



Mobility Implementation Plan

Volume 2

**Bellevue Transportation
Commission**

City of Bellevue, WA
March 2022

Table of Contents

List of Appendices

Appendix A - Primary Vehicle Corridor Speed

Appendix B - Intersection Volume/Capacity Ratios

Appendix C - Existing Conditions Multimodal Network Gaps

Appendix D - Transportation Commission Meeting Timeline

Appendix E - Equity Maps and Data

Appendix F - Background, Context, Existing Conditions, and Best Practices Report





appendix

A

Primary Vehicle Corridor Speed

Appendix A - Primary Vehicle Corridor Speed - Preliminary Results

ID	Corridor	From	To	Travel Time (Min)				Speed Ratio (2044)	
				2019		2044		NB/EB	SB/WB
1	Bellevue Way	SR 520	NE 12th St	2.81	2.73	2.99	2.77	0.94	0.99
2	Bellevue Way	NE 12th St	Main St	1.5	1.53	1.50	1.56	1.00	0.98
3	Bellevue Way	Main St	112th Ave SE	2.53	2.63	2.54	3.38	1.00	0.78
4	Bellevue Way	112th Ave SE	I-90	1.82	2.38	2.07	3.88	0.88	0.61
5	108th Ave NE	NE 12th St	Main St	1.56	1.53	1.58	1.58	0.99	0.97
6	112th Ave NE	Northup Way	NE 12th St	2.98	2.88	3.27	2.95	0.91	0.98
7	112th Ave NE	NE 12th St	Main St	1.52	1.53	1.55	1.58	0.98	0.97
8	112th Ave SE	Main St	Bellevue Way	2.02	2.17	2.04	2.90	0.99	0.75
9	116th Ave NE	Northup Way	NE 12th St	1.42	1.44	1.43	1.44	0.99	1.00
10	116th Ave NE	NE 12th St	Main St	1.79	1.78	1.88	1.88	0.95	0.95
11	116th Ave NE/Lake Hills Connector	Main St	Richards Road	2.45	3.09	2.55	5.41	0.96	0.57
12	124th Ave NE	SR 520	NE 8th St	1.6	1.6	1.71	1.61	0.94	0.99
13	124th Ave SE/SE 38th St	Factoria Blvd	Coal Creek Pkwy	1.73	2.35	1.77	2.37	0.98	0.99
14	Richards Road	Lake Hills Connector	I-90	2.35	2.66	2.49	3.35	0.94	0.79
15	Factoria Blvd	I-90	Coal Creek Pkwy	1.99	2.66	1.99	2.77	1.00	0.96
16	Coal Creek Pkwy	I-405	Forest Drive SE	1.87	3.14	1.98	3.31	0.95	0.95
17	Coal Creek Pkwy	Forest Drive SE	Newcastle	2.23	3.44	2.39	3.65	0.93	0.94
18	Lake Washington Blvd	I-405	Renton	4.77	6	4.78	5.99	1.00	1.00
19	140th Ave NE	Redmond	NE 24th St	5.19	4.14	6.92	4.53	0.75	0.91
20	140th Ave NE	NE 24th St	Bel-Red Rd	1.03	1.05	1.02	1.05	1.01	1.00
21	140th Ave NE	Bel-Red Rd	NE 8th St	1.17	1.52	1.13	1.71	1.04	0.89
22	140th Ave	NE 8th St	SE 8th St	2.37	3.1	2.52	4.44	0.94	0.70
23	140th Ave NE/145th PI SE	SE 8th St	SE 24th St	2.66	2.83	2.77	3.48	0.96	0.81
24	148th Ave NE	Redmond	SR 520	3.76	2.97	4.79	3.23	0.78	0.92
25	148th Ave	SR 520	NE 8th St	2.94	3.02	2.99	3.37	0.98	0.90
26	148th Ave	NE 8th St	SE 8th St	2.45	2.97	2.65	4.59	0.93	0.65
27	148th Ave SE	SE 8th St	SE 24th St	2.07	2.44	2.09	2.84	0.99	0.86
28	148th Ave SE	SE 24th St	SE 37th St	1.69	2.26	1.76	2.39	0.96	0.95
29	150th Ave SE	SE 37th St	Newport Way	0.85	1.06	0.85	1.18	1.00	0.90
30	156th Ave NE	Bel-Red Rd	NE 8th St	2.2	2.33	2.20	2.72	1.00	0.86
31	156th Ave	NE 8th St	Lake Hills Blvd	2.59	3.12	2.77	4.63	0.93	0.67
32	156th Ave SE	Lake Hills Blvd	Eastgate Way	3.74	3.63	3.89	3.94	0.96	0.92
33	West Lake Sammamish Pkwy	Redmond	Northup Way	3.18	3.18	3.17	3.18	1.00	1.00
34	West Lake Sammamish Pkwy	Northup Way	SE 34th St	4.21	4.94	4.50	6.44	0.94	0.77
35	West Lake Sammamish Pkwy	SE 34th St	I-90 (SE Newport Way)	3.56	5.69	4.36	6.93	0.82	0.82
36	Lakemont Blvd	I-90	164th Ave SE	2.62	2.72	2.61	2.98	1.00	0.91
37	Lakemont Blvd	164th Ave SE	Newcastle	2.69	2.74	2.89	2.80	0.93	0.98
38	Northup Way	Bellevue Way	124th Ave NE	3.44	3.67	4.60	3.95	0.75	0.93
39	NE 20th St	124th Ave NE	140th Ave NE	1.85	1.76	1.85	1.74	1.00	1.01
40	NE 20th St	140th Ave NE	156th Ave NE	1.91	1.83	2.14	1.91	0.89	0.96
41	Northup Way	156th Ave NE	West Lake Sammamish Pkwy	4.17	3.38	4.51	3.48	0.92	0.97
42	NE 24th St	140th Ave NE	148th Ave NE	0.96	0.85	0.97	0.87	0.99	0.98
43	NE 24th St	Bel-Red Rd	164th Ave NE	1.33	1.17	1.48	1.17	0.90	1.00
44	NE Spring Boulevard	NE 12th St	NE 20th St	-	-	3.67	3.32	-	-
45	NE 12th St	Bellevue Way	116th Ave NE	1.44	1.45	1.74	1.68	0.83	0.86
46	NE 12th St	116th Ave NE	124th Ave NE	1.15	1.14	1.76	1.38	0.65	0.83
47	Bel-Red Rd	124th Ave NE	148th Ave NE	2.93	2.83	3.32	2.79	0.88	1.01
48	Bel-Red Rd	148th Ave NE	164th Ave NE	2.29	2.28	2.47	2.39	0.93	0.95
49	Bel-Red Rd	164th Ave NE	Redmond	3.59	3.45	4.15	3.70	0.87	0.93
50	NE 10th St	Bellevue Way	116th Ave NE	1.4	1.37	1.52	1.42	0.92	0.96
51	NE 8th St	Medina	100th Ave NE	0.99	1.02	1.02	1.11	0.97	0.92
52	NE 8th St	100th Ave NE	I-405	1.85	1.83	1.94	1.84	0.95	1.00
53	NE 8th St	I-405	124th Ave NE	1.3	1.19	1.76	1.34	0.74	0.89
54	NE 8th St	124th Ave NE	148th Ave NE	2.77	2.61	3.50	2.74	0.79	0.95
55	NE 8th St	148th Ave NE	164th Ave NE	1.43	1.41	1.92	1.87	0.75	0.75
56	NE 8th St	164 Ave NE	Northup Way	1.63	1.61	1.63	1.62	1.00	0.99
57	NE 4th St	Bellevue Way	116th Ave NE	1.54	1.54	1.59	1.54	0.97	1.00
58	Main St	Bellevue Way	116th Ave NE	1.57	1.51	1.60	1.52	0.98	1.00
59	SE 8th St	112th Ave SE	Lake Hills Connector	1.19	1.18	1.21	1.20	0.98	0.99
60	Lake Hills Connector/SE 8th St	Richards Road	148th Ave SE	2.57	2.54	2.69	2.54	0.95	1.00
61	Lake Hills Blvd	148th Ave SE	156th Ave SE	1.65	1.54	1.77	1.70	0.93	0.90
62	SE 26th St/Kamber Rd	Richards Road	140th Ave SE	2.33	2.39	2.58	2.57	0.90	0.93
63	Eastgate Way	Richards Road	139th Ave SE	1.63	1.37	1.65	1.33	0.99	1.03

ID	Corridor	From	To	Travel Time (Min)				Speed Ratio (2044)	
				2019		2044		NB/EB	SB/WB
				NB/EB	SB/WB	NB/EB	SB/WB		
64	Eastgate Way	139th Ave SE	150th Ave SE	1.14	1.61	1.14	1.70	1.00	0.95
65	Eastgate Way	150th Ave SE	161st Ave SE	1.17	1.27	1.18	1.26	0.99	1.01
66	SE 36th St	Factoria Blvd	142nd Ave SE	1.23	1.03	1.19	1.03	1.03	1.00
67	SE 36th St	142nd Ave SE	150th Ave SE	1.99	1.79	1.99	1.80	1.00	0.99
68	Newport Way	Factoria Blvd	SE Allen Rd	1.71	1.71	1.72	1.71	0.99	1.00
69	Newport Way	SE Allen Rd	150th Ave SE	1.4	1.36	1.40	1.37	1.00	0.99

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B

**System Intersection
Volume/Capacity Ratios**

Appendix B - Volume / Capacity Ratio Results by PMA - Preliminary Results

Method: DHSS HCM CoB

TOD: 2 Hr Average PM Peak

			Area 1a (Downtown)						
Int	NS Address	EW Address	2019 Base Year Observed			Base Yr. count	2044 LU Test in 2033 TFP Network		
			Crit Vol	Capacity	v/c		Crit Vol	Capacity	v/c
3	100th Ave NE	NE 8th St	1122	1403	0.8	2019	1561	1396	1.118
5	Bellevue Wy NE	NE 12th St	992	1397	0.71	2019	1519	1396	1.088
7	Bellevue Wy NE	NE 8th St	854	1294	0.66	2019	1002	1296	0.773
8	Bellevue Wy NE	NE 4th St	759	1286	0.59	2019	846	1298	0.652
9	Bellevue Wy	Main St	1254	1348	0.93	2019	1258	1354	0.929
20	108th Ave NE	NE 12th St	742	1455	0.51	2018	1075	1455	0.739
21	108th Ave NE	NE 8th St	869	1317	0.66	2018	1142	1325	0.862
22	108th Ave NE	NE 4th St	1027	1300	0.79	2018	1366	1297	1.053
24	108th Ave	Main St	529	1469	0.36	2018	769	1490	0.516
25	112th Ave NE	NE 12th St	1053	1404	0.75	2019	1552	1396	1.112
26	112th Ave NE	NE 8th St	1260	1260	1	2018	1661	1264	1.314
36	112th Ave	Main St	1370	1398	0.98	2017	1835	1396	1.314
72	112th Ave NE	NE 4th St	928	1385	0.67	2017	1206	1381	0.873

			Area 1b (BelRed)						
Int	NS Address	EW Address	2019 Base Year Observed			Base Yr. count	2044 LU Test in 2033 TFP Network		
			Crit Vol	Capacity	v/c		Crit Vol	Capacity	v/c
29	116th Ave NE	NE 12th St	1111	1389	0.8	2018	2032	1396	1.456
32	120th Ave NE	NE 12th St	803	1409	0.57	2018	1139	1403	0.812
34	124th Ave NE	Bel-Red Rd	1145	1396	0.82	2018	1453	1403	1.036
37	130th Ave NE	Bel-Red Rd	829	1454	0.57	2017	684	1462	0.468
39	140th Ave NE	NE 20th St	990	1394	0.71	2019	1006	1403	0.717
40	140th Ave NE	Bel-Red Rd	1105	1399	0.79	2019	1181	1396	0.846
47	148th Ave NE	NE 20th St	1294	1391	0.93	2019	1540	1396	1.103
48	148th Ave NE	Bel-Red Rd	1375	1403	0.98	2018	1591	1403	1.134
59	Bel-Red Rd	NE 24th St	932	1456	0.64	2019	1160	1455	0.797
60	156th Ave NE	Bel-Red Rd	1049	1399	0.75	2019	1275	1396	0.913
61	156th Ave NE	NE 24th St	1153	1389	0.83	2018	1351	1381	0.978
68	130th Ave NE	Northup Wy	848	1413	0.6	2017	1244	1402	0.887
81	148th Ave NE	NE 24th St	1291	1403	0.92	2019	1365	1396	0.978
88	124th Ave NE	Northup Wy	933	1393	0.67	2018	1545	1403	1.101
117	120th Ave NE	Northup Wy	448	1445	0.31	2017	681	1465	0.465

			Area 1c (Wilburton/East Main)						
Int	NS Address	EW Address	2019 Base Year Observed				2044 LU Test in 2033 TFP Network		
			Crit Vol	Capacity	v/c	Base Yr. count	Crit Vol	Capacity	v/c
30	116th Ave NE	NE 8th St	1024	1403	0.73	2018	1440	1395	1.032
73	116th Ave	Main St	908	1397	0.65	2018	1193	1404	0.85
89	112th Ave SE	SE 8th St	936	1463	0.64	2017	943	1462	0.645
102	118th Ave SE	SE 8th St	1436	1408	1.02	2018	1607	1403	1.145
131	116th Ave SE	SE 1st St	1186	1395	0.85	2018	1503	1403	1.071
139	116th Ave NE	NE 4th St	1287	1399	0.92	2018	1746	1396	1.251
219	I-405 NB Off and On Ramps	SE 8th St	1046	1473	0.71	2018	1106	1463	0.756
226	I-405 SB Ramps	SE 8th St	960	1455	0.66	2018	1249	1463	0.854
233	120th Ave NE	NE 8th St	869	1402	0.62	2017	1289	1410	0.914

Area 2a (Crossroads)									
Int	NS Address	EW Address	2019 Base Year Observed				2044 LU Test in 2033 TFP Network		
			Crit Vol	Capacity	v/c	Base Yr. count	Crit Vol	Capacity	v/c
58	Bel-Red Rd	NE 20th St	780	1444	0.54	2018	1021	1454	0.702
62	156th Ave NE	Northup Wy	1188	1398	0.85	2018	1274	1403	0.908
63	156th Ave NE	NE 8th St	1041	1388	0.75	2018	1221	1381	0.884

Area 2b (Eastgate)									
			2019 Base Year Observed				2044 LU Test in 2033 TFP Network		
Int	NS Address	EW Address	Crit Vol	Capacity	v/c	Base Yr. count	Crit Vol	Capacity	v/c
56	148th Ave SE	Landerholm Circle	971	1517	0.64	2018	1023	1511	0.677
86	156th Ave SE	SE Eastgate Wy	820	1414	0.58	2018	882	1402	0.629
92	161st Ave SE	SE Eastgate Wy	822	1468	0.56	2019	814	1464	0.556
101	150th Ave SE	SE Eastgate Wy	1411	1397	1.01	2019	1207	1403	0.86
171	142nd Ave SE	SE 36th St	1309	1471	0.89	2019	1395	1462	0.954
227	150th Ave SE	I-90 EB Off-Ramp/37th St	1280	1471	0.87	2019	843	1464	0.576
272	139th Ave SE	SE Eastgate Wy	754	1450	0.52	2019	748	1464	0.511

Area 2c (Factoria)									
			2019 Base Year Observed				2044 LU Test in 2033 TFP Network		
Int	NS Address	EW Address	Crit Vol	Capacity	v/c	Base Yr. count	Crit Vol	Capacity	v/c
98	Coal Creek Pkwy	Forest Dr	1252	1456	0.86	2017	1287	1463	0.88
105	Richards rd	SE Eastgate Wy	1147	1452	0.79	2019	1082	1454	0.744
202	Factoria Blvd SE	SE Newport Wy	1087	1412	0.77	2019	1082	1403	0.771
203	Factoria Blvd SE	Coal Creek Pkwy	1072	1468	0.73	2019	1161	1462	0.794
204	Factoria Blvd SE	SE 36th St (I-90 EB Off-ramp)	1224	1391	0.88	2019	1265	1396	0.906
220	I-405 NB Ramps	Coal Creek Pkwy	1042	1468	0.71	2019	1165	1464	0.796
221	I-405 SB Ramps	Coal Creek Pkwy	1192	1472	0.81	2019	1197	1463	0.818
222	Factoria Blvd SE	SE 38th St	1188	1398	0.85	2019	1201	1397	0.86
284	124th Ave SE	Coal Creek Pkwy	1085	1466	0.74	2019	1150	1463	0.786

Int	NS Address	EW Address	Area 3 (Residential)				2044 LU Test in 2033 TFP Network		
			2019 Base Year Observed			Base Yr. count	Crit Vol	Capacity	v/c
69	Bellevue Wy NE	NE 24th St	947	1413	0.67	2018	1091	1402	0.778
74	Bellevue Wy NE	Northup Wy	848	1413	0.6	2018	920	1402	0.656
78	108th Ave NE	Northup Wy	920	1394	0.66	2018	1186	1404	0.845
93	Lk Wash Blvd NE	NE10th & NE 1st St (5-Way)	943	1473	0.64	2019	1387	1463	0.948
64	140th Ave NE	NE 24th St	1172	1395	0.84	2019	1379	1403	0.983
79	148th Ave NE	NE 40th St	901	1386	0.65	2019	1269	1382	0.918
114	116th Ave NE	Northup Wy	1068	1463	0.73	2018	1357	1462	0.928
116	115th Pl NE	Northup Wy	1384	1457	0.95	2019	1662	1463	1.136
118	Northup Wy	NE 24th St	722	1473	0.49	2019	900	1463	0.615
123	140th Ave NE	NE 40th St	-	-	-	2019	-	-	-
188	148th Ave NE	NE 29th Pl	1195	1440	0.83	2019	1342	1441	0.931
189	NE 29th Pl	NE 24th St	516	1474	0.35	2019	565	1464	0.386
75	164th Ave NE	NE 24th St	974	1412	0.69	2018	1185	1402	0.845
76	164th Ave NE	Northup Wy	1033	1396	0.74	2018	1197	1403	0.853
87	164th Ave NE	NE 8th St	1022	1503	0.68	2018	1293	1512	0.855
111	Northup Wy	NE 8th St	-	-	-	2019	-	-	-
14	112th Ave SE	Bellevue Wy SE	1125	1461	0.77	2017	1467	1463	1.003
35	124th Ave NE	NE 8th St	778	1468	0.53	2018	1216	1463	0.831
43	140th Ave SE	SE 8th St	1144	1395	0.82	2018	1277	1396	0.915
44	145th Pl SE	Lk Hills Blvd	869	1448	0.6	2018	1001	1455	0.688
45	145th Pl SE	SE 16th St	933	1393	0.67	2018	1086	1403	0.774
71	Lk Hills Connector	SE 7th Pl	1443	1401	1.03	2018	1729	1403	1.232
82	Richards Rd	SE 26th St (Kamber Rd)	1191	1470	0.81	2018	1311	1463	0.896
85	Richards Rd	SE 32nd St	893	1464	0.61	2018	1074	1463	0.734
134	Richards Rd	Lk Hills Con	972	1473	0.66	2018	1236	1463	0.845
280	139th Ave SE	Kamber Rd	875	1411	0.62	2019	989	1403	0.705
41	140th Ave NE	NE 8th St	1093	1384	0.79	2018	1229	1382	0.889
42	140th Ave	Main St	881	1468	0.6	2018	964	1463	0.659
49	148th Ave NE	NE 8th St	1387	1401	0.99	2018	1485	1404	1.058
50	148th Ave	Main St	1322	1392	0.95	2018	1452	1396	1.04
51	148th Ave SE	Lk Hills Blvd	1360	1402	0.97	2018	1198	1403	0.854
52	148th Ave SE	SE 16th St	1281	1456	0.88	2018	1417	1462	0.969
55	148th Ave SE	SE 24th St	1270	1460	0.87	2018	1301	1463	0.889
65	148th Ave SE	SE 8th St	1154	1461	0.79	2018	1271	1463	0.869
83	156th Ave	Main St	1040	1507	0.69	2018	1137	1512	0.752
99	SE Allen Rd/Somerset Blvd (#313)	SE Newport Wy	882	1400	0.63	0	935	1410	0.663
133	150th Ave SE	SE Newport Wy	1249	1403	0.89	2019	1280	1404	0.912
174	150th Ave SE	SE 38th St	1116	1395	0.8	2019	1170	1403	0.834
218	Lakemont Blvd SE	SE 63rd St (Cougar Mt Way)	959	1453	0.66	2017	1014	1463	0.693
228	Lakemont Blvd SE	SE Newport Wy	1251	1406	0.89	2018	1726	1403	1.23
242	164th Ave SE	Lakemont Blvd	907	1463	0.62	2017	1013	1464	0.692
257	164th Ave SE	SE Newport Wy	-	-	-	2017	-	-	-
274	Village Park Dr SE	Lakemont Blvd SE	763	1467	0.52	2017	925	1464	0.632

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appendix

C

Existing Conditions Multimodal Network Gaps

Appendix C - Network Gaps

Bellevue MIP - Pedestrian Network Gaps

Street	From	To	Gap
SE 26th St	100ft east of Richards Rd	70ft west of 137th Ave SE	Missing sidewalk on southside
92nd Ave NE	120ft south of NE 13th St	NE 8th St	Missing sidewalk on both sides
Northup Way	NE 8th St	W Lake Sammamish Pkwy NE	Missing sidewalk on both sides
124th Ave NE	Bell-Red Rd	NE Spring Blvd	Missing sidewalk on both sides
130th Ave NE	Bell-Red Rd	Station	Missing sidewalk on both sides
140th Ave SE	NE 25th St	125ft south of NE 30th Pl	Missing sidewalk on west side
140th Ave SE	245ft north of NE 31st Pl	Bridle Crest Trail	Missing sidewalk on eastside
121st Ave SE	SE 13th St	SE 8th St	Missing sidewalk on eastside
156th Ave SE	SE 5th Ct	SE 1st St	Missing sidewalk on eastside
Main St	162nd Ave SE	164th Ave SE	Missing sidewalk on both sides
SE 24th St	apartment driveway	145th Pl SE	Missing sidewalk on north side
Bel-Red Rd	156th Ave SE	NE 40th St	Missing sidewalk on southside
156th Ave NE	NE 1st St	NE 6th St	Missing sidewalk on eastside
108th Ave NE	NE 24th St	NE 20th St	Missing sidewalk on both sides
104th Ave SE	115ft north of SE 13th St	SE 16th St	Missing sidewalk on eastside
104th Ave SE	SE 24th Pl	SE 28th Pl	Missing sidewalk on west side
Bellevue Way SE	S Bellevue Station	I90	Missing sidewalk on both sides
116th Ave SE	SE 64th St	SE 60th St	Missing sidewalk on west side
164th Ave SE	SE 46th St	SE 44th Pl	Missing sidewalk on eastside
SE 34th St	88ft west of 111th Ave SE	112th Ave SE	Missing sidewalk on southside
Forest Dr SE	153rd Ave SE	156th Ave SE	Missing sidewalk on north side
NE 24th St	108th Ave NE	112th Ave NE	Missing sidewalk on north side
168th Pl SE/ SE 60th St	SE 62nd St	170th Ave SE	Missing sidewalk on west/north side
Newcastle Way	115th Ct SE	116th Ave SE	Missing sidewalk on north side
W Lake Sammamish Pkwy SE/NE	SE 34th St	City Limits	Missing sidewalk on both sides
Lake Hills Connector	700ft east of SE 5th St	Richards Rd	Missing sidewalk on southside
Lake Hills Connector	SE 5th St	SE 7th Pl	Missing sidewalk on southside
Lake Hills Connector	SE 5th St	SE 8th St	Missing sidewalk on southside
148th Ave SE	SR520	NE 29th Pl	Missing sidewalk on eastside
NE 30th St	168th Pl NE	172nd Ave NE	Missing sidewalk on southside
156th Ave SE	SE 27th St	SE 24th St	Missing sidewalk on west side
SE 24th St	164th Ave SE	156th Ave SE	Missing sidewalk on north side
SE 26th St	SE 24th St	W Lake Sammamish Pkwy SE	Missing sidewalk on north side
Main St	188ft East of 156th Ave SE	162nd Ave SE	Missing sidewalk on north side
108th Ave SE	SE 30th St	SE 34th St	Missing sidewalk on west side
SE 34th St/113th Ave SE/ SE 30th St	112th Ave SE	Bellevue Way SE	Missing sidewalk on both sides
100th Ave SE/98th Ave SE	SE 16th St	SE 11th St	Missing sidewalk on both sides
SE Eastgate Way	Office park driveway	SE 37th St	Missing sidewalk on southside
150th Ave SE	640ft north of SE Newport Way	385ft south of SE 38th St	Missing sidewalk on west side
SE Allen Rd	138th Ave SE	300ft south of SE 38th St	Missing sidewalk on both sides
124th Ave SE/ SE 38th St	mall driveway	steakhouse driveway	Missing sidewalk on west side
148th Ave SE	SE 46th Pl	SE 44th St	Missing sidewalk on both sides
Lake washington Blvd NE	NE 10th St	92nd Ave NE	Missing sidewalk on southside
NE 29th Pl	NE 24th St	148th Ave NE	Missing sidewalk on southside
120th Ave NE	Northup Way	Station	Missing sidewalk on eastside
Village Park Dr SE	apartment driveway	179th Ave SE	Missing sidewalk on north side
Main St	118th Ave SE	school driveway	Missing sidewalk on north side
SE 16th St	175ft east of 148th Ave SE	154th Ave SE	Missing sidewalk on southside
128th Ave SE	SE 30th St	340ft soth of SE 22nd Pl	Missing sidewalk on eastside
Kamber Rd	SE 20th St	SE 17th Pl	Missing sidewalk on eastside
SE 22nd Pl	156th Ave SE	65ft north of SE 23rd St	Missing sidewalk on southside
Northup Way	168th Ave NE	NE 8th St	Missing sidewalk on north side
SE 30th St	SE 29th St	Enatai Dr	Missing sidewalk on west side
Bellevue Way SE	112th Ave SE	S Bellevue Station	Missing sidewalk on west side
Lake washington Blvd NE	92nd Ave NE	bridge	Missing sidewalk on southside
98th Ave SE/ 99th Ave SE	SE 11th St	SE 5th St	Missing sidewalk on eastside
SE 37th St	150th Ave SE	SE Eastgate Way	Missing sidewalk on north side
SE 36th St	Honda Auto Center Driveway	Pedestrian Bridge	Missing sidewalk on north side
SE Newport Way	apartment driveway	164th Ave SE	Missing sidewalk on both sides
119th Ave SE	SE 52nd St	350ft south of Coal Creek Pkwy SE	Missing sidewalk on west side
164th Ave SE/NE	SE 14th St	NE 8th St	Missing sidewalk on eastside
SE 20th Pl/ 123rd Ave SE	126th Ave SE	SE 14th St	Missing sidewalk on eastside
SE 22nd St	90ft west of 153rd Ln SE	148th Ave SE	Missing sidewalk on southside

Street	From	To	Gap
SE 35th Pl/SE 34th St	162nd Pl SE	168th Pl SE	Missing sidewalk on both sides
SE 34th St	108th Ave SE	88ft west of 111th Ave SE	Missing sidewalk on both sides
Forest Dr SE	Somerset Dr SE	SE 63rd St	Missing sidewalk on north side
Coal Creek Pkwy SE	Forest Dr SE	Factoria Blvd SE	Missing sidewalk on southside
NE 14th St	98th Ave NE	100th Ave NE	Missing sidewalk on southside
NE 24th St	Northup Way	520 bike trail	Missing sidewalk on southside
NE 24th St	NE 23rd Pl	127th Ave NE	Missing sidewalk on southside
NE 24th St	100ft east of 167th Ave NE	169th Ave NE	Missing sidewalk on north side
SE 34th St	168th Pl SE	W Lake Sammamish Pkwy SE	Missing sidewalk on southside
110th Ave NE	NE 2nd St	Main St	Missing sidewalk on west side
108th Ave SE	SE 34th St	106th Ave SE	Missing sidewalk on both sides
104th Ave SE	SE 16th St	SE 23rd St	Missing sidewalk on west side
SE 60th St	Coal Creek Pkwy SE	129th Ave SE	Missing sidewalk on both sides
108th Ave SE	SE Newport Way	W Lake Sammamish Pkwy SE	Missing sidewalk on both sides
150th Ave SE	SE 38th St	SE 37th St	Missing sidewalk on west side
SE Allen Rd	apartment driveway	138th Ave SE	Missing sidewalk on southside
SE 60th St	129th Ave SE	125th Ave SE	Missing sidewalk on on south side
Newcastle Way	112th Ave SE	165ft west of 113th Pl SE	Missing sidewalk on north side
Forest Dr SE	Coal Creek Pkwy SE	255ft west of Somerset Dr SE	Missing sidewalk on north side
Lake Hills Connector	SE 7th Pl	700ft east of SE 5th St	Missing sidewalk on north side
SE 35th Pl	SE Eastgate Way	162nd Pl SE	Missing sidewalk on southside
SE 30th St/ 106th Ave SE	Enatai Dr	130ft west of 108th Ave SE	Missing sidewalk on both sides
NE 12th St	102nd Ave NE	bellevue Way NE	Missing sidewalk on southside
Main St	106th Ave NE	107th Ave NE	Missing sidewalk on north side
Forest Dr SE	152nd Ave SE	153rd Ave SE	Missing sidewalk on north side
16th Ave SE/ SE 44th Way	SE 44th Pl	300ft south of roundabout	Missing sidewalk on both sides
SE 60th St	120th Ave SE	Lake Washington Blvd SE	Missing sidewalk on north side
123rd Ave SE	SE 60th Pl	SE 60th St	Missing sidewalk on west side
100th Ave Ne	NE 24th St	NE 14th St	Missing sidewalk on eastside
164th Ave NE	NE 24th St	NE 30th St	Missing sidewalk on eastside
156th Ave SE	SE 24th St	SE 11th St	Missing sidewalk on west side
108th Ave SE	SE 3rd St	SE 11th St	Missing sidewalk on eastside
108th Ave SE	SE 12th St	SE 16th St	Missing sidewalk on eastside
104th Ave SE	SE 8th St	SE 11th St	Missing sidewalk on eastside
116th Ave SE	Newcastle Way	SE 64th St	Missing sidewalk on both sides
SE Eastgate Way	Seattle Humane	Office park driveway	Missing sidewalk on both sides
SE 16th St	156th Ave SE	SE Phantom Way	Missing sidewalk on southside
130th Ave NE	600ft south of Northup Way	Northup Way	Missing sidewalk on both sides
SE 60th St	170th Ave SE	178th Ct SE	Missing sidewalk on both sides
Lake Washington Blvd SE	125ft north of SE 59th St	113th Pl SE	Missing sidewalk on west side
Lake Washington Blvd SE	195ft north of SE 61st Pl	SE 60th St	Missing sidewalk on west side
SE 25th St	335ft west of 108th Ave SE	104th Ave SE	Missing sidewalk on north side
SE Newport Way	200ft east of 164th Ave SE	Lakemont Blvd SE	Missing sidewalk on both sides
Lakemont Blvd SE	171st Ave SE	SE Newport Way	Missing sidewalk on southside
Lake Washington Blvd SE	SE 62nd Pl	SE 61st Ter	Missing sidewalk on west side
108th Ave NE	NE 20th St	NE 12th St	Missing sidewalk on west side
Kamber Rd	100ft east of 139th Ave SE	SE 21st Ct	Missing sidewalk on eastside
SE 25th St/Killamey Way	104th Ave SE	600ft south of SE 16th St	Missing sidewalk on both sides
NE 6th St	112th Ave NE	Ramp	Missing sidewalk on both sides
102nd Ave NE	NE 8th St	midblock	Missing sidewalk on eastside
SE 16th St	Private driveway	156th Ave SE	Missing sidewalk on southside
112th Ave NE	NE 24th St	Office park driveway	Missing sidewalk on eastside
Lake washington Blvd NE	99th Ave NE	100th Ave NE	Missing sidewalk on southside
SE Newport Way	152nd Ave SE	apartment driveway	Missing sidewalk on southside
SE Eastgate Way	300ft east of Richards Rd	Seattle Humane	Missing sidewalk on both sides
SE Eastgate Way	Seattle Humane	Seattle Humane	Missing sidewalk on southside
164th Ave SE	300ft south of roundabout	SE Newport Way	Missing sidewalk on west side
NE 8th St	165th Ave NE	Northup Way	Missing sidewalk on north side

Bellevue MIP - Bicycle Network Gaps

Street	From	To	Gap
100th Avenue NE	Main Street	NE 10th Street	No facility exists
100th Avenue NE	NE 10th Street	NE 24th Street	Insufficient existing facility
106th Avenue NE	NE 4th Street	NE 12th Street	No facility exists
106th Avenue NE	Main Street	NE 4th Street	Insufficient existing facility
108th Avenue NE	NE 38th Place	North City Limit	No facility exists
112th Avenue NE	NE 5th Street	NE 12th Street	No facility exists
112th Avenue NE	NE 12th Street	108th Avenue NE	Insufficient existing facility
112th Avenue SE	Bellevue Way SE	SE 8th Street	No facility exists
114th Avenue NE	Main Street	112th Avenue NE	Insufficient existing facility
114th Avenue SE	SE 8th Street	SE 6th Street	Insufficient existing facility
116th Avenue SE	SE 5th Street	NE 2nd Place	No facility exists
116th Avenue SE	600 feet south of NE 8th Street	NE 12th Street	No facility exists
116th Avenue SE	NE 2nd Place	600 feet south of NE 8th Street	Insufficient existing facility
120th Avenue NE	700 feet north of NE Spring Boulevard	Northup Way	No facility exists
124th Avenue NE	NE 8th Street	Bel-Red Road	No facility exists
124th Avenue NE	NE Spring Boulevard	Northup Way	No facility exists
124th Avenue SE/SE 38th Street	SE 41st Place	Factoria Boulevard SE	No facility exists
124th Avenue NE	NE 12th Street	NE Spring Boulevard	Insufficient existing facility
130th Avenue NE	Northup Way	NE 24 Street	No facility exists
130th Avenue NE	Bel-Red Road	Northup Way	Insufficient existing facility
132nd Avenue NE	NE 40th Street	North City Limit	No facility exists
134th Avenue NE	NE 24th Street	NE 40th Street	Insufficient existing facility
140th Avenue NE	NE 8th Street	North City Limit	No facility exists
140th Avenue NE	Lake Hills Connector	NE 8th Street	Insufficient existing facility
142nd Place SE/SE 32nd Street	SE 36th Street	139th Avenue SE	No facility exists
145th Avenue SE/145th Avenue SE	SE Newport Way	SE 36th Street	No facility exists
150th Avenue SE	SE Allen Road	SE 37th Street	No facility exists
153rd Avenue SE/SE 38th Street	SE Newport Way	150th Avenue SE	No facility exists
156th Avenue NE	NE 6th Street	Bel-Red Road	No facility exists
156th Avenue NE	Lake Hills Boulevard	NE 6th Street	Insufficient existing facility
164th Avenue NE	SE 16th Street	NE 30th Street	Insufficient existing facility
8th Street	92nd Avenue NE	96th Avenue NE	No facility exists
Bellevue Way SE	I-90	112th Avenue SE	No facility exists
Bel-Red Road	124th Avenue NE	NE 20th Street	No facility exists
Bel-Red Road	156th Avenue NE	165th Place NE	Insufficient existing facility
Coal Creek Parkway	119th Avenue SE	South City Limit	Insufficient existing facility
East Rail	I-405 & Coal Creek Parway SE	North City Limit	No facility exists
Forest Drive SE	SE 63rd Street	152nd Avenue SE	No facility exists
Forest Drive SE	152nd Avenue SE	Lakemont Boulevard SE	Insufficient existing facility
Lake Hills Connector	SE 8th Street	140th Avenue SE	No facility exists
Lake Hills Connector	SE 8th Street	SE 5th Street	Insufficient existing facility
Lake Washington Boulevard NE	NE 151st Street	100th Avenue NE	Insufficient existing facility
Lakemont Boulevard SE	164th Avenue SE	181st Avenue SE	Insufficient existing facility
Lakemont Boulevard SE	Forest Drive SE	South City Limit	Insufficient existing facility
Main Street	100th Avenue NE	103rd Avenue NE	No facility exists
Main Street	110th Avenue NE	116th Avenue NE	No facility exists
Main Street	103rd Avenue NE	110th Avenue NE	Insufficient existing facility
Main Street	140th Avenue SE	164th Avenue SE	Insufficient existing facility
MTSG	SE 37th Street	180th Avenue SE	No facility exists
NE 12th Street	108th Avenue NE	112th Avenue NE	No facility exists
NE 12th Street	NE Spring Boulevard	124th Avenue NE	No facility exists
NE 151st Street	Lake Washington Boulevard NE	92nd Avenue NE	Insufficient existing facility
NE 1st Street	102nd Avenue NE	106th Avenue NE	No facility exists
NE 1st Street	100th Avenue NE	102nd Avenue NE	Insufficient existing facility
NE 20th Street	136th Place NE	140th Avenue NE	Insufficient existing facility
NE 20th Street/Northup Way	Bel-Red Road	800 feet east of 156th Avenue NE	No facility exists
NE 24th Street	300 feet west of 140th Avenue NE	164th Avenue NE	No facility exists
NE 24th Street	108th Avenue NE	112th Avenue NE	Insufficient existing facility
NE 24th Street	130th Avenue NE	300 feet west of 140th Avenue NE	Insufficient existing facility
NE 2nd Street	106th Avenue NE	112th Avenue NE	Insufficient existing facility
NE 30th Street	Bel-Red Road	164th Avenue NE	No facility exists
NE 30th Street	164th Avenue NE	172nd Avenue NE	Insufficient existing facility
NE 40th Street	140th Avenue NE	148th Avenue NE	Insufficient existing facility
NE 8th Street	96th Avenue NE	100th Avenue NE	Insufficient existing facility

Street	From	To	Gap
NE 8th Street	156th Avenue NE	164th Avenue NE	Insufficient existing facility
NE Spring Boulevard/136th Place NE	124th Avenue NE	NE 20th Street	No facility exists
Newcastle Golf Club Road	South City Limit	Lakemont Boulevard SE	No facility exists
Northup Way	124th Avenue NE	NE Spring Boulevard/136th Place NE	No facility exists
Northup Way	108th Avenue NE	124th Avenue NE	Insufficient existing facility
Northup Way	800 feet east of 156th Avenue NE	173rd Avenue NE	Insufficient existing facility
SE 16th Street	148th Avenue SE	156th Avenue SE	No facility exists
SE 34th Street	164th Place SE	W Lake Sammamish Parkway	No facility exists
SE 34th Street/SE 35th Place	SE Eastgate Way	164th Place SE	Insufficient existing facility
SE 36th Street	500 feet west of 150th Avenue SE	150th Avenue SE	No facility exists
SE 36th Street	132nd Avenue SE	500 feet west of 150th Avenue SE	Insufficient existing facility
SE 37th Street	150th Avenue SE	200 feet east of I-90 On Ramp	No facility exists
SE 37th Street	700 feet west of 156th Avenue	156th Avenue SE	No facility exists
SE 37th Street	200 feet east of I-90 On Ramp	700 feet west of 156th Avenue	Insufficient existing facility
SE 8th Street	114th Avenue SE	Lake Hills Connector	No facility exists
SE 8th Street	112th Avenue SE	114th Avenue SE	Insufficient existing facility
SE Newport Way	SE Allen Road	145th Avenue SE	Insufficient existing facility
SE Newport Way	164th Avenue SE	Lakemont Boulevard SE	Insufficient existing facility
W Lake Sammamish Parkway	SE 34th Street	North City Limit	Insufficient existing facility

Bellevue MIP - Transit Network Gaps

Origin	Destination	Gap
Downtown	Factoria	TTR exceeds target
Overlake	Crossroads	TTR exceeds target
Overlake	Eastgate	TTR exceeds target
Crossroads	Overlake	TTR exceeds target
Eastgate	Downtown	TTR exceeds target
Eastgate	Overlake	TTR exceeds target
Eastgate	Crossroads	TTR exceeds target
Eastgate	Factoria	TTR exceeds target
Factoria	Downtown	TTR exceeds target
Factoria	Eastgate	TTR exceeds target

Bellevue MIP - Vehicle Network Gaps, System Intersections

N/S Street	E/W Street	Gap
148th Avenue NE	NE 8th Street	Exceeds V/C target
148th Avenue NE	Main Street	Exceeds V/C target
148th Avenue NE	Lake Hills Boulevard	Exceeds V/C target
148th Avenue NE	SE 16th Street	Exceeds V/C target
Coal Creek Parkway SE	Forest Drive SE	Exceeds V/C target
Lakemont Boulevard SE	SE Newport Way	Exceeds V/C target
150th Avenue SE	SE Newport Way	Exceeds V/C target
150th Avenue SE	SE Eastgate Way	Exceeds V/C target
Lake Hills Connector	SE 7th Place	Exceeds V/C target
118th Avenue SE	SE 8th Street	Exceeds V/C target
115th Place NE	Northup Way	Exceeds V/C target

Bellevue MIP - Vehicle Network Gaps, System Corridors

Direction	Street	From	To	Gap
EB	NE 4th Street	Bellevue Way NE	116th Avenue NE	Exceeds Urban Travel Speed Target
NE	Bel-Red Road	164th Avenue NE	North City Limit	Exceeds Urban Travel Speed Target
NB	Bellevue Way SE	I-90	112th Avenue SE	Exceeds Urban Travel Speed Target
SB	Bellevue Way NE	NE 12th Street	Main Street	Exceeds Urban Travel Speed Target
SB	108th Avenue NE	NE 12th Street	Main Street	Exceeds Urban Travel Speed Target
SB	148th Avenue NE	Bel-Red Road	NE 8th Street	Exceeds Urban Travel Speed Target
SB	140th Avenue NE	Bel-Red Road	NE 8th Street	Exceeds Urban Travel Speed Target
SB	140th Avenue NE	NE 8th Street	SE 8th Street	Exceeds Urban Travel Speed Target
WB	NE 4th Street	116th Avenue NE	Bellevue Way NE	Exceeds Urban Travel Speed Target
WB	SE Eastgate Way	139th Avenue SE	Richards Road	Exceeds Urban Travel Speed Target
WB	SE 36th Street	142nd Place SE	Factoria Boulevard	Exceeds Urban Travel Speed Target
SB	Bellevue Way SE	112th Avenue SE	I-90	Exceeds Urban Travel Speed Target
SB	Factoria Boulevard SE	I-90	Coal Creek Parkway	Exceeds Urban Travel Speed Target
SB	Coal Creek Parkway	SE Newport Way	Forest Drive SE	Exceeds Urban Travel Speed Target
SB	Coal Creek Parkway	Forest Drive SE	Newcastle	Exceeds Urban Travel Speed Target
SB	150th Ave SE	SE 37th Street	SE Newport Way	Exceeds Urban Travel Speed Target
SB	148th Ave SE	SE 24th St	SE 37th St	Exceeds Urban Travel Speed Target

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appendix

D

Transportation Commission Agenda Memo Timeline

Transportation Commission MIP Meeting Timeline

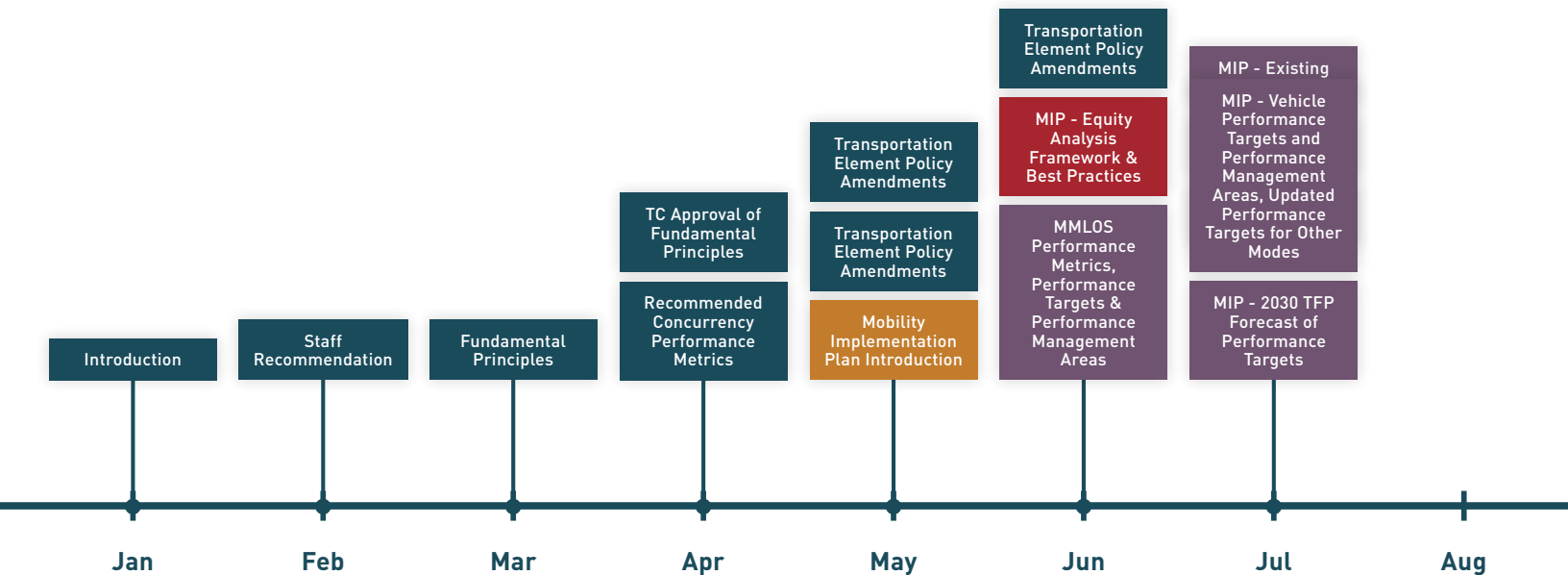
Multimodal Concurrency

Equity

Performance Metrics,
Performance Targets &
Performance Management Areas

Community Engagement

Standalone callouts for
documentation



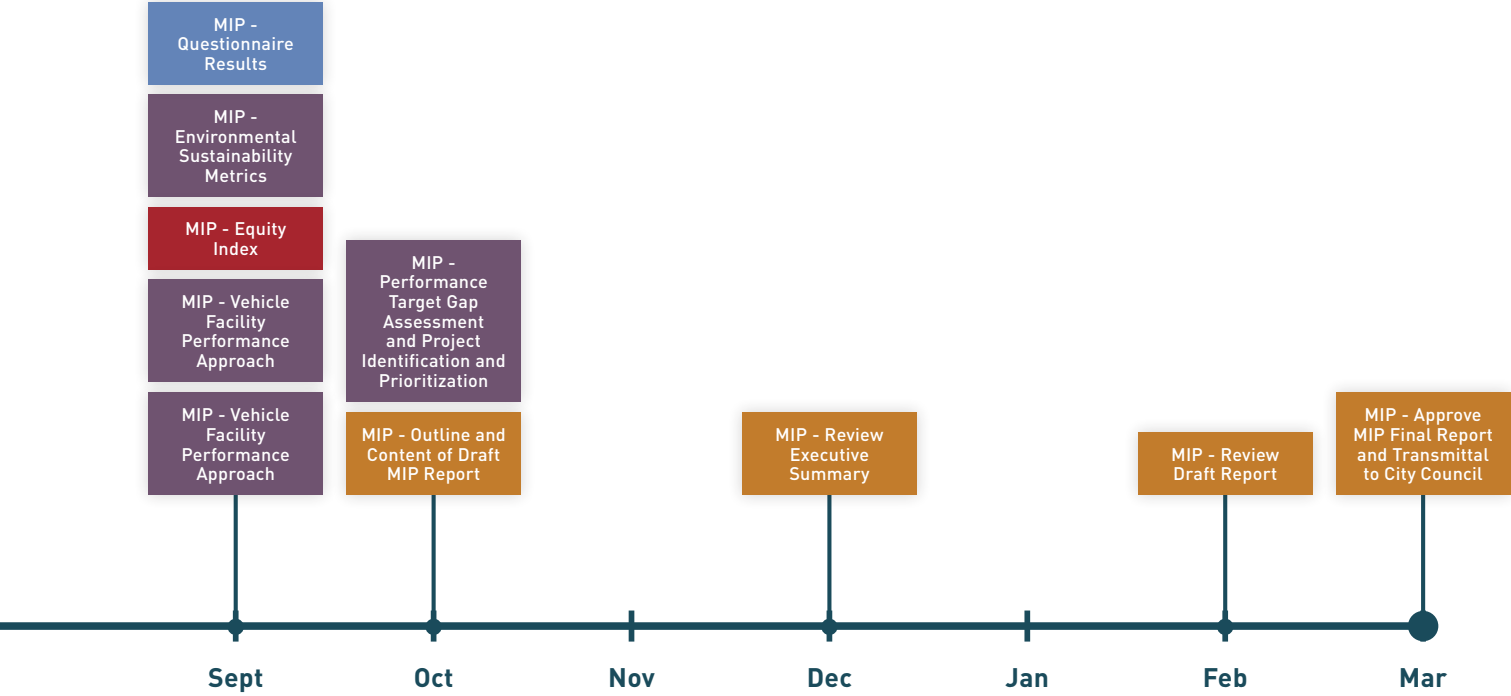
Multimodal Concurrency

Equity

Performance Metrics,
Performance Targets &
Performance Management Areas

Community Engagement

Standalone callouts for
documentation



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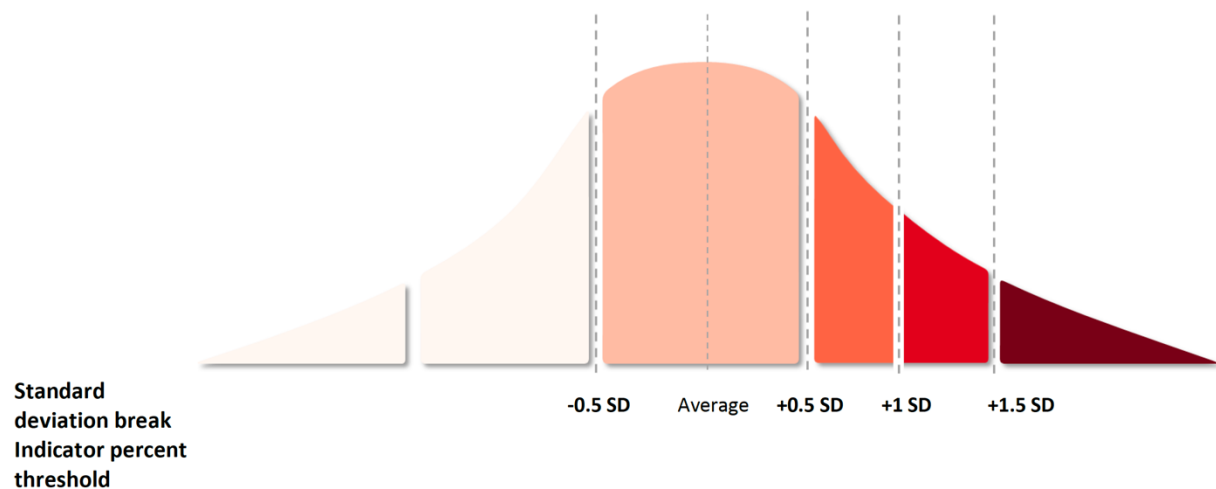
appendix

E

Equity Maps and Data

The following pages include maps of equity data that were used to develop the MIP Equity Index. These equity maps are intended to help identify areas of Bellevue that have higher concentrations of populations that have historically relied more on modes other than the private car to get around. These equity data are helpful in structuring outreach as identified in the MIP and are also valuable when considering project design concepts and project prioritization to address Performance Target gaps.

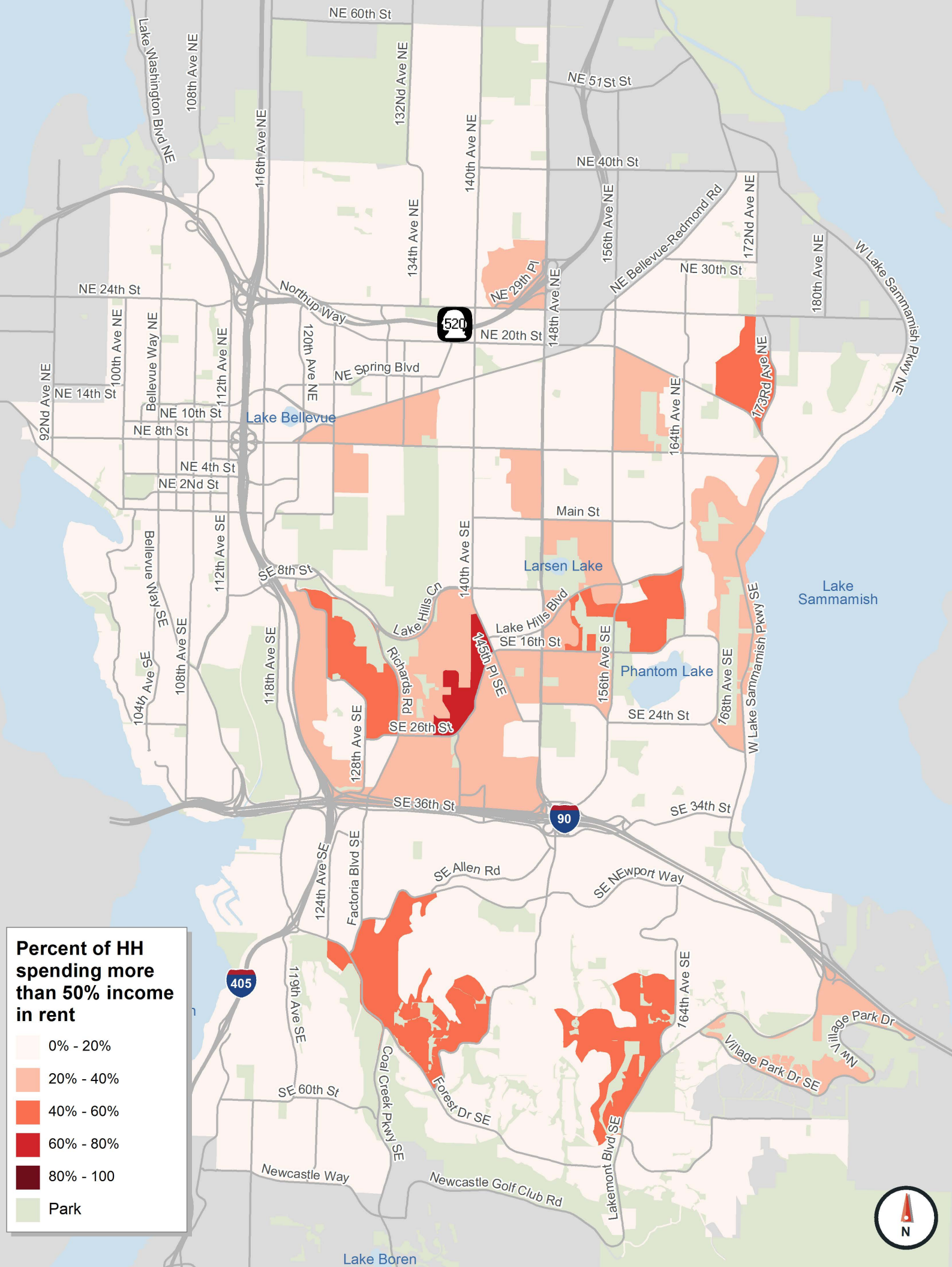
Each equity map is arranged in a gradient of five colors. The scaling is based on the concentration of the population within each geography as determined using standard deviation around the average of a normal distribution. The relationship between the average and standard deviations for a normal distribution are shown below. The color gradient on the figure match those on the maps (e.g., the darkest color represents a concentration of an equity population that is more than 1.5 standard deviations above the average).



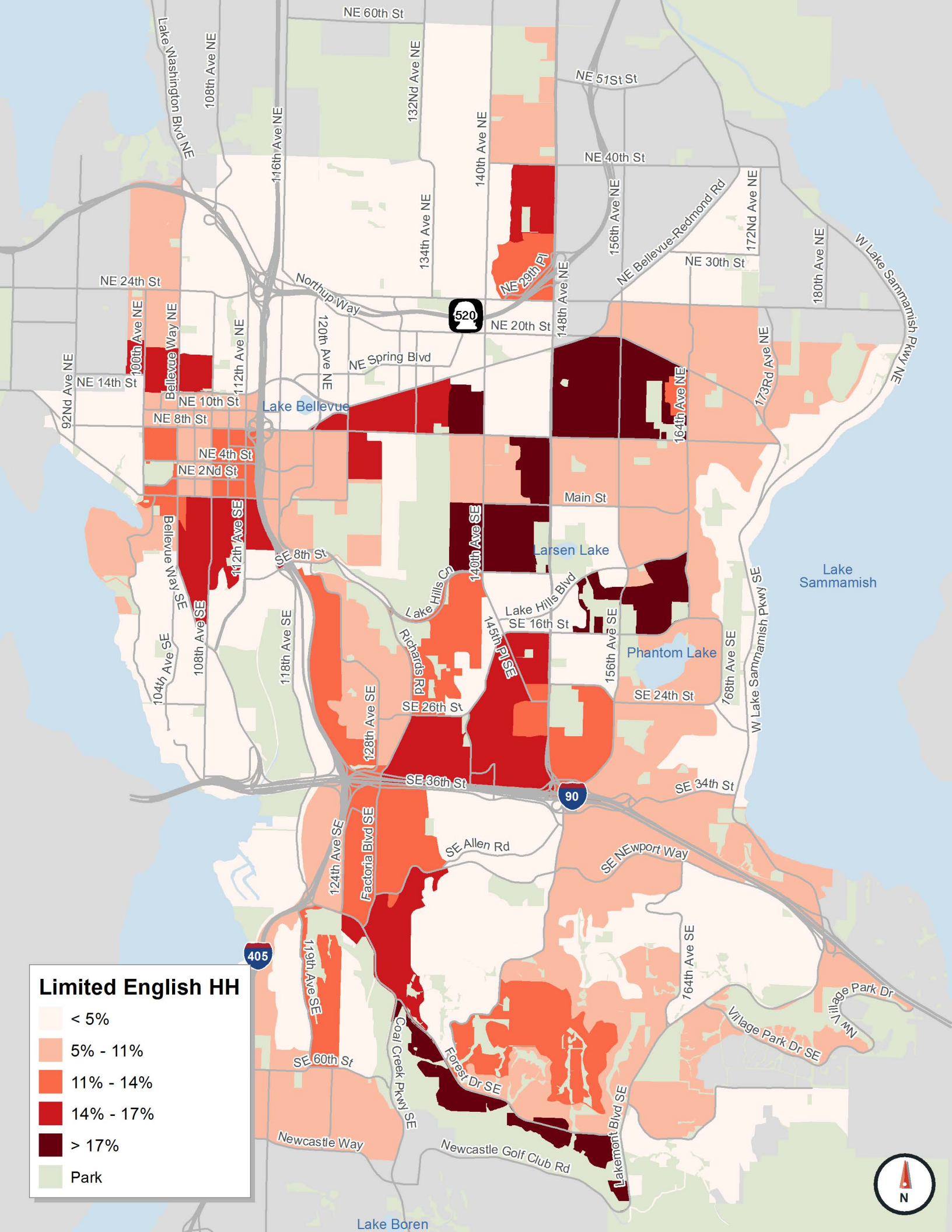
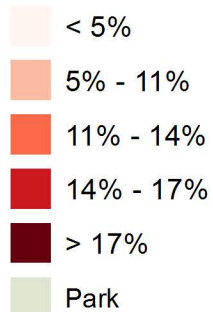
The data presented in this appendix is a snapshot in time using the US Census Bureau's 2019 5-year average from the American Community Survey. The Census Bureau continually updates the data and Bellevue will consider the latest data when evaluating Performance Target gaps and prioritizing projects.

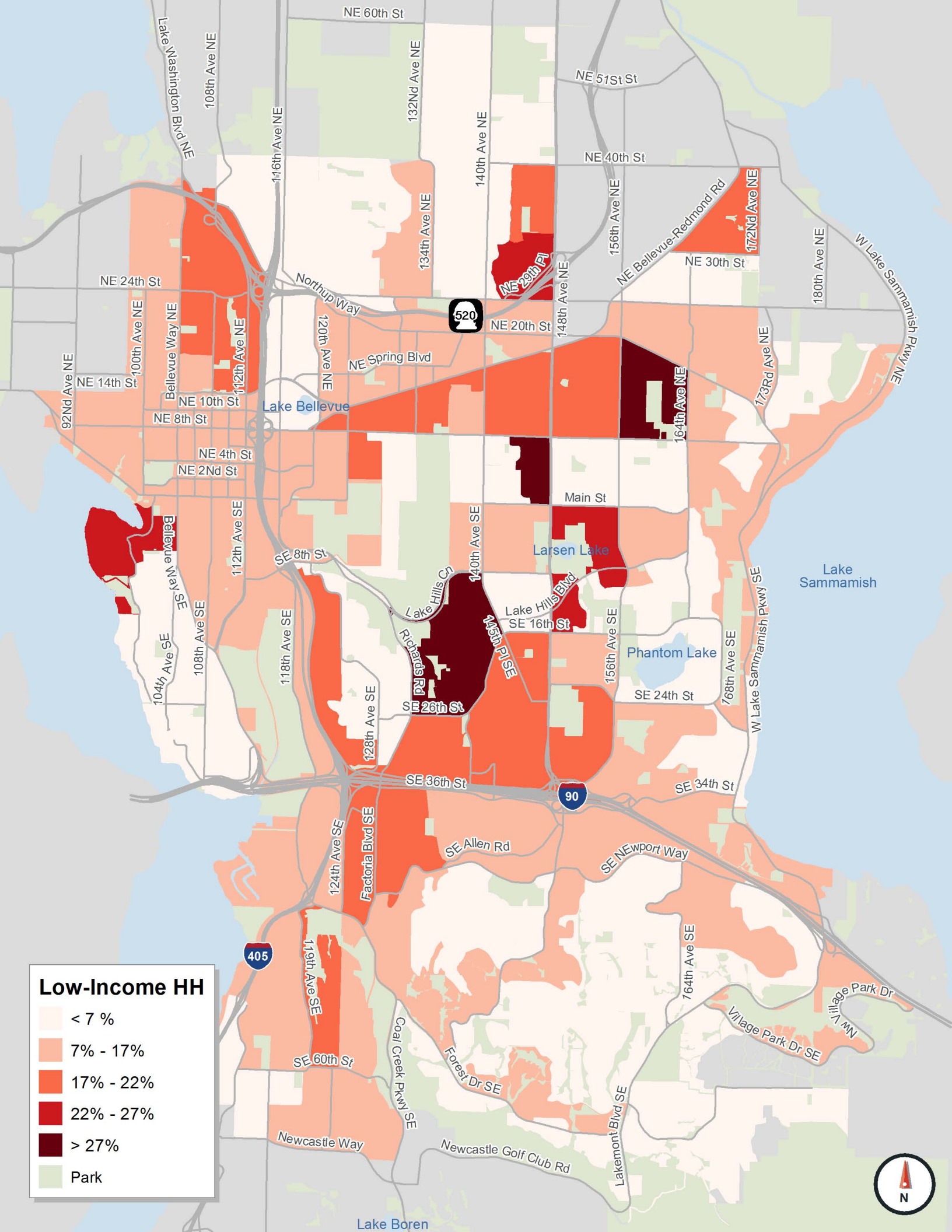
The maps presented in the appendix include:

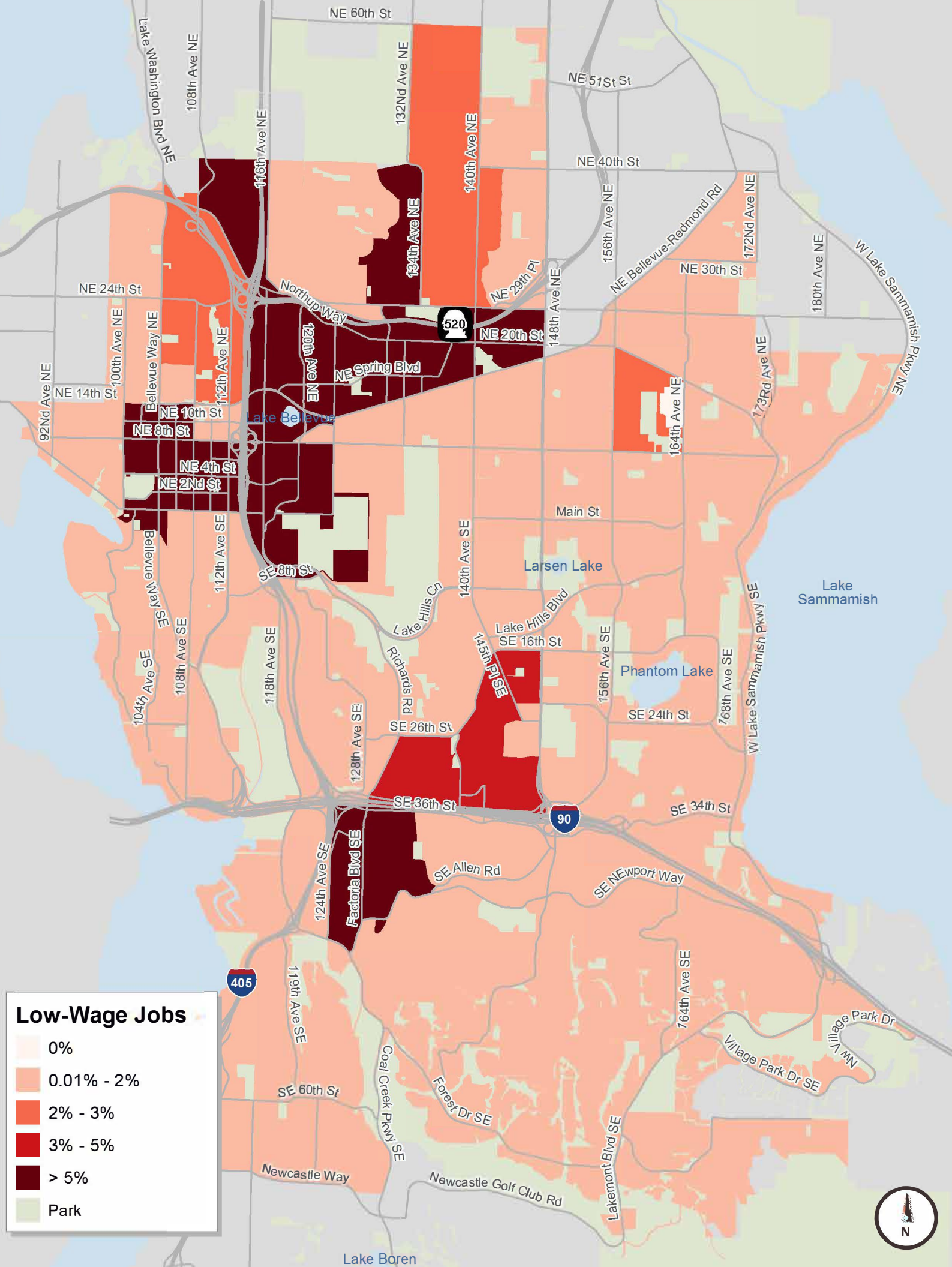
Equity Index Component	General Relationship to Transportation
Housing costs as percentage of income (renter-occupied)	People who are “housing cost burdened” tend to have less income to spend on transportation (even if they are not classified as low-income) and therefore tend to drive less and rely more 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 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 other populations.
People under age 18	16-18 year-olds tend to drive at a lower rate than other 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 and either by choice or other factors tend to drive less and use other modes more.

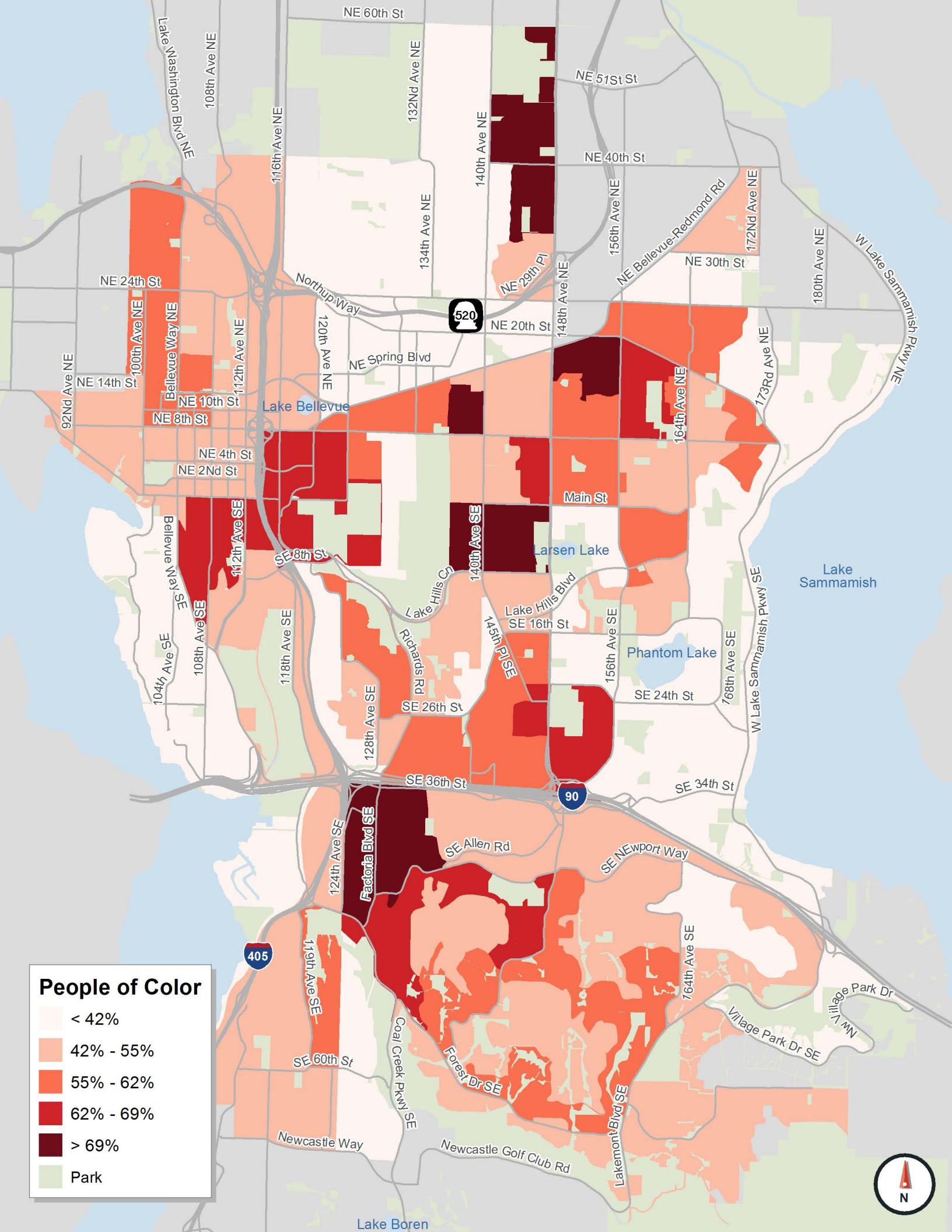


Limited English HH

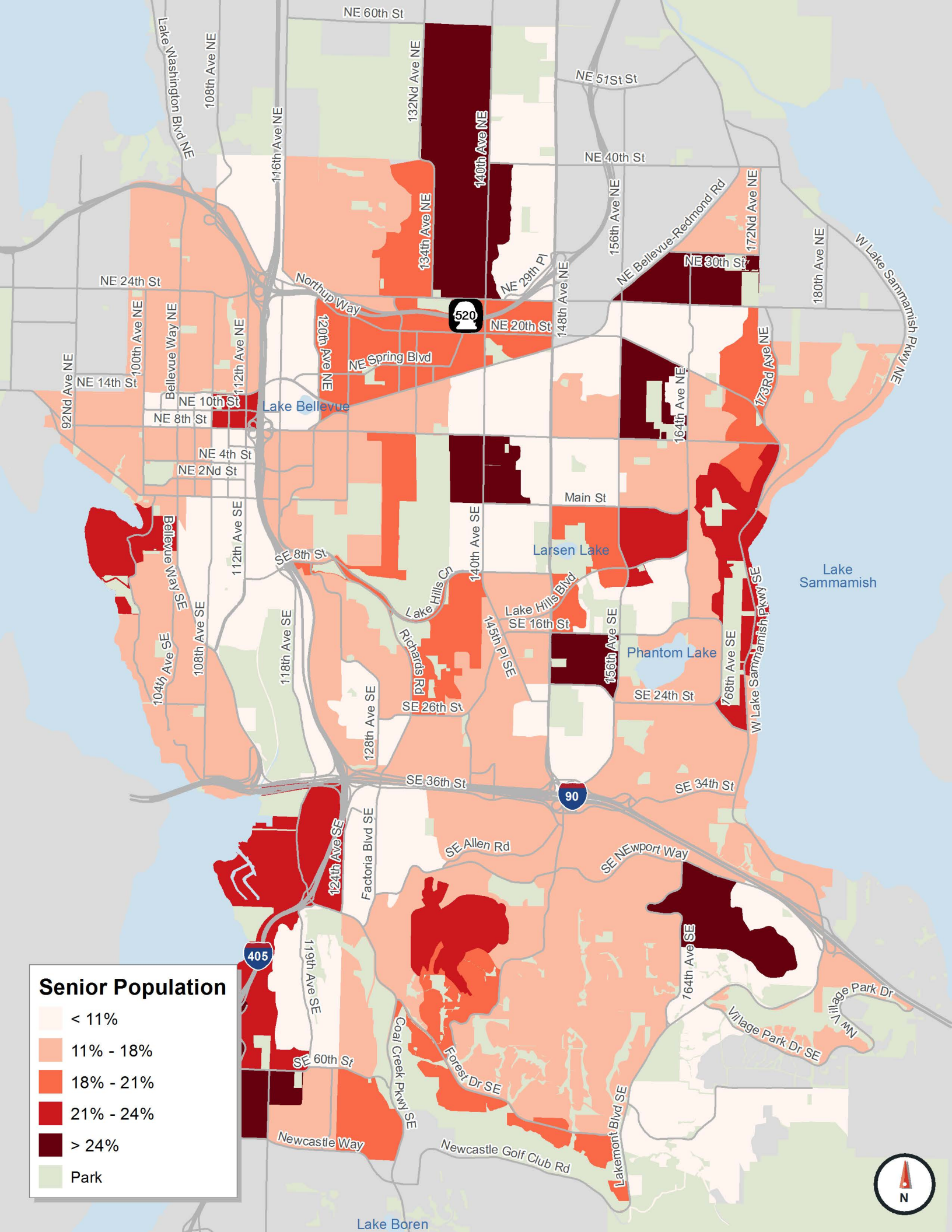
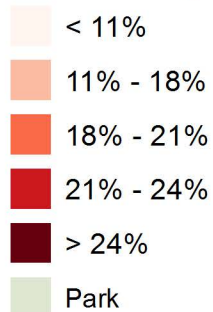




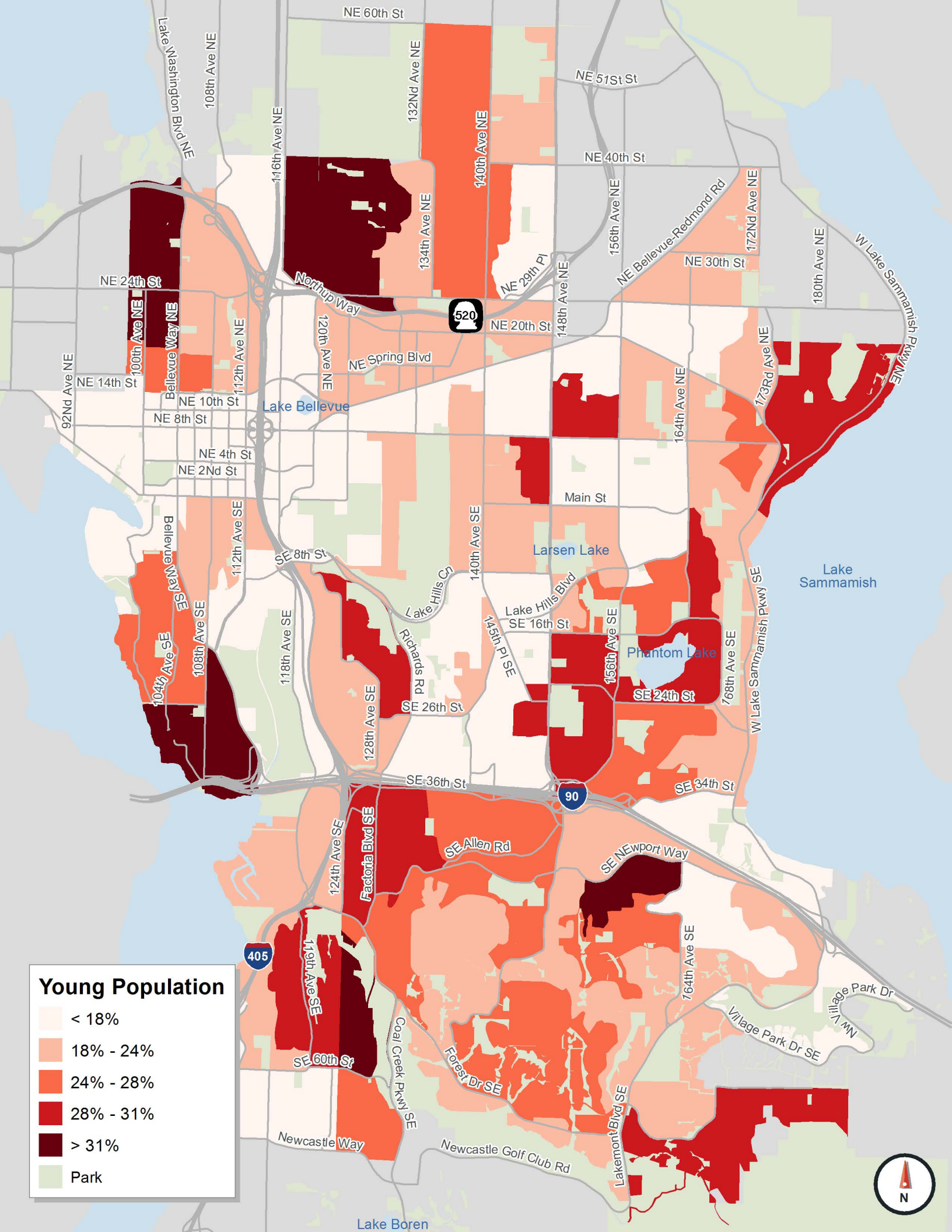
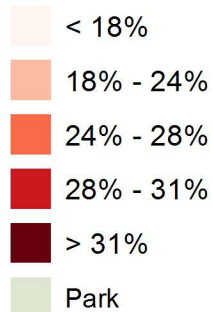


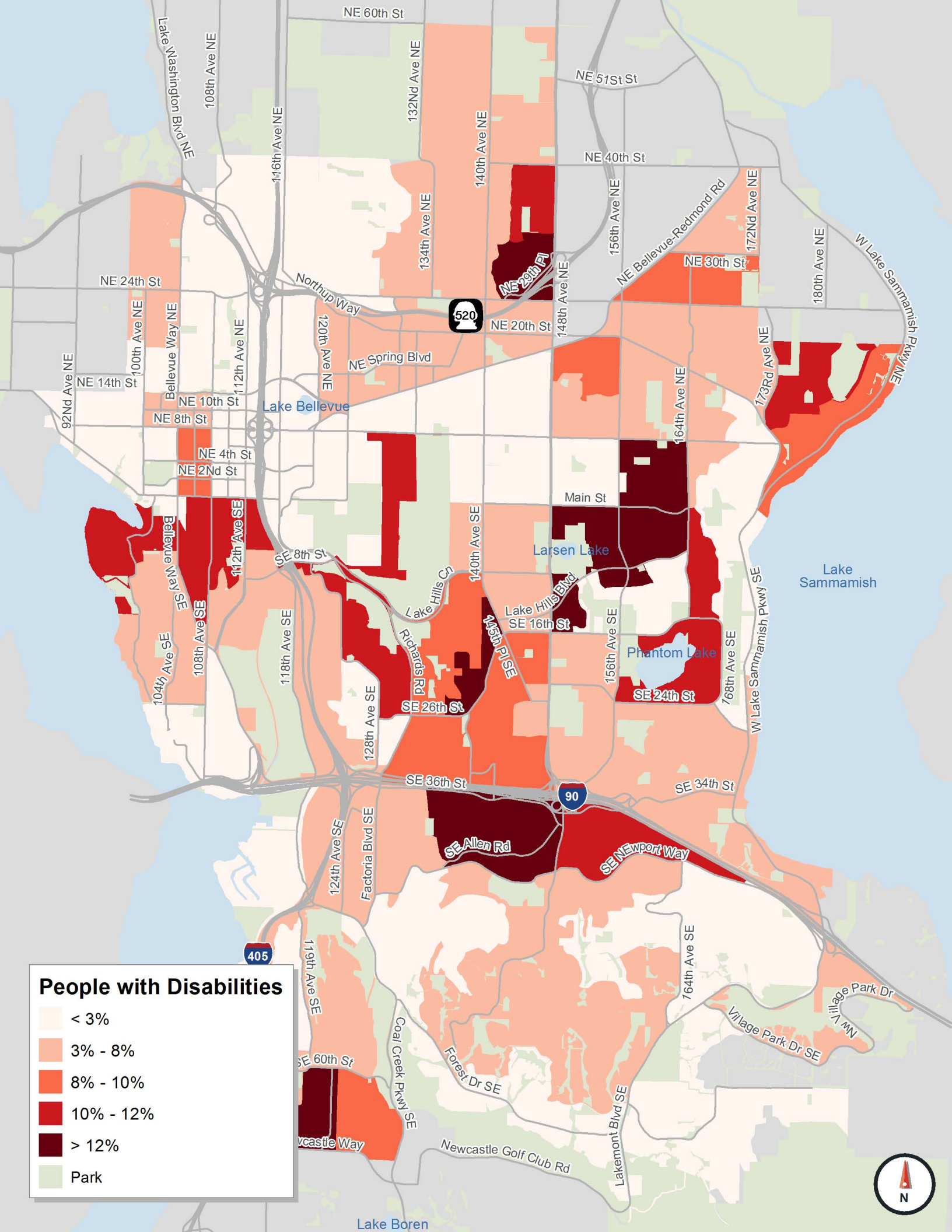


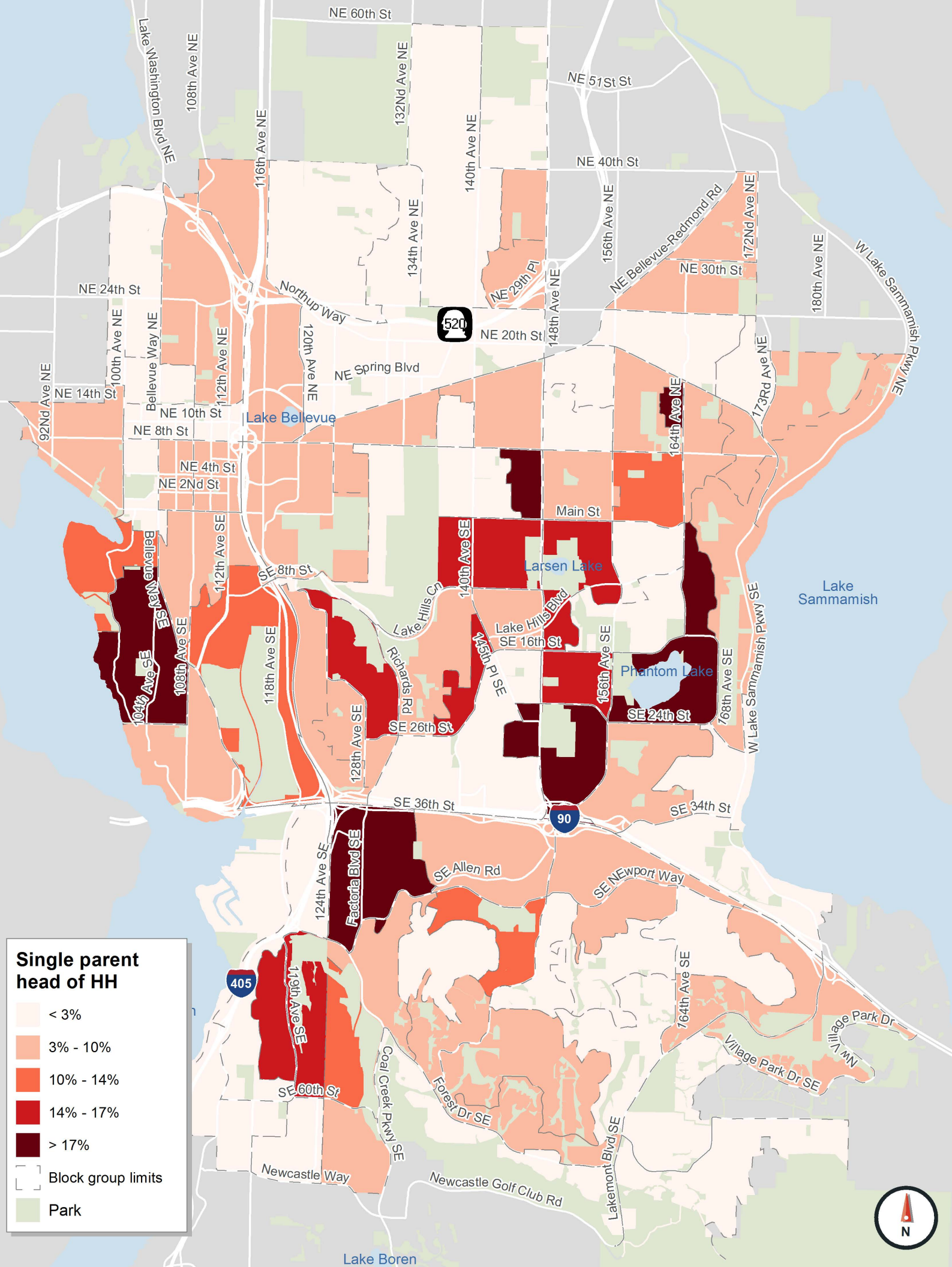
Senior Population

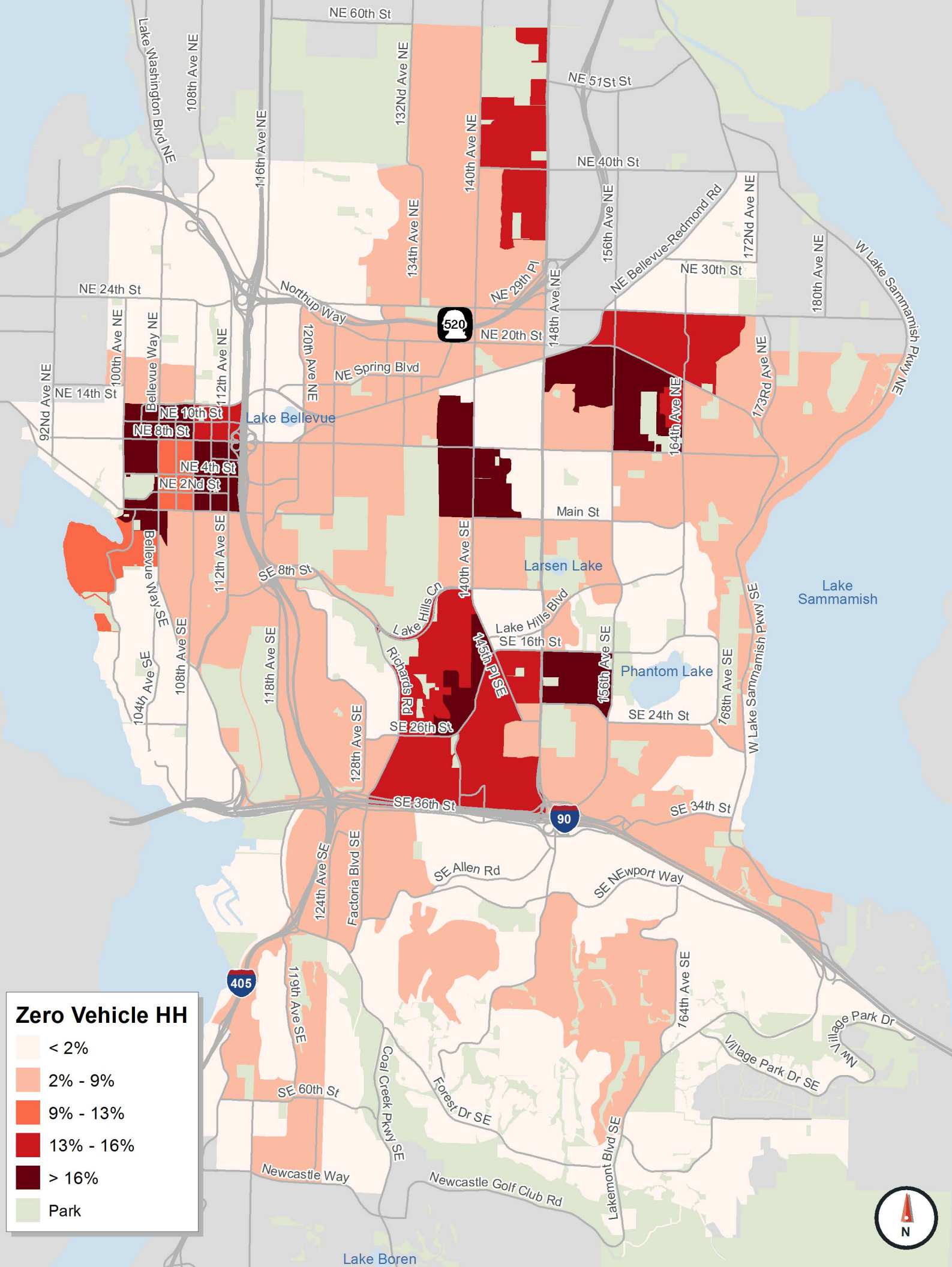


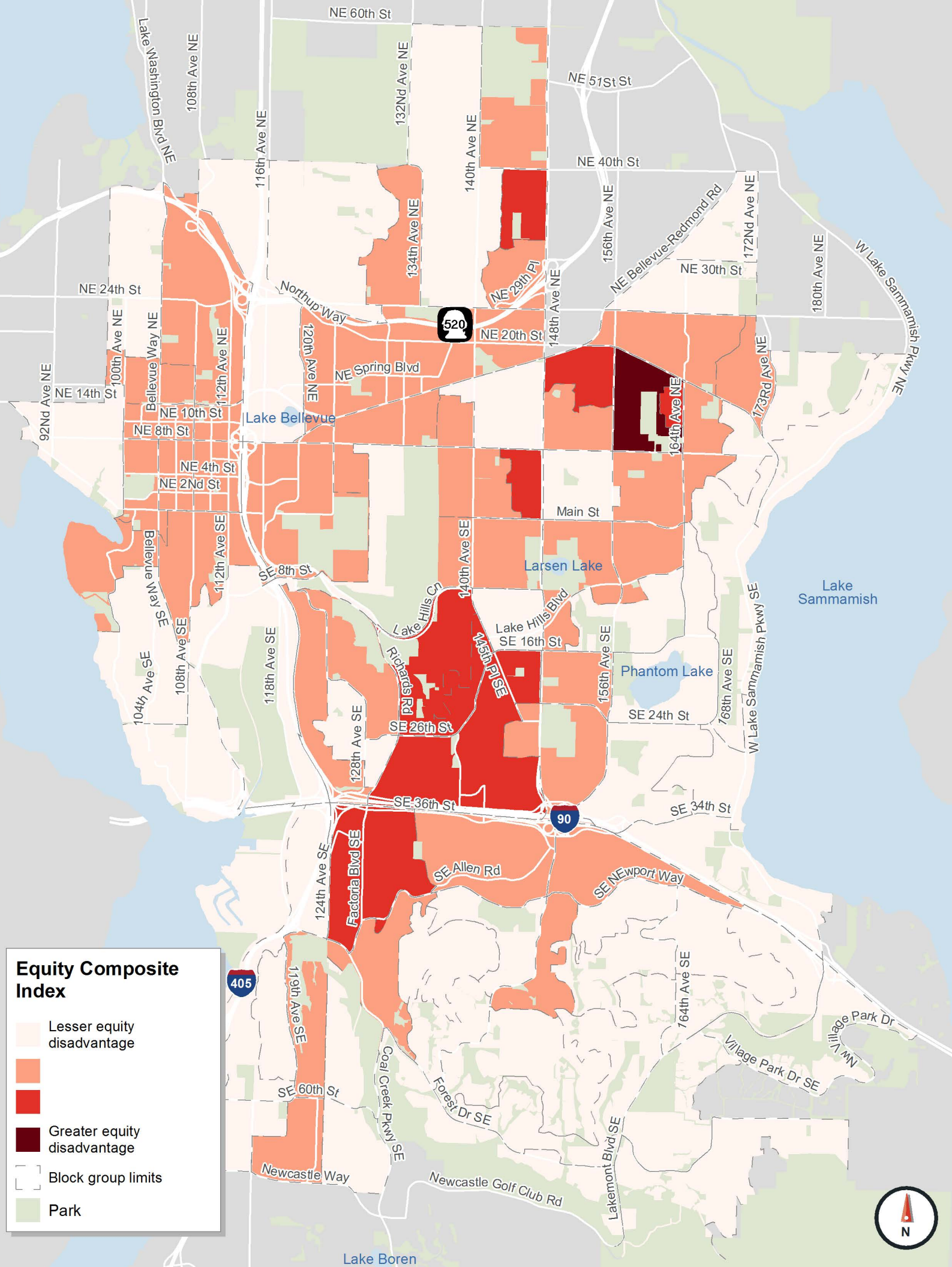
Young Population













appendix

F

**Background, Context, Existing
Conditions, and Best Practices
Report**



Bellevue Mobility
Implementation Plan:
**Background, Context,
Existing Conditions,
and Best Practices**
Report



City of Bellevue, WA
June 2021

Table of Contents

Introduction	6
Section 1: Background and Context.....	7
State, Regional, and Local Policies	7
Growth Management Act.....	7
Bellevue Comprehensive Plan.....	11
Regional Transportation Investments	12
Bellevue Planning Documents	12
Transit Master Plan.....	13
Pedestrian and Bicycle Transportation Plan	13
MMLOS Metrics, Standards & Guidelines.....	14
Traffic Standards Code	14
Transportation Development Code.....	15
Complete Streets Transportation Design Manual	15
Transportation Improvement Program	16
Transportation Facilities Plan	16
Capital Investment Program Plan.....	17
2016 Neighborhood Safety, Connectivity and Congestion Levy	18
Conclusion	18
Section 2: Long-Range Transportation Project Prioritization	19
Best Practices	19
Ballard-Interbay Regional Transportation System (BIRT) Study – City of Seattle	19
Transportation Master Plan – City of Sammamish	21
Transportation Master Plan – City of Olympia.....	22
SMART SCALE – Virginia Department of Transportation.....	24
NCHRP Cross Mode Project Prioritization	24
Multiple Account Evaluation Framework	27
Conclusion	28
Section 3: Transportation Concurrency	29
Existing Concurrency Methodology	29
Findings Related to Existing Concurrency System.....	30
Multimodal Concurrency.....	30
Best Practices	31

Mode Share	31
Vehicle Miles Traveled	31
Transportation System Completeness.....	32
Conclusion	32

List of Figures

Figure 1. Washington State Planning Framework, PSRC.	7
Figure 2. VISION 2050 Regional Transportation Plan and Concurrency Policies, PSRC.....	10
Figure 3. Potential Project Prioritization Framework, City of Sammamish.	21
Figure 4. Sidewalk Prioritization Criteria, City of Olympia.....	22
Figure 5. Sidewalk Priorities, City of Olympia.....	23
Figure 6. Citywide System Targets, City of Olympia.....	24
Figure 7. Evaluation Metrics, Hampton Roads Transportation Planning Organization.....	25
Figure 8. Proposed Cross Modal Project Prioritization Concept, Parsons Brinckerhoff.....	26
Figure 9. Proposed Benefit Cost Analysis Concept, Parsons Brinckerhoff.....	26
Figure 10. Mobility Management Areas, City of Bellevue.	29
Figure 11. Sequence Toward Multimodal Concurrency, City of Bellevue.	33

List of Tables

Table 1: Transportation Facilities Plan Evaluation Criteria (2021)	17
Table 2: Ballard-Interbay Regional Transportation System Study Evaluation Criteria.....	20
Table 3: Multiple Account Evaluation Framework Steps	27

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Introduction

Over the past decade, the City of Bellevue has been taking steps to update its transportation planning, design, and implementation practices to better reflect the changing land-use context and the values of the community. These values are largely articulated in the adopted modal plans and Comprehensive Plan (last major update in 2015) and include policies such as: creating a transportation system for all, backed by a multimodal network vision from the modal plans; establishing and utilizing multimodal level-of-service (MMLOS) standards; monitoring MMLOS and adjusting programs and resources to achieve mobility targets; meeting MMLOS standards and complete streets goals; establishing multimodal concurrency; and finally, developing a citywide Mobility Implementation Plan. Since the adoption of the Comprehensive Plan, the City has been acting to advance these policies by defining MMLOS Metrics, Standards, and Guidelines, identifying a framework for multimodal concurrency, and initiating the Mobility Implementation Plan.

The Mobility Implementation Plan will unify the City's prior work on multimodal transportation planning, design, and implementation to:

- Clearly define the current and future gaps in multimodal system performance using updated MMLOS guidelines,
- Develop a system to prioritize new transportation investments, and
- Clearly define how multimodal concurrency will be evaluated and implemented so that new growth supports the development of the multimodal network.

The flowchart below summarizes these critical elements of the Mobility Implementation Plan:



This background document focuses on the latter two elements of the Mobility Implementation Plan, as the MMLOS Analysis is documented in the 2017 *MMLOS Metrics, Standards, and Guidelines Report*. Section 1 of this report provides the overarching background related to project prioritization and multimodal concurrency and Sections 2 and 3 delve into the details of project prioritization and multimodal concurrency, respectively.

Section 1: Background and Context

The City of Bellevue’s approach to transportation planning has evolved over the past several decades as the city has grown. As outlined in the Comprehensive Plan, the overarching transportation vision is that “moving into, around and through Bellevue is reliable and predictable.” To achieve that the City strives for a multimodal transportation network that provides safe and efficient travel options for residents, employees, and visitors. To attain this vision, and to support continued population and employment growth, Bellevue plans and policies have increasingly emphasized transit, walking, and biking, particularly in denser areas of the city.

A critical policy element of achieving this outcome is to achieve the State-mandated concept of transportation “concurrency,” which requires jurisdictions to determine the ability of the transportation system to support the transportation demands of new development; to identify necessary increases in capacity; and to deny such development if the new demand cannot be accommodated. This memorandum provides the background and context within which the City applies concurrency, as well as the existing concurrency framework, best practices used by other jurisdictions, and best practices related to multimodal project identification and prioritization.

State, Regional, and Local Policies

Figure 1 displays the land use and transportation planning framework in Washington state. The overarching regulatory act is the Growth Management Act (GMA), with planning policies that flow from the statewide level to the multicounty and county level, and finally to local jurisdictions.

Growth Management Act

The Washington legislature enacted the Growth Management Act in 1990, to regulate the way in which cities and counties in the state plan for population and employment growth.¹ In particular, the GMA requires jurisdictions to ensure that the transportation system adequately accommodates planned land use. This concept is called transportation concurrency. The GMA requires local jurisdictions to establish a performance (also known as a level of service)



Figure 1. Washington State Planning Framework, PSRC.

¹ Growth Management – Planning by Selected Counties and Cities, RCW, Title 36, Chapter 36.70A. Available at: <https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A&full=true>. Accessed January 13, 2021.

standard² and to adopt ordinances to enforce the standard—notably that the jurisdiction deny a building permit when the concurrency performance standard is not met. While the GMA is clear that a concurrency standard must be defined and that a development application must be denied if the standard is not met, the law allows broad flexibility to a community to define concurrency. Each jurisdiction may develop a methodology that is best suited to its unique context. In fact, the GMA emphasizes the following goal, that is based in part on Bellevue’s 2009 efforts³ to reshape transportation concurrency practices in Washington state:

Transportation concurrency should *“encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.”*⁴

The state legislature recognizes that a prescriptive one-size-fits-all definition of level-of-service and concurrency will not meet the diverse needs of communities across the state. Given the local autonomy to address concurrency under the GMA framework, several jurisdictions have taken an explicitly multimodal approach to define a level-of-service/concurrency standard that meets the GMA requirements and reflects local priorities:

- Since the 1990s, the City of Renton has used a person-weighted sum of travel distances, averaged in all directions from the City Center, for SOV, HOV, and transit modes to emphasize the benefits of transit and carpool travel.
- In 2009, the City of Redmond developed a novel “plan-based” concurrency level-of-service standard. Under this approach, Redmond commits to build out its multimodal transportation plan (which includes roadway, transit, pedestrian, and bicycle improvements) at a pace that is ahead of the planned growth in the community.
- Between 2012 and 2020, the cities of Kirkland, Kenmore, and Olympia adopted similar plan-based concurrency level-of-service standards.
- The City of Seattle is transitioning to a mode-share based concurrency level-of-service standard. This standard reflects the conditions in Seattle where there is little space to expand capacity for private vehicles and that each new development is expected to manage or mitigate its trip generation to ensure an outcome of fewer single-occupancy vehicle trips.

² The GMA specifically identifies that jurisdictions identify a concurrency standard for locally-owned arterials and transit routes; this definition excludes state highways.

³ <https://www.psrc.org/sites/default/files/multimodal-concurrency-pilot.pdf>. Accessed June 1, 2021.

⁴ RCW 36.70A.020(3)

VISION 2050

The Puget Sound Regional Council (PSRC) is the federally designated Metropolitan Planning Organization and plans for the areas within King, Pierce, Snohomish, and Kitsap counties. In 2020, the PSRC adopted [VISION 2050](#)⁵, the regional plan aimed at achieving a more sustainable and equitable future.

Transportation is a key element of this shared regional vision as it affects not only mobility and accessibility, but outcomes related to housing choices and affordability, equity, economic vitality, climate change, and public health among others.

VISION 2050—which also includes the Multicounty Planning Policies, Regional Growth Strategy, and Regional Transportation Plan—calls for focusing growth in regional growth centers and high-capacity transit station areas (both of which apply to Downtown Bellevue). Cities within the PSRC geography must adopt local comprehensive plans and subarea plans consistent with VISION 2050 and the GMA and must plan to accommodate the forecasted growth.

VISION 2050 explicitly addresses the need to shift trips from single-occupant vehicles to walking, biking, and transit, particularly within centers, including through concurrency policies: *“As the region's centers and compact communities continue to grow and evolve, future mobility solutions will require integrating multimodal forms of transportation into communities, including transit improvements and more complete bicycle and pedestrian facilities. VISION 2050 calls for addressing multimodal transportation options in concurrency programs and tailoring requirements in centers and subareas to support transit.”*

There are multiple transportation policies in VISION 2050 that call for jurisdictions to direct investments into a multimodal system that supports a shift to modes other than driving, as shown in **Figure 2**. In addition, there are three policies related to development patterns aimed at supporting growth through concurrency.

⁵ Puget Sound Regional Council, VISION 2050, October 2020. Available at: <https://www.psrc.org/sites/default/files/vision-2050-plan.pdf>. Accessed January 13, 2021.

The Regional Transportation Plan

MPP-T-7

Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system.

MPP-T-8

Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

MPP-T-12

Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

MPP-T-13

Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.

Supporting Growth Through Concurrency

MPP-DP-52

Develop, implement, and evaluate concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

MPP-DP-53

Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

MPP-DP-54

Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.

Figure 2. VISION 2050 Regional Transportation Plan and Concurrency Policies, PSRC.

Bellevue Comprehensive Plan

As required by the GMA and Multicounty Planning Policies, Bellevue maintains a Comprehensive Plan which is updated regularly to reflect changing circumstances. The most recently adopted [Comprehensive Plan](#)⁶ includes amendments through May 2019 with the most recent major update completed in 2015. The Comprehensive Plan sets the course on a variety of topics including growth and development and includes specific elements for Transportation, Land Use, Neighborhoods, Capital Facilities, Economic Development, and the Environment.

The Comprehensive Plan includes direction on concurrency to align with the vision for thriving neighborhoods that provide safe and reliable mobility options for all modes of travel. In particular, *Policy TR-30* states that the City should “establish multimodal level-of-service and concurrency standards and other mobility measures and targets for transportation corridors and in each area of the city in consideration of planned development patterns and mobility options.” There are also several funding and implementation policies that underscore the long-term commitment to a multimodal network in Bellevue:

- **TR-22.** Implement and prioritize transportation system improvements to meet the multimodal level-of-service standards, Complete Streets goals, and other mobility targets for all transportation modes, recognizing the range of mobility needs of each corridor and Mobility Management Area.
- **TR-61.** Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.
- **TR-132.** Balance funding to achieve scheduled progress on mobility targets/level-of-service standards for all modes within the Mobility Management Areas, by using results from monitoring the targets/level of service to prioritize transportation facility and service investments.

Note that in 2021, amendments to the Comprehensive Plan will change policy language and policy numbering.

In addition to a vision, goals, and policies, the Comprehensive Plan identifies specific transportation projects in the Comprehensive Transportation Project List. This list will be moved out of the Comprehensive Plan and into the 2022 update of the Local Transportation Improvement Program. The projects are developed through long-range planning and touch on facilities for all modes of travel.

⁶ City of Bellevue, Comprehensive Plan, 2019. Available at: <https://bellevuewa.gov/city-government/departments/community-development/planning-initiatives/comprehensive-plan>
Accessed January 13, 2021.

Regional Transportation Investments

Regional transportation investments contribute a substantial amount of the capacity to support mobility and growth in Bellevue. Interstate 405 runs as a north-south spine through the city. The Washington State Department of Transportation (WSDOT) developed the I-405 Master Plan to address the long-term vehicle mobility needs of the corridor with a series of improvements to accommodate the growth in demand. Beyond the typical highway improvements, such as adding new lanes, an express toll lane system, and local arterial improvements, the I-405 Master Plan calls for a multimodal approach including transit-supportive projects such as park & ride and transit center expansions, Bus Rapid Transit stations, additional transit service, and pedestrian and bicycle improvements.

The transit landscape in Bellevue has evolved substantially over the past several decades as the city has grown, particularly with Downtown Bellevue becoming a transit hub for its dense residential and employment uses. The most fundamental change will occur in 2023 with the opening of Sound Transit's East Link light rail (which will be known as Line 2) that will connect six new Bellevue stations to Seattle and the Central Link line to the west as well as to Redmond to the east. In addition to this regional investment in high-capacity transit, Bellevue has a robust fixed-route bus system. King County Metro and Sound Transit both provide bus services in Bellevue. Sound Transit plans on opening its I-405 STRIDE Bus Rapid Transit line linking Bellevue to Lynnwood, Renton, and Burien (using the I-405 Express Toll Lanes described above) in 2024. King County Metro's future plans are guided by the METRO CONNECTS⁷ long-range vision adopted in 2017. Among other improvements, METRO CONNECTS calls for three Bus Rapid Transit lines, one of which is already in operation: the RapidRide B Line connecting the Bellevue Transit Center to the Redmond Transit Center. The RapidRide K Line, which would connect Eastgate to Kirkland via Downtown Bellevue is in the early planning phases.

Bellevue Planning Documents

Bellevue develops a variety of planning documents to implement the vision outlined in the Comprehensive Plan. These include plans focused on specific modes of travel—the Pedestrian and Bicycle Transportation Plan and the Transit Master Plan—as well as subarea plans that focus on specific geographies such as the Downtown Transportation Plan. The City also adopts a Transportation Improvement Program, a Transportation Facilities Plan and Capital Investment Program Plan.

⁷ King County Metro, 2017. METRO CONNECTS. Available at: <https://drive.google.com/file/d/0B44RYEx3kgpoZUJqbXVScnR4cjg/view>. Accessed February 5, 2021.

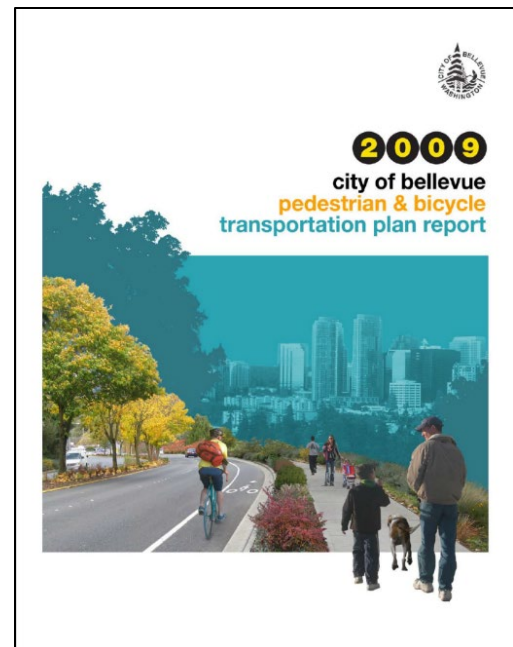
Transit Master Plan

The [Bellevue Transit Master Plan](#)⁸, (TMP) adopted in 2014, established strategies and projects to support Bellevue's transit service and capital needs through 2030. The vision statement is framed around the concept of "abundant access," specifically to "support planned growth and development with a bold transit vision that provides efficient, useful, attractive service for most people, to most destinations, most of the time, serving maximum ridership." In other words, the vision is not simply to accommodate growth as required by state and regional planning policies, but to foster that growth with a robust transit system that is an asset to the community. The TMP identifies a Frequent Transit Network (FTN) that leverages and complements the regional investment in East Link light rail and upon which local transit service and capital investments are focused.



Pedestrian and Bicycle Transportation Plan

The City of Bellevue published its [Pedestrian & Bicycle Transportation Plan Report](#)⁹ in 2009; it outlines the vision for Bellevue to become an increasingly walkable and bikeable city. Although not a regulatory document itself, the plan compiles all of the pedestrian and bicycle policies, projects, and maps into a single document to serve as the main resource for the planning, design, construction, and maintenance of active transportation facilities in Bellevue. The plan includes a vision, assessment of the existing facilities and travel, planned network, and action plan.



⁸ City of Bellevue, Bellevue Transit Master Plan, July 2014. Available at: https://bellevuewa.gov/sites/default/files/media/pdf_document/TMP-Bellevue-Transit-Master-Plan-2014.pdf. Accessed January 13, 2021.

⁹ City of Bellevue, Pedestrian & Bicycle Transportation Plan Report, 2009. Available at: https://bellevuewa.gov/sites/default/files/media/pdf_document/ped-bike-plan-2009.pdf. Accessed January 13, 2021.

MMLOS Metrics, Standards & Guidelines

In 2017, the Bellevue Transportation Commission approved a set of recommendations related to multimodal level-of-service (MMLOS), setting the foundation for the Mobility Implementation Plan. The [MMLOS Metrics, Standards & Guidelines](#)¹⁰ are rooted in the commitment to provide a transportation system that accommodates all people using all modes of travel. Such a multimodal transportation system can be considered a “layered network” in which each mode has its own complete network which may overlap with other modes on some facilities.

The Transportation Commission set forth a new approach to mobility by expanding the concept of LOS to apply to all modes rather than only vehicles. The Transportation Commission process included a review of best practices related to MMLOS and consideration of the policy context locally and regionally. Based on this study of the varying approaches, the Transportation Commission recommended specific metrics for vehicles, pedestrians, bicycles, and transit as well as a standard or guideline associated with each metric. These metrics were subsequently incorporated into the Bellevue Complete Streets Transportation Design Manual for implementation purposes. As each modal network evolves to meet these standards and guidelines—increasing system completeness—the vision for an integrated, layered network of all modes will be realized.

This document is of particular importance to the Mobility Implementation Plan and transportation concurrency as it provides key metrics by which to assess the performance of the transportation system and also includes standards/guidelines for what might be considered to be acceptable performance. Moving forward, it is likely that the Mobility Implementation Plan will incorporate this document with updates to the standards/guidelines to reflect the latest planning work in the City.

Traffic Standards Code

The [Traffic Standards Code](#) sets forth specific standards that provide for city compliance with the concurrency requirements of the state Growth Management Act (GMA) and for consistency between city and countywide planning policies under the GMA. GMA requires that transportation improvements or strategies to accommodate the traffic impacts of development be provided concurrently with development to handle the increased traffic projected to result from growth and development in the city and region.



¹⁰ City of Bellevue, 2017. MMLOS Metrics, Standards & Guidelines Final Report. Available at: https://bellevuewa.gov/sites/default/files/media/pdf_document/Bellevue_MMLOS%20FINAL.pdf Accessed January 13, 2021.

Transportation Development Code

The [Transportation Development Code](#) provides a regulatory framework for transportation impact mitigation requirements relating to redevelopment and new development. The code requires that a traffic impact analysis report be prepared for any proposed development project that is likely to cause significant impacts to existing or planned transportation facilities or may require mitigation. Based upon the findings of the report, the City may require mitigation measures in the form of construction of capital improvements (e.g. traffic signal, intersection modifications); a funding contribution to a future project that will mitigate the project's traffic impacts; and/or developing a transportation management program (TMP) aimed at reducing the peak hour trips generated by the development.

The transportation development code includes a complete streets policy stating that the City will implement complete streets—streets that provide appropriate facilities to meet the mobility needs of people of all ages and abilities who are walking, bicycling, riding transit, driving, and transporting goods—to the maximum extent practical. More detailed design requirements are incorporated into the Transportation Design Manual.

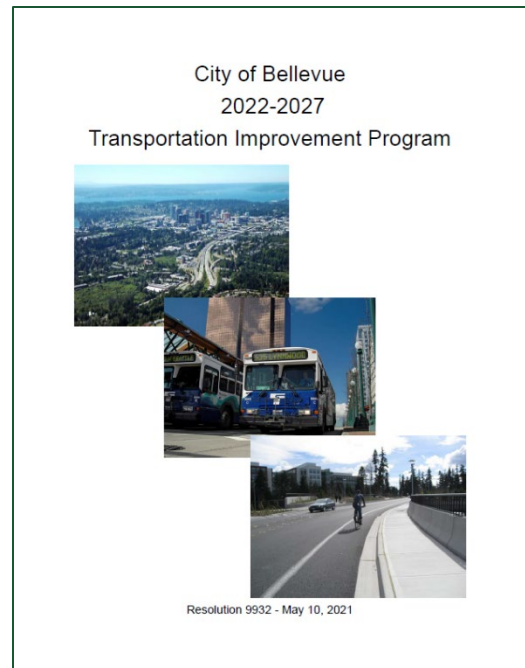
Complete Streets Transportation Design Manual

In 2020, Bellevue developed a draft Complete Streets [Transportation Design Manual](#)¹¹ (Manual) that describes the intent and requirements for the design and implementation of transportation facilities within the public rights-of-way. This Manual provides guidance and context for design elements and facilities that are mandated as part of the Complete Street ordinance enacted in 2016. In addition to identifying the transportation policies that support complete street development, the Manual provides design guidance on pedestrian, bicycle, transit facilities as well as along the roadway, curb space and at intersections. The Manual is intended for use and reference by City staff, private development teams, and other agencies doing work in Bellevue.

¹¹ City of Bellevue, 2020. Transportation Design Manual. Available at: <https://bellevuewa.gov/city-government/departments/transportation/permits-and-standards/transportation-design-manual>. Accessed April 30, 2021.

Transportation Improvement Program

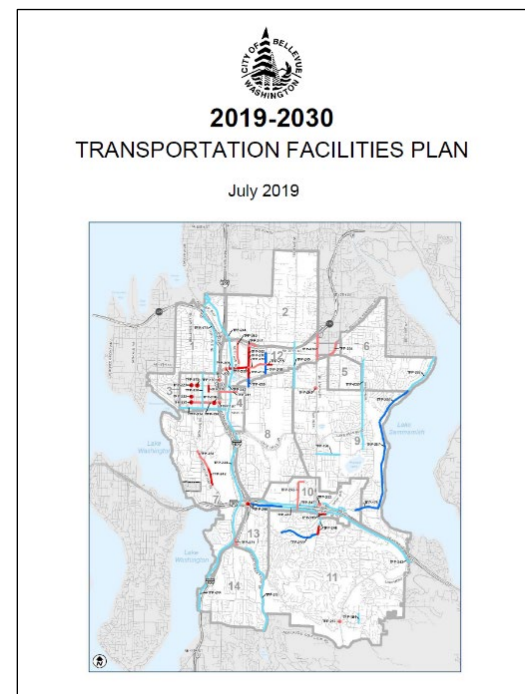
The Local TIP serves as a six-year work plan for the development of local transportation systems and is an important planning component, updated annually, under the Growth Management Act. The Washington State Department of Transportation (WSDOT) and Puget Sound Regional Council (PSRC) use Local TIPs to coordinate the transportation programs of local jurisdictions with those of regional agencies. PSRC monitors Local TIPs for projects of regional significance (to be modeled for Air Quality conformity) and projects supported by federal funds. These projects are incorporated into the Regional TIP, which is then included in the State TIP. For Bellevue, the primary importance of the Local TIP is to create eligibility for funding from state and federal grant programs. Because the Local TIP is not revenue constrained, projects and programs that the City would implement within the 6-year timeframe are included. Local TIPs then, by definition, represent a comprehensive list of projects and programs deemed necessary to ensure a balanced investment in the City's multimodal transportation system.



Transportation Facilities Plan

The [Transportation Facilities Plan](#)¹² (TFP) is a comprehensive citywide implementation plan that compiles the priority projects from the various long-range plans discussed above, along with other emerging needs that may not have been previously identified. The TFP covers a 12-year period and, unlike the Transportation Improvement Program, is constrained by revenue projections.

In addition to functioning as an intermediate-range planning tool between the Comprehensive Plan (and other longer-range functional plans) and Capital Investment Program Plan horizons, the TFP sets the basis for the Transportation Impact Fee Program. Through that program, developers pay a share of projects costs that will provide capacity for the users of their developments. The City also conducts a programmatic environmental review of the



¹² City of Bellevue, 2019. Transportation Facilities Plan. Available at: https://bellevuewa.gov/sites/default/files/media/pdf_document/TFP%202019-2030%20final%20071919%20TFP.pdf. Accessed January 13, 2021.

projects included in the TFP to demonstrate how those network enhancements will accommodate the 12 years of land use growth forecast over the Plan period. These determinations are used by Bellevue development review staff to inform decisions to approve or deny development applications.

An important element of the TFP is how the City prioritizes the larger list of projects in the Comprehensive Transportation Project List and other modal plans into a funding constrained list. The TFP begins by including the projects from the most recent CIP Plan adopted by the City Council (discussed below) and the remaining projects are determined using a prioritization process of the projects included in the Comprehensive Transportation Project List, Pedestrian and Bicycle Transportation Plan, Transit Master Plan and other plans like the Downtown Transportation Plan and Eastgate/I-90 Study. Any projects that have arisen from the public involvement process for the TFP or through City staff recommendations are also considered. The prioritization process uses the scoring criteria shown in **Table 1** for roadway and intersection projects. Projects that support transit service and facilities, and projects for non-motorized transportation are typically not listed and are evaluated separately.

Table 1: Transportation Facilities Plan Evaluation Criteria (2021)

Evaluation Criteria	Weight
Safety (vehicular, pedestrian, bicycle)	30%
Level of Service (congestion management)	20%
Transit (improving service, facilities and/or access)	20%
Non-Motorized (serving key locations/populations, providing connected facilities)	20%
Plan Consistency & Outside Funding (integration with local/regional plans, likelihood of attracting non-local funds)	10%

Source: City of Bellevue.

Capital Investment Program Plan

The [Capital Investment Program \(CIP\) Plan](#) considers a period of seven years and focuses on implementation of the highest priority capital projects. The City Council adopts the CIP every two years as part of the biennial budget update. The CIP typically includes a subset of high-priority projects from the TFP that are needed to support growth in the near term as well as other projects identified by City staff, the public, or other sources that do not appear in the TFP. The CIP includes projects that touch on a variety of areas, with transportation accounting for the largest portion of the budget at roughly 40 percent.

2016 Neighborhood Safety, Connectivity and Congestion Levy

In 2016, Bellevue voters passed the 20-year [Neighborhood Safety, Connectivity and Congestion Levy](#) to supplement other transportation funding sources.¹³ Projects eligible for funding are categorized as follows: neighborhood safety; bicycle facilities; sidewalks, trails, and paths; neighborhood congestion; and technology for safety and traffic management; and system maintenance. The candidate levy projects are compiled from existing plans and programs' lists of candidate project locations; many projects originate from the public.

As there was not an existing framework to prioritize Neighborhood Congestion Reduction Levy projects, City staff worked with the Transportation Commission to develop a three-tier project prioritization process. Tier 0 is a pass/fail criteria: only projects that are not dependent on development or a future outside agency project pass. Tier 1 includes an evaluation of existing vehicle LOS and safety using AASHTO Highway Safety Manual predictive methods. Tier 2 is used prior to final design and has seven components: proposed vehicle LOS (and urban travel time for corridor projects) which is weighted most heavily, potential for grant funding, complexity of implementation, multimodal LOS for pedestrians, multimodal LOS for bicycles, transit impact, and safety.

Conclusion

In summary, state, regional, and local policies are well-aligned in their commitment to developing a robust multimodal transportation network that supports population and employment growth. Moreover, the implementation of these policies is taking form in the massive investments in multimodal options throughout the region and in Bellevue locally. The City has developed a strong foundation of modal plans and funding mechanisms to implement a multimodal system; however, the existing transportation concurrency program and a lack of specific guidance on how to advance projects from the modal plans and Comprehensive Transportation Project List limits a faster transition to a multimodal system in Bellevue. The following chapter provide more context on best practices related to multimodal project prioritization from other communities and Bellevue's concurrency policy.

¹³ City of Bellevue, 2021. Available at: <https://bellevuewa.gov/city-government/departments/transportation/projects/transportation-levy-projects>. Accessed March 12, 2021.

Section 2: Long-Range Transportation Project Prioritization

The Comprehensive Plan’s vision for a multimodal transportation system will take time to implement. The Transportation Commission’s MMLOS Metrics, Standards, and Guidelines document sets a clear target for the performance of the transportation system, but in a resource-constrained environment, the City will need to make choices about which specific projects move forward in any given year to build out each layer of the modal network. This incremental approach to building a complete transportation system requires a project prioritization process that can be applied across multiple modes. While Bellevue has applied project prioritization frameworks within individual modal plans and the TFP, there is no common citywide framework. Moreover, there is a desire to directly incorporate values such as sustainability and equity into project prioritization, as determined through the Mobility Implementation Plan Performance Metrics. This section describes and summarizes best practices related to project prioritization, a critical component of a successful Mobility Implementation Plan.

Best Practices

Ballard-Interbay Regional Transportation System (BIRT) Study – City of Seattle

The City of Seattle completed the Ballard-Interbay Regional Transportation System (BIRT) Study in 2020 to improve travel in the Ballard-Interbay area including considerations related to bridge replacement, corridor investments, and multimodal transportation improvement projects. As part of the project, a set of project evaluation criteria were developed that applied to a variety of multimodal projects. The criteria were developed to relate directly to the project’s goals and each criterion had a low, medium, and high score definition (i.e. 0, 1, or 2 points). A high level summary is listed in **Table 2** and the full table is included in the [SDOT BIRT Report Appendices](#). Each project was assigned a composite score that weighted the score for each goal equally.

Table 2: Ballard-Interbay Regional Transportation System Study Evaluation Criteria

Goal	Evaluation Criteria
Improve mobility for people and freight	Throughput: Project increases person trips and person throughput.
	Transit Mobility: Project improves transit mobility.
	Access: Project increases the geographic reach of who can walk/bike to a key destination (light rail station, existing RapidRide Stop, or major jobs center (Terminal 91, Expedia, Armory)) under low-stress conditions.
	Connectivity: Project improves the number of high-quality travel choices through improved connectivity.
	Travel Time & Reliability: Project reduces or maintains freight travel times on key corridors.
	Route Resiliency: Project adds to available freight paths at key locations in the study area.
Provide a system that safely accommodates all travelers	Safe and Comfortable Options: Project makes biking safer and more comfortable for people of all ages and abilities.
	Safe and Comfortable Options: Project makes walking and rolling safer and more comfortable.
	Safe and Comfortable Options: Project makes using transit safer and more comfortable.
	Crossing Safety: Project makes crossing roadways safer and more comfortable for those walking, rolling, biking, and accessing transit.
	Collision Histories and Factors: Project addresses safety at a location where many collisions have occurred or are identified in the City's Bicycle and Pedestrian Safety Analysis.
	Roadway Geometrics: Project improves mobility for trucks and deliveries.
	Modal Separation: Project limits conflicts with other modes.
Equity	Social Impacts - Residents: Project minimizes impacts on low-income households and people of color that live in the BIRT study area.
	Social Impacts - Employees: Project minimizes impacts on low-wage workers and people of color that work in the BIRT study area.
	ADA Access: Project makes it easier for people with disabilities to travel in the study area.
Support timely and coordinated implementation	Funding Viability: Project is likely to be funded through local, regional, state, or federal funding.
	Timely Implementation: Project is implementable within a reasonable timeframe given technical and right-of-way considerations.
	Constructability, Risk, and Complexity: Project limits construction impacts.
	Environmental Impacts: Project minimizes impacts on the ecological environment.
	Economic Impacts: Project supports the Manufacturing and Industrial Center (BINMIC) and maritime industries.
	Responds to Urgent Needs: Project addresses an identified seismic or structural deficiency.

Source: City of Seattle.

Transportation Master Plan – City of Sammamish

The City of Sammamish used a similar approach to prioritize projects at the citywide level as part of their Transportation Master Plan. **Figure 3** shows an interim potential evaluation process that was considered. Again, metrics were developed to tie in each transportation goal with points weighted and awarded depending on the metric.

Potential Project & Scenario Evaluation		
	Metric Description	Ranking
1  The system should be efficient , maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit.	Improves or eliminates a congestion choke point to LOS standard under current or future conditions Improves emergency response times Increases programs such as staggering work and school schedules, carpooling, school-pooling, clustering of services to support shorter trips, and "park once" experience	4 = Solves auto LOS deficiency 2 = Improves auto operations but does not eliminate LOS deficiency 0 = Does not improve LOS deficiency or no LOS deficiency in project vicinity 4 = Yes 0 = No 2 = Yes (TDM project, benefits walking/transit/biking) 0 = No
2  Regional destinations should be easier to access , with more transit and less congestion on commute routes.	Improves connection to the regional transportation system (i.e. transit, trails, I90 and SR202) and major urban and employment centers Project will have a positive impact on many users (geographic equity)	6 = High capacity connection into/out of city (like improvement to intersection of SR 202/Sahalee) 3 = More minor connection like trails; walk to transit facility 0 = No 6 = Impacts a high number of users (is on an arterial roadway) 3 = Impacts a medium number of users (is on a collector or major trail facility) 2 = barricade removal 0 = Impacts a low number of users
3  It should be easier to get places on foot, by bike or by car, with connected streets and trails, and improved bike connections.	Reduces distance between origins and destinations by filling in gaps and creating a new connection Encourages pedestrian and bicycle travel	4 = For all modes 2 = For non-motorized only 0 = Does not reduce distance of trips 4 = Exclusive facility (e.g. sidewalk, trail, RRFB/enhanced crosswalk) and/or related to the Parks Pro Plan or SRTS 2 = Shared facility (e.g. sidewalk w/o buffer or one side, non-enhanced crosswalk, way-finding, ADA improvements) 0 = Other
4  Transportation system management should be fiscally sustainable , controlling investment costs, finding grants, and increasing local ability to pay.	Project is within the City's direct control Project's costs are aligned with City budget constraints Project is a strong match for grant opportunities or outside funding sources On-going maintenance costs	2 = Under City control, can be done quickly (within 6 years) 1 = May require some coordination, could take 7-20 years to implement 0 = May take more than 20 years to implement, or not under City control 2 = Low cost improvement (project is <\$500K) 1 = Moderate improvement (project is between \$500K and \$1M) 0 = High cost (project is >\$1M) 2 = Yes 0 = No 2 = Project will reduce ongoing maintenance (i.e., replacement of signal with roundabout, reduction in paved surface) 1 = Project addresses near-term maintenance need (street overlay) 0 = Project will increase maintenance costs
5  Transportation should be safe and welcoming , with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.	Addresses location with a history of injury/fatal collisions Fixes an identified sight distance issue or identified modal conflict point. This includes projects that improve the frequency or quality of pedestrian crossings Project maintains the character of residential streets by discouraging cutting through and/or speeding	2 = Serious Injury/fatal collision 1 = Not serious injury collision 0 = No collision 2 = Yes 0 = No 2 = Yes 0 = No
6  The rights of way and trails should look great, enhancing the character that makes Sammamish unique .	Traffic calming projects support beautification and sustainability (e.g. adds vegetation to reduce heat island effect, utilizes permeable surfaces, etc.) creates a complete street by improving amenities to meet City Standards Provides for a unique and welcoming travel experience	2 = Increases vegetation, reduces street width, and/or utilizes permeable surfaces/other stormwater treatments 0 = Does not include sustainability improvements 2 = Regional trail investments; high amenity sidewalk 1 = Other beautified streetscape investments 0 = None

Figure 3. Potential Project Prioritization Framework, City of Sammamish.

Transportation Master Plan – City of Olympia

Olympia’s Transportation Master Plan used a set of transportation performance thresholds to identify gaps in the system and therefore projects that must be built. These thresholds included:

- Volume/capacity ratio of 0.85 on roadway segments
- Pedestrian crossings of arterial streets within 300 feet of major pedestrian destinations
- Sidewalks on one side of arterials as a basic network, ultimately on both sides of arterials
- A low stress bikeway within a quarter-mile (ultimately a half-mile grid) of all the parcels in the city; basic five foot bike lanes on all arterials

Applying these performance thresholds resulted in a large set of transportation projects that are well outside the ability to fund over the next 20 years. Within each mode, a separate project prioritization was prepared to identify the projects that were most important to meet City transportation, safety, and equity goals (for example, sidewalk prioritization as shown in **Figure 4** with gaps and their relative priority shown in **Figure 5**). This modal prioritization varied somewhat by project type, but generally included elements of:

- Safety/risk exposure
- Proximity to historically marginalized populations
- Proximity to essential community services
- Potential usage (as evaluated by the jobs/housing density near the project or forecasted use in the case of transit and roadway projects)
- Ability to fill major gaps in the system (e.g., not adjacent to an existing facility)

Prioritization

Points are awarded to missing sidewalk segment as follows:

If the segment is within:	
½ mile of a school	20 points
½ mile of a park	10 points
¼ mile of a public building or grocery store	10 points
¼ mile of a Neighborhood Center	5 points
Either: On an Urban Corridor In an area of dense housing In an area of dense employment	15 points
If the segment is on a street that is:	
A transit route	20 points
An arterial, major collector, or neighborhood collector	20/15/5 points
Missing a bike lane	10 points
Missing a sidewalk on both sides	Double the subtotal of score

Figure 4. Sidewalk Prioritization Criteria, City of Olympia.

Sidewalks | West

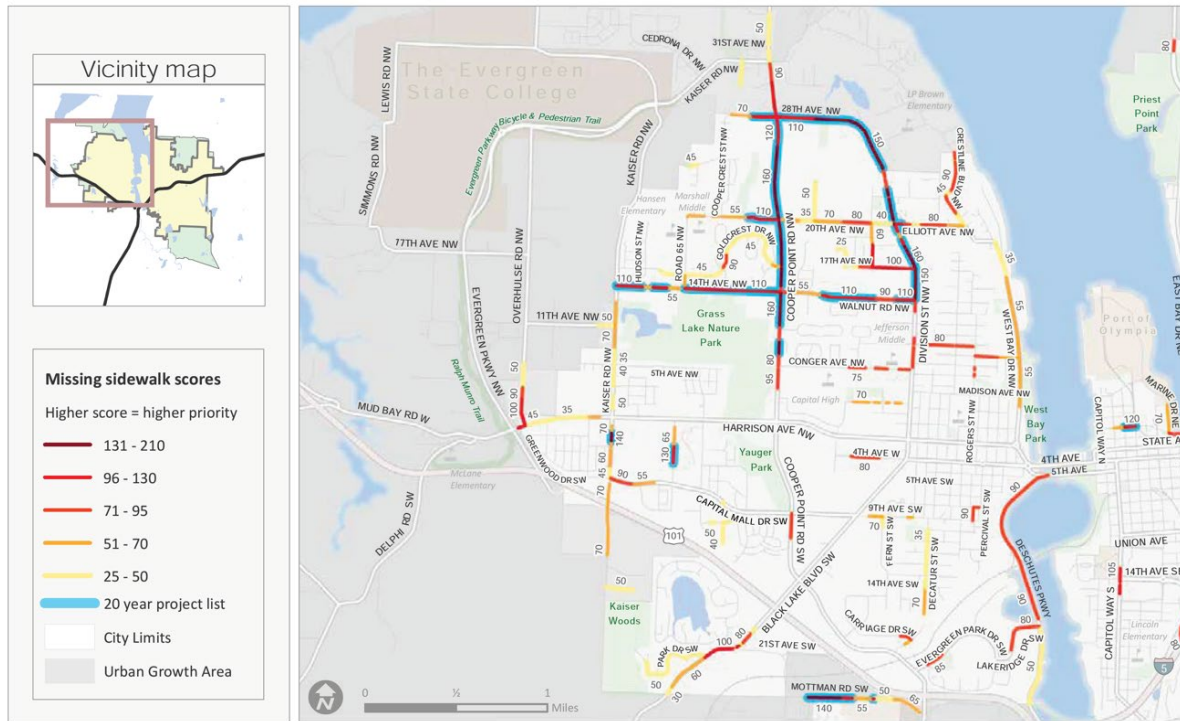


Figure 5. Sidewalk Priorities, City of Olympia.

Once all the modal projects and priorities were identified, the City blended the highest priority projects to develop a realistic list of multimodal projects that align with available funding. A number of algorithm-based processes were discussed that would attempt to quantify the benefits of different modal projects compared to others. However, this numerically-driven approach was ultimately not used because it could perpetuate current unsustainable travel choices (most people in Olympia drive most places and metrics like utilization tend to reinforce these patterns) while also risking inaction on key projects that have strong community or political support (focusing more exclusively on low-carbon modes might not address spot congestion at a particular intersection that is at the top of the public's mind). In summary, any automated/numerical approach was viewed as not being context sensitive or flexible enough to balance all the needs and voices in Olympia.

Ultimately, the City went through a staff and community led process that identified resident/employee/employer expectations about investments in the most important transportation issues. This effort was centered around a robust outreach process through two online open houses, surveys, a storymap, and presentations at boards, commissions, and City Council. The multimodal prioritization approach also reviewed existing and likely funding since some sources are restricted to the types of improvement they can build (e.g., Olympia has a voter-approved utility tax that per City Code must be spent on sidewalks). Using this information, the staff developed, the public weighed in on, and the City Council ultimately approved a 20-year project list that also forms the foundation for Olympia's concurrency system and a new multimodal transportation impact fee.

Type of facility	System target	Existing inventory	Full network list	20 year project list
Sidewalks	There will be sidewalks on both sides of our largest streets: arterials, major collectors and neighborhood collectors. The first priority is to have a sidewalk on at least one side of every major street, then both sides.	137 miles	65 miles	8 miles
Pathways	Existing informal pathways will be improved, followed by building pathways in locations where they are needed.	62	81	15
Enhanced crosswalks	There will be an enhanced crosswalk within 300 feet of major destinations on arterials and major collectors.	188	350	16
Curb ramps	Add or upgrade curb ramps on all sidewalks to comply with current federal standards	1,586 curb ramps are compliant with the current standards	4,014 curb ramps are missing or need to be upgraded	Typically, curb ramps are added or upgraded as part of other projects
Accessible signals	Add accessible devices to all traffic signals	18 audible signals	79 signals need accessible devices	Typically, accessible signals are added when signals are upgraded
Bike corridors	The low-stress bike network provides a route on a ½ mile spacing, so no one is more than ¼ mile from one.	1.5 miles of bike corridors	34 miles of bike corridors	10 miles of bike corridors
Enhanced bike lanes	The low-stress bike network provides a route on a ½ mile spacing, so no one is more than ¼ mile from one.	0 miles of enhanced bike lanes	52 miles of enhanced bike lanes	4.5 miles of enhanced bike lanes through resurfacing, and 2.5 miles as part of major street reconstruction
Intersections	Intersection improvements are built as needed for safety and function at major intersections.	12 roundabouts 97 signals	52 roundabouts	12 roundabouts
Safety projects	Improve the safety of our streets based on a routine analysis of collisions.	NA	56 current projects; ongoing need	23 projects
Resurfacing	Streets surfaces will be in good condition, with an average system rating of 75. (A rating of 100 is excellent.)	Our current system rating is 67	Not yet identified; ongoing need	69 miles in 6 years (20-year project list not defined)

Figure 6. Citywide System Targets, City of Olympia.

SMART SCALE – Virginia Department of Transportation

The Virginia Department of Transportation developed a project prioritization process called SMART SCALE which is used to compare a wide variety of project types from throughout the state. Individual jurisdictions submit project applications that address six evaluation areas: safety, congestion mitigation, accessibility, environmental quality, economic development, and land use coordination. Within each of these areas, there are two to three measures that are weighted to make up the entire score. Each project application includes a benefit-to-cost comparison.

Evaluations are compiled into a staff-recommended funding scenario which is then reviewed by the Commonwealth Transportation Board (CTB). While the CTB is not required to fund projects in the order of their scores and has final decision-making authority, the process does provide transparency. This type of prioritization process is very comprehensive, and requires a substantial amount of data collection and preparation to score each project.

NCHRP Cross Mode Project Prioritization

In 2014, a report on cross mode project prioritization was prepared as part of National Cooperative Highway Research Program (NCHRP) Project 08-36, Task 112¹⁴. The [Cross Mode Project Prioritization](#)

¹⁴ Parsons Brinckerhoff for the American Association of State Highway and Transportation Officials (AASHTO), 2014. Available at: [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP08-36\(112\)_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP08-36(112)_FR.pdf). Accessed March 17, 2021.

report's authors conducted a survey of Metropolitan Planning Organizations and state DOTs to understand how agencies were approaching project prioritization across modes. The authors found that most agencies prioritize within modal "silos" to determine the top-performing projects within each category and then use a more nuanced method to prioritize among those projects, for example gathering feedback from public officials and stakeholders. A variety of evaluation frameworks are summarized in the report, generally consisting of evaluation criteria tied to specific metrics that are weighted to reflect the agency's values and goals. The report categorizes these approaches in four ways: benefit cost analysis, cost effectiveness analysis, process-based approach (e.g. a political approach), and a goal based approach which is most akin to what the City of Bellevue is striving for: establishing goals and levels of performance within each mode and identifying the projects needed to achieve them so decision makers and the public can understand investment needs in order to reach their desired outcomes.

Among the more integrated approaches is a system developed by the Hampton Roads Transportation Planning Organization which organizes its metrics into three categories that apply to all modes: project utility, economic vitality, and project viability. As shown in **Figure 7**, though the specific metrics within each category vary depending on the type of project, the number of available points is equal across all modes which can provide for comparisons. The composite scores are then considered along with other input from a technical advisory committee, elected officials and other stakeholders.

Highways	Interchanges	Bridge / Tunnel	Intermodal	Transit
<u>Project Utility</u> Congestion Level (30) System Connectivity (25) Safety and Security (15) Cost Effectiveness (15) Land Use (10) Modal Enhancements (5) Total Points (100)	<u>Project Utility</u> Congestion Level (30) System Connectivity (25) Safety and Security (15) Cost Effectiveness (15) Land Use (10) Modal Enhancements (5) Total Points (100)	<u>Project Utility</u> Congestion Level (30) Condition (20) System Connectivity (10) Safety and Security (10) Cost Effectiveness (15) Land Use (10) Modal Enhancements (5) Total Points (100)	<u>Project Utility</u> Enhance Intermodal(30) Improve Access (30) Safety and Security (15) Cost Effectiveness (25) Other Mode Access (15) Total Points (100)	<u>Project Utility</u> Existing Ridership (20) System Connectivity (20) Land Use (15) User Benefits (15) Air/Emissions (10) Cost Effectiveness (15) Modal Enhancements (5) Total Points (100)
<u>Economic Vitality</u> Travel Time (30) Labor Market Access (20) Meet Industry Needs (30) Increase Opportunity (20) Total Points (100)	<u>Economic Vitality</u> Travel Time (30) Labor Market Access (20) Meet Industry Needs (30) Increase Opportunity (20) Total Points (100)	<u>Economic Vitality</u> Travel Time (30) Labor Market Access (20) Meet Industry Needs (30) Increase Opportunity (20) Total Points (100)	<u>Economic Vitality</u> Travel Time (30) Labor Market Access (20) Modal Interaction (30) Increase Opportunity (20) Total Points (100)	<u>Economic Vitality</u> Labor Market Access (45) Meet Industry Needs (20) Increase Opportunity (20) Economic Distress (15) Total Points (100)
<u>Project Viability</u> Funding (50) Project Readiness (50) Total (100)	<u>Project Viability</u> Funding (50) Project Readiness (50) Total (100)	<u>Project Viability</u> Funding (50) Project Readiness (50) Total (100)	<u>Project Viability</u> Funding (50) Project Readiness (50) Total (100)	<u>Project Viability</u> Funding (50) Project Readiness (50) Total (100)

Figure 7. Evaluation Metrics, Hampton Roads Transportation Planning Organization.

The report ends with a recommended concept for cross modal project prioritization, as shown in **Figure 8**. It suggests developing a score based on two evaluation categories: one set of metrics that apply to all modes (for example benefit cost ratio or level of financial matching available) and one set of metrics that are mode-specific, but allow for the same amount of points to be contributed to the overall score.

As shown in **Figure 9**, the benefits considered may vary by project type, but would all be translated to their financial benefit. In other words, the dollar is the common unit among all types of benefits.

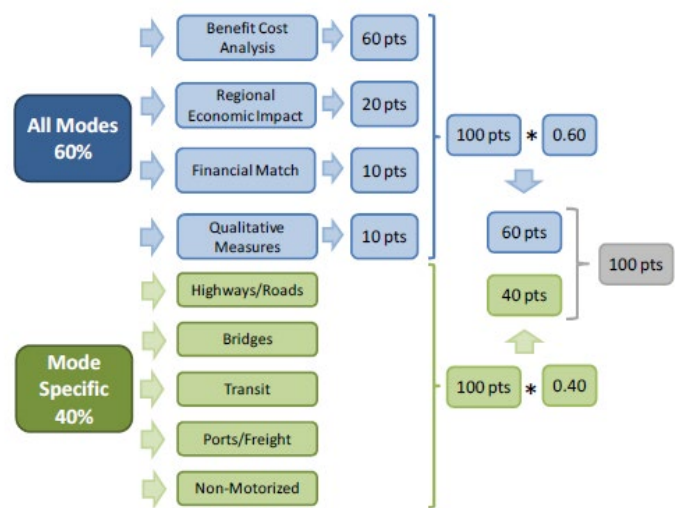


Figure 8. Proposed Cross Modal Project Prioritization Concept, Parsons Brinckerhoff.

Benefit Cost Analysis (60 points)				
Benefits				
Highway/Roads	Bridges	Transit	Ports/Freight	Non-Motorized
<ul style="list-style-type: none"> • Vehicle Hours Traveled • Vehicle Operation Costs • Oil Import Costs • Agricultural Impacts • Travel Time Reliability • Mobility • Local Place-making • Emissions • Runoff • Wetlands • Open Space • Materials and Waste • Safety Incidents • Noise • Health Impacts • Recreation 	<ul style="list-style-type: none"> • Vehicle Hours Traveled • Vehicle Operation Costs • Oil Import Costs • Travel Time Reliability • Emissions • Runoff • Wetlands • Open Space • Materials and Waste • Safety Incidents • Noise 	<ul style="list-style-type: none"> • Vehicle Hours Traveled • Vehicle Operation Costs • Oil Import Costs • Travel Time Reliability • Local Place-making • Emissions • Runoff • Materials and Waste • Safety Incidents • Noise 	<ul style="list-style-type: none"> • Vehicle Hours Traveled • Fuel Savings • Oil Import Costs • Travel Time Reliability • Emissions • Runoff • Wetlands • Open Space • Materials and Waste • Safety Incidents • Noise 	<ul style="list-style-type: none"> • Vehicle Hours Traveled • Vehicle Operation Costs • Oil Import Costs • Agricultural Impacts • Travel Time Reliability • Local Place-making • Emissions • Runoff • Wetlands • Open Space • Materials and Waste • Safety Incidents • Noise • Health Impacts • Recreation
Costs				
Construction Costs (Excluding ROW) O & M Costs Rehabilitation and Replacement Costs Residual Value				

Figure 9. Proposed Benefit Cost Analysis Concept, Parsons Brinckerhoff.

Multiple Account Evaluation Framework

A Multiple Account Evaluation (MAE) framework provides an overarching guide to multimodal evaluation and prioritization. In an MAE, evaluation measures are aligned with community values. Quantitative and qualitative metrics are established for each plan goal to elevate investments that deliver the highest value in advancing the plan vision. This approach allows jurisdictions the opportunity to articulate how factors like the environment, equity, safety, and health and livability factor into transportation decision making.

The evaluation framework process depicted below and described in **Table 3** uses a community's goals and objectives to shape a decision-making approach that elevates investments that are most closely aligned with their desired mobility future. A typical framework uses a four-step process to screen, score, and prioritize projects (and programs and policies, if evaluated) for funding and implementation. MAEs have been used to evaluate tradeoffs and eliminating modally focused long-range planning in cities like Boulder, Corvallis, Spokane, Seattle, Denver, Salt Lake City, and others. The MAE approach is also similar to what was applied in Olympia, as described in detail above.

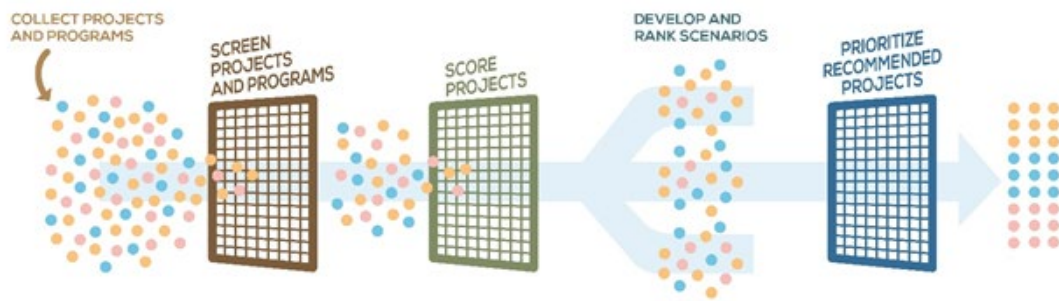


Table 3: Multiple Account Evaluation Framework Steps

Step	Purpose	Outcome
Step 1. Screening	Filter potential projects, programs, and policies for alignment and appropriateness	"Clean" set of projects, programs, and policies
Step 2. Scoring	Rank potential projects and programs to elevate those most aligned with plan goals	Scored list of projects and programs—presented in tiers—to be used for scenario development
Step 3. Developing Scenarios	Envision a mobility future through different combinations of modal investments and programmatic and policy changes	Transportation network scenarios that illustrate how varying combinations of projects and programs achieve plan goals and objectives for public input to inform a recommended scenario
Step 4. Prioritization	Prioritize projects within the recommended scenario and develop a prioritized project list	Prioritized list of final projects and programs based on the recommended scenario

Source: Nelson\Nygaard.

Conclusion

Developing a project prioritization approach that applies to multiple modes is a complex endeavor. Ranking of projects within a single mode can be a straightforward process, but comparing the benefit of projects across modes that create different types of value for different users does not lend itself to a universal approach that can be equally applied across all communities. While many agencies include quantitative metrics for at least part of the process, input from agency staff, elected officials, and the public is often used to develop a final list of priorities. Moving forward, the Consultant team will be working with City staff to identify the most appropriate prioritization framework for long range transportation planning in Bellevue.

Section 3: Transportation

Concurrency

The City of Bellevue published a [Multimodal Transportation Concurrency Final Report](#)¹⁵ in January 2021 that documented the existing concurrency system in Bellevue, challenges stemming from the system, best practices, and outlined a recommendation for a new multimodal concurrency framework. This section summarizes the key findings.

Existing Concurrency Methodology

Bellevue's existing concurrency system is a vehicle-focused approach to mobility that was developed in the 1980s and has remained largely intact. The concurrency program uses the concept of a volume to capacity (V/C) ratio that measures the capacity of a roadway intersection to accommodate the vehicles that would travel through it, averaged for all approaches. As currently defined, the V/C metric considers only level-of-service for motorized vehicles and is silent with respect to other modes. Therefore, to ensure the concurrency standard is met, vehicle capacity must be added at intersections that fall below the v/c standard or building permit applications must be denied. This approach is not in complete alignment with Comprehensive Plan policies and the Complete Streets Ordinance that maintain the vehicle approach to concurrency while also envisioning a multimodal transportation system that is planned and designed in consideration of all users.

Bellevue's transportation concurrency policies, are established in the Comprehensive Plan and the standards, and methodologies are adopted in the Traffic Standards Code (Bellevue City Code Chapter 14.10). The Traffic Standards Code defines 14 Mobility Management Areas (MMA) in the city. Within each MMA, there are designated intersections called "system

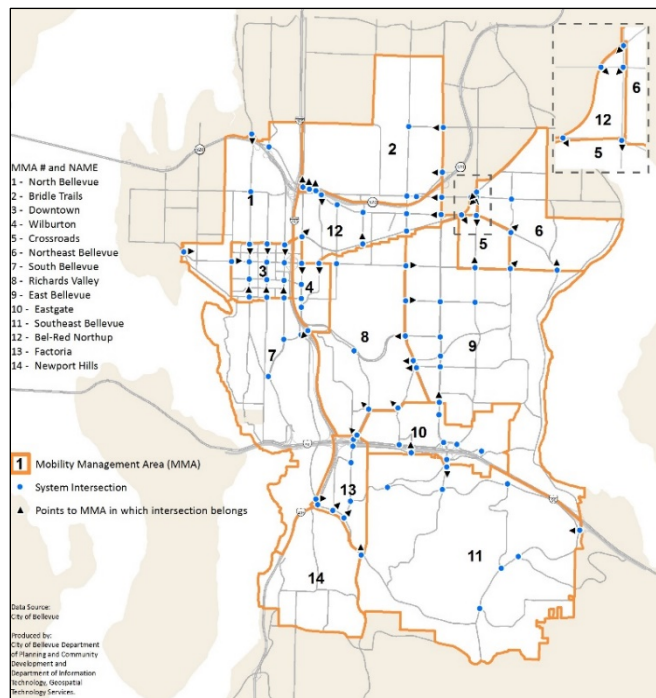


Figure 10. Mobility Management Areas, City of Bellevue.

¹⁵ City of Bellevue, 2021. Available at: https://bellevuewa.gov/sites/default/files/media/pdf_document/2021/Multimodal-Concurrency-Staff-Recommendation-final-report-011421.pdf. Accessed January 27, 2021

intersections” where vehicular performance measures are calculated and reported for the PM peak period. **Figure 10**, the Comprehensive Plan shows the MMAs and system intersections.

The Traffic Standards Code provides two standards for each MMA: the maximum average volume-to-capacity (V/C) ratio at a system intersection; and the maximum number of system intersections allowed to exceed the V/C ratio standard defined for each MMA (congestion allowance). The level-of-service standard varies by MMA in consideration of the land use vision for the area, the availability and level-of-service of each mode of travel, and community input.

Findings Related to Existing Concurrency System

With its sole focus on vehicle level-of-service, the existing concurrency system is out of synch with the envisioned multimodal approach articulated in the Comprehensive Plan and the planning and design direction embedded in the Complete Streets Ordinance. Bellevue has reported in the annual Concurrency Report that some intersections in some Mobility Management Areas approach or exceed the V/C Performance Metrics, yet the concurrency standard is met due to the congestion allowances embedded in the Traffic Standards Code. The existing approach to address volume/capacity performance by expanding intersection capacity is not sustainable fiscally and environmentally in the long-term, and is not consistent with recent policy direction to pursue a multimodal approach. In the event of a concurrency challenge under the existing system, there are alternative choices available: to continue the approach of adding vehicle capacity, to amend the existing concurrency standard, or to deny building permit applications.

Bellevue’s evolution to a major regional employment center supported by an increasingly multimodal transportation system is straining the value of the vehicle-focused level-of-service standard. While the city will continue to monitor intersection LOS and will continue to include vehicular capacity projects in the TFP, the V/C-based performance metric at system intersections is no longer the best single indicator to represent the performance of Bellevue’s multimodal transportation system. Furthermore, the vehicle-focused level-of-service standard does not identify gaps in the Performance Targets of other modes, which are increasingly key to livability, sustainability and equitable mobility across the City.

Multimodal Concurrency

A modern transportation concurrency approach for Bellevue will incorporate best practices to embed metrics and targets for all modes. This multimodal approach is intended to accommodate the travel demand of a growing community and to equitably allocate resources to create a supply of mobility among a wide range of transportation investments. A multimodal approach to concurrency is sustainable from the perspectives of the environment and the budget because the City may select a wide range of projects and programs that correspond to budget constraints and environmental objectives to meet growing travel demand. Personal and community health also benefits when people have meaningful choices for active transportation.

Ultimately, multimodal concurrency for Bellevue advances the Comprehensive Plan transportation policies and priorities, and implements modal plans for pedestrian, bicycle and transit facilities as it provides

methods and metrics to identify, prioritize and build projects that create a complete transportation system for all modes.

Best Practices

During the spring and summer of 2020, Bellevue staff evaluated several transportation concurrency frameworks that would transition from the automobile-focused V/C ratio-based concurrency system to a multimodal approach. This section describes the best practices studied by the staff through that process.

Mode Share

The City of Seattle uses mode share to determine transportation concurrency. Under this system, Seattle requires a transportation impact analysis of a proposed development to determine whether the mode share of the occupied building would meet single-occupancy vehicle (SOV) mode share standards established for different areas in the City in the Seattle Comprehensive Plan. If analysis shows that a development would generate SOV trips at a mode share at or below the threshold, the project would meet concurrency requirements. If the analysis shows that the development would generate a SOV mode share above the concurrency threshold, mitigation or development project modification would be required. For the most part, a development along a frequent transit corridor, in an urban village, or in an urban center will meet SOV mode share requirements based on the nature of the transportation services and mix/density of land uses in the area. Any development outside of these areas would likely require mitigation (except for land uses exempt from transportation impact analysis requirements). This concurrency policy encourages development in areas of the city where policy seeks to focus new development (i.e., higher-density areas with good transit service) and imposes additional requirements on development outside of transit corridors and urban villages/centers.

Vehicle Miles Traveled

While not employed as a transportation concurrency standard anywhere in Washington state, vehicle-miles traveled (VMT) may serve as a concurrency standard, similar to mode share. Many California jurisdictions use VMT as the primary transportation metric to analyze impacts, apply mitigation and monitor project performance. This methodology applied to a development proposal is similar to how transportation concurrency is applied in Washington.

In California, the state establishes regional per-capita VMT standards that must be met for a new development proposal to proceed. The per-capita component to the VMT standard is important because it recognizes that most communities are expected to grow. Setting a gross or total VMT standard could be unrealistic in a growing community and could stifle new growth that meets the community's land use vision. Focusing on per-capita VMT acknowledges the fact that some communities will add jobs/housing (and thus total VMT might increase), but each new resident or employee is expected to generate less VMT than the status quo – helping to achieve overall environmental and traffic congestion goals.

In some areas, the inherent land use density, travel pattern, mode share, etc. allow proposed land use projects to proceed without any further transportation approvals (i.e., they are in low per-capita VMT-

generating urban areas). However, in other areas, a proposed development must incorporate mitigations to reduce per-capita VMT to be considered for approval. Development mitigations have included such actions as employing a private shuttle program, rebalancing the mix of uses in a development, and charging a fee for residents/employees to enter/leave the development in a car.

Transportation System Completeness

System completeness requires that a community define a set of transportation investments/projects that aligns with a given amount of growth and then build those projects at a rate that keeps pace with or ahead of development. Specific investments and projects are determined by the available resources and the desired performance of the transportation system, as measured using a variety of performance metrics. Typically, the performance metrics and targets for how the transportation system operates are based on the goals and policies of the community's Comprehensive Plan.

The system completeness concurrency standard is met when the community implements the transportation system projects at a rate concurrent with proposed development. In other words, concurrency is achieved and maintained when the supply of transportation capacity created by projects for all modes is greater than the demand for mobility created by the person-trips from new development.

System completeness has also been called "plan-based" concurrency. There are several reasons for this definition:

- The transportation system improvements are identified to meet Comprehensive Plan transportation goals when the planned growth takes place.
- Implementation of the transportation plan is what is being tracked with concurrency; system completeness explicitly implements the planned system rather than identifying projects in reaction to an undesirable transportation outcome, which might not be consistent with the planned transportation system.

In Washington state, the cities of Redmond, Kirkland, Kenmore and Olympia have adopted multimodal system completeness as their transportation concurrency standard. Bellingham and Spokane also have a system completeness element to concurrency, but it is blended with traditional vehicle level-of-service concurrency standards.

Conclusion

Based on the guidance in the Comprehensive Plan and Transportation Commission study sessions from 2014 and 2016, the city staff identified that a multimodal transportation concurrency approach based on "system completeness" would best meet the long-term needs of the community. In the case of Bellevue, the Multimodal Level of Service (MMLOS) Metrics, Standards, and Guidelines document, authored in 2017 by the Transportation Commission would serve as a foundational document that defines the performance expectations of the transportation system. With multimodal performance targets defined, the City can identify transportation investments/projects that can achieve the performance targets, even as the City grows. Therefore, to achieve concurrency, the City would implement the identified system at a rate that is

on pace with the growth that is anticipated and periodically confirm that the performance targets are being met. The key elements of the system completeness transportation concurrency framework and the relationship to performance targets defined by the MMLOS Metrics, Standards, and Guidelines document are shown in **Figure 11**.

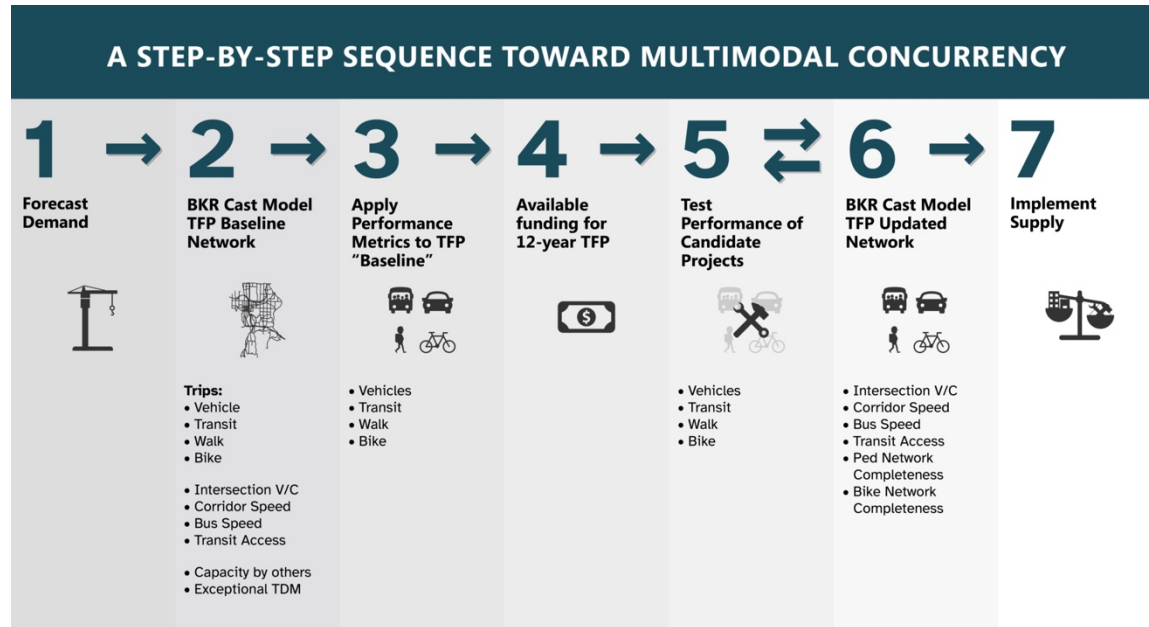


Figure 11. Sequence Toward Multimodal Concurrency, City of Bellevue.

In addition to ensuring a more sustainable approach to implementing Bellevue's transportation vision, the system completeness framework for multimodal concurrency is compatible with the concurrency method adopted by Bellevue's largest neighboring cities, Redmond and Kirkland. By aligning the concurrency frameworks for all three cities, a regional approach to building a multimodal transportation system can be pursued. Under the existing system, a V/C issue in Bellevue could require the expansion of an intersection which could be incompatible with Redmond's system completeness-based concurrency system. So long as all three cities coordinate their transportation plans along their respective borders, regional growth can implement the regional transportation vision.

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