



# MEMORANDUM

---

**DATE:** January 5, 2012

**TO:** Transportation Commission

**FROM:** Michael Ingram, Senior Transportation Planner  
Eric Miller, Capital Programming Manager

**SUBJECT:** 2013-2024 Transportation Facilities Plan (TFP) Update Process:  
Project evaluation criteria, candidate project list development and public involvement process

---

## Purpose

At the Commission meeting on January 12, staff will address questions raised by Commissioners at the December 8 meeting regarding criteria for evaluating candidate projects for the TFP update. It is the goal to finalize both the Roadway/Intersection and the Pedestrian/Bicycle project scoring criteria at this meeting.

Staff will also discuss the proposed process to identify candidate Roadway/Intersection and Pedestrian/Bicycle projects to evaluate using each criteria set. It is the goal to agree on the sources for the candidate projects at this meeting, so as to allow staff to develop a preliminary list of candidate projects for Commission review at the February 9 meeting.

Finally, staff will discuss with the Commission additional detail regarding the planned public involvement process for the development of the 2013-2024 TFP.

## Background

### Project Evaluation Criteria

At the Commission meeting on December 8 Commissioners raised questions regarding two elements of the Roadway/Intersection criteria and one element of the Pedestrian/Bicycle criteria:

- a. Roadway/Intersection Safety matrix  
*Issue/question:* Why are points awarded to projects that have little or no safety benefit?  
*Staff response:* Good question! The matrix has been adjusted to indicate that projects with no safety benefit are not awarded any points in the Safety category. Further, staff propose deleting two rows in the matrix to simplify and clarify the scoring of project benefits.
- b. Roadway/Intersection Plan Consistency and Outside Funding matrix

*Issue/question:* Would it not make more sense to award points on the basis of the overall proportion of project cost that could be funded by outside sources versus simply the project's eligibility for larger grant programs?

*Staff response:* There are several reasons why staff believe it useful and appropriate to include grant program size eligibility as a basis for the scoring. These include:

- i. It is an objective rating factor – a project either is or is not eligible for the typical large or small grant programs.
- ii. We do not have to make assumptions to apply the criteria. With the proportion of funding approach we would have to estimate the project cost AND the likely size of the grant to generate a percentage, which makes the criteria essentially subjective. Additionally, at the time of TFP project scoring, we often do not have reliable cost estimates for many candidate projects; estimates are typically developed/refined later, as the final project list takes shape.
- iii. Because the amount of grant requests are often geared toward maximizing grant program criteria points, there is a general “clumping” in the 40 – 60% range in the proportion of grant funding – a fact that makes it more difficult to create logical score splits within our project ranking criteria.

c. Pedestrian/Bicycle Criteria: Americans with Disabilities Act (ADA) Considerations

*Issue/question:* By awarding additional points to projects where a high “Activity Rating” was given in the ADA Inventory, are we not double counting for projects that score well in the Land Use category of the Pedestrian/Bicycle project evaluation criteria?

*Staff Response:* Staff agree. The criteria have been revised to address the comment. Staff also propose refining the System Linkage ADA component to make projects that will correct curb ramps with a “high” Impediment ranking eligible for points as well as projects that address block faces with a “high” Impediment ranking.

### TFP Candidate Project List Development

For the TFP candidate project lists, staff propose to include projects that fit into the categories outlined below.

Roadway/Intersection candidate project list:

- a. Current, 2009-2020 TFP projects (includes current 2011-2017 CIP projects)
- b. Candidate projects evaluated for but not included in 2009-2020 TFP
- c. Projects from Eastgate/I-90 plan (the only new long-range plan; projects from earlier plans are captured in item “b” above)
- d. Projects identified to coordinate with the Sound Transit East Link project
- e. Emerging needs/opportunities identified by staff (including needs for maintenance projects that cannot be addressed through existing programs).

Pedestrian/Bicycle candidate project list:

- a. Current, 2009-2020 TFP projects (includes current 2011-2017 CIP projects)
- b. Projects from Eastgate/I-90 plan
- c. Pedestrian projects identified in the Ped-Bike Plan in the plan as “high” priority\*

- d. Bicycle projects identified in the Ped-Bike Plan as located on “*priority bicycle corridors*”\*
- e. Projects identified to coordinate with the Sound Transit East Link project
- f. Emerging needs/opportunities identified by staff (including needs for maintenance projects that cannot be addressed through existing programs).

\*Projects in categories “c” and “d” may be screened by staff for current feasibility; those deemed not currently ready to be implemented (for reasons such as prospective future implementation by other parties) may be flagged for recommendation not to proceed in this TFP project evaluation process.

Because of the large number of identified needs for non-motorized projects, staff recommend that projects below certain size and/or cost thresholds be considered separately, such as through a Neighborhood Sidewalk Program process. This evaluation model was used in 2007 to prioritize sidewalk projects which were too large for programs such as the Neighborhood Enhancement Program but too small to compete well for funding in the Capital Investment Program (CIP). Twenty-nine candidate projects were evaluated and three were funded for implementation through the Neighborhood Sidewalk Program (CIP Plan No. PW-W/B-76). Staff will discuss and seek input from the Commission on this and all aspects of the candidate project list development.

### Public Involvement

At the meeting on December 8, staff presented a proposed framework for public input to the TFP update. Staff have done additional work to refine the involvement plan (see attached). At the meeting on January 12, staff will discuss the current plan for public involvement and seek any additional Commission input regarding the public engagement process and activities.

### **Next Steps**

Staff will develop and share with the Commission in February proposed lists of candidate Roadway-Intersection and Ped-Bike projects. Once Commissioners have reviewed the lists, staff will evaluate the projects according to the criteria and proceed with public engagement.

If you have questions or need additional information prior to the meeting, please contact Mike at 425-452-4166/email: [mingram@bellevuewa.gov](mailto:mingram@bellevuewa.gov) , or Eric at 425-452-6146/e-mail: [emiller@bellevuewa.gov](mailto:emiller@bellevuewa.gov) .

### Attachments:

1. Roadway Intersection project evaluation criteria — Revised Draft, with adjustments to Safety matrix
2. Pedestrian-Bicycle project evaluation criteria — Revised Draft, with adjustments to System Linkage and Land Use element to more effectively integrate ADA considerations
3. Neighborhood sidewalk candidate project list, 26 April 2007 (FYI, only)
4. 2013-2024 TFP Update Public Process — Draft

**1. SAFETY MATRIX**  
(MAXIMUM POTENTIAL SCORE = 100)

Need →	HIGH	MEDIUM HIGH	MEDIUM	MEDIUM LOW	LOW	NO NEED
Benefit ↓	<ul style="list-style-type: none"> <li>- Significant concern for auto or ped/bike accidents</li> <li>- Meets signal warrants and has significant accident occurrence</li> <li>- High need for pedestrian crossing</li> <li>- Significant roadway facilities missing and significant accident concern</li> <li>- Provides alternative to a route with significant auto or ped/bike accidents</li> <li>- Significant ped/bike accident potential</li> </ul>	<ul style="list-style-type: none"> <li>- Previous area of significant auto or ped/bike accident concern with no improvements</li> <li>- Higher than typical accident occurrence</li> <li>- Meets signal warrants and had moderate accident occurrence</li> <li>- Significant roadway facilities missing and moderate accident concern or high accident potential</li> </ul>	<ul style="list-style-type: none"> <li>- Typical accident occurrence</li> <li>- Meets signal warrants and has lower accident occurrence</li> <li>- Signal warrant not met and significant accident occurrence</li> <li>- Significant roadway facilities missing and low accident concern or moderate accident potential</li> <li>- Provides alternative to a route with moderate auto or ped/bike accidents</li> <li>- Lack of ped/bike facilities and high ped/bike demand</li> </ul>	<ul style="list-style-type: none"> <li>- Lower than typical accident occurrence</li> <li>- Signal warrant not met and moderate accident occurrence</li> <li>- Lack of ped.bike facilities and moderate ped/bike demand/concern</li> <li>- Moderate congestion related traffic accidents</li> </ul>	<ul style="list-style-type: none"> <li>- Low accident occurrence</li> <li>- Lack of ped/bike facilities and low ped/bike demand/concern</li> </ul>	
- Improvement completely addresses a primary safety concern	100	80	60	40	20	0
- Improvement significantly addresses a primary safety concern	80	64	48	32	16	0
<del>- Improvement addresses a primary safety concern</del>	80	64	48	32	16	0
- Improvement addresses a primary safety concern	70	56	42	28	14	0
- Improvement completely addresses a secondary safety concern						
- Improvement slightly addresses a primary safety concern	60	48	36	24	12	0
- Improvement significantly addresses a secondary safety concern						
<del>- Improvement addresses a secondary safety concern</del>	50	40	30	20	10	0
- Improvement marginally addresses a secondary safety concern	40	32	24	16	8	0
<del>- Only small or no safety benefits accomplished with project</del>	40	32	24	16	8	0
- No safety benefits accomplished with project	0	0	0	0	0	0

Markups show proposed revisions for 2013-2024 TFP project evaluation process.

## 2. LEVEL OF SERVICE MATRIX (MAXIMUM POTENTIAL SCORE = 100)

**NEEDS:** Future Needs were evaluated on a "No Action" Scenario: 2024 Land Use on the Committed CIP Concurrency Funded Network

**BENEFITS:** Level of Service Benefits as determined by Long Range Subarea Transportation Facilities Plans

		Low	Medium	High
<b>BENEFITS</b>	<b>High</b>	20	60	100
	<b>Medium</b>	10	50	80
	<b>Low</b>	0	30	40
		(2 out of 3) More than 15% below MMA AWStd and/or More than 15% below MMA AWStd and/or LOS A,B,C < 0.80	(2 out of 3) Btw 5% & 15% below MMA AWStd and/or Btw 5% & 15% below MMA AWStd and/or LOS D >=0.80, <0.90	(2 out of 3) Within 5%, at or exceeds MMA AWStd and/or Within 5%, at or exceeds MMA AWStd and/or LOS E,F >=0.90

**Key:**  
MMA = Mobility Management Area  
AW = Areawide  
Std = Standard  
Int. = Intersection  
LOS = Level of Service  
v/c = volume to capacity  
w.r.t. = with respect to  
crit. = critical  
Proj = project

**NEEDS**

### 3. TRANSIT MATRIX

(MAXIMUM POTENTIAL SCORE = 100)

	<b>LOCAL</b>	<b>MINOR</b>	<b>PRINCIPAL</b>
	- 1 to 20 transit vehicle trips a day	- 21 to 50 transit vehicle trips a day	- non-highway facilities with 51+ transit vehicle trips a day and/or a Sound Transit route
<b>NO BENEFIT</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>INDIRECT BENEFIT</b> - Pavement overlay - Pedestrian access - Arterial improvements			
<b>DIRECT BENEFIT</b> - Transit Center - Transit Signal Priority - Commuter parking - HOV Arterial improvements - Passenger amenity improvements	<b>33</b>	<b>67</b>	<b>100</b>

## 4. NON-MOTORIZED MATRIX (MAXIMUM POTENTIAL SCORE = 100)

**Scoring used for 2009-2020 TFP**

<b>Project includes:</b>	Isolated Non-Motorized Facility	Extends an Existing Non-Motorized Facility	Extends a Pedestrian Facility and Improves an Existing Facility	Improves or Completes a missing link in a Non-Motorized Facility OR Improves Access to Multiple Pedestrian or Bicycle Connections
<b>Points</b>	25	50	75	100

**Proposed Revised Scoring for 2013-2024 TFP**

<b>System</b>	Constructs isolated non-motorized facility	Improves existing non-motorized facility	Extends existing non-motorized facility	Completes missing link in a non-motorized facility
<b>ADA</b>	No block faces with "high" Barrier ranking within project limits	Project scope includes correcting ADA deficiencies on at least one block face with "high" Barrier ranking	Project scope includes correcting ADA deficiencies on more than one block face with "high" Barrier ranking or installs curb ramps where previously missing	Project scope includes correcting ADA deficiencies on adjacent block faces with "high" Barrier ranking
System	25	35	50	75
ADA	0	10	20	25

Add 25 points (max not to exceed 100) for facility that builds out segment of Priority Bicycle Corridor.

## 5. PLAN CONSISTENCY AND OUTSIDE FUNDING MATRIX

(MAXIMUM POTENTIAL SCORE = 100)

	<b>Low Priority</b>	<b>Medium Priority</b>	<b>High Priority</b>
	<p>Project not included in the Metropolitan Transportation Plan (MTP), the Eastside Transportation Partnership (ETP) or the Bel-Red/Overlake Transportation Study (BROTS) or other regional study identified in local subarea plan or similar planning process but not included in Transportation 2040 or the priority list of any other state or regional forum.</p> <p>- Unlikely to be eligible or competitive for any grant program</p>	<p>Project included in one of the following: MTP, ETP, BROTS or other regional study T2040 or another state/regional plan, priority list, study.</p> <p>- Meets eligibility requirements and competitiveness thresholds for small grant programs (max award less than \$1,000,000)</p>	<p>Project is included in two or more of the following: the MTP, ETP, BROTS or any other regional study T2040 and at least one other state/regional plan, priority list or study.</p> <p>- Provides a regional connection between corridors</p> <p>- Meets eligibility requirements and competitiveness thresholds for larger grant programs (max award greater than \$1,000,000)</p>
<b>Regional Benefit Plan Consistency</b>	0 <u>10</u>	35	70
<b>Grant Eligibility</b>	0	15	30

Markups show proposed revisions for 2013-2024 TFP project evaluation process.

**B. PEDESTRIAN/BICYCLE PROJECT SCORING CRITERIA**

Revised to include allowance for ADA conditions and Priority Bike Corridors

Revised DRAFT, 4 January 2012

(Note: Changes from initial, 30 Nov 2011 draft are highlighted.)

<b>CATEGORY</b>	<b>MAX. POINTS</b>
<b>1. Safety</b>	
Accident cluster	15
Volume at project	10
Existing facility	10
	<hr/>
SUBTOTAL	35
<b>2. System Linkage</b>	
Major non-motorized system	20
Transit facility	15
	<hr/>
SUBTOTAL	35
<b>3. Land Use</b>	
Multi-family housing	7.5
School	10
Commercial/office cluster	7.5
Parks, open space, other public facilities	5
	<hr/>
SUBTOTAL	30
TOTAL POSSIBLE	100

## B 1. SAFETY

### Accident Cluster

- 3 points given for every ped/bike accident, up to 15 points
- 1 point given to every fixed object accident, up to 15 points

(Accidents include those that involved fixed objects. Accident data is for the previous five years).

### Traffic Volume at Project

2 points	0 - 1,999 (ADT)
4 points	2,000 - 4,999
6 points	5,000 - 9,999
8 points	10,000 - 14,999
10 points	15,000 +

### Existing Facility

- 2 points Existing sidewalk with no bike facility
- 4 points Continuous multi-purpose shoulder
- 6 points Non-continuous multi-purpose shoulder
- 8 points Some segments have no facility (ped or bike)
- 10 points Significant segments have no facility (ped or bike)

## B 2. SYSTEM LINKAGE

### Major Non-motorized system

- 4 points Project is an isolated non-motorized facility
- 12 points Project extends an existing non-motorized facility
- 16 points Project extends a pedestrian facility and improves an existing bike facility
- 20 points Project ~~improves or~~ completes a missing link in a non-motorized facility ~~OR improves access to multiple pedestrian or bike connections~~

### Transit Facility

- 5 points Project has current weekday peak service along the corridor of 1-10 bus trips
- 10 points Project has current weekday peak service along the corridor of 11-29 bus trips
- 15 points Project has current weekday peak service along the corridor of over 30 bus trips and/or includes Sound Transit regional express bus service.

[ADA: Add 5 points \(max not to exceed 35 for System Linkage category\) if project scope includes correcting ADA deficiencies of one or more block face with "high" Impediment ranking or addresses one or more missing or deficient curb ramps with a "high" Impediment ranking.](#)

[Priority Bicycle Corridor: Add 10 points \(max not to exceed 35 for System Linkage category\) for facility that builds out segment of Priority Bicycle Corridor.](#)

### B 3. LAND USE

#### Multi Family Housing

- 0 points No multi-family development in the general area of a project
- 1 point No multi-family development in the immediate vicinity of a project
- 4 points A multi-family development is in the immediate vicinity of a project but there is no direct connection via the project
- 7.5 points Project passes or directly connects to one or more multi-family developments

#### School

- 0 points No school within the general area of a project
- 1 point Little or no potential use of a project route for school access
- 6 points Limited number of potential students who must use a project route to access school
- 8 points One school (not including elementary) along the terminus of a project route
- 10 points One elementary school along or at the terminus of a project route or if there are multiple schools in the project vicinity

#### Commercial/Office Cluster

- 0 points No retail/office clusters in the general area of a project
- 1 point No commercial/office clusters in the immediate vicinity of a project
- 4 points Commercial/office cluster in the immediate vicinity of a project but there is no direct connection via the project
- 7.5 points Project passes or directly connects to one or more commercial/office clusters

#### Parks, Public Open Space, other Public Facilities

- 0 points No parks, open space or other public facilities in the general area of a project
- 1 point No parks, open space or other public facilities in the immediate vicinity of a project
- 3 points Park, open space or other public facility is in the immediate vicinity of a project but there is no direct connection via the project
- 5 points Project passes or directly connects to one or more parks, areas of public open space or other public facility

(A public facility may include library, government institution building open to serve the public, hospitals, senior center, or community center or any facility at which individuals with disabilities can readily access recreational opportunities, services, and other programs or activities.)

ADA: Add 5 points (max not to exceed 30 for Land Use category) if project scope includes correcting ADA deficiencies of one or more block faces with "high" Activity ranking.

**Neighborhood Sidewalk Priorities**  
**Bellevue Transportation Commission**  
 Approved on April 26, 2007

4/26/07 Commission Priority Ranking	Map #	Project Name/Location	Project Description (Existing Facilities)	Cost Estimate (\$000s)*	Cumulative Cost Estimate (\$000s)	Project Length (Feet)	Cost per Foot (\$)
1	WD-2	128th Avenue SE - SE 25th to SE 32nd Streets	Construct curb, gutter and 6' sidewalk, place curb 14' from center of roadway on the west side of street (SE 25th St to SE 26th St) and the east side of street (SE 26th St to SE 32nd St). Planter strip where feasible.	1,015	1,015	2,350	432
2	S/ELH-2	SE 26th Street Non motorized Improvements - SE 24th Street to West Lake Sammamish Parkway	Construct curb, gutter and 6' sidewalk on south side; accommodate future bike lane and planter strip where feasible.	1,080	2,095	1,750	617
3	BT-1	NE 40th Street - 140th Avenue NE to 14500 block	Construct curb, gutter and 6' sidewalk on north side of NE 40th Street from 140th Avenue NE to east of the 14500 block. Wide curb lanes. Planter strip where feasible.	2,250	4,345	1,940	1,160
4	NP-2	123rd Avenue SE - SE 60th Street to SE 64th Place	Construct curb, gutter and 6' sidewalk on west side where missing between SE 60th Street and SE 64th Place; sign bike route.	765	5,110	1,440	531
5	SO-2	148th Avenue SE - SE 44th Street to SE 46th Street	Construct curb, gutter and 6' sidewalk, 14' (15' uphill) travel lane on the west side of street. Connect to existing sidewalk north of SE 44th St (within King county) to existing sidewalk south of SE 46th St.	730	5,840	1,555	469
6	NP-1	116th Avenue SE - SE 60th Street to Newcastle Way	Construct curb, gutter and 6' sidewalk on the east side of the street. Curb 14' from center of roadway.	1,010	6,850	2,000	505
7	FT-1	130th Place/Avenue SE/Newport Way to SE 47th Place	Construct curb, gutter and 6' sidewalk, where missing, on the east side of the street.	1,105	7,955	1,900	582
8	NE-2	173rd Avenue NE - Northup Way to City limits	Construct curb, gutter and 6' sidewalk on east side where missing; accommodate future bike lane.	685	8,640	1,385	495
9	SO-1	Somerset Avenue SE - SE Somerset Blvd. to 136th Place SE	Construct curb, gutter and 5' sidewalk on the west side of the street, curb 12' from center of roadway	800	9,440	1,040	769
10	WD-1	123 <sup>rd</sup> Avenue SE - SE 20 <sup>th</sup> to SE 26 <sup>th</sup> Streets	Construct curb, gutter and 5' sidewalk, place curb 14' from center of the roadway on the east side of the street. Parking bays where feasible.	950	10,390	2,100	452
11	WT-4	128th Avenue NE/SE - NE 2nd Street to SE 7th Place	Construct curb, gutter and 6' sidewalk, where missing, on the west side of the street	1,860	12,250	3,125	595
12	WT-5	SE 7th Place - Lake Hills Connector to cul-de-sacs	Construct curb, gutter and 6' sidewalk on one side, the side to be determined in the initial design process which will include community outreach/involvement facilitation.	1,025	13,275	1,290	795
13	S/ELH-1	158th Place SE - Main Street to SE 6th Street	Construct curb, gutter and 6' sidewalk on east side of the street.	1,120	14,395	1,975	567
14	E/CM-1	150th Avenue SE - SE 46th Way to south City limits	Construct curb, gutter and 6' sidewalk on the east side of the street.	1,385	15,780	2,390	579
15	WB-1	SE 16th Street - 104th Avenue SE to Bellevue Way	Construct curb, gutter and 6' sidewalk on one side, the side to be determined in the initial design process which will include community outreach/involvement facilitation.	490	16,270	870	563
16	WB-2	107th Avenue SE - Bellevue Way to SE 20th Street	Construct curb, gutter and 5' sidewalk on the west side of the street. Planter strip where feasible.	485	16,755	890	545
17	WB-3	106th Avenue SE - SE 30th Street to SE 34th Street	Construct curb, gutter and 5' sidewalk on the east side of the street.	1,090	17,845	1,740	626
18	WT-1	132nd Avenue NE - NE 8th Street to Bel-Red Road	Construct curb, gutter and 6' sidewalk on one side, the side to be determined in the initial design process which will include community outreach/involvement facilitation.	980	18,825	1,625	603
19	NW-3	108th Avenue NE - NE 19th Place SE to NE 24th Street	Construct curb, gutter and 6' sidewalk on the east side of the street.	1,295	20,120	1,480	875

\* All cost estimates should be considered preliminary. Staff continues to review and adjust. Any updates will be provided when available.

Neighborhood Sidewalk Priorities  
 Bellevue Transportation Commission  
 Approved on April 26, 2007

4/26/07 Commission Priority Ranking	Map #	Project Name/Location	Project Description (Existing Facilities)	Cost Estimate (\$000s)*	Cumulative Cost Estimate (\$000s)	Project Length (Feet)	Cost per Foot (\$)
20	NP-3	120th Avenue SE - Lake Washington Blvd to 122nd Avenue SE	Construct curb, gutter and 5' sidewalk on the east side of the street.	1,975	22,095	3,980	496
21	WB-4	112th Avenue SE - SE 30th to SE 31st Street	Construct curb, gutter and 6' sidewalk on the west side of the street. Planter strip where feasible.	310	22,405	505	614
22	WT-2	NE 2nd Street - 124th to 128th Avenues NE	Construct curb, gutter and 5' sidewalk on the south side of the street.	670	23,075	1,340	500
23	WLH-1	Lake Hills Boulevard - 148th Avenue SE west to 143rd Avenue SE	Construct new curb & gutter, 6' sidewalk and planter strip on north side of the street from 148th Avenue SE west to 143rd Avenue SE consistent with new section to the east. Remove remaining European White Birch trees in poor health and reconstruct fence as necessary. <b>(Existing curb, gutter and asphalt sidewalk on both sides)</b>	770	23,845	1,095	703
24	WLH-2	SE 16th Street/148th Avenue SE to 154th Avenue SE	Construct new curb, gutter and 6' sidewalk on north side; accommodate bike lane. <b>(Existing asphalt walkway behind extruded curb)</b>	715	24,560	1,950	367
25	NW-1	100th Avenue NE - NE 14th to NE 24th Streets	Construct curb, gutter and 6' sidewalk with planter strip on the east side of the street. <b>(Existing curb, gutter and sidewalk on west side)</b>	2,105	26,665	3,240	650
26	BT-2	140th Avenue NE - NE 24th to NE 40th Streets	Install separated 6' walkway on the west side of the street. Planter strip where feasible. <b>(Existing asphalt walkway on east side)</b>	1,510	28,175	4,200	360
27	NE-1	Northup Way - 168th Avenue NE to NE 10th Street	Construct curb, gutter and 6' sidewalk on the north side of the street. <b>(Existing asphalt walkway or curb, gutter and sidewalk on south side)</b>	1,745	29,920	2,770	630
28	WT-3	118th Avenue SE/Main Street (Botanical Garden frontage)	Construct curb, gutter and 6' sidewalk on east side of the street. <b>(Existing curb, gutter and separated sidewalk on west side)</b>	325	30,245	730	445
29	NW-2	NE 24th Street - Bellevue Way to 108th Avenue NE	Construct curb, gutter and 6' sidewalk on the south side of the street. <b>(Existing separated asphalt walkway on north side)</b>	585	30,830	1,175	498

 = Selected as first Neighborhood Sidewalk Program Projects (CIP Plan No. PW-W/B-76)

- Map # Legend
- BT - Bridle Trails
  - E/CM - Eastgate/Cougar Mountain
  - FT - Factoria
  - NE - Northeast Bellevue
  - NP - Newport
  - NW - Northwest Bellevue
  - S/ELH - Sammamish/East Lake Hills
  - SO - Somerset
  - WB - West Bellevue
  - WD - Woodridge
  - WLH - West Lake Hills
  - WT - Wilburton

\* All cost estimates should be considered preliminary. Staff continues to review and adjust. Any updates will be provided when available.

2013-2024 Transportation Facilities Plan Update Process  
**Public Involvement Strategy - Draft**  
Revised 5 Jan 2012

**A. Transportation Commission Meetings**

- 7 meetings between November 2011 and May 2012

**B. Webpage**

**Location:** On the Transportation Department internet page under Projects, Plans and Studies at, <http://www.bellevuewa.gov/transportation-facilities-plan.htm>

**Currently active components include:**

- TFP background information
- Link to current 2009-2020 TFP
- Link to current 2009-2020 TFP Final EIS
- Contact information for questions and comments

**Additional components, to be posted as available, include:**

- List of candidate projects
- Candidate project map
- Open House and Commission meeting information
- Link to survey (see item C below)
- Opportunity to request notification when new content posted.

**C. Community Outreach Elements**

- Survey. Primarily to be delivered online (Survey Monkey or similar), though a paper alternative will also be available. Will start in mid-February and run through early or mid-March.

Anticipated elements include opportunity to comment on:

- Individual projects (favorable, neutral, unfavorable as well as specific comments)
- Priority by project type (i.e., how to divide resources by percent among project types (capacity, ped-bike, etc.; specific categories TBD).
- Potential element: where should any additional resources come from? (Prop taxes, existing businesses, new development/impact fees).

Promotion of TFP survey to be coordinated with promotion of Transit survey, which will start at approximately the same time.

- Four Open House events, distributed around the city. Held in second half of February. Specific dates and locations TBD.
  - 2-hour duration, “drop-in” format
  - Candidate project list and maps of projects in the particular area in which an open house is held as well as projects citywide
  - Opportunity to indicate preferences for particular projects (arrow format: up, down, sideways or green/red dots) and by project type (ped-bike, capacity, econ dev, etc)
  - Information about the TFP Survey and opportunity to participate in Survey via paper form.
  - Comment forms
  - Goal is to provide information on public input to Transportation Commission at same time as information on project scoring done by staff (planned for March 8 TC meeting).

Community outreach will reflect and be informed by requirements of Title VI. (ID affected populations citywide; may also review for any additional affected populations in area in which an Open House is held.)

#### **D. Other Public Involvement Plan Components**

The following will support and augment the Community Outreach Elements described in Item C above.

- **City Council Outreach Report** – notification to Council members of Open House events
- **It's Your City**– article in February issue, with background information on TFP, notice of Open House events, link to webpage for info.
- **Neighborhood News** (E-newsletter, published by City on first workday of each month)
- **City Press Release**
- **Bellevue Reporter** – article (and/or advertisement)
- **Bellevue Patch** –press release
- **Fliers at City Hall Service First, libraries, community centers, mini-City Halls, community gathering places.**
- **E-Gov delivery email** (distribution to list of people interested in TFP process).