

# 2026-2037 Transportation Facilities Plan Update

Bellevue Transportation Commission

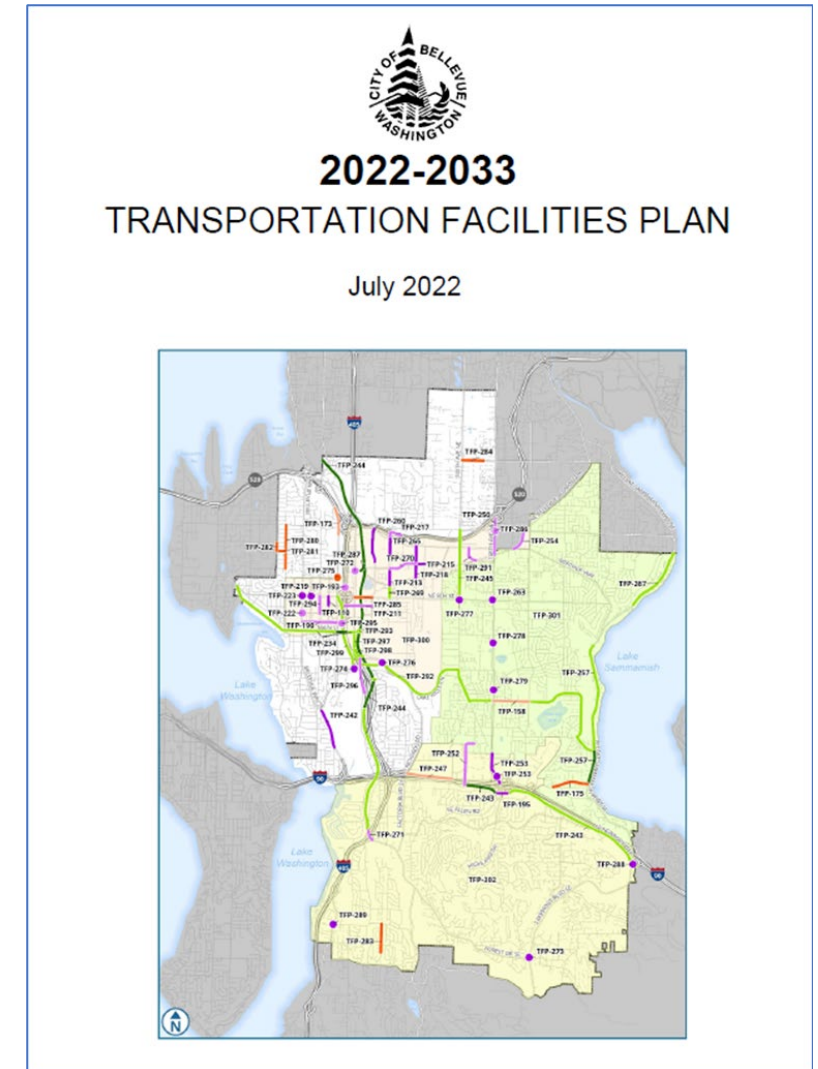
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# Tonight's Presentation

1. Score ranking process
2. Score-ranked project lists
  - Roadway projects (21 projects scored)
  - Pedestrian projects (22 projects scored)
  - Bicycle projects (42 projects scored)
3. Next steps—Public Involvement
4. Process timeline (status review)



# Project Scoring per MIP

MIP includes project scoring schemes for,

- Vehicle mode
- Pedestrian mode
- Bicycle mode







Inputs for the scoring are as follows,

**Table 5: Accumulating Scores for MIP Goals**









# Project Scoring per MIP—Vehicle Mode

Table 4: Vehicle Mode Scoring MIP Goals

MIP Goal Score: Vehicle Mode V/C Gaps and Corridor Travel Speed Gaps				
Growth Goal Score		Access/Mobility Goal Score (see MIP Figure 30)	Equity Goal Score (see Appendix E)	Safety Goal Score (see MIP Figure 28)
<b>PMA1</b>	1	 -1	 N/A	High Injury Network 4
<b>PMA2</b>	2	 -2	 N/A	Not-High Injury Network 2
<b>PMA3</b>	4	0	 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	

# Project Scoring per MIP—Pedestrian Mode

Table 2: Pedestrian Mode Scoring for MIP Goals

MIP Goal Score: Pedestrian Mode Sidewalk Gaps on Arterials			
Growth Goal Score	Access/Mobility Goal Score (see MIP Figure 30 as amended)	Equity Goal Score (see Appendix E)	Safety Goal Score (see MIP Figure 28 as amended)
<b>PMA3</b> 1	 2	 1	High Injury Network      4
<b>PMA2</b> 2	 4	 2	Not-High Injury Network      2
<b>PMA1</b> 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	

# Project Scoring per MIP—Bicycle Mode

Table 3: Bicycle Mode Scoring MIP Goals

MIP Goal Score: Bicycle Mode LTS Gaps on Bicycle Network			
Growth Goal Score	Access/Mobility Goal Score (see MIP Figure 30)	Equity Goal Score (see Appendix E)	Safety Goal Score (see MIP Figure 28)
PMA3	1	2	High Injury Network 4
PMA2	2	4	Not-High Injury Network 2
PMA1	4	3	
		4	
Supplemental Score – Bicycle Mode			
Physical Gap on a Bicycle Network Corridor	Network Corridor		+ 2
	Priority Bicycle Corridor		+ 4



# Roadway Projects Scores

## Top-scoring projects

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	Roadway Composite Score
TFP-272	NE 12th St / 116th Ave NE		Conduct a needs assessment to determine whether westbound to southbound dual left-turn lanes should be added or other revisions made at NE 12th St and 116th Ave NE. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation. This project is located on the anticipated route of the future Rapid Ride K Line bus.	Roadway	7
TFP-271	Coal Creek Parkway/120th Ave SE - I-405 - 119th Ave SE		Convert the three signalized intersections on Coal Creek Parkway at I-405 (2) and 119th Avenue SE and also the intersection of 120th Avenue SE to a series of roundabouts. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway	7
TFP-242	Bellevue Way HOV lane/107th Ave SE Segment A: Park&Ride to Winters House	R-184	This project will design and construct a new inside southbound HOV lane and a planter at the base of a retaining wall. Proposed funding would construct from the Winter's House to the future South Bellevue light rail station (formerly the South Bellevue park-and-ride lot). It would connect to the section of Bellevue Way, including an HOV lane that extends to I-90, which will be built by Sound Transit. The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area.	Roadway	6
OTHER-2	112th Avenue/NE 10th Street		Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update). The funding allocation is a placeholder that may be used to initiate project predesign or early implementation. This project is located on the anticipated route of the future Rapid Ride K Line bus.	Roadway, Transit	4
OTHER-3	116th Avenue NE/NE 4th Street		Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update). The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway	4

# Pedestrian Projects Scores

Top-scoring projects

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	Pedestrian Composite Score
TFP-298	SE 5th Street - 116th Avenue SE to 118th Avenue SE multipurpose path and signal		Install a new traffic signal at 116th Ave/SE 5th Street. Construct a multipurpose path on the south side of SE 5th Street from 116th Ave to the Eastrail. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	<i>Pedestrian Bicycle</i>	16
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	G-103	This project will add a 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This project is an outside agency-led effort in which the City may choose to participate financially and is part of a planned regional trail that will connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail will include connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, Wilburton, Downtown Bellevue, BelRed, the West Tributary Trail, and the SR 520 Trail/Northup Way. Project identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support City's scoping and development of projects connecting to or supporting the Eastrail mainline path, including coordination with the community and property owners and/or acquisition.	<i>Pedestrian Bicycle</i>	14
	Bellevue Grand Connection: I-405 Crossing (Downtown to Eastrail)	PW-R-216	This project will advance the design, funding and development of a new non-motorized crossing (multi-purpose path) of I-405 in the vicinity of NE 6th Street, anticipated to be implemented through a public-private partnership.	<i>Pedestrian, Bicycle</i>	14
TFP-299	114th Avenue/NE 8th Street to SE 8th Street		Construct multipurpose path (12' wide + 2' shoulder on each side) on west side of 114th Ave from SE 8th Street to NE 8th Street. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	<i>Pedestrian Bicycle</i>	12





# Bicycle Projects Scores

## Top-scoring projects

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	Bicycle Composite Score
TFP-234	Main Street/100th Avenue to 116th Avenue		This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the Main Street corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments, bicycle facilities, landscaping and lighting. This roadway segment is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The segment between 108th Avenue and the east side of I-405 is separately being improved with an off-street multi-purpose path facility on the south side. The segment from 116th Avenue to 110th Avenue is on the anticipated route of the future Rapid Ride K Line bus. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation of the remaining elements.	Bicycle	18
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	G-103	This project will add a 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This project is an outside agency-led effort in which the City may choose to participate financially and is part of a planned regional trail that will connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail will include connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, Wilburton, Downtown Bellevue, BelRed, the West Tributary Trail, and the SR 520 Trail/Northup Way. Project identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support City's scoping and development of projects connecting to or supporting the Eastrail mainline path, including coordination with the community and property owners and/or acquisition.	Pedestrian Bicycle	18
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		This project will evaluate development of an off-street multi-use paved path along the east side of 140th Avenue NE between NE 24th Street and NE 8th Street, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel-Red Road to NE 20th Street segment. The project will include addition of a 10- to 14-foot-wide off-street path connecting	Bicycle	18
BB1	Corridor 1. Northup Way/136th Place to 140th Avenue		Identify and evaluate options for developing bicycle facility in this segment, which connects E-W and N-S priority bicycle corridors. Target LTS 3 or better.	Bicycle	18

# Questions and Discussion



# Next Steps

- Launch Public Engagement process
  - In-person Open House events
    - Crossroads Mall, February 25, 11 am-1 pm
    - City Hall, February 26, 5:00-6:30pm
  - Online Open House at [EngagingBellevue.com](https://www.EngagingBellevue.com)
- Project Prioritization: Develop consolidated list, including all project types/modes
  - Starting point is score-ranked project lists
  - Consider additional factors, including public input, Council priorities, coordination with other projects and agencies, project investment to date, etc.)
- Financial forecast

# Process Timeline

## 2026-2037 Transportation Facilities Plan Update Timeline—Planned

September 2024	October-December 2024	January-February 2025	March-April 2025	May-June 2025	Summer-Fall 2025
<ul style="list-style-type: none"> <li>✓ Process kickoff</li> <li>✓ Current status of 2022-2033 TFP projects</li> <li>✓ TFP Update timeline/ process overview</li> </ul>	<ul style="list-style-type: none"> <li>✓ Public Involvement strategy</li> <li>✓ Candidate project identification</li> <li>✓ Levy &amp; program project integration</li> <li>• Review modal project framework for TFP process</li> </ul>	<ul style="list-style-type: none"> <li>• Public open house(s) Engaging Bellevue, Crossroads Mall (2/25), City Hall (2/26)</li> <li>• Develop/ update planning level cost estimates for projects</li> <li>• Preliminary prioritization of projects</li> </ul>	<ul style="list-style-type: none"> <li>• Develop 2026 -2037 revenue projection</li> <li>• Finalize TFP preliminary project list</li> <li>• Title VI Equity Analysis</li> </ul>	<ul style="list-style-type: none"> <li>• Council reviews TFP preliminary project list</li> </ul>	<ul style="list-style-type: none"> <li>• Conduct Impact Fee Program review</li> <li>• Council reviews, adopts 2026-2037 TFP</li> </ul>
Transportation Commission Role					
<i>Review &amp; comment:</i> <ul style="list-style-type: none"> <li>✓ TFP update process (timeline, etc.)</li> </ul>	<i>Review &amp; comment:</i> <ul style="list-style-type: none"> <li>✓ Public involvement strategy</li> <li>• Candidate project list and modal project framework</li> </ul>	<i>Review &amp; comment:</i> <ul style="list-style-type: none"> <li>• Candidate project list and modal project framework</li> <li>• Preliminary prioritization of projects</li> </ul>	<i>Review &amp; comment:</i> <ul style="list-style-type: none"> <li>• Public input</li> </ul> <i>Develop</i> Preliminary TFP project recommendation	<i>Present</i> Preliminary TFP project recommendation to Council	<i>Recommend</i> 2026-2037 TFP for adoption by City Council.



# End

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# Supplemental Scoring for Vehicle mode Travel Speed

TABLE 9 Vehicle Network Performance – Primary Vehicle Corridor Speed – 2044 Growth Alternative

Performance Management Area and Performance Target	Corridors That Would Not Meet Performance Target in 2044 Growth Alternative	Speed (miles per hour)		
		2044 Growth Alternative	No Action	Preferred Alternative
<b>Type 1 PMA</b> Performance target: ≥0.5 Typical Urban Travel Speed	Bellevue Way – NE 12th St to Main St (SB/WB)	5	5	5
	112th Ave SE – Main St to SE 8th St (SB/WB)	6	6	6
	140th Ave NE – Bel-Red Rd to NE 14th St (SB/WB)	5	5	5
	NE 4th St – Bellevue Way to 116th Ave NE (NB/EB and SB/WB)	5	5	5
<b>Type 2 PMA</b> Performance target: ≥0.75 Typical Urban Travel Speed	148th Ave – SE 24th St to SE 37th St (SB/WB)	7	7	7
	Eastgate Way – Richards Rd to 139th Ave SE (SB/WB)	10	10	10
<b>Type 3 PMA</b> Performance target: ≥0.9 Typical Urban Travel Speed	Bellevue Way – Main St to 112th Ave SE (SB/WB)	10	10	10
	112th Ave SE – SE 8th St to Bellevue Way (SB/WB)	6	6	6
	Richards Rd – Lk Hills Connector to SE 26th St (SB/WB)	12	11	12
	140th Avenue NE from NE 24th to SR 520 (SB/WB)	10	10	10
	140th Ave NE – NE 14th St to NE 8th St (SB/WB)	5	5	5
	148th Ave – NE 15th Ct to NE 8th St (SB/WB)	12	12	12
	148th Ave – SE 8th St to SE 24th St (SB/WB)	9	8	9

SOURCE: City of Bellevue 2023  
 EB = eastbound; NB = northbound; SB = southbound; WB = westbound.  
 NOTE: Spring Boulevard between NE 12th Street and NE 20th Street is a Primary Vehicle Corridor, but data are currently insufficient to project future volumes as it has only recently opened.

# Supplemental Scoring for Vehicle mode

## Intersection V/C

TABLE 8 Vehicle Network Performance - System Intersections

Performance Management Area and Performance Target	Intersections That Would Not Meet Target under 2044 Growth Alternative	V/C Ratio		
		No Action	Preferred Alternative	2044 Growth Alternative
<b>Type 1 PMA (Performance Target = 1.00)</b>	112th Ave NE & NE 8th St	1.23	1.56	1.04
	112th Ave NE & NE 10th St	1.12	1.48	1.06
	116th Ave NE & NE 12th St	1.32	2.24	1.33
	148th Ave NE & NE 20th St	1.00	1.18	1.02
	148th Ave NE & Bel-Red Rd	1.13	1.44	1.11
	124th Ave NE & Northup Wy	1.23	1.62	1.25
	116th Ave SE & SE 1st St	1.15	1.30	1.13
	116th Ave NE & NE 4th St	1.00	1.48	1.08
<b>Type 2 PMA (Performance Target = 0.90)</b>	142nd Ave SE & SE 36th St	0.92	1.33	0.96
	I-405 SB Ramps & Coal Creek Pkwy	1.13	1.31	1.11
<b>Type 3 PMA (Performance Target = 0.85)</b>	112th Ave SE & Bellevue Wy SE	1.00	1.11	0.93
	140th Ave NE & SE 8th St	0.87	1.16	0.88
	148th Ave NE & NE 8th St	0.96	1.33	0.94
	148th Ave & Main St	0.95	1.18	0.96
	148th Ave SE & SE 16th St	0.86	0.97	0.86
	115th PI NE & Northup Wy	1.00	1.17	1.00