



# MEMORANDUM

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**DATE:** December 1, 2011

**TO:** Transportation Commission

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

**SUBJECT:** Transportation Facilities Plan Project Evaluation Criteria and Public Process

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## Purpose

At the Commission meeting on December 8, staff will present proposed revised criteria for evaluating candidate Roadway-Intersection projects for the Transportation Facilities Plan (TFP) update process. Staff will also introduce proposed Pedestrian-Bicycle candidate project evaluation criteria. And staff will share with the Commission a proposed process for public involvement in developing the updated, 2013-2024 TFP.

Commissioners may accept the staff proposals for the project evaluation criteria and public process or suggest revision and follow-up, as necessary.

## Background

At the Commission meeting on November 10, staff provided an overview of the TFP purpose and shared the Roadway-Intersection project evaluation criteria used in the process of developing the current, 2009-2020 TFP. As noted at the meeting, since the time that project evaluation criteria were established for the current TFP (late 2007), the City has completed a comprehensive inventory and analysis of conditions on sidewalks and evaluated their compliance with requirements of the Americans with Disabilities Act (ADA). The City has also completed an update of the Pedestrian and Bicycle Transportation Plan, which included review and adjustment of policies as well as identification of project facility needs.

At the November 10 meeting it was agreed that the Roadway-Intersection criteria should be reviewed to determine whether there is opportunity to make them fit with the new understanding of on the ground conditions provided the by the ADA Inventory and the identified priorities of the Pedestrian and Bicycle Plan. The primary adjustments staff are proposing to the Roadway-Intersection project evaluation criteria are,

- Adjusting the Non-Motorized Matrix (20% of the overall score) to include points for rectifying at least one block with a "high" ADA barrier ranking
- Providing additional points to projects that will build out links in the Priority Bicycle Corridor routes

Staff are proposing integrating similar adjustments into the Ped-Bike candidate project evaluation criteria.

Identification of Priority Bicycle Corridors is one key feature of the updated, 2009 Pedestrian & Bicycle Transportation Plan. Policy PB-2 (attached) provides guidance on the timeline for completing key elements of the Pedestrian and, especially, bicycle system networks. Historically, the City has not progressed according to plan timelines in completing connected bicycle routes. The [2010 Pedestrian and Bicycle Program Progress Report](#) (posted on the city website) provides information on progress toward implementing the Pedestrian and Bicycle Transportation Plan.

At the meeting on Dec 8, staff will walk through the ADA Inventory evaluation scoring system, including discussion of the overall “barrier” score (high, medium, low) and the component “impediment” and “activity” parts (each of which also has high, medium and low scores assigned). Staff will also review the policy guidance and current status of the Priority Bicycle Corridors.

Per previous indication, the scoring of Roadway-Intersection and Ped-Bike candidate projects, and the preliminary project ranking based on those scores, serves as a starting point for the development of a consolidated list of prioritized projects. At this point, other considerations for project evaluation (e.g., external agency project plans and piggybacking opportunities), can also be taken into account.

#### Next Steps

The next steps in the TFP update process are to finalize the Roadway-Intersection project evaluation criteria and the Ped-Bike project evaluation criteria; these should be finalized this month or in January 2012. Staff will develop and share with the Commission in January and/or February lists of candidate Roadway-Intersection and Ped-Bike projects. Once Commissioners have reviewed the lists, staff will evaluate the projects according to the criteria.

A process for public input to the TFP update will also need to be determined. Staff will bring an outline proposal to the meeting on December 8; if necessary, additional refinement can be incorporated and more discussion regarding public involvement can occur at the Commission meeting in January.

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

#### Attachments:

1. Roadway Intersection project evaluation criteria—Draft, with potential adjustments for ADA and priority bicycle corridors
2. Pedestrian-Bicycle project evaluation criteria—Draft, with potential adjustments for ADA and priority bicycle corridors
3. Policy PB-2
4. 2013-2024 TFP Update Timeline—DRAFT (same version included with November 3 memo)

## ROADWAY/INTERSECTION PROJECT SCORING CRITERIA AREAS

The Transportation Facilities Plan (TFP) and Capital Investment Program (CIP) plan candidate project list is scored and ranked using a scoring criteria matrix and weighting system as a starting point for the more subjective candidate project prioritization process. The criteria and weighting were updated and approved by the Transportation Commission on October 11, 2007. The criteria and weighting system is made up of the five areas described below:

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1 Safety (25%)

- Need based on ped/bike and vehicular safety
- Benefit based on type of improvement (does it address the problem?)

2. Level-of-Service (25%)

- Need based on specific intersection and area-wide average
- Benefit based on type of improvement

3. Transit (15%)

- Need based on whether or not project is on a major or minor transit route. A major or minor route is based on the frequency of service.
- Benefit based on direct (HOV lanes) vs. indirect (improved traffic flow, pedestrian access) benefit

4. Non-Motorized (20%)

- Need is not scored; it is assumed there is an overall need for complete and connected networks of pedestrian and bicycle facilities that are ADA compliant
- Benefit based on whether project constructs sidewalks and/or bicycle facilities and addresses ADA deficiencies

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5. Plan Consistency and Outside Funding (15%)

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- Degree of planning support (from local subarea plans to plans of cooperative interjurisdictional forums such as ETP and PSRC).
- Likelihood of receiving outside funding (grants, etc.)

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

	HIGH	MEDIUM HIGH	MEDIUM	MEDIUM LOW	LOW	NO NEED
	<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
- Improvement addresses a primary safety concern	80	64	48	32	16	0
- Improvement addresses a primary safety concern - Improvement completely addresses a secondary safety concern	70	56	42	28	14	0
- Improvement slightly addresses a primary safety concern - Improvement significantly addresses a secondary safety concern	60	48	36	24	12	0
- Improvement addresses secondary a safety concern	50	40	30	20	10	0
- Improvement marginally addresses a secondary safety concern	40	32	24	16	8	0
- Only small or no safety benefits accomplished with project	40	32	24	16	8	0

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

**NEEDS:** Future Needs were evaluated on a "No Action" Scenario: 2015 Land Use on the Committed CIP Concurrency Funded Network

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

<b>BENEFITS</b>	Project v/c ratio improves by at least 0.100 Int. improvements w.r.t. crit. movement(s) Alternative routes Profound Network Changes	<b>High</b>	<b>20</b>	<b>60</b>	<b>100</b>
	Project v/c ratio improves btw 0 and 0.100 Int. improvements w.r.t. crit. movement(s) and/or phasing	<b>Medium</b>	<b>10</b>	<b>50</b>	<b>80</b>
	No proj v/c ratio improvement Int. improvement w.r.t. non-crit movement(s) Operational & Indirect improvements Reduced Delay?	<b>Low</b>	<b>0</b>	<b>30</b>	<b>40</b>
			<b>Low</b>	<b>Medium</b>	<b>High</b>
<b>Crit 1: Compare the "No Action" MMA AW LOS to the MMA AWStd</b>	----->	(2 out of 3) More than 15% below MMA AWStd and/or	(2 out of 3) Btw 5% & 15% below MMA AWStd and/or	(2 out of 3) Within 5%, at or exceeds MMA AWStd and/or	
<b>Crit 2: Compare the Int "No Action" LOS to the MMA AWStd</b>	----->	More than 15% below MMA AWStd and/or	Btw 5% & 15% below MMA AWStd and/or	Within 5%, at or exceeds MMA AWStd and/or	
<b>Crit 3: Evaluate Int "No Action" LOS</b>	----->	LOS A,B,C < 0.80	LOS D >=0.80, <0.90	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>
	- Project 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. - Unlikely to be eligible or competitive for any grant program	- Project included in T2040 <u>or</u> another state/regional plan, priority list, study. - Meets eligibility requirements and competitiveness thresholds for small grant programs (max award less than \$1,000,000)	- Project is included in T2040 <u>and</u> at least one other state/regional plan, priority list, or study. - Meets eligibility requirements and competitiveness thresholds for larger grant programs (max award greater than \$1,000,000)
<b>Plan Consistency</b>	10	35	70
<b>Grant Eligibility</b>	0	15	30

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

Revised to include allowance for ADA conditions and Priority Bike Corridors  
DRAFT for discussion  
30 Nov 2011

<b>CATEGORY</b>	<b>MAX. POINTS</b>
<b>1. Safety</b>	
Accident cluster	15
Volume at project	10
Existing facility	10
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SUBTOTAL	35
<b>2. System Linkage</b>	
Major non-motorized system	20
Transit facility	15
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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
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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

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### 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

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

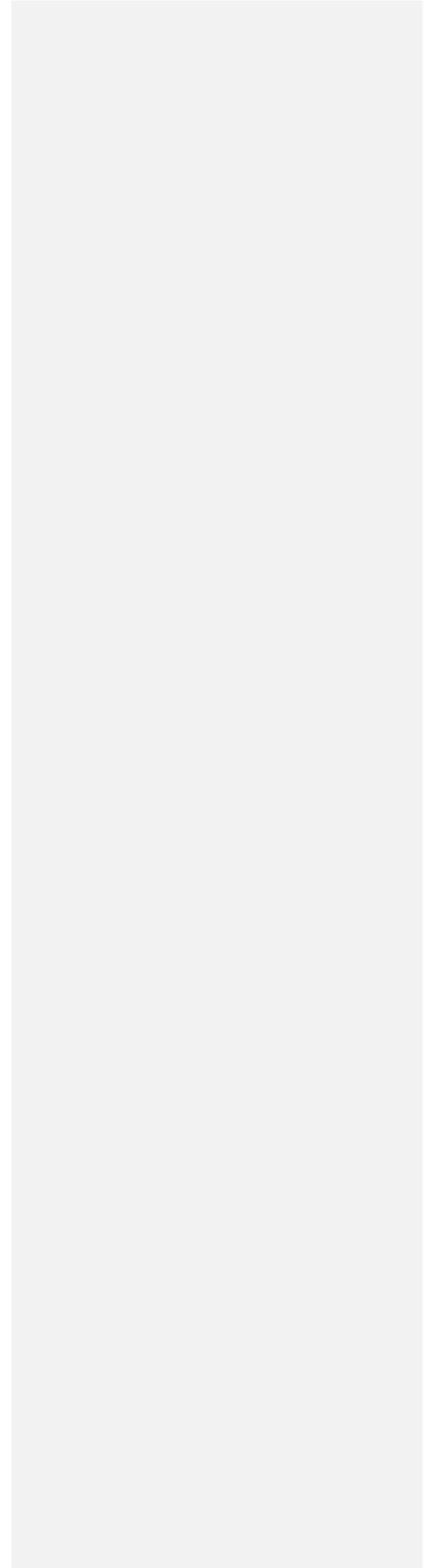
- 0 points No retail/office clusters in the general area of a project
- 1 point No commercial/office clusters in the immediate vicinity of a project
- 4 points Commercial/office cluster in the immediate vicinity of a project but there is no direct connection via the project
- 7.5 points Project passes 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, hospitals, senior center or community center.)

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.



**Policy PB-2**

(Bellevue Pedestrian & Bicycle Transportation Plan, 2009)

Work towards specific short and mid-term implementation objectives intended to be completed following the adoption of the 2009 plan update. Specifically:

1. Within 10 years, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connects the boundaries of the city limits, and connects to the broader regional bicycle system.
2. Within 5 years, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue.
3. Within 10 years, reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent from 2007 levels.
4. Within 10 years, construct 25 more miles of sidewalks along arterial streets including collector arterials above 2007 levels.
5. Within 10 years, increase trips by bicycle and foot by 10 percent over 2009 levels.

**2013-2024 Transportation Facilities Plan Update Timeline—DRAFT**

November 2011	December	January-February 2012	March	April	May-June
<ul style="list-style-type: none"> <li>• Process Kickoff</li> <li>• Current status of 2009-2020 TFP projects</li> <li>• TFP Update timeline/process overview</li> <li>• Public Involvement strategy</li> <li>• Review Roadway/ Intersection Project prioritization criteria</li> </ul>	<ul style="list-style-type: none"> <li>• Public Involvement strategy</li> <li>• Refine Roadway/ Intersection Project prioritization criteria</li> <li>• Review Ped/Bike Project prioritization criteria</li> </ul>	<ul style="list-style-type: none"> <li>• Candidate Roadway/ Intersection Project identification</li> <li>• Staff scoring of candidate Roadway/ Intersection projects</li> <li>• Candidate Ped/Bike Project identification</li> </ul>	<ul style="list-style-type: none"> <li>• Staff scoring (con't)</li> <li>• Develop 2013-2024 revenue projection</li> <li>• Develop/Update planning level cost estimates for Roadway/ Intersection Projects, Ped/Bike projects</li> <li>• Preliminary prioritization of Roadway/ Intersection and Ped/Bike projects</li> </ul>	<ul style="list-style-type: none"> <li>• Public open house (?)</li> <li>• Preliminary combined Roadway/ Intersection and Ped/Bike Projects priority list</li> <li>• Title VI Equity Analysis</li> </ul>	<ul style="list-style-type: none"> <li>• Finalize TFP project list</li> <li>• Provide input to 2013-2019 CIP process</li> </ul> <p><u>Summer/Fall:</u> Environmental review of draft TFP.</p> <p><u>Early Dec:</u> Council adopts 2013-2014 Budget (operating &amp; capital)</p> <p><u>Winter 2013:</u></p> <ul style="list-style-type: none"> <li>• New impact fee schedule takes effect (1 Jan 2013)</li> <li>• Council Adopts TFP</li> </ul>
<p><b>Transportation Commission Role</b></p>					
<p><i>Review &amp; comment on,</i></p> <ul style="list-style-type: none"> <li>• TFP Update Process (timeline, public involvement, etc)</li> <li>• Roadway/ Intersection Project prioritization criteria</li> </ul>	<p><i>Review &amp; comment on,,</i></p> <ul style="list-style-type: none"> <li>• Public Involvement Strategy</li> <li>• Planning Principles?</li> <li>• Roadway/ Intersection Project prioritization criteria</li> <li>• Ped/Bike Project prioritization criteria</li> </ul>	<p><i>Review &amp; approve,</i></p> <ul style="list-style-type: none"> <li>• Roadway/ Intersection Project prioritization criteria</li> <li>• Ped/Bike Project prioritization criteria</li> </ul> <p><i>Review &amp; comment on,</i></p> <ul style="list-style-type: none"> <li>• Roadway/ Intersection Project list</li> <li>• Ped/Bike Project list</li> </ul>	<p><i>Review &amp; comment on,</i></p> <ul style="list-style-type: none"> <li>• Roadway/ Intersection Candidate Projects score/ranking</li> <li>• Ped/Bike Candidate Projects score/ ranking</li> </ul>	<p><i>Review &amp; comment on,</i></p> <ul style="list-style-type: none"> <li>• Combined Roadway/ Intersection and Ped/Bike project list</li> </ul>	<p><i>Review &amp; approve,</i></p> <ul style="list-style-type: none"> <li>• Final TFP Project list</li> <li>• Provide input to CIP process (TBD).</li> </ul>