



MEMORANDUM

DATE: May 15, 2008

TO: Transportation Commission

FROM: Kristi L. Oosterveen, Capital Programming Coordinator

SUBJECT: 2009-2020 Transportation Facilities Plan and 2009-2015 Capital Investment Program Plan - Preliminary Candidate Roadway/Intersection Projects "score-ranked" list

Staff will be present at your May 22 meeting to facilitate the Commission's review and discussion of the Preliminary "score-ranked" 2009-2020 Transportation Facilities Plan (TFP) and 2009-2015 Capital Investment Program (CIP) plan candidate roadway/intersection project list. Based on the updated project ranking criteria and criteria weighting, approved by the Commission on October 11, 2007, staff has scored the candidate roadway/intersection projects for the TFP and CIP updates. The preliminary "score-ranked" roadway/intersection projects list (Attachment 1) and map (Attachment 2) are included for your review prior to the meeting. The "score-ranked" lists include each project's criteria specific scores followed by a total score.

Also included in your packet (Attachment 3) is a brief descriptor of how each criterion is used to measure the need and/or benefit of candidate projects, and each of the five detailed scoring matrices staff used to develop each project's score. As always, it is also important to remind Commission that **the candidate project scoring, and the preliminary project ranking based on those scores, is only intended to serve as a starting point for the more subjective candidate project prioritization process** that will be taking place over the next several meetings.

Four projects from the Preliminary TFP/CIP Candidate Roadway/Intersection project list were not scored and are not included in Attachment 1, the score-ranked list. These programmatic or service-type projects, listed below, cannot be scored under the approved scoring system.

<u>Map #</u>	<u>Project Name</u>
1. CIP-8	Transit Now/Downtown Circulator
2. CIP-9	Transportation Demand Management Program Enhancement
3. CIP-10	Neighborhood Traffic Calming Program Enhancement
4. CIP-11	Downtown Great Streets

Prior to the meeting on the 22nd, please take the time to review the attachments and come prepared to the meeting with your comments, issues and questions. This will be helpful as we proceed into the staff prioritization process of the "score-ranked" projects. If you have questions or comments regarding the materials prior to the meeting, please contact me at 425-452-4496 (koosterveen@bellevuewa.gov).

Attachments

Map #	Source Plan	MMA	Project Name, Location and Limits	Project Description	Regional Benefit/ Outside Funding Raw Score (max 100)	Adjusted Regional Benefit/ Outside Funding Score (max 15)	Safety Raw Score (max 100)	Adjusted Safety Score (max 25)	LOS Raw Score (max 100)	Adjusted LOS Score (max 25)	Transit Raw Score (max 100)	Adjusted Transit Score (max 15)	Non-Motorized Raw Score (max 100)	Adjusted Non-Motorized Score (max 20)	Total Project Score (max 100)
CIP-1	PB CIP	1	Northup Way/Bellevue Way to NE 24th Street	The Design Report process started in 2007 will refine the project scope and implementation phasing options. The cost estimate entails only placeholder funding for complete and/or phased implementation of the improvements identified by a 1996 corridor study, including sidewalks and bike lanes on both sides and a two-way center turn lane east of NE 33rd Place. The placeholder may also be used to fund interim safety improvements identified by the design report to improve conditions for vehicles, pedestrians, bicyclists, and transit riders until the ultimate improvements can be implemented. (\$1,467K is funded in the current 2007-2013 CIP; recommendation of the Bel-Red Corridor Project)	50	7.5	64	16	80	20	100	15	100	20	78.5
CPA-6	CPA	4	NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE and 120th Avenue from NE 4th Street to NE 8th Street	The ultimate project would design and construct a preliminary recommendation of the Wilburton/NE 8th Street Study. The roadway will consist of 5 vehicle lanes, bike lanes, sidewalks and will require construction of a sunken roadway and bridges for BNSF and Pedestrians. Neighborhood traffic mitigation will be evaluated to discourage cut through traffic on NE 5th Street east of 120th. This project will be coordinated with potential private development in the immediate vicinity. (\$1M placeholder in 2006-2017 TFP)	30	4.5	64	16	100	25	100	15	75	15	75.5
BRC-4	BRCP	4	116th Avenue NE/NE 12th Street to 1600 block	Widen to five lanes north of the existing intersection. Add a double westbound left turn and a double eastbound left turn at 116th Avenue NE and NE 12th Street.	30	4.5	64	16	100	25	67	10.05	50	10	65.55
BRC-5	BRCP	4	120th Avenue NE/Northup Way to NE 8th Street	Widen to five lanes. Extend/realign roadway between Old Bel-Red Rd and NE 8th St. Bike lanes from NE 8th to NE 15th Sts. Key intersections at NE 8th, 12th, 16th Streets and Northup Way.	15	2.25	64	16	30	7.5	100	15	100	20	60.75
BRC-2	BRCP	4	NE 15th/16th Street/116th Avenue (Phase I) at NE 12th Street to 124th Avenue NE	Construct a five lane roadway from 116th Avenue NE to 124th Avenue NE. Key intersections at 116th, 120th and 124th Avenues NE.	30	4.5	32	8	50	12.5	100	15	100	20	60
BRO-2	148th MIP	9	148th Avenue NE/NE 8th Street	Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway.	15	2.25	70	17.5	100	25	100	15	0	0	59.75
BRC-17	BRCP	12	156th Avenue NE/NE 24th Street	Add an eastbound right turn lane and 2nd northbound left turn lane	15	2.25	70	17.5	100	25	100	15	0	0	59.75
CIP-4	CIP BROTS	4	Northup Way/120th Avenue NE to 124th Avenue NE	Construct a second eastbound lane, and widen Northup Way/124th Avenue NE intersection to provide a northbound right turn lane and a second eastbound left-turn lane to the SR-520 ramp. (Currently funded in the 2007-2013 CIP, recommendation of the Bel-Red Corridor Project)	65	9.75	60	15	80	20	100	15	0	0	59.75
BRO-9	TFP	5	NE 20th Street/Bel-Red Road to 156th Avenue NE	Construct an east to west U-turn on NE 20th Street at 156th Avenue NE; provide access management along NE 20th Street	15	2.25	80	20	80	20	100	15	0	0	57.25
CIP-3	CIP DIP	3	NE 2nd Street/Bellevue Way to 112th Avenue NE	Widen from three lanes with parking and turn pockets to five lanes. The design will accommodate left turn movements with a center turn lane where needed and dedicated right-turn pockets are also possible at some intersections. (\$6,000K is funded in the current 2007-2013 CIP)	30	4.5	42	10.5	60	15	100	15	50	10	55
BRT-10 BRC-18	Part BROTS BRCP	5	156th Avenue NE/Northup Way	Add second northbound and southbound left turn lanes and a second eastbound through lane east of 156th Avenue NE to the Unigard access. Utility undergrounding.	35	5.25	36	9	100	25	100	15	0	0	54.25
BRC-6a	BRCP	4	124th Avenue NE/Bel-Red/Old Bel-Red Road	Project scope is currently being identified through the continued Bel-Red Corridor Plan work. Current CIP Plan No. PW-I-91 for a design report of this intersection vicinity	35	5.25	42	10.5	50	12.5	100	15	50	10	53.25
FES-3	E/I-90	10	148th/150th Avenue SE/I-90 westbound on-ramp to I-90 westbound off-ramp	Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp.	15	2.25	64	16	80	20	100	15	0	0	53.25
CIP-2	CIP	3	110th Avenue NE/NE 4th Street to NE 8th Street	Widen from two through lanes to four through lanes between NE 4th Street and NE 6th Street to NE 8th Street. (Currently funded in the 2007-2013 CIP; 4th to 6th complete; funded for design only between 6th and 8th Streets)	15	2.25	64	16	40	10	100	15	50	10	53.25
CPA-7	CPA	3	NE 6th Street Extension	Extend the NE 6th Street HOV bridge over northbound I-405 to 116th Avenue NE and/or 120th Avenue NE	30	4.5	64	16	10	2.5	100	15	75	15	53
BRO-8	TFP	12	Bel-Red Road/NE 20th Place	Install signal, eastbound left turn pocket, 5' bikelane and pedestrian crossing.(Cost of project without bikelane \$1,952K)	0	0	100	25	30	7.5	100	15	25	5	52.5

Map #	Source Plan	MMA	Project Name, Location and Limits	Project Description	Regional Benefit/ Outside Funding Raw Score (max 100)	Adjusted Regional Benefit/ Outside Funding Score (max 15)	Safety Raw Score (max 100)	Adjusted Safety Score (max 25)	LOS Raw Score (max 100)	Adjusted LOS Score (max 25)	Transit Raw Score (max 100)	Adjusted Transit Score (max 15)	Non-Motorized Raw Score (max 100)	Adjusted Non-Motorized Score (max 20)	Total Project Score (max 100)
BRT-2	Part BROTS	4	116th Avenue NE/NE 12th Street	Add northbound right turn lane, extend eastbound left turn lane.	35	5.25	48	12	80	20	100	15	0	0	52.25
BRC-22 CIP-7	BRCP CIP	12	148th Avenue NE at NE 20th Street	Construct second eastbound, westbound, northbound and southbound left turn lanes; and southbound and westbound right turn lanes.(Current CIP Plan No. PW-I-78 description: Construct second eastbound and westbound left turn lanes. Current 2007-2013 CIP funding \$3,778K)	35	5.25	24	6	100	25	100	15	0	0	51.25
BRC-3	BRCP	4	NE 15th/16th Street (Phase II)/124th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets	Extend five lane roadway from 124th Avenue NE to 136th Place NE with a key intersection at 130th Avenue NE. Widen 136th Place NE five to three-lanes between NE 16th Street and NE 20th Street (reduction occurs at the intersection); add a double westbound left turn on NE 20th Street.	30	4.5	32	8	10	2.5	100	15	100	20	50
CPA-2	CPA	3	112th Avenue NE/NE 2nd Street	Straighten and realign NE 2nd Street between 112th and 114th Avenues NE, add dual southbound left turn lanes and a northbound right turn lane.	0	0	40	10	100	25	100	15	0	0	50
CIP-5	CIP	9	West Lake Sammamish/north City limit to I-90	The cost estimate entails only placeholder funding for complete and/or phased design and implementation of the improvements identified by an alternative analysis process completed in 2005. The ultimate project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' southbound vehicle travel lane, a 10' wide multi-purpose trail (8' wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5' shy distance space and a 2' or 5' wide landscaped buffer where space is available, a signal at SE 34th Street, pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street and at 5 other locations along the parkway. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor. Options for undergrounding existing overhead utilities and various project implementation phasing scenarios will be evaluated during the initial design process. (\$5,250K is funded in the current 2007-2013 CIP)	30	4.5	80	20	0	0	33	4.95	100	20	49.45
BRC-21 CIP-6	BRCP CIP	12	148th Avenue NE at Bel-Red Road	Construct an eastbound right turn lane, second westbound left turn lane, a westbound right turn lane and a second northbound left turn lane. (Current CIP Plan No. PW-I-76 description: Construct an eastbound right turn lane and second westbound left turn lane. Current 2007-2013 CIP funding \$6,977K)	35	5.25	36	9	80	20	100	15	0	0	49.25
FES-8	Lakemont	11	Lakemont Blvd (Phase 2)/Lewis Creek Park to 164th Ave SE	Install signal at 164th Ave SE/Lakemont Blvd; construct sidewalk and bike lane on east side; add planted medians where feasible.	50	7.5	80	20	0	0	33	4.95	75	15	47.45
FES-1	FATS update	13	129 th Avenue SE/SE 38 th Street to Newport Way	Extend 129 th Avenue SE north to SE 38 th Street. Investigate traffic operations at the intersection of 129th Avenue SE and SE Newport Way. Consider signalization and channelization improvements if warranted.	0	0	56	14	10	2.5	67	10.05	100	20	46.55
BRO-4	BROTS N/S	12	148th Avenue NE/NE 24th Street	Lengthen the westbound right turn lane on NE 24th Street and provide second westbound and eastbound left turn lanes; widen NE 24th Street to allow wide curb lanes for cyclists.	0	0	24	6	80	20	100	15	25	5	46
FES-6	FATS update	13	Factoria Boulevard at Newport Way	Construct back-to-back double left-turn pockets northbound at the Newport High School entrance and southbound at Newport Way. Re-locate the access to St. Margaret's church on Factoria Boulevard to align with the signal at the Newport High School access.	35	5.25	80	20	10	2.5	100	15	0	0	42.75
FES-7	Lakemont	11	Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE	Install signal and turn lanes at Cougar Mtn. Way/Lakemont Blvd. intersection; construct northbound left turn lane on Lakemont Blvd. at SE 62nd Street; add sidewalk and bike lanes on east side between Cougar Mtn. Way and park; install planted medians where feasible.	50	7.5	80	20	0	0	0	0	75	15	42.5
BRT-12 BRC-19	BROTS BRCP	12	Bel-Red Road/NE 24th Street	Add southbound right turn and northbound left turn lanes.	35	5.25	48	12	40	10	100	15	0	0	42.25
BRC-6	BRCP	4	124th Avenue NE/Northup Way to Bel-Red Road	Widen to five lanes; between Northup Way and Bel-Red Road. Key intersections at Bel-Red Rd, NE 16th St, and Northup Way.	0	0	48	12	40	10	0	0	100	20	42

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BRC-9	BRCP	4	130th Avenue NE/NE 20th to NE Bel-Red Road	Widen to two lanes (NE 20th to NE 16th) to three lanes (NE 16th to Bel-Red Road) with turn pockets and on-street parking; shared bike lanes. Key intersections at NE 20th, NE 16th and Bel-Red Road. Current CIP Plan No. PW-R-122 for a design report along this corridor; assumed developer initiated improvements	15	2.25	64	16	10	2.5	0	0	100	20	40.75
CBD-1	CBD	7	112th Avenue SE/SE 4th Street	Add a northbound left turn lane. (\$1M placeholder in 2006-2017 TFP)	35	5.25	60	15	40	10	67	10.05	0	0	40.3
CPA-1	CPA	3	NE 8th Street/106th Avenue NE	Realignment of the roadway to the south will better utilize the new westbound travel lane (between 108th and 106th Avenues NE; funded in CIP) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way.	0	0	56	14	40	10	100	15	0	0	39
FES-9	FATS update	13	SE 40 th Lane/Factoria Boulevard	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.	0	0	42	10.5	50	12.5	100	15	0	0	38
BRO-3	BROTS N/S	12	148th Avenue NE at SR 520	Streamline/Rechannelize the southbound lanes on 148th Avenue to reduce friction and improve southbound flow.	0	0	30	7.5	60	15	100	15	0	0	37.5
FES-11	Staff	9	148th Avenue intersection safety and reliability	This project would improve the safety and reliability at four signalized intersections along the 148 th Avenue corridor, including SE 24 th Street, SE 8 th Street, Main Street, and NE 8 th Street. The project would remove and replace aging wiring and poles to increase reliability and reduce signal malfunctions at these intersections that have not had any major upgrades since their construction in 1975.	15	2.25	80	20	0	0	100	15	0	0	37.25
FES-4	EBTP	10	150th Avenue SE/SE 37th Street/I-90 off-ramp widening	Widen I-90 off-ramp 300' west of 150th Avenue SE and add a through lane. Widen SE 37th Street approximately 500' to the east of 150th Avenue SE to allow for a bypass lane on the right side of the street.	15	2.25	80	20	40	10	33	4.95	0	0	37.2
DIP-5	DIP	3	NE 2nd Street Extension and I-405 interchange	Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE. Add half interchange with I-405, to/from the south. (\$500K in 2006-2017 TFP)	30	4.5	56	14	10	2.5	0	0	75	15	36
CPA-4	CPA	3	Bellevue Way/NE 4th Street	Add a southbound right turn lane and a westbound right turn lane. Dual westbound left turn lanes.	0	0	42	10.5	40	10	100	15	0	0	35.5
CPA-5	CPA	3	Bellevue Way/NE 8th Street	Add southbound right turn lane.	0	0	56	14	40	10	67	10.05	0	0	34.05
BRT-11	BROTS	5	Bel-Red Road/NE 20th Street	Add southbound right turn lane; convert westbound lanes on NE 20th Street to provide left turn, left turn/through and through/right turn lanes.	35	5.25	24	6	30	7.5	100	15	0	0	33.75
DIP-4	DIP	3	NE 10th at I-405	Add half interchange (ramps) to/from the north. (\$500K in 2006-2017 TFP; NB ramp funded through WSDOT Braided ramp project)	30	4.5	56	14	50	12.5	0	0	0	0	31
FES-5	E/I-90	10	156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp)	Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn.	15	2.25	64	16	50	12.5	0	0	0	0	30.75
DIP-1	DIP	3	106th/108th One Way Couplet	Convert roadways to function as a one-way couplet. 106th Avenue will function as a northbound one-way street and 108th Avenue will function as a southbound one-way street. 108th will include a single northbound contraflow lane between NE 4th and NE 8th	30	4.5	32	8	10	2.5	100	15	0	0	30
BRC-7	BRCP	4	124th Avenue NE at SR-520	Construct ramps to and from the east	30	4.5	60	15	40	10	0	0	0	0	29.5
FES-2	FATS update	13	131 st Avenue SE/132 nd Avenue SE between SE 36 th Street and SE 38 th Street	Realign 131 st Ave SE/132 nd Ave SE to form a vehicular and pedestrian connection between SE 36 th St and SE 38 th St.	0	0	48	12	10	2.5	0	0	75	15	29.5
CPA-3	CPA	3	Bellevue Way/NE 2nd Street	Add a northbound right turn lane and a second southbound left turn lanes.	0	0	24	6	30	7.5	100	15	0	0	28.5
BRC-8	BRCP	8	124th Avenue NE/NE 8th Street	Add double southbound left turn lane.	0	0	32	8	80	20	0	0	0	0	28
BRC-20	BRCP	4	NE 11th/12th Street to 116th Avenue NE Connection (across from Overlake Hospital)	Construct new 4/5 lane connection.	30	4.5	42	10.5	10	2.5	0	0	50	10	27.5
FES-10	Lakemont	11	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	Improve gravel road with pavement curb, gutter and sidewalk on one side. Cost estimate entails only placeholder funding for implementation. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID).	0	0	48	12	0	0	0	0	25	5	17

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BBC = Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan (1988)
 EBTP = East Bellevue Transportation Plan (1992)
 TTF = Traffic Task Force (1998)
 BROTS = Bel-Red/Overlake Transportation Study (1999)
 DIP = Downtown Implementation Plan (2003)
 E/I-90 = Eastgate/I-90 Corridor Study (2003)
 148th MIP = 148th Avenue Mobility Improvement Package (2003)
 Lakemont = Lakemont Boulevard Analysis (2004)
 FATS update = Factoria Area Transportation Study update (2005)
 CIP = 2007-2013 Capital Investment Program Plan
 BRCP = Bel-Red Corridor Project Recommendations (2007)
 CPA = Proposed Downtown Comprehensive Plan Amendment (2007)

- CIP = Funded/Partially Funded CIP Projects
- BRT
BRO = Bel-Red/Overlake Area projects
- BRC = Bel-Red Corridor Project Recommendations
- DIP
CBD = Downtown Area Projects
- CPA = Proposed Downtown Comprehensive Plan Amendment
- FES = Factoria, Eastgate and areas south of I-90

ROADWAY/INTERSECTION PROJECT SCORING CRITERIA AREAS

The Transportation Facilities Plan (TFP) and Capital Investment Program (CIP) plan candidate project list is scored and ranking 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 five areas that are described below:

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 a uniform need for SOV reduction
 - Benefit based on whether project constructs HOV facilities and/or sidewalks and bicycle facilities
5. Regional Partnerships and Outside Funding (15%)
 - Whether or not the project is identified by a cooperative interjurisdictional transportation forum (e.g., ETP and BROTS plans)
 - A regional corridor connection
 - Likelihood of receiving outside funding (grants, etc.)

1. REGIONAL BENEFIT AND OUTSIDE FUNDING MATRIX
 (MAXIMUM POTENTIAL SCORE = 100)

	Low Priority	Medium Priority	High Priority
	- Project not included in the Metropolitan Transportation Plan (MTP), the Eastside Transportation Partnership (ETP) or the Bel-Red/Overlake Transportation Study (BROTS), or any other regional Study - Unlikely to be eligible or competitive for any grant program	- Project included in one of the following: MTP, ETP, BROTS or any other regional study - Meets eligibility requirements and competitiveness thresholds for small grant programs	- Project is included in two or more of the following: the MTP, ETP, BROTS or any other regional study - Provides a regional connection between corridors - Meets eligibility requirements and competitiveness thresholds for large grant programs
Regional Benefit	0	35	70
Grant Eligibility	0	15	30

2. SAFETY MATRIX
(MAXIMUM POTENTIAL SCORE = 100)

	HIGH	MEDIUM HIGH	MEDIUM	MEDIUM LOW	LOW	NO NEED
	<ul style="list-style-type: none"> - Significant concern for auto or ped/bike accidents - Meets signal warrants and has significant accident occurrence - High need for pedestrian crossing - Significant roadway facilities missing and significant accident concern - Provides alternative to a route with significant auto or ped/bike accidents - Significant ped/bike accident potential 	<ul style="list-style-type: none"> - Previous area of significant auto or ped/bike accident concern with no improvements - Higher than typical accident occurrence - Meets signal warrants and had moderate accident occurrence - Significant roadway facilities missing and moderate accident concern or high accident potential 	<ul style="list-style-type: none"> - Typical accident occurrence - Meets signal warrants and has lower accident occurrence - Signal warrant not met and significant accident occurrence - Significant roadway facilities missing and low accident concern or moderate accident potential - Provides alternative to a route with moderate auto or ped/bike accidents - Lack of ped/bike facilities and high ped/bike demand 	<ul style="list-style-type: none"> - Lower than typical accident occurrence - Signal warrant not met and moderate accident occurrence - Lack of ped.bike facilities and moderate ped/bike demand/concern - Moderate congestion related traffic accidents 	<ul style="list-style-type: none"> - Low accident occurrence - Lack of ped/bike facilities and low ped/bike demand/concern 	
- 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

3. 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

BENEFITS	Project v/c ratio improves by at least 0.100 Int. improvements w.r.t. crit. movement(s) Alternative routes Profound Network Changes	High	20	60	100
	Project v/c ratio improves btw 0 and 0.100 Int. improvements w.r.t. crit. movement(s) and/or phasing	Medium	10	50	80
	No proj v/c ratio improvement Int. improvement w.r.t. non-crit movement(s) Operational & Indirect improvements Reduced Delay?	Low	0	30	40
			Low	Medium	High
Crit 1: Compare the "No Action" MMA AW LOS to the MMA AWStd	----->	(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	
Crit 2: Compare the Int "No Action" LOS to the MMA AWStd	----->	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	
Crit 3: Evaluate Int "No Action" LOS	----->	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

4. TRANSIT MATRIX
(MAXIMUM POTENTIAL SCORE = 100)

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

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

Project includes:	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
Points	25	50	75	100