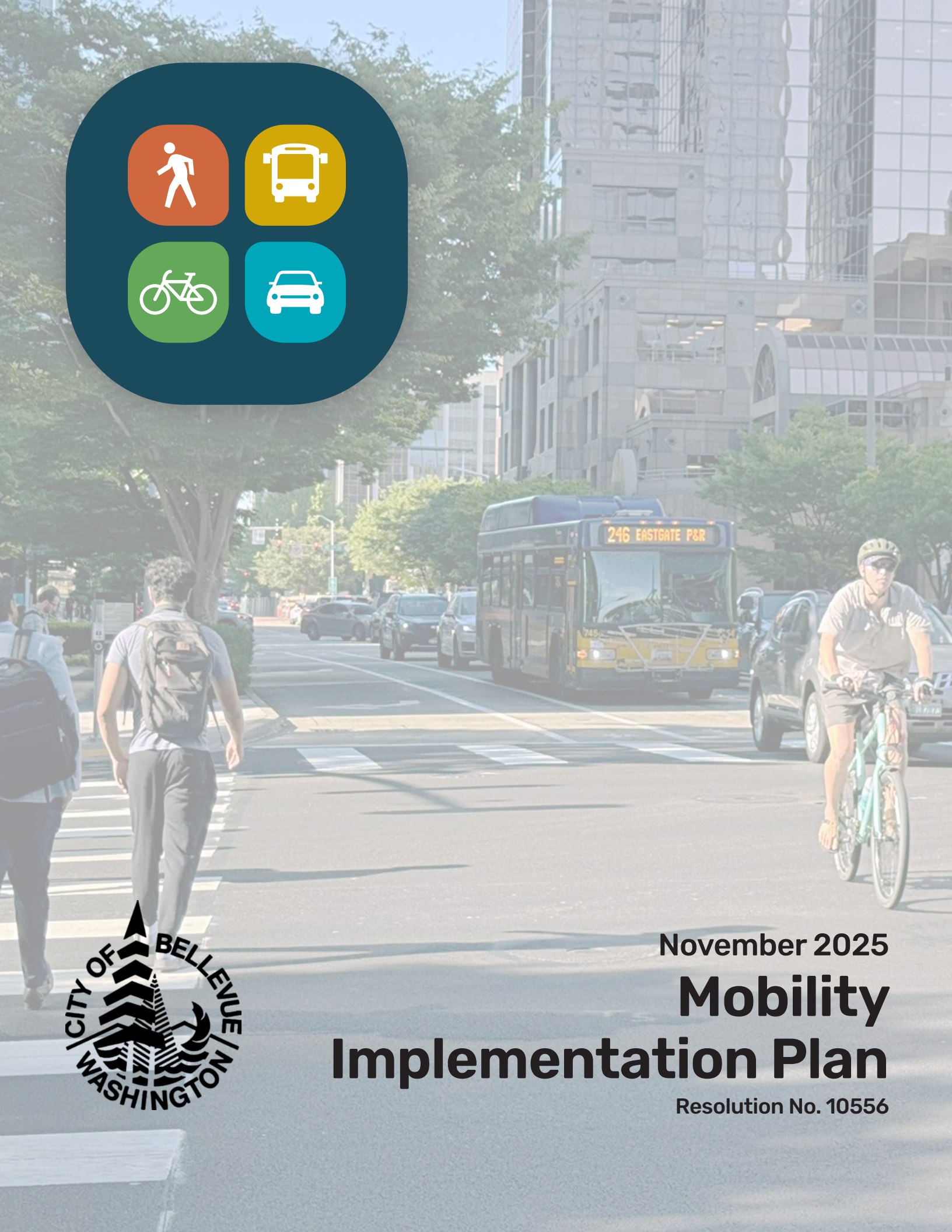

November 2025

Mobility Implementation Plan

Resolution No. 10556

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CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 10556

A RESOLUTION to adopt the Mobility Implementation Plan 2025 Update, incorporating or superseding all prior City of Bellevue Pedestrian and Bicycle Transportation Plans.

WHEREAS, on April 18, 2022, the City Council adopted Resolution 10085 to approve the Mobility Implementation Plan to support a multimodal approach to mobility; and

WHEREAS, Comprehensive Plan policy TR-28 calls for community engagement to evaluate and modify the Mobility Implementation Plan as needed, in concert with each periodic update of the Comprehensive Plan, or as warranted by changed circumstances; and

WHEREAS, on December 12, 2024, January 9, January 23, February 13, March 13, March 27, April 24, May 8, and September 11, 2025, the Transportation Commission held public meetings during which it welcomed public feedback on the Mobility Implementation Plan 2025 Update; and

WHEREAS, on February 25 and 26, 2025, staff held open houses at Crossroads Mall and City Hall to solicit input and feedback and hosted an online open house on the Engaging Bellevue platform between February 26 and March 27 of 2025; and

WHEREAS, to address changed circumstances, the Mobility Implementation Plan 2025 Update adds metrics and targets for Pedestrian Level of Traffic Stress and Bicycle Level of Traffic Stress at intersections, incorporates the 2009 Pedestrian and Bicycle Transportation Plan Report, and updates maps, tables and figures with current data and forecasts to 2044; and

WHEREAS, the Transportation Commission studied and approved the recommended updates to the Mobility Implementation Plan; and

WHEREAS, on September 11, 2025, the Transportation Commission recommended approval of the Mobility Implementation Plan 2025 Update in a unanimous vote; and

WHEREAS, on May 17, 1993, October 24, 1994, and October 18, 1999, the City Council adopted resolutions (Resolution Nos. 5653, 5824, and 6364 respectively) to approve the initial Pedestrian and Bicycle Transportation Plan and revisions to the Pedestrian and Bicycle Transportation Plan; and

WHEREAS, on March 12, 2007, City Council initiated an update to the 1999 Pedestrian and Bicycle Transportation Plan, resulting in the 2009 Pedestrian and Bicycle Transportation Plan Report; now therefore

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City Council hereby adopts the Mobility Implementation Plan 2025 Update, a copy of which plan has been given Clerk's Receiving No. _____.

Section 2. The Mobility Implementation Plan 2025 Plan Update supersedes all prior iterations of the Pedestrian and Bicycle Transportation Plan.

Passed by the City Council this 25th day of NOVEMBER, 2025, and signed in authentication of its passage this 25th day of NOVEMBER, 2025.

(SEAL)

CITY OF BELLEVUE CORPORATE SEAL 1953 WASHINGTON

Lynne Robinson, Mayor

Attest:

Charmaine Arredondo, City Clerk

Acknowledgements

Transportation Commission
November 2025

- Karen Stash, Chair
- Drew Magill, Vice Chair
- Susanna Keilman
- Nik Rebhuhn
- Albert Ting
- Kay Williams
- Anthony Welcher
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City Council
November 2025

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Executive Summary

The 2025 Bellevue Mobility Implementation Plan (MIP) update continues work on the award-winning MIP adopted in 2022. The MIP received the Governor's 2022 Smart Communities Award and the Puget Sound Regional Council Vision 2050 Award. The MIP is a performance measurement, monitoring and prioritization framework that aligns transportation investments with the city's land use vision; providing the platform for Bellevue to implement a complete, connected and accessible transportation network and to support the growth envisioned in the 2044 Comprehensive Plan. This 2025 MIP builds on more than a decade of work from the Transportation Commission on multimodal transportation network plans, policies, and evaluation metrics. The 2025 MIP incorporates significant parts of the 2009 Pedestrian and Bicycle Transportation Plan, and provides the networks and performance targets to implement a complete and connected arterial network for people walking, bicycling and rolling.

The Transportation Commission recommended this 2025 MIP to update the adopted 2022 MIP to add a Pedestrian Level of Traffic Stress (PLTS) metric and performance targets, to refresh data, figures, and maps with new information, and to refer to the Transportation Design Manual and professional planning and engineering guidance for specific pedestrian and bicycle network project design.

MIP Goals

The Mobility Implementation Plan includes four overarching goals that relate to how Bellevue will design and invest to improve the performance of the planned multimodal transportation networks:

Accommodate Growth

Multimodal transportation network investments support planned growth in population and employment.

Improve Safety

Safe streets are important for everyone, whether they are driving, walking, biking, or using transit.

Consider Equity

Transportation investments in Bellevue should be safe and accessible for all when viewed through a socioeconomic or demographic lens.

Improve Access and Mobility

Simultaneous consideration of access to support land use (a complete and connected transportation network) and mobility (the quality of the network for people using any mode).

2025 MIP Integrates the 2009 Pedestrian and Bicycle Transportation Plan

First adopted in May 1993 and most recently updated in 2009, the Pedestrian and Bicycle Transportation Plan "…sets the framework for non-motorized transportation in and around the city of Bellevue for the present and future." Further, "It focuses on completion of safe systems that target schools, parks, shopping, places of employment and other activity centers." Over 30 years later, the intent expressed in the Pedestrian and Bicycle Transportation Plan holds true, and is a work in progress. Work subsequent to the 2009 Pedestrian and Bicycle Transportation Plan has refined the vision for the design and performance of the active transportation network. Council direction in 2019 focused on implementing the Plan rather than undertaking another revision.

While the 2009 Pedestrian and Bicycle Transportation Plan has guided city and private-sector projects over the years, the specific projects described in the plan do not implement current best practices, including the concepts of Bicycle Level of Traffic Stress and Pedestrian Level of Traffic Stress that consider the speed and volume of arterial traffic in the design of facilities for complete, comfortable, and safe pedestrian and bicycle networks.

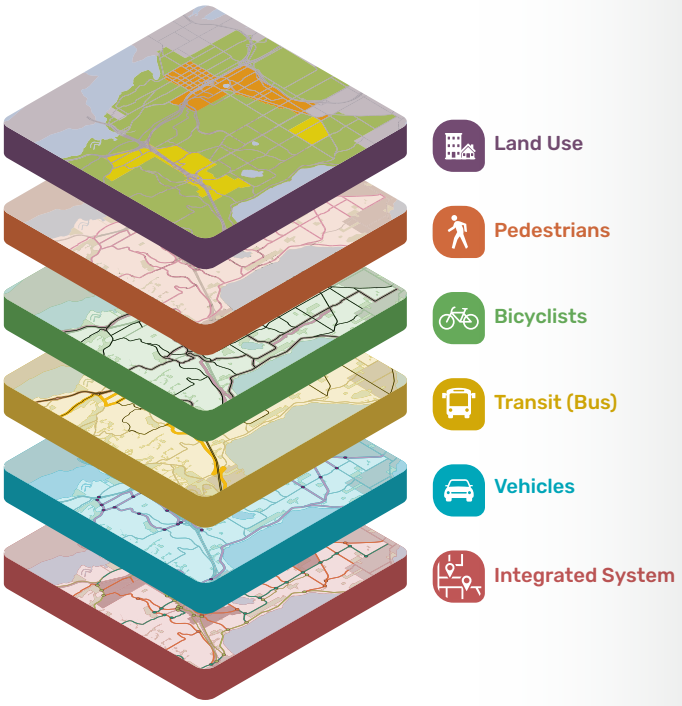
Therefore, this 2025 update of the Mobility Implementation Plan supersedes and incorporates the 2009 Pedestrian and Bicycle Transportation Plan as it pertains to the arterial network. The MIP retains the vision for complete and connected pedestrian and arterial bicycle networks and supports implementation with projects designed to achieve performance targets appropriate to the context. Implementation tools for pedestrian and arterial bicycle network corridors and intersections are constantly evolving. Design standards are documented and regularly updated in the Bellevue Transportation Design Manual. For the planned off-street active transportation network, **Appendix A** to the 2025 Mobility Implementation Plan contains the maps and project descriptions from the 2009 Pedestrian and Bicycle Transportation Plan.

Essential MIP Components

The Mobility Implementation Plan establishes performance metrics and performance targets for the multimodal transportation network on arterials throughout the city. Essential components of the MIP are described as follows:

Layered Network (Chapter 2): The Mobility Implementation Plan is based on the layered network concept that considers the land use context and each mode in the multimodal transportation network as the "layers" that describe the interconnectedness of land use and transportation. Mobility options are intended to be compatible with the land use that the transportation network supports.

Figure 1: Layered Network



The layered network acknowledges that the existing and planned land use influences expectations for transportation network performance. The layered network acknowledges that there are often competing priorities between modes and constraints exist to meeting the performance targets for all modes on all arterials and at all intersections.

Performance Metrics (Chapter 3): Performance metrics describe the vision for the planned transportation networks and describe the factors that influence the intended performance for each mode—pedestrian, bicycle, transit, and vehicle.

- **Pedestrian Network Metrics**
  - » "Speed limit factor" which is 120% of the posted speed limit.
  - » Average daily traffic volume.
  - » Width of the sidewalk.
  - » Width of the buffer from moving vehicles.
- **Bicycle Network Metrics**
  - » Bicycle Level of Traffic Stress (BLTS) along the bicycle network corridors describes the bicycle rider experience related to the "Speed Limit Factor" and the average daily traffic volume of traffic paired with the type of bicycle facility.
  - » BLTS at intersections on the bicycle network corridors is intended to maintain the bicycle rider comfort level and safety as a bicyclist travels through an intersection.
- **Vehicle Arterial Network Metrics**
  - » Volume-to-capacity ratio (v/c) at system intersections that varies according to Performance Management Area (PMA).
  - » Vehicle travel speed along segments of Primary Vehicle Corridors, also variable according to PMA.
- **Transit Service and Facility Metrics**
  - » Transit travel time ratio: Travel time on a transit vehicle (bus or light rail) relative to travel time in a car on corridors between activity centers.
  - » Bus stop passenger amenities and active transportation access to all types of transit stops, including light rail stations.

Performance Management Areas (Chapter 4): The Performance Management Areas (PMA) establish and describe the context, based on the type and intensity of land use and the diversity and availability of the mobility options. These geographic areas are where Performance Targets are set and where progress toward achieving mobility targets for each mode is summarized.

- **PMA 1** includes the High-Density Mixed-Use areas of Downtown, BelRed and Wilburton/East Main that have the greatest availability of mobility options including light rail.
- **PMA 2** includes the Medium-Density Mixed-Use areas of Crossroads, Eastgate and Factoria served by the Frequent Transit Network.
- **PMA 3** includes the Low Density, predominantly residential areas with small nodes of neighborhood-serving commercial activity and local pedestrian destinations. In these areas, mobility options may be more limited although pedestrian, bicycle and transit networks are available.

Performance Targets (Chapter 5): Expectations for the performance and user experience of the transportation network are expressed as "targets". Targets are related to the intended facilities/infrastructure and to the operations of the network. Targets for facilities/infrastructure focus on completing the planned arterial networks for people walking and bicycling, while targets for operations relate to capacity and performance for people driving on arterials

or riding transit. Specific project concepts to meet the intended Performance Targets may encounter various constraints and, as a result, alternative approaches may be selected. Today, transportation networks in Bellevue are incomplete relative to the intended Performance Targets – meaning there are "gaps" to be addressed through the Mobility Implementation Plan. A gap may be described as a facility or infrastructure that is missing or inadequate, or operations of a network corridor that do not meet the target. The Transportation Commission has defined Performance Target gaps that include:

Pedestrian

- Arterial segment that does not meet the Pedestrian Level of Traffic Stress target, or is missing a sidewalk, particular emphasis is given to arterials that are missing sidewalks on both sides of the street.
- Arterial segment that does not have a designated pedestrian crossing at an intersection or mid-block crossing location, according to the intended spacing or to specific pedestrian trip generators, including access to transit.

Bicycle

- Arterial segment that does not meet the Bicycle Level of Traffic Stress target.
- Intersection along a bicycle network corridor that does not meet the Bicycle Level of Traffic Stress target.

Transit

- Frequent transit network route where riding a bus/train between activity centers would take more than twice as long as driving a car.
- Bus stop on the frequent transit network that does not provide the intended passenger amenities.

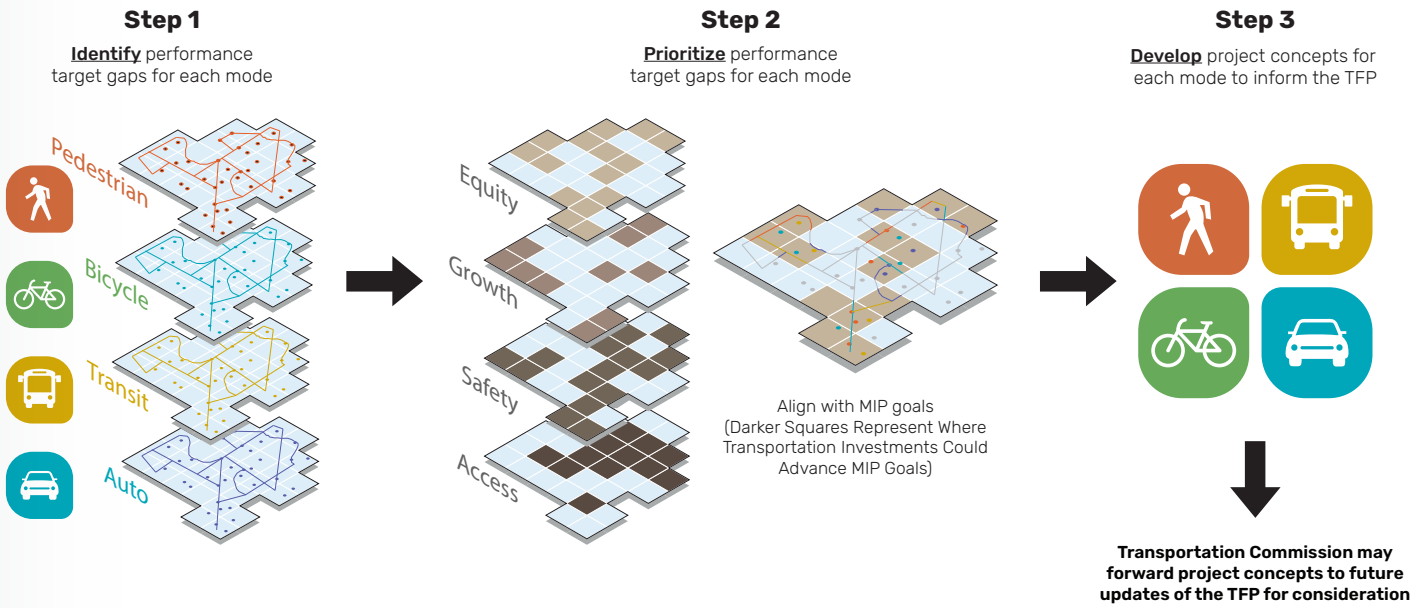
Vehicle

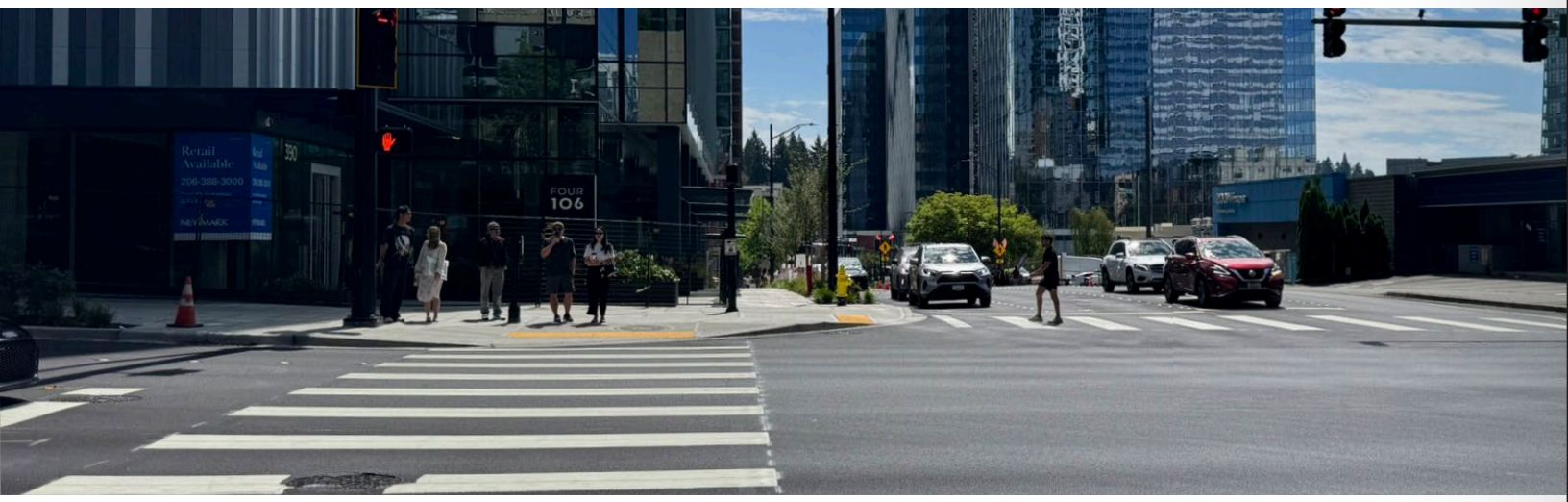
- System Intersection where the volume-to-capacity (v/c) ratio does not meet the Performance Target.
- Segment of a Primary Vehicle Corridor where travel speed is slower than the Performance Target.

Project Identification & Prioritization Framework (Chapter 6): The Mobility Implementation Plan framework provides guidance for the Transportation Commission on how to prioritize investments to address performance target gaps for the pedestrian, bicycle, and vehicle modes (transit performance target gaps are addressed through collaboration between the city of Bellevue and transit agency partners). While periodic analysis will reveal an inventory of Performance Target gaps, resources are limited, therefore prioritization is necessary. The process considers the Mobility Implementation Plan goals as a basis to define a decision-making approach that will advance the overall mobility objectives. There are several steps in the prioritization process, as shown in **Figure 2**:

- Identify Performance Target Gaps for each mode.
- Develop priorities by scoring Performance Target Gaps based on MIP goals and defined network components that are unique to each mode.
- Prepare project concepts and planning-level cost estimates for the highest-scoring Performance Target gaps.
- Refer high-scoring project concepts for consideration in each update of the Transportation Facilities Plan (TFP).

Figure 2: Project Identification & Prioritization Framework





Performance Monitoring and Reporting (Chapter 7): A suite of metrics that the city monitors will inform the Transportation Commission and the community how transportation investments help complete the system, how they are being utilized, and how they advance city priorities and support intended performance outcomes. Periodic monitoring and reporting provide data to the community on progress to achieve the Performance Targets as well as the environmental sustainability metrics defined in the Environmental Stewardship Plan such as per capita vehicle miles traveled and commute mode-share. This transparency allows city transportation staff, Transportation Commissioners, City Council members and the public to refine what types of transportation investments are made in Bellevue to meet the community's growth, livability and mobility goals.

Conclusion

This Mobility Implementation Plan is grounded in more than a decade of work led by the Transportation Commission. The Mobility Implementation Plan focuses on the modes of travel and the mobility infrastructure within Bellevue's control and for which the city is responsible. It establishes broad goals for mobility, Performance Metrics and Performance Targets for each mode, and Performance Management Areas that reflect planned land use and available mobility options. Policies and plans related to transit mobility, specifically light rail and bus rapid transit infrastructure and service, are addressed in the Transportation Element of the Comprehensive Plan. These policies describe how the city will engage with transit service providers in a coordinated and collaborative manner to influence transit service planning and operations in Bellevue. The Mobility Implementation Plan describes a process to identify and prioritize transportation projects that address Performance Target gaps for funding for consideration in each update of the Transportation Facilities Plan.

chapter
01 Introduction

Throughout its history and particularly over the past couple decades, the City of Bellevue has refined its transportation planning, design, and implementation practices to better reflect the changing land use context and the values of the community. These values are articulated in the adopted Comprehensive Plan (last major update in 2024).

Bellevue's transportation policy direction is to achieve a multimodal outcome for the community through the following topics:

- Creating a complete and connected multimodal transportation network that is accessible to all.
- Establishing and utilizing performance metrics and performance targets for each mode.
- Monitoring performance and adjusting programs and resources to achieve performance targets.
- Meeting Complete Streets and Vision Zero goals.
- Implementing multimodal concurrency
- Applying the citywide Mobility Implementation Plan and updating the plan as conditions warrant.

Comprehensive Plan

Consistent with the Comprehensive Plan (2015 and 2024), the Transportation Commission has advanced transportation policies by defining MMLOS Metrics, Standards, and Guidelines (2017), identifying a framework for multimodal concurrency (2020), recommending multimodal concurrency for council adoption (2022), preparing the Mobility Implementation Plan (2022) and updating the Mobility Implementation Plan (2025).

The Comprehensive Plan articulates the vision for the transportation network and provides the policy direction for implementation. Transportation policy has evolved with the community. While policy has evolved, the consistent intent is to support planned land use growth and the need to provide options for people to move within the city and to connect to the region. In 2024, the City Council adopted the 2044 Comprehensive Plan with policies that fully embed a multimodal approach in support of a complete and connected transportation system for all modes. The Puget Sound Regional Council (PSRC) certified that these policies conformed to the Growth Management Act and were substantially consistent with multicounty planning policies and the Regional Transportation Plan. PSRC also acknowledged the need for updating mode-specific plans to reflect the pattern and amount of growth envisioned. The Comprehensive Plan acknowledges this Mobility Implementation Plan as the framework to guide investments in transportation projects and programs consistent with the city's overall vision and future growth.

Bellevue's Multimodal Evolution

Bellevue was developed with a land use pattern and a transportation network centered around vehicle travel. Low-density residential areas with dispersed commercial nodes connected by multi lane arterials was the predominant form of development. Transportation improvements were focused primarily on making traveling by car safe and convenient. This vehicle-centered outlook is reflected in the original transportation concurrency system from the late 1980s that focused solely on the performance of the vehicle network at arterial intersections. However, even within this vehicle-centric concurrency framework, progressive multimodal policies, plans, and projects supported non-motorized transportation and transit; examples include the first Non-Motorized Transportation Plan (1993) and implementation of the Downtown Bellevue Transit Center (1985, 2002).

Bellevue, along with the region, has promoted and experienced substantial change. Planned land use has created dense activity centers with a vibrant mixed-use character. More residents and workers generate less per-capita vehicle traffic and the land use pattern creates the potential for short trips and travel by non-auto modes. Public opinion, while still expressing concern with traffic congestion, also supports providing safe and comfortable access for people walking, bicycling and riding transit. Acting on this changing context, Bellevue recognizes the need for comprehensive multimodal transportation planning to provide equitable access to transportation as well as to promote environmental and financial sustainability.

Major City efforts to articulate the transportation vision and to advance multimodal transportation planning include the Transit Master Plan (2003, 2014); Pedestrian and Bicycle Transportation Plan (1993, 1999, 2009); the Multimodal Level-of-Service (MMLOS) Metrics, Standards, and Guidelines (2017); and the Multimodal Transportation Concurrency Report (2020), with Multimodal Concurrency adopted in 2023.

All of these planning efforts are aimed at building a complete and connected multimodal network in Bellevue. These plans provide the foundation on which the Mobility Implementation Plan is built.

Why Develop the Mobility Implementation Plan?

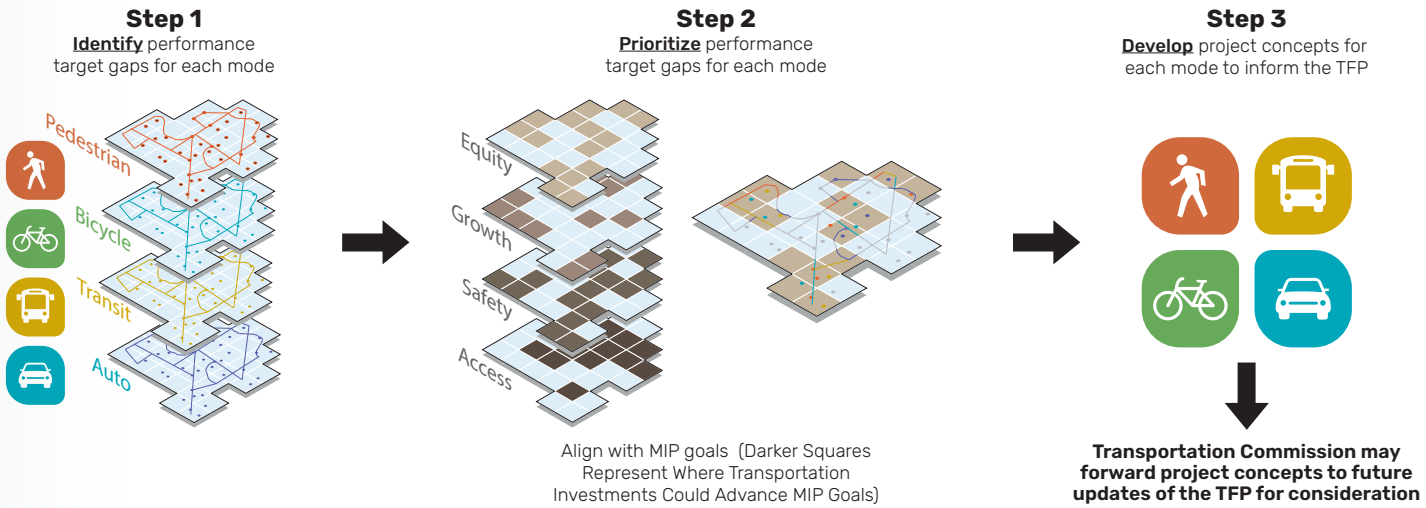
Bellevue has created the building blocks of a multimodal transportation vision including policies in the Comprehensive Plan, a set of modal plans, and subarea plans. The Mobility Implementation Plan (MIP) outlines how the vision and policies are translated into project identification, project concept development, and advancement toward funding and implementation.

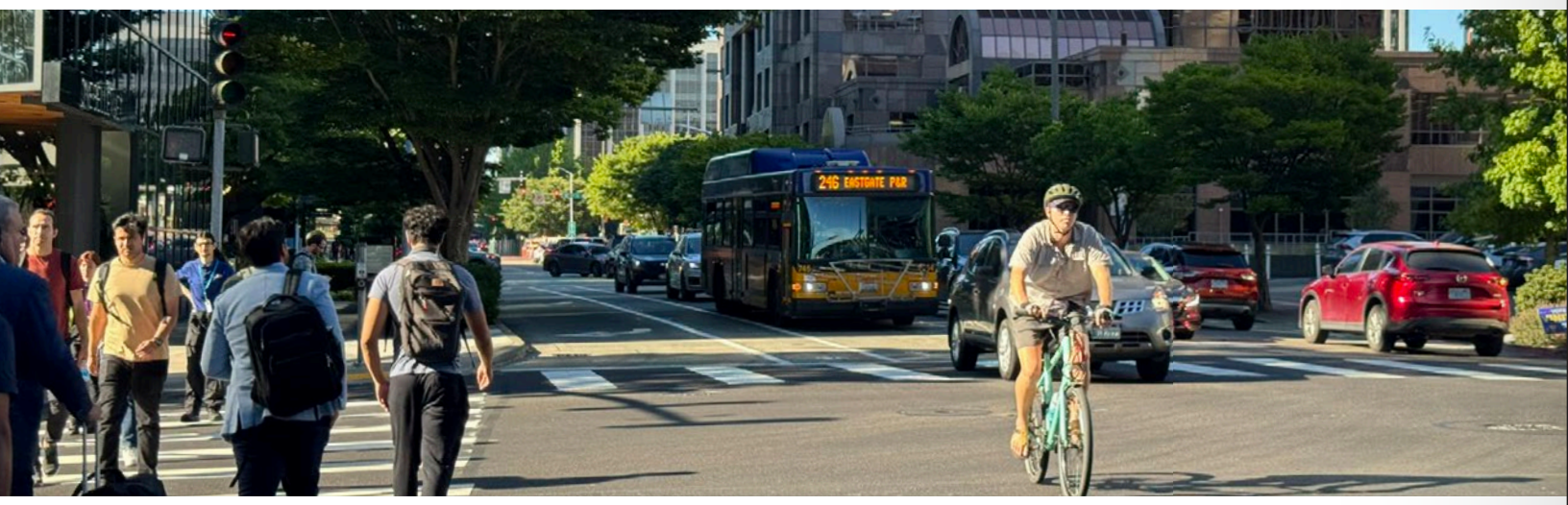
The MIP consolidates the city's work on multimodal transportation planning, design, and implementation to do the following:

- Embed the fundamental Council goals for a safe and equitable transportation network, supporting growth, mobility, and safety, and providing access for everyone.
- Build and operate a complete and connected multimodal transportation network that is safe and accessible.
- Define Performance Metrics for each mode to measure the components and operations of the transportation network.
- Describe Performance Targets for each mode that express the intended quality of the user experience.
- Delineate Performance Management Areas to reflect the land use character and mobility options for Performance Targets, recognizing that the expected user experience may vary across the city.
- Clearly define and describe the Performance Target gaps for each mode.
- Document a system to score the Performance Target gaps for further project concept design.
- Refer high-scoring project concepts for consideration in updates of the Transportation Facilities Plan (TFP).

The flowchart in **Figure 3** summarizes these critical elements of the Project Identification and Prioritization function of the MIP:

Figure 3: Project Identification & Prioritization Framework





Mobility Implementation Plan Goals

The MIP consolidates Bellevue's multimodal planning efforts toward the outcome of a complete, connected and accessible transportation network for the benefit of everyone who travels in the city. Along with these goals is Bellevue's commitment to develop and invest in an environmentally and fiscally sustainable manner. These goals form the foundation for the MIP and are referred to throughout this document. In establishing the groundwork for the MIP, the City Council included several fundamental goals for a safe and equitable system, supporting growth, mobility and providing access for all:

- **Safety**: Bellevue streets are intended to be safe for everyone, whether they are driving, walking, biking, or using transit. This is accomplished through interdepartmental efforts to coordinate plans, investments, and city actions to eliminate serious injuries and fatalities that result from crashes on the transportation network. The MIP fully embraces transportation safety and is integrated as part of Bellevue's overall Safe System approach and Vision Zero goal.
- **Equity**: There is a strong recognition that transportation investments in Bellevue should be safe and accessible for all. The MIP includes a data and analytical framework to evaluate the transportation needs of people who have mobility challenges (financial, cultural, or physical disabilities). The MIP and city resources like the Transportation Design Manual transparently and intentionally design projects and prioritize investments that provide equitable access. When a Performance Target gap is identified, an "equity lens" is applied to ensure the project prioritization and design consider equitable access of utilization for all individuals.
- **Support Growth**: A fundamental tenet of transportation planning in Washington state is that transportation investments support planned growth in population and employment. This requirement of the Growth Management Act is incorporated in policy and in the MIP. With an eye toward supporting growth, Bellevue's vibrant urban centers are supported by transportation network investments that accommodate new technologies and the travel demands of an increasingly diverse population.
- **Access and Mobility**: As the city grows with a greater mix of land uses, simultaneous consideration of access and mobility is warranted. "Access" relates to the infrastructure that creates

the "complete system" that supports the land uses - the multimodal transportation network provides access to destinations such as workplaces and schools. "Mobility" relates to the experience of people who use the complete transportation network to get where they want to go - the complete transportation network provides mobility options for people in a manner that suits their needs. With respect to access (infrastructure) and mobility (performance), the MIP provides that people in each neighborhood can walk, bike, drive, or take transit to reach a job, restaurant, or store. The MIP describes access and mobility in a multimodal environment where people have different transportation needs and expectations across Bellevue's diverse neighborhoods.

Relationship to other City Priorities

In addition to the specific MIP goals defined in the prior section, the MIP is also supports other city priorities.

- **Sustainability:** Two metrics in Bellevue's Environmental Stewardship Plan reflect MIP outcomes: per capita vehicle miles traveled and mode share. Since the performance of these metrics is related to mobility options, it may not directly respond to an outcome from a specific mobility investment (filling a sidewalk gap may not measurably reduce per capita vehicle miles traveled). Monitoring these metrics will identify trends. If trends are moving away from the target, that trend can be addressed with a full suite of tools in the "Layered Network". These tools may include both land use (mix and intensity of land use) and transportation (projects that address Performance Target gaps so that people of all ages and abilities can get around without a car). The Comprehensive Plan provides policy-level guidance to achieve sustainability in the "Climate Change" element.
- **Light Rail Station Access**: Bellevue is committed to providing excellent access to light rail stations. This access ensures that everyone can get to this important regional resource. While Sound Transit is responsible for the components of light rail stations, the city initiates and implements infrastructure improvements to provide complete and connected access to transit. Further, the MIP calls for wider sidewalks and well-placed arterial crossings to enhance passenger access to light rail stations and bus stops.
- **Grand Connection Crossing Integration**: The Grand Connection Crossing is a component of Bellevue's strategy to focus growth in PMA 1 (Wilburton/East Main, BelRed, and Downtown). The crossing will provide essential active transportation connectivity. The MIP works in tandem with design and planning for the crossing to connect and complete mobility in Bellevue's high-density mixed-use areas.

Revising the Mobility Implementation Plan

The MIP may be revised periodically, with each major update of the Comprehensive Plan, or as changing circumstances and technologies warrant, as directed by the City Council. The intent of each revision is to ensure that the MIP remains aligned with Bellevue's transportation policies, technology advances, and substantive changes to Performance Metrics, Performance Management Areas, or Performance Targets. The 2025 MIP update is responsive to the 2044 Comprehensive Plan and it updates maps, tables and figures with the most current information.

chapter

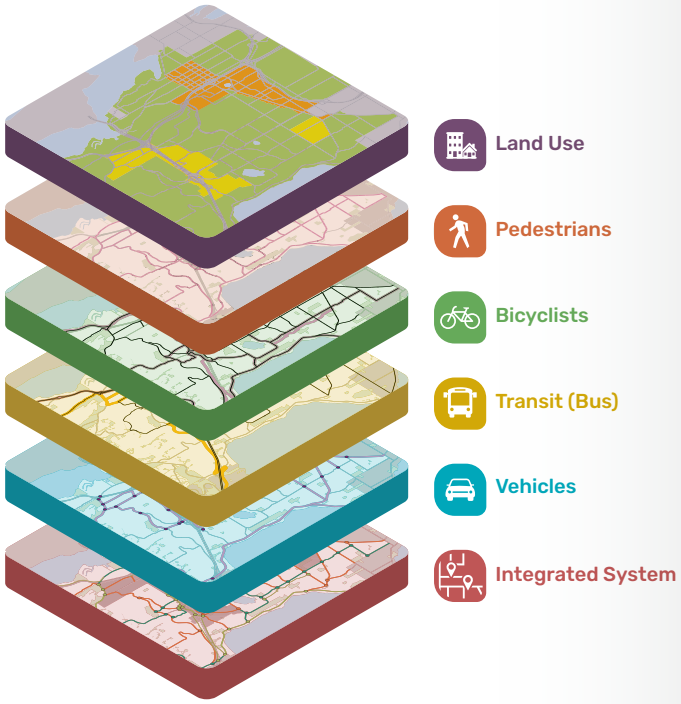
02 Bellevue's Layered Transportation Network

In 2016, Bellevue adopted a Complete Streets ordinance stating that the city will implement 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. The Transportation Design Manual and Complete Streets Guide describes the intent, standards and requirements for the design and implementation of transportation facilities within the public rights-of-way. The "Layered Network" concept complements the Complete Streets ordinance and Design Manual by describing the relationships between land use and the various travel modes.

The Complete Streets ordinance requires that all mobility options be considered in the scoping, planning, design, implementation, operation and maintenance of the transportation network. Bellevue recognizes that there are constraints to the level of accommodation that can be provided for each mode on any one corridor and that a single roadway corridor may not offer the optimal experience for every mode given the inherent constraints and conflicts. However, a pleasant travel experience for every mode can be achieved at the network level. The Layered Network approach builds upon the Complete Streets framework by acknowledging those constraints, conflicts and opportunities, and identifying modal priorities throughout the network. Although not every street can simultaneously provide the highest level of accommodation to all modes, the Layered Network contains a comprehensive and connected network for each mode—pedestrian, bicycle, transit, and vehicle.

To advance the Layered Network, the MIP creates an integrated, complete and connected transportation network that is supportive of and compatible with Bellevue's land use vision. The Layered Network reveals potential modal conflicts and incompatibilities in terms of planned land uses, available right-of-way, other known modal needs or projects, and environmental factors to evaluate the feasibility of constructing planned improvements. The layers of Bellevue's multimodal network are shown in **Figure 4** and described in the sections that follow.

Figure 4: Layered Network



In its work to prepare the MMLOS (2017) report on transportation metrics, standards and guidelines, the Transportation Commission recognized that land use may be used to help define the facility type and reconcile competing priorities in the Layered Network approach. The land use vision in the Comprehensive Plan describes the intended mix, intensity, and design of development that is the context for transportation projects. For example, land use in the High Density/Mixed Use Performance Management Area 1 of Downtown, Wilburton/East Main and BelRed creates an environment in which pedestrian mobility is a high priority that informs infrastructure investment decisions. Pedestrian destinations such as schools may also inform the design and priority of specific facilities. Conflicting modal priorities may be resolved in favor of the pedestrian network in these types of locations.

Pedestrian Network

As described in **Chapter 3**, the MIP incorporates and replaces the 2009 Pedestrian and Bicycle Transportation Plan for the arterial network and defines a new concept to determine the type of infrastructure necessary to provide safe and comfortable active mobility in the city. Specifically, this MIP identifies the "Level of Traffic Stress" that pedestrians can expect along arterials in Bellevue. For walking and rolling, Pedestrian Level of Traffic Stress (PLTS) is the key Performance Metric. PLTS is defined by:

- Average daily traffic volume
- Speed limit factor
- Width of buffer
- Width of sidewalk

In addition to the metrics that define PLTS, the Transportation Commission approved several other Supplemental Components to inform the prioritization of PLTS Performance Target gaps (Type 1 supplemental components) and the design considerations for project concepts to improve PLTS (Type 2 supplemental components). The supplemental components are summarized below:

- **Supplemental Component Type 1 (prioritization):**
  - » Performance Management Area
  - » Pedestrian destinations (e.g., school, library, park, transit stop/station)
  - » Accessibility standards (e.g., Americans with Disabilities Act deficiencies)
  - » Safety considerations (e.g., high injury network, actual traffic speed)
  - » Driveways - spacing and volume of commercial and multi-family driveways
- **Supplemental Component Type 2 (project concept design):**
  - » Driveways-spacing and volume of commercial and multifamily driveways
  - » Presence of fixed objects in buffer area (e.g., trees, barriers)
  - » Curbside parking or bicycle lane
  - » Adjacent/proximate land uses and environmental constraints

The arterial pedestrian network is shown in **Figure 5.**

Bicycle Network

The Bicycle Level of Traffic Stress (BLTS) is a function of:

- Average daily traffic volume
- Speed limit factor
- Type and design of the bicycle facility

The bicycle network is comprised of connected corridors and intersections with facilities that range from shared use paths separated from arterials, to protected bike lanes along arterials, to shared streets along low-speed, low-volume collector arterials.

Figure 5: Arterial Pedestrian Network

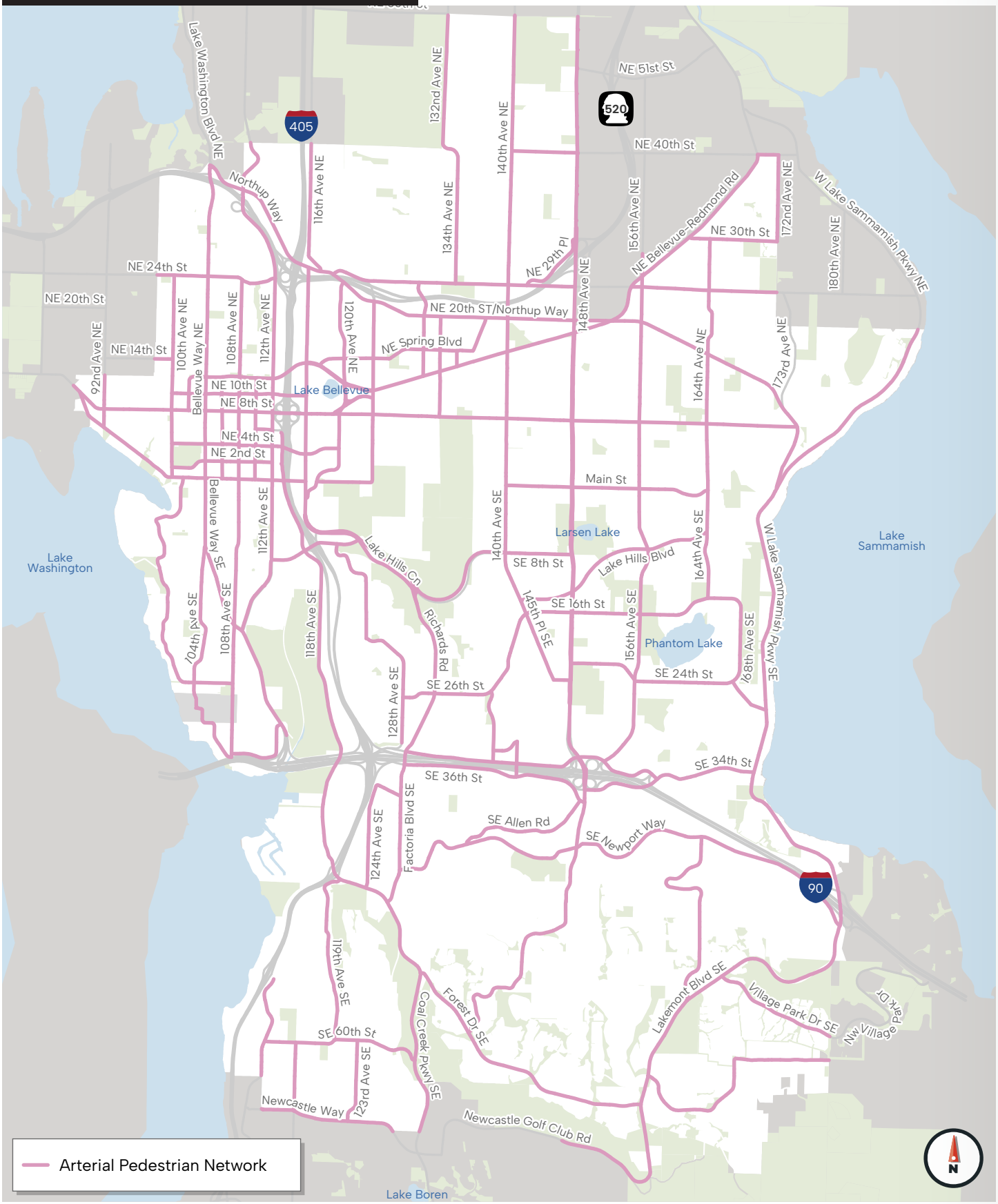
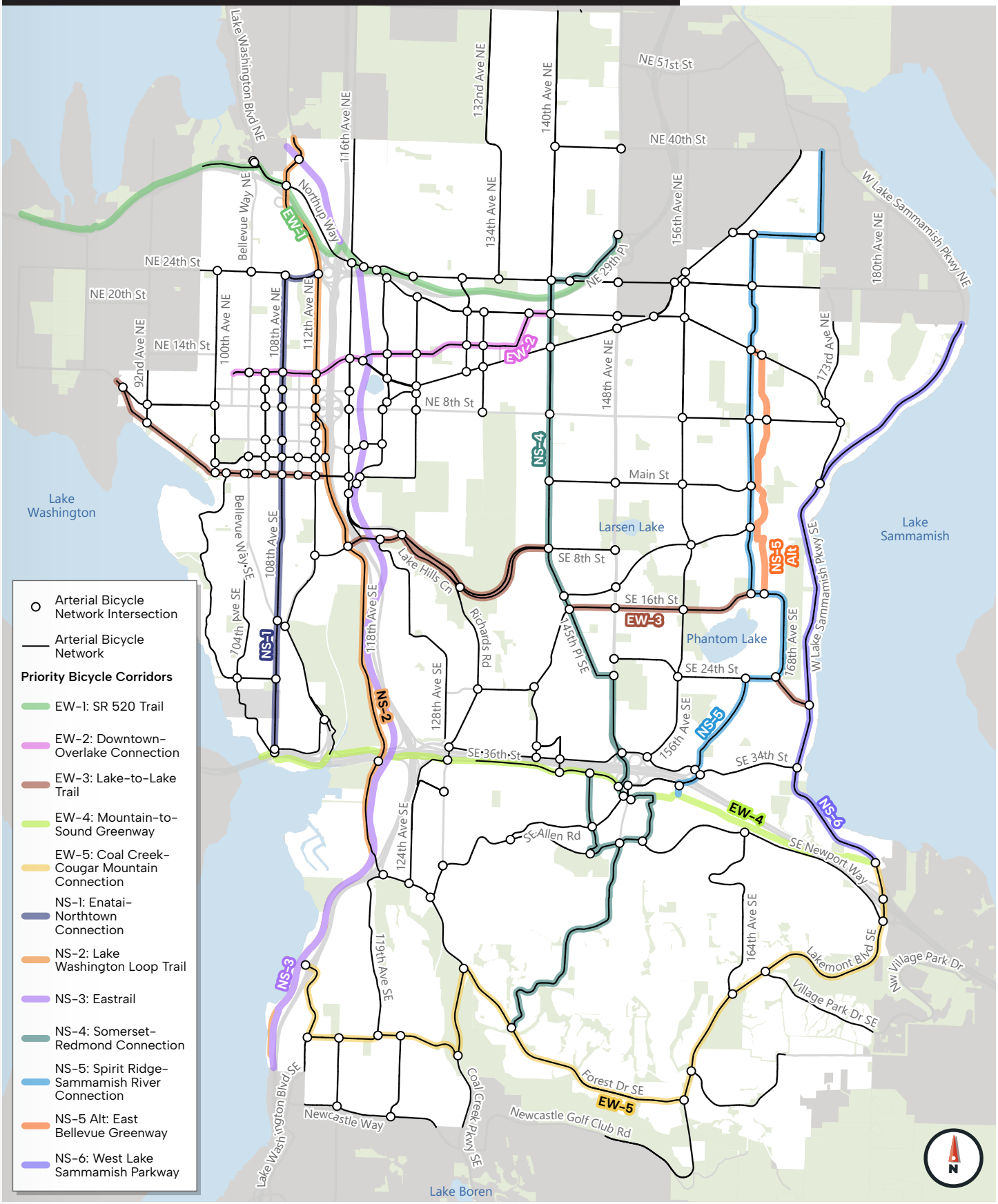


Figure 6: Arterial Bicycle Network and Priority Bicycle Corridors



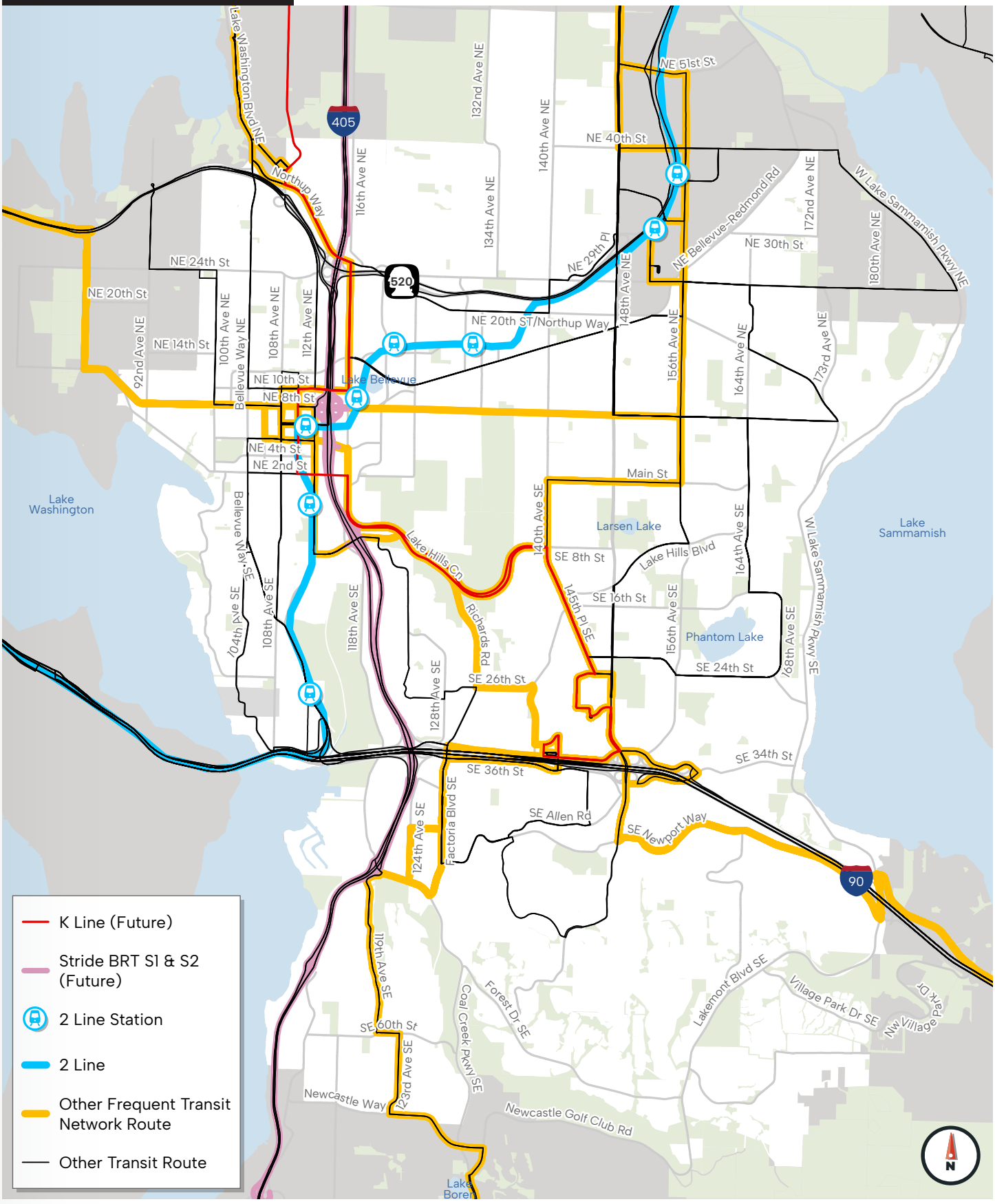
The bicycle network for the MIP was originally drawn from the 2009 Pedestrian and Bicycle Transportation Plan, with 2022 and 2025 updates in the MIP to address known constraints/ conflicts. The Priority Bicycle Corridors define eleven north-south and east-west corridors that connect neighborhoods and provide links to the regional system. The bicycle network includes intersection treatments that maintain the BLTS across arterial intersections. The arterial bicycle network including the Priority Bicycle Corridors is shown in **Figure 6**.

Transit Network

Many Bellevue arterials carry buses operated by transit service providers, primarily King County Metro and Sound Transit. The regional bus network, Sound Transit's 2 Line, future RapidRide K Line and the future Stride BRT are shown in **Figure 7**. Although transit service is not provided by the city, Bellevue supports efficient transit operations so that riding bus and light rail transit is an attractive mode for residents and workers.

The Frequent Transit Network (FTN) shown in **Figure 7** and defined in the Bellevue Transit Master Plan includes the frequent transit network routes that connect activity centers in Bellevue with frequent all-day service. Frequent service is defined as a bus or train that arrives every 15 minutes or less from 6am to 6pm on weekdays. The FTN evolves as new transit connections are made or services improved.

Figure 7: Transit Network



Vehicle Network

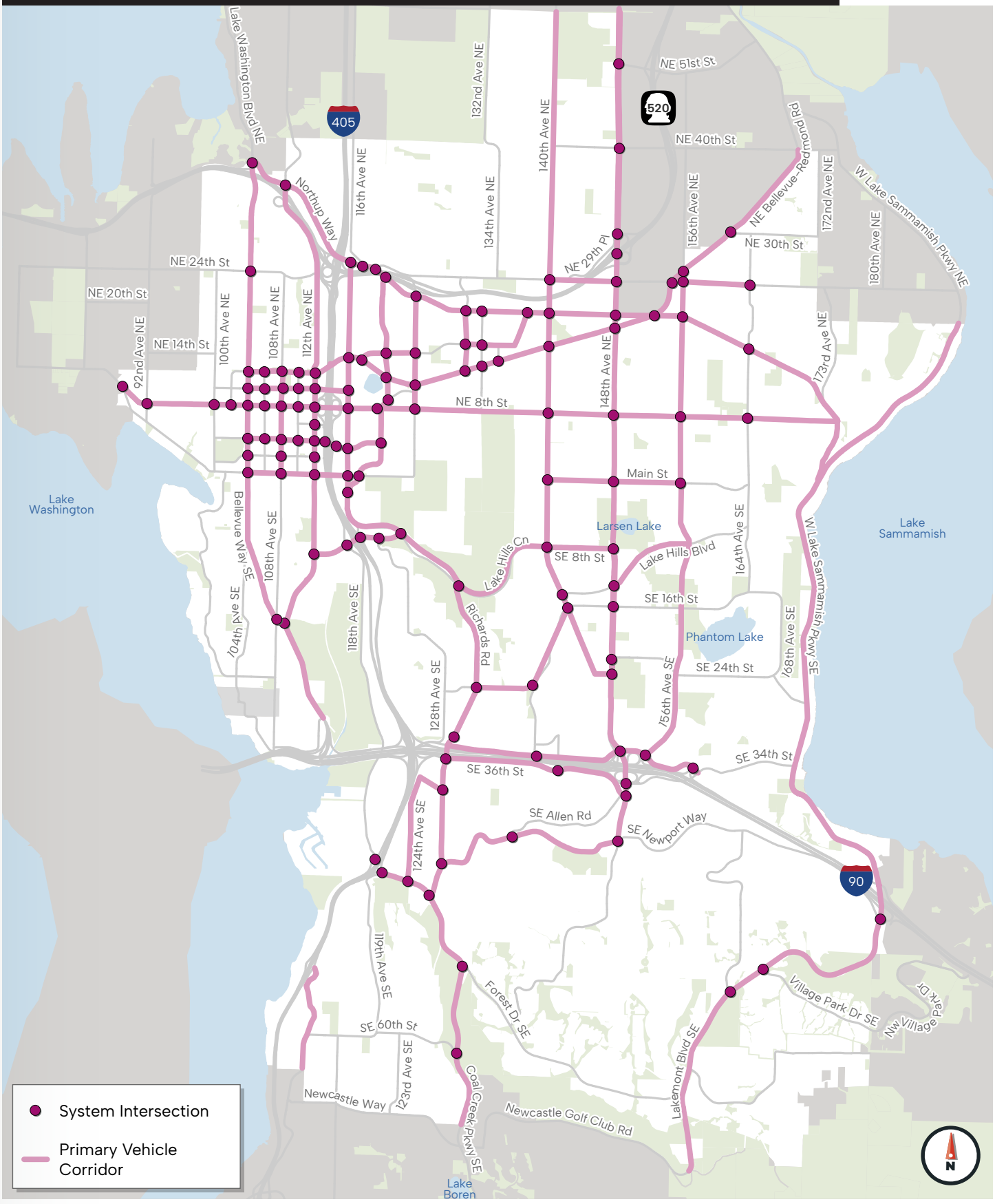
Bellevue has a complete and connected arterial and local street network that accommodates vehicle travel everywhere in the city and to the region. The MIP defines System Intersections and Primary Vehicle Corridors as described below.

- A System Intersection meets both of the following criteria:
  - » Signalized or roundabout intersection with two arterials or freeway ramps; and
  - » At least one of the arterials at the System Intersection is a Primary Vehicle Corridor.
- A Primary Vehicle Corridor is a subset of the arterial corridors with the following characteristics:
  - » Classified in the Comprehensive Plan as an arterial (collector, minor, or major);
  - » Carries roughly 10,000 or more vehicles per day; and
  - » At least 0.5 miles in length (shorter segments are typically in areas with greater traffic signal density and more closely-spaced System Intersections).

The Primary Vehicle Corridor designation does not imply that vehicle mobility is the top priority for the corridor. Considerations like the land use context (see the discussion on Performance Management Areas in **Chapter 3**), overlap with other modal networks, and community input must be weighed when considering modal priorities on a corridor. However, traffic congestion management is an important consideration along the Primary Vehicle Corridors and at System Intersections. These arterials and intersections are a priority because they connect neighborhoods to other destinations in Bellevue and to the regional highway network.

Based on these criteria, the existing set of System Intersections along with the Primary Vehicle Corridors are shown in **Figure 8**.

Figure 8: Vehicle Network – Primary Vehicle Corridors and System Intersections



chapter

03 Performance Metrics

Performance Metrics for each mode are based on the MMLOS Metrics, Standards, and Guidelines Final Report with some refinements to streamline performance monitoring and to reflect the Transportation Commission guidance on mobility priorities. This section describes the metrics for each mode in the Layered Network.

Pedestrian Network

Performance of the arterial pedestrian network is defined by Pedestrian Level of Traffic Stress (PLTS). PLTS is a qualitative metric used to describe the comfort level and safety of people walking adjacent to vehicle traffic along an arterial given various sets of arterial and sidewalk characteristics. As shown in **Figure 9**, PLTS identifies four categories of pedestrian comfort and safety along an arterial. PLTS is influenced by the design of the pedestrian facility (width of sidewalk, width of buffer between traffic and the sidewalk) and the characteristics of the arterial (speed of traffic, volume of traffic).

Table 1 shows the specific relationship between pedestrian facility characteristics and arterial characteristics that determines PLTS.

The pedestrian facility requirements and design details are defined by the Land Use Code and Transportation Design Manual. When used in conjunction with the PLTS Performance Targets discussed in **Chapter 4**, Bellevue can build (or partner with developers to build) sidewalks with the right elements (e.g., landscaping buffer, café seating zone, etc.) and dimensions to be safe, comfortable and compatible with the adjacent land uses.

Figure 9: Pedestrian Level of Traffic Stress (PLTS) Categories

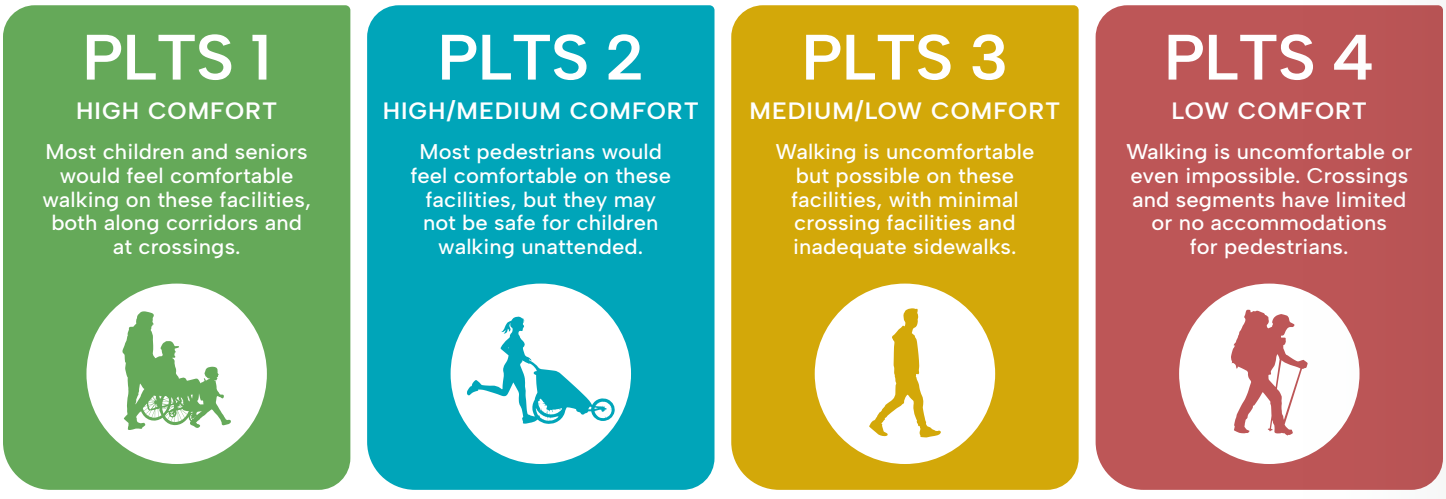


Table 2 summarizes the minimum sidewalk and landscape buffer for each PMA. In some places like Downtown, Wilburton or BelRed, the required minimum width for the sidewalk requirements varies and the details are contained in the Land Use Code. Note that Bellevue could require wider sidewalks or buffers in order to meet the PLTS target for a given arterial.

Designated arterial crossings at intersections and mid-block locations are critical components of the pedestrian network. Recommended spacing between designated arterial crossings varies from 300 feet to 800 feet depending on the location and nearby land use. **Table 3** shows the target for spacing between arterial pedestrian crossings.

Table 1: Pedestrian Level of Traffic Stress

PLTS 1 | PLTS 2 | PLTS 3 | PLTS 4

Arterial Characteristics		Sidewalk Characteristics								
			Width of Sidewalk (ft.)							
		Paved Shoulder[2]	<4		≥4 to <6		6 to <10		≥10	
Speed Limit Factor[1]	Arterial Daily Traffic Volume	Width of Buffer (ft.)								
		0	<5	≥5	<5	≥5	<5	≥5	<5	≥5
≤25	≤3k	1	1	1	1	1	1	1	1	1
	>3k-7k	3	2	1	1	1	1	1	1	1
	>7k	3	2	2	2	1	2	1	1	1
>25-30 mph	≤10k	3	3	3	2	1	2	1	2	1
	>10 -25k	4	3	3	2	1	2	1	2	1
	>25k	4	4	3	3	2	2	1	2	1
>30-35 mph	≤25k	4	4	3	3	2	2	1	2	1
	>25k	4	4	4	3	3	3	2	3	1
>35	Any	4	4	4	4	3	3	2	3	2

[1] *Estimated by multiplying the posted speed limit by 1.2*

[2] *A paved shoulder is an area designated for walking along an arterial where there otherwise is no sidewalk. The paved shoulder on an arterial is identified with a painted line.*

Table 2: Sidewalk and Landscape Buffer Width

Context / Component	PMA 1	PMA 2	PMA 3		
			Neighborhood Shopping Center	Pedestrian Destination	Elsewhere in PMA 3
Sidewalk Width and Landscape Buffer Width	Refer to Land Use Code	11 ft sidewalk; 5 ft landscape buffer; 16 ft total	8 ft sidewalk; 5 ft landscape buffer; 13 ft total on frontage adjacent to shopping center	8 ft sidewalk; 5 ft landscape buffer; 13 ft total on frontage of pedestrian destination and within 100 ft. of a FTN stop	Bellevue Land Use Code Transportation Design Manual

[*] *A Pedestrian Destination is a facility or location such as a school, park, community center, senior center, library, frequent transit network stop, or a trail crossing*

Table 3: Spacing Between Arterial Pedestrian Crossings

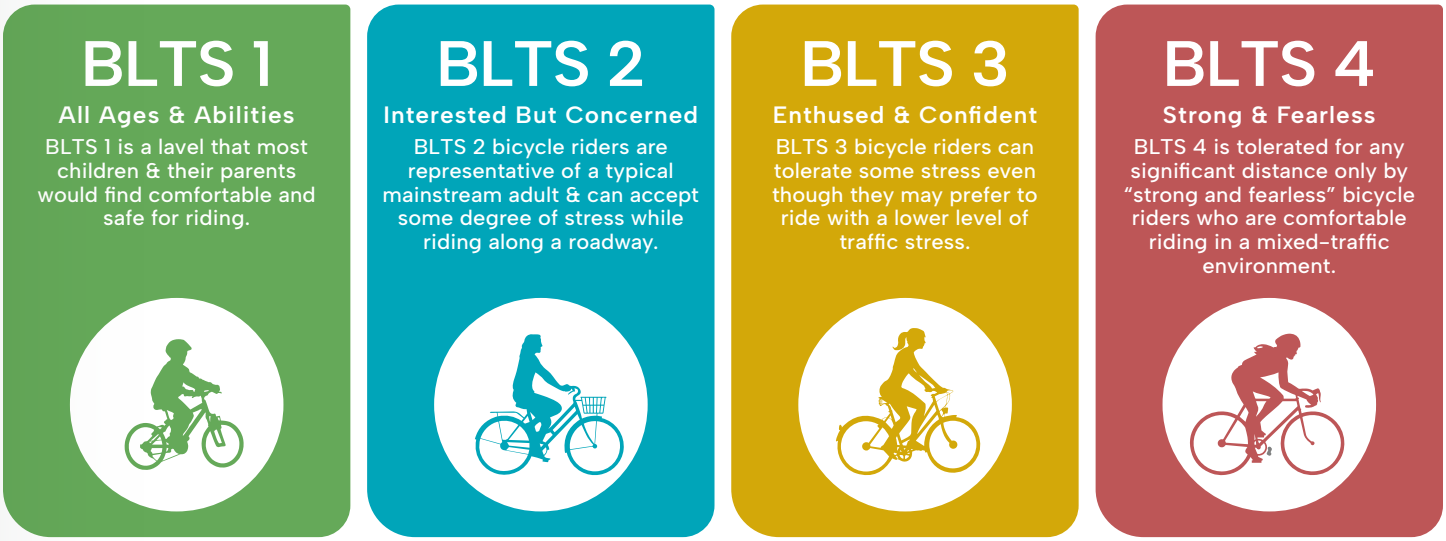
Context / Component	PMA 1	PMA 2	PMA 3		
			Neighborhood Shopping Center	Pedestrian Destination	Elsewhere in PMA 3
Spacing Between Arterial Pedestrian Crossings	300 ft.	≤ 800 ft.: Factoria ≤ 600 ft.: Elsewhere	600 ft. or less within shopping center area	Within 600 feet of primary light rail station entrance Within 300 ft. of bus stop pair on FTN	Applicable as needed

Bicycle Network

The basic concept of bicycle level of traffic stress (BLTS) is shown in **Figure 10**. A BLTS 1 facility is an attractive option for inexperienced riders or those who are least comfortable riding their bike around cars. Most people consider themselves to fit within the BLTS 2 category, but often do not cycle because they cannot find a route that they are comfortable riding on.

While Bellevue has invested and will continue to invest in the arterial bicycle network, many of the bicyclists who use Bellevue's arterial bicycle network today would fall within the BLTS 3 or 4 category.

Figure 10: Bicycle Level of Traffic Stress (BLTS) Categories



The target BLTS for arterial bicycle network corridors is described as follows:

- **BLTS 1: Priority Bicycle Corridors within PMA 1 and PMA 2**. A high level of bicycle mobility for all ages and abilities is expected within areas where the city has the vision, intent and policy direction to promote a medium to high-density, mixed use urban environment. BLTS 1 is the default on all shared use paths.
- **BLTS 2: Priority Bicycle Corridors within PMA 3**. BLTS 2 is comfortable for many casual bike riders and is appropriate for Priority Bicycle corridors in PMA 3. These corridors connect commercial centers and provide neighborhood access to regional trails.
- **BLTS 3: Other Bicycle Network Corridors**. BLTS 3 is appropriate for arterial streets that are part of the bicycle network but not part of a Priority Bicycle Corridor. This network provides connections within neighborhoods, between commercial areas and to stops along the Frequent Transit Network.

For arterial bicycle network corridors, BLTS is a function of the actual or estimated vehicle speed, the average daily volume of traffic on the street, and the type of bicycle facility provided. **Table 4** shows this relationship. **Figure 17** shows the BLTS Performance Targets for the arterial bicycle network and Priority Bicycle Corridors.

Table 4: Bicycle Level of Traffic Stress

BLTS 1 | BLTS 2 | BLTS 3 | BLTS 4

Arterial Characteristics		Bicycle Facility Components: Guideline to Achieve Intended Level of Traffic Stress					
Speed Limit Factor[1]	Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Buffered Bike Lane (Vertical)	Shared Use Path or Physically Separated Bikeway
≤25	≤3k	1	1	1	1	1	1
	>3k-7k	3	3	2	1	1	1
	>7k	3	3	2	2	1	1
>25-30 mph	≤10k	3	3	2	2	1	1
	>10 -25k	4	4	3	3	2	1
	>25k	4	4	3	3	3	1
>30-35 mph	≤25k	4	4	3	3	3	1
	>25k	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1

[1] *Estimated by multiplying the posted speed limit by 1.2*

BLTS Target: Intersection Bicycle Facilities/ Design Guidance

At an intersection along a bicycle network corridor, the design for bikes should incorporate facility types intended to achieve the target Bicycle Level of Traffic Stress (BLTS) along the corridor, otherwise the corridor would be a series of segments bracketed by uncomfortable/ stressful intersections.

Three fundamental components of an intersection influence the BLTS outcome: dedicated space; separation; and vertical protection.

Space: this is the horizontal distance dedicated to people riding bicycles through an intersection. Examples include bike lanes on the intersection approach and green skip-stripe through the intersection.

Separation: this is the separation of people riding bicycles from moving vehicles, in terms of both horizontal space and time. The greater the separation, the better the BLTS. Examples include buffers between vehicle lanes and bike lanes on the intersection approach, bike signals (to reduce conflicting vehicle movements or to give bike riders a head start, similar to a leading pedestrian interval), buffers within the intersection between the green skip-stripe and the parallel vehicle movement, and two-stage turn boxes to allow people biking to turn left without merging with vehicle traffic

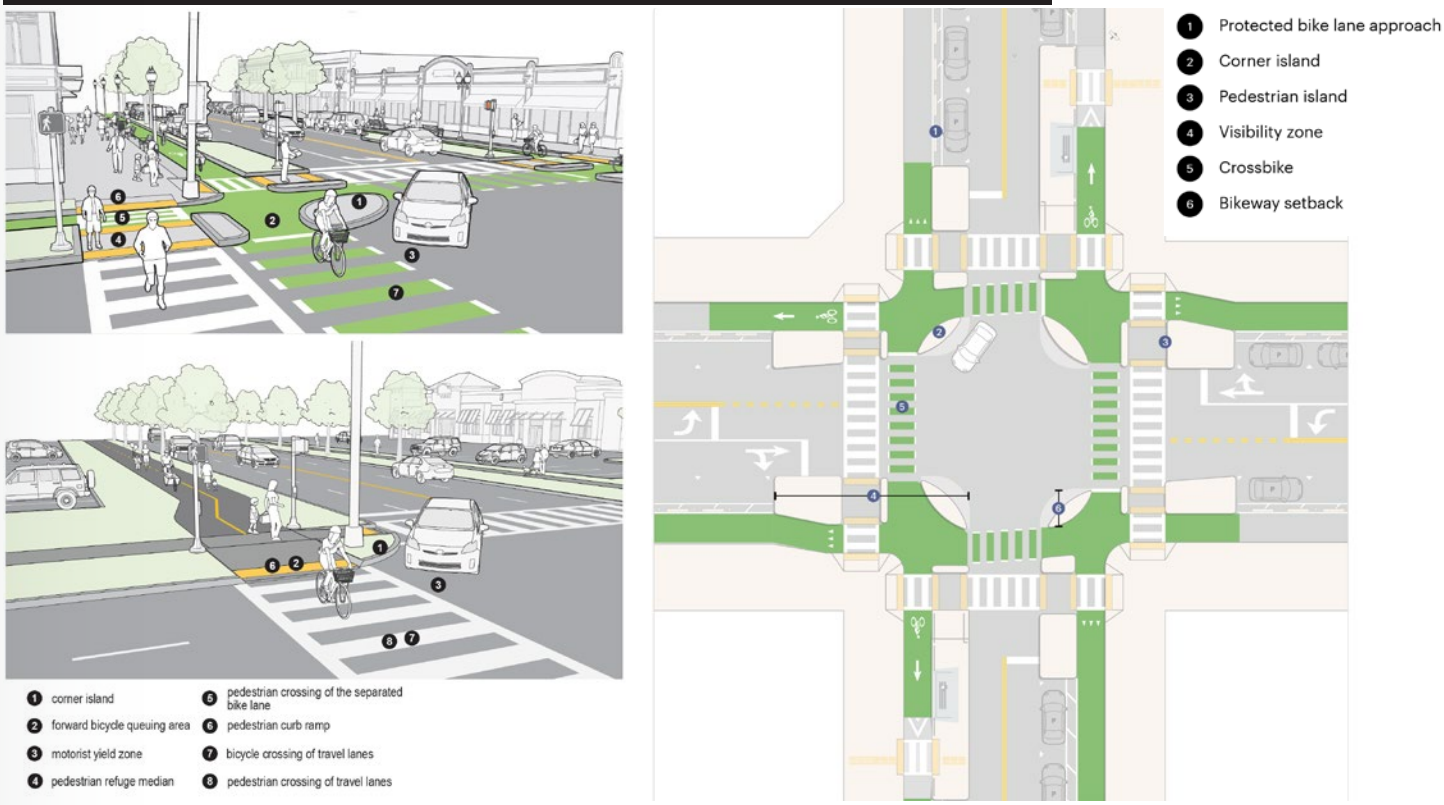
Protection: this is a physical vertical barrier at the approach to an intersection between people riding a bicycle and moving vehicles. The more substantive the barrier, the better the BLTS outcome. Examples include flex posts, a planter box and a protected intersection.

The graphics in **Figure 11** (AASHTO left, NACTO right) capture most of the potential bicycle intersection facility types that could be applied to achieve the target BLTS. Space, separation and protection are illustrated. A bike signal would be a complement to these treatment options.

This section has identified that a critical element of the complete and connected transportation network are the intersections along the arterial bicycle network. It is important to the comfort and safety of a person riding a bicycle to maintain the target BLTS through an intersection, and to avoid creating a gap in the bicycle network. In some cases, the BLTS target may be challenging to achieve. At an intersection, there are many demands for limited space. People walking need safe and comfortable spaces, and time to cross. Drivers of motor vehicles seek to minimize delay on their trip as they move through the intersection in one of many available directions. Given these demands on this constrained space, there is not a one-size-fits-all approach to achieve a target BLTS at an intersection. Instead, the context of the intersection (consider factors like traffic speed and volume, vehicle and bicycle turning movements, pedestrian facilities, land use and environmental constraints, utilities, and other considerations) is a major factor in determining the type of bicycle facility that is needed to achieve the target BLTS. Simply stated, to achieve a BLTS target will require various combinations of bicycle facility types depending on the intersection.

Several factors must be taken into account simultaneously when considering the appropriate bicycle facility type: the characteristics of the intersection and the actual or target BLTS on the corridor.

Figure 11: Bicycle Intersection Treatments from AASHTO and NACTO



Source: AASHTO Guide for the Development of Bicycle Facilities, NACTO Urban Bikeway Design Guide

Table 5 lists the bicycle facility types may be used to achieve the BLTS target at an intersection. These bicycle facility types are current best practices that are considered by Bellevue's planners and engineers when designing a project concept to meet the BLTS target at an intersection. The toolkit is illustrative of the types of treatments that are most likely to achieve a BLTS target. While the toolkit represents current best practice, bicycle facility engineering practice is constantly evolving and new guidance is regularly being issued from professional organizations. Refer to the Bellevue Transportation Design Manual and the Bicycle Facility Design and Signal Operations Guide for information on these facility types.

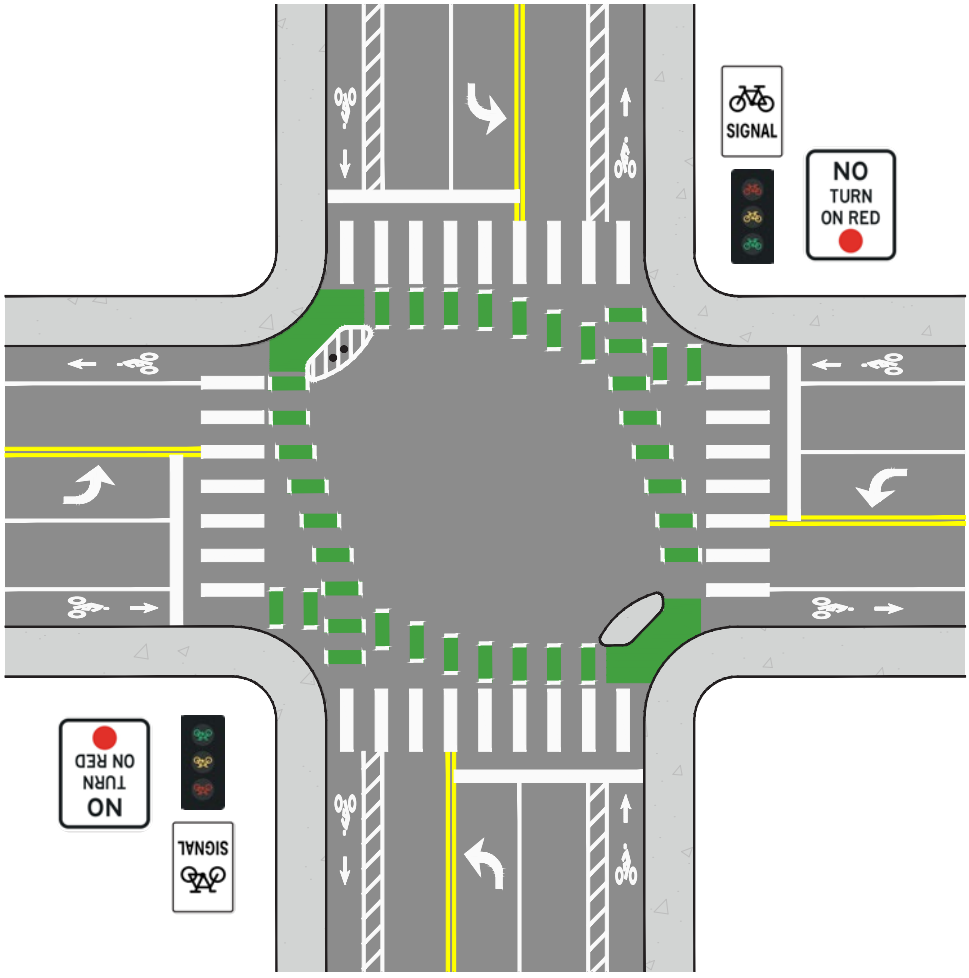
Table 5: Bicycle Level of Traffic Stress at Intersections – Facilities and Design Guidance

	Bicycle Facility Type on Corridor	Bicycle Facility Type on Corridor Approach to Intersection	Bicycle Facility Type Across Intersection
More Space, Separation, Protection	• Protected Bike Lane • Shared Use Path • Physically Separated Bikeway	Protected Intersection	• Bicycle signal • Green skip-striping across intersection • Maintain horizontal separation (buffer) from parallel through traffic
	Buffered Bike Lane	• Bike Box • Two-stage turn box • Continuous buffered bike lane on near and far side of intersection • Bike lane remains right of vehicle right-turn lane.	• Bicycle signal • Green skip-striping across intersection • Maintain horizontal separation (buffer) from parallel through traffic
	Striped Bike Lane	• Bike Box • Two-stage turn box • At vehicle right turn lane, bike lane is: » 1) Shifted between through traffic lane and turn lane, or » 2) Extended into right turn lane with sharrows	• Bicycle signal optional • Green skip-striping across intersection
	Shared Lane Marking (Sharrow)	Shared Lane Marking (Sharrow)	No specific treatment
Less	No Marking	Loop Detector (at all signalized intersections)	No Bike Facilities

Table 5 illustrates that BLTS at an intersection is determined using a method that is different than the metrics used to determine the corridor BLTS. The general approach is that the characteristics and comfort level of the facility type along the bicycle network corridor should be maintained at the approach to an intersection and through an intersection. Where a bicycle network corridor intersects an arterial that has a greater traffic speed and/or traffic volume, the intersection treatments should match the bicycle facility type that would achieve the target BLTS for bicycles traveling through the intersection.

For example: Along Corridor A with a traffic speed of 25 mph and traffic volume of 8,000 vehicles per day, and a target of BLTS 2, a striped bike lane would achieve the corridor BLTS target per Table 3, and a green stripe bicycle crossing marking would be applied through the intersection to connect with the bike lane on the opposite side. Where Corridor A intersects Corridor B, an arterial with a traffic speed of 30 mph and 12,000 vehicles per day, the BLTS 2 bicycle facility on Corridor B would be a buffered/ protected bike lane, and a protected intersection treatment would be needed to achieve the BLTS 2 target. **Figure 12** shows how this intersection could look.

Figure 12: Example Intersection Treatments to Achieve BLTS Target



Source: Fehr & Peers, 2025

Examples of key bicycle intersection treatments identified in **Table 5** are shown in **Figure 13** below.

Figure 13: Potential Bicycle Intersection Treatments to Meet BLTS Performance Target

Protected Intersection

Bicycle Signal

Green Skip-Striping Through Intersection

Bike Box

Two-Stage Turn Box

Maintain Protection at Intersection Approach

Bike Lane to Left of Right Turn Lane

Loop Detector at Intersection

Image Sources: Bicycle Signal, Green Skip Striping, Two-Stage Turn Queue Box, Maintain Protection, Bike Lane to Left of Right Turn Lane Loop Detector: City of Bellevue; Bike Box Protected Intersection: NACTO

Transit Network

The ratio of a person's travel time on transit versus in a private vehicle in the PM peak commute hour (known as a Transit Travel Time Ratio) is the Performance Metric used to measure the operations of the frequent transit network (FTN). Specifically, the Transit Travel Time Ratio is measured between the city's five activity centers, where the majority of transit trips in Bellevue originate or end. This travel time metric between the five activity centers is intended to be representative of point-to-point transit trips on frequent transit network routes (bus and light rail) that operate in the city. The Transit Travel Time Ratio speaks to the competitiveness of transit relative to the vehicle mode. Moreover, this Performance Metric can be influenced by actions that improve the speed and reliability of transit on city streets. The activity center pairs used to assess the FTN are shown in **Figure 14**.

In addition to influencing the speed and reliability of bus transit on the roadway network (light rail operates on an exclusive right-of-way and is generally grade-separated at intersections), Bellevue can improve active transportation access to all types of transit stops, including light rail stations, and passenger amenities at the bus transit stops. **Table 6** summarizes the bus transit stop passenger amenity metrics.

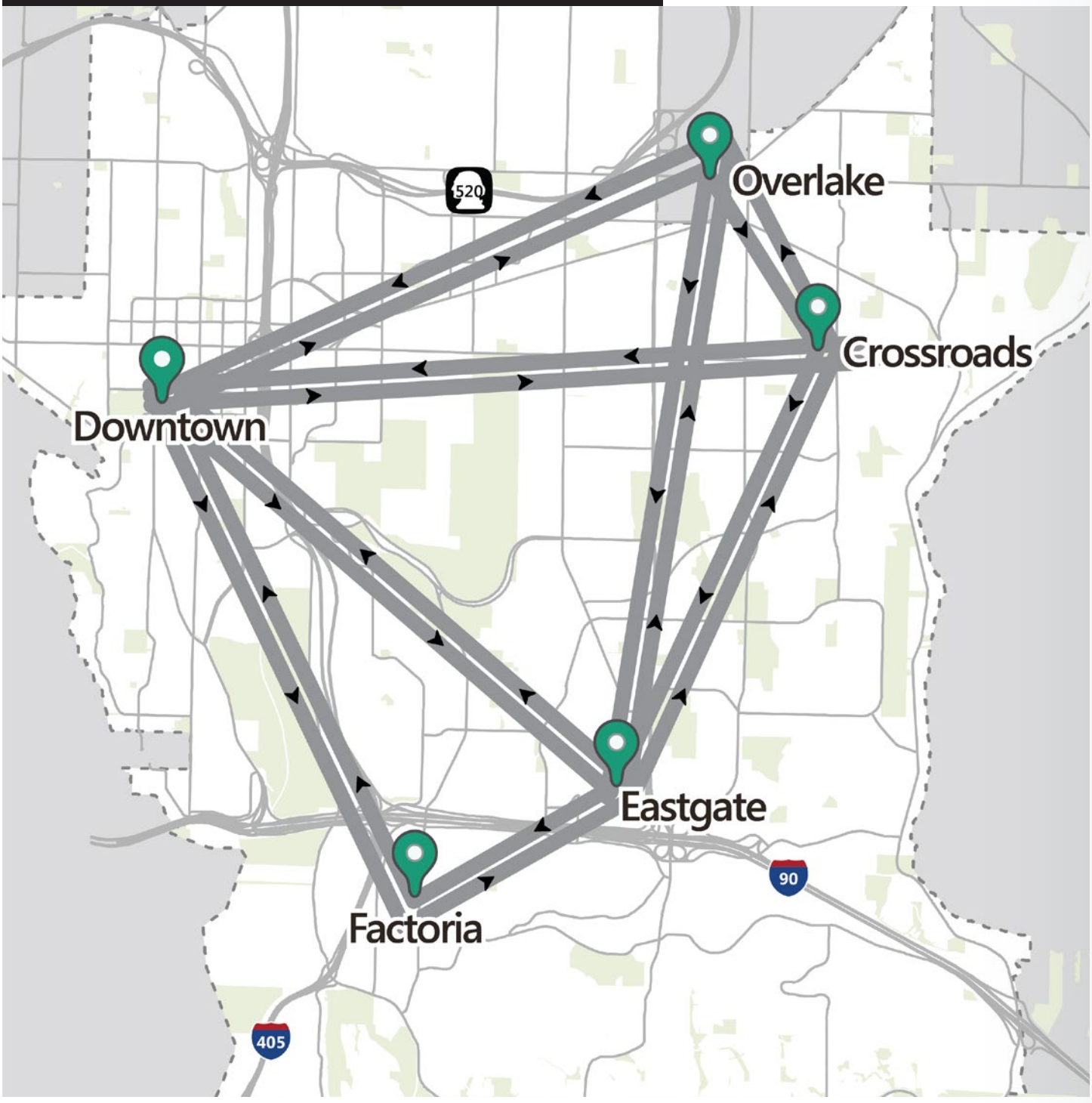
Table 6: Transit Stop/Station Amenities

Context / Component	Local Transit Stop[1]	Frequent Transit Network Stop/RapidRide Stop[2]
Weather Protection	Yes, Priority locations have 25+ daily boardings	Yes
Seating	Yes, Priority near Pedestrian Destinations	Yes
Paved Bus Door Passenger Zone	Yes, Zone length 25-30 ft.	Yes, Zone length 60 ft.
Wayfinding	Optional	Yes
Bicycle Parking	Optional	Yes

[1] *Local transit stops are along bus routes that have peak only service or service where headways are greater than 15 minutes between 7am-6pm*

[2] *Frequent Transit Network stops are along the FTN that features weekday headways of 15 minutes or less between 7am-6pm. RapidRide stops are along RapidRide routes.*

Figure 14: Transit Travel Time Ratio Activity Center Pairs



Vehicle Network

The MIP defines two Performance Metrics for the vehicle network:

- Volume-to-capacity ratio (V/C) at System Intersections in the two-hour PM Peak period (4-6 PM).
- Vehicle corridor travel speed along segments of a Primary Vehicle Corridor in the PM Peak hour (the single busiest hour of the day).

Intersection Volume-to-Capacity Ratio

Bellevue has a long-established system of using a two-hour PM Peak period V/C metric to quantify vehicle mobility through System Intersections. This Performance Metric compares the number of vehicles that pass through an intersection (volume - V) to the potential number of vehicles that can be accommodated at the intersection (capacity - C). As that ratio of actual "V" to maximum "C" approaches 1.0, meaning the number of vehicles is approaching the capacity of the intersection—operations degrade and drivers may experience delay.

The V/C metric at System Intersections describes intersection performance and is complemented by the vehicle corridor travel speed metric. For example, a driver traveling along NE 8th Street will get more green signal time than a driver approaching from a perpendicular arterial – in this example, intersection V/C might be high because it is the average of all approaches, but vehicle travel speed on NE 8th Street is steady because of the coordinated and adaptive traffic signal used by Bellevue to optimize performance for vehicle flow. These two vehicle Performance Metrics provide a complete picture of traffic flow and are intended to be used together to identify and prioritize project concepts to address vehicle Performance Target gaps.

Vehicle Corridor Travel Speed

Vehicle corridor travel speed is defined as 40% of the posted speed limit; the performance of the arterial is measured against the "typical" urban travel speed. This methodology takes intersection delay into account since vehicles rarely travel at a free-flow speed along a corridor within an urban area and better accounts for travel through several intersections. The 40% factor is identified as appropriate for urban corridors by the Highway Capacity Manual (Transportation Research Board, 2022). It should be noted that this measure is applied to a single peak hour.

chapter

04 Performance Management Areas

The Performance Management Areas are established to acknowledge that the context of the transportation network and surrounding land uses vary, and that travelers using all modes expect a level of performance consistent with the context.

To recognize this variability in the user expectations and experience, three Performance Management Areas (PMAs) have been defined based on land use and mobility context, described below:

PMA 1

High Density Mixed-Use: Downtown, BelRed, and Wilburton/East Main are high-density mixed-use activity centers with light rail and frequent bus transit service, and many mobility options that provide access within the PMA and to other areas; these are shown in orange shading on **Figure 15**.

PMA 2

Medium Density Mixed-Use: Crossroads, Eastgate, and Factoria are mixed commercial/residential activity centers with moderate density land use and frequent bus transit service; these are shown in yellow shading on **Figure 15**.

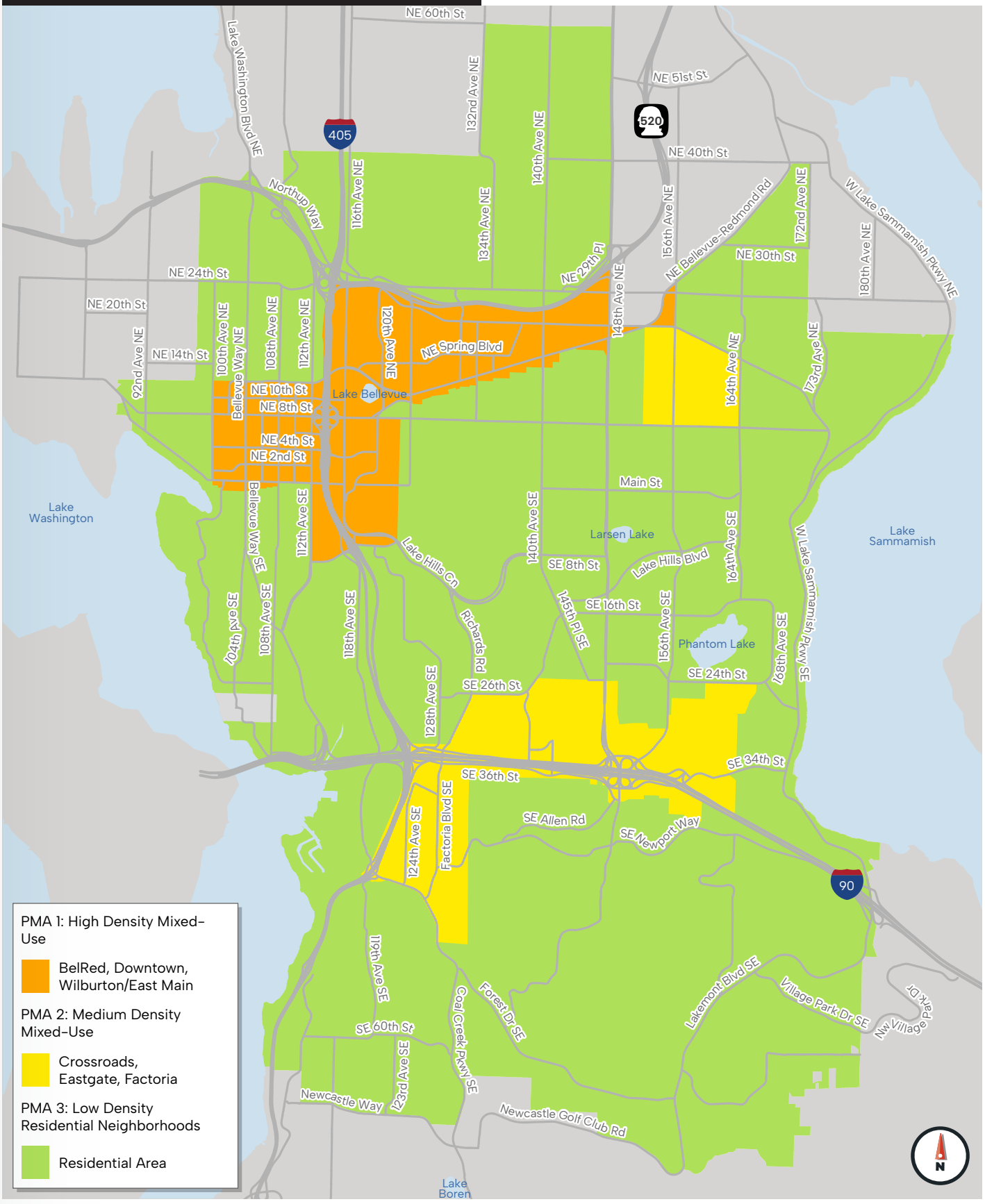
PMA 3

Residential: The area of the city that is characterized by primarily lower-density residential areas with supporting retail/service land uses and fewer mobility and accessibility options than in PMA 1 and PMA 2; these areas are shown in green shading on **Figure 15**.

Within both PMA 1 and PMA 2 are three separate geographic areas. Within these areas, the pedestrian and bicycle network Performance Targets can be monitored and summarized at a more granular level. These locations are the Activity Centers where most of the city's land use growth is planned. The Transportation Commission has expressed support to provide pedestrian and bicycle network investments in these areas where potential utilization would be the greatest.

The PMAs are used to establish and monitor Performance Targets as summarized in **Table 7** and described in detail in **Chapter 5**. Each PMA has Performance Targets tailored to acknowledge the existing and planned land uses and mobility and accessibility options.

Figure 15: Performance Management Areas



chapter

05 Performance Targets

The Performance Metrics for each mode that are described in Chapter 3 define how performance is measured for people walking, biking, taking transit, or driving. The Performance Targets describe the intended operations or design for each mode of travel—in other words, the intended user experience.

The Transportation Commission has identified addressing fundamental gaps in the network for pedestrians, bicyclists, and amenities for transit riders as a high priority. Therefore, the MIP Performance Targets for pedestrians, bicyclists, and transit riders focus on access and connections, while the Performance Targets for vehicles focus on operations at intersections and along corridors. As the Performance Target gaps are addressed, project concepts would reflect the Performance Metrics. For the vehicle mode, the specific Performance Targets align with the PMAs. **Table 7** summarizes the Performance Targets for all modes. **Figure 16**, **Figure 17**, and **Figure 18** show Performance Target maps for the pedestrian, bicycle, and vehicle modes.

Table 7: Performance Targets

Mode	Performance Target		Monitoring and Reporting
Pedestrian	Arterial pedestrian network facilities meet the target PLTS which varies by PMA - see **Figure 16**. Arterial crossings at designated spacing near major trip-generating land uses; the spacing of arterial crossings varies by land use context		Percentage of arterial sidewalk network that meet PLTS Performance Target citywide and within each PMA
Bicycle	Arterial bicycle network facilities (corridors and intersections) meet the target BLTS which varies by PMA - see **Figure 17**.		Percentage of arterial bicycle network (corridors and intersections) that meet BLTS Performance Target citywide, within each PMA, and by Priority Bicycle Corridor
Transit	Transit travel time ratio of 2.0 or less Stops on the Frequent Transit Network have passenger amenities		List and map of activity center pairs that meet the travel time ratio Performance Target
Vehicle	PMA 1	1.0 V/C ratio at System Intersections ≥0.5 Typical Urban Travel Speed for Primary Vehicle Corridors*	List and map of Primary Vehicle Corridors and System Intersections that meet the PMA Performance Target
	PMA 2	0.90 V/C ratio at System Intersections ≥0.75 Typical Urban Travel Speed for Primary Vehicle Corridors	
	PMA 3	0.85 V/C ratio at System Intersections ≥0.9 Typical Urban Travel Speed for Primary Vehicle Corridors	

** Typical urban travel speed is 40% of the posted speed limit during the peak period. For example, 12 mph for an arterial with a posted 30 mph speed limit.*

Figure 16: Arterial PLTS Performance Target

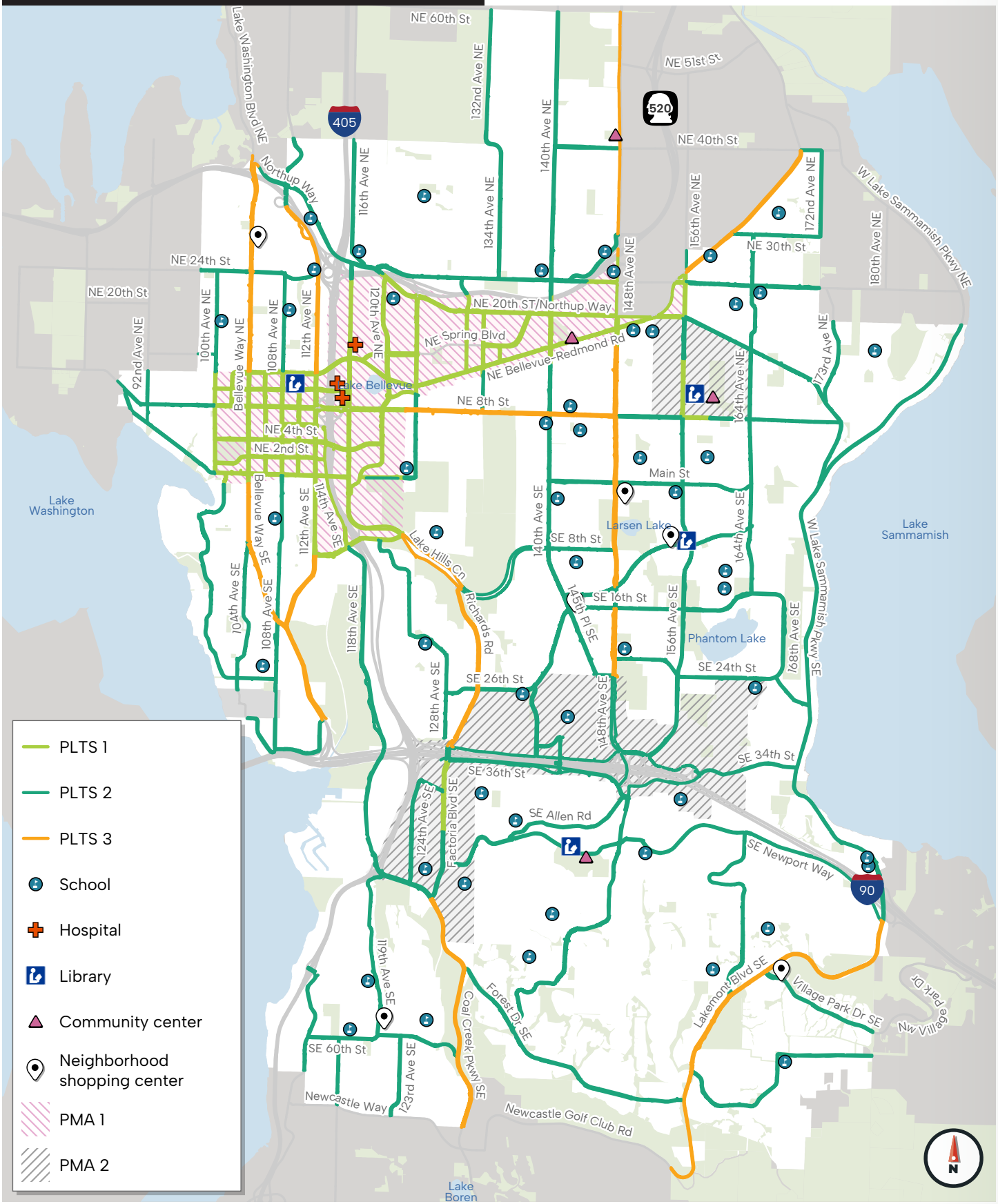


Figure 17: BLTS Performance Target

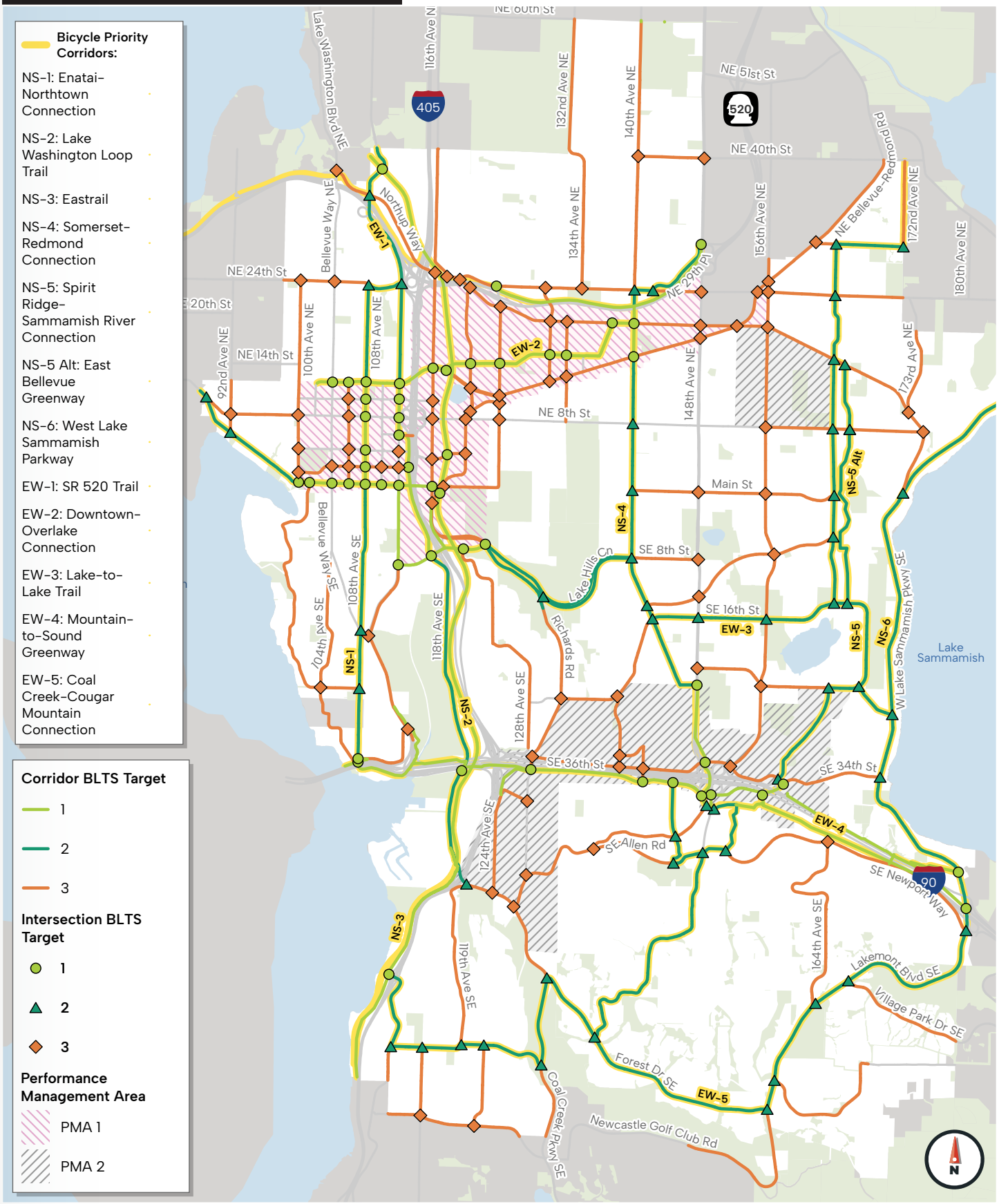
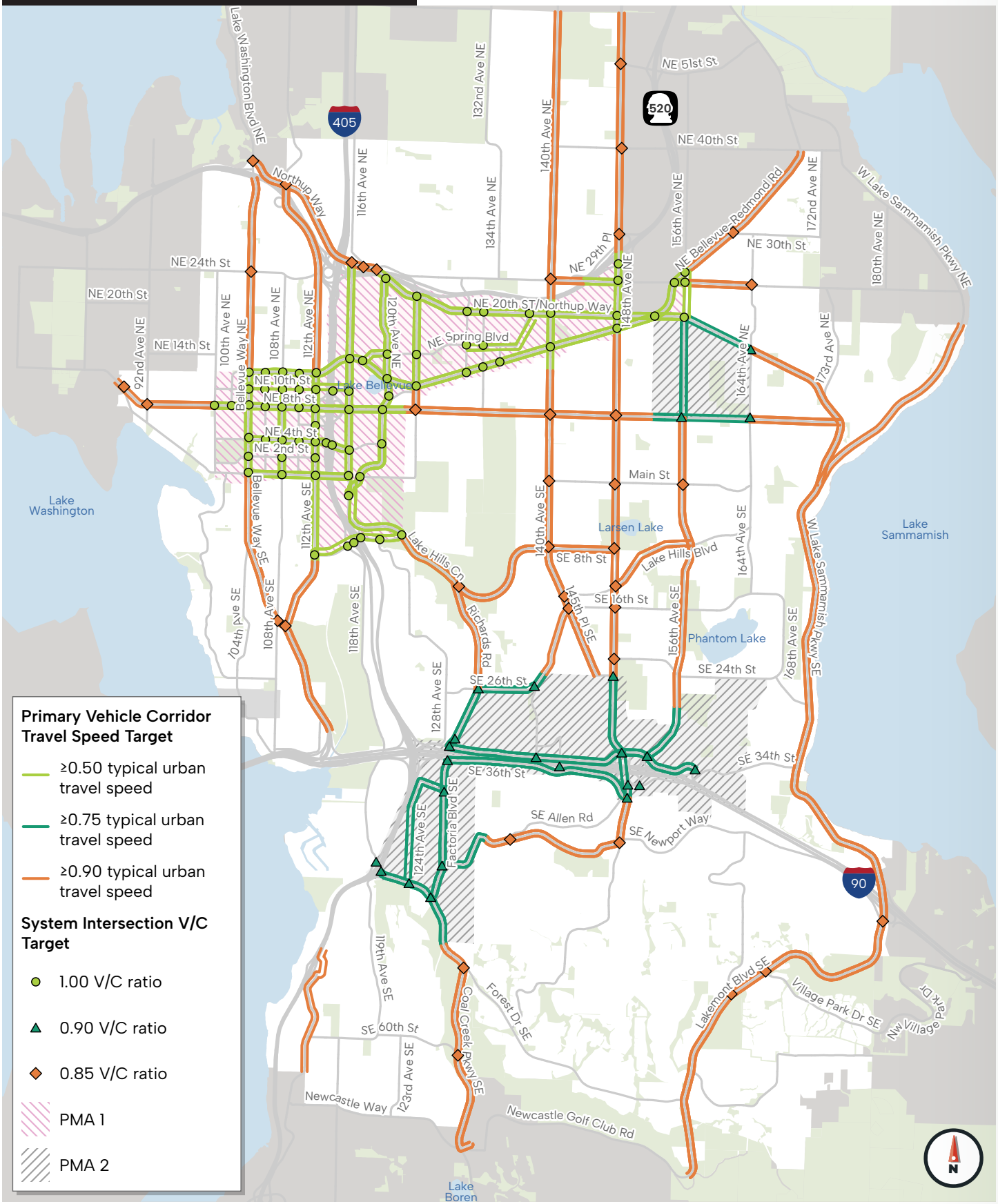


Figure 18: VehiclePerformanceTarget



Section 5.1. Performance Evaluation: Existing Conditions

This section summarizes the existing conditions of each mode in the Layered Network relative to the Performance Targets and Performance Management Areas (2025 for pedestrian, bicycle, and transit travel time ratio; 2023 for intersection V/C and Primary Vehicle Corridor travel speed).

Pedestrian Network Performance

Bellevue intends to build a complete and connected arterial pedestrian network that meets the identified PLTS Performance Target. Arterial pedestrian network performance is summarized by PMA and citywide in **Table 8**. Pedestrian network performance is defined with respect to PLTS; a arterial pedestrian facility that meets the intended PLTS, a arterial pedestrian facility that accommodates pedestrians, but does not meet the intended PLTS and an arterial on the pedestrian network with no pedestrian facility (a network gap).

Table 8: Existing (2025) Arterial Pedestrian Network Performance Target Results

City Wide Pedestrian Network	Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
Miles	93	67	61
Proportion of Total	42%	30%	28%

Locations within the PMA		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
PMA 1	Downtown	6%	93%	1%
	BelRed	3%	92%	5%
	Wilburton/ East Main	6%	82%	12%
PMA 2	Crossroads	45%	55%	0%
	Eastgate	57%	29%	14%
	Factoria	37%	59%	4%
PMA 3		43%	11%	46%

Figure 19 shows the 2025 performance of the arterial pedestrian network relative to the PLTS Performance Targets. A set of more detailed maps that document the performance of the pedestrian network facility on each side of the street is included in **Appendix B**.

As shown in **Table 8** and **Figure 19**, most of the arterial pedestrian network in Downtown does not meet the PLTS 1 Performance Target. While there are obvious gaps, most arterials have sidewalks and buffers consistent with Land Use Code requirements. The Performance Target gap on many segments stems from applying the "speed limit factor" metric of 1.2 times the posted speed limit.

Applying the 1.2 factor to a 30 mph speed limit, the calculated vehicle travel speed is 36 mph (30 mph x 1.2 = 36 mph). Using a speed of 36 mph, Table 1 indicates that PLTS 2 is the best that can be achieved.

Rather than expanding the width of existing buffers or sidewalks where redevelopment is not anticipated and where space is constrained, city strategies to improve PLTS may include reducing the posted speed limit or employing strategies to ensure that vehicles travel at the posted speed, such as traffic calming and targeted speed enforcement.

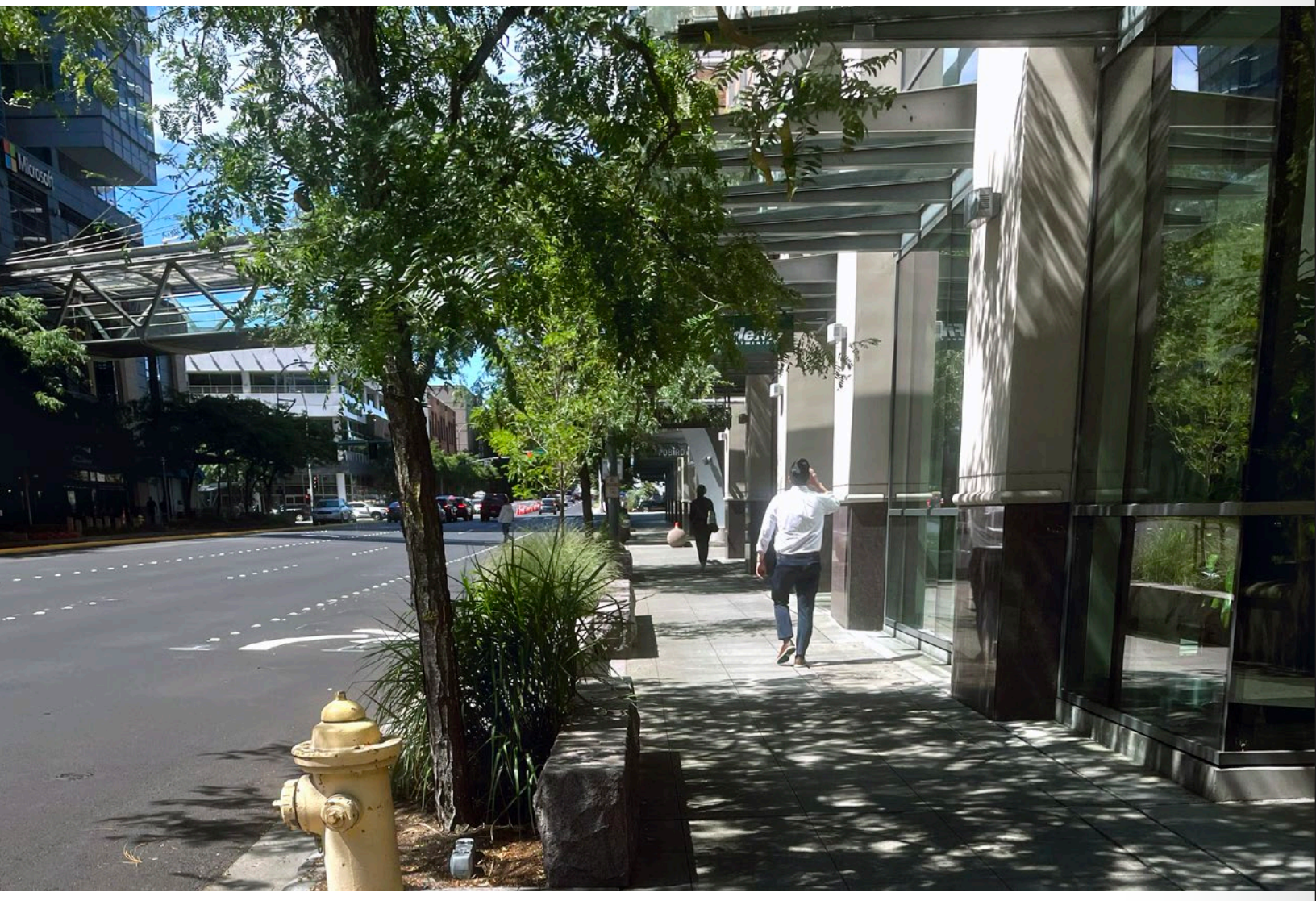
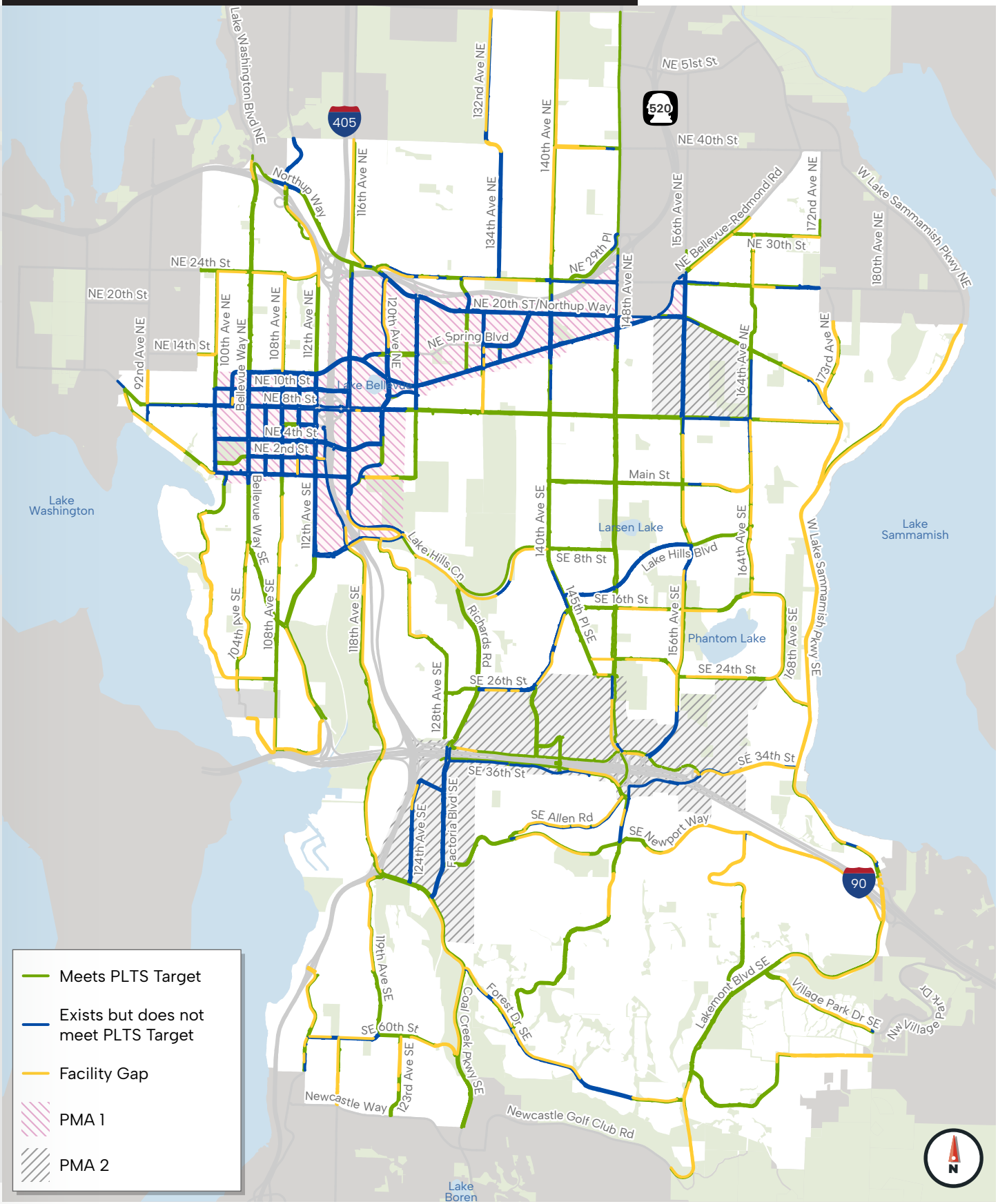


Figure 19: Arterial Pedestrian Network Performance – 2025



Arterial Bicycle Network Performance

Bellevue is targeting completion of arterial bicycle network facilities to meet the bicycle level-of-traffic stress (BLTS) along each arterial bicycle network corridor and intersection. Existing conditions for BLTS is summarized in two ways: the full bicycle network and the Priority Bicycle Corridors.

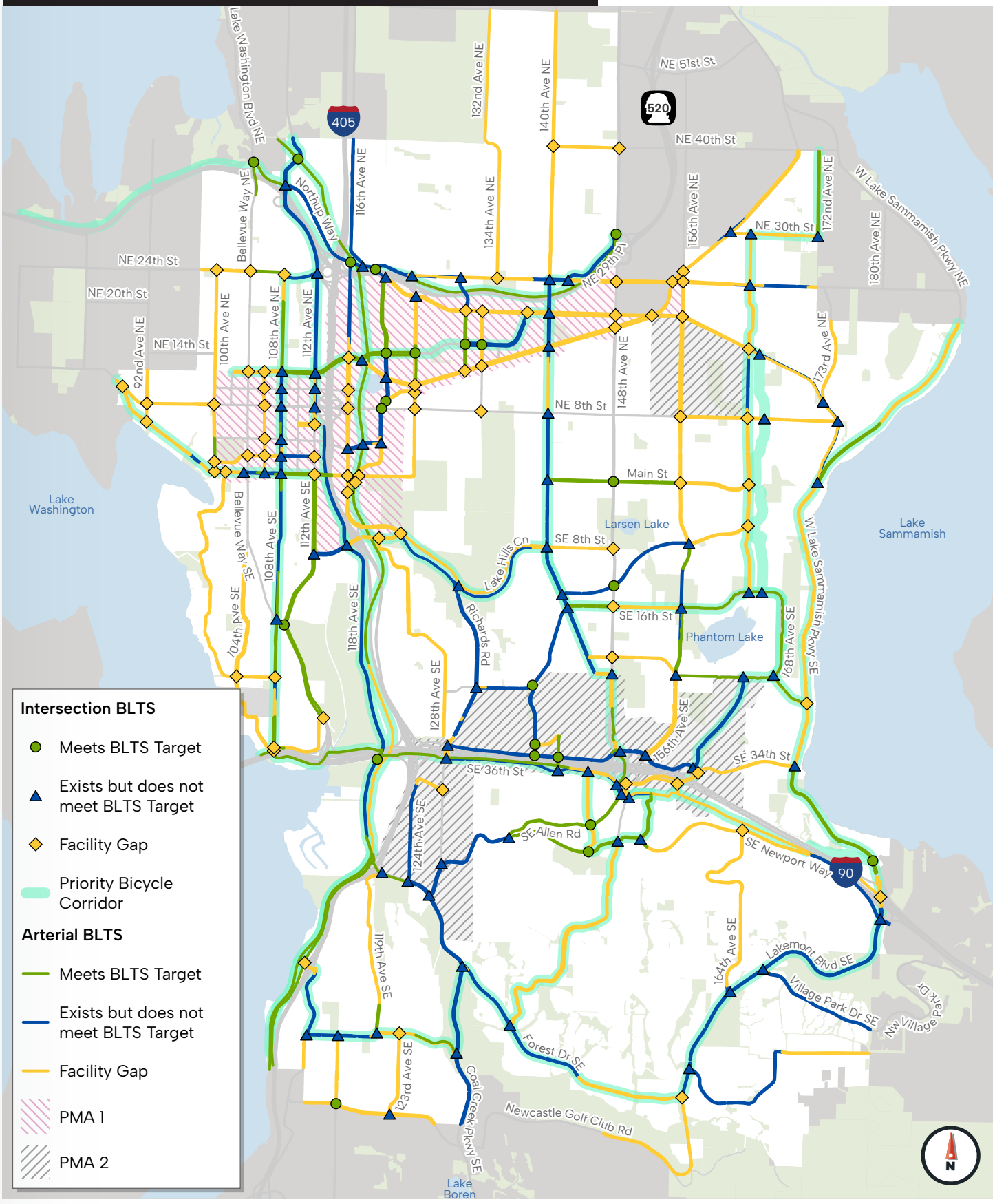
Figure 20 displays the performance of arterial bicycle network corridors and intersections with respect to the BLTS:

- Arterial bicycle network facility meets intended BLTS Performance Target
- Arterial bicycle network facility exists but does not meet intended BLTS Performance Target
- Arterial bicycle facility is missing - a network gap The results are summarized in **Table 9** and **Figure 20**. **Appendix C** includes a detailed set of maps of the arterial bicycle network facilities that more clearly show the performance for each direction of travel.

Table 9: Existing (2025) Arterial Bicycle Network Corridor Performance Target Results

			Bicycle Facility Meets BLTS Target	Bicycle Facility Does Not Meet BLTS Target	Bicycle Facility Gaps
Citywide	Miles		69	33	114
	Proportion of Total		24%	12%	64%
PMA	PMA 1	Downtown	17%	30%	53%
		BelRed	30%	7%	63%
		Wilburton/East Main	21%	17%	62%
	PMA 2	Crossroads	1%	11%	88%
		Eastgate	42%	30%	28%
		Factoria	38%	30%	32%
	PMA 3		23%	8%	69%
Priority Bicycle Corridor	Enatai-Northtowne		38%	51%	11%
	Lake Washington Loop		26%	69%	5%
	Eastrail		83%	0%	17%
	Somerset-Redmond		15%	35%	50%
	Spiritridge-Sammamish		13%	25%	61%
	West Lake Sammamish Pkwy		42%	0%	58%
	SR 520 Trail		35%	63%	2%
	Downtown-Overlake		34%	3%	63%
	Lake-to-Lake Trail		24%	35%	41%
	Mountains to Sound Greenway		31%	42%	27%
	Coal Creek-Cougar Mountain		39%	33%	28%
	Total		30%	31%	39%

Figure 20: Arterial Bicycle Network Performance - 2025

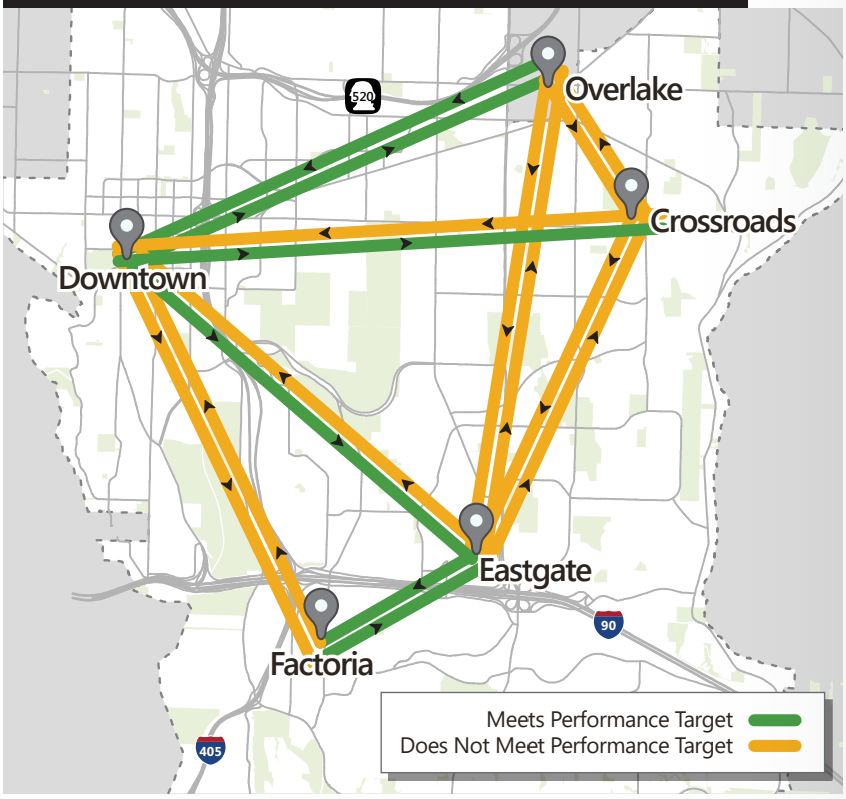


Transit Network Performance

Bellevue supports public transit service as a time-competitive and accessible mode compared to private vehicle travel between activity centers. Quantitatively, the Performance Target is a transit travel time ratio of 2.0 or less relative to travel time in a private vehicle during the PM peak hour. Transit travel time ratios as of 2025 are displayed in **Figure 21**. The following transit trip pairs between activity centers meet the transit travel time Performance Target:

- Downtown to Eastgate
- Downtown to and from Overlake
- Downtown to Crossroads
- Factoria to and from Eastgate

Figure 21: Transit Network Performance - 2025



All other transit trip pairs currently have a travel time ratio of over 2.0 which indicates transit may be an unattractive option for many riders for travel between activity centers.

In terms of transit stop amenities, Bellevue supports the implementation of improved bus stops on the FTN. **Chapter 3** summarizes the bus stop passenger amenities for both local and FTN bus stops. While an important consideration for attractive transit service, Bellevue does not implement bus stop improvements independently. Bus stop upgrades are made in partnership with transit agencies or developers who install bus stop infrastructure as part of their project. Therefore, Bellevue does not systematically track bus stop Performance Targets, but where a partner/developer project could affect a transit stop, the Performance Targets identified in the MIP are taken into consideration.

Vehicle Network Performance

Vehicle network Performance Targets at System Intersections and along Primary Vehicle Corridors are based on the land use context of the Performance Management Area and availability of other modes. Each System Intersection and Primary Vehicle Corridor is assessed relative to the Performance Targets set for each PMA.

Intersection Volume-to-Capacity (V/C) Ratio

Figure 22 displays each System Intersection and denotes whether it currently (as of 2024) meets the MIP Performance Target. For intersections on the border of two Performance Management Areas, the Performance Target for the higher density Performance Management Area applies. For example, the PMA 2 Performance Target would apply to the intersection of 156th Ave NE and NE 8th St. Results of the V/C analysis are shown in **Appendix D**.

Corridor Travel Speed

The results of the Primary Vehicle Corridor travel speed analysis (based on 2024 data) are shown in **Figure 23**.

Appendix E provides the detailed travel speed for each corridor during the PM peak hour.

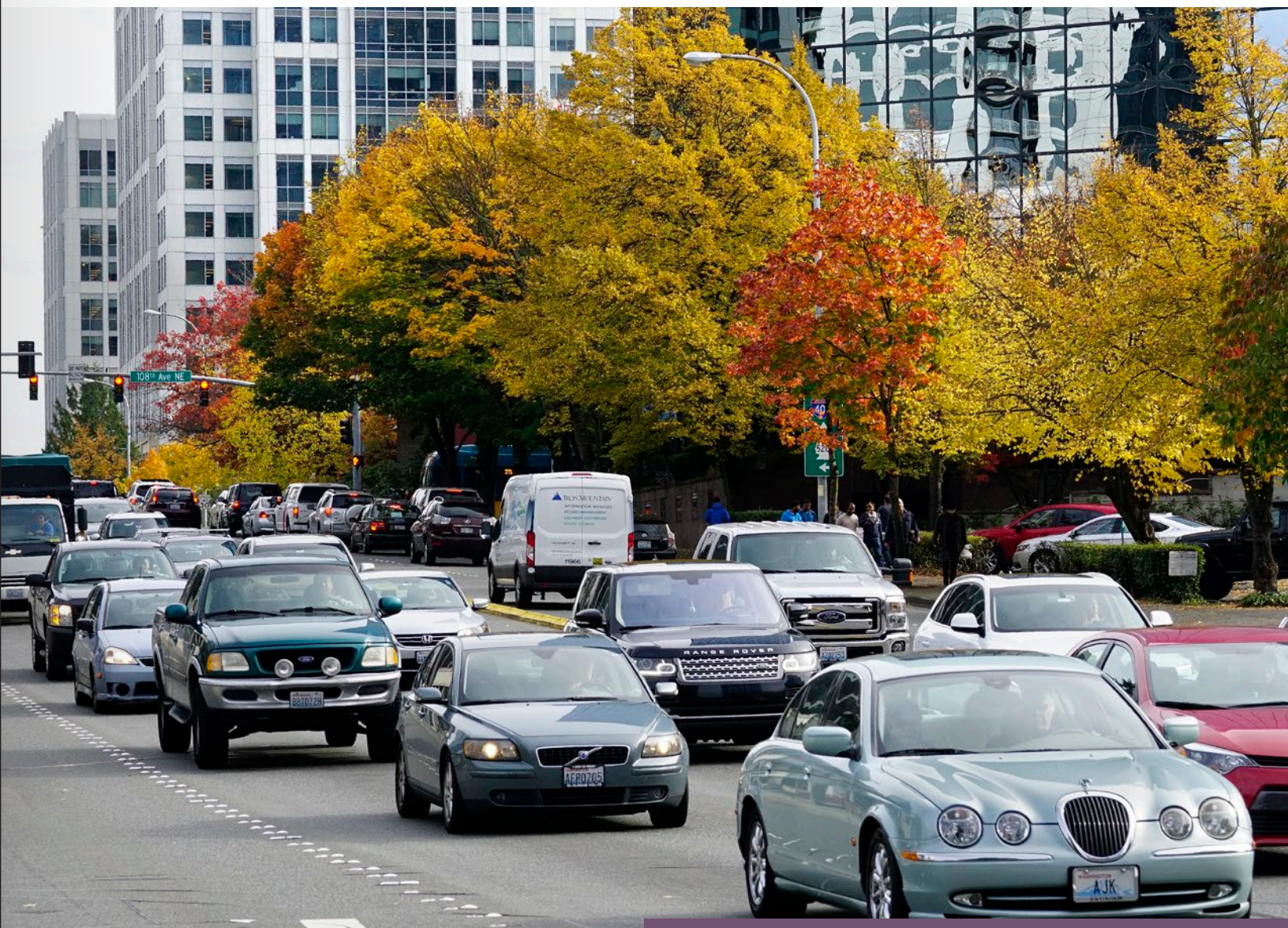


Figure 22: System Intersection Performance - 2024

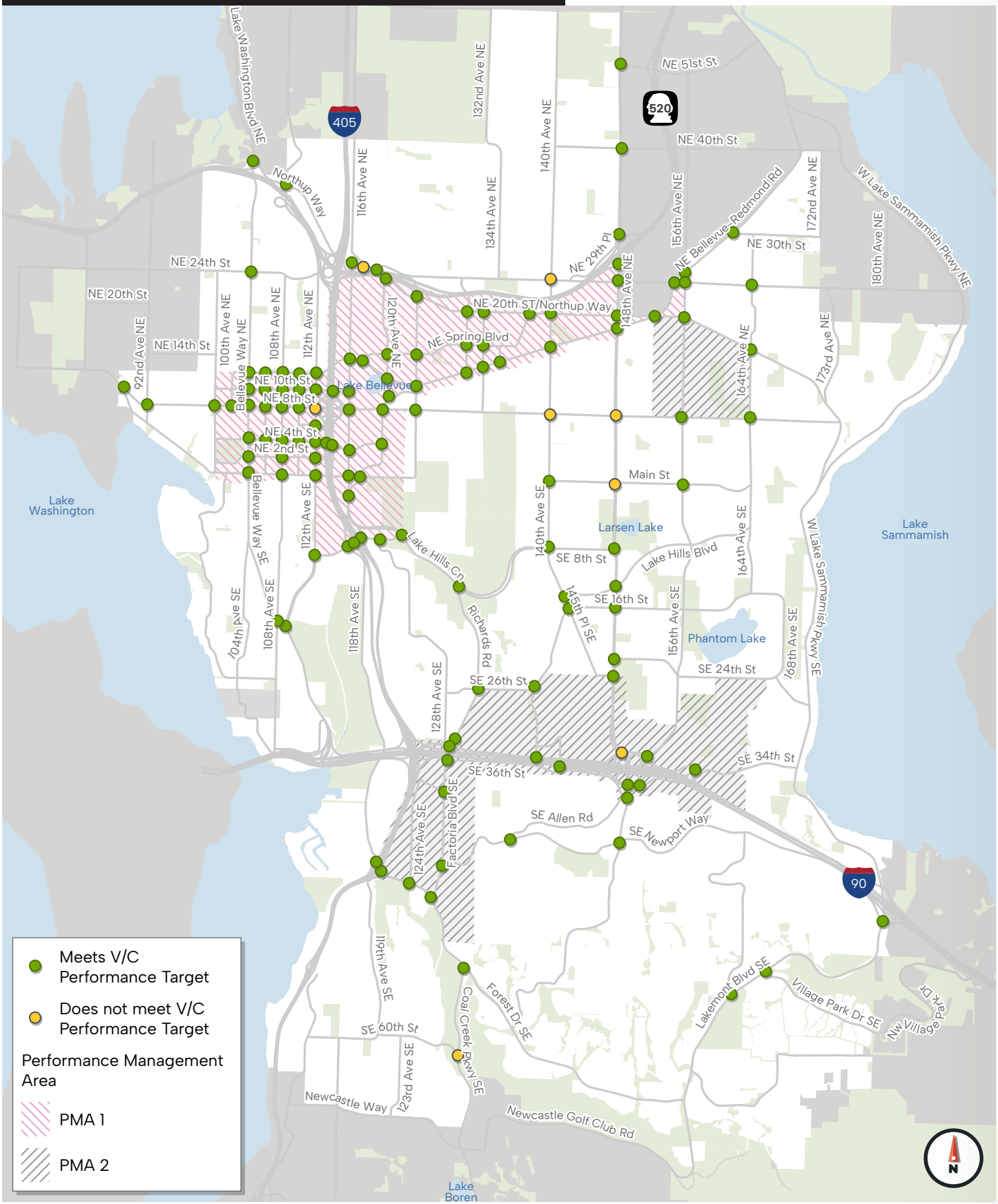
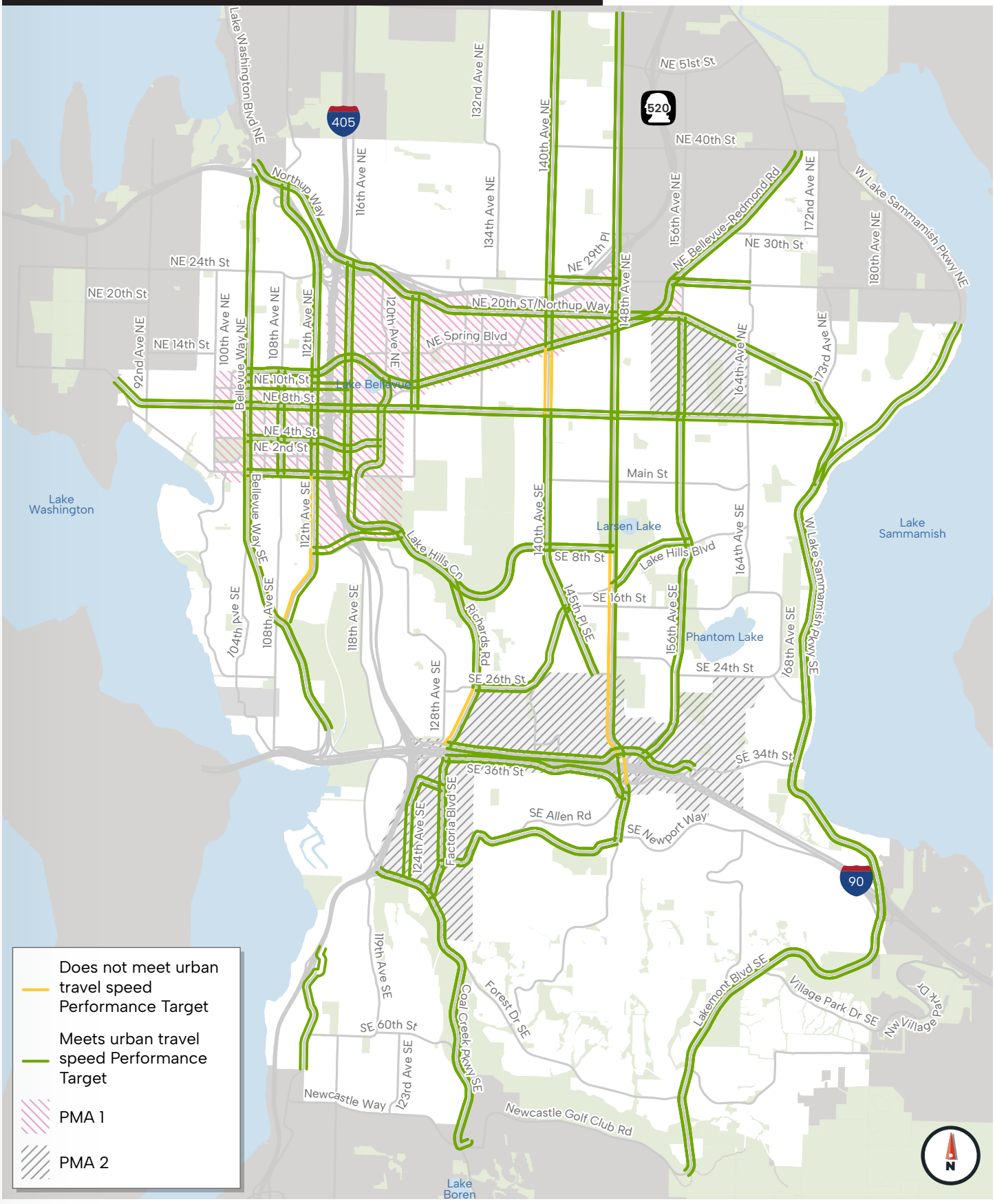


Figure 23: Primary Vehicle Corridor Performance - 2024



Section 5.2. Performance Evaluation: Projected Future Conditions

Considering how the transportation network is expected to perform in the future is an important factor in weighing what Performance Target gaps to prioritize for project concept development and implementation. By evaluating potential future conditions, City staff, the Transportation Commission, and the community can better understand the implications of the following:

- How land use changes may impact travel patterns at the neighborhood, city, and regional level; the mode choice of new trips; and the overall quantity of new trips.
- Changes to travel patterns and mode choice related to planned transportation investments by the City of Bellevue, neighboring jurisdictions, other agencies, and the private sector.

Over time, travel patterns, the use of the various transportation modes, and the quantity of overall travel will change. Understanding these potential future conditions while considering current transportation needs is crucial to identifying and prioritizing transportation investments. This section describes the forecast conditions in 2045 assuming the market based growth forecast as described in Appendix K of the Comprehensive Plan FEIS and planned funding levels for transportation investments as identified by the 2025 update to the Transportation Facilities Plan.

Arterial Pedestrian Network Performance

The 2025 TFP project list includes projects that would improve the arterial pedestrian network. **Figure 24** shows the PLTS results assuming the TFP projects are built. Roughly 9 miles of new pedestrian network facilities are expected to be constructed along arterials as part of specific 2025 TFP projects. As shown in **Table 8**, roughly 42% of the arterial pedestrian network currently meets the PLTS Performance Target (this considers pedestrian facilities on both sides of the street), 30% have a pedestrian facility that does not meet the PLTS Performance Target, and 28% of the arterial pedestrian network does not have any facility (a pedestrian facility gap). This equates to approximately 12% of the arterial pedestrian network that is missing a facility on both sides of the street. With the TFP projects in place, **Table 10** documents a forecast that 44% of the arterial pedestrian network would meet the PLTS Performance Target, 30% would have a facility, but it would not meet the PLTS Target, and 26% would have a facility gap. The gaps would constitute about 8% of the overall arterial pedestrian network where there is no facility on either side of the street. There is no specific information about how new arterial designated pedestrian crossings (intersections and mid-block locations) would be addressed in the TFP as these are typically programmatic investments, so no new maps or analyses are prepared. Detailed maps showing the future PLTS with the assumed improvements in the 2025 TFP are shown in **Appendix F**.

Figure 24: Arterial Pedestrian Network Performance - 2045

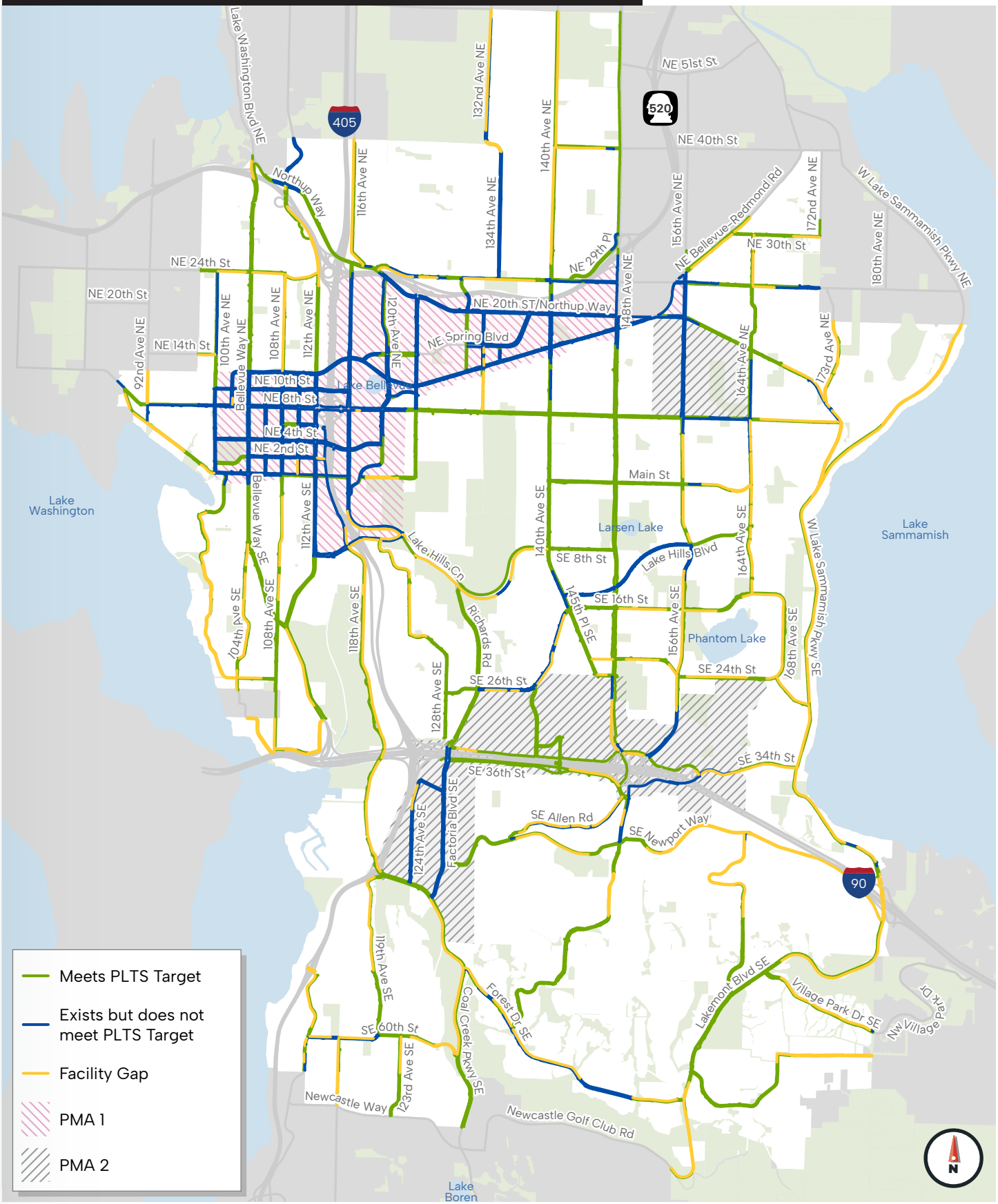


Table 10: 2045 Arterial Pedestrian Network Performance Target Results

City Wide Pedestrian Network	Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
Miles	100	68	59
Proportion of Total	44%	30%	26%

Locations within the PMA		Pedestrian Facility Meets PLTS Target	Pedestrian Facility Does Not Meet PLTS Target	Pedestrian Facility Gaps
PMA 1	Downtown	7%	92%	1%
	BelRed	6%	92%	2%
	Wilburton/ East Main	8%	80%	12%
PMA 2	Crossroads	45%	55%	0%
	Eastgate	66%	21%	13%
	Factoria	39%	57%	4%
PMA 3		55%	9%	36%

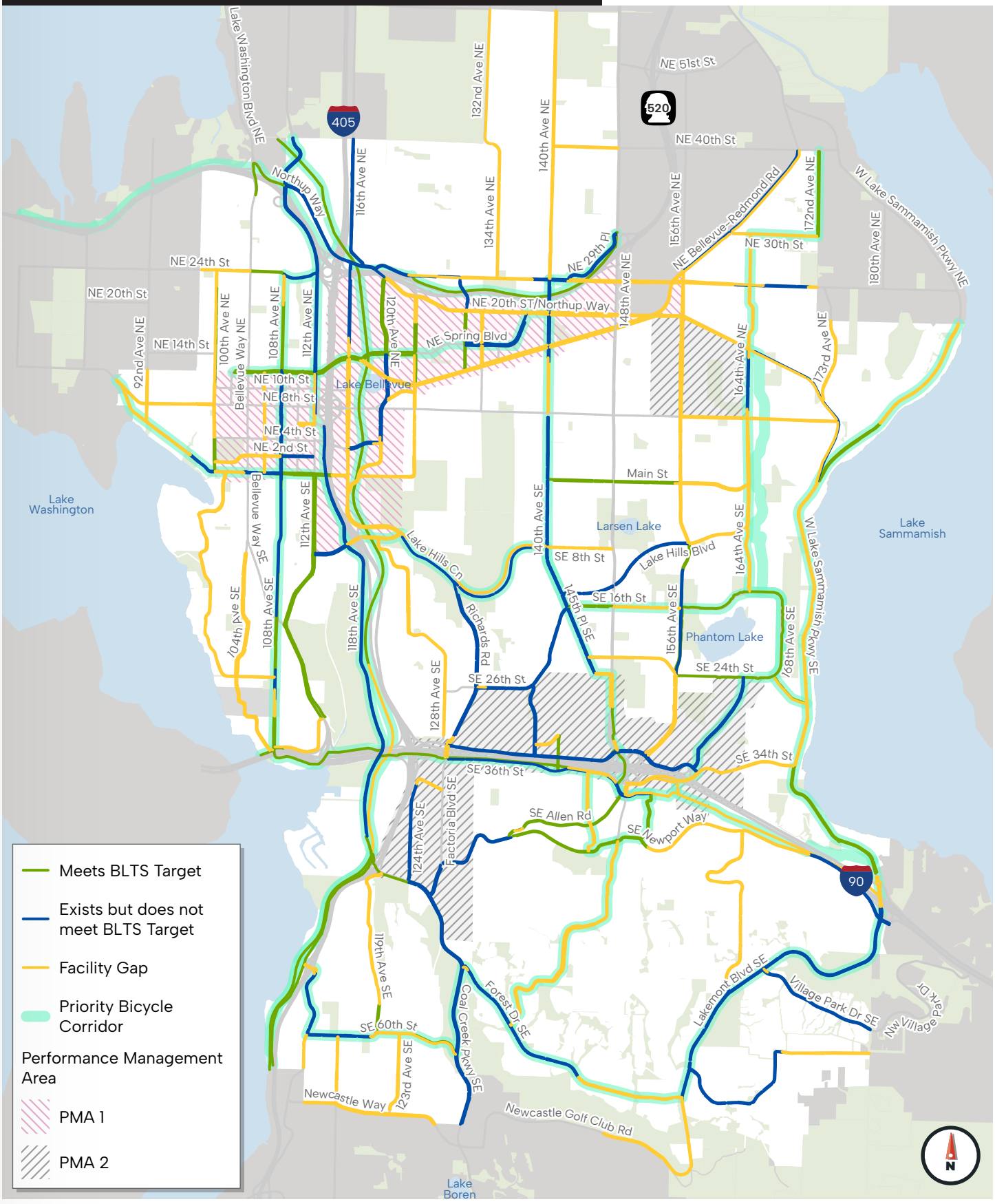
Arterial Bicycle Network Performance

As shown in **Table 9**, roughly 24% of the citywide arterial bicycle network currently meets the BLTS Performance Target, 12% of the network has a facility that does not meet the BLTS Performance Target, and 64% of the network has a Performance Target gap. The 2025 TFP includes projects that would construct new bicycle network facilities assumed to meet the intended BLTS. With those projects in place by 2045, it is expected that roughly 34% of the citywide bicycle network would meet the intended BLTS, 15% of the network would not meet the intended LTS, and 51% of the network would have a BLTS Performance Target gap. The results are shown in **Table 11** and **Figure 25**. The results for BLTS at intersections are not updated for 2045 conditions because at this time, there is not sufficient information to determine how BLTS could change at intersections. More detailed project-level design is necessary to understand changes to BLTS at intersections. Detailed maps showing the future BLTS with the assumed improvements in the 2025 TFP are shown in **Appendix G**.

Table 11: 2045 Arterial Bicycle Network Performance Target Results

			Bicycle Facility Meets BLTS Target	Bicycle Facility Does Not Meet BLTS Target	Bicycle Facility Gaps
Citywide	Miles		71	31	108
	Proportion of Total		34%	15%	51%
PMA	PMA 1	Downtown	18%	28%	54%
		BelRed	34%	9%	57%
		Wilburton/East Main	27%	16%	57%
	PMA 2	Crossroads	1%	17%	82%
		Eastgate	52%	23%	25%
		Factoria	38%	30%	32%
	PMA 3		33%	13%	54%
Priority Bicycle Corridor	Enatai-Northtowne		54%	35%	11%
	Lake Washington Loop		46%	49%	5%
	Eastrail		86%	0%	14%
	Somerset-Redmond		16%	46%	38%
	Spiritridge-Sammamish		22%	31%	47%
	West Lake Sammamish Pkwy		53%	0%	47%
	SR 520 Trail		43%	56%	2%
	Downtown-Overlake		38%	0%	62%
	Lake-to-Lake Trail		26%	33%	41%
	Mountains to Sound Greenway		37%	23%	40%
	Coal Creek-Cougar Mountain		39%	33%	28%
	Total		36%	28%	36%

Figure 25: Arterial Bicycle Network Performance - 2045



Transit Network Performance

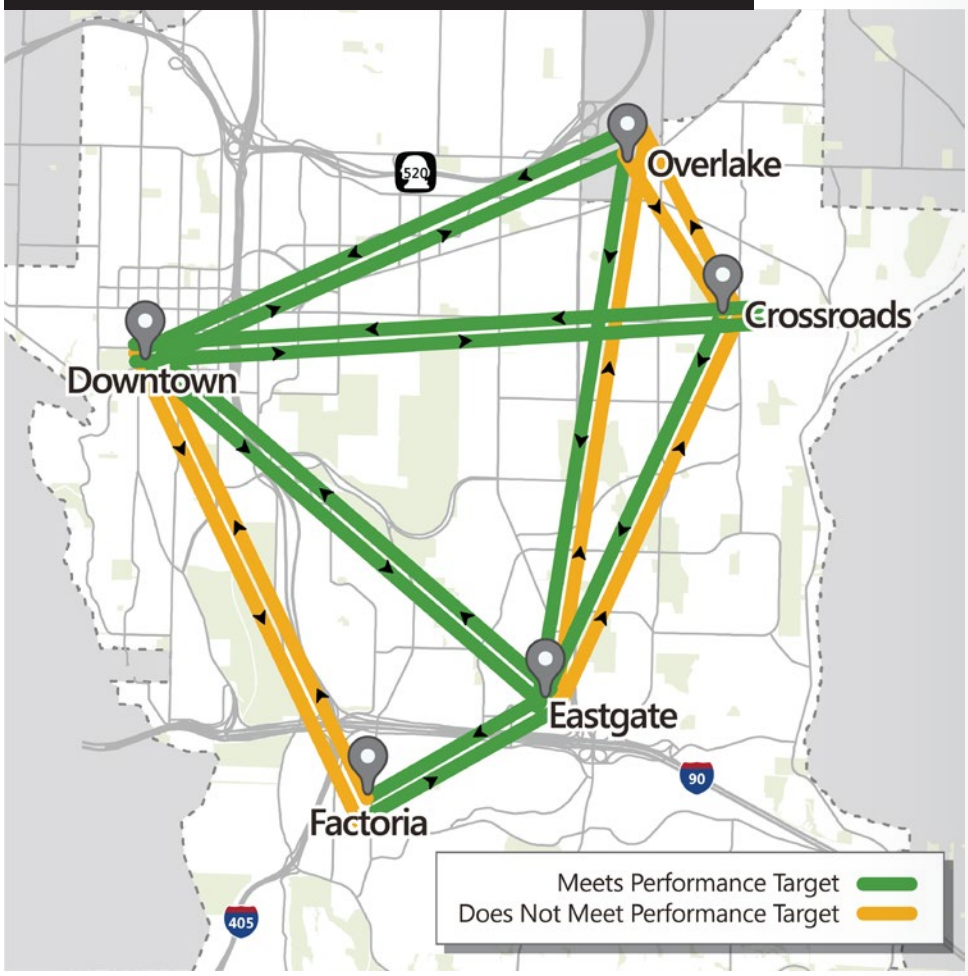
Transit travel time vs. auto travel time was evaluated for future (2045) conditions based on forecasted corridor travel times and new operating characteristics for transit between the activity center pairs. Results are shown in **Figure 26**. Specifically, the Link 2 Line has reduced transit travel time between Downtown and Overlake and the planned RapidRide K Line bus rapid transit service will reduce transit travel time between Downtown and Eastgate. The TFP also includes the NE 6th Street extension, currently planned between I-405 and 116th Avenue NE, the Bellevue College Connection, and southbound HOV lanes on a segment of Bellevue Way. These projects would improve transit travel time by providing speed and reliability improvements on existing routes or allowing more efficient routing. These reduced transit travel times were compared to the forecasted auto travel times, with the following findings:

- **Downtown – Crossroads**: The NE 6th Street extension across I-405 could provide more efficient bus access to the Bellevue Transit Center.
- **Eastgate – Downtown, Overlake and Crossroads**: Transit travel time vs. auto travel time ratio between Eastgate and Downtown, Overlake, and Crossroads would decrease with the more direct Bellevue College Connection, bringing the travel time ratio below the 2.0 Performance Target on some activity center pairs.

All other activity center pairs would maintain existing transit service characteristics and both buses and autos would experience the same relative change in travel time. Therefore, the transit travel ratio between those activity centers is expected to stay roughly the same as existing conditions.

To improve the travel time ratios to meet the performance target, the city and the transit agencies may initiate a project to improve transit performance, such as transit signal priority or new infrastructure like queue jump, business access and transit (BAT) lanes or transit only lanes.

Figure 26: Transit Network Performance - 2045



Vehicle Network Performance

The effects of the projected land use growth and continued investment in the vehicle arterial network were modeled using the city's travel demand forecasting tool, BKRCast. For this analysis, the 2045 growth projection outlined in Appendix K of the Comprehensive Plan is assumed along with the 2025 TFP investments and other regional transit and roadway projects. For this analysis, the BKRCast tool was used to forecast the future intersection V/C ratio for each System Intersection and the travel speed for the Primary Vehicle Corridors.

For the vehicle corridor travel speed specifically, the 2024 PM Peak hour speed data was scaled by the BKRCast tool's forecasted change in PM Peak period travel speed.

Intersection Volume-to-Capacity (V/C) Ratio

Figure 27 displays each System Intersection and denotes whether it is projected to meet the Performance Target in 2045. A full table of results is provided in **Appendix H**.

Corridor Travel Speed

As shown in **Figure 27**, the results of the travel speed analysis generally mirror that of the intersection V/C analysis with increases in congestion on some of the busier arterials in Bellevue, particularly those connecting to major highways.

Figure 27: System Intersection Performance - 2045

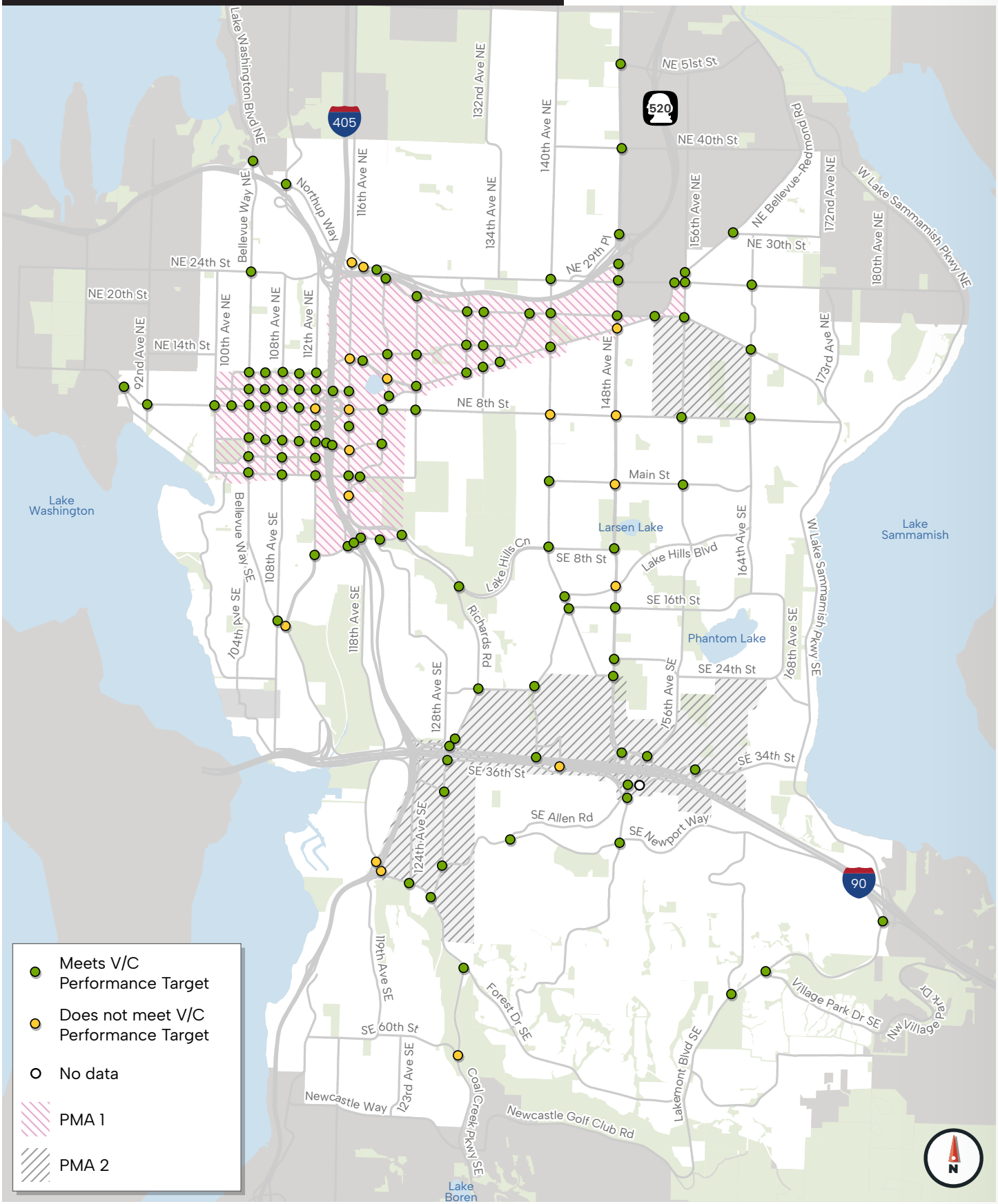
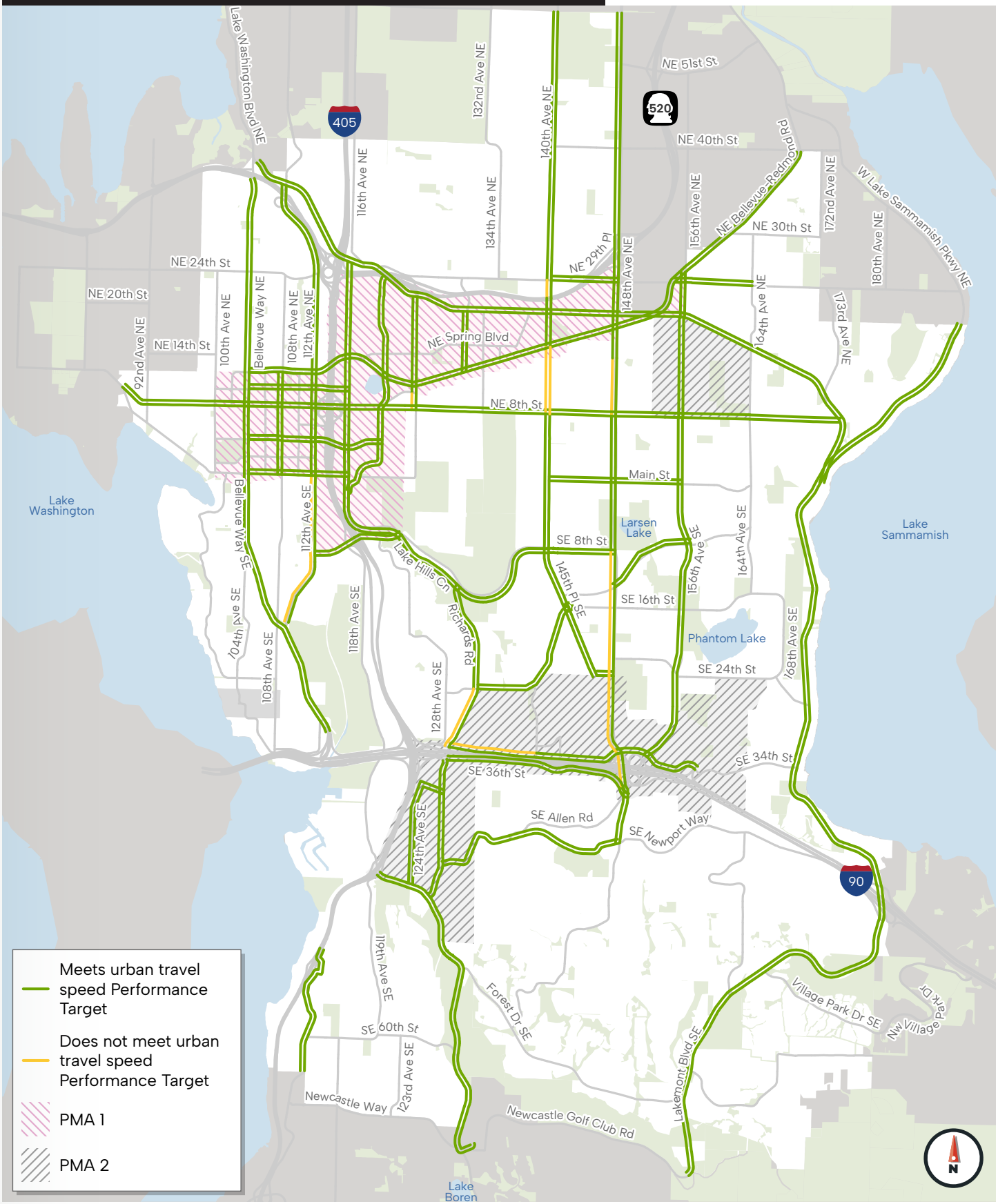


Figure 28: Primary Vehicle Corridor Performance - 2045



Section 5.3. Monitoring Performance Targets

As a commitment to provide the community with transparent reporting on how MIP Performance Target analysis results change as the city grows, Bellevue will periodically analyze and report on MIP Performance Targets and related transportation metrics identified in the Environmental Stewardship Plan. Specific analysis results may include:

- **Pedestrian**
  - » Percent of arterial pedestrian network that meets intended PLTS target
  - » Percent of arterial pedestrian network that have pedestrian facilities that do not meet the PLTS target
  - » Percent of arterial pedestrian network that does not have a facility - a network gap
  - » Percent of arterials with designated crossings that meet MIP crossing spacing targets
- **Bicycle**
  - » Percent of arterial bicycle network and Priority Bicycle Corridors that meet BLTS Target
  - » Percent of arterial bicycle network and Priority Bicycle Corridors that have bicycle facilities that do not meet BLTS target
  - » Arterial bicycle network facility gaps – overall network, Priority Bicycle Corridors
  - » Percent of arterial bicycle network intersections citywide and Priority Bicycle Corridors that meet BLTS target
- **Transit**
  - » Percent of activity center pairs that meet transit travel time ratio Performance Targets (both directions)
- **Vehicle**
  - » Percent of Primary Vehicle Corridor network that meets corridor travel speed Performance Target
  - » Percent of System Intersections that meet V/C Performance Target
- **Environmental Stewardship Plan Sustainability Metrics**
  - » Commute mode share for people who live in Bellevue
  - » Commute mode share for people who work in Bellevue
  - » Per capita VMT
  - » Bike counts at monitored locations

In addition to providing general information on the performance of the transportation networks, the analysis of Performance Targets will inform the prioritization of performance target gaps and development of project concepts for each update to the Transportation Facilities Plan, as described in **Chapter 6**.

chapter
06

Project Identification & Prioritization

The Mobility Implementation Plan identifies how Bellevue measures the performance of the transportation networks, the geographic areas where performance is summarized, the Performance Targets for each mode that define when the network may need an investment to accommodate growth, and a snapshot of existing and future conditions when viewed through the lens of the Performance Targets.

Based on this analytical approach, this chapter identifies how the city will address Performance Target gaps. If resources were available, Bellevue would quickly address all the Performance Target gaps so that all travelers could easily and safely get around the city in the mode of their choice in a manner that meets their expectations. However, financial, land use, and environmental constraints, and potential conflicts between modes and with other City goals limit the types of investments the city may choose to pursue. Additionally, factors such as safety, livability, urban form, and right-of-way must be taken into consideration as the city makes choices to invest its limited transportation funding.

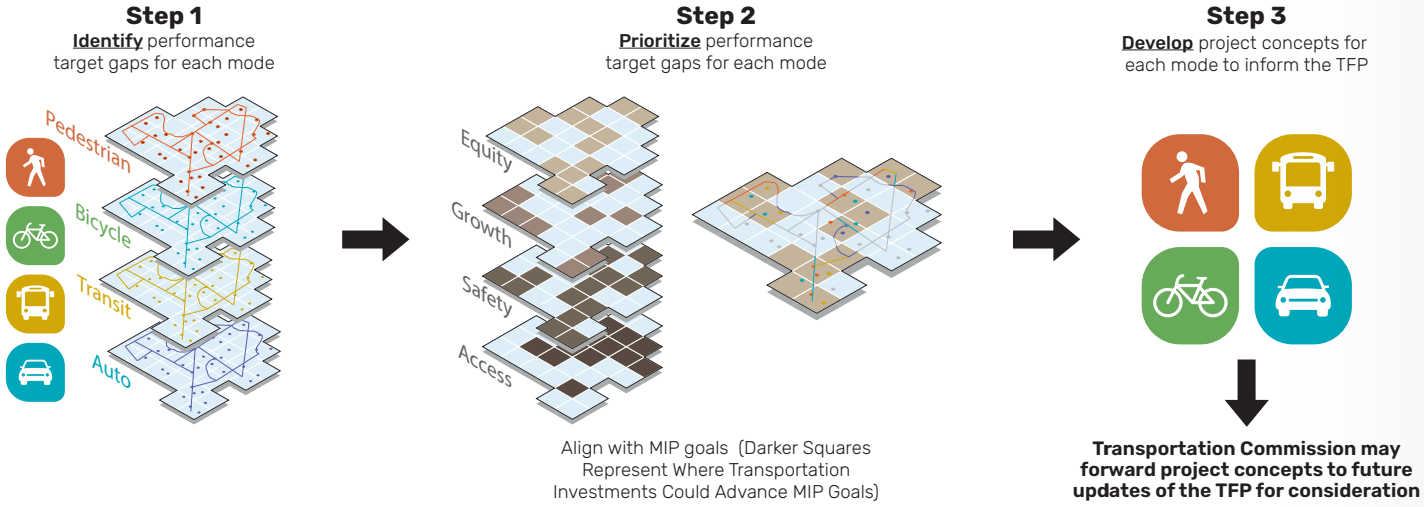
While identifying Performance Target gaps is a critical first step, prioritizing the gaps, advancing a project concept into project design, funding, and implementation requires additional analysis and outreach. This chapter describes a Project Identification & Prioritization framework that City staff will use to narrow the identified Performance Target gaps to those that are most urgent, identify when to seek public input, and align multimodal network investments with the MIP's goals. The framework creates a consistent and transparent process to identify, evaluate, develop/design, and advance transportation project concepts for each mode that address the Performance Target gaps.

Objectives of this framework are to provide:

- Consistency to ensure the process uses readily available data and can be repeated,
- Transparency to ensure clear and understandable decision making, and
- Evaluation tools to assist the city to select high priority project concepts for each mode that may be implemented within available funding while balancing environmental sustainability targets and other community considerations.

The framework depicted graphically in **Figure 29** uses the MIP goals of designing for safety, advancing equity, supporting growth, and aligning transportation investments with access and mobility needs.

Figure 29: Project Identification and Prioritization Framework



The framework outlines a transparent, data-driven, three-step process. Each step is introduced in the chart below and further described in this chapter.

Step 1

Identify performance target gaps for each mode

Identify where the documented performance of the transportation netowrk does not meet the defined Performance Targets.

Step 2

Prioritize performance target gaps for each mode

Score Performance Target gaps for each mode for alignment with MIP goals:

- Equity
- Supporting growth
- Improving safety
- Advancing access/mobility

Supplemental scores may provide additional information for prioritization.

Advance high-scoring gaps to develop project concepts.

Step 3

Develop feasible project concepts for each mode

Develop project concepts to address Performance Target gaps for each mode that align with MIP goals. Factors such as environmental sustainability, and livability are considered.

This process will identify if a project concept to address a performance target gap is reasonable and feasible. Viable project concepts may be forwarded for consideration in future updates of the TFP.

Step 1: Identify Performance Target Gaps for Each Mode

Purpose

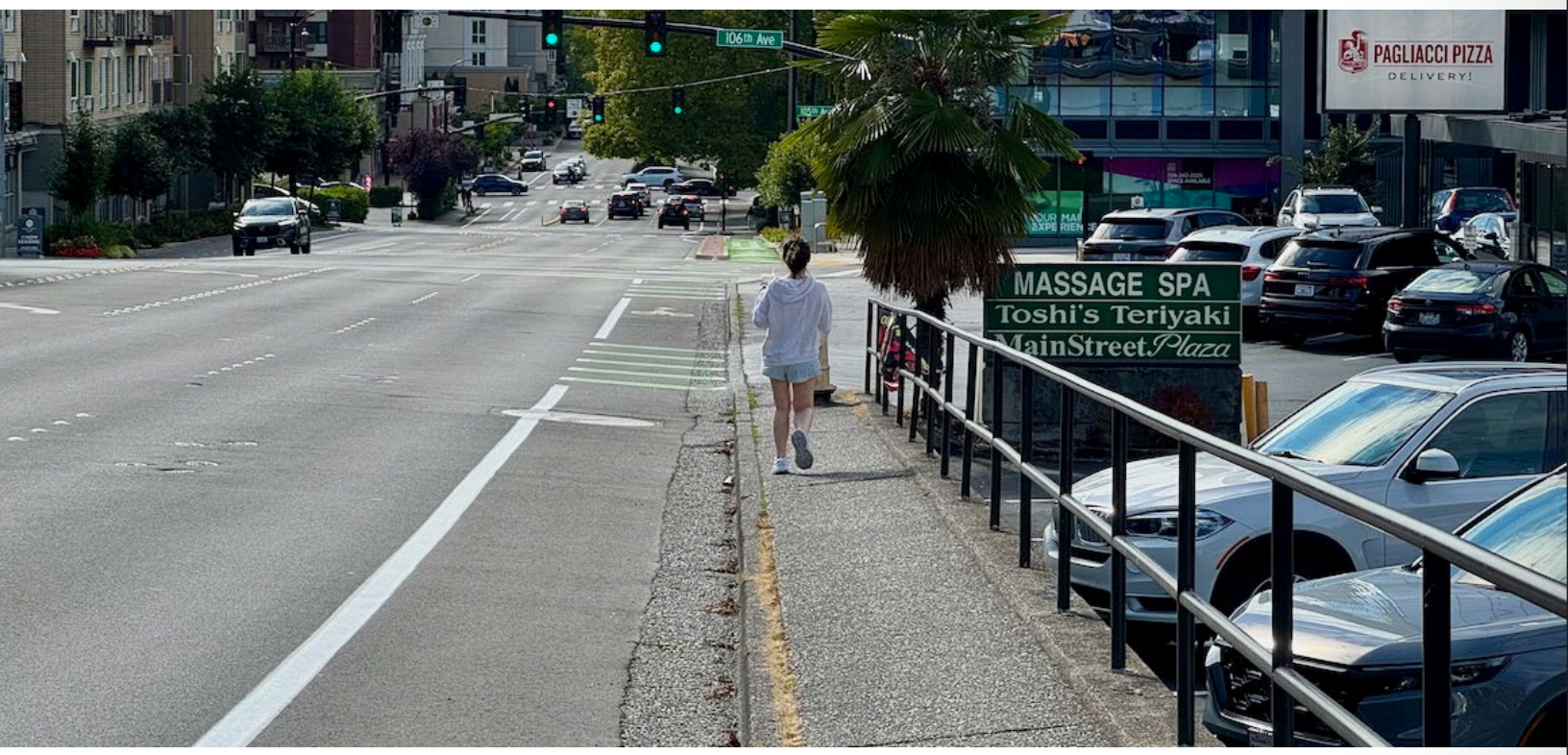
Identify where the documented performance of the transportation network does not meet the Performance Targets. Performance Targets reflect the quality of the user's experience for each mode.

Step 1 begins with an assessment of each modal network (pedestrian, bicycle, transit, vehicle) to identify where the Performance Targets are not met. The MIP defines Performance Target gaps for each mode as follows:

- Pedestrian: Arterial segment that does not meet the PLTS target with a primary focus on implementing improvements where sidewalks missing on both sides of the street. Arterial segment that does not have a designated pedestrian crossing as warranted by spacing metrics and pedestrian destinations.
- Bicycle: Arterial segment and intersection on the bicycle network that does not meet the BLTS target, focusing particularly on segments and intersections that are completely missing infrastructure to achieve the BLTS Performance Target.
- Transit: Frequent transit network routes between activity center pairs where riding a bus would take more than 2.0 times longer than driving a car.
- Vehicle: System Intersection where the volume-to-capacity (V/C) ratio exceeds the Performance Target; segment of Primary Vehicle Corridor where travel is slower than the Performance Target.
- **Chapter 4** identifies existing and future (2045) Performance Target gaps, but the city will monitor and update conditions through new data collection, review of development proposals, and as part of City capital projects.

Outcome

The outcome of Step 1 is a map and list of network Performance Target gaps for each mode.



Step 2: Score/Prioritize Performance Target Gaps for Each Mode

Purpose

Score/Prioritize Performance Target gaps for each mode for alignment with MIP goals and determine appropriateness to move forward to develop project concepts that address Performance Target gaps.

Using the list and map of Performance Target gaps., Step 2 identifies a prioritized list of gaps and a subset of those gaps that warrant project concept development.

The scoring/prioritization process involves a GIS analysis of Performance Target gaps conducted for the pedestrian, bicycle, and vehicle networks. The transit network Performance Target gaps are not prioritized in the same way. Rather, Bellevue shares Performance Target gap data with transit providers and collaborates on new potential investments with those providers.

Using data related to each MIP goal and a set of evaluation scores, each Performance Target gap gets a composite score. The prioritized Performance Target gaps are then shared with the Transportation Commission to identify the gaps that warrant further development as project concepts for referral to the TFP.

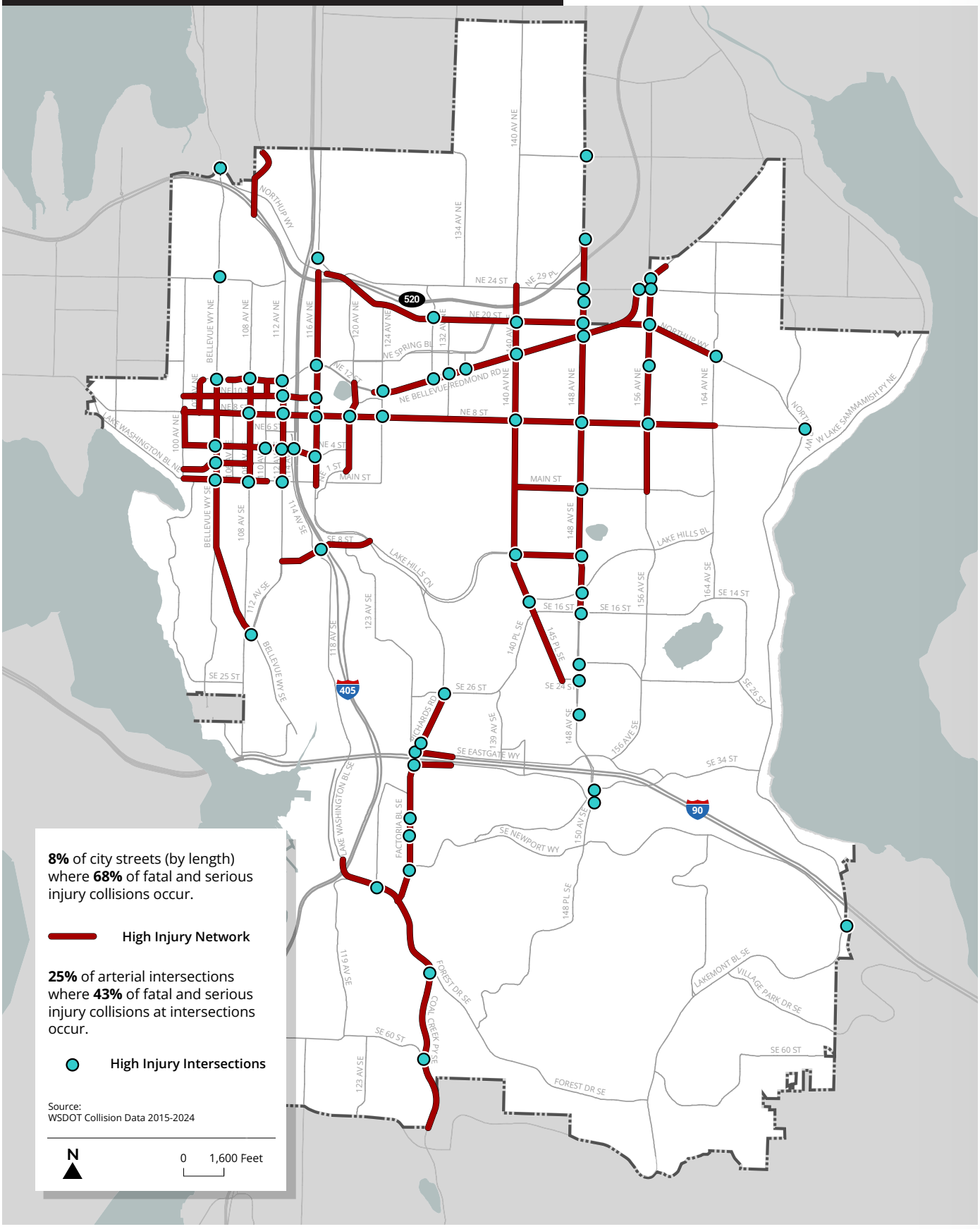
Step 2.1: Assess Performance Target Gaps against MIP Goals

Spatial representation, through GIS-based mapping, is used to assess how well network Performance Target gaps align with MIP goals of Safety, Equity, Supporting Growth, and Enhancing Access/Mobility. The following text describes the GIS data used in the analysis and the scoring/prioritization method for each MIP goal and mode.

MIP Goal: Safety

Focusing on safety as a scoring tool ensures alignment with Bellevue's Vision Zero goals. The City continuously analyzes traffic collision data to identify the portions of Bellevue's arterial network that have the highest proportion of fatal and serious injury crashes. These high-crash locations are known as the High Injury Network. The High Injury Network for the 2015-2024 period is shown on **Figure 30**. Proximity to the High Injury Network is important when prioritizing Performance Target gaps since a single investment may be able to address both a Performance Target gap and address a transportation safety issue.

Figure 30: Safety - Vision Zero High Injury Network



MIP Goal: Equity

The MIP integrates an equity lens into Bellevue's transportation planning and prioritization of projects. A transportation equity evaluation documents where people who may have transportation and mobility challenges live and work and where there may be an opportunity to build projects that enhance mobility and address specific access needs. The transportation equity evaluation includes traditionally underserved or transportation-disadvantaged population groups. **Table 12** summarizes the components, which are presented in alphabetical order and are not in order of priority.

Each of these factors do not necessarily equate to a transportation disadvantage. Similar to a Performance Target gap, the presence of an Equity Index Component does not necessarily prescribe a specific type of project. However, the presence of multiple Equity Index Components in a given area is known to correlate with a greater reliance on walking, biking, and transit usage and is therefore a key factor in prioritizing Performance Target gaps.

Improvements to the vehicle mode do not necessarily equate to improving mobility for many of the groups represented in the MIP's equity evaluation. As noted, as a group, these populations drive less and walk, bike and take transit more. Therefore, vehicle network Performance Target gaps are not evaluated with respect to the equity goal.

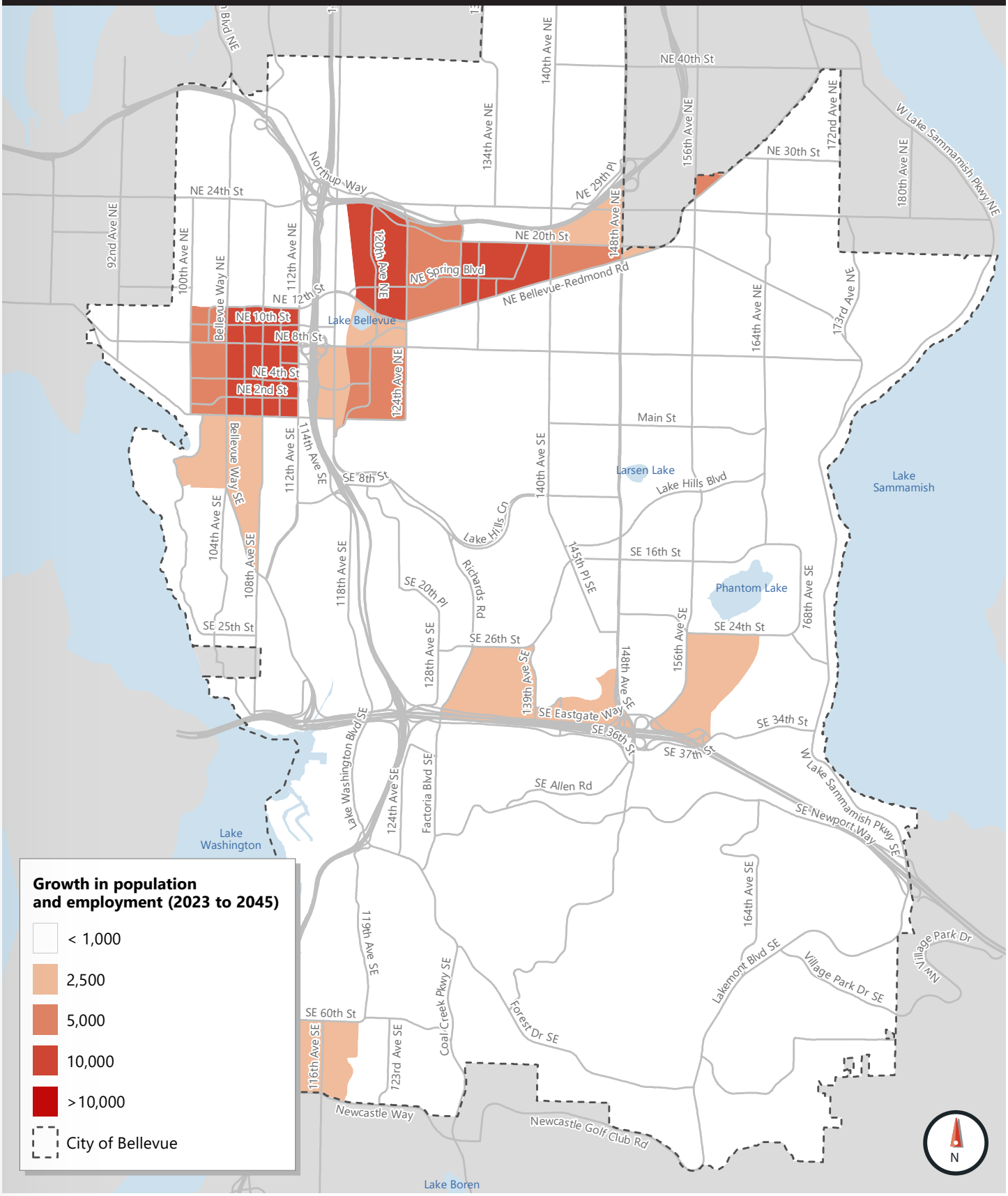
Table 12: Equity Evaluation Components

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

MIP Goal: Support Growth

A focus of the MIP is to identify and prioritize transportation investments that support growing travel demands from new development. **Figure 31** maps the areas of Bellevue that are forecast to grow the most between 2024 and 2045, as projected in **Appendix K** of the Comprehensive Plan. When prioritizing Performance Target gaps, growth is considered in two primary ways. First, for pedestrian and bicycle network Performance Target gaps, more weight is given to gaps within the parts of the city with the most growth (e.g., PMA 1 and PMA 2). For the vehicle network, greater priority is given to Performance Target gaps where the V/C ratio is the largest and in areas of the city that are more reliant on car travel to get around (PMA 3).

Figure 31: Growth - Forecast Growth in Population and Employment 2024 to 2045

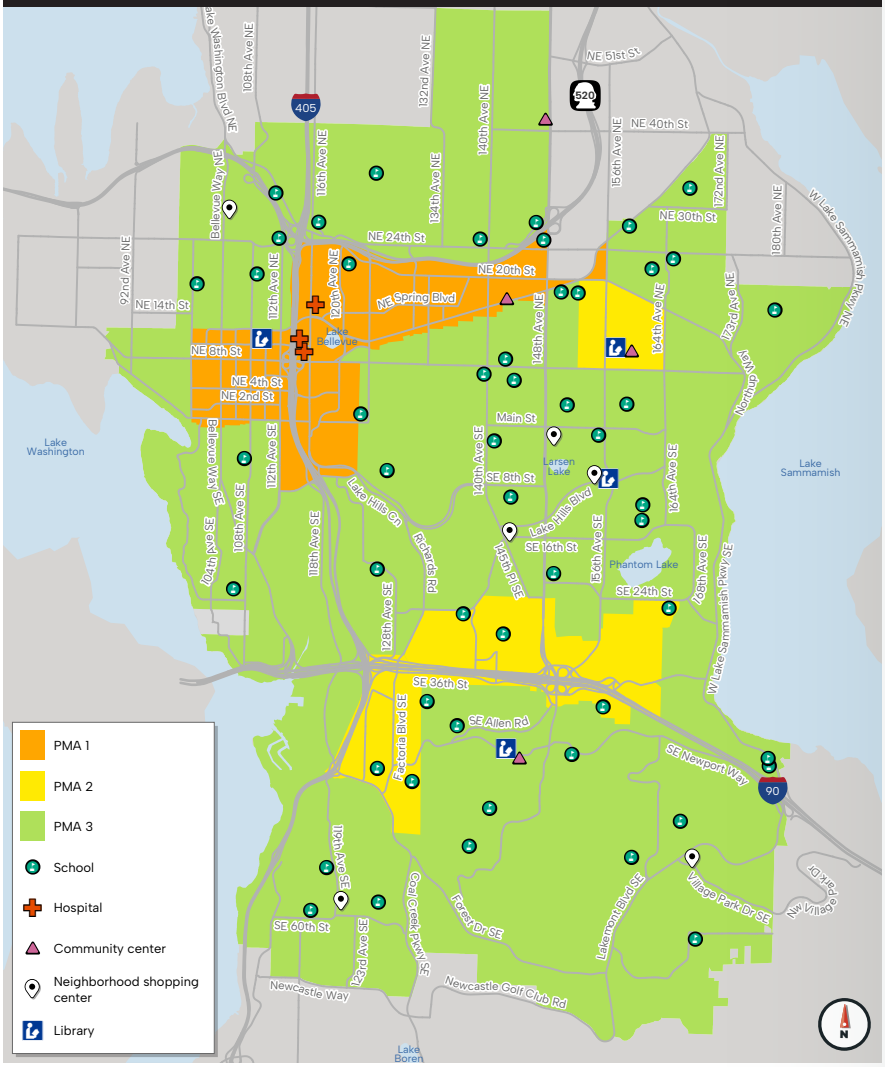


MIP Goal: Access and Mobility

The Access and Mobility goal combines the evaluation of land use destinations and overall land use mix and intensity to help inform the mobility needs. Transportation planners define places with a high amount of access as areas where there are many destinations in close proximity to each other. Therefore, areas with high access include dense, mixed-use locations where pedestrian, bicycle and transit modes may substitute for a short vehicle trip. Specific land uses that may be included in the access and mobility evaluation include schools, active recreation parks, libraries, community centers, hospitals, and grocery stores.

Figure 32 shows the PMAs and existing destinations that many people of all ages and abilities tend to access. The access and mobility data are most relevant for screening pedestrian and bicycle network Performance Target gaps as all land uses in Bellevue are accessible by private vehicles. Areas with high concentrations of access and mobility land uses could be used to screen for the highest-priority and potentially high-use pedestrian, and bicycle Performance Target gaps to advance to project concept development. Areas with high concentrations of access and mobility land uses may also be areas where multimodal alternatives could address vehicle congestion Performance Target gaps because of constrained right-of-way or to balance multimodal performance, as is described in Step 3.

Figure 32: Access and Mobility - Performance Management Areas and Certain Pedestrian Destinations



Step 2.2 Score/Prioritize Performance Target Gaps

To prioritize Performance Target gaps, staff will first apply a set of data-driven MIP Goal prioritization criteria to identify the gaps where investments by the city could advance MIP Goals. This prioritization is done independently for the pedestrian, bicycle, and vehicle networks, resulting in a ranked list of Performance Target gaps by mode.

With the scored/prioritized Performance Target gaps by mode identified, staff will next work with the Transportation Commission to further evaluate the prioritized lists. This step is important because a simple scoring by MIP Goal cannot capture all the complexities and local context that should be considered when deciding which Performance Target gaps warrant further advancement to develop a project concept.

Questions staff and the Transportation Commission may consider include the following:

- Does the Performance Target gap overlap with an area of need to advance one or more MIP goals?
- Is there a future development or capital project that is likely to address the Performance Target gap?
- Are there impacts outside of transportation that could preclude investments to address the Performance Target gap?
- Which Performance Target gaps affect the most users of the transportation system?
- How should Performance Target gaps that affect multiple modes be addressed?
- How to balance improving a Performance Target gap for one mode that could degrade performance of another mode?

Outcome

The outcome of Step 2 is a prioritized list of network Performance Target gaps for which staff will develop project concepts for advancement to be considered in the TFP. Any Performance Target gaps that are not advanced to project concept development would be documented and could be reconsidered by city staff at a later date.

Step 2: Applying MIP Goal Prioritization Criteria

To prioritize Performance Target gaps relative to the MIP Goals, the Transportation Commission worked with staff to develop the following scoring criteria.

Example Scoring for Performance Target Gap

MIP Goals[1]

Support Growth		Improve Access & Mobility		Consider Equity[2]		Improve Safety				
Growth Goal Score	+	Access/ Mobility Score	+	Equity Score	+	Safety Score	+	Supplemental Score	=	Final Score

1. Transit Travel Time Performance Target gaps are identified in the MIP but are not prioritized for consideration in the TFP. Refer to TFP 303-TFP 309 or as subsequently amended: "Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors."

2. Vehicle Performance Target gaps are not evaluated against the MIP Equity goal because equity for people who have mobility challenges is primarily enhanced by improving non-vehicle modes. Equity populations drive less than non-equity populations and therefore, vehicle mode benefits disproportionately fall to non-equity populations.

Pedestrian Arterial Network PLTS Gaps and Crossing Spacing Gaps on Arterials

Growth Goal Score		+	Access/Mobility Goal Score		+	Equity Goal Score		+	Safety Goal Score		+	Supplemental Score	
PMA 1	4			2			1		High Injury Network	4		Sidewalk missing both sides	+4
				4									
PMA 2	2		For gaps in PMA 3: Proximity to pedestrian destinations on MIP Figure 32: school, park, library, community center, hospital, grocery store	+2			2					ADA Deficiency	+1
PMA 3	1		For gaps in PMA 3: Proximity to FTN stop	+1			3		Not-High Injury Network	2		High Frequency of Driveways (more than 30 per mile or where average driveway spacing is less than 200 feet)	+1
							4						

Bicycle Arterial Network BLTS Gaps on Corridors and Intersections

Growth Goal Score		+ Access/Mobility Goal Score		+ Equity Goal Score		+ Safety Goal Score		+ Supplemental Score		
PMA 1	4		2		1	High Injury Network	4	Physical gap on Arterial Bicycle Network corridor or intersection	Network Corridor	+2
PMA 2	2				2					
PMA 3	1		4		3	Not-High Injury Network	2		Priority Bicycle Corridor	+4
					4					

Vehicle Network V/C Gaps and Priority Vehicle Corridor Travel Speed Gaps

Growth Goal Score		+ Access/Mobility Goal Score		+ Equity Goal Score	+ Safety Goal Score	
PMA 1	1		-1	Vehicle mode Performance Target Gaps are not further prioritized by equity criteria	High Injury Network	4
PMA 2	2				Not-High Injury Network	2
PMA 3	4		-2		Any vehicle mode Performance Target gap that, if addressed, will result in a wider road or higher speeds	0

+

Supplemental Score

V/C Performance Target Gap		Travel Speed Performance Target Gap	
< 10%	+ 1	< 10%	+ 1
10%-20%	+ 2	10%-20%	+ 2
20%-30%	+ 3	20%-30%	+ 3
> 30%	+ 4	> 30%	+ 4

Using the criteria and scores identified above, the total score for each Performance Target gap is calculated by summing the score.

Step 3: Develop Project Concepts

Purpose

Develop project concepts to address Performance Target gaps that most align with MIP goals, community input, environmental sustainability targets, and other City goals.

Following the Performance Target gap prioritization from Step 2, the Performance Target gaps in the top tier (i.e., those that most align with MIP goals) are evaluated to identify project concepts. The project concept development step is consistent with existing city programs that consider design standards, existing and future travel needs, environmental and land use constraints, the number of potential users, and overall costs. The MIP enhances the project concept development process by bringing forward new data sources for consideration, specifically the identification of Performance Target gaps for each mode and reviewing those gaps in the context of the MIP goals.

Project concepts to address top-tier Performance Target gaps will be shared with the Transportation Commission. Then, the Transportation Commission may refer these project concepts for consideration in future updates of the TFP.

Outcome

The outcome of Step 3 is a list of prioritized project concepts that address Performance Target gaps, achieve MIP goals are environmentally sustainable, are implementable, and can be incorporated into future funding decisions and planning projects.

Project concepts that advance through Step 3 are candidates for consideration in the TFP.

Summary

The transparent, data-driven Project Identification and Prioritization framework in the Mobility Implementation Plan helps Bellevue identify the Performance Target gaps that should be prioritized for project concept development and advancement for consideration in the TFP. The scoring/prioritization of Performance Target gaps is centered around the MIP goals of improving the transportation system in a way that is safe, equitable, supports planned growth, and considers the access and mobility context of adjacent land uses. Engagement with the Transportation Commission is included at key steps of the framework to refine the prioritization of Performance Target gaps, ensure project concepts support city goals, and confirm that project concepts align with community feedback.

chapter
07

Incorporating the 2009 Pedestrian & Bicycle Transportation Plan

The state of the practice for "active transportation" is evolving. The Transportation Commission has recommended that the approach embedded in the Mobility Implementation Plan, based on network performance, is the way forward to describe and implement active transportation networks. This new approach is centered around the metrics of the Pedestrian Level of Traffic Stress and Bicycle Level of Traffic Stress, and replaces the 2009 Pedestrian and Bicycle Transportation Plan.

Pedestrian & Bicycle Transportation Planning in Bellevue

The Pedestrian and Bicycle Transportation Plan was first adopted in 1993 as part of the first Bellevue Comprehensive Plan under the Growth Management Act. With subsequent updates and revisions in 1996, 1999, and in 2009, the plan has consistently expressed the long-range non-motorized transportation vision for the city of Bellevue. **Figure 33** shows a comparison of the Pedestrian and Bicycle System maps from 1993 next to the Arterial Pedestrian and Bicycle System maps from the MIP. In comparing the maps, one can see that the basic structure of the network has remained stable over the years, particularly when focusing on arterials and major regional trails.

Comprehensive Plan Policies

In 2009 and in 2015, the Council amended the Comprehensive Plan with policies supportive of enhancing mobility options for people walking and riding bicycles. The associated Pedestrian and Bicycle Transportation Plan report has served as a guide to articulate and implement the vision of Bellevue as a "more walkable and bikeable city." It has served as the primary reference for "planning, designing, constructing, and maintaining pedestrian and bicycle facilities."

Policy direction related to the vision and implementation of the active transportation networks is incorporated into the Transportation Element of the Comprehensive Plan, updated and adopted most recently in October, 2024, with policy input from the Transportation Commission and a recommendation for adoption from the Planning Commission. Maps in the Transportation Element show the current (2024) inventory of Pedestrian Facilities (Map TR-5) and Bicycle Facilities (Map TR-6). Note that both maps refer to the Pedestrian and Bicycle Transportation Plan for projects that would add to the existing facilities. Policies TR-94 through TR-107 provide direction regarding implementing active transportation. Specifically, policy TR-96 recognizes that implementing the Pedestrian and Bicycle Transportation Plan requires the vision and prioritization of the Mobility Implementation Plan:

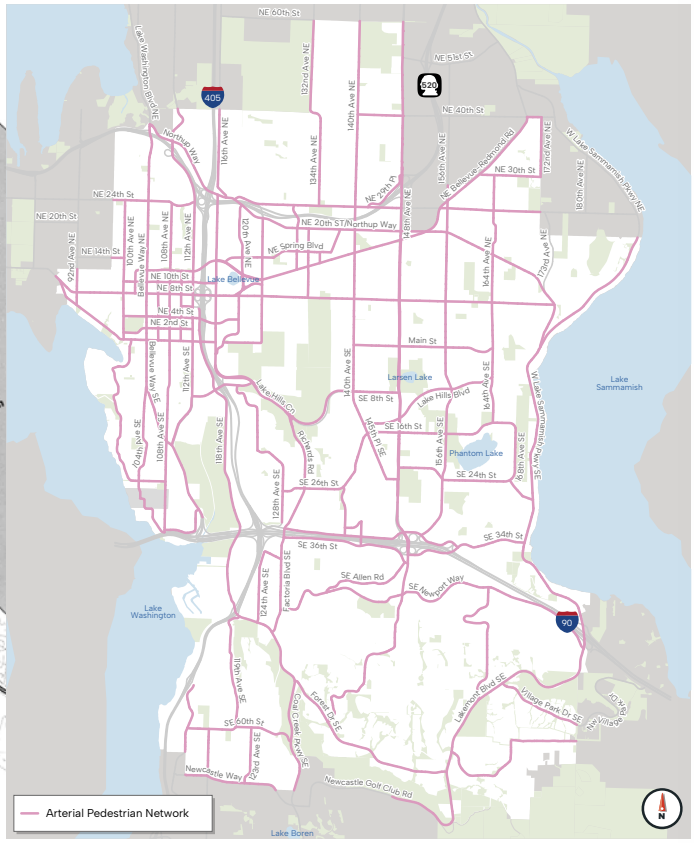
- **TR-96**: Implement the Pedestrian and Bicycle Transportation Plan and evaluate, describe, and prioritize projects that address Performance Target gaps through the Mobility Implementation Plan.

Embedded in the Mobility Implementation Plan is the process to identify Performance

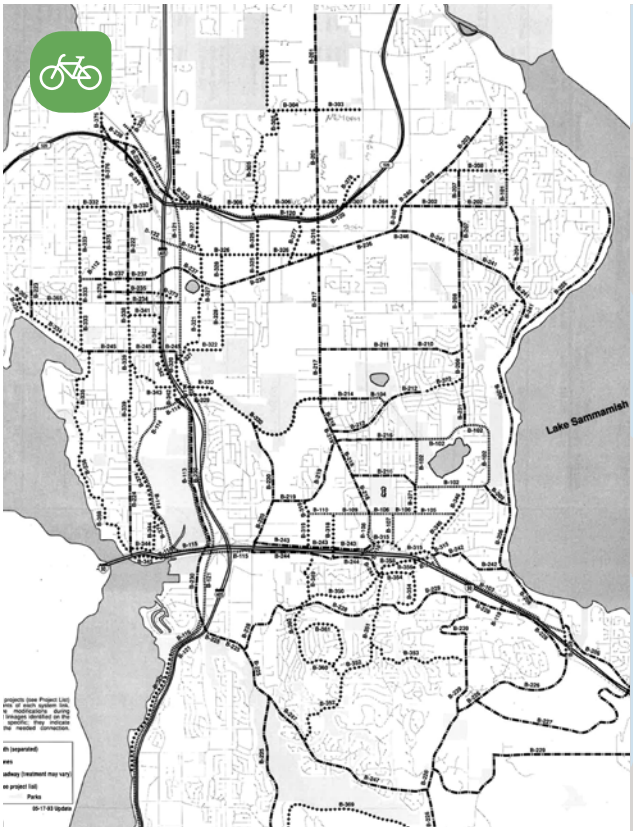
Figure 33: Evolution of Pedestrian and Bicycle Networks

Year: 1993

Year: 2025



Year: 1993



Year: 2025

Target gaps in the pedestrian network and the bicycle network. This process creates the "inventory" for scoring and prioritization based on the mobility goals articulated in **Chapter 6**. For the high-scoring Performance Target gaps, staff will develop project concepts that the Transportation Commission may refer for consideration in each update of the Transportation Facilities Plan. **Chapter 6** of the MIP also details the process to advance implementation of pedestrian and arterial bicycle network projects according to policy TR-96, and more broadly, for all modes, through policy TR-29.

- **TR-29**: Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet Complete Streets goals and the Mobility Implementation Plan Performance Targets through updates to the Transportation Facilities Plan.

Growth Management Act Compliance

The Puget Sound Regional Council confirms that the 2024 Bellevue Comprehensive Plan, with its reference to the Mobility Implementation Plan, effectively addresses the active transportation planning requirements of the Growth Management Act and the transportation policies in VISION 2050. Specifically, the Mobility Implementation Plan meets the Growth Management Act requirement to plan for active transportation through its network plans and level of traffic stress Performance Metrics and Performance Targets for pedestrians and bicyclists.

The Pedestrian and Bicycle Transportation Plan vision for the active transportation networks on arterials is incorporated into the MIP and is expressed as network maps, Performance Metrics and Performance Targets for each mode.

- Pedestrian network on arterial corridors is shown on **Figure 7** in **Chapter 2**.
- Bicycle network on arterial corridors and intersections, including Priority Bicycle Corridors, is shown on **Figure 8** in **Chapter 2**.
- Local trail networks and project descriptions are retained from the Pedestrian and Bicycle Transportation Plan and are included in the MIP as **Appendix A**.

Incorporating the Active Transportation Vision in the MIP

The 2009 Pedestrian and Bicycle Transportation Plan had specific, detailed project designs for facilities on the arterial street network. While these designs were appropriate at the time, many of those project designs are now inconsistent with current best practices. The concept of level of traffic stress that is foundational to the MIP allows for more flexibility related to evolving practice and innovative designs by specifying a target level of traffic stress and matching project concepts to achieve that target, rather than a prescribed design outcome.

Take, for example, the segment of Main Street located just west of 112th Avenue in Downtown Bellevue. The 2009 Pedestrian an Bicycle Transportation Plan called for an 8-foot sidewalk with a 4-foot planter strip and a 5-foot bike lane on the north side of Main Street. These prior ideas are replaced in the MIP by a project design that meets the intended PLTS 1 and BLTS 1 Performance Targets. Specifically, this results in a protected bicycle lane and a 10-12 foot sidewalk that has a 10-foot landscape plus bike lane buffer. See **Figure 34** for the design.

Arterial Pedestrian Network Corridors

Through discussions with the Transportation Commission, additional refinements to the "primary metrics" related to PLTS described in **Chapter 2** and **Chapter 3** were identified. These "supplemental components" are listed below and include additional consideration for how to prioritize investments and details important for specific project concept design:

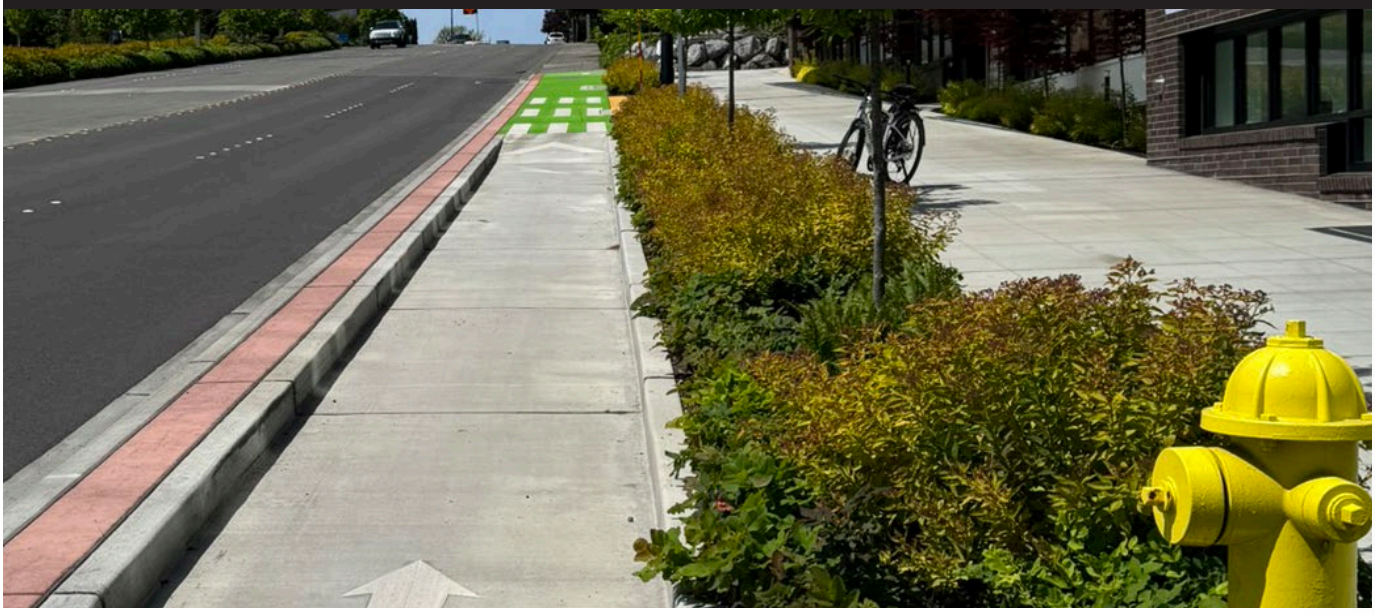
- **Primary Metrics**
  - » Speed Limit Factor
  - » Average Daily Traffic Volume
  - » Width of Sidewalk
  - » Width of Buffer
- **Supplemental Components**
  - » Type 1 (for prioritization)
    - › Performance Management Area
    - › Pedestrian Destinations
    - › Accessibility Standards
    - › Safety Considerations
    - › Driveways
  - » Type 2 (for project design)
    - › Driveways
    - › Fixed objects
    - › Curbside parking
    - › Arterial crossings
    - › Land use/environmental constraints

Arterial Bicycle Network Corridors

Specific project descriptions for the arterial bicycle network corridors in the 2009 Pedestrian and Bicycle Transportation Plan are expressions of the vision for the bicycle network. These project descriptions are replaced in the MIP by various project types that follow best practice design principles that are intended to achieve the Bicycle Level of Traffic Stress (BLTS) performance targets on corridors and at intersections. Rather than the prescriptive designs from the 2009 Pedestrian and Bicycle Transportation Plan, the metrics described in **Chapter 3** will define the ultimate project design to achieve the BLTS Performance Targets along corridors and intersections.

- » Speed Limit Factor
- » Average Daily Traffic Volume
- » Bicycle Facility Type
- **Network Intersections**:
  - » Bicycle facility type and BLTS of arterial bicycle network on the approach to the intersection
  - » Across the intersection, meet BLTS target by considering:
    - › Space
    - › Separation
    - › Protection

Figure 34: Pedestrian and Bicycle Facilities on Main Street to Meet PLTS and BLTS Targets



Monitoring and Implementation

Comprehensive Plan policy incorporates the Pedestrian and Bicycle Transportation Plan intent to periodically monitor the active transportation networks for system completeness and connectivity.

- **TR-28**: Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each periodic update of the Comprehensive Plan, or as warranted by changed circumstances.

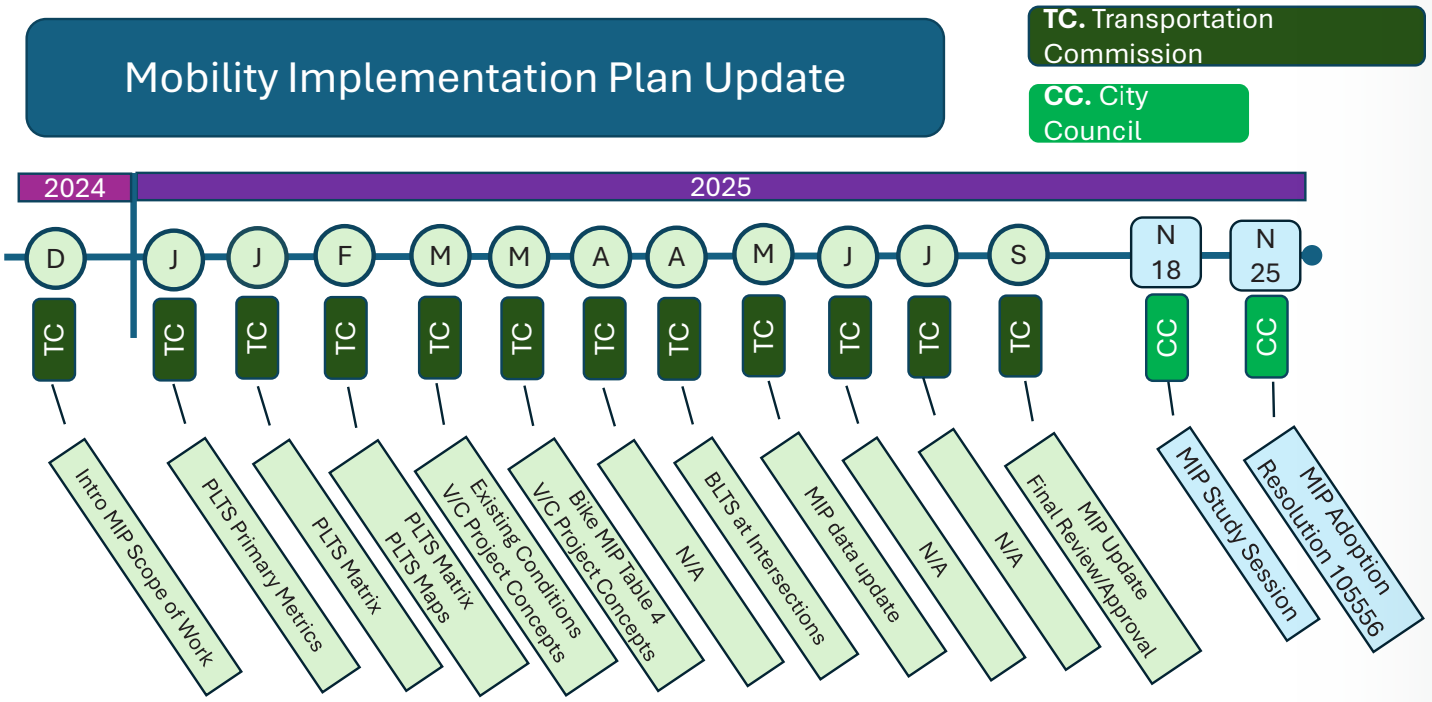
The MIP provides for monitoring and updates to the performance of the pedestrian network and the bicycle network in coordination with each update of the Transportation Facilities Plan, typically every 3 years.

The Pedestrian and Bicycle Transportation Plan has described project priorities as being either low, medium or high priority. The MIP does not assign a priority, but instead provides for a scoring framework for performance target gaps according to specific criteria related to the four overall MIP goals, refer to **Chapter 6**. Initial prioritization scores for the pedestrian network are refined by the specified supplemental components.

Implementation of projects in the Pedestrian and Bicycle Transportation Plan has been methodically and incrementally accomplished through city or regional transportation agency investments or opportunistically constructed as conditions of approval for private-sector development. The MIP offers a context – sensitive approach to design and implement projects to meet the intent of the network vision and the performance target. This approach is different than in the Pedestrian and Bicycle Transportation Plan with its specific project descriptions that may be superseded by best practices or that may be unfeasible due to site constraints.

Design of Network Facilities

The Pedestrian and Bicycle Transportation Plan included graphics and descriptions of the various facility types. Now, through reference in the MIP, the Bellevue Transportation Design Manual and Complete Streets Guide, together with professional best-practices guidance from the National Association of City Transportation Officials (NACTO) and the American Association of State Highway Transportation Officials (AASHTO), the city will incorporate the evolving nature of active transportation network facility design.


Mobility Implementation Plan Update
TC. Transportation Commission
CC. City Council
2024
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N 18
N 25
TC
CC
Intro MIP Scope of Work
PLTS Primary Metrics
PLTS Matrix
PLTS Matrix
PLTS Maps
Existing Conditions
V/C Project Concepts
Bike MIP Table 4
V/C Project Concepts
N/A
BLTS at Intersections
MIP data update
N/A
N/A
MIP Update
Final Review/Approval
MIP Study Session
MIP Adoption
Resolution 105556

appendix
A

2009 Pedestrian and Bicycle Transportation Plan Trail-Related Projects and Policies

Pedestrian and Bicycle Transportation Plan Trail-Related Policies and Projects for MIP

This appendix includes the trail-related projects from the 2009 Pedestrian and Bicycle Transportation Plan. These trail-related projects are being incorporated into the MIP as they are key pieces of infrastructure that provide mobility for pedestrians and bicycle across the city. Some of these trails are part of Priority Bicycle Corridors or are parallel to arterial streets and serve as shared use paths. Other trails are not adjacent to a street or are on park property but serve as important connections between neighborhoods. Project maps show locations of proposed projects and identify projects by facility type.

Each project in the project list was assigned a general priority: high, medium, or low. High priority projects are those that are most urgent and are recommended for construction as soon as possible. All of the project descriptions in the plan are framed as "conceptual" and will require further engineering and project concept development, either as part of a city capital project or a condition of development for private parties. Like other public projects, neighborhood involvement will also be an important part of the evaluation during the implementation process.

Project numbers listed on these maps are cross-referenced to the project lists contained in this report.

A multi-use gravel trail in Wilburton Hill Park.

Trail Facilities

Bellevue's trail system is an interconnected, multiuse trail network that guides people through Bellevue's Park and Open Space System and plays a significant role in the implementation of the city's pedestrian and bicycle transportation plan. Although their primary function is to provide passive recreational use, trails also provide a non-motorized transportation alternative and connect to larger regional systems. Trails are planned and constructed to provide access to a spectrum of opportunities for different users including walkers, bicyclists, wheelchairs, joggers, skaters, hikers, and equestrians. Different users may require different surfacing, widths, and grades. For example, bikers or wheelchairs may require a smooth, firm, flat surface like asphalt or concrete. By contrast, equestrian or

hikers prefer a softer surface such as gravel or bark and are able to traverse steeper terrain. Although some trails are designed for specific uses, Bellevue maintains an open trail policy unless otherwise posted. The trail system is designed to minimize impacts to sensitive wildlife habitat and enhance the visitor experience. Trail construction and maintenance standards seek to create a system that is accessible year-round and accessible for all age groups and abilities. In Bellevue there are an estimated 109 miles of pedestrian, equestrian and multiple use trails located on park property, public easements and public rights of way.

City of Bellevue

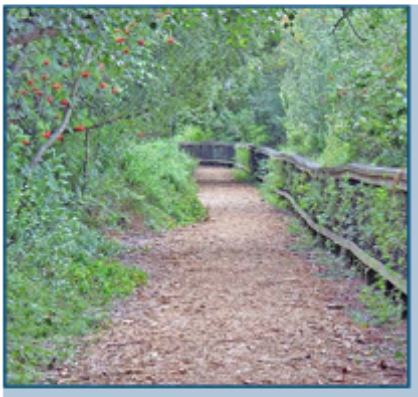
Existing Trail Facilities and Typologies

A primitive hiking trail, found in Coal Creek Park.

Diagram illustrating the desired dimensions of a 1-2 foot-wide primitive trail facility.

Primitive Hiking Trail (1-2 foot-wide trail)

These facilities provide foot-traffic access only through natural areas. To enhance physical and technical challeng, they are designed to incorporate rough or steep features, and their surfaces may be uneven, containing natural obstacles.
Existing mileage: N/A
Proposed mileage: the Parks Department does not proposed to expand upon the current primitive hiking trail system.



Example of a pedestrian walking trail in Mercer Slough Nature Park.

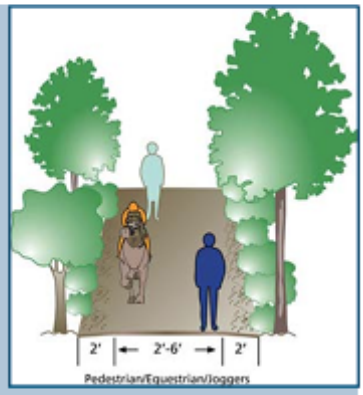


Diagram illustrating the desired dimensions of a 2-6 foot-wide pedestrian walking trail, with ability to accomodate equestrian users.

Pedestrian Walking Trail (2-6 foot-wide trail)

Another, less rigorous type of pedestrian trail facility is the soft surface walking trail. These trails are free of natural obstacles, but may have stairs, retaining walls, and other man-made structures to help users, mainly pedestirnas and/or equestrian traffic, access more challenging terrain and prevent resource degradation.
Existing mileage: N/A
Proposed mileage: 12.5 miles

Multiple Use Gravel Trail (8-12 foot-wide trail)

This type of trail facility provides access to and/or through parks and open space, schools, neighborhoods, and community hubs for pedestrians, equestrian, bikes, and other bubble tire non-motorized use.
Existing mileage: N/A
Proposed mileage: 4.4 miles

A multiple use gravel trail in Wilburton Hill Park.

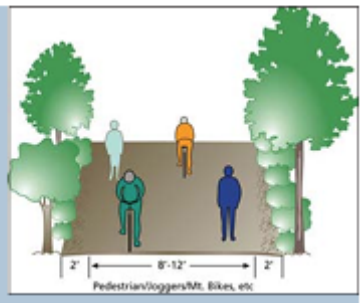
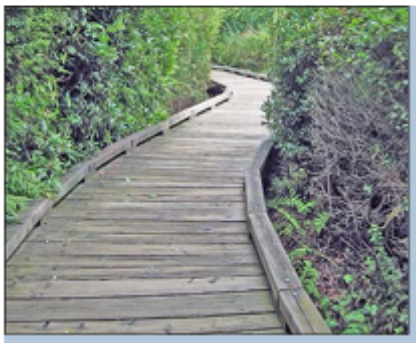


Diagram illustrating the desired dimensions of an 8-12 foot-wide multiple use gravel trail.

Boardwalk (6-10 foot-wide trail)

Boardwalks are trail structures that provide access for a wide variety of non-motorized users, and are typically built in wet areas to facilitate access, drainage and wildlife passage year round.

These facilities are ADA accessible and designed to accomodate many types of non-motorized used.
Existing mileage: N/A
Proposed mileage: 4.3 miles



A boardwalk facility found in Mercer Slough Nature Park.

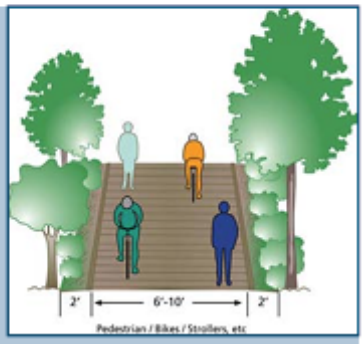


Diagram illustrating the desired dimensions of a 6-10 foot-wide boardwalk.

2009 Pedestrian and Bicycle Transportation Plan Trail Projects to Incorporate in the MIP

Project Number	Link	Limits	Description	Priority
T-100	Mercer Slough Park Trail	I-90 to 118th Ave SE	Add a 6-10 foot wide boardwalk called the Mercer Slough Park Trail connecting I-90 to 118th Avenue SE.	Medium
T-200	35th PL NE	Western City Limits to 31st Pl NE	Add a 6-10 foot wide boardwalk along approximately 35th Place NE from the Western City Limits to 31st Place NE.	Low
T-201	Tam O'Shanter Trail (system within Park connections to neighborhood streets)	175th Pl NE street end to NE 16th Street ROW	Add a 6-8 foot wide pedestrian walking trail called the Tam O'Shanter Trail connecting the end of 175th Place NE to NE 16th Street right-of-way.	Medium
T-202	Rockwood to Highland	NE 14th St to Bel-Red Rd	Construct 6-10 foot wide boardwalk along Rockwood to Highland from NE 14th Street to Bel-Red Road.	High
T-203	SE 10th St	Bellevue Way to 106th Ave NE	Add a 6-10 foot wide boardwalk along SE 10th Street from Bellevue Way to 106th Avenue NE.	High
T-204	Kelsey Creek Park	Kelsey Creek to Richards Valley	Add a 6-10 foot wide boardwalk through Kelsey Creek Park connecting Kelsey Creek to Richards Valley.	High
T-205	Richards Valley Nature Trail	Richards Valley open space to the Lake Hills Connector	Add a 6-10 foot wide boardwalk called Richards Valley Nature Trail connecting the Richards Valley open space to Lake Hills Connector.	High
T-206	128th Ave SE	SE 25th St SE to SE 32nd St SE	Construct 6-10 foot wide boardwalk along 128th Avenue SE from SE 25th Street SE to SE 32nd Street SE.	High

Project Number	Link	Limits	Description	Priority
T-207	SE 30th St	128th Ave SE to Richards Rd	Add a 6-10 foot wide boardwalk along 128th Avenue SE from SE 24th Street to SE 32nd Street .	High
T-208	Monthaven-Factoria Connector	132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; and to SE 38th St	Construct 6-10 foot wide boardwalk along the Monthaven-Factoria Connector from 132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; and to SE 38th Street.	High
T-209	SE 41st St	Factoria Blvd to 133rd Ave SE	Add a 6-10 foot wide boardwalk along SE 41st Street from Factoria Boulevard to 133rd Avenue SE.	High
T-300	NE 32nd St	172nd Ave NE to 169th Ave NE	Add an 8-12 foot wide multiple use gravel trail along NE 32nd Street from 172nd Avenue NE to 169th Avenue NE.	Medium
T-301	126th Ave NE	Wilburton Hill Park and NE 4th Pl	Add an 8-12 foot wide multiple use gravel trail called the 126th Avenue NE Trail connecting Wilburton Hill Park and NE 4th Place.	Medium
T-302	136th Avenue Powerline Corridor	Bel-Red Rd to SE 3rd Pl	Add an 8-12 foot wide multiple use gravel trail called the 136th Avenue Powerline Corridor connecting Bel-Red Road to SE 3rd Place.	High
T-303	Bellefield Office Park	SE 8th St to SE 18th St alignment	Add an 8-12 foot wide multiple use gravel trail through the Bellefield Office Park connecting SE 8th Street to SE 18th Street alignment.	High
T-304	Lake Hills Connector	SE 8th St to Richards Road	Add an 8-12 foot wide multiple use gravel trail along Lake Hills Connector from SE 8th Street to Richards Road.	High
T-305	Richards Valley on SE 24th St	145th Pl SE to Kamber Rd	Add an 8-12 foot wide multiple use gravel trail through Richards Valley along SE 24th Street connecting 145th Place SE to Kamber Road.	High
T-306	Seattle Water Pipeline	Coal Creek Parkway to 128th Ave SE @ Newport Way	Add an 8-12 foot wide multiple use gravel trail called the Seattle Water Pipeline Trail from Coal Creek Parkway to 128th Avenue SE at Newport Way.	High
T-308	SE 64th Pl	127th SE to 129th Ave SE	Add an 8-12 foot wide multiple use gravel trail along SE 64th Place from 127th Avenue SE to 129th Avenue SE.	Low
T-400	Dusenberg to Bridle Trail	116th Ave NE to Bridle Trails State Park	Add a 2-6 foot wide pedestrian walking trail connecting Dusenberg and 116th Avenue NE to Bridle Trails State Park.	Low
T-401	NE 28th St ROW Trail	116th Ave NE to 120th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the NE 28th Street ROW Trail connecting 116th Avenue NE to 120th Avenue NE.	Medium
T-402	120th Ave NE Trail	Bellemeade to NE 24th St	Add a 2-6 foot wide pedestrian walking trail called the 120th Avenue NE Trail connecting Bellemeade to NE 24th Street.	Medium

Project Number	Link	Limits	Description	Priority
T-403	Cantershire Trail	132nd Ave NE to 140th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Canteshire Trail connecting 132nd Avenue NE to 140th Avenue NE.	Low
T-404	NE 50th St Trail	132nd Ave NE to 135th Powerline Trail	Add a 2-6 foot wide pedestrian walking trail called the NE 50th Street Trail connecting 132nd Avenue NE to 135th Avenue NE Powerline Trail.	Low
T-405	NE 30th St Trail	140th Ave NE to 134th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the NE 30th Street Trail connecting 140th Avenue NE to 134th Avenue NE.	Low
T-406	NE 32nd St ROW Trail	Ardmore School to 164th and 165th Aves NE	Add a 2-6 foot wide pedestrian walking trail called the NE 32nd Street ROW Trail connecting Ardmore School to 164th and 165th Avenues NE.	High
T-407	Burnside Greenbelt	NE 33rd St to NE 32nd St between 169th and 170th Avenues NE	Add a 2-6 foot wide pedestrian walking trail called the Burnside Greenbelt connecting NE 33rd Street to NE 32nd Street between 169th Avenue NE and 170th Avenue NE.	Medium
T-408	Unigard Trail System	Northup to NE 24th St E/O 156th Avenue NE	Add a 2-6 foot wide pedestrian walking trail within the Unigard Trail System connecting Northup Way to either NE 24th Street or 156th Avenue NE.	High
T-409	Hillaire to Crossroads	NE 6th Street to NE 8th Street	Add a 2-6 foot wide multiple use gravel trail from Hillaire to Crossroads connecting NE 6th Street to NE 8th Street.	High
T-410	Hillaire Access Trail	NE 4th Street to Hillaire Park	Add a 2-6 foot wide multiple use gravel trail called the Hillaire Access Trail connecting NE 4th Street to Hillaire Park.	High
T-411	Sunich Trail	Main St/NE 2nd @ 174th Pl to 165th Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Sunich Trail connecting Main Street and NE 2nd Street at 174th Place NE to 165th Avenue NE.	Low
T-412	Meydenbauer to Chism	Shoreland Dr SE to SE 11th St	Improve the shoulder along Shoreland Drive to make it useful for walking; develop trail route through SE 4th Street ROW; develop 2-6 foot wide walking trail from 94th Avenue SE to 96th Avenue across Utilities property; acquire easement from south end 96th Avenue SE to Chism Park/ SE 11th Street.	Medium
T-413	Woodridge to Lk Hills Connect	Woodridge Div 9 to Lake Hills Connector	Add a 2-6 foot wide multiple use gravel trail that connects Woodridge Div 9 to Lake Hills Connector.	Medium
T-414	Weowna/ Sammamish View Trail	West Lake Sammamish Parkway at SE 12th St to SE 12th St cul-de-sac	Add a 2-6 foot wide pedestrian walking trail called the Weowna/Sammamish View Trail connecting West Lake Sammamish Parkway at SE 12th Street to the SE 12th Street cul-de-sac.	Medium

Project Number	Link	Limits	Description	Priority
T-415	Richards Valley Nature Trail	Richards Valley open space to Kamber Road	Add a 2-6 foot wide pedestrian walking trail called the Richards Valley Nature Trail connecting Richards Valley open space to Kamber Road.	High
T-417	Crestwood Park	SE 31st Street at 163rd Place SE to 164th Place SE	Add a 2-6 foot wide pedestrian walking trail through Crestwood Park connecting SE 31st Street at 163rd Place SE to 164th Place SE.	Medium
T-418	Vasa Creek System	Newport Way to I-90	Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting Newport Way and I-90.	Medium
T-419	Colingwood N. Extension	SE 46th Street to 164th Avenue SE.	Add a 2-6 foot wide pedestrian walking trail called Collingwood North Extension from SE 46th Street to 164th Avenue SE.	Low
T-420	Vasa Creek System	I-90 to Vasa Park/ Lake Sammamish	Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting I-90 to Vasa Park and Lake Sammamish.	Medium
T-421	Park & Ride Connection	I-405 Park & Ride to SE 60th St	Add a 2-6 foot wide pedestrian walking trail called the Park & Ride Connection connecting I-405 Park & Ride to SE 60th Street.	Medium
T-422	Newport Hills Connection	Park & Ride Connection to 116th Ave SE	Add a 2-6 foot wide pedestrian walking trail called the Eastside Catholic Connection connecting the Park & Ride to 116th Avenue SE.	Low
T-423	Newport Creek	Coal Creek Parkway to 119th Ave SE at SE 56th St (swim club)	Add a 2-6 foot wide pedestrian walking trail along Newport Creek connecting Coal Creek Parkway to 119th Avenue SE at SE 56th Street (swim club).	High
T-424	123rd Ave SE Connection	123rd Ave SE to Coal Creek Parkway	Add a 2-6 foot wide pedestrian walking trail called the 123rd Avenue SE Connection connecting 123rd Avenue SE to Coal Creek Parkway.	Medium
T-425	Water Line Trail (128th Ave SE)	Coal Creek Parkway to SE 51st St	Add a 2-6 foot wide pedestrian walking trail called the Water Line Trail (128th Avenue SE) connecting Coal Creek Parkway to SE 51st Street.	Low
T-426	Coal Creek West Access	Forest Park Greenbelt (south of Forest Drive)	Add a 2-6 foot wide pedestrian walking trail called the Coal Creek West Access connecting trails south of Forest Drive to Forest Drive.	Low
T-427	Forest Park Greenbelt	Connect to Highland Dr	Add a 2-6 foot wide pedestrian walking trail currently called the Forest Park Greenbelt connecting to Highland Drive.	Medium
T-428	Whispering Heights-Eagle Mere	152nd Pl SE from SE 48th St to 150th Ave SE	Add a 2-6 foot wide pedestrian walking trail called the Whispering Heights-Eagle Mere Trail connecting 152nd Place SE from SE 48th Street to 150th Avenue SE.	Low

Project Number	Link	Limits	Description	Priority
T-429	Summit West Trail	SE 63rd St Trail to 152nd Ave NE	Add a 2-6 foot wide pedestrian walking trail called the Summit West Trail connecting the SE 63rd Street Trail to 152nd Avenue SE.	Low
T-430	SE 63rd St Trail	SE 63rd St Trail to SE 60th St	Add a 2-6 foot wide pedestrian walking trail called SE 63rd Street Trail connecting to SE 60th Street.	Low
T-431	Lakemont Highlands Connection	155th Ave SE to existing Lakemont Highlands N/S Trail	Add a 2-6 foot wide multiple use gravel trail that connects 155th Avenue/SE 60th Place to the existing Lakemont Highlands trail.	Low
T-432	Newport Way Off Street Trail	Newport Way at 176th Ave SE to Lakemont Blvd	Add an 8-12 foot wide multiple use gravel trail called the Newport Way Off Street Trail from Newport Way at 176th Avenue SE to Lakemont Boulevard.	High
T-433	Peggy's Trail	Newport Way to existing Peggy's Trail	After acquiring the necessary public easements, add a 2-6 foot wide pedestrian walking trail called Peggy's Trail connecting Newport Way to the existing Peggy's Trail segment.	High
T-434	Extension of Peggy's Trail	Lakemont Development to Cougar Mountain Park	Add a 2-6 foot wide pedestrian walking trail as an extension of the existing Peggy's Trail connecting Lakemont development to Cougar Mountain Park.	High

O-100-S	SR520 / NE Points Dr	Bellevue Way Interchange area to Bellevue Way	Add a 10-14 foot-wide off street path along the south side of NE Points Drive from the western part of the interchange area to the south side of Northup Way just east of the interchange. Component of priority bike corridor; EW-1: SR-520 Trail.	High

Project Number	Link	Limits	Description	Priority
O-101	SR520 / NE Points Dr	Bellevue Way Interchange area (just north of SR-520) to Bellevue Way	Add a 10-14 foot-wide off street path along SR-520 connecting NE Points Drive to Northup Way over the Bellevue Way Interchange area (just north of SR-520). Component of priority bike corridor; EW-1: SR-520 Trail.	High
O-102-E	Bellevue Way	Northup Way to 103rd Ave NE	Add a 10-14 foot-wide off street path along the east side of Bellevue Way from 103rd Avenue NE to Northup Way.	Medium
O-103	SR-520 Regional Trail	Evergreen Point Bridge to 124th Ave NE	Construct 10-14 foot-wide path from Bellevue Way/ Evergreen Point Bridge to the west terminus of existing SR-520 trail at 124th Avenue NE. This facility extends east of Bellevue Way along the south side of Northup Way to 108th Avenue NE; along the east side of 108th Avenue NE; continuing east along the north side of SR-520 and eventually leading back to the proposed BNSF regional trail. East of the BNSF regional trail, completing the connection along the north side of SR-520 and south side of NE 24th Street to the existing trail system. Component of priority bike corridor; EW-1: SR-520 Trail.	High
O-104	Burlington Northern Bike Path	southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor.	Medium
O-105-S	NE 24th St	126th Ave NE to 136th Pl NE	Add a 10-14 foot-wide off street path along south side of NE 24th Street connecting 126th Avenue NE to 136th Place NE.	Low
O-106	SR 520 Trail connection	140th Avenue, east, as an on-ramp/off-ramp to the 520 trail	Add a 10-14 foot-wide off street path connecting the SR-520 Trail to 140th Avenue NE. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	High

Project Number	Link	Limits	Description	Priority
O-107-W	West Lake Sammamish Pkwy	North City Limit to I-90	Through an extensive public involvement process city staff and the community identified a recommended alternative that will provide: 1) Ten-foot vehicle travel lanes in each direction 2) Four-foot continuous, paved shoulder on the east side of the parkway, While the east side does not call for formal bike lane markings, it can be used by faster cyclists traveling northbound, or by pedestrians to access one of the five proposed mid-block crossing locations, or 3 proposed intersection crossing locations. This east side four-foot continuous paved shoulder would be signed for no parking. 3) Ten-foot multi-use path on the west side of the parkway. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting. 4) Five mid-block crossings, and three intersection crossings. 5) A new traffic signal at West Lake Sammamish Parkway and SE 34th Street. Component of priority bike corridor; NS-6: West Lake Sammamish Parkway.	High
O-108-N	NE 12th St	100th Ave NE to 116th Ave NE	Add a 10 to 14 foot wide off-street path on the north side of NE 12th Street from 100th Avenue NE to 116th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
O-109	West Tributary Trail	BNSF Corridor to Bel-Red Rd	Add a 10-14 foot-wide off street path along the West Tributary of Kelsey Creek between the BNSF Corridor and Bel-Red Road. Provide grade separation of this trail at arterial crossings.	Low
O-110-N	NE 16th St	116th Ave NE to 140th Ave NE	Add 10-14 foot-wide off street path along the north side of NE 16th Street from 116th Avenue NE to 140th Avenue NE. Component of priority bike corridor; EW-2: Downtown-Overlake Connection.	Medium
O-111-E	132nd Ave NE	NE 20th St to Bel-Red Rd	Add a 10-14 foot-wide off street path on the east side of 132nd Avenue NE from NE 20th Street to Bel-Red Road.	Low
O-112	East Highland/ Rockwood	140th Ave NE to 141st Pl NE	Add a 10-14 foot-wide off street path connecting Rockwood/East Highland from 140th Avenue NE to 141st Place NE.	Low
O-113	trail	148th Ave NE to 156th Ave NE	Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Avenue NE to 156th Avenue NE.	Low
O-114	trail	Highland Middle School to NE 8th St	Add a 10-14 foot-wide off street path connecting Highland Middle School to NE 8th Street.	Medium

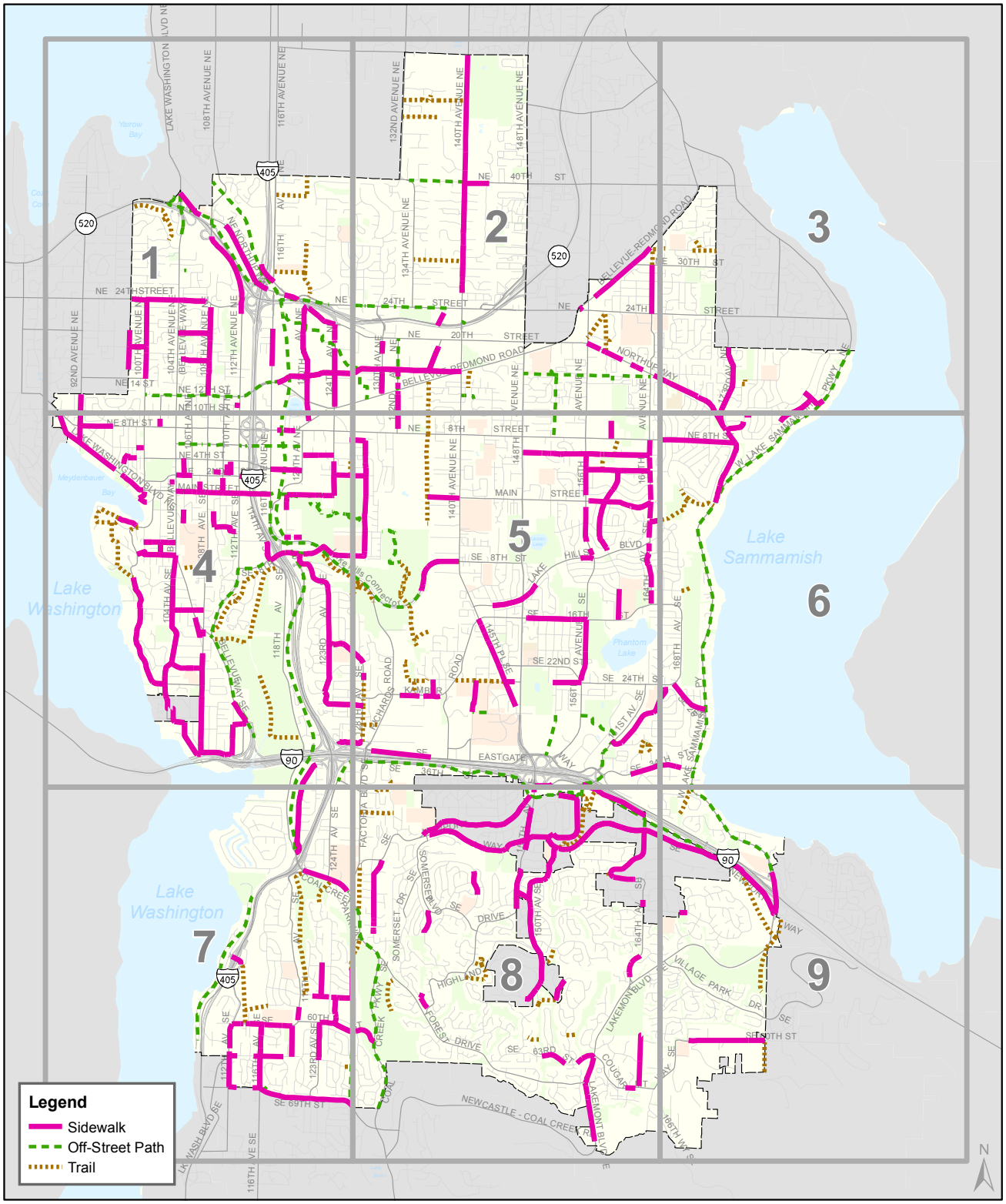
Project Number	Link	Limits	Description	Priority
O-115	Crossroads E-W Connection	156th Ave NE to 164th Ave NE	Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Avenue NE to 156th Avenue NE, called the Crossroads east-west Connection.	High
O-116	trail	159th Ave NE to Crossroads Park and Community Center	Add a 10-14 foot-wide off street path connecting 159th Avenue NE and Northup Way to Crossroads Park and Community Center.	High
O-117	NE 6th St (ped corridor)	Bellevue Way to 110th Ave NE	Construct NE 6th Street "Pedestrian Corridor" between Bellevue Way and 110th Avenue NE consistent with design guidelines; pursue interim improvements (ahead of full redevelopment) where appropriate.	Medium
O-118-S	NE 6th St extension	112th Ave NE to 120th Ave NE	Add a 10-14 foot wide off street path along the south side of the NE 6th Street extension, across I-405, from 112th Avenue NE to 120th Avenue NE.	Medium
O-119	Bel-Red Mini Park	Bel-Red Rd at 122nd Ave (alignment) to Bel-Red Rd at 124th Ave NE	Add a 10-14 foot-wide off street path through the Bel-Red Mini Park from Bel-Red Road at 112nd Avenue (alignment) to Bel-Red Road at 124th Avenue NE.	Low
O-120-S	NE 2nd St	124th Ave NE to 128th Ave NE	Add a 10-14 foot-wide off street path along the south side of NE 2nd Street from 124th Avenue NE to 128th Avenue NE.	Low
O-121-S	Main St	Bellevue Way NE to 116th Ave NE	Add a 10 to 14 foot wide off street path on the south side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
O-122	Main St extension	116th Ave NE to BNSF	Add a 10-14 foot wide off street path along the Main St extension from 116th Avenue NE to the BNSF corridor.	Low
O-123-N	Lake Hills Connector	Main St to 140th Ave SE	Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
O-124-S	Main St	NE 1st St to 124th Ave NE	Add a 10-14 foot-wide off street path on the south side of Main Street from NE 1st Street to 124th Avenue NE where not complete.	High
O-125	Existing BBG/ Wilburton Hill Trails	118th Ave SE to SE 4th Pl	Add a 10-14 foot wide off street path along the existing trails through the Bellevue Botanical Garden and Wilburton Hill Community Park from approximately 118th Avenue SE in the BBG to SE 4th Place outside of Wilburton Hill Community Park.	Low

Project Number	Link	Limits	Description	Priority
O-126-W	128th Ave NE/SE	NE 2nd St to SE 4th Pl	Add a 10-14 foot-wide off street path on the west side of 128th Avenue NE/SE from NE 2nd Street to SE 4th Place.	Low
O-127-S	SE 8th St	114th Ave SE to Lake Hills Connector	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.	High
O-128-S	SE 7th Pl	Edge of Wilburton Hill Community Park to 128th Ave SE	Add a 10-14 foot-wide off street path on the south side of SE 7th Place from edge of Wilburton Hill Community Park to 128th Avenue SE.	High
O-129	Kelsey Creek Trail	130th Pl SE to Lake Hills Connector	Add a 10-14 foot-wide off street path along mostly existing trails through Kelsey Creek Park from 130th Place SE to end of gravel portion.	Low
O-130-S	SE 8th St	112th Ave SE to 114th Ave SE	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to 112th Avenue SE.	High
O-131-E	112th Ave SE/ Bellevue Way SE	SE 8th St to I-90 trail	Add a 10-14 foot-wide off street path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	Medium
O-132-N	BCC Thruway	142nd Pl SE to 144th Ave SE	Add a 10-14 foot-wide off street path along the north side of the BCC Thruway from 142nd Place SE to 144th Avenue SE.	Medium
O-133	Robinswood to Eastgate	SE 28th St to Eastgate Way	Add a 10-14 foot-wide off street path along the connection from Robinswood to Eastgate from SE 28th Street to SE Eastgate Way.	Low
O-134	161st Ave SE across Landfill Park Site	156th Ave SE to SE Eastgate Way	Add a 10-14 foot-wide off street path on along 161st Avenue SE from 156th Avenue SE to SE Eastgate Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
O-135-S	I-90 Tunnel	SE37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to 10 feet to offer cyclists improved accommodation from SE 37th Street. under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	Medium
O-136	Factoria to I-90	I-90 trail to SE 38th St	Add a 10-14 foot-wide off street path from the I-90 trail to SE 38th Street.	Low

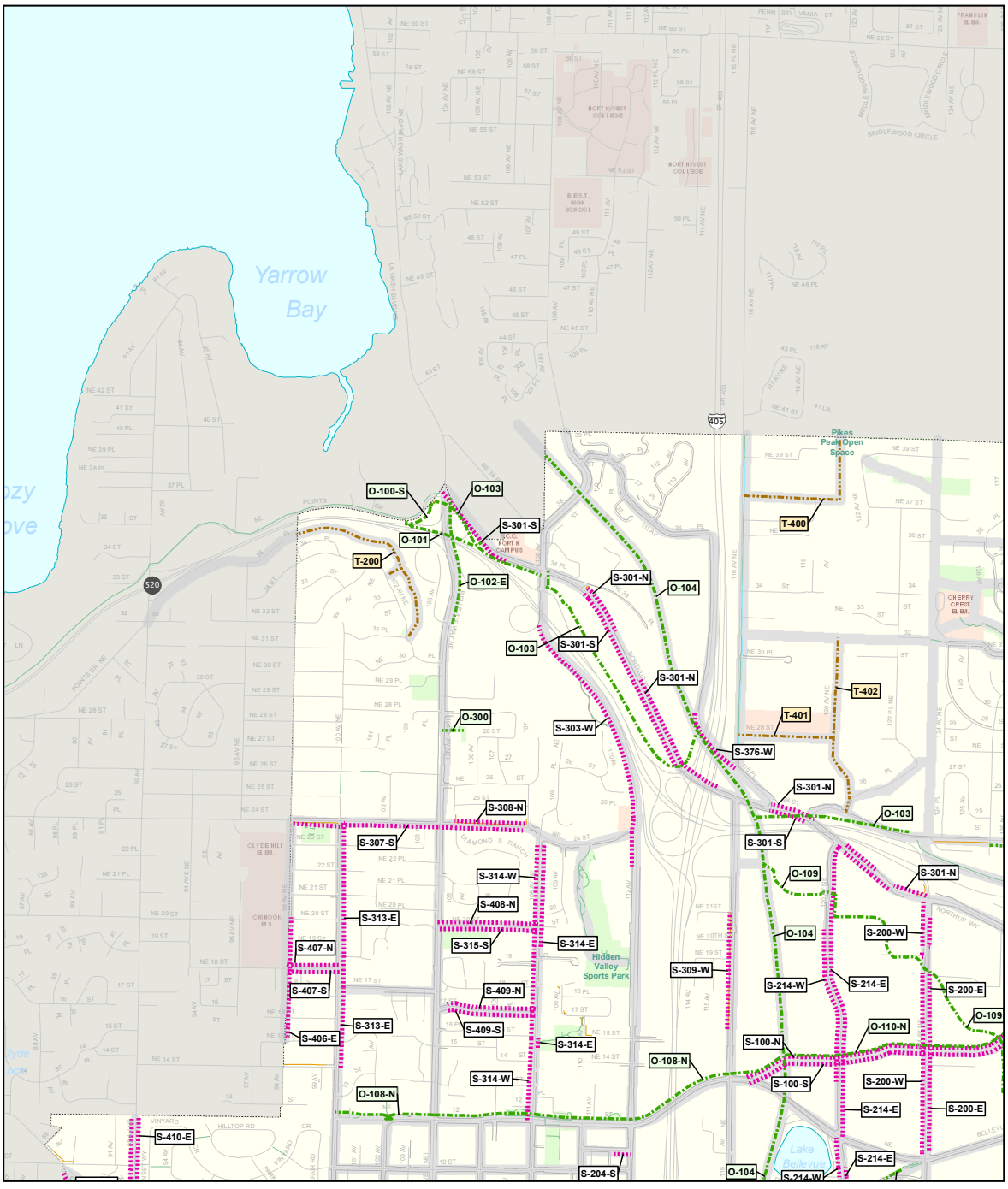
Project Number	Link	Limits	Description	Priority
O-137-N	Mountains to Sound Greenway	Factoria Blvd to Sunset Pedestrian Bridge	A paved multiuse trail of 10 feet or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th St to the curve near the southwest quadrant's ramps of the 148th-150th Ave SE interchange, then following a new independent alignment to the 150th Avenue SE/SE 37th St intersection at 150th Ave SE. Eastward from 150th Ave SE the trail would follow SE 37th St (which here serves as an I-90 frontage road) to the Sunset Pedestrian Bridge where cyclists will cross to the north side of I-90 and make use of the Sunset Trail to WLSP. Construction of the recommended MTSG I-90 trail links such as the segment along SE 36th St should not eliminate existing on-street bicycle facilities; the latter should be maintained, and improved where improvement is needed, such as in the vicinity of the 148th-150th Ave interchange as SE 36th St curves to become SE 37th St. Additional coordination between City of Bellevue, WSDOT, King County, and Greenway Trust required to study this route. Identified as priority bike corridor EW-4.	Medium
O-138	156th Ave SE	SE 37th St to intersection with east/west portion of B-256	Add a 10-14 foot-wide off street path along 156th Avenue SE from SE 38th Street to the intersection where it connects with project B-256. Improve ROW to create connection.	Low
O-139-W	Coal Creek Pkwy	124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Medium
O-140	SE 67th Pl connection	SE 68th St/ SE 69th Way to SE 67th Pl/ 117th Ave SE	Add a 10-14 foot-wide off street path connecting SE 68th Street and SE 69th Way to SE 67th Place and 117th Avenue SE.	Low
O-141	Pipeline Trail	SE 56th St to SE 60th St	Add a 10-14 foot-wide off street path along the Pipeline Trail from SE 56th Street to SE 60th Street.	Low
O-142	Pipeline Trail	SE 60th St to SE 68th Pl	Add a 10-14 foot-wide off street path along the Pipeline Trail from SE 60th Street to SE 68th Place.	Low
O-300	Northtowne Center Trail	106th Ave NE to Bellevue Way via shopping center	Add a 6 foot-wide off street path as a connection thru the shopping center site, extending the existing neighborhood-shopping center trail to Bellevue Way and Northtowne Park. Obtain easement and maintain existing trail to shopping center .	Low

Project Number	Link	Limits	Description	Priority
O-301	NE 40th St	134th Ave NE to 140th Ave NE	Add a 6 foot-wide off street path on NE 40th Street from 134th Avenue NE to 140th Avenue NE.	Low
O-302	NE 28th St	Bel-Red Road to NE 28th St and MS Campus	Add a 6 foot-wide off street path along NE 28th Street right-of-way from Bel-Red Road to NE 28th Street and MS Campus.	Low

Pedestrian Project Map



Detailed Pedestrian Projects Map—Sheet 1



= 1,800 feet

NORTH

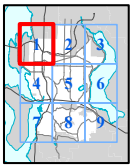
Legend

Proposed Facilities
- Sidewalks
- Trails
- Off Street Paths

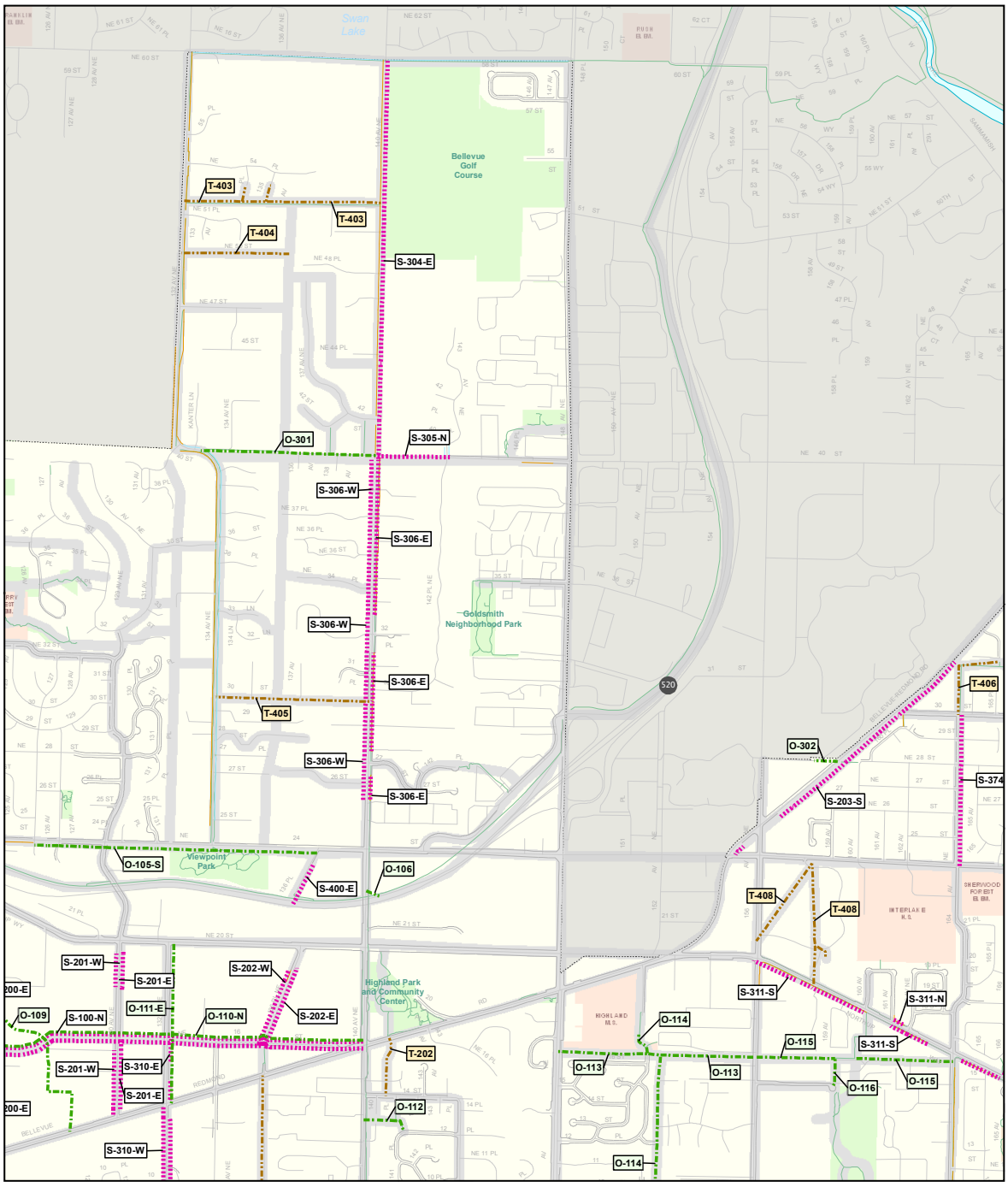
Pedestrian Network
- Network

Existing Facilities

Walkway Material
- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails



Detailed Pedestrian Projects Map—Sheet 2



= 1,800 feet

NORTH

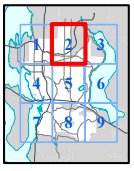
Legend

Proposed Facilities
- Sidewalks
- Trails
- Off Street Paths

Pedestrian Network
- Network

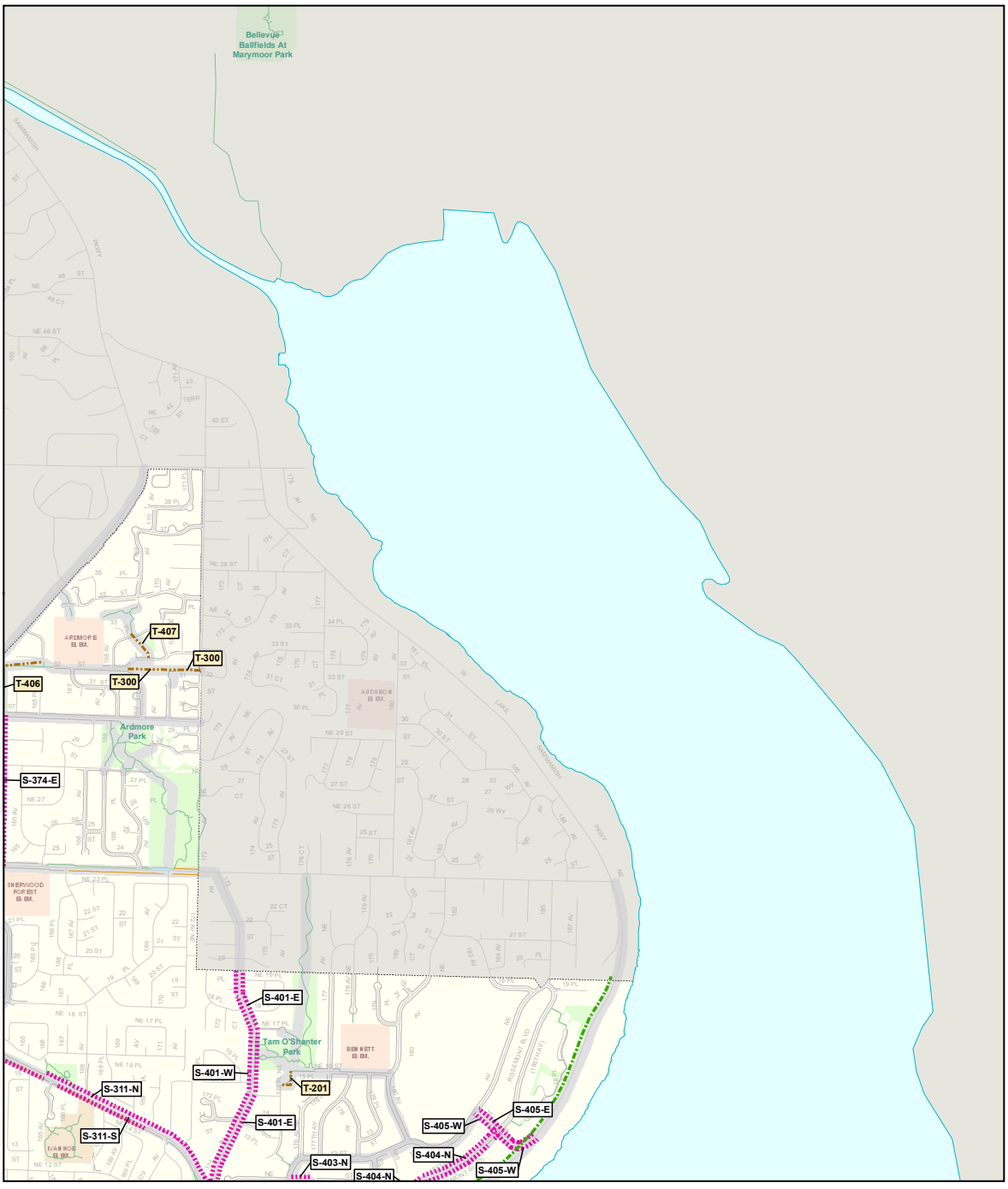
Existing Facilities

Walkway Material
- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails

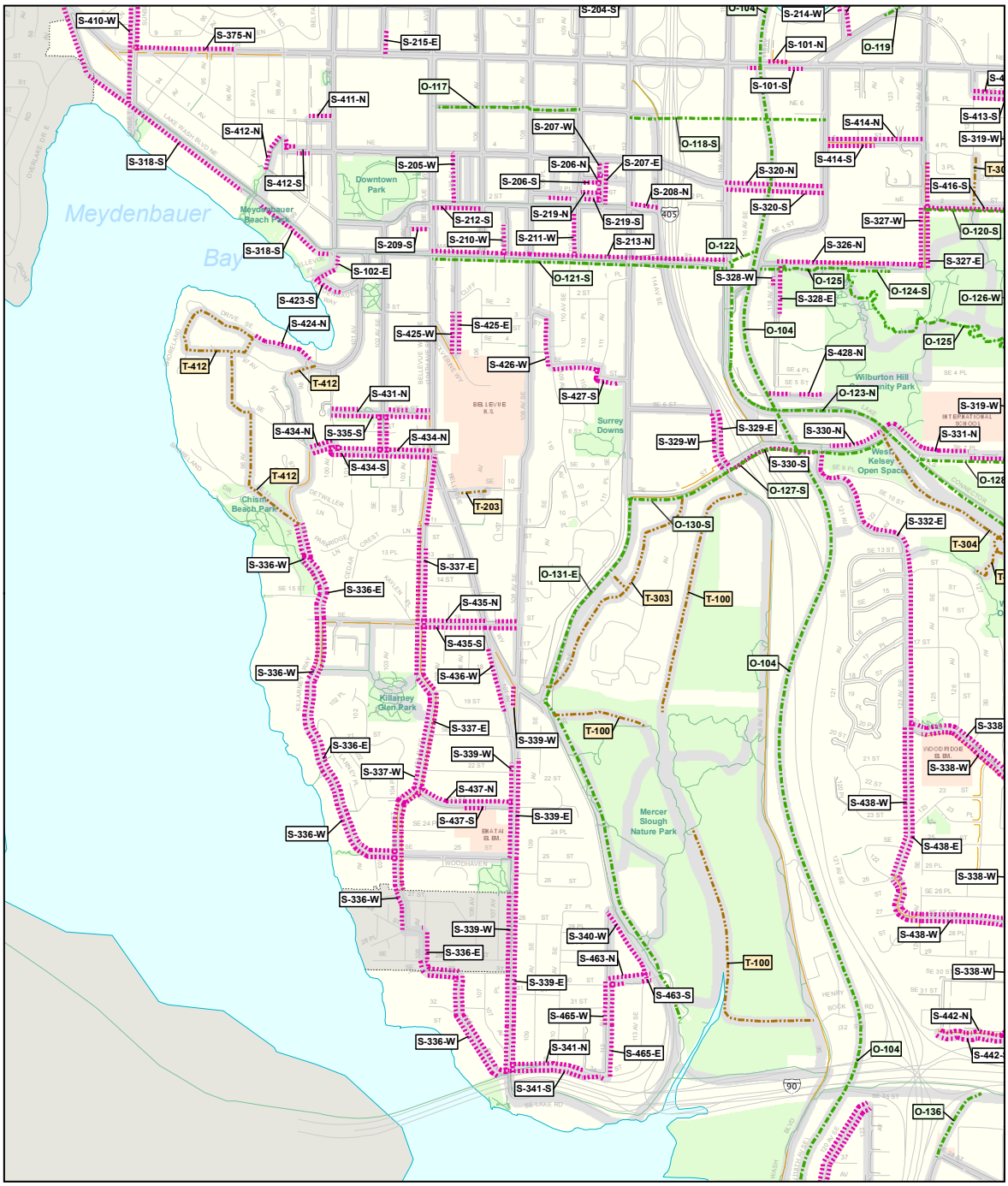


City of Bellevue

Detailed Pedestrian Projects Map—Sheet 3



Detailed Pedestrian Projects Map—Sheet 4



= 1,800 feet

NORTH

Legend

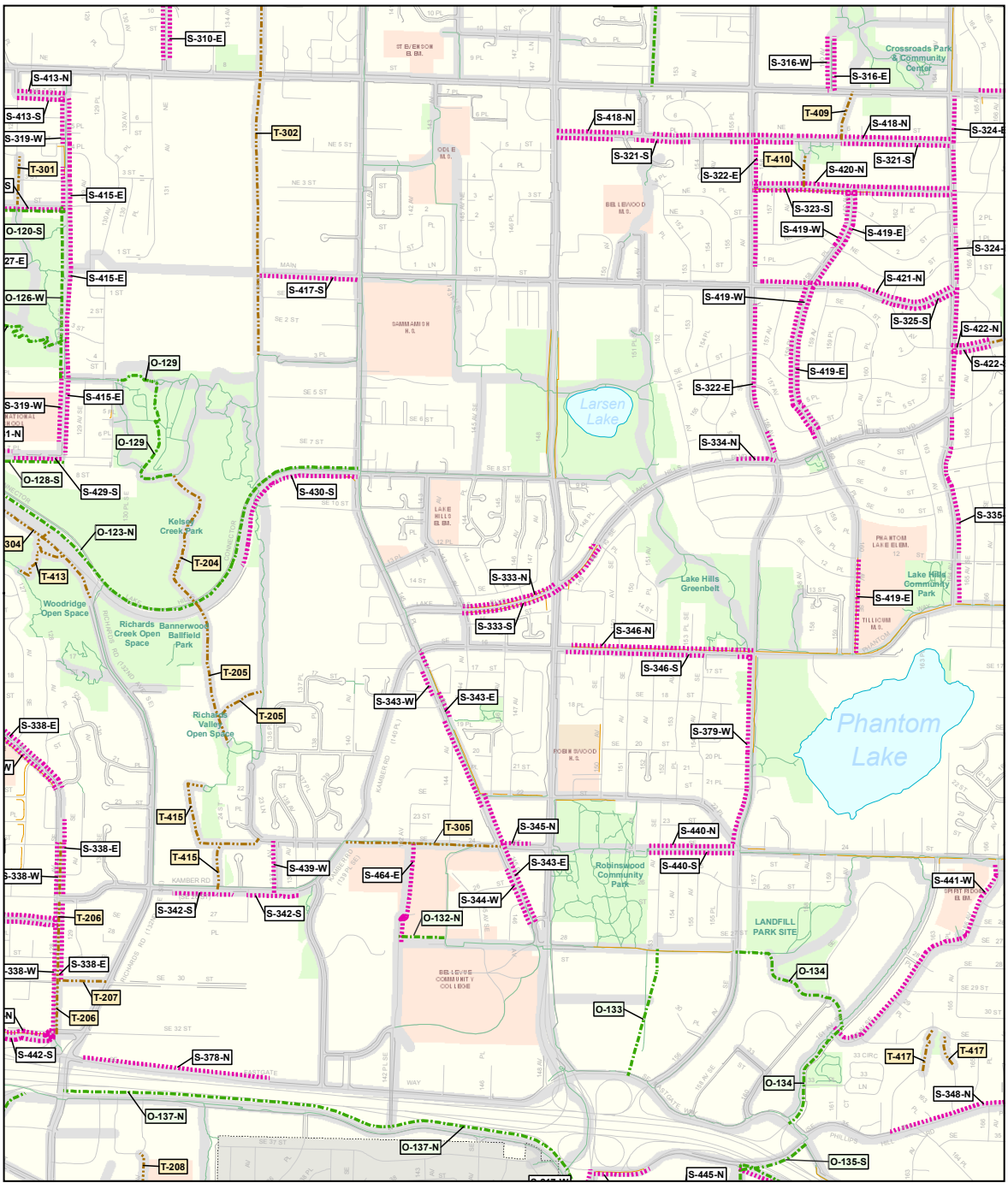
Proposed Facilities
- Sidewalks
- Trails
- Off Street Paths

Pedestrian Network
- Network

Existing Facilities

Walkway Material
- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails

Detailed Pedestrian Projects Map—Sheet 5



= 1,800 feet

NORTH

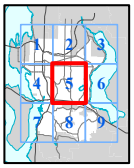
Legend

Proposed Facilities
- Sidewalks
- Trails
- Off Street Paths

Pedestrian Network
- Network

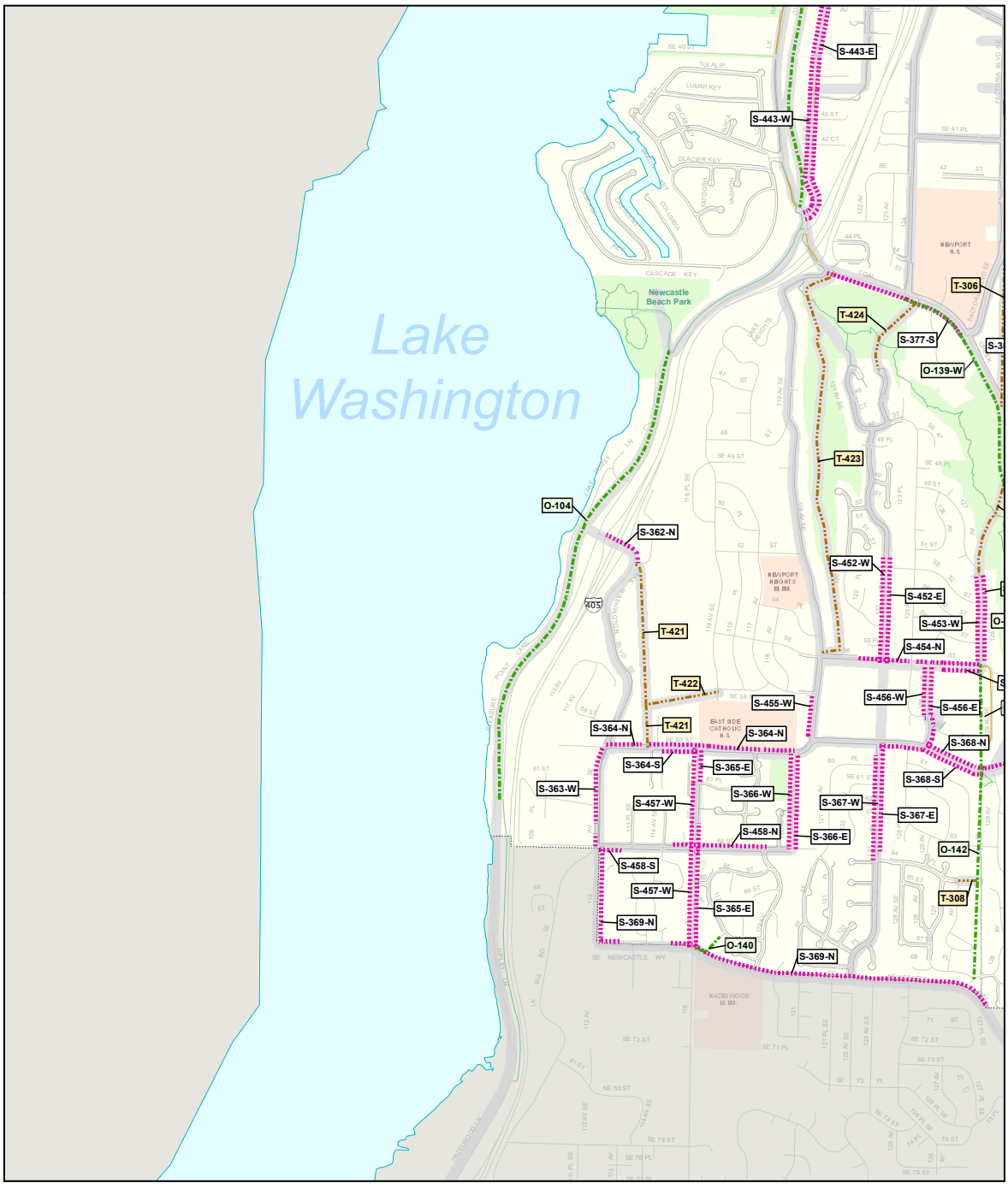
Existing Facilities

Walkway Material
- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails

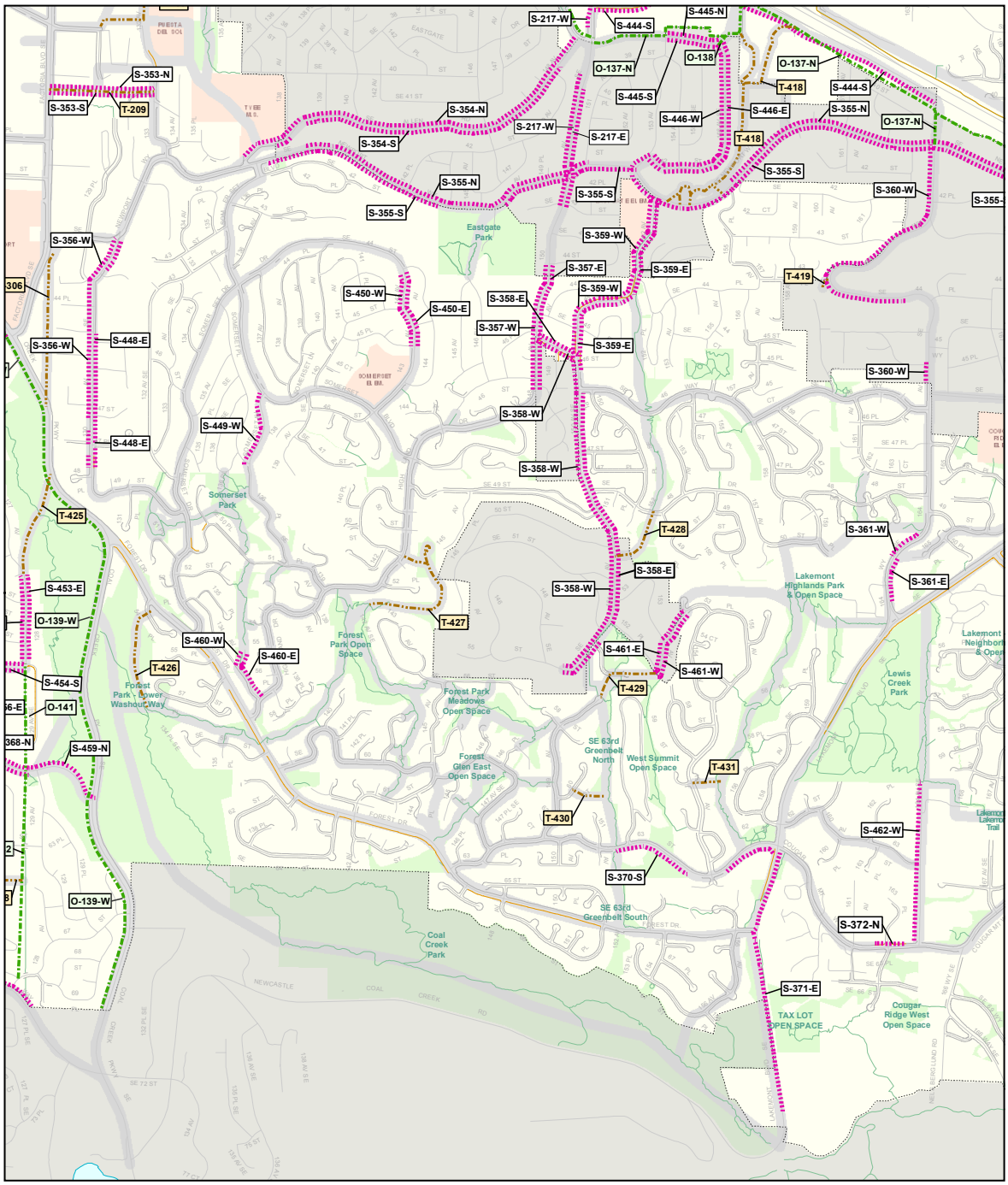


Detailed Pedestrian Projects Map—Sheet 6

Detailed Pedestrian Projects Map—Sheet 7



Detailed Pedestrian Projects Map—Sheet 8



= 1,800 feet

NORTH

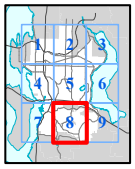
Legend

Proposed Facilities
- Sidewalks
- Trails
- Off Street Paths

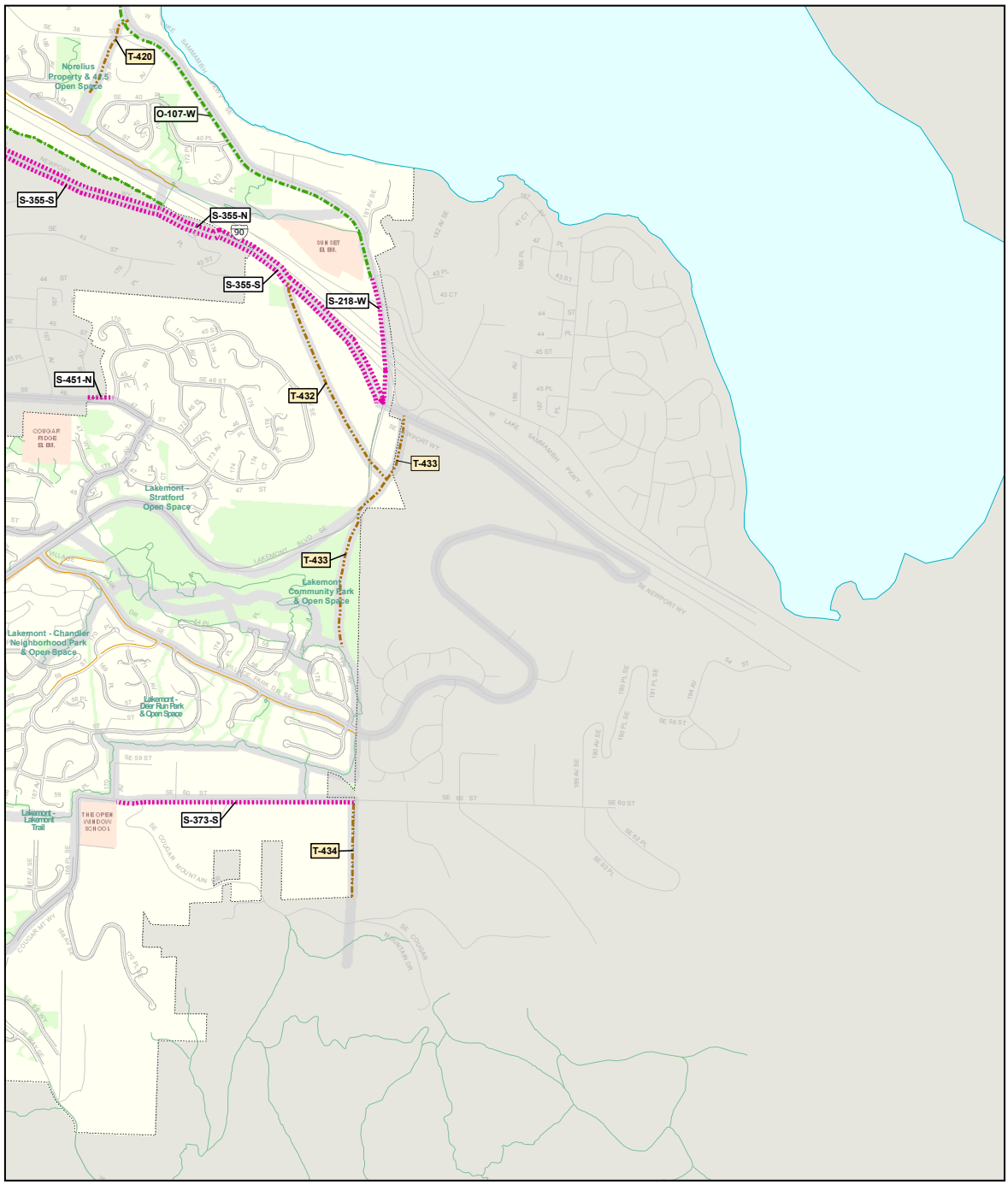
Pedestrian Network
- Network

Existing Facilities

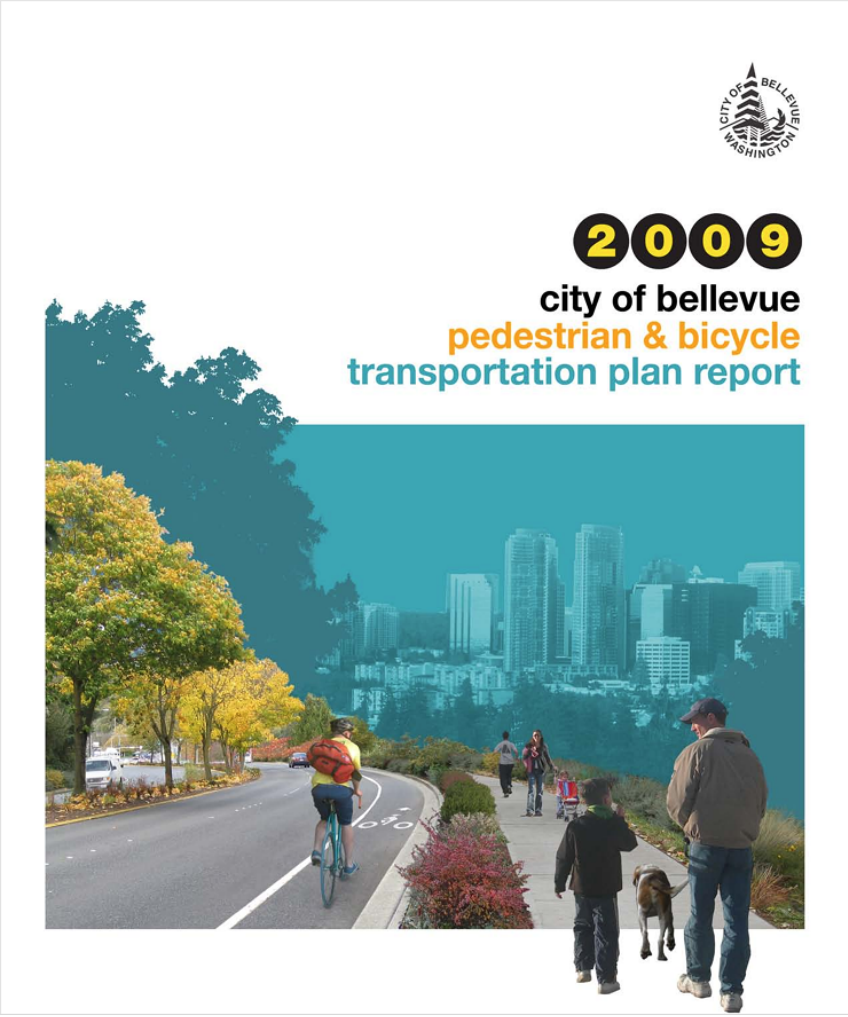
Walkway Material
- Asphalt
- Concrete/Boardwalk/Brick
- Gravel
- Trails



Detailed Pedestrian Projects Map—Sheet 9



2009 Pedestrian & Bicycle Transportation Plan Report Policies



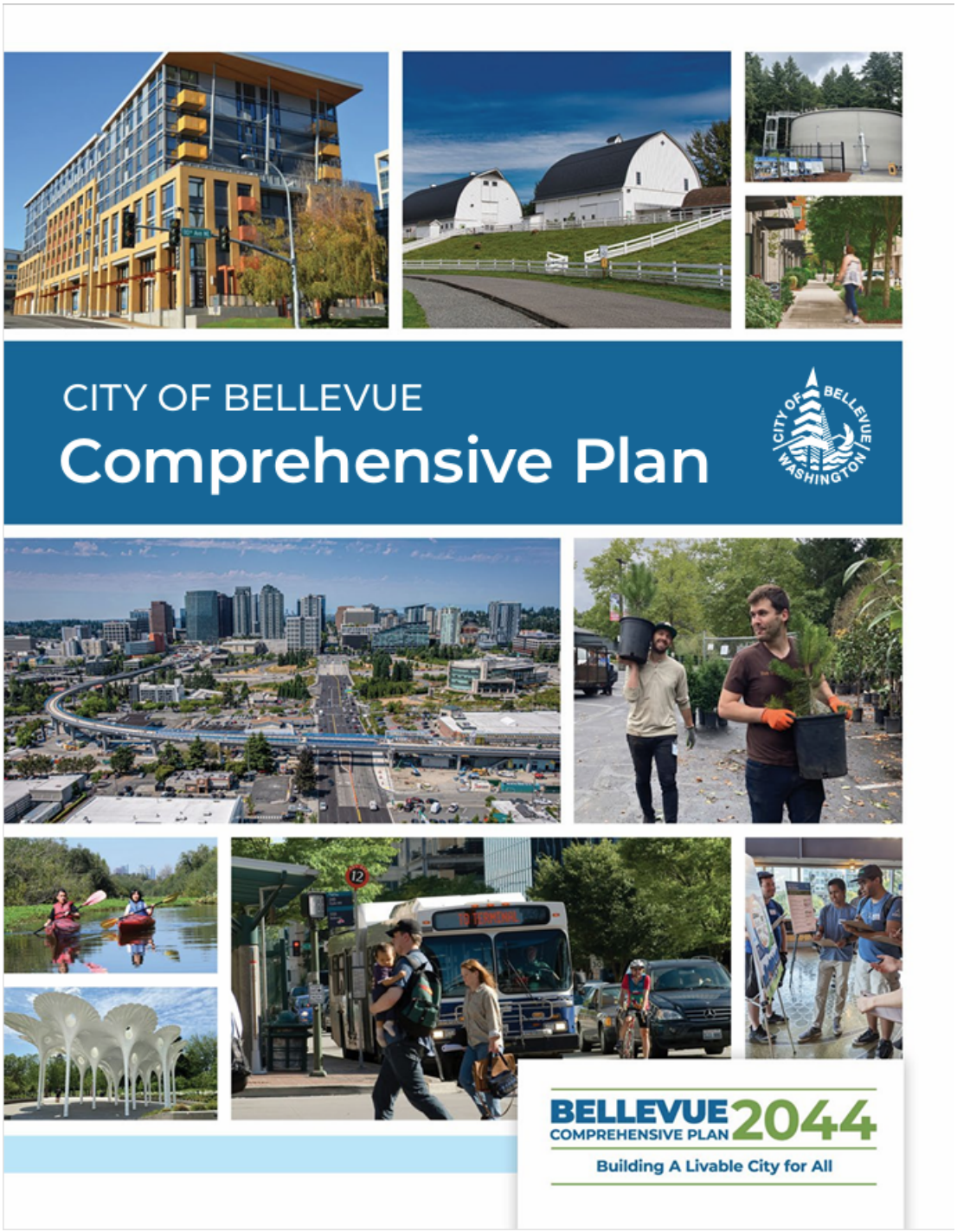
PB-5: Acquire rights to private and utility trail systems and easements for public access, where feasible, provided that they are identified on the network and project maps, and provided that there has been close coordination with affected property owners prior to any acquisition. Consider each facility on a case-by-case basis, factoring in system connectivity, whether the facility is needed to fill a gap or complete a link within the overall system, and neighborhood notice and input prior to the design process.

PB-6: Protect and ensure access to all public trail easements.

PB-8: Install way-finding and route signs and provide maps and internet-based information to guide users through the pedestrian and bicycle systems.

PA-13: Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, and education centers.

2024 Comprehensive Plan: Trail-Related and Supportive Policies



Transportation Element Policies

Transportation

TR-94. Promote and facilitate active transportation.

TR-97. Construct, maintain and repair facilities for active transportation in accordance with current standards and guidelines.

TR-102. Promote and support the design, development and use of Eastrail as a regional multimodal facility.

TR-103. Provide for current or future multi-modal transportation use and access when considering public and private projects adjacent to and across Eastrail.

TR-107. Integrate the Mountains-to-Sound Greenway Trail into the I-90 corridor through Bellevue.

Parks, Recreation and Open Space Element Policies

Parks, Recreation and Open Space

PA-1. Establish a coordinated and connected system of open space and greenways throughout the city that provide multiple benefits including preserving natural systems, protecting wildlife habitat and corridors, enhancing scenic character, and providing land for recreation.

PA-5. Increase safe, non-motorized access between dwellings and parks, trails and open space through development of additional facilities and mobility improvements.

PA-6. Connect Bellevue's parks and trails to the regional system of nearby state, King County and neighboring city parks, greenways, trails and facilities. PA-6. Connect Bellevue's parks and trails to the regional system of nearby state, King County and neighboring city parks, greenways, trails and facilities.

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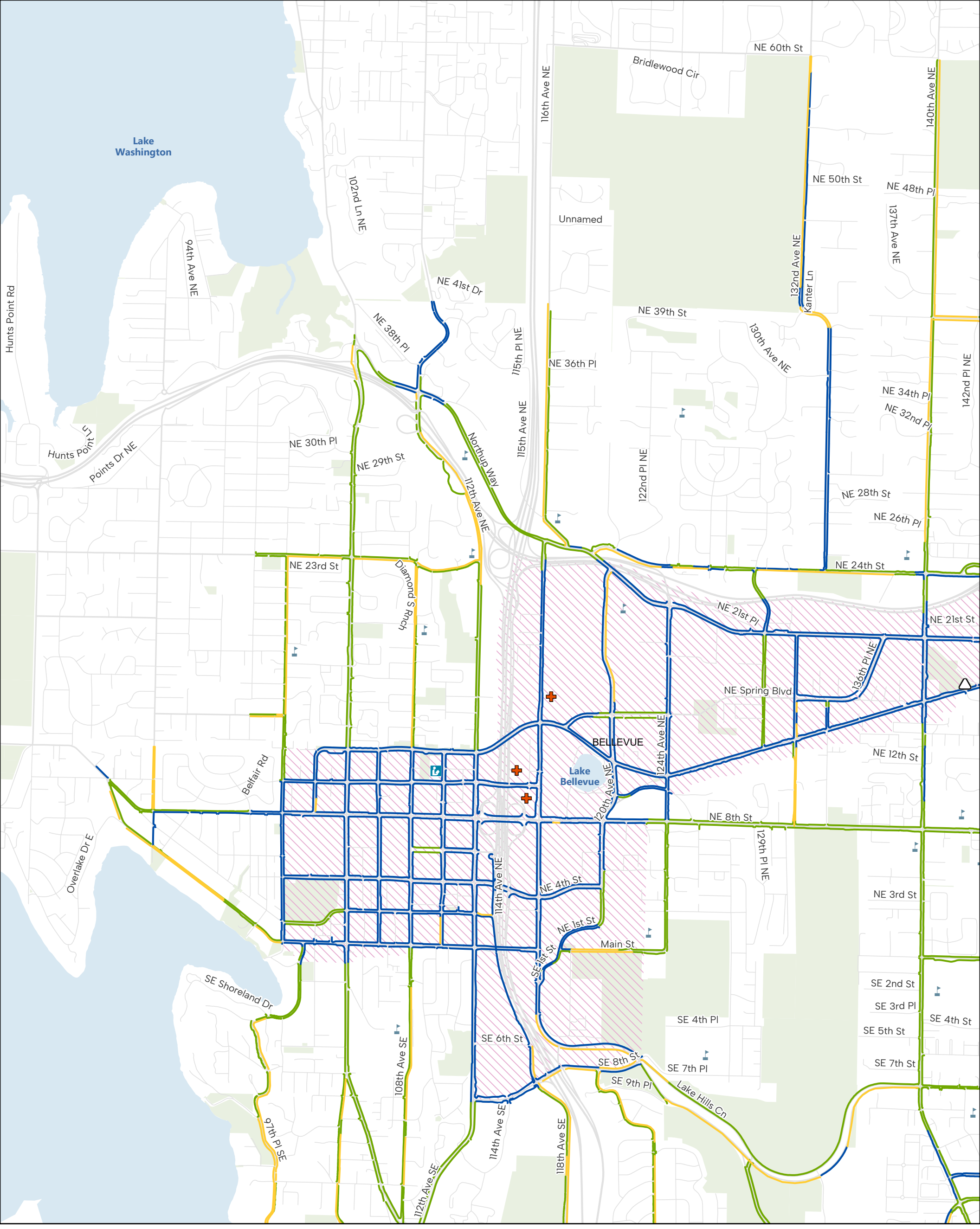
appendix
B

Arterial Pedestrian Network Performance - 2025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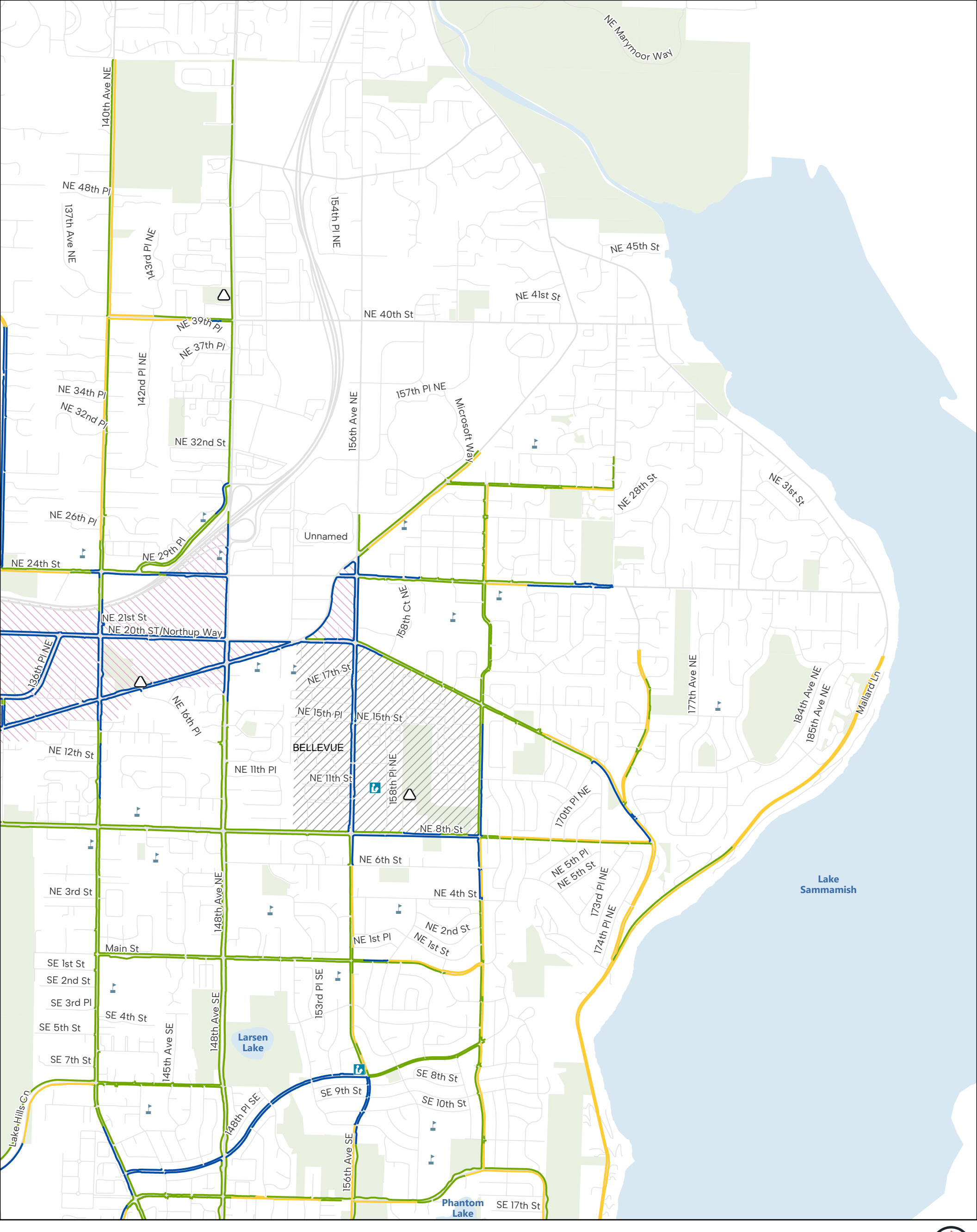
94th Ave NE
102nd Ln NE
NE 41st Dr
NE 38th Pl
Hunts Point Ln
Points Dr NE
NE 30th Pl
NE 29th St
Northup Way
112th Ave NE
115th Pl NE
115th Ave NE
116th Ave NE
Bridlewood Cir
NE 60th St
Unnamed
NE 50th St
NE 48th Pl
132nd Ave NE
Kanter Ln
137th Ave NE
140th Ave NE
NE 39th St
130th Ave NE
NE 36th Pl
122nd Pl NE
NE 34th Pl
NE 32nd Pl
142nd Pl NE
NE 28th St
NE 26th Pl
NE 24th St
NE 23rd St
Diamond S Ranch
NE 21st Pl
NE 21st St
136th Pl NE
NE Spring Blvd
BELLEVUE
Lake Bellevue
124th Ave NE
120th Ave NE
NE 12th St
NE 8th St
129th Pl NE
Belfair Rd
Overlake Dr E
NE 4th St
114th Ave NE
NE 1st St
Main St
SE 1st St
NE 3rd St
SE Shoreland Dr
SE 2nd St
SE 3rd Pl
SE 4th Pl
SE 4th St
SE 5th St
SE 6th St
SE 8th St
SE 7th Pl
SE 7th St
SE 9th Pl
Lake Hills Cn
108th Ave SE
97th Pl SE
114th Ave SE
118th Ave SE
112th Ave SE
Meets PLTS Target
Exists but does not meet PLTS Target
Facility Gap
School
Hospital
Community Center
Library
PMA 1
PMA 2
Park
N


NE Marymoor Way
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NE 48th Pl
137th Ave NE
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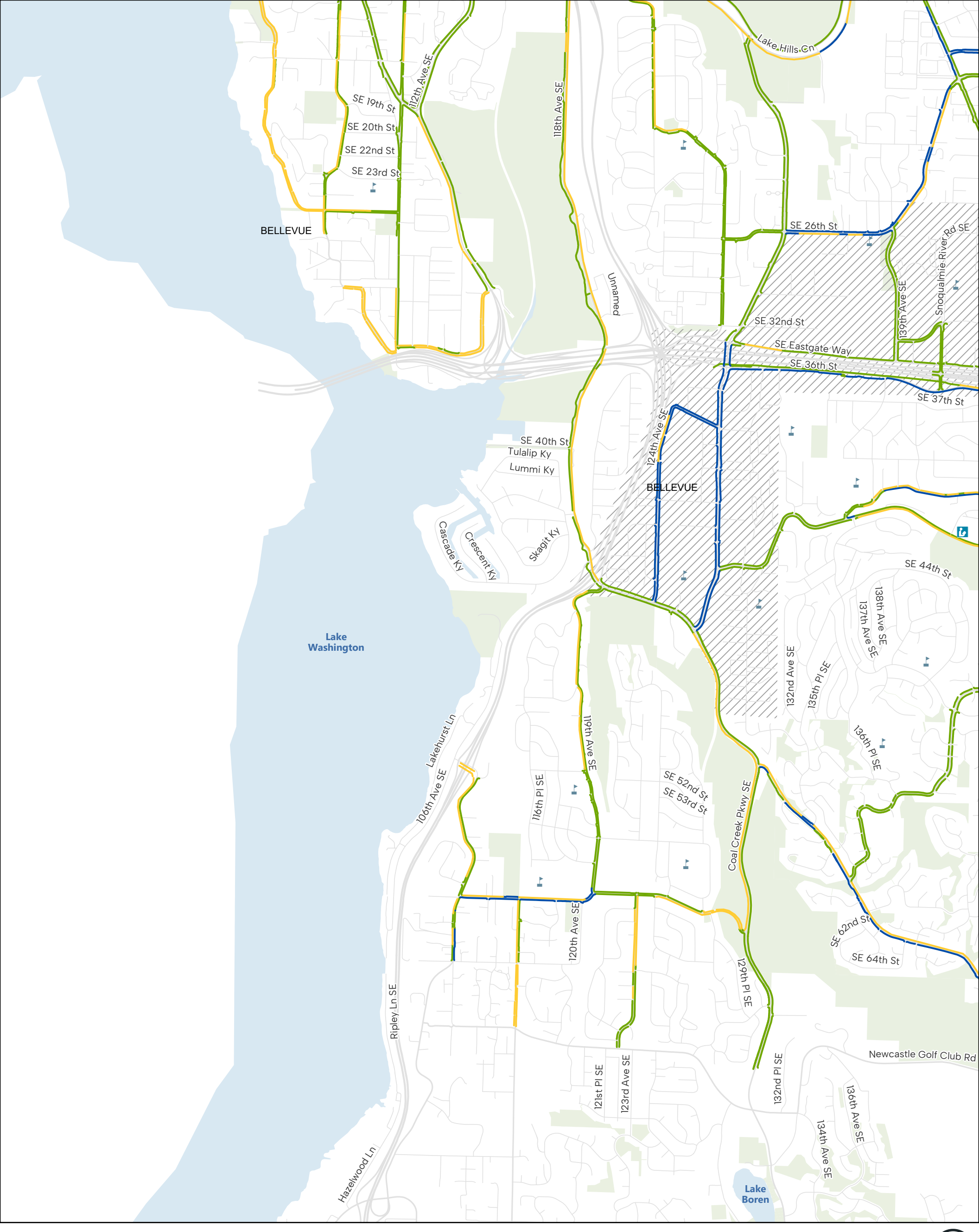
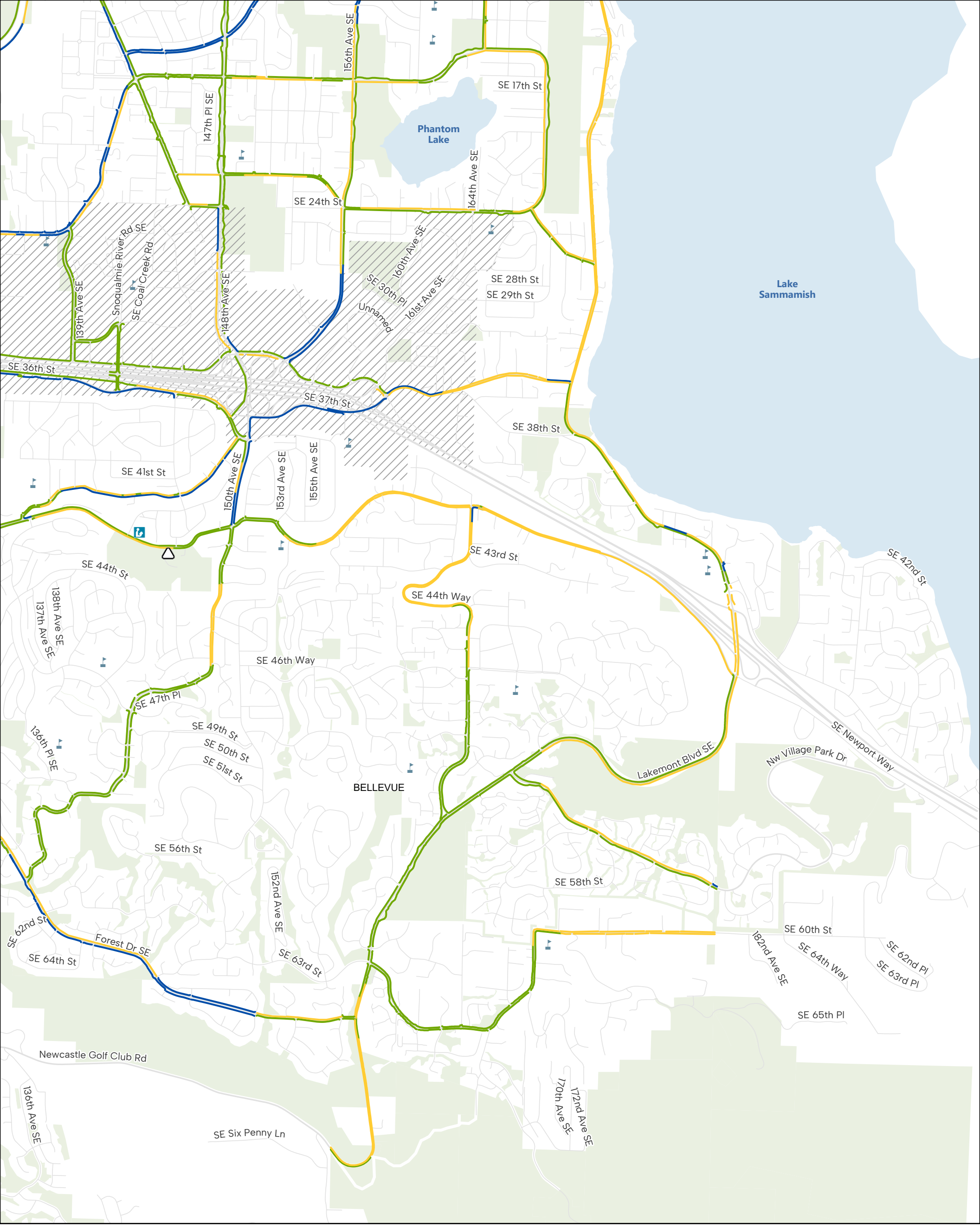
154th Pl NE
NE 45th St
NE 41st St
NE 40th St
NE 39th Pl
NE 37th Pl
142nd Pl NE
NE 34th Pl
NE 32nd Pl
NE 32nd St
156th Ave NE
157th Pl NE
Microsoft Way
NE 28th St
NE 31st St
NE 26th Pl
NE 29th Pl
Unnamed
NE 24th St
NE 21st St
NE 20th ST/Northup Way
136th Pl NE
NE 16th Pl
NE 17th St
NE 15th Pl
NE 15th St
BELLEVUE
NE 12th St
NE 11th Pl
NE 11th St
158th Pl NE
NE 8th St
170th Pl NE
177th Ave NE
184th Ave NE
185th Ave NE
Mallard Ln
NE 6th St
NE 5th Pl
NE 5th St
173rd Pl NE
174th Pl NE
Lake Sammamish
NE 4th St
NE 3rd St
148th Ave NE
NE 2nd St
NE 1st Pl
NE 1st St
Main St
SE 1st St
SE 2nd St
SE 3rd Pl
SE 4th St
SE 5th St
SE 7th St
153rd Pl SE
148th Ave SE
145th Ave SE
Larsen Lake
SE 8th St
SE 9th St
SE 10th St
Lake Hills Cn
148th Pl SE
156th Ave SE
Phantom Lake
SE 17th St
Meets PLTS Target
Exists but does not meet PLTS Target
Facility Gap
School
Hospital
Community Center
Library
PMA 1
PMA 2
Park
N


Lake Hills Cn
112th Ave SE
SE 19th St
SE 20th St
SE 22nd St
SE 23rd St
BELLEVUE
118th Ave SE
Unnamed
SE 26th St
Snoqualmie River Rd SE
139th Ave SE
SE 32nd St
SE Eastgate Way
SE 36th St
SE 37th St
124th Ave SE
SE 40th St
Tulalip Ky
Lummi Ky
BELLEVUE
Cascade Ky
Crescent Ky
Skagit Ky
SE 44th St
138th Ave SE
137th Ave SE
132nd Ave SE
135th Pl SE
136th Pl SE
Lake Washington
Lakehurst Ln
106th Ave SE
116th Pl SE
119th Ave SE
SE 52nd St
SE 53rd St
Coal Creek Pkwy SE
SE 62nd St
SE 64th St
120th Ave SE
126th Pl SE
Ripley Ln SE
121st Pl SE
123rd Ave SE
132nd Pl SE
Newcastle Golf Club Rd
136th Ave SE
134th Ave SE
Hazelwood Ln
Lake Boren
Meets PLTS Target
Exists but does not meet PLTS Target
Facility Gap
School
Hospital
Community Center
Library
PMA 1
PMA 2
Park
N


156th Ave SE
SE 17th St
147th Pl SE
Phantom Lake
164th Ave SE
SE 24th St
Snoqualmie River Rd SE
SE Coal Creek Rd
139th Ave SE
148th Ave SE
160th Ave SE
SE 30th Pl
Unnamed
161st Ave SE
SE 28th St
SE 29th St
Lake Sammamish
SE 36th St
SE 37th St
SE 38th St
SE 41st St
150th Ave SE
153rd Ave SE
155th Ave SE
SE 43rd St
SE 44th St
SE 44th Way
SE 42nd St
138th Ave SE
137th Ave SE
SE 46th Way
SE 47th Pl
SE 49th St
SE 50th St
SE 51st St
136th Pl SE
BELLEVUE
Lakemont Blvd SE
Nw Village Park Dr
SE Newport Way
SE 56th St
152nd Ave SE
SE 58th St
SE 62nd St
Forest Dr SE
SE 64th St
SE 63rd St
SE 60th St
182nd Ave SE
SE 64th Way
SE 62nd Pl
SE 63rd Pl
SE 65th Pl
Newcastle Golf Club Rd
136th Ave SE
SE Six Penny Ln
170th Ave SE
172nd Ave SE
Meets PLTS Target
Exists but does not meet PLTS Target
Facility Gap
School
Hospital
Community Center
Library
PMA 1
PMA 2
Park
N

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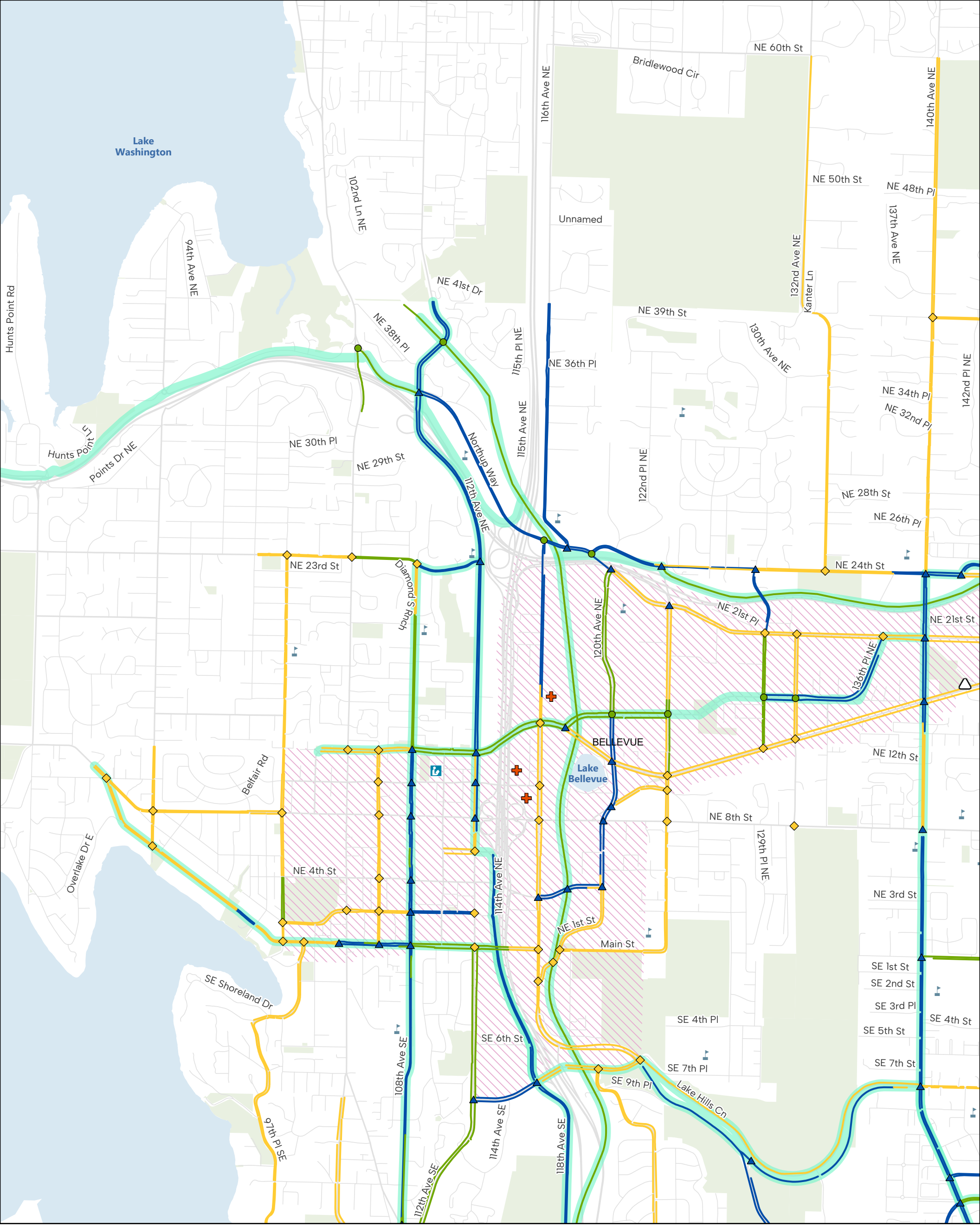
appendix
C

Arterial Bicycle Network Performance - 2025



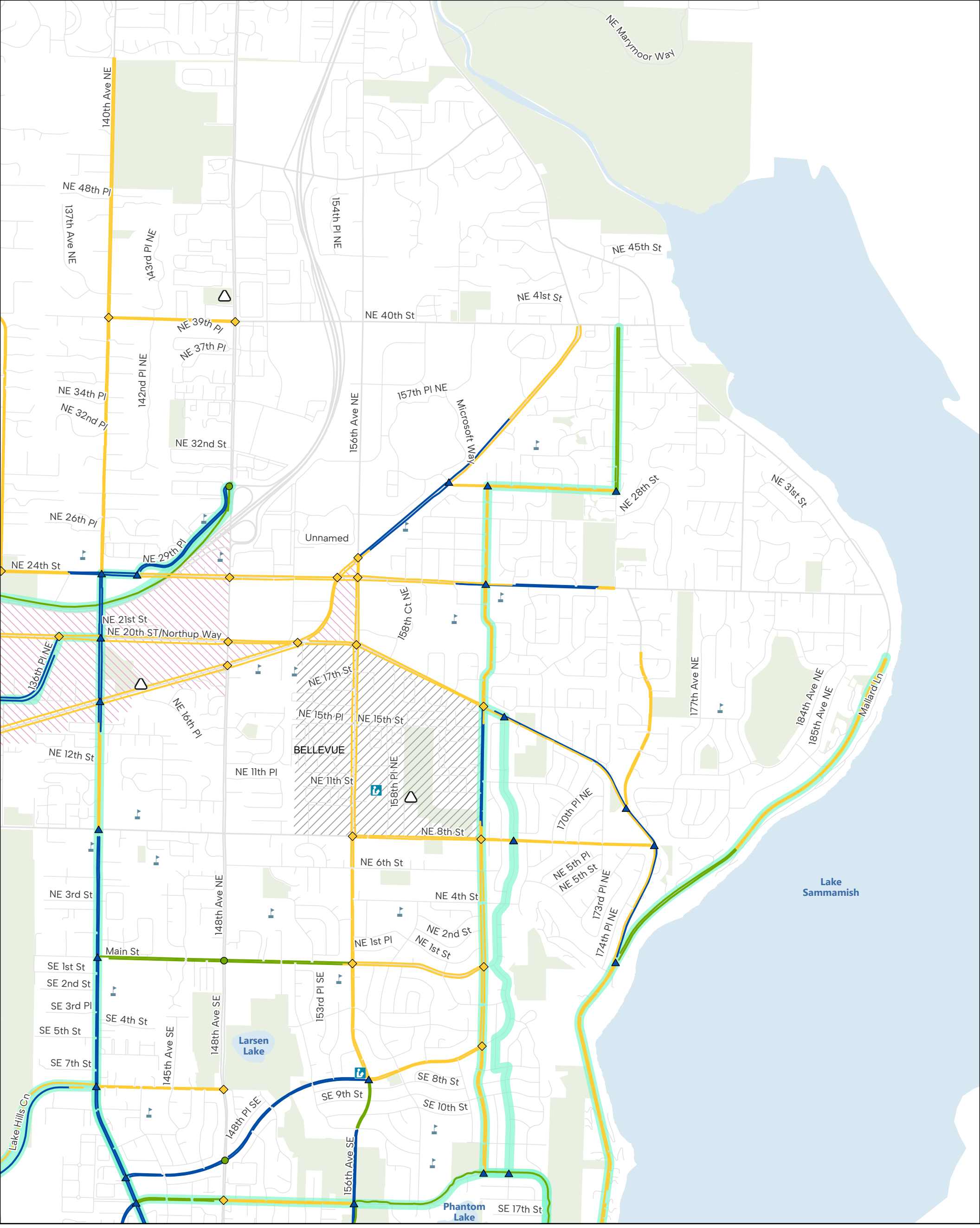
Intersection BLTS
- Meets BLTS Target
- Exists but does not meet BLTS Target
- Facility Gap

Arterial BLTS
- Meets BLTS Target
- Exists but does not meet BLTS Target
- Facility Gap

- School
- Hospital
- Community Center
- Library

- Priority Bicycle Corridor
- PMA 1
- PMA 2
- Park

N



Intersection BLTS
- Meets BLTS Target
- Exists but does not meet BLTS Target
- Facility Gap

Arterial BLTS
- Meets BLTS Target
- Exists but does not meet BLTS Target
- Facility Gap

- School
- Hospital
- Community Center
- Library

- Priority Bicycle Corridor
- PMA 1
- PMA 2
- Park

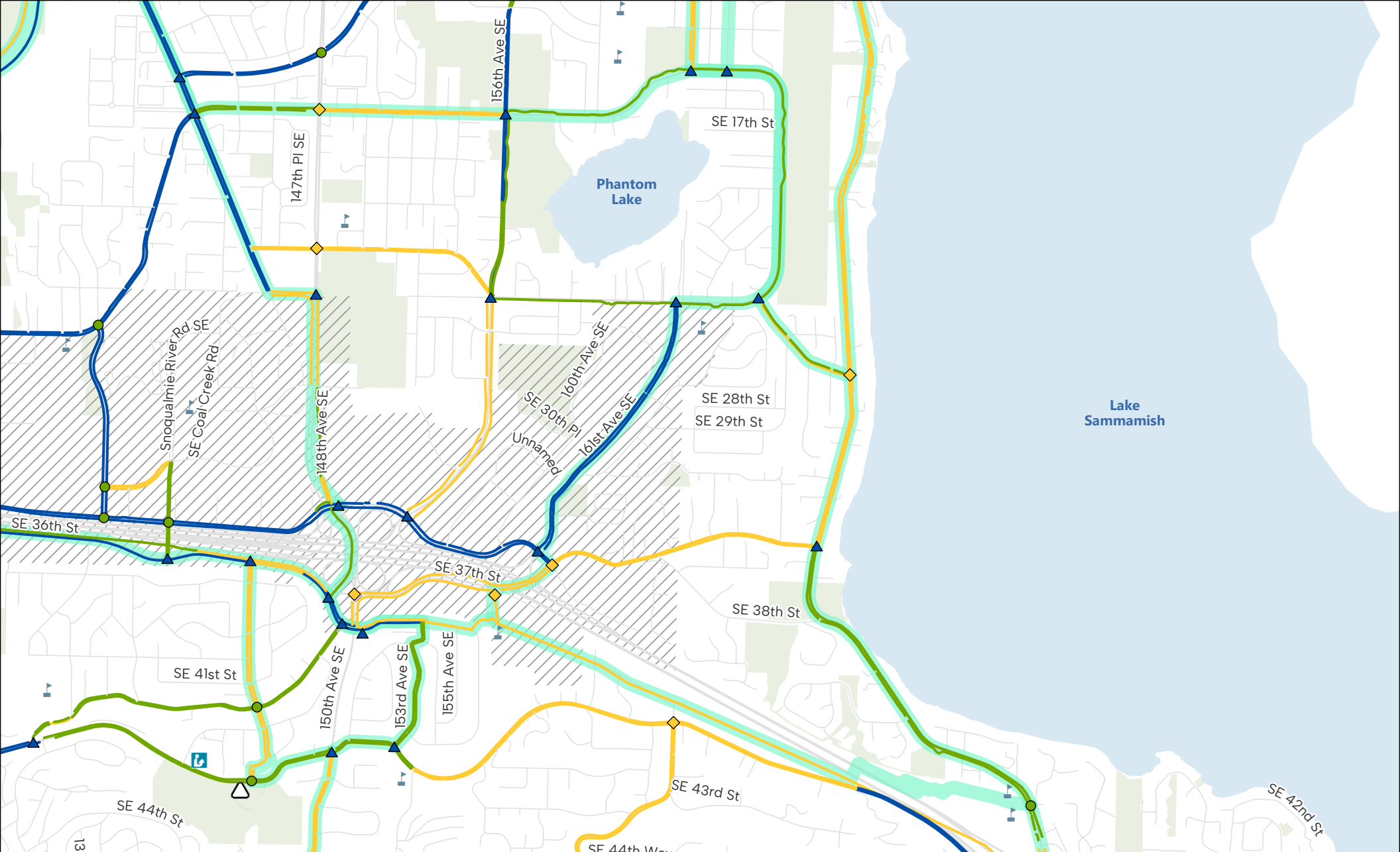
Intersection BLTS
- Meets BLTS Target
- Exists but does not meet BLTS Target
- Facility Gap

Arterial BLTS
- Meets BLTS Target
- Exists but does not meet BLTS Target
- Facility Gap

- School
- Hospital
- Community Center
- Library

- Priority Bicycle Corridor
- PMA 1
- PMA 2
- Park

N



Intersection BLTS
- Meets BLTS Target
- Exists but does not meet BLTS Target
- Facility Gap

Arterial BLTS
- Meets BLTS Target
- Exists but does not meet BLTS Target
- Facility Gap

- School
- Hospital
- Community Center
- Library

- Priority Bicycle Corridor
- PMA 1
- PMA 2
- Park

N

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appendix
D

System Intersection Volume/Capacity Ratios - 2024 from FEIS

DRAFT **Date: 10/13/2025**

2024

Area 1a Downtown

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
3	100th Ave NE	NE 8th St	1a	843	1396	0.6	Meet Target
5	Bellevue Wy NE	NE 12th St	1a	970	1396	0.69	Meet Target
7	Bellevue Wy NE	NE 8th St	1a	907	1297	0.7	Meet Target
8	Bellevue Wy NE	NE 4th St	1a	814	1297	0.63	Meet Target
9	Bellevue Wy	Main St	1a	1096	1354	0.81	Meet Target
20	108th Ave NE	NE 12th St	1a	736	1455	0.51	Meet Target
21	108th Ave NE	NE 8th St	1a	704	1325	0.53	Meet Target
22	108th Ave NE	NE 4th St	1a	793	1297	0.61	Meet Target
24	108th Ave	Main St	1a	667	1490	0.45	Meet Target
25	112th Ave NE	NE 12th St	1a	1114	1396	0.8	Meet Target
26	112th Ave NE	NE 8th St	1a	1327	1264	1.05	Do Not Meet Target
36	112th Ave	Main St	1a	945	1396	0.68	Meet Target
72	112th Ave NE	NE 4th St	1a	1120	1382	0.81	Meet Target
6	Bellevue Way NE	NE 10th St	1a	560	1470	0.38	Meet Target
27	110th Ave NE	NE 8th St	1a	810	1410	0.57	Meet Target
23	108th Ave NE	NE 2nd St	1a	600	1520	0.39	Meet Target
16	106th Ave NE	NE 8th St	1a	735	1410	0.52	Meet Target
162	110th Ave NE	NE 12th St	1a	598	1470	0.41	Meet Target
15	106th Ave NE	NE 12th St	1a	657	1470	0.45	Meet Target
17	106th Ave NE	NE 4th St	1a	637	1410	0.45	Meet Target
128	112th Ave NE	NE 2nd St	1a	642	1520	0.42	Meet Target
235	110th Ave NE	NE 10th St	1a	590	1520	0.39	Meet Target
190	108th Ave NE	NE 10th St	1a	467	1520	0.31	Meet Target
154	106th Ave NE	NE 10th St	1a	474	1520	0.31	Meet Target
107	112th Ave NE	NE 6th St	1a	799	1410	0.57	Meet Target
234	112th Ave NE	NE 10th St	1a	966	1410	0.69	Meet Target
159	110th Ave NE	NE 4th St	1a	720	1410	0.51	Meet Target
31	Bellevue Way NE	NE 2nd St	1a	653	1470	0.44	Meet Target
4	102nd Ave NE	NE 8th St	1a	579	1470	0.39	Meet Target
224	I-405 SB Ramps	NE 4th St	1a	777	1470	0.53	Meet Target
Int not meeting the target						1	
Area Target						*1.00*	

Area 1b BelRed

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
29	116th Ave NE	NE 12th St	1b	997	1396	0.71	Meet Target
32	120th Ave NE	NE 12th St	1b	1121	1403	0.8	Meet Target
34	124th Ave NE	Bel-Red Rd	1b	1088	1403	0.78	Meet Target
37	130th Ave NE	Bel-Red Rd	1b	830	1463	0.57	Meet Target
39	140th Ave NE	NE 20th St	1b	1058	1403	0.75	Meet Target
40	140th Ave NE	Bel-Red Rd	1b	1023	1396	0.73	Meet Target
47	148th Ave NE	NE 20th St	1b	1224	1396	0.88	Meet Target
48	148th Ave NE	Bel-Red Rd	1b	1391	1403	0.99	Meet Target
59	Bel-Red Rd	NE 24th St	1b	749	1455	0.51	Meet Target
60	156th Ave NE	Bel-Red Rd	1b	1023	1396	0.73	Meet Target
61	156th Ave NE	NE 24th St	1b	1091	1382	0.79	Meet Target

68	130th Ave NE	Northup Wy	1b	907	1403	0.65	Meet Target
81	148th Ave NE	NE 24th St	1b	1116	1396	0.8	Meet Target
88	124th Ave NE	Northup Wy	1b	337	1403	0.24	Meet Target
117	120th Ave NE	Northup Wy	1b	1047	1463	0.72	Meet Target
167	Spring Blvd	NE 12th St	1b	707	1470	0.48	Meet Target
196	130th Ave NE	Spring Blvd	1b	336	1470	0.23	Meet Target
197	132nd Ave NE	Spring Blvd	1b	621	1410	0.44	Meet Target
38	132nd Ave NE	Bel-Red Rd	1b	786	1470	0.53	Meet Target
175	134th Ave NE	Bel-Red Rd	1b	739	1470	0.5	Meet Target
252	132nd Ave NE	NE 20th St	1b	808	1470	0.55	Meet Target
149	124th Ave NE	Spring Blvd	1b	129	1410	0.09	Meet Target
168	120th Ave NE	Spring Blvd	1b	434	1410	0.31	Meet Target
185	136th Pl NE	Northup Way/NE 20th	1b	715	1470	0.49	Meet Target
279	148th Ave NE	SR 520 Ramps	1b	855	1520	0.56	Meet Target
177	120th Ave NE	Bel-Red Rd	1b	564	1410	0.4	Meet Target
58	Bel-Red Rd	NE 20th St	1b	790	1455	0.54	Meet Target
62	156th Ave NE	Northup Wy	1b	1121	1403	0.8	Meet Target
Int not meeting the target						0	
Area Target						*1.00*	

Area 1c Wilburton/East Main

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
30	116th Ave NE	NE 8th St	1c	1003	1396	0.72	Meet Target
73	116th Ave	Main St	1c	858	1403	0.61	Meet Target
89	112th Ave SE	SE 8th St	1c	541	1463	0.37	Meet Target
102	118th Ave SE	SE 8th St	1c	1322	1403	0.94	Meet Target
131	116th Ave SE	SE 1st St	1c	1236	1403	0.88	Meet Target
139	116th Ave NE	NE 4th St	1c	1237	1396	0.89	Meet Target
219	I-405 NB Off and On Ramps	SE 8th St	1c	836	1463	0.57	Meet Target
226	I-405 SB Ramps	SE 8th St	1c	902	1463	0.62	Meet Target
33	120th Ave NE	NE 8th St	1c	1013	1410	0.72	Meet Target
165	116th Ave NE	NE 10th St	1c	673	1470	0.46	Meet Target
181	NE 1st St	Main St	1c	764	1470	0.52	Meet Target
106	121St Ave SE	SE 8th St	1c	612	1470	0.42	Meet Target
187	120th Ave NE	NE 4th St	1c	755	1470	0.51	Meet Target
225	I-405 NB Ramps	NE 4th St	1c	895	1470	0.61	Meet Target
259	I-405 NB Ramps	NE 10th St	1c	587	1470	0.4	Meet Target
71	Lk Hills Connector	SE 7th Pl	1c	1381	1403	0.98	Meet Target
Int not meeting the target						0	
Area Target						*1.00*	

Area 2a Crossroads

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
63	156th Ave NE	NE 8th St	2a	962	1382	0.7	Meet Target
76	164th Ave NE	Northup Wy	2a	988	1403	0.7	Meet Target
87	164th Ave NE	NE 8th St	2a	923	1512	0.61	Meet Target
Int not meeting the target						0	
Area Target						*0.90*	

Area 2b Eastgate

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
86	156th Ave SE	SE Eastgate Wy	2b	636	1403	0.45	Meet Target
92	161st Ave SE	SE Eastgate Wy	2b	374	1463	0.26	Meet Target
101	150th Ave SE	SE Eastgate Wy	2b	1445	1403	1.03	Do Not Meet Target

171	142nd Ave SE	SE 36th St	2b	908	1463	0.62	Meet Target
227	150th Ave SE	I-90 EB Off-Ramp/37tl	2b	1186	1463	0.81	Meet Target
272	139th Ave SE	SE Eastgate Wy	2b	761	1463	0.52	Meet Target
286	I-90 EB On-ramp	SE 37th St	2b				Unsignalized, not analyzed
55	148th Ave SE	SE 24th St	2b	1257	1463	0.86	Meet Target
82	Richards Rd	SE 26th St (Kamber Rc	2b	1166	1463	0.8	Meet Target
85	Richards Rd	SE 32nd St	2b	734	1463	0.5	Meet Target
174	150th Ave SE	SE 38th St	2b	1179	1403	0.84	Meet Target
280	139th Ave SE	Kamber Rd	2b	937	1403	0.67	Meet Target
Int not meeting the target						1	
Area Target						*0.90*	

Area 2c **Factoria**

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
98	Coal Creek Pkwy	Forest Dr	2c	1264	1463	0.86	Meet Target
105	Richards rd	SE Eastgate Wy	2c	990	1455	0.68	Meet Target
202	Factoria Blvd SE	SE Newport Wy	2c	966	1403	0.69	Meet Target
203	Factoria Blvd SE	Coal Creek Pkwy	2c	447	1463	0.31	Meet Target
204	Factoria Blvd SE	SE 36th St (I-90 EB Off	2c	1254	1396	0.9	Meet Target
220	I-405 NB Ramps	Coal Creek Pkwy	2c	1264	1463	0.86	Meet Target
221	I-405 SB Ramps	Coal Creek Pkwy	2c	1202	1463	0.82	Meet Target
222	Factoria Blvd SE	SE 38th St	2c	1093	1396	0.78	Meet Target
284	124th Ave SE	Coal Creek Pkwy	2c	1200	1463	0.82	Meet Target
Int not meeting the target						0	
Area Target						*0.90*	

Area 3 **Residential**

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
14	112th Ave SE	Bellevue Wy SE	3	1200	1463	0.82	Meet Target
35	124th Ave NE	NE 8th St	3	935	1463	0.64	Meet Target
41	140th Ave NE	NE 8th St	3	1218	1382	0.88	Do Not Meet Target
42	140th Ave	Main St	3	1006	1463	0.69	Meet Target
43	140th Ave SE	SE 8th St	3	1069	1396	0.77	Meet Target
44	145th Pl SE	Lk Hills Blvd	3	977	1455	0.67	Meet Target
45	145th Pl SE	SE 16th St	3	959	1403	0.68	Meet Target
49	148th Ave NE	NE 8th St	3	1434	1403	1.02	Do Not Meet Target
50	148th Ave	Main St	3	1386	1396	0.99	Do Not Meet Target
51	148th Ave SE	Lk Hills Blvd	3	1174	1403	0.84	Meet Target
52	148th Ave SE	SE 16th St	3	1203	1463	0.82	Meet Target
64	140th Ave NE	NE 24th St	3	1214	1403	0.87	Do Not Meet Target
65	148th Ave SE	SE 8th St	3	1103	1463	0.75	Meet Target
69	Bellevue Wy NE	NE 24th St	3	765	1403	0.55	Meet Target
74	Bellevue Wy NE	Northup Wy	3	915	1403	0.65	Meet Target
75	164th Ave NE	NE 24th St	3	842	1403	0.6	Meet Target
78	108th Ave NE	Northup Wy	3	920	1403	0.66	Meet Target
79	148th Ave NE	NE 40th St	3	855	1382	0.62	Meet Target
83	156th Ave	Main St	3	861	1512	0.57	Meet Target
93	Lk Wash Blvd NE	NE10th & NE 1st St (5	3	645	1463	0.44	Meet Target
313	SE Allen Rd/Somerset Blvd (	SE Newport Wy	3	855	1410	0.61	Meet Target
114	116th Ave NE	Northup Wy	3	1247	1463	0.85	Meet Target
116	115th Pl NE	Northup Wy	3	1304	1463	0.89	Do Not Meet Target
118	Northup Wy	NE 24th St	3	934	1463	0.64	Meet Target
133	150th Ave SE	SE Newport Wy	3	935	1403	0.67	Meet Target
134	Richards Rd	Lk Hills Con	3	853	1463	0.58	Meet Target
188	148th Ave NE	NE 29th Pl	3	1214	1441	0.84	Meet Target

228	Lakemont Blvd SE	SE Newport Wy	3	925	1403	0.66	Meet Target
242	164th Ave SE	Lakemont Blvd	3	789	1463	0.54	Meet Target
274	Village Park Dr SE	Lakemont Blvd SE	3	953	1463	0.65	Meet Target
249	148th Ave NE	NE 51st St	3	1180	1410	0.84	Meet Target
94	92nd Ave NE	NE 8th St	3	460	1520	0.3	Meet Target
53	148th Ave SE	SE 22nd St	3	1101	1470	0.75	Meet Target
231	Bel-Red Rd	NE 30th St	3	245	1470	0.17	Meet Target
143	Coal Creek Pkwy SE	SE 60th St	3	1367	1470	0.93	Do Not Meet Target
13	108th Ave SE	Bellevue Way SE	3	1114	1470	0.76	Meet Target
Int not meeting the target						6	
Area Target						*0.85*	

PMA	Subarea	Performance Target		Number of Intersections Exceeding Performance Target	Total Vol	
1a	Downtown	1.00		1	23,300	
1b	BelRed	1.00		0	23,607	
1c	Wilburton/East Main	1.00		0	14,615	
2a	Crossroads	0.90		0	2,873	
2b	Eastgate	0.90		1	10,583	
2c	Factoria	0.90		0	9,680	
3	Residential	0.85		6	36,157	
All System Intersections				8	120,815	

200	116th Ave NE	NE 6th St
201	116th Ave NE	NE 6th St
186	120th Ave NE	NE 6th St

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appendix
E

Primary Vehicle Corridor Speed - 2024 from FEIS

DRAFT Date: 10/13/2025

ID	Corridor	From	To	PMA	Target Ratio	Speed Limit (mph)	Typical Urban Travel Speed (mph)	2024					
								Observed Speed (mph)		Ratio to Target Speed		Existing Ratio to the TUTS	
								NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Bellevue Way	SR 520	NE 12th St	3	>0.9	35.00	14.00	30.00	29.60	2.14	2.11	Meet the Target	Meet the Target
2	Bellevue Way	NE 12th St	Main St	1a	>0.5	30.00	12.00	11.80	7.20	0.98	0.60	Meet the Target	Meet the Target
3	Bellevue Way	Main St	112th Ave SE	3	>0.9	30.00	12.00	24.90	18.10	2.08	1.51	Meet the Target	Meet the Target
4	Bellevue Way	112th Ave SE	I-90	3	>0.9	40.00	16.00	27.70	16.70	1.73	1.04	Meet the Target	Meet the Target
5	108th Ave NE	NE 12th St	Main St	1a	>0.5	30.00	12.00	9.10	8.60	0.76	0.72	Meet the Target	Meet the Target
6	112th Ave NE	Northup Way	NE 12th St	3	>0.9	30.00	12.00	22.20	20.95	1.85	1.75	Meet the Target	Meet the Target
7	112th Ave NE	NE 12th St	Main St	1a	>0.5	30.00	12.00	15.40	13.30	1.28	1.11	Meet the Target	Meet the Target
8a	112th Ave SE	Main St	SE 8th St	1c	>0.5	35.00	14.00	22.40	18.00	1.60	1.29	Meet the Target	Meet the Target
8b	112th Ave SE	SE 8th St	Bellevue Way	3	>0.9	35.00	14.00	31.50	9.00	2.25	0.64	Meet the Target	Do Not Meet the Target
9	116th Ave NE	Northup Way	NE 12th St	1b	>0.5	30.00	12.00	24.10	22.60	2.01	1.88	Meet the Target	Meet the Target
10	116th Ave NE	NE 12th St	Main St	1c	>0.5	30.00	12.00	17.00	17.30	1.42	1.44	Meet the Target	Meet the Target
11a	116th Ave NE/Lake Hills Connector	Main St	SE 8th St	1c	>0.5	35.00	14.00	24.40	21.30	1.74	1.52	Meet the Target	Meet the Target
11b	116th Ave NE/Lake Hills Connector	SE 8th St	Richards Road	3	>0.9	35.00	14.00	30.30	31.80	2.16	2.27	Meet the Target	Meet the Target
12a	124th Ave NE	SR 520	NE 10th Pl	1b	>0.5	30.00	12.00	19.60	17.50	1.63	1.46	Meet the Target	Meet the Target
12b	124th Ave NE	NE 10th Pl	NE 8th St	3	>0.9	30.00	12.00	13.90	11.20	1.16	0.93	Meet the Target	Meet the Target
13	124th Ave SE/SE 38th St	Factoria Blvd	Coal Creek Pkwy	2c	>0.75	35.00	14.00	20.10	20.50	1.44	1.46	Meet the Target	Meet the Target
14a	Richards Road	Lake Hills Connector	SE 26th St	3	>0.9	35.00	14.00	27.20	18.90	1.94	1.35	Meet the Target	Meet the Target
14b	Richards Road	SE 26th St	I-90	2b	>0.75	35.00	14.00	21.20	5.10	1.51	0.36	Meet the Target	Do Not Meet the Target
15	Factoria Blvd	I-90	Coal Creek Pkwy	2c	>0.75	35.00	14.00	19.00	14.90	1.36	1.06	Meet the Target	Meet the Target
16a	Coal Creek Pkwy	I-405	SE 48th Ct	2c	>0.75	35.00	14.00	22.00	25.70	1.57	1.84	Meet the Target	Meet the Target
16b	Coal Creek Pkwy	SE 48th Ct	Forest Drive SE	3	>0.9	35.00	14.00	35.30	30.50	2.52	2.18	Meet the Target	Meet the Target
17	Coal Creek Pkwy	Forest Drive SE	Newcastle	3	>0.9	40.00	16.00	35.70	21.30	2.23	1.33	Meet the Target	Meet the Target
18	Lake Washington Blvd	I-405	Renton	3	>0.9	25.00	10.00	28.20	26.70	2.82	2.67	Meet the Target	Meet the Target
19	140th Ave NE	Bellevue Northern City Limit	NE 24th St	3	>0.9	35.00	14.00	25.10	29.70	1.79	2.12	Meet the Target	Meet the Target
20a	140th Ave NE	NE 24th St	SR 520	3	>0.9	30.00	12.00	16.50	17.10	1.38	1.43	Meet the Target	Meet the Target
20b	140th Ave NE	SR 520	Bel-Red Rd	1b	>0.5	30.00	12.00	14.60	14.70	1.22	1.23	Meet the Target	Meet the Target
21a	140th Ave NE	Bel-Red Rd	NE 14th St	1b	>0.5	30.00	12.00	7.50	6.20	0.63	0.52	Meet the Target	Meet the Target
21b	140th Ave NE	NE 14th St	NE 8th St	3	>0.9	30.00	12.00	9.30	5.70	0.78	0.48	Do Not Meet the Target	Do Not Meet the Target
22	140th Ave	NE 8th St	SE 8th St	3	>0.9	30.00	12.00	22.60	15.00	1.88	1.25	Meet the Target	Meet the Target
23	140th Ave NE/145th Pl SE	SE 8th St	SE 24th St	3	>0.9	30.00	12.00	25.30	19.60	2.11	1.63	Meet the Target	Meet the Target
24	148th Ave NE	Bellevue Northern City Limit	SR 520	3	>0.9	35.00	14.00	22.20	21.40	1.59	1.53	Meet the Target	Meet the Target
25a	148th Ave	SR 520	NE 15th Ct	1b	>0.5	35.00	14.00	13.10	12.00	0.94	0.86	Meet the Target	Meet the Target
25b	148th Ave	NE 15th Ct	NE 8th St	3	>0.9	35.00	14.00	26.60	19.00	1.90	1.36	Meet the Target	Meet the Target
26	148th Ave	NE 8th St	SE 8th St	3	>0.9	35.00	14.00	24.20	22.60	1.73	1.61	Meet the Target	Meet the Target
27	148th Ave SE	SE 8th St	SE 24th St	3	>0.9	35.00	14.00	22.80	12.00	1.63	0.86	Meet the Target	Do Not Meet the Target
28	148th Ave SE	SE 24th St	SE 37th St	2b	>0.75	35.00	14.00	27.10	8.00	1.94	0.57	Meet the Target	Do Not Meet the Target
29a	150th Ave SE	SE 37th St	SE 38th St	2b	>0.75	30.00	12.00	20.10	22.00	1.68	1.83	Meet the Target	Meet the Target
29b	150th Ave SE	SE 38th St	Newport Way	3	>0.9	30.00	12.00	25.50	20.10	2.13	1.68	Meet the Target	Meet the Target
30a	156th Ave NE	Bel-Red Rd	NE 20th St	1b	>0.5	30.00	12.00	17.90	12.20	1.49	1.02	Meet the Target	Meet the Target
30b	156th Ave NE	NE 20th St	NE 8th St	2a	>0.75	30.00	12.00	17.70	17.20	1.48	1.43	Meet the Target	Meet the Target
31	156th Ave	NE 8th St	Lake Hills Blvd	3	>0.9	25.00	10.00	21.50	16.90	2.15	1.69	Meet the Target	Meet the Target
32a	156th Ave SE	Lake Hills Blvd	SE 27th St	3	>0.9	30.00	12.00	21.70	19.30	1.81	1.61	Meet the Target	Meet the Target
32b	156th Ave SE	SE 27th St	Eastgate Way	2b	>0.75	30.00	12.00	27.10	25.40	2.26	2.12	Meet the Target	Meet the Target
33	West Lake Sammamish Pkwy	NE 24th St	Northup Way	3	>0.9	25.00	10.00	38.20	35.90	3.82	3.59	Meet the Target	Meet the Target
34	West Lake Sammamish Pkwy	Northup Way	SE 34th St	3	>0.9	25.00	10.00	32.95	27.30	3.30	2.73	Meet the Target	Meet the Target
35	West Lake Sammamish Pkwy	SE 34th St	I-90 (SE Newport Way)	3	>0.9	25.00	10.00	30.60	19.00	3.06	1.90	Meet the Target	Meet the Target
36	Lakemont Blvd	I-90	164th Ave SE	3	>0.9	40.00	16.00	29.80	21.35	1.86	1.33	Meet the Target	Meet the Target
37	Lakemont Blvd	164th Ave SE	Newcastle	3	>0.9	30.00	12.00	33.20	31.85	2.77	2.65	Meet the Target	Meet the Target
38a	Northup Way	Bellevue Way	SR 520	3	>0.9	35.00	14.00	19.10	21.80	1.36	1.56	Meet the Target	Meet the Target
38b	Northup Way	SR 520	124th Ave NE	1b	>0.5	35.00	14.00	20.70	21.90	1.48	1.56	Meet the Target	Meet the Target
39	NE 20th St	124th Ave NE	140th Ave NE	1b	>0.5	35.00	14.00	19.90	23.20	1.42	1.66	Meet the Target	Meet the Target
40	NE 20th St	140th Ave NE	156th Ave NE	1b	>0.5	35.00	14.00	14.80	18.60	1.06	1.33	Meet the Target	Meet the Target
41a	Northup Way	156th Ave NE	164th Ave NE	2a	>0.75	35.00	14.00	22.80	22.80	1.63	1.63	Meet the Target	Meet the Target
41b	Northup Way	164th Ave NE	West Lake Sammamish Pkwy	3	>0.9	35.00	14.00	17.80	21.70	1.27	1.55	Meet the Target	Meet the Target
42a	NE 24th St	140th Ave NE	SR 520	3	>0.9	35.00	14.00	21.00	21.70	1.50	1.55	Meet the Target	Meet the Target
42b	NE 24th St	SR 520	148th Ave NE	ib	>0.9	35.00	14.00	14.90	21.40	1.06	1.53	Meet the Target	Meet the Target
43a	NE 24th St	Bel-Red Rd	156th Ave NE	1b	>0.5	30.00	12.00	6.50	8.40	0.54	0.70	Meet the Target	Meet the Target
43b	NE 24th St	156th Ave NE	164th Ave NE	3	>0.9	30.00	12.00	24.40	24.70	2.03	2.06	Meet the Target	Meet the Target
44	NE Spring Boulevard	NE 12th St	NE 20th St	1b	>0.5	25.00	10.00						
45	NE 12th St	Bellevue Way	116th Ave NE	1a	>0.5	30.00	12.00	18.70	18.20	1.56	1.52	Meet the Target	Meet the Target
46	NE 12th St	116th Ave NE	124th Ave NE	1b	>0.5	30.00	12.00	19.70	21.30	1.64	1.78	Meet the Target	Meet the Target
47	Bel-Red Rd	124th Ave NE	148th Ave NE	1b	>0.5	35.00	14.00	20.20	22.80	1.44	1.63	Meet the Target	Meet the Target
48a	Bel-Red Rd	148th Ave NE	156th Ave NE	1b	>0.5	35.00	14.00	19.40	17.10	1.39	1.22	Meet the Target	Meet the Target
48b	Bel-Red Rd	156th Ave NE	164th Ave NE	3	>0.9	35.00	14.00	22.10	18.00	1.58	1.29	Meet the Target	Meet the Target
49	Bel-Red Rd	164th Ave NE	Redmond	3	>0.9	30.00	12.00	27.50	31.10	2.29	2.59	Meet the Target	Meet the Target
50	NE 10th St	Bellevue Way	116th Ave NE	1	>0.5	30.00	12.00	13.00	13.70	1.08	1.14	Meet the Target	Meet the Target
51	NE 8th St	Medina	100th Ave NE	3	>0.9	30.00	12.00	23.20	26.20	1.93	2.18	Meet the Target	Meet the Target
52	NE 8th St	100th Ave NE	I-405	1a	>0.5	30.00	12.00	13.30	12.70	1.11	1.06	Meet the Target	Meet the Target
53a	NE 8th St	I-405	123rd Ave NE	1c	>0.5	30.00	12.00	17.60	17.50	1.47	1.46	Meet the Target	Meet the Target
53b	NE 8th St	123rd Ave NE	124th Ave NE	3	>0.9	30.00	12.00	15.30	17.60	1.28	1.47	Meet the Target	Meet the Target
54	NE 8th St	124th Ave NE	148th Ave NE	3	>0.9	35.00	14.00	19.10	27.40	1.36	1.96	Meet the Target	Meet the Target
55a	NE 8th St	148th Ave NE	153rd Ave NE	3	>0.9	35.00	14.00	22.40	21.00	1.60	1.50	Meet the Target	Meet the Target
55b	NE 8th St	153rd Ave NE	164th Ave NE	2a	>0.75	35.00	14.00	20.70	22.60	1.48	1.61	Meet the Target	Meet the Target
56	NE 8th St	164 Ave NE	Northup Way	3	>0.9	25.00	10.00	24.10	25.30	2.41	2.53	Meet the Target	Meet the Target
57	NE 4th St	Bellevue Way	116th Ave NE	1	>0.5	30.00	12.00	9.30	8.40	0.78	0.70	Meet the Target	Meet the Target
58	Main St	Bellevue Way	116th Ave NE	1	>0.5	30.00	12.00	14.10	14.00	1.18	1.17	Meet the Target	Meet the Target
59	SE 8th St	112th Ave SE	Lake Hills Connector	1c	>0.5	35.00	14.00	17.10	19.60	1.22	1.40	Meet the Target	Meet the Target
60	Lake Hills Connector/SE 8th St	Richards Road	148th Ave SE	3	>0.9	30.00	12.00	25.30	29.60	2.11	2.47	Meet the Target	Meet the Target
61	Lake Hills Blvd	148th Ave SE	156th Ave SE	3	>0.9	30.00	12.00	19.30	22.30	1.61	1.86	Meet the Target	Meet the Target
62	SE 26th St/Kamber Rd	Richards Road	140th Ave SE	2b	>0.75	35.00	14.00	24.00	22.50	1.71	1.61	Meet the Target	Meet the Target
63	Eastgate Way	Richards Road	139th Ave SE	2b	>0.75	35.00	14.00	33.10	14.00	2.36	1.00	Meet the Target	Meet the Target
64	Eastgate Way	139th Ave SE	150th Ave SE	2b	>0.75	35.00	14.00	25.00	28.40	1.79	2.03	Meet the Target	Meet the Target
65	Eastgate Way	150th Ave SE	161st Ave SE	2b	>0.75	30.00	12.00	22.20	21.40	1.85	1.78	Meet the Target	Meet the Target
66	SE 36th St	Factoria Blvd	142nd Ave SE	2	>0.75	35.00	14.00	18.90	19.70	1.35	1.41	Meet the Target	Meet the Target
67	SE 36th St	142nd Ave SE	150th Ave SE	2b	>0.75	35.00	14.00	24.10	30.70	1.72	2.19	Meet the Target	Meet the Target
68a	Newport Way	Factoria Blvd	133rd Ave SE	2c	>0.75	30.00	12.00	25.00	15.30	2.08	1.28	Meet the Target	Meet the Target
68b	Newport Way	133rd Ave SE	SE Allen Rd	3	>0.9	30.00	12.00	21.30	19.90	1.78	1.66	Meet the Target	Meet the Target
69	Newport Way	SE Allen Rd	150th Ave SE	3	>0.9	30.00	12.00	24.20	26.25	2.02	2.19	Meet the Target	Meet the Target
70	NE 1ST ST	LAKE WASHINGTON BLVD NE	NE 8TH ST/92ND AVE NE	3	>0.9	25.00	10.00	27.00	22.50	2.70	2.25	Meet the Target	Meet the Target
71	NE 4th St	116th Ave NE	120th Ave NE	1c	>0.5	30.00	12.00	16.20	10.00	1.35	0.83	Meet the Target	Meet the Target
72	120th Ave NE	NE 4th St	Northup Way	1b	>0.5	30.00	12.00	19.30	17.20	1.61	1.43	Meet the Target	Meet the Target
73	SE 1st St/120th Ave NE	116th Ave NE	NE 4th St	1c	>0.5	25.00	10.00	22.40	16.30	2.24	1.63	Meet the Target	Meet the Target
74	Main St	140th Ave	156th Ave	3	>0.9	25.00	10.00	18.90	22.20	1.89	2.22	Meet the Target	Meet the Target
75	SE 24th St	145th Ave SE	148th Ave SE	2b	>0.75	25.00	10.00	16.10	16.30	1.61	1.63	Meet the Target	Meet the Target
76	130th Ave NE	Bel-rRed Rd	NE 20th St	1b	>0.5	30.00	12.00	22.90	22.90	1.91	1.91	Meet the Target	Meet the Target
Average								21.60	19.54			1	5

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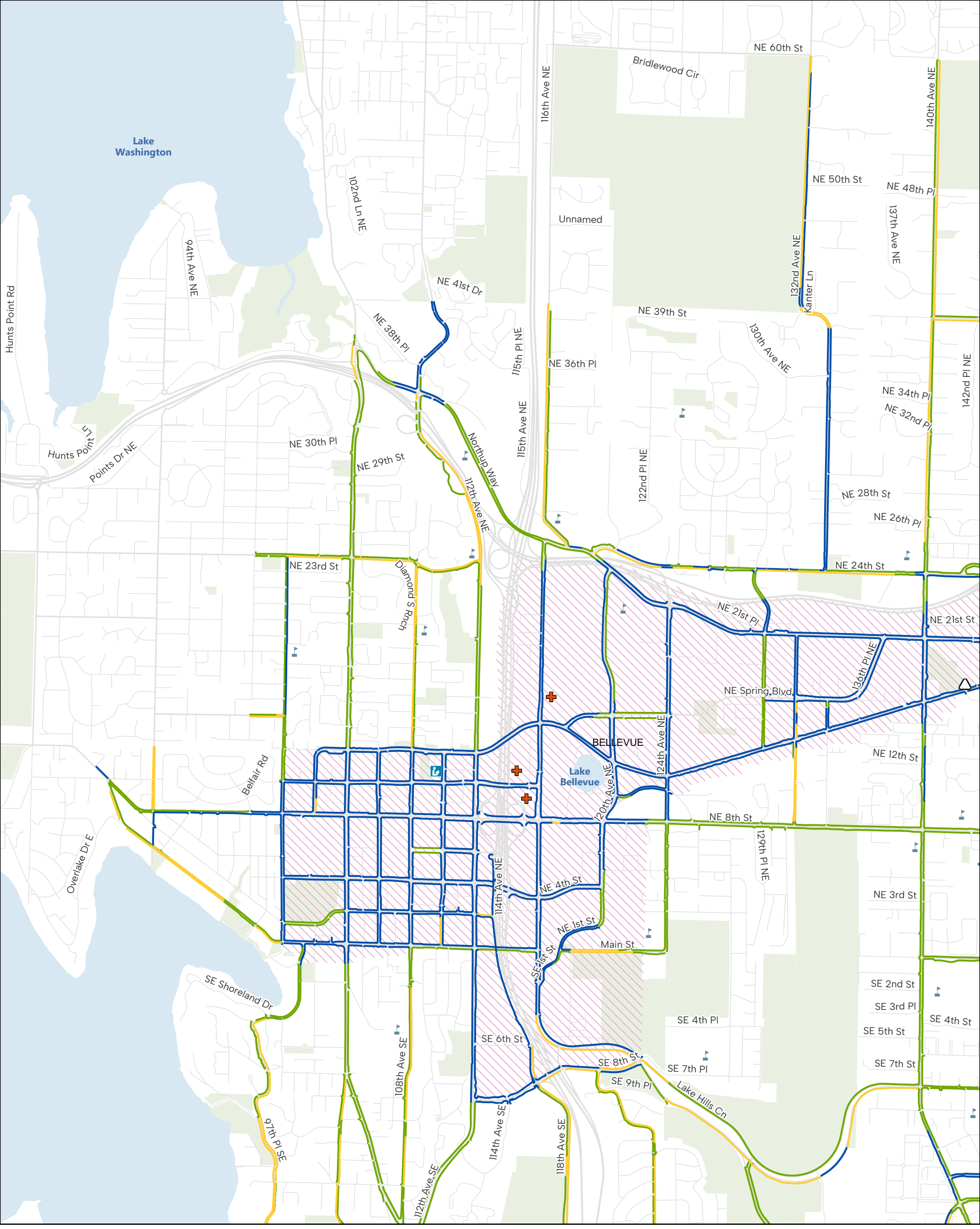
appendix

F

Future Arterial Pedestrian Network Performance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Points Dr NE
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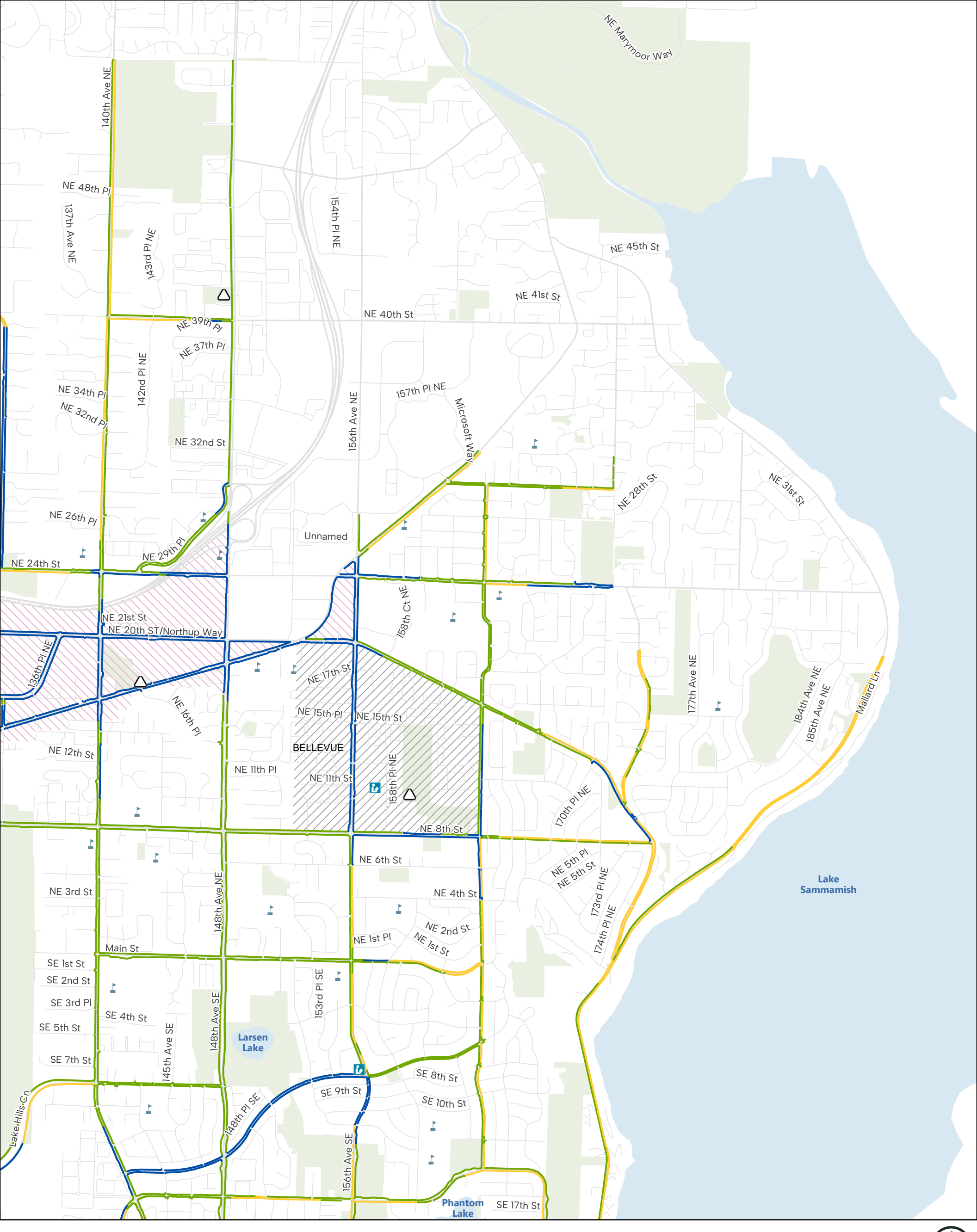
112th Ave NE
115th Pl NE
115th Ave NE
116th Ave NE
Bridlewood Cir
NE 60th St
Unnamed
NE 50th St
NE 48th Pl
132nd Ave NE
Kanter Ln
137th Ave NE
140th Ave NE
NE 39th St
130th Ave NE
NE 36th Pl
122nd Pl NE
NE 34th Pl
NE 32nd Pl
142nd Pl NE
NE 28th St
NE 26th Pl
NE 24th St
NE 23rd St
Diamond S Ranch
NE 21st Pl
NE 21st St
136th Pl NE
NE Spring Blvd
BELLEVUE
Lake Bellevue
124th Ave NE
120th Ave NE
NE 12th St
NE 8th St
129th Pl NE
Belfair Rd
Overlake Dr E
NE 4th St
114th Ave NE
NE 1st St
Main St
SE 1st St
NE 3rd St
SE Shoreland Dr
SE 2nd St
SE 3rd Pl
SE 4th Pl
SE 4th St
SE 5th St
SE 6th St
SE 8th St
SE 7th Pl
SE 7th St
SE 9th Pl
Lake Hills Cn
108th Ave SE
97th Pl SE
114th Ave SE
118th Ave SE
112th Ave SE
Meets PLTS Target
Exists but does not meet PLTS Target
Facility Gap
School
Hospital
Community Center
Library
PMA 1
PMA 2
Park
N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142nd Pl NE
NE 34th Pl
NE 32nd Pl
NE 32nd St
156th Ave NE
157th Pl NE
Microsoft Way
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NE 31st St
NE 26th Pl
NE 29th Pl
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NE 24th St
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Lake Sammamish
NE 3rd St
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Main St
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SE 3rd Pl
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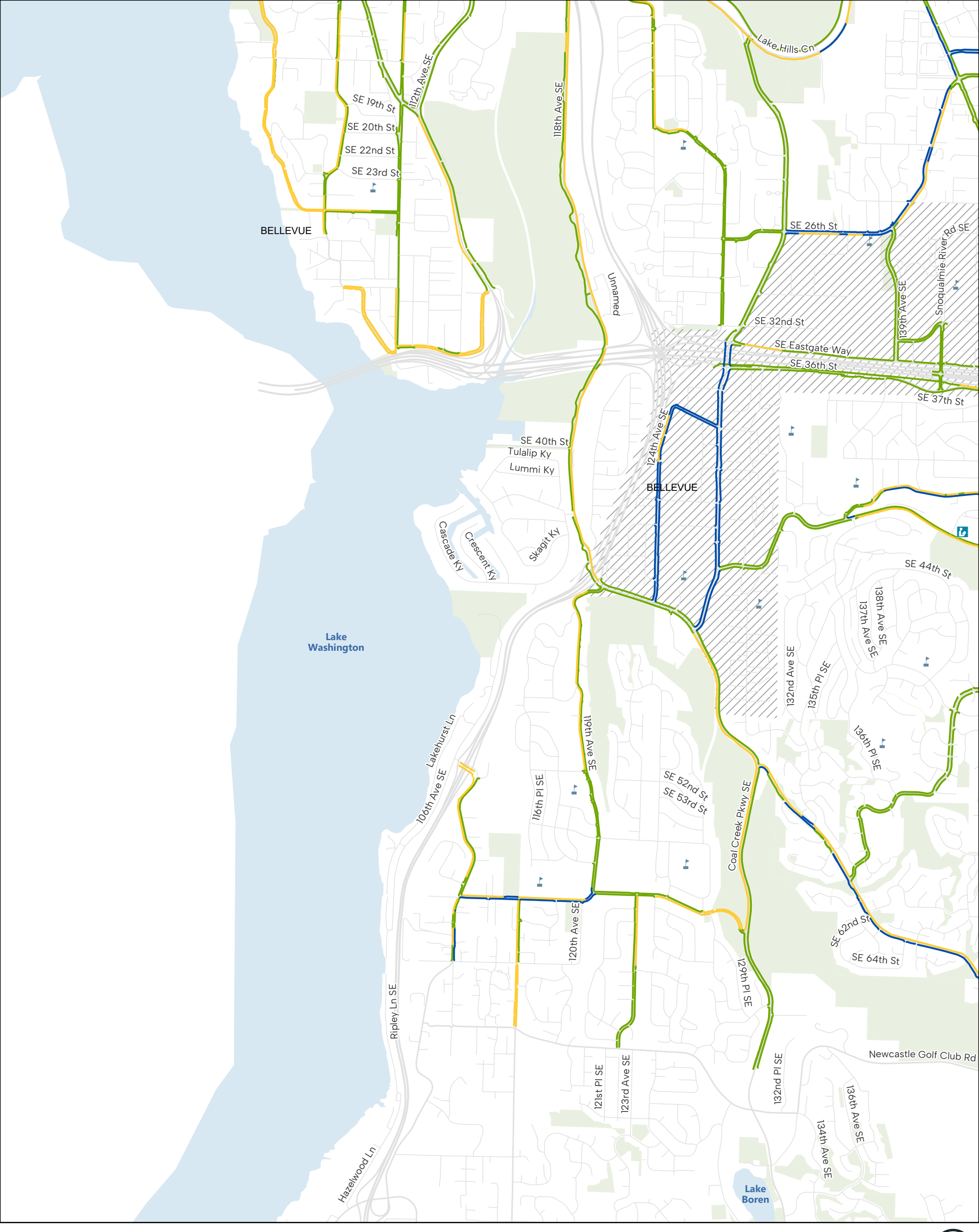
SE 5th St
SE 7th St
153rd Pl SE
148th Ave SE
145th Ave SE
Larsen Lake
SE 8th St
SE 9th St
SE 10th St
148th Pl SE
156th Ave SE
Lake Hills Cn
Phantom Lake
SE 17th St
Meets PLTS Target
Exists but does not meet PLTS Target
Facility Gap
School
Hospital
Community Center
Library
PMA 1
PMA 2
Park
N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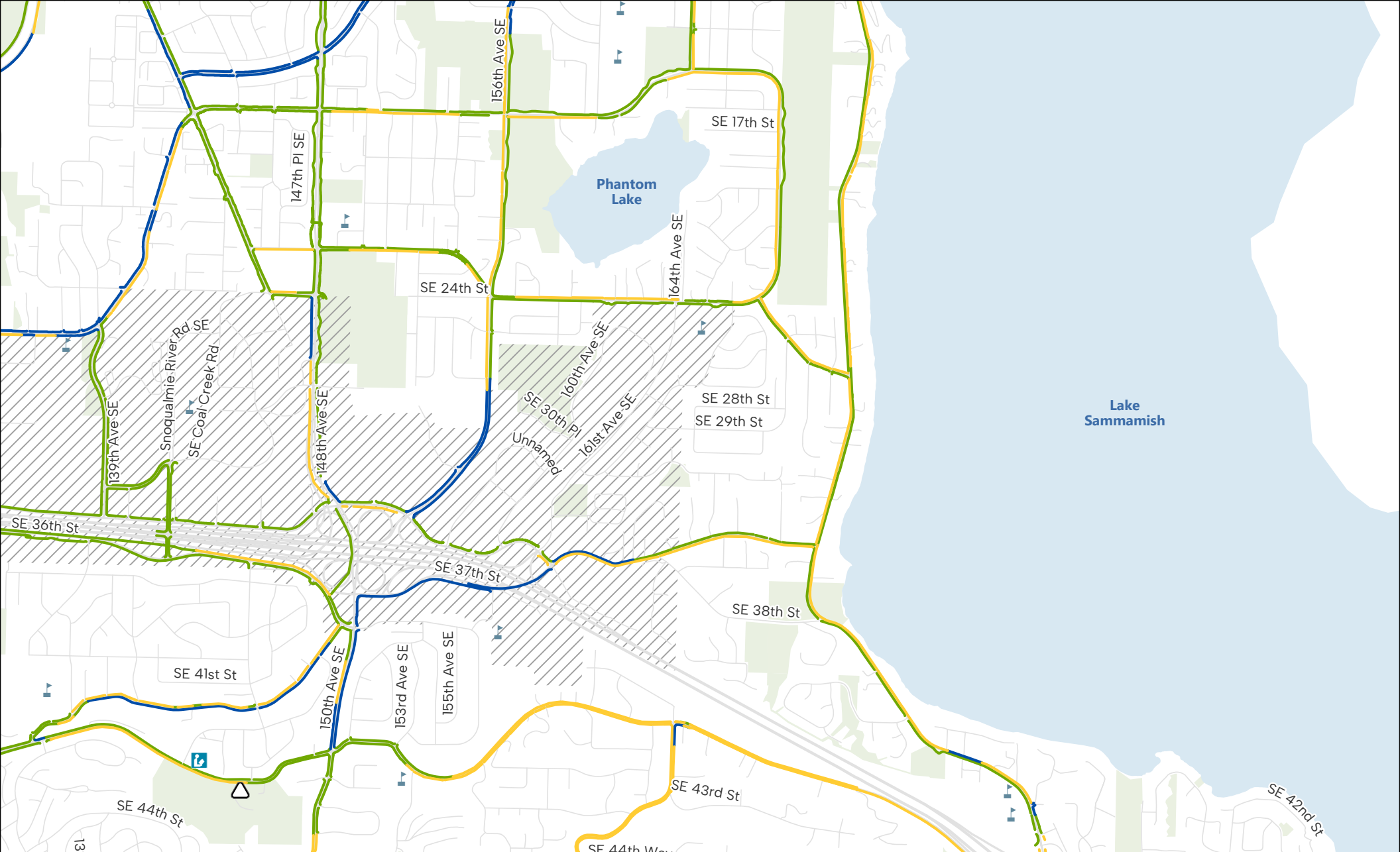
BELLEVUE
Unnamed
SE 26th St
Snoqualmie River Rd SE
139th Ave SE
SE 32nd St
SE Eastgate Way
SE 36th St
SE 37th St
124th Ave SE
SE 40th St
Tulalip Ky
Lummi Ky
BELLEVUE
Cascade Ky
Crescent Ky
Skagit Ky
SE 44th St
138th Ave SE
137th Ave SE
132nd Ave SE
135th Pl SE
136th Pl SE
Lake Washington
Lakehurst Ln
106th Ave SE
116th Pl SE
116th Ave SE
SE 52nd St
SE 53rd St
Coal Creek Pkwy SE
SE 62nd St
SE 64th St
126th Pl SE
120th Ave SE
Ripley Ln SE
121st Pl SE
123rd Ave SE
132nd Pl SE
Newcastle Golf Club Rd
136th Ave SE
134th Ave SE
Hazelwood Ln
Lake Boren
Meets PLTS Target
Exists but does not meet PLTS Target
Facility Gap
School
Hospital
Community Center
Library
PMA 1
PMA 2
Park
N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Phantom Lake
164th Ave SE
SE 24th St
Snoqualmie River Rd SE
SE Coal Creek Rd
139th Ave SE
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SE 30th Pl
161st Ave SE
Unnamed
SE 28th St
SE 29th St
Lake Sammamish
SE 36th St
SE 37th St
SE 38th St
SE 41st St
150th Ave SE
153rd Ave SE
155th Ave SE
SE 43rd St
SE 44th St
SE 44th Way
SE 42nd St
138th Ave SE
137th Ave SE
SE 46th Way
SE 47th Pl
SE 49th St
SE 50th St
SE 51st St
136th Pl SE
BELLEVUE
Lakemont Blvd SE
Nw Village Park Dr
SE Newport Way
SE 56th St
152nd Ave SE
SE 58th St
SE 62nd St
Forest Dr SE
SE 64th St
SE 63rd St
SE 60th St
182nd Ave SE
SE 64th Way
SE 62nd Pl
SE 63rd Pl
SE 65th Pl
Newcastle Golf Club Rd
136th Ave SE
SE Six Penny Ln
170th Ave SE
172nd Ave SE
Meets PLTS Target
Exists but does not meet PLTS Target
Facility Gap
School
Hospital
Community Center
Library
PMA 1
PMA 2
Park
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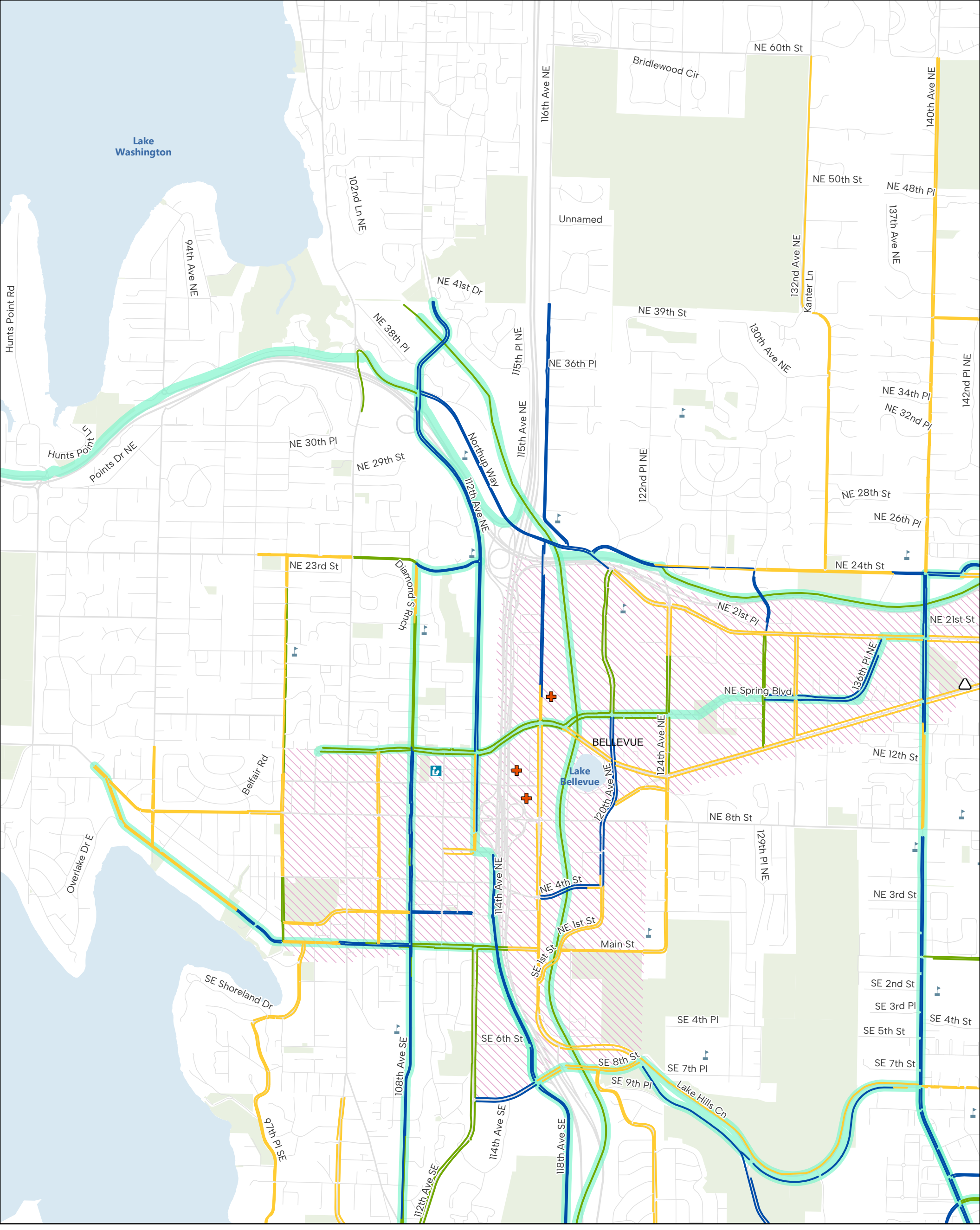
appendix
G

Future Arterial Bicycle Network Performance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Hunts Point Rd
94th Ave NE
102nd Ln NE
NE 41st Dr
NE 38th Pl
Hunts Point Ln
Points Dr NE
NE 30th Pl
NE 29th St
Northup Way
112th Ave NE
115th Pl NE
115th Ave NE
116th Ave NE
Bridlewood Cir
NE 60th St
Unnamed
NE 50th St
NE 48th Pl
132nd Ave NE
Kanter Ln
137th Ave NE
140th Ave NE
NE 39th St
130th Ave NE
NE 36th Pl
122nd Pl NE
NE 34th Pl
NE 32nd Pl
142nd Pl NE
NE 28th St
NE 26th Pl
NE 24th St
NE 23rd St
Diamond S Ranch
NE 21st Pl
NE 21st St
136th Pl NE
NE Spring Blvd
BELLEVUE
Lake Bellevue
124th Ave NE
120th Ave NE
NE 12th St
NE 8th St
129th Pl NE
Belfair Rd
Overlake Dr E
NE 4th St
NE 1st St
Main St
SE 1st St
114th Ave NE
NE 3rd St
SE Shoreland Dr
SE 2nd St
SE 3rd Pl
SE 4th Pl
SE 4th St
SE 5th St
SE 6th St
SE 8th St
SE 7th Pl
SE 7th St
SE 9th Pl
Lake Hills Cn
108th Ave SE
97th Pl SE
114th Ave SE
118th Ave SE
112th Ave SE
Meets BLTS Target
Exists but does not meet BLTS Target
Facility Gap
Priority Bicycle Corridor
School
Hospital
Community Center
Library
PMA 1
PMA 2
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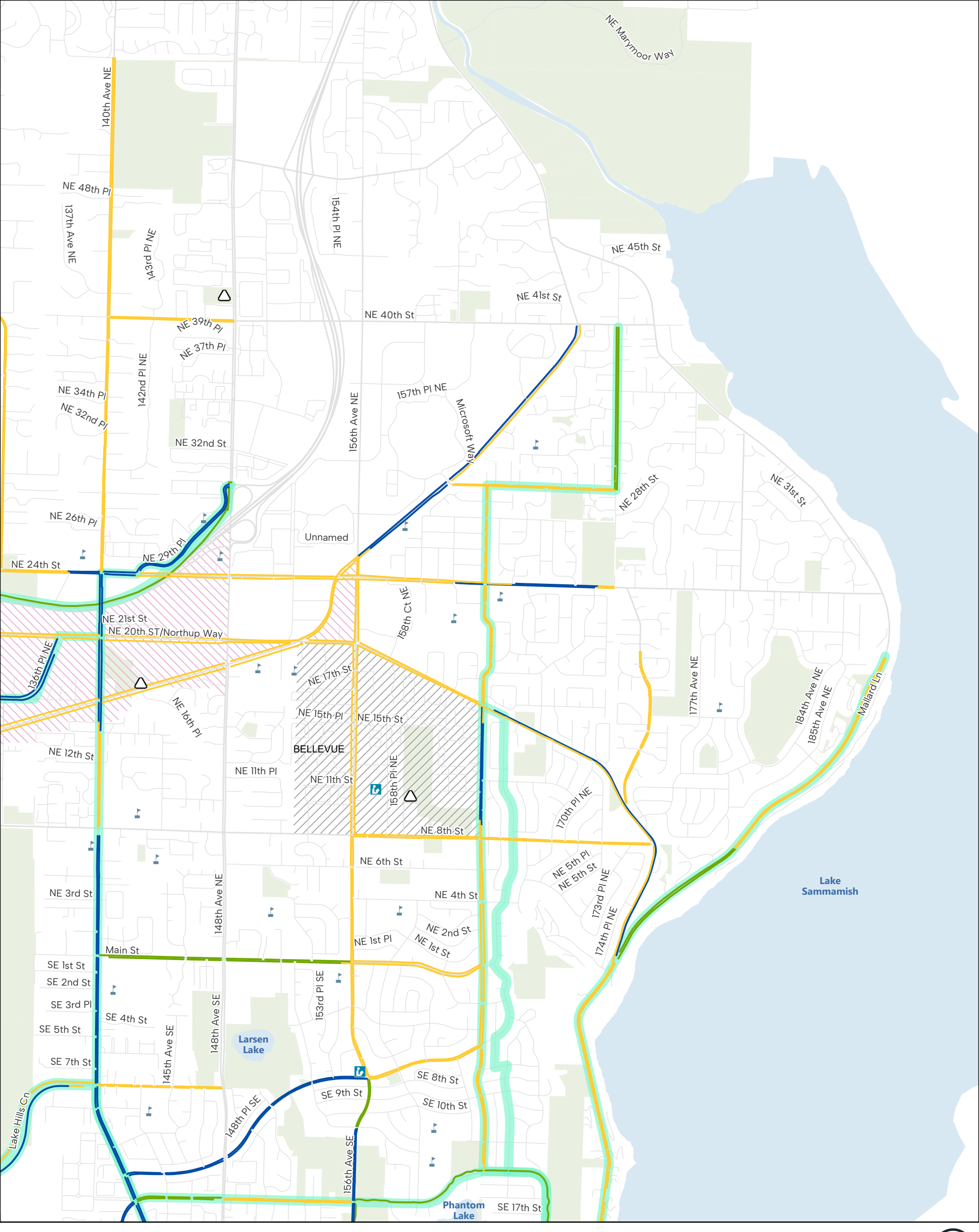

Meets BLTS Target

Exists but does not meet BLTS Target

Facility Gap

Priority Bicycle Corridor

School

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Library

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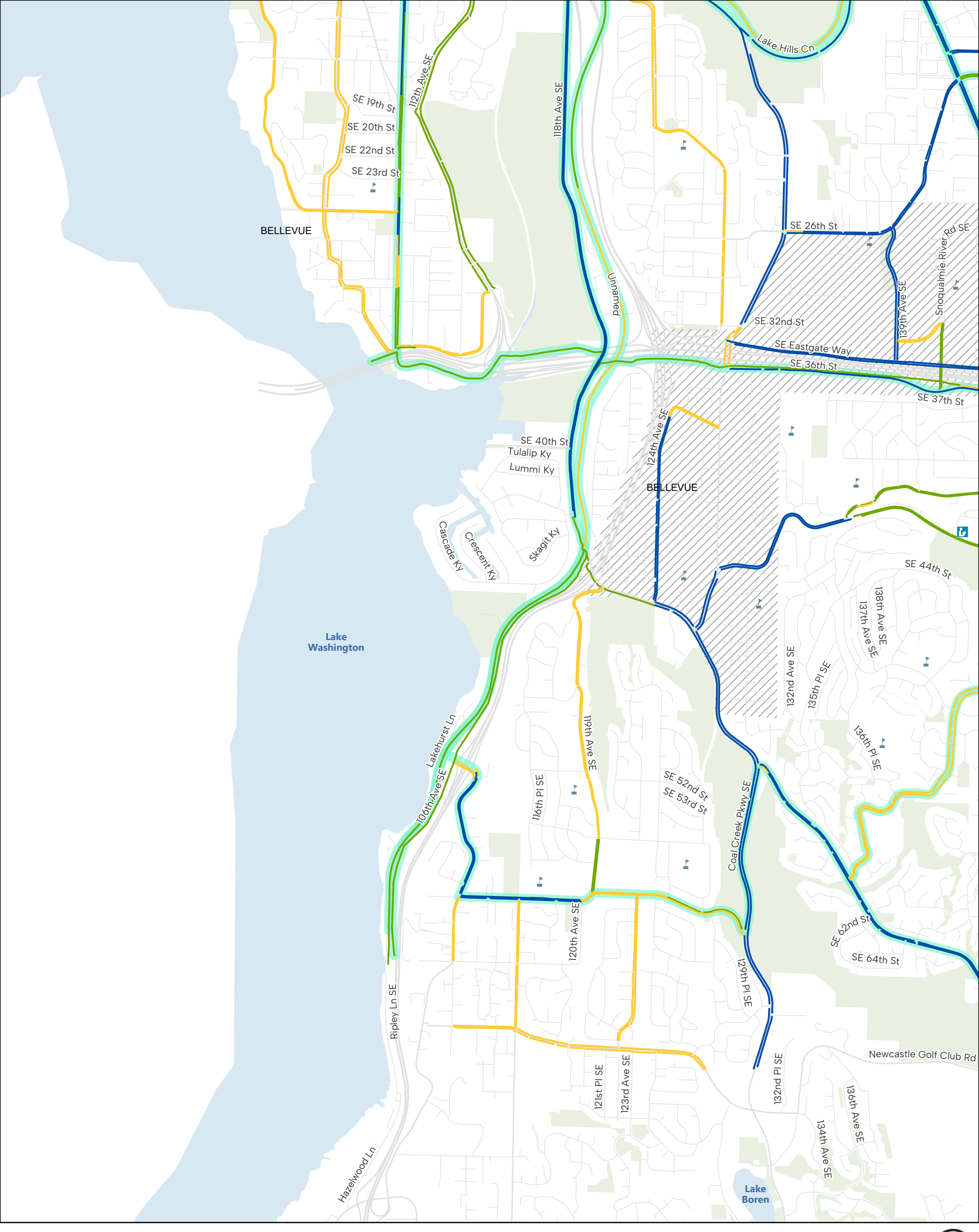
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SE 22nd St
SE 23rd St
BELLEVUE
Unnamed
SE 26th St
Snoqualmie River Rd SE
139th Ave SE
SE 32nd St
SE Eastgate Way
SE 36th St
SE 37th St
124th Ave SE
SE 40th St
Tulalip Ky
Lummi Ky
BELLEVUE
Cascade Ky
Crescent Ky
Skagit Ky
SE 44th St
138th Ave SE
137th Ave SE
132nd Ave SE
135th Pl SE
136th Pl SE
Lake Washington
Lakehurst Ln
106th Ave SE
116th Pl SE
119th Ave SE
SE 52nd St
SE 53rd St
Coal Creek Pkwy SE
120th Ave SE
SE 62nd St
SE 64th St
126th Pl SE
Ripley Ln SE
121st Pl SE
123rd Ave SE
132nd Pl SE
Newcastle Golf Club Rd
136th Ave SE
134th Ave SE
Hazelwood Ln
Lake Boren
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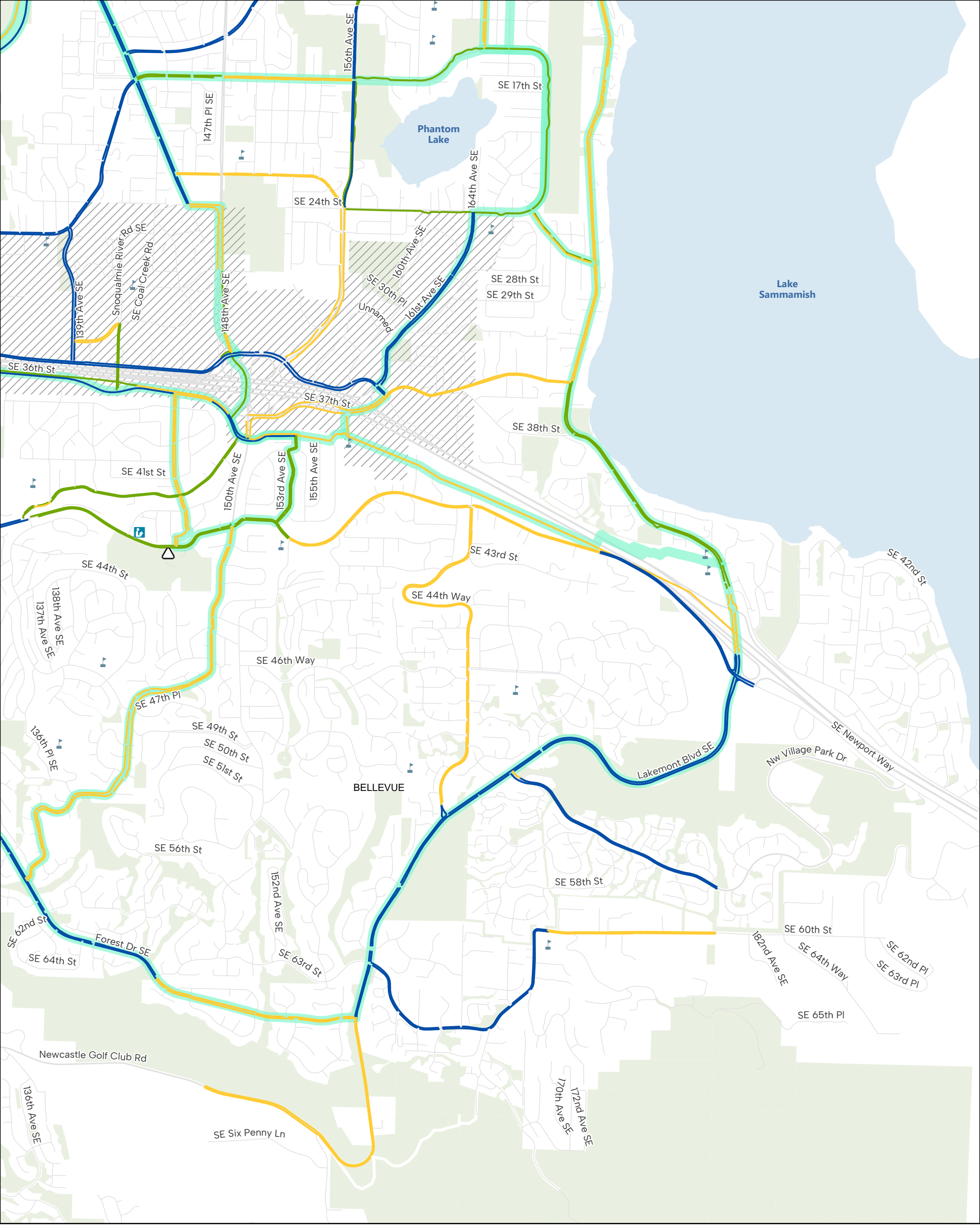
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SE 24th St
139th Ave SE
Snoqualmie River Rd SE
SE Coal Creek Rd
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SE 30th Pl
Unnamed
161st Ave SE
SE 28th St
SE 29th St
Lake Sammamish
SE 36th St
SE 37th St
SE 38th St
SE 41st St
150th Ave SE
153rd Ave SE
155th Ave SE
SE 43rd St
SE 44th St
SE 44th Way
SE 42nd St
138th Ave SE
137th Ave SE
SE 46th Way
SE 47th Pl
SE 49th St
SE 50th St
SE 51st St
136th Pl SE
BELLEVUE
Lakemont Blvd SE
Nw Village Park Dr
SE Newport Way
SE 56th St
152nd Ave SE
SE 58th St
SE 62nd St
Forest Dr SE
SE 64th St
SE 63rd St
SE 60th St
182nd Ave SE
SE 64th Way
SE 62nd Pl
SE 63rd Pl
SE 65th Pl
Newcastle Golf Club Rd
136th Ave SE
SE Six Penny Ln
170th Ave SE
172nd Ave SE
Meets BLTS Target
Exists but does not meet BLTS Target
Facility Gap
Priority Bicycle Corridor
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appendix
H

System Intersection Volume/Capacity Ratios - 2045 from FEIS Appendix K

DRAFT **Date: 10/13/2025**

TFP 2045 Build
25% Work-At-Home

Area 1a Downtown

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
3	100th Ave NE	NE 8th St	1a	862	1396	0.62	Meet Target
5	Bellevue Wy NE	NE 12th St	1a	1140	1396	0.82	Meet Target
7	Bellevue Wy NE	NE 8th St	1a	983	1297	0.76	Meet Target
8	Bellevue Wy NE	NE 4th St	1a	802	1297	0.62	Meet Target
9	Bellevue Wy	Main St	1a	1097	1354	0.81	Meet Target
20	108th Ave NE	NE 12th St	1a	884	1455	0.61	Meet Target
21	108th Ave NE	NE 8th St	1a	690	1325	0.52	Meet Target
22	108th Ave NE	NE 4th St	1a	939	1297	0.72	Meet Target
24	108th Ave	Main St	1a	632	1490	0.42	Meet Target
25	112th Ave NE	NE 12th St	1a	1339	1396	0.96	Meet Target
26	112th Ave NE	NE 8th St	1a	1633	1264	1.29	Do Not Meet Target
36	112th Ave	Main St	1a	952	1396	0.68	Meet Target
72	112th Ave NE	NE 4th St	1a	1329	1382	0.96	Meet Target
6	Bellevue Way NE	NE 10th St	1a	791	1470	0.54	Meet Target
27	110th Ave NE	NE 8th St	1a	1081	1410	0.77	Meet Target
23	108th Ave NE	NE 2nd St	1a	595	1520	0.39	Meet Target
16	106th Ave NE	NE 8th St	1a	836	1410	0.59	Meet Target
162	110th Ave NE	NE 12th St	1a	774	1470	0.53	Meet Target
15	106th Ave NE	NE 12th St	1a	770	1470	0.52	Meet Target
17	106th Ave NE	NE 4th St	1a	650	1410	0.46	Meet Target
128	112th Ave NE	NE 2nd St	1a	733	1520	0.48	Meet Target
235	110th Ave NE	NE 10th St	1a	663	1520	0.44	Meet Target
190	108th Ave NE	NE 10th St	1a	600	1520	0.39	Meet Target
154	106th Ave NE	NE 10th St	1a	604	1520	0.4	Meet Target
107	112th Ave NE	NE 6th St	1a	860	1410	0.61	Meet Target
234	112th Ave NE	NE 10th St	1a	1098	1410	0.78	Meet Target
159	110th Ave NE	NE 4th St	1a	770	1410	0.55	Meet Target
31	Bellevue Way NE	NE 2nd St	1a	704	1470	0.48	Meet Target
4	102nd Ave NE	NE 8th St	1a	730	1470	0.5	Meet Target
224	I-405 SB Ramps	NE 4th St	1a	829	1470	0.56	Meet Target
Int not meeting the target						1	
Area Target						*1.00*	

Area 1b BelRed

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
29	116th Ave NE	NE 12th St	1b	1446	1396	1.04	Do Not Meet Target
32	120th Ave NE	NE 12th St	1b	1495	1403	1.07	Do Not Meet Target
34	124th Ave NE	Bel-Red Rd	1b	1337	1403	0.95	Meet Target
37	130th Ave NE	Bel-Red Rd	1b	1053	1463	0.72	Meet Target
39	140th Ave NE	NE 20th St	1b	995	1403	0.71	Meet Target
40	140th Ave NE	Bel-Red Rd	1b	1058	1396	0.76	Meet Target
47	148th Ave NE	NE 20th St	1b	1298	1396	0.93	Meet Target
48	148th Ave NE	Bel-Red Rd	1b	1461	1403	1.04	Do Not Meet Target
59	Bel-Red Rd	NE 24th St	1b	726	1455	0.5	Meet Target

60	156th Ave NE	Bel-Red Rd	1b	988	1396	0.71	Meet Target
61	156th Ave NE	NE 24th St	1b	1203	1382	0.87	Meet Target
68	130th Ave NE	Northup Wy	1b	961	1403	0.68	Meet Target
81	148th Ave NE	NE 24th St	1b	1286	1396	0.92	Meet Target
88	124th Ave NE	Northup Wy	1b	1279	1403	0.91	Meet Target
117	120th Ave NE	Northup Wy	1b	1336	1463	0.91	Meet Target
167	Spring Blvd	NE 12th St	1b	1245	1470	0.85	Meet Target
196	130th Ave NE	Spring Blvd	1b	386	1470	0.26	Meet Target
197	132nd Ave NE	Spring Blvd	1b	1011	1410	0.72	Meet Target
38	132nd Ave NE	Bel-Red Rd	1b	1105	1470	0.75	Meet Target
175	134th Ave NE	Bel-Red Rd	1b	736	1470	0.5	Meet Target
252	132nd Ave NE	NE 20th St	1b	927	1470	0.63	Meet Target
149	124th Ave NE	Spring Blvd	1b	715	1410	0.51	Meet Target
168	120th Ave NE	Spring Blvd	1b	821	1410	0.58	Meet Target
185	136th Pl NE	Northup Way/NE 20th	1b	771	1470	0.52	Meet Target
279	148th Ave NE	SR 520 Ramps	1b	904	1520	0.59	Meet Target
177	120th Ave NE	Bel-Red Rd	1b	811	1410	0.58	Meet Target
58	Bel-Red Rd	NE 20th St	1b	1205	1455	0.83	Meet Target
62	156th Ave NE	Northup Wy	1b	1272	1403	0.91	Meet Target
Int not meeting the target						3	
Area Target						*1.00*	

Area 1c Wilburton/East Main

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
30	116th Ave NE	NE 8th St	1c	1558	1396	1.12	Do Not Meet Target
73	116th Ave	Main St	1c	1237	1403	0.88	Meet Target
89	112th Ave SE	SE 8th St	1c	597	1463	0.41	Meet Target
102	118th Ave SE	SE 8th St	1c	1206	1403	0.86	Meet Target
131	116th Ave SE	SE 1st St	1c	1619	1403	1.15	Do Not Meet Target
139	116th Ave NE	NE 4th St	1c	1682	1396	1.2	Do Not Meet Target
219	I-405 NB Off and On Ramps	SE 8th St	1c	411	1463	0.28	Meet Target
226	I-405 SB Ramps	SE 8th St	1c	571	1463	0.39	Meet Target
33	120th Ave NE	NE 8th St	1c	1390	1410	0.99	Meet Target
165	116th Ave NE	NE 10th St	1c	845	1470	0.57	Meet Target
181	NE 1st St	Main St	1c	1014	1470	0.69	Meet Target
106	121St Ave SE	SE 8th St	1c	564	1470	0.38	Meet Target
187	120th Ave NE	NE 4th St	1c	1014	1470	0.69	Meet Target
225	I-405 NB Ramps	NE 4th St	1c	930	1470	0.63	Meet Target
259	I-405 NB Ramps	NE 10th St	1c	697	1470	0.47	Meet Target
71	Lk Hills Connector	SE 7th Pl	1c	1396	1403	1	Meet Target
Int not meeting the target						3	
Area Target						*1.00*	

Area 2a Crossroads

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
63	156th Ave NE	NE 8th St	2a	1048	1382	0.76	Meet Target
76	164th Ave NE	Northup Wy	2a	1040	1403	0.74	Meet Target
87	164th Ave NE	NE 8th St	2a	1033	1512	0.68	Meet Target
Int not meeting the target						0	
Area Target						*0.90*	

Area 2b Eastgate

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
86	156th Ave SE	SE Eastgate Wy	2b	645	1403	0.46	Meet Target
92	161st Ave SE	SE Eastgate Wy	2b	328	1463	0.22	Meet Target
101	150th Ave SE	SE Eastgate Wy	2b	1223	1403	0.87	Meet Target
171	142nd Ave SE	SE 36th St	2b	1415	1463	0.97	Do Not Meet Target
227	150th Ave SE	I-90 EB Off-Ramp/37tl	2b	983	1463	0.67	Meet Target
272	139th Ave SE	SE Eastgate Wy	2b	725	1463	0.5	Meet Target
286	I-90 EB On-ramp	SE 37th St	2b				Unsignalized, not analyzed
55	148th Ave SE	SE 24th St	2b	1293	1463	0.88	Meet Target
82	Richards Rd	SE 26th St (Kamber Rc	2b	1173	1463	0.8	Meet Target
85	Richards Rd	SE 32nd St	2b	773	1463	0.53	Meet Target
174	150th Ave SE	SE 38th St	2b	1197	1403	0.85	Meet Target
280	139th Ave SE	Kamber Rd	2b	961	1403	0.68	Meet Target
Int not meeting the target						1	
Area Target						*0.90*	

Area 2c Factoria

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
98	Coal Creek Pkwy	Forest Dr	2c	1187	1463	0.81	Meet Target
105	Richards rd	SE Eastgate Wy	2c	971	1455	0.67	Meet Target
202	Factoria Blvd SE	SE Newport Wy	2c	952	1403	0.68	Meet Target
203	Factoria Blvd SE	Coal Creek Pkwy	2c	845	1463	0.58	Meet Target
204	Factoria Blvd SE	SE 36th St (I-90 EB Off	2c	1251	1396	0.9	Meet Target
220	I-405 NB Ramps	Coal Creek Pkwy	2c	1398	1463	0.96	Do Not Meet Target
221	I-405 SB Ramps	Coal Creek Pkwy	2c	1557	1463	1.06	Do Not Meet Target
222	Factoria Blvd SE	SE 38th St	2c	1111	1396	0.8	Meet Target
284	124th Ave SE	Coal Creek Pkwy	2c	1203	1463	0.82	Meet Target
Int not meeting the target						2	
Area Target						*0.90*	

Area 3 Residential

Int	NS Street	EW Street	PMA	Crit Vol	Capacity	v/c	Performance
14	112th Ave SE	Bellevue Wy SE	3	1256	1463	0.86	Do Not Meet Target
35	124th Ave NE	NE 8th St	3	1145	1463	0.78	Meet Target
41	140th Ave NE	NE 8th St	3	1320	1382	0.96	Do Not Meet Target
42	140th Ave	Main St	3	1054	1463	0.72	Meet Target
43	140th Ave SE	SE 8th St	3	1154	1396	0.83	Meet Target
44	145th Pl SE	Lk Hills Blvd	3	998	1455	0.69	Meet Target
45	145th Pl SE	SE 16th St	3	937	1403	0.67	Meet Target
49	148th Ave NE	NE 8th St	3	1332	1403	0.95	Do Not Meet Target
50	148th Ave	Main St	3	1279	1396	0.92	Do Not Meet Target
51	148th Ave SE	Lk Hills Blvd	3	1214	1403	0.87	Do Not Meet Target
52	148th Ave SE	SE 16th St	3	1220	1463	0.83	Meet Target
64	140th Ave NE	NE 24th St	3	1026	1403	0.73	Meet Target
65	148th Ave SE	SE 8th St	3	1163	1463	0.79	Meet Target
69	Bellevue Wy NE	NE 24th St	3	762	1403	0.54	Meet Target
74	Bellevue Wy NE	Northup Wy	3	893	1403	0.64	Meet Target
75	164th Ave NE	NE 24th St	3	863	1403	0.62	Meet Target
78	108th Ave NE	Northup Wy	3	956	1403	0.68	Meet Target
79	148th Ave NE	NE 40th St	3	869	1382	0.63	Meet Target
83	156th Ave	Main St	3	902	1512	0.6	Meet Target
93	Lk Wash Blvd NE	NE10th & NE 1st St (5	3	616	1463	0.42	Meet Target
313	SE Allen Rd/Somerset Blvd	SE Newport Wy	3	864	1410	0.61	Meet Target

114	116th Ave NE	Northup Wy	3	1380	1463	0.94	Do Not Meet Target
116	115th Pl NE	Northup Wy	3	1373	1463	0.94	Do Not Meet Target
118	Northup Wy	NE 24th St	3	980	1463	0.67	Meet Target
133	150th Ave SE	SE Newport Wy	3	946	1403	0.67	Meet Target
134	Richards Rd	Lk Hills Con	3	868	1463	0.59	Meet Target
188	148th Ave NE	NE 29th Pl	3	1076	1441	0.75	Meet Target
228	Lakemont Blvd SE	SE Newport Wy	3	1010	1403	0.72	Meet Target
242	164th Ave SE	Lakemont Blvd	3	709	1463	0.48	Meet Target
274	Village Park Dr SE	Lakemont Blvd SE	3	949	1463	0.65	Meet Target
249	148th Ave NE	NE 51st St	3	1144	1410	0.81	Meet Target
94	92nd Ave NE	NE 8th St	3	461	1520	0.3	Meet Target
53	148th Ave SE	SE 22nd St	3	1137	1470	0.77	Meet Target
231	Bel-Red Rd	NE 30th St	3	505	1470	0.34	Meet Target
143	Coal Creek Pkwy SE	SE 60th St	3	1369	1470	0.93	Do Not Meet Target
13	108th Ave SE	Bellevue Way SE	3	1132	1470	0.77	Meet Target
Int not meeting the target						8	
Area Target						*0.85*	

PMA	Subarea	Performance Target		Number of Intersections Exceeding Performance Target	Total Vol	%Diff to Existing 2024
1a	Downtown	1.00		1	26,370	13.18%
1b	BelRed	1.00		3	29,831	26.37%
1c	Wilburton/East Main	1.00		3	16,731	14.48%
2a	Crossroads	0.90		0	3,121	8.63%
2b	Eastgate	0.90		1	10,716	1.26%
2c	Factoria	0.90		2	10,475	8.21%
3	Residential	0.85		8	36,862	1.95%
All System Intersections				18	134,106	11.00%

200	116th Ave NE	NE 6th St		1096	1470	0.75	Meet Target
201	116th Ave NE	NE 6th St		837	1470	0.57	Meet Target
186	120th Ave NE	NE 6th St					

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appendix

I

Primary Vehicle Corridor Speed - 2045 from FEIS Appendix K

DRAFT Date: 10/13/2025

TFP 2045 Build
25% Work-At-Home

ID	Corridor	From	To	PMA	Target Ratio	Speed Limit (mph)	Typical Urban Travel Speed (mph)	Postprocessed Speed (mph)		Ratio to Target Speed		PP Speed Ratio to the TUTS	
								NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
1	Bellevue Way	SR 520	NE 12th St	3	>0.9	35.00	14.00	30.27	29.60	2.16	2.11	Meet the Target	Meet the Target
2	Bellevue Way	NE 12th St	Main St	1a	>0.5	30.00	12.00	11.80	7.18	0.98	0.60	Meet the Target	Meet the Target
3	Bellevue Way	Main St	112th Ave SE	3	>0.9	30.00	12.00	24.81	17.92	2.07	1.49	Meet the Target	Meet the Target
4	Bellevue Way	112th Ave SE	I-90	3	>0.9	40.00	16.00	26.42	14.58	1.65	0.91	Meet the Target	Meet the Target
5	108th Ave NE	NE 12th St	Main St	1a	>0.5	30.00	12.00	9.16	8.47	0.76	0.71	Meet the Target	Meet the Target
6	112th Ave NE	Northup Way	NE 12th St	3	>0.9	30.00	12.00	22.27	20.96	1.86	1.75	Meet the Target	Meet the Target
7	112th Ave NE	NE 12th St	Main St	1a	>0.5	30.00	12.00	15.38	13.15	1.28	1.10	Meet the Target	Meet the Target
8a	112th Ave SE	Main St	SE 8th St	1c	>0.5	35.00	14.00	22.37	17.84	1.60	1.27	Meet the Target	Meet the Target
8b	112th Ave SE	SE 8th St	Bellevue Way	3	>0.9	35.00	14.00	31.48	8.99	2.25	0.64	Meet the Target	Do Not Meet the Target
9	116th Ave NE	Northup Way	NE 12th St	1b	>0.5	30.00	12.00	23.26	22.51	1.94	1.88	Meet the Target	Meet the Target
10	116th Ave NE	NE 12th St	Main St	1c	>0.5	30.00	12.00	16.79	16.60	1.40	1.38	Meet the Target	Meet the Target
11a	116th Ave NE/Lake Hills Connector	Main St	SE 8th St	1c	>0.5	35.00	14.00	23.88	16.39	1.71	1.17	Meet the Target	Meet the Target
11b	116th Ave NE/Lake Hills Connector	SE 8th St	Richards Road	3	>0.9	35.00	14.00	30.21	29.30	2.16	2.09	Meet the Target	Meet the Target
12a	124th Ave NE	SR 520	NE 10th Pl	1b	>0.5	30.00	12.00	19.00	16.79	1.58	1.40	Meet the Target	Meet the Target
12b	124th Ave NE	NE 10th Pl	NE 8th St	3	>0.9	30.00	12.00	13.85	10.64	1.15	0.89	Meet the Target	Do Not Meet the Target
13	124th Ave SE/SE 38th St	Factoria Blvd	Coal Creek Pkwy	2c	>0.75	35.00	14.00	19.76	21.58	1.41	1.54	Meet the Target	Meet the Target
14a	Richards Road	Lake Hills Connector	SE 26th St	3	>0.9	35.00	14.00	27.15	18.00	1.94	1.29	Meet the Target	Meet the Target
14b	Richards Road	SE 26th St	I-90	2b	>0.75	35.00	14.00	21.16	4.99	1.51	0.36	Meet the Target	Do Not Meet the Target
15	Factoria Blvd	I-90	Coal Creek Pkwy	2c	>0.75	35.00	14.00	19.19	15.63	1.37	1.12	Meet the Target	Meet the Target
16a	Coal Creek Pkwy	I-405	SE 48th Ct	2c	>0.75	35.00	14.00	21.74	25.71	1.55	1.84	Meet the Target	Meet the Target
16b	Coal Creek Pkwy	SE 48th Ct	Forest Drive SE	3	>0.9	35.00	14.00	35.32	32.74	2.52	2.34	Meet the Target	Meet the Target
17	Coal Creek Pkwy	Forest Drive SE	Newcastle	3	>0.9	40.00	16.00	35.95	24.18	2.25	1.51	Meet the Target	Meet the Target
18	Lake Washington Blvd	I-405	Renton	3	>0.9	25.00	10.00	28.27	21.25	2.83	2.12	Meet the Target	Meet the Target
19	140th Ave NE	Bellevue Northern City Limit	NE 24th St	3	>0.9	35.00	14.00	26.16	29.70	1.87	2.12	Meet the Target	Meet the Target
20a	140th Ave NE	NE 24th St	SR 520	3	>0.9	30.00	12.00	16.61	17.18	1.38	1.43	Meet the Target	Meet the Target
20b	140th Ave NE	SR 520	Bel-Red Rd	1b	>0.5	30.00	12.00	14.72	14.85	1.23	1.24	Meet the Target	Meet the Target
21a	140th Ave NE	Bel-Red Rd	NE 14th St	1b	>0.5	30.00	12.00	7.48	5.35	0.62	0.45	Meet the Target	Do Not Meet the Target
21b	140th Ave NE	NE 14th St	NE 8th St	3	>0.9	30.00	12.00	9.39	5.47	0.78	0.46	Do Not Meet the Target	Do Not Meet the Target
22	140th Ave	NE 8th St	SE 8th St	3	>0.9	30.00	12.00	21.20	13.41	1.77	1.12	Meet the Target	Meet the Target
23	140th Ave NE/145th Pl SE	SE 8th St	SE 24th St	3	>0.9	30.00	12.00	24.62	19.17	2.05	1.60	Meet the Target	Meet the Target
24	148th Ave NE	Bellevue Northern City Limit	SR 520	3	>0.9	35.00	14.00	22.91	21.83	1.64	1.56	Meet the Target	Meet the Target
25a	148th Ave	SR 520	NE 15th Ct	1b	>0.5	35.00	14.00	13.93	11.79	0.99	0.84	Meet the Target	Meet the Target
25b	148th Ave	NE 15th Ct	NE 8th St	3	>0.9	35.00	14.00	25.96	18.11	1.85	1.29	Meet the Target	Meet the Target
26	148th Ave	NE 8th St	SE 8th St	3	>0.9	35.00	14.00	23.15	20.37	1.65	1.45	Meet the Target	Meet the Target
27	148th Ave SE	SE 8th St	SE 24th St	3	>0.9	35.00	14.00	22.20	11.52	1.59	0.82	Meet the Target	Do Not Meet the Target
28	148th Ave SE	SE 24th St	SE 37th St	2b	>0.75	35.00	14.00	26.65	8.78	1.90	0.63	Meet the Target	Do Not Meet the Target
29a	150th Ave SE	SE 37th St	SE 38th St	2b	>0.75	30.00	12.00	20.07	21.76	1.67	1.81	Meet the Target	Meet the Target
29b	150th Ave SE	SE 38th St	Newport Way	3	>0.9	30.00	12.00	25.49	20.53	2.12	1.71	Meet the Target	Meet the Target
30a	156th Ave NE	Bel-Red Rd	NE 20th St	1b	>0.5	30.00	12.00	17.89	11.69	1.49	0.97	Meet the Target	Meet the Target
30b	156th Ave NE	NE 20th St	NE 8th St	2a	>0.75	30.00	12.00	17.65	16.39	1.47	1.37	Meet the Target	Meet the Target
31	156th Ave	NE 8th St	Lake Hills Blvd	3	>0.9	25.00	10.00	21.16	15.67	2.12	1.57	Meet the Target	Meet the Target
32a	156th Ave SE	Lake Hills Blvd	SE 27th St	3	>0.9	30.00	12.00	21.69	19.24	1.81	1.60	Meet the Target	Meet the Target
32b	156th Ave SE	SE 27th St	Eastgate Way	2b	>0.75	30.00	12.00	27.10	25.40	2.26	2.12	Meet the Target	Meet the Target
33	West Lake Sammamish Pkwy	NE 24th St	Northup Way	3	>0.9	25.00	10.00	38.20	35.90	3.82	3.59	Meet the Target	Meet the Target
34	West Lake Sammamish Pkwy	Northup Way	SE 34th St	3	>0.9	25.00	10.00	32.92	26.31	3.29	2.63	Meet the Target	Meet the Target
35	West Lake Sammamish Pkwy	SE 34th St	I-90 (SE Newport Way)	3	>0.9	25.00	10.00	29.99	19.08	3.00	1.91	Meet the Target	Meet the Target
36	Lakemont Blvd	I-90	164th Ave SE	3	>0.9	40.00	16.00	29.81	21.42	1.86	1.34	Meet the Target	Meet the Target
37	Lakemont Blvd	164th Ave SE	Newcastle	3	>0.9	30.00	12.00	33.16	32.38	2.76	2.70	Meet the Target	Meet the Target
38a	Northup Way	Bellevue Way	SR 520	3	>0.9	35.00	14.00	19.04	21.34	1.36	1.52	Meet the Target	Meet the Target
38b	Northup Way	SR 520	124th Ave NE	1b	>0.5	35.00	14.00	19.42	20.17	1.39	1.44	Meet the Target	Meet the Target
39	NE 20th St	124th Ave NE	140th Ave NE	1b	>0.5	35.00	14.00	20.00	22.99	1.43	1.64	Meet the Target	Meet the Target
40	NE 20th St	140th Ave NE	156th Ave NE	1b	>0.5	35.00	14.00	14.37	17.74	1.03	1.27	Meet the Target	Meet the Target
41a	Northup Way	156th Ave NE	164th Ave NE	2a	>0.75	35.00	14.00	21.55	22.09	1.54	1.58	Meet the Target	Meet the Target
41b	Northup Way	164th Ave NE	West Lake Sammamish Pkwy	3	>0.9	35.00	14.00	17.42	21.68	1.24	1.55	Meet the Target	Meet the Target
42a	NE 24th St	140th Ave NE	SR 520	3	>0.9	35.00	14.00	22.57	21.70	1.61	1.55	Meet the Target	Meet the Target
42b	NE 24th St	SR 520	148th Ave NE	ib	>0.9	35.00	14.00	14.93	21.39	1.07	1.53	Meet the Target	Meet the Target
43a	NE 24th St	Bel-Red Rd	156th Ave NE	1b	>0.5	30.00	12.00	6.45	8.40	0.54	0.70	Meet the Target	Meet the Target
43b	NE 24th St	156th Ave NE	164th Ave NE	3	>0.9	30.00	12.00	24.40	24.60	2.03	2.05	Meet the Target	Meet the Target
44	NE Spring Boulevard	NE 12th St	NE 20th St	1b	>0.5	25.00	10.00						
45	NE 12th St	Bellevue Way	116th Ave NE	1a	>0.5	30.00	12.00	18.47	17.88	1.54	1.49	Meet the Target	Meet the Target
46	NE 12th St	116th Ave NE	124th Ave NE	1b	>0.5	30.00	12.00	19.04	20.55	1.59	1.71	Meet the Target	Meet the Target
47	Bel-Red Rd	124th Ave NE	148th Ave NE	1b	>0.5	35.00	14.00	20.07	22.69	1.43	1.62	Meet the Target	Meet the Target
48a	Bel-Red Rd	148th Ave NE	156th Ave NE	1b	>0.5	35.00	14.00	19.62	17.35	1.40	1.24	Meet the Target	Meet the Target
48b	Bel-Red Rd	156th Ave NE	164th Ave NE	3	>0.9	35.00	14.00	22.13	18.09	1.58	1.29	Meet the Target	Meet the Target
49	Bel-Red Rd	164th Ave NE	Redmond	3	>0.9	30.00	12.00	27.57	31.10	2.30	2.59	Meet the Target	Meet the Target
50	NE 10th St	Bellevue Way	116th Ave NE	1	>0.5	30.00	12.00	12.85	13.67	1.07	1.14	Meet the Target	Meet the Target
51	NE 8th St	Medina	100th Ave NE	3	>0.9	30.00	12.00	23.20	26.20	1.93	2.18	Meet the Target	Meet the Target
52	NE 8th St	100th Ave NE	I-405	1a	>0.5	30.00	12.00	13.29	12.70	1.11	1.06	Meet the Target	Meet the Target
53a	NE 8th St	I-405	123rd Ave NE	1c	>0.5	30.00	12.00	16.37	16.05	1.36	1.34	Meet the Target	Meet the Target
53b	NE 8th St	123rd Ave NE	124th Ave NE	3	>0.9	30.00	12.00	14.56	17.66	1.21	1.47	Meet the Target	Meet the Target
54	NE 8th St	124th Ave NE	148th Ave NE	3	>0.9	35.00	14.00	18.76	27.31	1.34	1.95	Meet the Target	Meet the Target
55a	NE 8th St	148th Ave NE	153rd Ave NE	3	>0.9	35.00	14.00	22.38	21.00	1.60	1.50	Meet the Target	Meet the Target
55b	NE 8th St	153rd Ave NE	164th Ave NE	2a	>0.75	35.00	14.00	20.47	22.60	1.46	1.61	Meet the Target	Meet the Target
56	NE 8th St	164 Ave NE	Northup Way	3	>0.9	25.00	10.00	24.10	25.30	2.41	2.53	Meet the Target	Meet the Target
57	NE 4th St	Bellevue Way	116th Ave NE	1	>0.5	30.00	12.00	9.26	8.41	0.77	0.70	Meet the Target	Meet the Target
58	Main St	Bellevue Way	116th Ave NE	1	>0.5	30.00	12.00	13.55	13.82	1.13	1.15	Meet the Target	Meet the Target
59	SE 8th St	112th Ave SE	Lake Hills Connector	1c	>0.5	35.00	14.00	17.20	19.69	1.23	1.41	Meet the Target	Meet the Target
60	Lake Hills Connector/SE 8th St	Richards Road	148th Ave SE	3	>0.9	30.00	12.00	25.30	29.60	2.11	2.47	Meet the Target	Meet the Target
61	Lake Hills Blvd	148th Ave SE	156th Ave SE	3	>0.9	30.00	12.00	19.25	21.86	1.60	1.82	Meet the Target	Meet the Target
62	SE 26th St/Kamber Rd	Richards Road	140th Ave SE	2b	>0.75	35.00	14.00	24.25	22.02	1.73	1.57	Meet the Target	Meet the Target
63	Eastgate Way	Richards Road	139th Ave SE	2b	>0.75	35.00	14.00	33.79	14.30	2.41	1.02	Meet the Target	Meet the Target
64	Eastgate Way	139th Ave SE	150th Ave SE	2b	>0.75	35.00	14.00	24.74	29.62	1.77	2.12	Meet the Target	Meet the Target
65	Eastgate Way	150th Ave SE	161st Ave SE	2b	>0.75	30.00	12.00	22.21	21.50	1.85	1.79	Meet the Target	Meet the Target
66	SE 36th St	Factoria Blvd	142nd Ave SE	2	>0.75	35.00	14.00	18.95	19.62	1.35	1.40	Meet the Target	Meet the Target
67	SE 36th St	142nd Ave SE	150th Ave SE	2b	>0.75	35.00	14.00	23.49	30.16	1.68	2.15	Meet the Target	Meet the Target
68a	Newport Way	Factoria Blvd	133rd Ave SE	2c	>0.75	30.00	12.00	24.91	15.29	2.08	1.27	Meet the Target	Meet the Target
68b	Newport Way	133rd Ave SE	SE Allen Rd	3	>0.9	30.00	12.00	21.23	19.90	1.77	1.66	Meet the Target	Meet the Target
69	Newport Way	SE Allen Rd	150th Ave SE	3	>0.9	30.00	12.00	24.20	26.27	2.02	2.19	Meet the Target	Meet the Target
70	NE 1ST ST	LAKE WASHINGTON BLVD NE	NE 8TH ST/92ND AVE NE	3	>0.9	25.00	10.00	27.00	22.50	2.70	2.25	Meet the Target	Meet the Target
71	NE 4th St	116th Ave NE	120th Ave NE	1c	>0.5	30.00	12.00	16.19	9.99	1.35	0.83	Meet the Target	Meet the Target
72	120th Ave NE	NE 4th St	Northup Way	1b	>0.5	30.00	12.00	19.13	16.93	1.59	1.41	Meet the Target	Meet the Target
73	SE 1st St/120th Ave NE	116th Ave NE	NE 4th St	1c	>0.5	25.00	10.00	21.56	15.41	2.16	1.54	Meet the Target	Meet the Target
74	Main St	140th Ave	156th Ave	3	>0.9	25.00	10.00	18.86	22.21	1.89	2.22	Meet the Target	Meet the Target
75	SE 24th St	145th Ave SE	148th Ave SE	2b	>0.75	25.00	10.00	16.34	16.43	1.63	1.64	Meet the Target	Meet the Target
76	130th Ave NE	Bel-rRed Rd	NE 20th St	1b	>0.5	30.00	12.00	22.89	22.85	1.91	1.90	Meet the Target	Meet the Target
Average								21.46	19.24			1	7

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appendix
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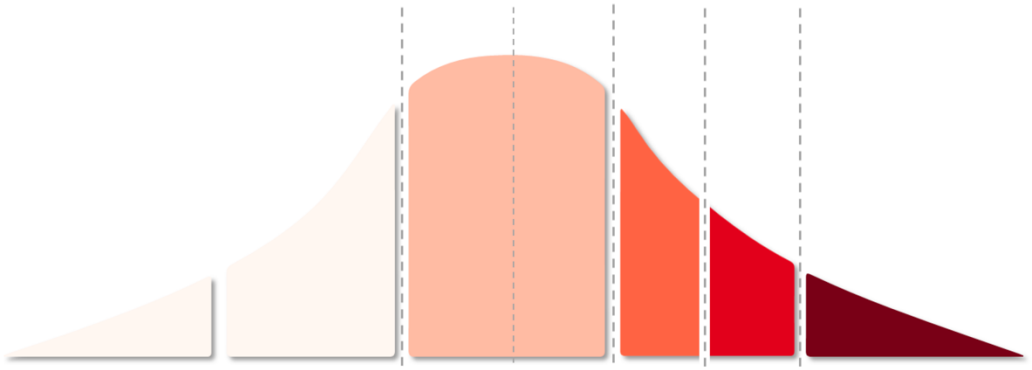
Equity Maps and Data

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).

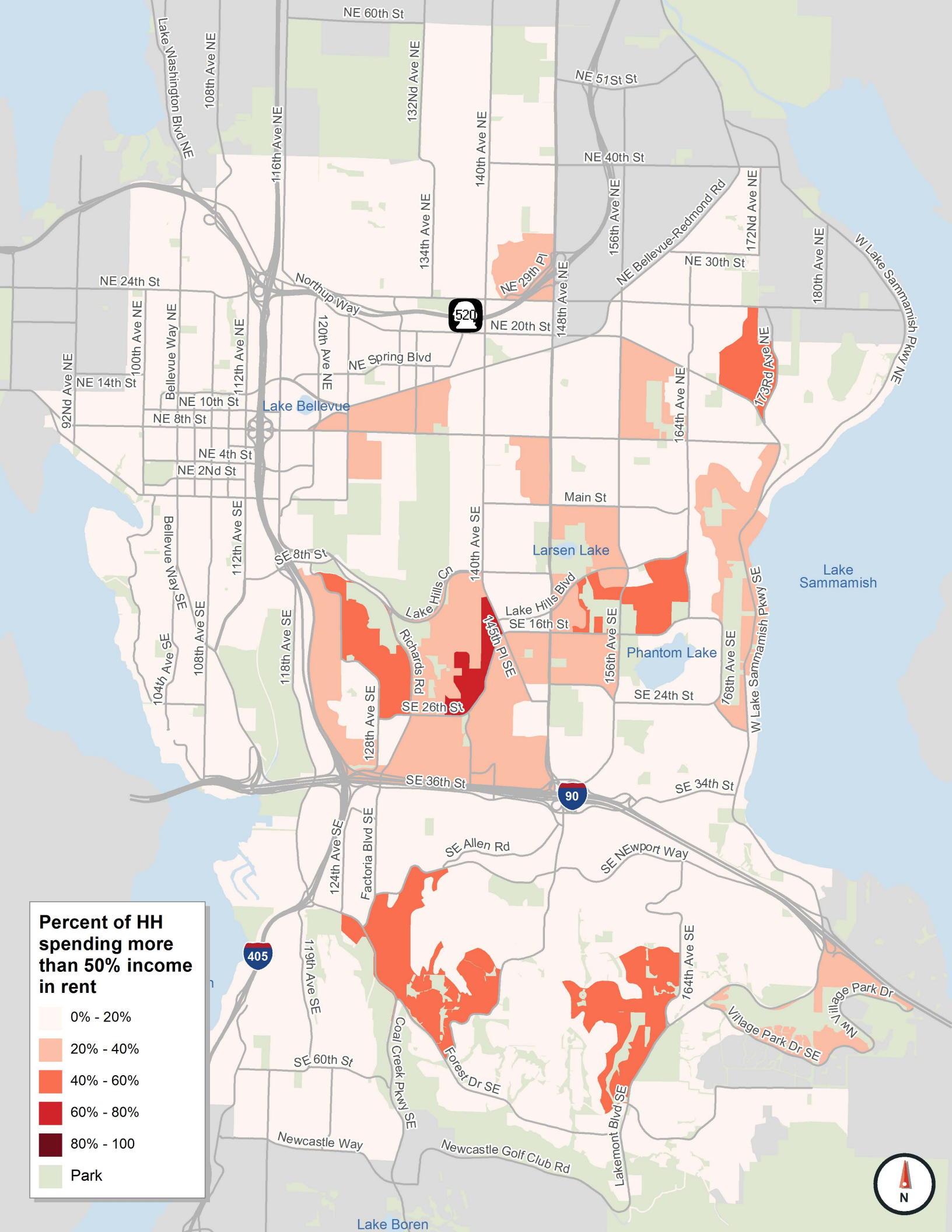


Standard deviation break Indicator percent threshold

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 proficiencyhouseholds	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 drivingand 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 curbramps) 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 privatevehicle and either by choice or other factors tend to drive less and use other modes more.


Percent of HH spending more than 50% income in rent
0% - 20%
20% - 40%
40% - 60%
60% - 80%
80% - 100
Park
NE 60th St
NE 51St St
NE 40th St
NE 30th St
NE 24th St
NE 20th St
NE 14th St
NE 10th St
NE 8th St
NE 4th St
NE 2Nd St
NE 29th Pl
NE Spring Blvd
Northup Way
Main St
SE 8th St
SE 16th St
SE 24th St
SE 26th St
SE 36th St
SE 34th St
SE Allen Rd
SE NEwport Way
SE 60th St
Newcastle Way
Newcastle Golf Club Rd
Forest Dr SE
Village Park Dr SE
Lake Hills Blvd
Lake Hills Cn
Richards Rd
Lake Washington Blvd NE
108th Ave NE
116th Ave NE
132Nd Ave NE
134th Ave NE
140th Ave NE
148th Ave NE
156th Ave NE
164th Ave NE
172Nd Ave NE
173Rd Ave NE
180th Ave NE
NE Bellevue-Redmond Rd
W Lake Sammamish Pkwy NE
92Nd Ave NE
100th Ave NE
Bellevue Way NE
112th Ave NE
120th Ave NE
Bellevue Way SE
104th Ave SE
108th Ave SE
112th Ave SE
118th Ave SE
128th Ave SE
140th Ave SE
145th Pl SE
156th Ave SE
164th Ave SE
168th Ave SE
W Lake Sammamish Pkwy SE
119th Ave SE
124th Ave SE
Factoria Blvd SE
Coal Creek Pkwy SE
Lakemont Blvd SE
Village Park Dr
Lake Bellevue
Larsen Lake
Phantom Lake
Lake Sammamish
Lake Boren
520
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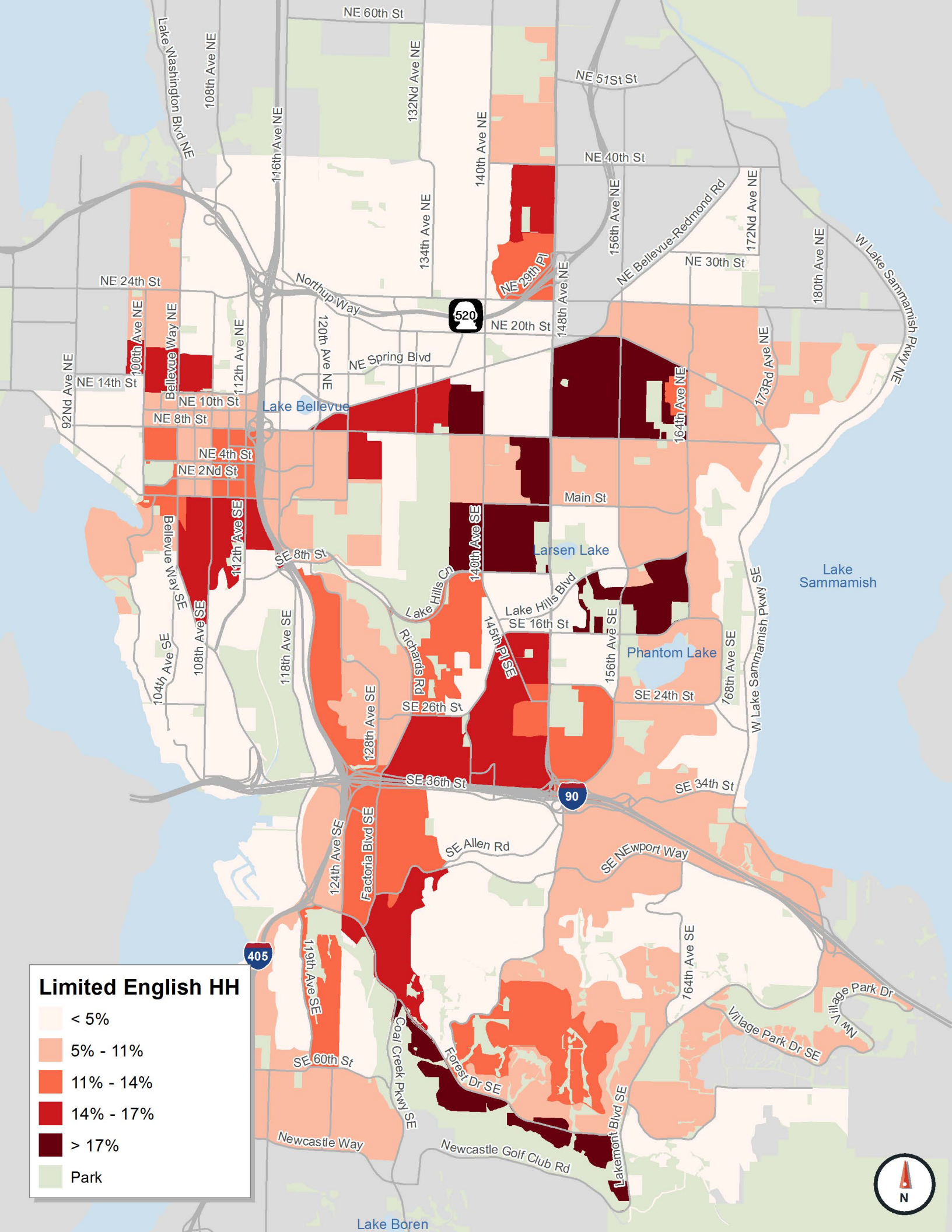
Limited English HH
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5% - 11%
11% - 14%
14% - 17%
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Park
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NE 30th St
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NE 4th St
NE 2Nd St
SE 8th St
SE 16th St
SE 24th St
SE 26th St
SE 34th St
SE 36th St
Main St
NE Spring Blvd
Northup Way
NE 29th Pl
NE Bellevue-Redmond Rd
Lake Hills Blvd
Lake Hills Cn
Richards Rd
SE Allen Rd
SE NEwport Way
Village Park Dr
Village Park Dr SE
Nw Village Park Dr
Forest Dr SE
Coal Creek Pkwy SE
Newcastle Way
Newcastle Golf Club Rd
Lakemont Blvd SE
Lake Washington Blvd NE
108th Ave NE
116th Ave NE
132Nd Ave NE
134th Ave NE
140th Ave NE
148th Ave NE
156th Ave NE
164th Ave NE
172Nd Ave NE
173Rd Ave NE
180th Ave NE
W Lake Sammamish Pkwy NE
92Nd Ave NE
100th Ave NE
Bellevue Way NE
112th Ave NE
120th Ave NE
Lake Bellevue
Bellevue Way SE
104th Ave SE
108th Ave SE
112th Ave SE
118th Ave SE
124th Ave SE
128th Ave SE
140th Ave SE
145th Pl SE
156th Ave SE
164th Ave SE
168th Ave SE
W Lake Sammamish Pkwy SE
119th Ave SE
Factoria Blvd SE
Larsen Lake
Phantom Lake
Lake Sammamish
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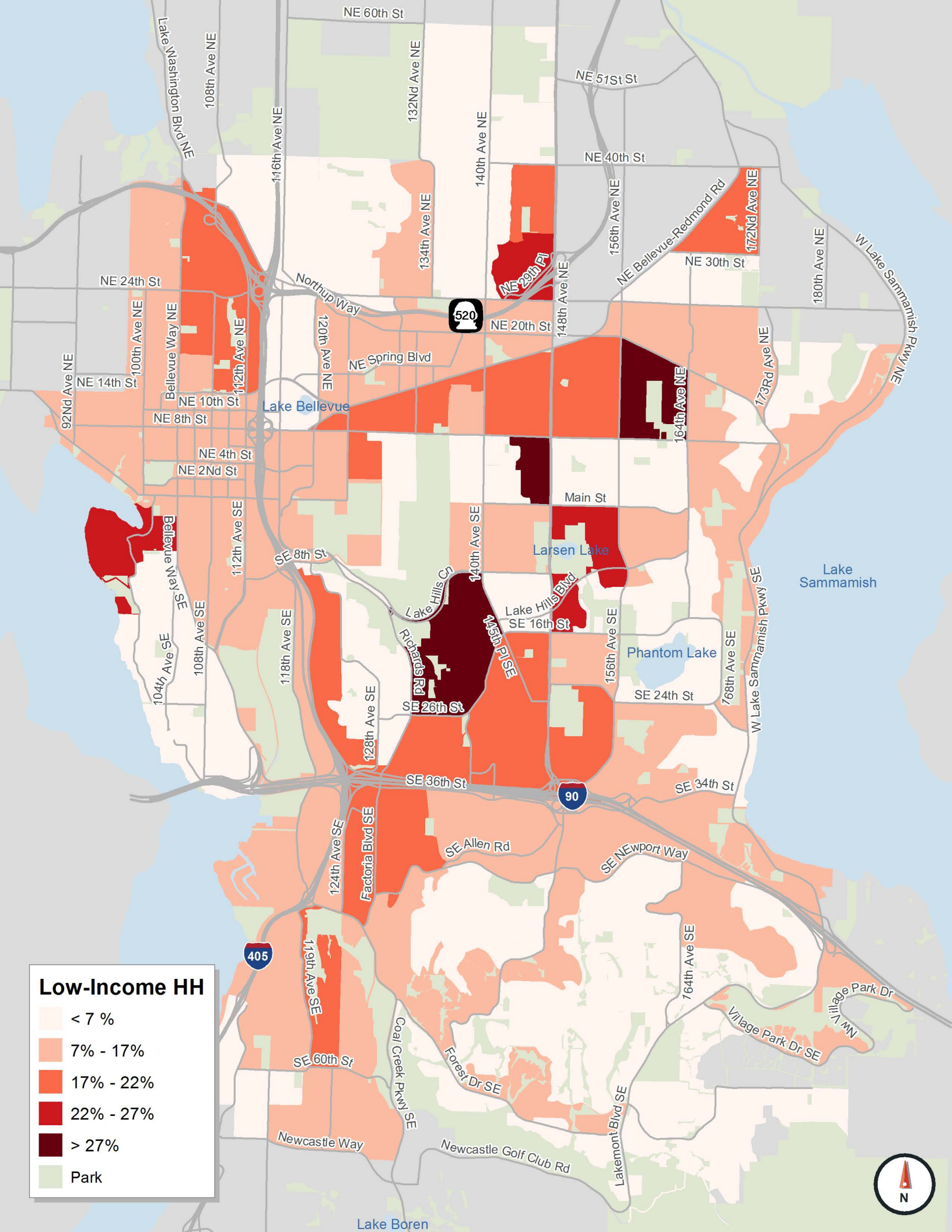
Low-Income HH
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7% - 17%
17% - 22%
22% - 27%
> 27%
Park
NE 60th St
NE 51St St
NE 40th St
NE 30th St
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NE 20th St
NE 14th St
NE 10th St
NE 8th St
NE 4th St
NE 2Nd St
NE 29th Pl
NE Spring Blvd
Northup Way
Main St
SE 8th St
SE 16th St
SE 24th St
SE 26th St
SE 36th St
SE 34th St
SE Allen Rd
SE NEwport Way
SE 60th St
Newcastle Way
Newcastle Golf Club Rd
Lake Washington Blvd NE
108th Ave NE
116th Ave NE
132Nd Ave NE
134th Ave NE
140th Ave NE
148th Ave NE
156th Ave NE
164th Ave NE
172Nd Ave NE
180th Ave NE
NE Bellevue-Redmond Rd
W Lake Sammamish Pkwy NE
92Nd Ave NE
100th Ave NE
Bellevue Way NE
112th Ave NE
120th Ave NE
173Rd Ave NE
Bellevue Way SE
104th Ave SE
108th Ave SE
112th Ave SE
118th Ave SE
124th Ave SE
128th Ave SE
140th Ave SE
145th Pl SE
156th Ave SE
164th Ave SE
168th Ave SE
119th Ave SE
Lake Hills Cn
Lake Hills Blvd
Richards Rd
Factoria Blvd SE
Coal Creek Pkwy SE
Forest Dr SE
Lakemont Blvd SE
Village Park Dr SE
Village Park Dr
Lake Bellevue
Larsen Lake
Phantom Lake
Lake Sammamish
Lake Boren
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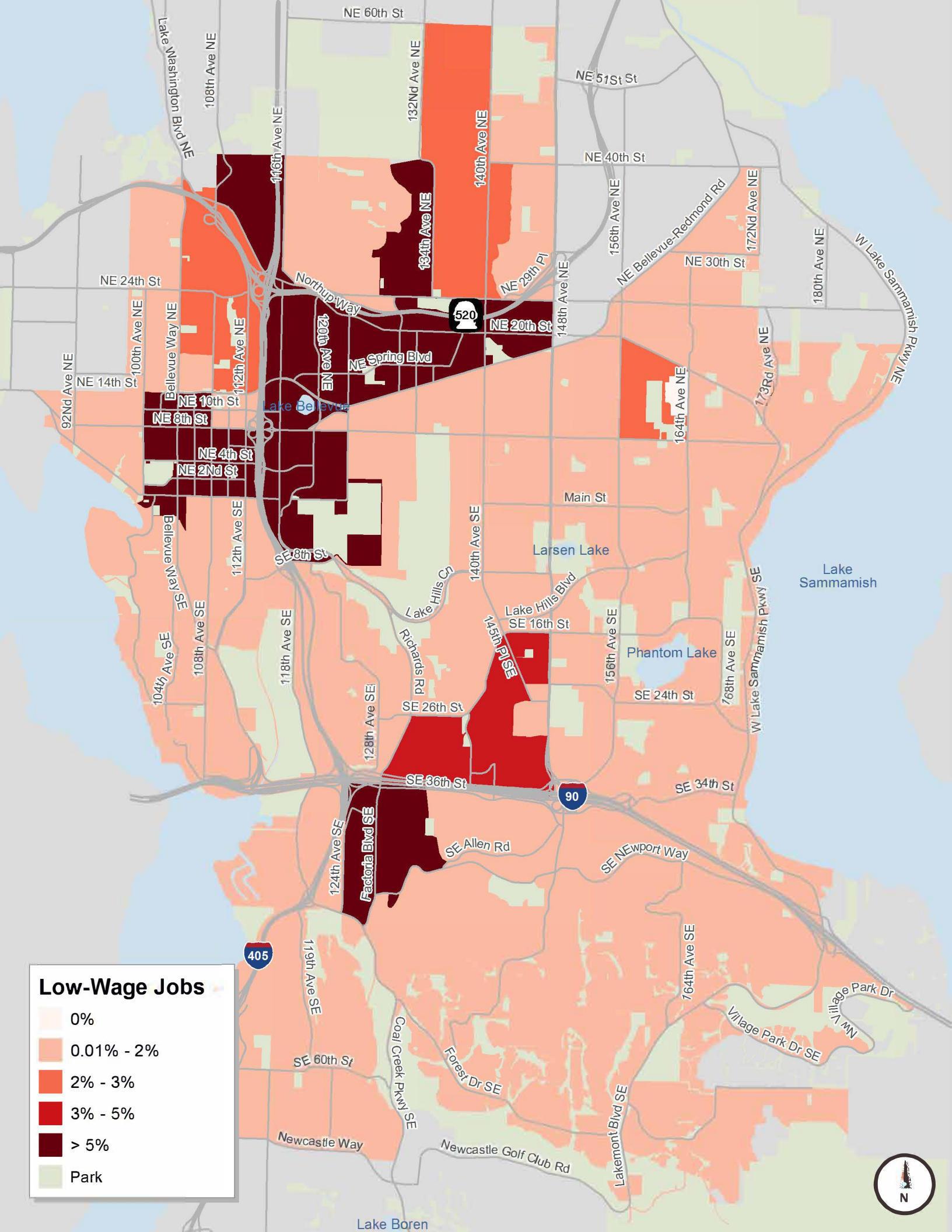
Low-Wage Jobs
0%
0.01% - 2%
2% - 3%
3% - 5%
> 5%
Park
NE 60th St
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NE 40th St
NE 30th St
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NE 20th St
NE 14th St
NE 10th St
NE 8th St
NE 4th St
NE 2Nd St
NE Spring Blvd
Northup Way
NE 29th Pl
Main St
SE 8th St
SE 16th St
SE 24th St
SE 26th St
SE 36th St
SE 34th St
SE Allen Rd
SE Newport Way
SE 60th St
Newcastle Way
Newcastle Golf Club Rd
Village Park Dr SE
Lake Hills Blvd
Lake Hills Cn
Richards Rd
Factoria Blvd SE
Lakemont Blvd SE
Coal Creek Pkwy SE
Forest Dr SE
Lake Washington Blvd NE
108th Ave NE
116th Ave NE
132Nd Ave NE
134th Ave NE
140th Ave NE
148th Ave NE
156th Ave NE
164th Ave NE
172Nd Ave NE
180th Ave NE
92Nd Ave NE
100th Ave NE
Bellevue Way NE
112th Ave NE
120th Ave NE
173Rd Ave NE
Bellevue Way SE
104th Ave SE
108th Ave SE
112th Ave SE
118th Ave SE
124th Ave SE
128th Ave SE
140th Ave SE
145th Pl SE
156th Ave SE
164th Ave SE
168th Ave SE
119th Ave SE
NE Bellevue-Redmond Rd
W Lake Sammamish Pkwy NE
W Lake Sammamish Pkwy SE
Lake Bellevue
Larsen Lake
Phantom Lake
Lake Sammamish
Lake Boren
520
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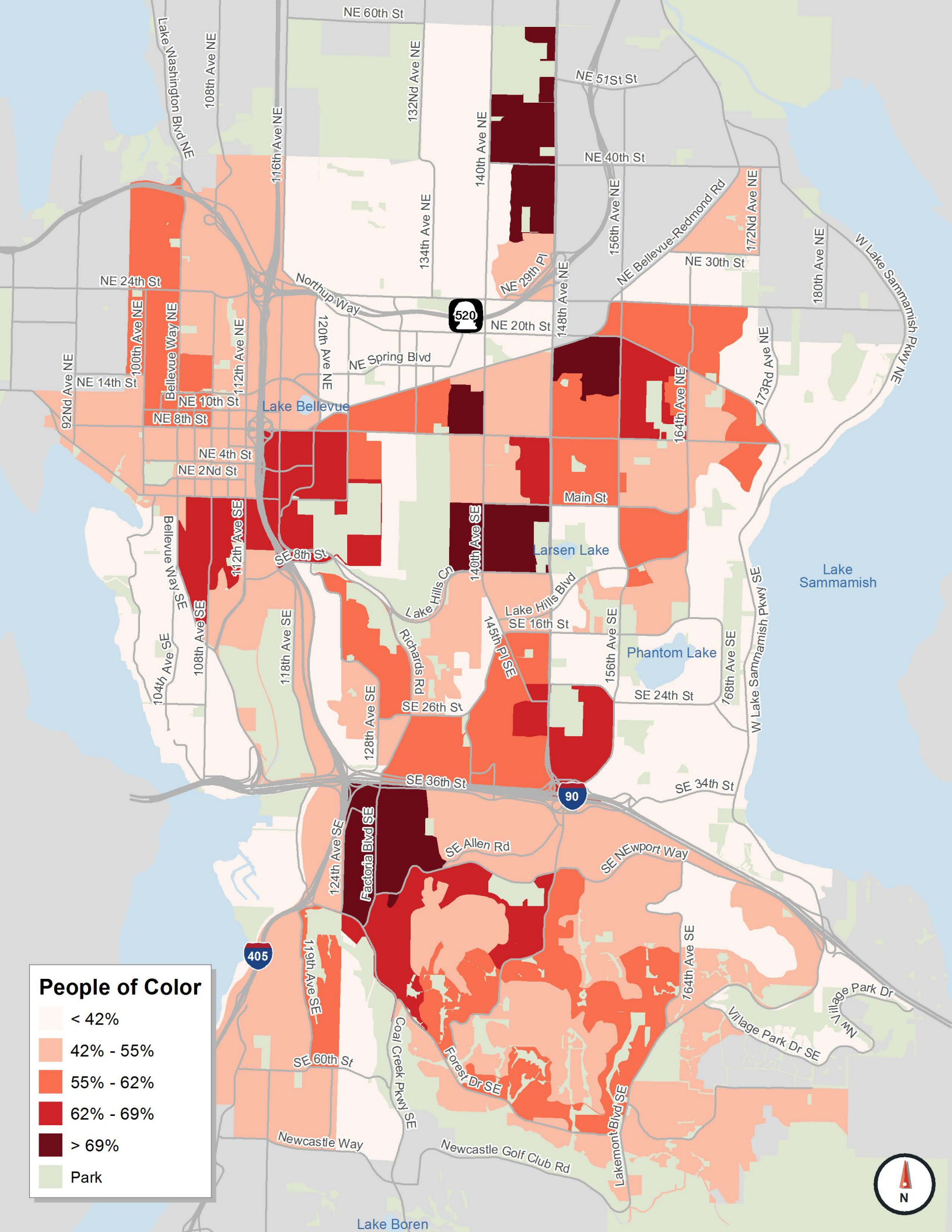
People of Color
< 42%
42% - 55%
55% - 62%
62% - 69%
> 69%
Park
NE 60th St
NE 51St St
NE 40th St
NE 30th St
NE 24th St
NE 20th St
NE 14th St
NE 10th St
NE 8th St
NE 4th St
NE 2Nd St
NE 29th Pl
NE Spring Blvd
Northup Way
NE Bellevue-Redmond Rd
Main St
SE 8th St
SE 16th St
SE 24th St
SE 26th St
SE 36th St
SE 34th St
SE Allen Rd
SE NEwport Way
SE 60th St
Newcastle Way
Newcastle Golf Club Rd
Village Park Dr SE
Lake Hills Blvd
Lake Hills Cn
Richards Rd
Forest Dr SE
Coal Creek Pkwy SE
Lake Washington Blvd NE
108th Ave NE
116th Ave NE
132Nd Ave NE
134th Ave NE
140th Ave NE
148th Ave NE
156th Ave NE
164th Ave NE
172Nd Ave NE
180th Ave NE
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Bellevue Way NE
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W Lake Sammamish Pkwy NE
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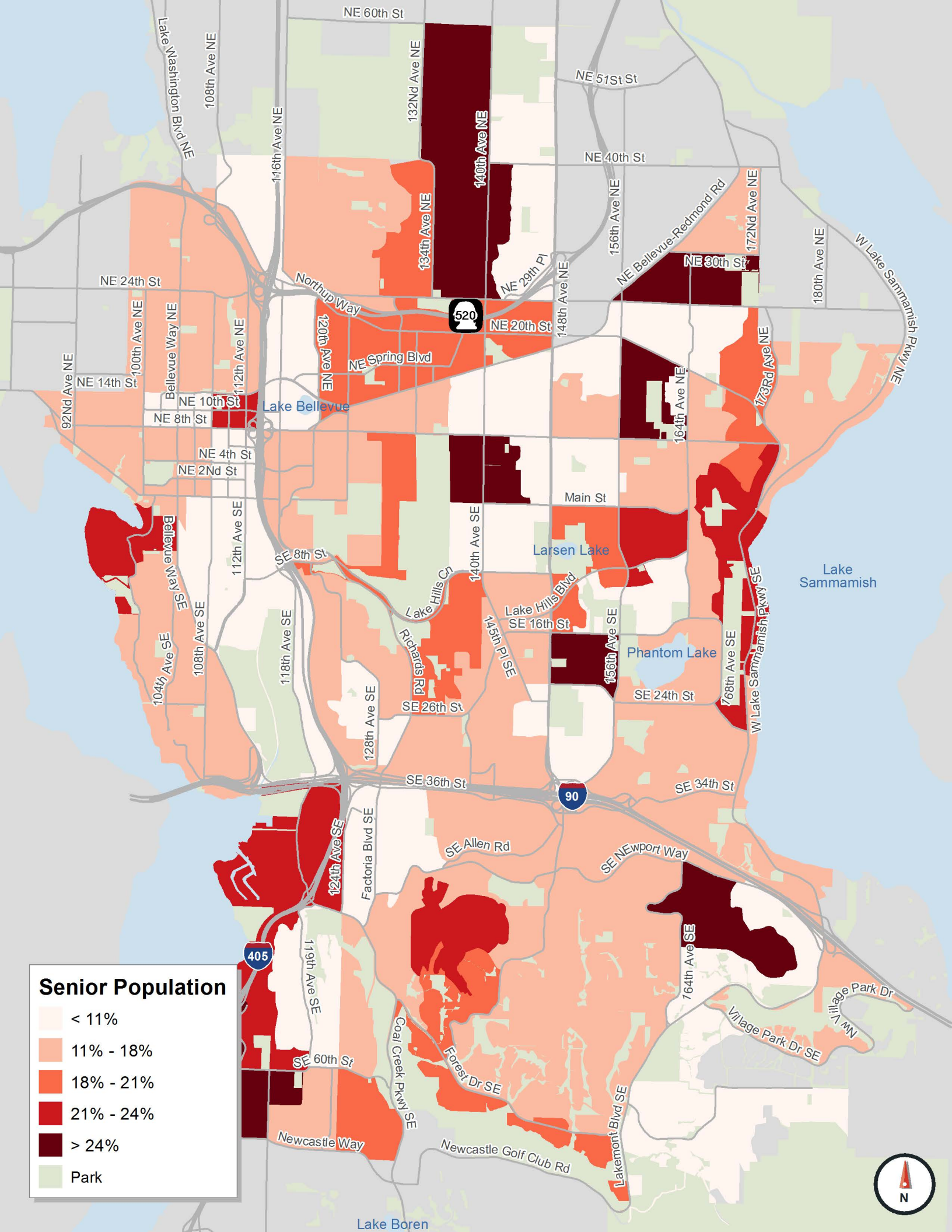
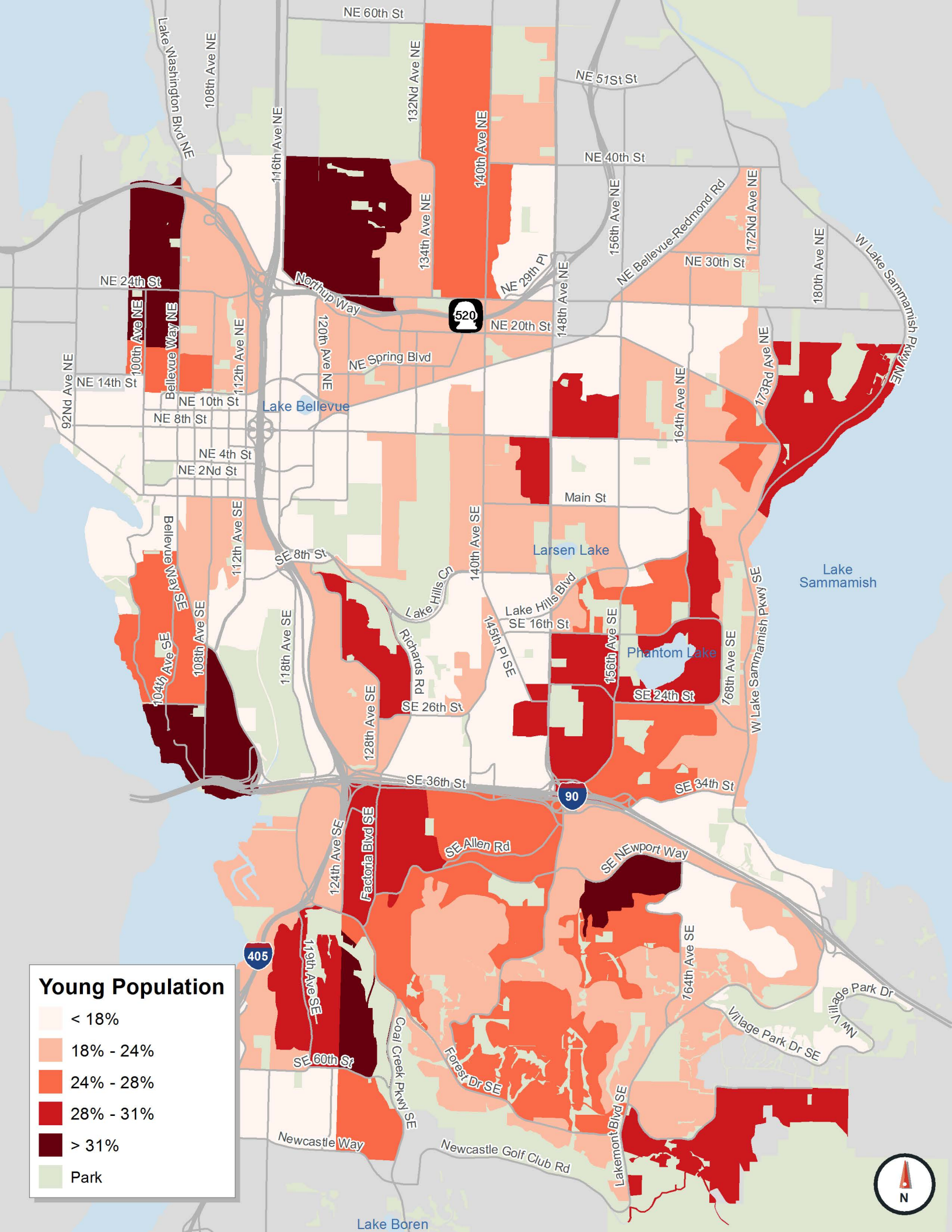
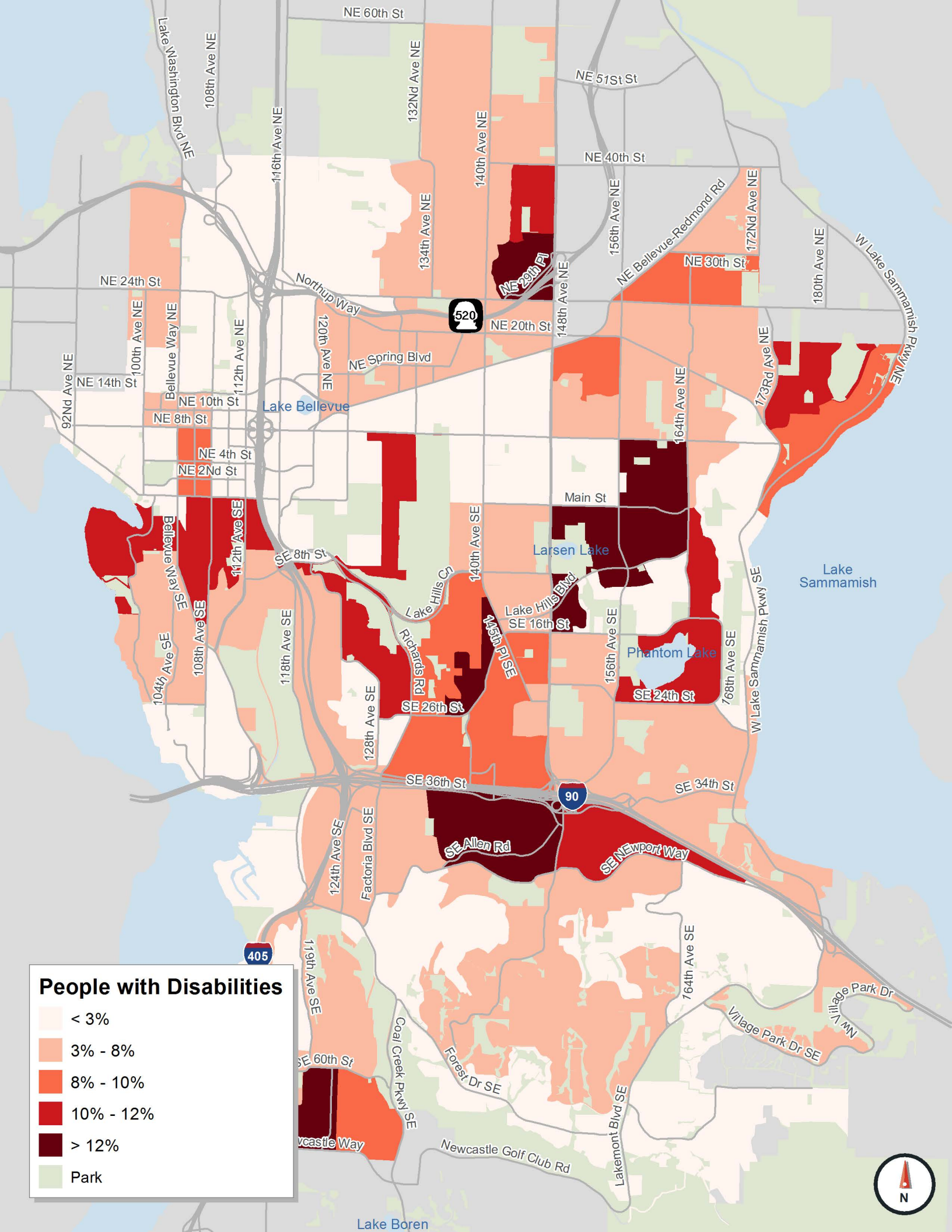
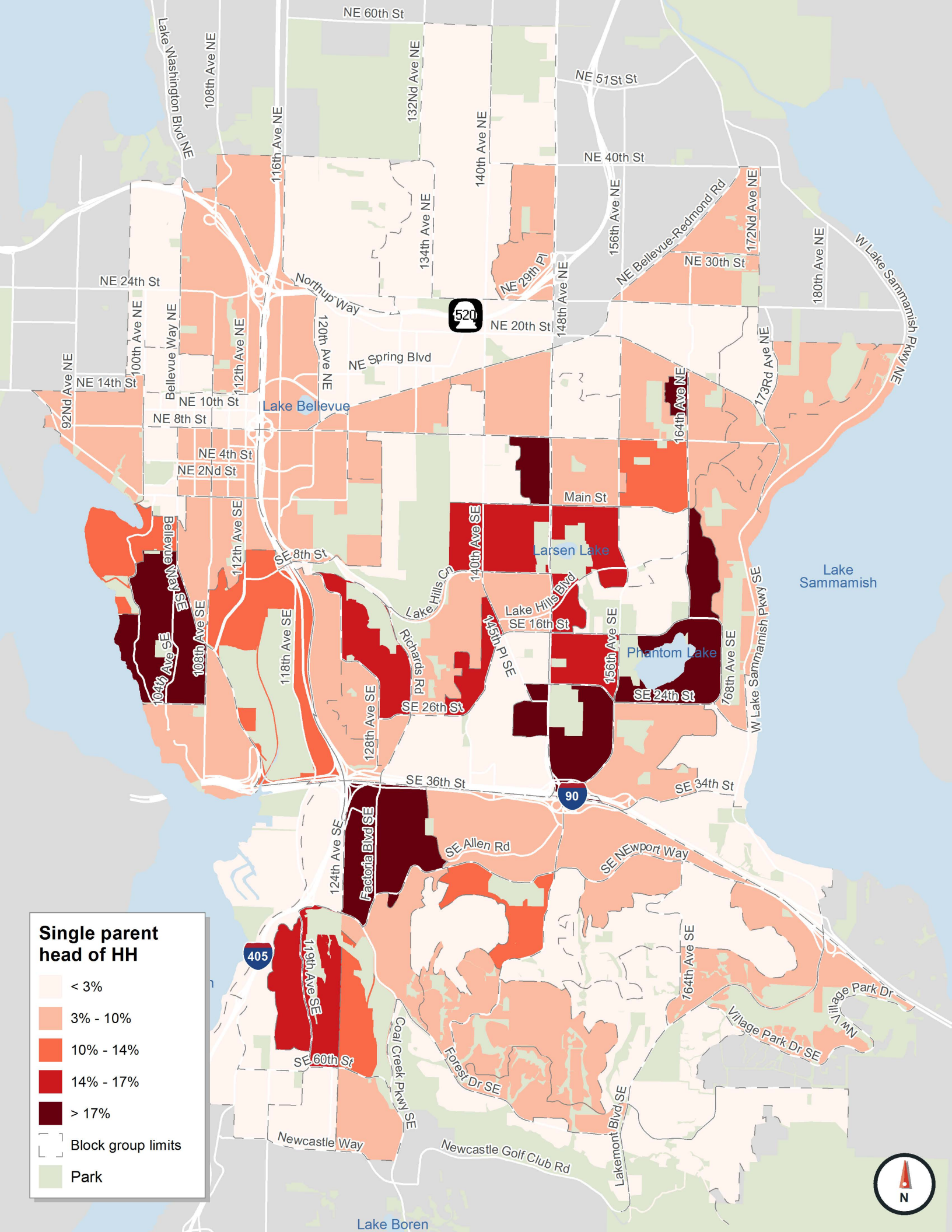
164th Ave SE
168th Ave SE
W Lake Sammamish Pkwy SE
119th Ave SE
Factoria Blvd SE
Lakemont Blvd SE
Village Park Dr
Lake Bellevue
Larsen Lake
Phantom Lake
Lake Sammamish
Lake Boren
520
90
405
N


Senior Population
< 11%
11% - 18%
18% - 21%
21% - 24%
> 24%
Park
NE 60th St
NE 51St St
NE 40th St
NE 24th St
NE 20th St
NE 14th St
NE 10th St
NE 8th St
NE 4th St
NE 2Nd St
Main St
SE 8th St
SE 16th St
SE 24th St
SE 26th St
SE 34th St
SE 36th St
SE Allen Rd
SE NEwport Way
SE 60th St
Northup Way
NE Spring Blvd
NE Bellevue-Redmond Rd
Lake Hills Blvd
Lake Hills Cn
Richards Rd
Newcastle Way
Newcastle Golf Club Rd
Village Park Dr SE
Village Park Dr
Forest Dr SE
Coal Creek Pkwy SE
Lake Washington Blvd NE
108th Ave NE
116th Ave NE
132Nd Ave NE
140th Ave NE
134th Ave NE
148th Ave NE
156th Ave NE
164th Ave NE
172Nd Ave NE
180th Ave NE
W Lake Sammamish Pkwy NE
92Nd Ave NE
100th Ave NE
Bellevue Way NE
112th Ave NE
120th Ave NE
173Rd Ave NE
Bellevue Way SE
104th Ave SE
108th Ave SE
112th Ave SE
118th Ave SE
124th Ave SE
128th Ave SE
140th Ave SE
145th Pl SE
156th Ave SE
164th Ave SE
168th Ave SE
W Lake Sammamish Pkwy SE
119th Ave SE
Factoria Blvd SE
Lakemont Blvd SE
Lake Bellevue
Larsen Lake
Phantom Lake
Lake Sammamish
Lake Boren
520
90
405
N


Young Population
< 18%
18% - 24%
24% - 28%
28% - 31%
> 31%
Park
NE 60th St
NE 51St St
NE 40th St
NE 30th St
NE 29th Pl
NE 24th St
NE 20th St
NE Spring Blvd
NE 14th St
NE 10th St
NE 8th St
NE 4th St
NE 2Nd St
Main St
SE 8th St
SE 16th St
SE 24th St
SE 26th St
SE 36th St
SE 34th St
SE Allen Rd
SE NEwport Way
SE 60th St
Newcastle Way
Newcastle Golf Club Rd
Village Park Dr SE
NW Village Park Dr
Forest Dr SE
Coal Creek Pkwy SE
Lake Hills Cn
Lake Hills Blvd
Richards Rd
Northup Way
NE Bellevue-Redmond Rd
W Lake Sammamish Pkwy NE
W Lake Sammamish Pkwy SE
Bellevue Way NE
Bellevue Way SE
Lake Washington Blvd NE
Lake Bellevue
Larsen Lake
Phantom Lake
Lake Sammamish
Lake Boren
520
90
405
N


People with Disabilities
< 3%
3% - 8%
8% - 10%
10% - 12%
> 12%
Park
NE 60th St
NE 51St St
NE 40th St
NE 30th St
NE 24th St
NE 20th St
NE 14th St
NE 10th St
NE 8th St
NE 4th St
NE 2Nd St
NE 29th Pl
Northup Way
NE Spring Blvd
NE Bellevue-Redmond Rd
Main St
SE 8th St
SE 16th St
SE 24th St
SE 26th St
SE 36th St
SE 34th St
SE Allen Rd
SE Newport Way
Lake Hills Cn
Lake Hills Blvd
Richards Rd
Village Park Dr
Village Park Dr SE
Forest Dr SE
Coal Creek Pkwy SE
Newcastle Golf Club Rd
Lakemont Blvd SE
Lake Washington Blvd NE
108th Ave NE
116th Ave NE
132Nd Ave NE
134th Ave NE
140th Ave NE
148th Ave NE
156th Ave NE
164th Ave NE
172Nd Ave NE
180th Ave NE
W Lake Sammamish Pkwy NE
173Rd Ave NE
92Nd Ave NE
100th Ave NE
Bellevue Way NE
112th Ave NE
120th Ave NE
Bellevue Way SE
104th Ave SE
108th Ave SE
112th Ave SE
118th Ave SE
124th Ave SE
128th Ave SE
140th Ave SE
145th Pl SE
156th Ave SE
164th Ave SE
168th Ave SE
W Lake Sammamish Pkwy SE
119th Ave SE
Factoria Blvd SE
Lake Bellevue
Larsen Lake
Phantom Lake
Lake Sammamish
Lake Boren
520
90
405
N


Single parent head of HH
< 3%
3% - 10%
10% - 14%
14% - 17%
> 17%
Block group limits
Park
NE 60th St
NE 51St St
NE 40th St
NE 30th St
NE 24th St
NE 20th St
NE 14th St
NE 10th St
NE 8th St
NE 4th St
NE 2Nd St
NE Spring Blvd
Northup Way
NE 29th Pl
NE Bellevue-Redmond Rd
Main St
SE 8th St
SE 16th St
SE 24th St
SE 26th St
SE 36th St
SE 34th St
SE Allen Rd
SE NEwport Way
Village Park Dr SE
Forest Dr SE
Newcastle Way
Newcastle Golf Club Rd
SE 60th St
Lake Hills Blvd
Lake Hills Cn
Richards Rd
Lake Washington Blvd NE
108th Ave NE
116th Ave NE
132Nd Ave NE
134th Ave NE
140th Ave NE
148th Ave NE
156th Ave NE
172Nd Ave NE
180th Ave NE
W Lake Sammamish Pkwy NE
92Nd Ave NE
100th Ave NE
Bellevue Way NE
112th Ave NE
120th Ave NE
164th Ave NE
173Rd Ave NE
104th Ave SE
Bellevue Way SE
108th Ave SE
112th Ave SE
118th Ave SE
124th Ave SE
128th Ave SE
140th Ave SE
145th Pl SE
156th Ave SE
164th Ave SE
168th Ave SE
W Lake Sammamish Pkwy SE
119th Ave SE
Factoria Blvd SE
Coal Creek Pkwy SE
Lakemont Blvd SE
Lake Bellevue
Larsen Lake
Phantom Lake
Lake Sammamish
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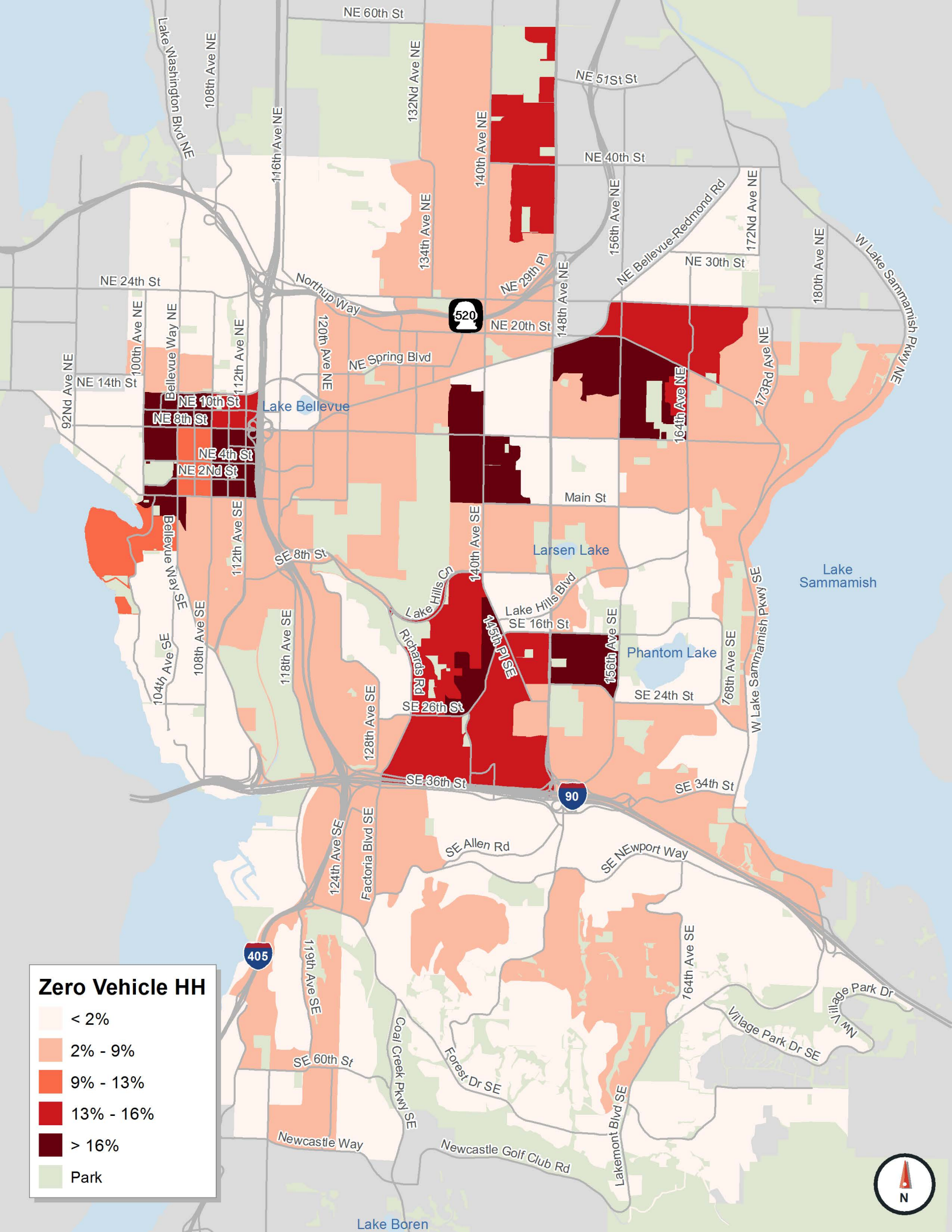
520
90
405
N


Zero Vehicle HH
< 2%
2% - 9%
9% - 13%
13% - 16%
> 16%
Park
NE 60th St
NE 51St St
NE 40th St
NE 30th St
NE 24th St
NE 20th St
NE 14th St
NE 10th St
NE 8th St
NE 4th St
NE 2Nd St
NE 29th Pl
NE Spring Blvd
Northup Way
Main St
SE 8th St
SE 16th St
SE 24th St
SE 26th St
SE 36th St
SE 34th St
SE Allen Rd
SE NEwport Way
SE 60th St
Newcastle Way
Newcastle Golf Club Rd
Forest Dr SE
Village Park Dr SE
Lake Hills Blvd
Lake Hills Cn
Richards Rd
Lake Washington Blvd NE
Bellevue Way NE
Bellevue Way SE
92Nd Ave NE
100th Ave NE
104th Ave SE
108th Ave NE
108th Ave SE
112th Ave NE
112th Ave SE
116th Ave NE
118th Ave SE
119th Ave SE
120th Ave NE
124th Ave SE
128th Ave SE
132Nd Ave NE
134th Ave NE
140th Ave NE
140th Ave SE
145th Pl SE
148th Ave NE
156th Ave NE
156th Ave SE
164th Ave NE
164th Ave SE
168th Ave SE
172Nd Ave NE
173Rd Ave NE
180th Ave NE
NE Bellevue-Redmond Rd
W Lake Sammamish Pkwy NE
W Lake Sammamish Pkwy SE
Factoria Blvd SE
Coal Creek Pkwy SE
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Village Park Dr
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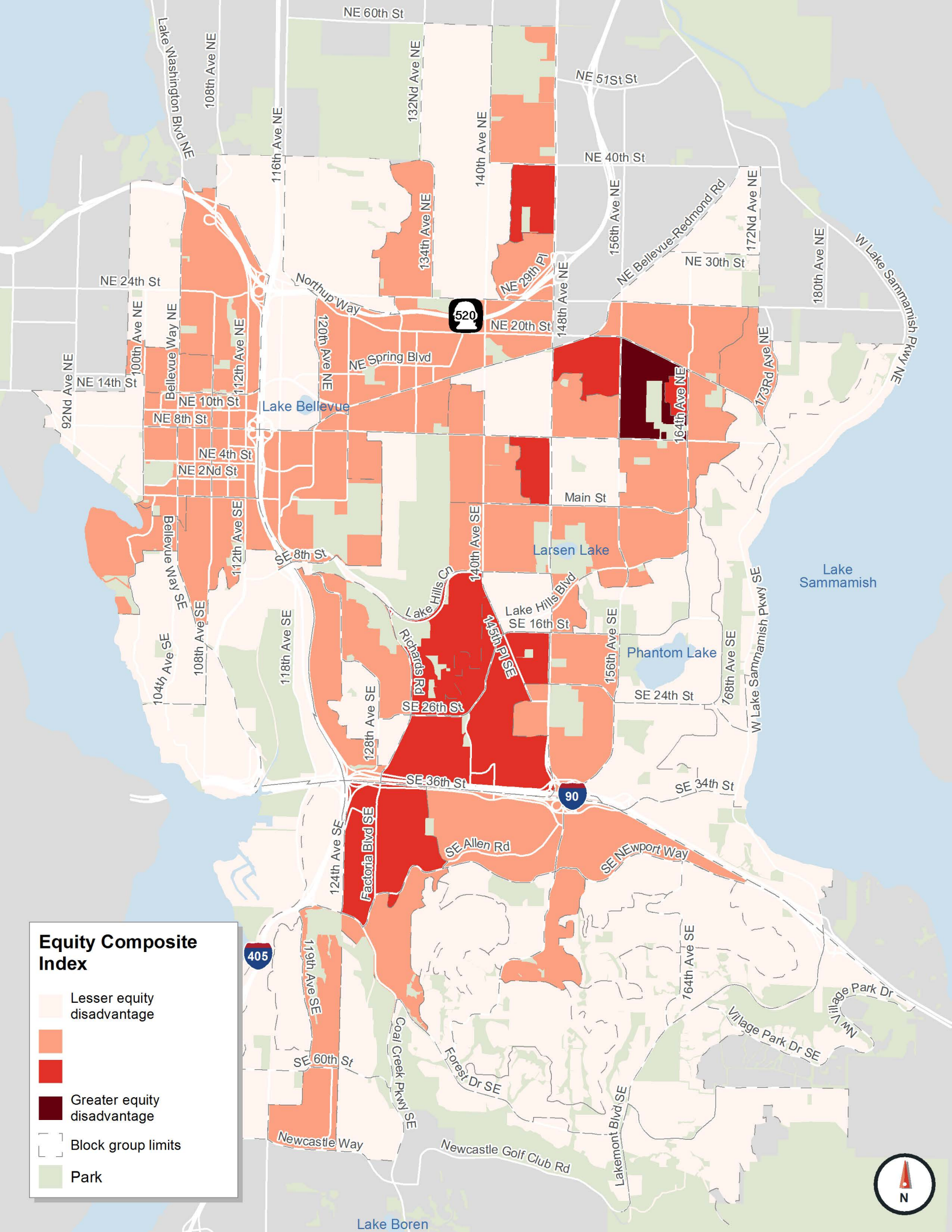
Equity Composite Index
Lesser equity disadvantage
Greater equity disadvantage
Block group limits
Park
NE 60th St
NE 51St St
NE 40th St
NE 30th St
NE 24th St
NE 20th St
NE 14th St
NE 10th St
NE 8th St
NE 4th St
NE 2Nd St
NE 29th Pl
NE Spring Blvd
Northup Way
NE Bellevue-Redmond Rd
Main St
SE 8th St
Lake Hills Cn
Lake Hills Blvd
SE 16th St
SE 24th St
SE 26th St
SE 36th St
SE 34th St
SE Allen Rd
SE Newport Way
Village Park Dr SE
Forest Dr SE
Coal Creek Pkwy SE
Newcastle Way
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108th Ave NE
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134th Ave NE
140th Ave NE
148th Ave NE
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164th Ave NE
172Nd Ave NE
173Rd Ave NE
180th Ave NE
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92Nd Ave NE
100th Ave NE
Bellevue Way NE
112th Ave NE
120th Ave NE
Bellevue Way SE
104th Ave SE
108th Ave SE
112th Ave SE
118th Ave SE
124th Ave SE
128th Ave SE
140th Ave SE
145th Pl SE
156th Ave SE
164th Ave SE
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Larsen Lake
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City of Bellevue
Transportation Department

450 110th Ave NE
PO Box 90012
Bellevue, WA 98009
(425) 452-6856

November 2025