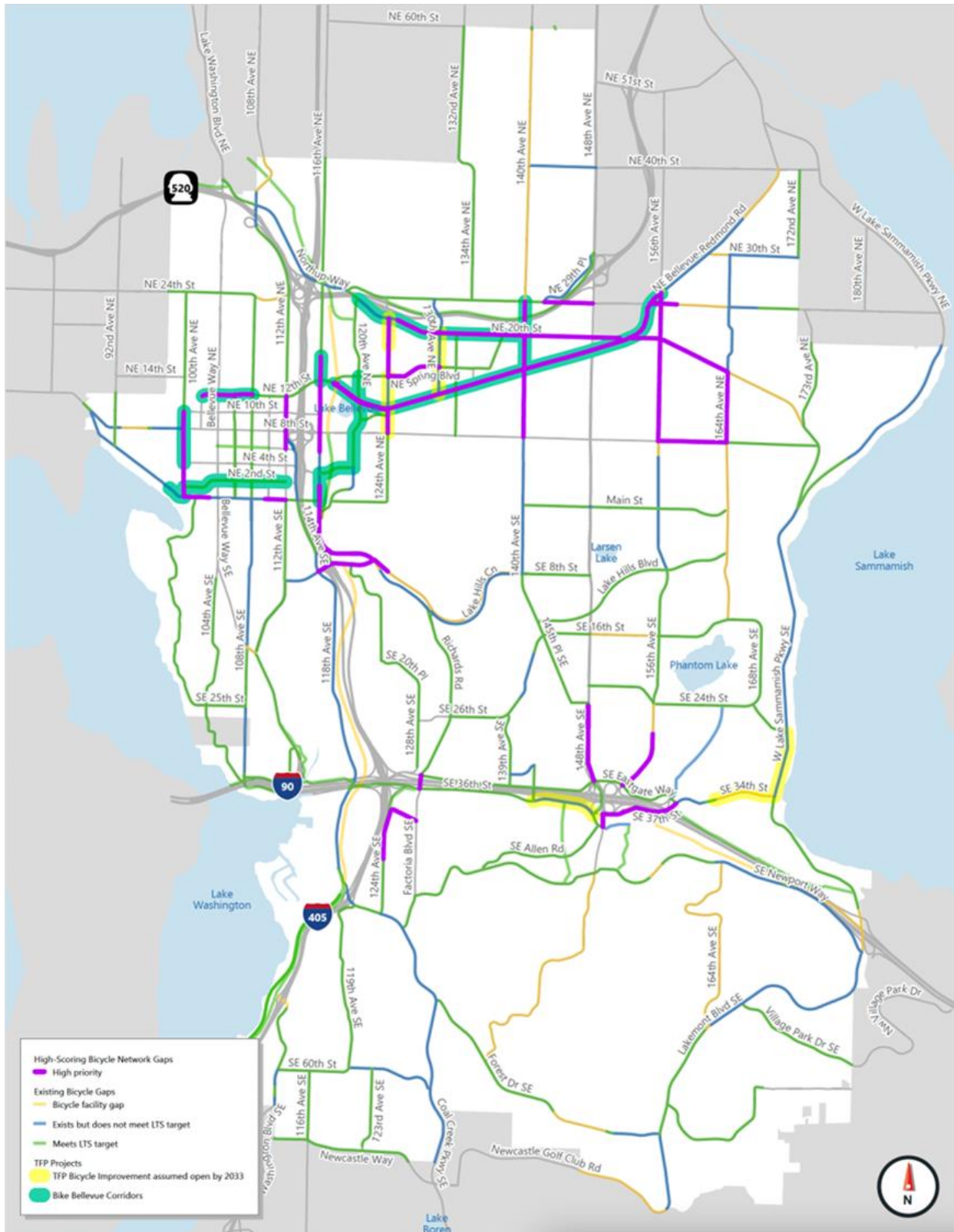
# Attachment A: Vehicle Network System Intersections High Priority Score Map



# Attachment B: Pedestrian Network High Priority Score Map



# Attachment C: Bicycle Network Priority Score Map

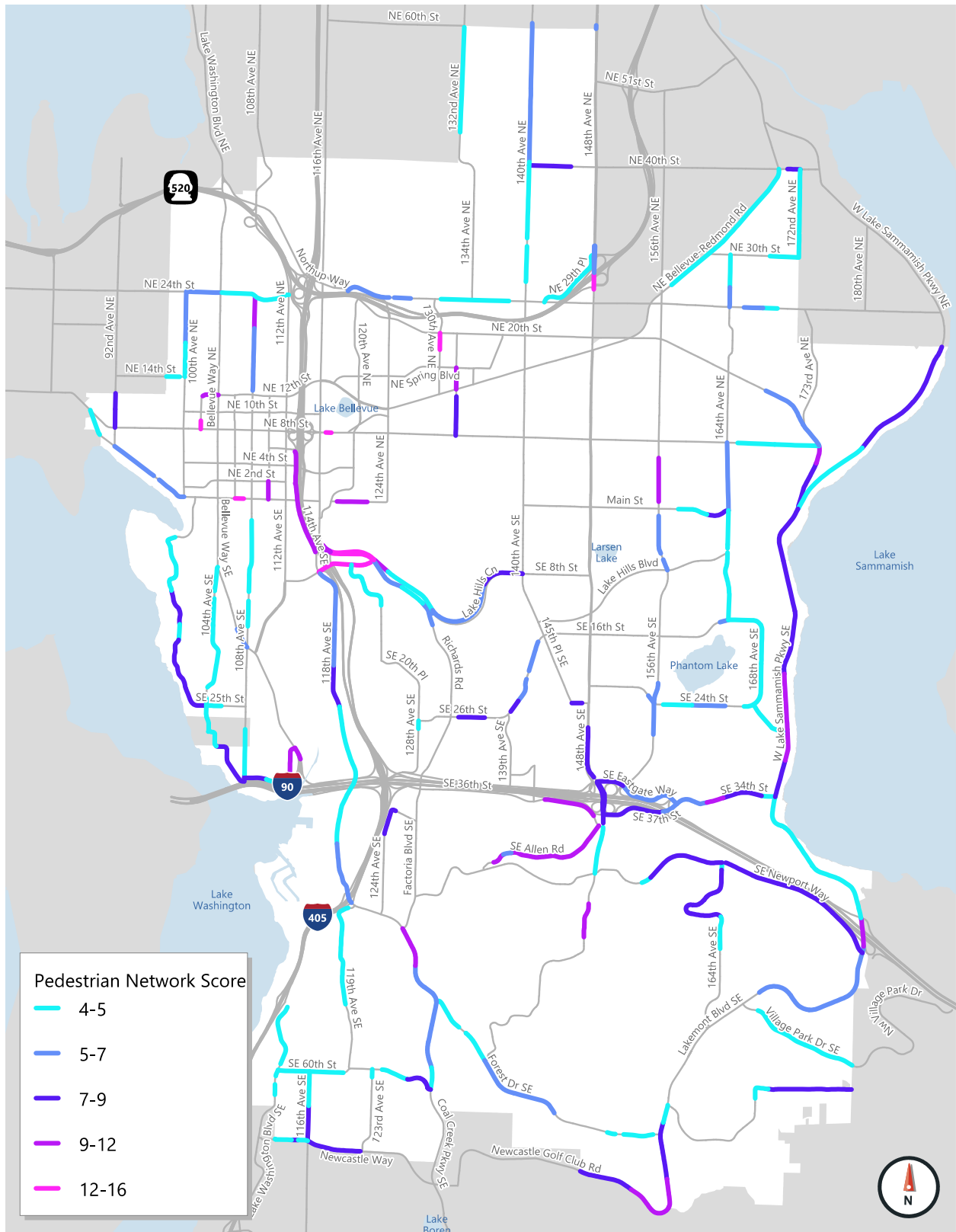


**Attachment D: Mobility Implementation Plan Technical Scoring Tables and Maps**

**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

**Figure D2: Pedestrian Network Performance Target Technical Scoring Map**



**Table D2: Pedestrian Network Performance Target Technical Scoring Table**

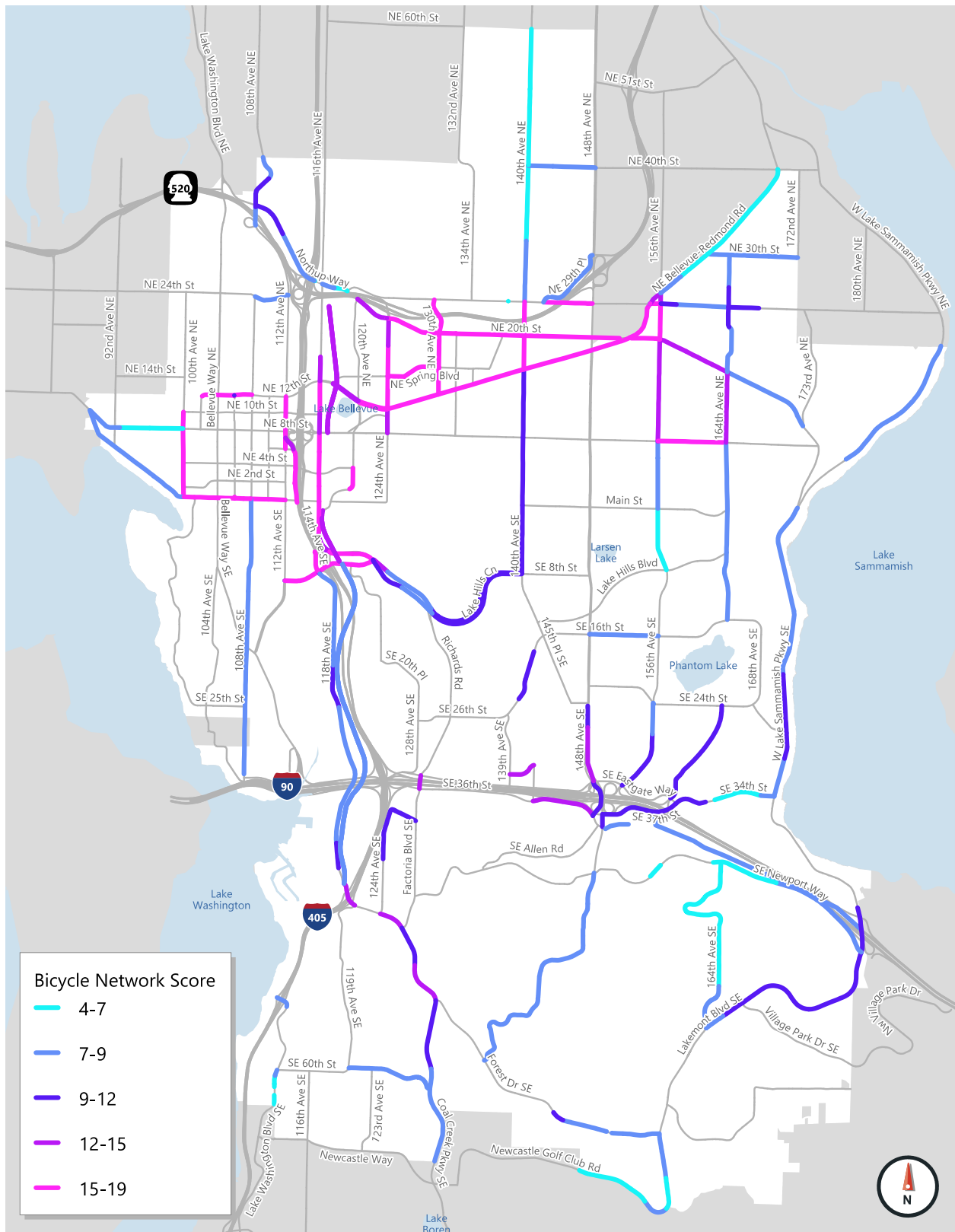
Existing Pedestrian Network Gap				MIP Prioritization Score					
Street	From Street	To Street	Sidewalk Status	Growth Goal Score	Access/ Mobility Goal Score	Equity Goal Score	Safety Goal Score	Supplemental Score	Composite Score
130th Avenue NE	Bellevue-Redmond Rd	NE Spring Boulevard	Missing both sides	4	4	2	2	4	16
124th Avenue NE	Northrup Way	700 feet south of Northrup Way	Missing both sides	4	4	2	2	4	16
130th Avenue NE	Northrup Way	500 feet south of Northrup 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
Northrup Way	NE 8th St	175th Place NE	Missing both sides	1	2	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
Northrup 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

**Figure D3: Bicycle Network Performance Target Technical Scoring Map**





**Table D3: Bicycle Network Performance Target Technical Scoring**

Existing Pedestrian Network Gap				MIP Prioritization Score					
Street	From Street	To Street	Bicycle Lane Status	Growth Goal Score	Equity Goal Score	Access/Mobility Goal Score	Safety Goal Score	Supplemental Score	Composite Score
SE 8 <sup>th</sup> ST	Lake Hills Connector Rd	118 <sup>th</sup> Ave SE	Bicycle Facility Gap	4	2	4	4	4	18
Main ST	103 <sup>rd</sup> Ave NE	100 <sup>th</sup> Ave NE	Bicycle Facility Gap	4	2	4	4	4	18
116 <sup>th</sup> Ave NE	Main St	500 ft south of NE 2 <sup>nd</sup> Pl	Bicycle Facility Gap	4	2	4	4	4	18
112 <sup>th</sup> Ave NE	NE 12 <sup>th</sup> St	NE 6 <sup>th</sup> St	Bicycle Facility Gap	4	2	4	4	4	18
140 <sup>th</sup> Ave NE	NE 8 <sup>th</sup> St	NE 24 <sup>th</sup> St	Bicycle Facility Gap	4	2	4	4	4	18
NE Bellevue-Redmond Rd	124 <sup>th</sup> Ave NE	156 <sup>th</sup> Ave NE	Bicycle Facility Gap	4	2	4	4	4	18
NE 12 <sup>th</sup> St	108 <sup>th</sup> Ave NE	102 <sup>nd</sup> Ave NE	Bicycle Facility Gap	4	2	4	4	4	18
Northup Wy	130 <sup>th</sup> Ave NE	250ft from 124 <sup>th</sup> Ave NE	Bicycle Facility Gap	4	4	4	4	2	18
Northup Wy	156 <sup>th</sup> Ave NE	164 <sup>th</sup> Ave NE	Bicycle Facility Gap	4	4	4	4	2	18
NE 20 <sup>th</sup> St	156 <sup>th</sup> Ave NE	130 <sup>th</sup> Ave NE	Bicycle Facility Gap	4	2	4	4	4	18
Lake Hills Cn	SE 5 <sup>th</sup> St	500 ft south of SE 8 <sup>th</sup> St	Bicycle Facility Gap	4	2	4	4	4	18

Existing Pedestrian Network Gap				MIP Prioritization Score					
Street	From Street	To Street	Bicycle Lane Status	Growth Goal Score	Equity Goal Score	Access/Mobility Goal Score	Safety Goal Score	Supplemental Score	Composite Score
116 Ave SE	Main St	SE 5 <sup>th</sup> St	Bicycle Facility Gap	4	1	4	4	4	17
116 Ave NE	700 ft South of NE 8 <sup>th</sup> St	700 ft south of NE 19 <sup>th</sup> St	Bicycle Facility Gap	4	1	4	4	4	17
Main St	110 <sup>th</sup> Ave NE	112 <sup>th</sup> Ave NE	Bicycle Facility Gap	4	2	4	4	4	16
NE 24 <sup>th</sup> St	148 <sup>th</sup> Ave NE	500 feet east of 140 <sup>th</sup> Ave NE	Bicycle Facility Gap	4	2	4	2	4	16
100 Ave NE	Main St	NE 10 <sup>th</sup> St	Bicycle Facility Gap	4	2	4	2	4	16
124 Ave NE	NE Spring Blvd	Northrup Way	Bicycle Facility Gap	4	2	4	4	2	16
NE Spring Blvd	124 <sup>th</sup> Ave NE	130 <sup>th</sup> Ave NE	Bicycle Facility Gap	4	2	4	2	4	16
NE 12 <sup>th</sup> St	NE Spring Blvd	124 <sup>th</sup> Ave NE	Bicycle Facility Gap	4	1	4	4	2	16
124 Ave SE	SE 38 <sup>th</sup> St	SE 41 <sup>st</sup> Pl	Bicycle Facility Gap	4	2	4	2	4	16
124 Ave NE	Spring Blvd	NE 20 <sup>th</sup> St	Bicycle Facility Gap	4	2	4	2	4	16
124 Ave NE	NE 12 <sup>th</sup> St	NE 8 <sup>th</sup> St	Bicycle Facility Gap	4	2	4	2	2	14

Existing Pedestrian Network Gap				MIP Prioritization Score					
Street	From Street	To Street	Bicycle Lane Status	Growth Goal Score	Equity Goal Score	Access/Mobility Goal Score	Safety Goal Score	Supplemental Score	Composite Score
NE 24 <sup>th</sup> St	158 <sup>th</sup> Ct NE	Bel-Red Rd	Bicycle Facility Gap	4	2	4	2	4	16
NE 8 <sup>th</sup> St	156 <sup>th</sup> Ave NE	164 <sup>th</sup> Ave NE	Bicycle Facility Gap	2	4	2	4	4	16
156 Ave NE	NE 8 <sup>th</sup> St	Bel-Red Rd	Bicycle Facility Gap	4	2	4	4	2	14
Factoria Bl SE	SE 36 <sup>th</sup> St	SE Eastgate Way	Bicycle Facility Gap	2	3	2	4	4	13
148 Ave SE	SE Eastgate Way	SE 24 <sup>th</sup> St	Bicycle Facility Gap	2	3	2	2	4	13
164 Ave SE	NE 8 <sup>th</sup> St	Northrup Way	Bicycle Facility Gap	2	3	2	2	4	13
SE 35 <sup>th</sup> Pl	SE Eastgate Way	SE 37 <sup>th</sup> St	Bicycle Facility Gap	2	2	2	2	4	12
SE 37 <sup>th</sup> St	SE 35 <sup>th</sup> Pl	150 <sup>th</sup> Ave SE	Bicycle Facility Gap	2	2	2	2	4	12
156 Ave SE	155 <sup>th</sup> Ave SE	SE Eastgate Way	Bicycle Facility Gap	2	2	2	4	2	12
SE 38 <sup>th</sup> St	Factoria Blvd SE	124 <sup>th</sup> Ave SE	Bicycle Facility Gap	2	3	2	2	2	11