City of Bellevue

MEMORANDUM

DATE: September 17, 2014

TO: Transportation Commission

FROM: Philip Harris, AICP, Senior Planner
425-452-7680, psharris@bellevuewa.gov

SUBJECT: Comprehensive Plan Update: Transportation Element maps, figures and tables

Purpose

At the September 25, 2014 meeting, staff will review amendments to the maps and tables of the Comprehensive Plan Transportation Element and will seek a recommendation.

Background

Bellevue is undergoing an update to the Comprehensive Plan that was last updated in 2004. The update addresses changes and new opportunities as the City has grown over the last 10 years. At previous Transportation Commission meetings, staff has reviewed proposed amendments and policy updates for the Transportation Element. The maps, tables and figures in Transportation Element (pages 163-182) (Click here for link) provide additional data to support the policies discussed previously.

At the April 10, 2014 Transportation Commission meeting staff discussed the maps and tables and how they had to be consistent with the requirements of the Puget Sound Regional Council (PSRC) and the relevant planning provisions in the State Growth Management Act. Staff also discussed some initial amendments to the maps and tables.

Amendments

Amendments to the maps and tables of the Comprehensive Plan Transportation Element are outlined below. The attached table also summarizes the amendments needed to support the Comprehensive Plan Transportation Element update. All maps have been updated to incorporate areas annexed to the City since 2004.

Fig. TR.1 - Mobility Management Areas

- Update Mobility Management Area (MMA) boundaries for MMAs 10, 11 and 13 and changes to system intersections as recommended by Transportation Commission in January, 2014
- Update MMA boundaries to match southern and eastern portions of the City boundary

Fig. TR.2 - 2020 Travel Demand Forecasts

- Change title to "2035 Travel Demand Forecasts" to reflect new forecast year
- Update boundaries for MMAs 10, 11 and 13 as recommended by Transportation Commission
- Update MMA boundaries to match southern and eastern portions of the City boundary

Fig. TR.3 – Existing Arterials and Freeways with Street Classifications

- Include new/planned arterial roadways in Bel-Red and Wilburton subareas
- Include new roadway classifications
- Remove pedestrian corridor from map of arterials
- Inset map highlights for Bel-Red and Wilburton subareas

Fig. TR.4 – Long Range Transportation Facility Improvements

- Repeal – The Transportation Facilities Plan is updated every two years. A live link to the most current Transportation Facilities Plan will be embedded in the online Comprehensive Plan Transportation Element

Fig. TR.5 - Existing Transit Facilities

- Update map, show public transit facilities only
- Add new direct access ramp SR 520 at 108th Ave NE/112th Ave NE to map

Fig. TR.6 – Transit Passenger Volumes

- Repeal – information is out of date, refer to 2014 Bellevue Transit Master Plan for discussion of transit service levels

Fig. TR.7 – Transit Priority Corridor Designations

- Repeal – Transit Corridor Designations are not used in the 2014 Bellevue Transit Master Plan

Fig. TR.8 – 10 Year Transit Vision

- Repeal – Refer to 2014 Bellevue Transit Master Plan which outlines future transit scenarios

Planned Frequent Transit Network

- New map incorporates information from the 2014 Bellevue Transit Master Plan

Fig. TR.10 Sound Transit

2005 Long Range Plan

- Repeal – Refer to Sound Transit for current Long-Range Plan

Fig. TR.11 Pedestrian Network

- Replace with map from 2009 Pedestrian & Bicycle Transportation Plan

Fig. TR.12 Bicycle Network

- Replace with map from 2009 Pedestrian & Bicycle Transportation Plan

Fig. TR.13 Highways of Statewide Significance

- Add traffic counts to map (Average Daily Traffic) as call outs – this can replace some information found in Table TR.3 in the current Comprehensive Plan Transportation Element

Truck Routes

- New map showing designated truck routes for freight mobility

Table TR.1 Area Mobility Targets

- Replace with tables showing: a) Level of Service (LOS) Standards and b) Commute Mode Split Targets
- Update MMA names & numbers consistent with MMA and Travel Demand Forecast maps
- Update base year to 2012 for Commute Mode Split Targets
- Update to 2035 target year for Commute Mode Split Targets

Table TR.1-A Transit Mobility Targets

- Repeal – Refer to 2014 Bellevue Transit Master Plan. Although specific transit mobility targets are not outlined in the Transit Master Plan it includes a transit service vision based upon a range of funding scenarios

Table TR.1-B Pedestrian & Bicycle Mobility Targets

- Repeal – Policy recommendation to develop multi-modal level of service standards and concurrency metrics will inform new targets and/or forecasts

Table TR. 2 - Average intersection Levels of Service (LOS) Definitions (Range of Volume to Capacity Ratios with User Impressions)

- Update title to read "Average Intersection **Vehicular** Level of Service (LOS) Definitions (Range of Volume to Capacity Ratios with ~~User~~ **Driver** Impressions)"
- Update language
- Table will be located closer to text and maps where Level of Service is discussed

Table TR.3 Traffic Inventory of State Highway Facilities in Bellevue

- Repeal – incorporate Average Daily Traffic numbers as callouts on updated map showing Highways of Statewide Significance (Fig. TR.13)

Table TR. 4 Trip Types on State-owned Highways in Bellevue

- Repeal

Next Steps

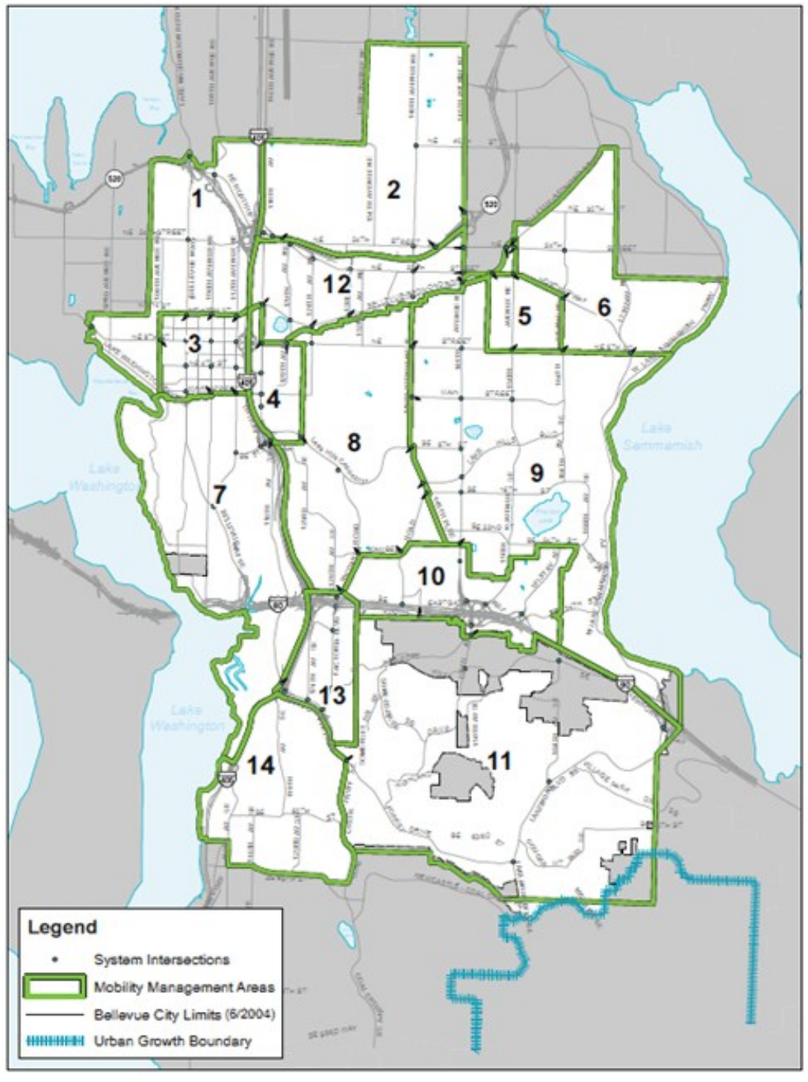
Based upon recommendations, the amended maps and tables will be included in the updated Comprehensive Plan Transportation Element. Transportation staff will continue to work with staff from other departments including Information Technology's Geographic Information Systems (GIS) to ensure consistency and clarity of the maps.

Attachments

- Summary table of amendments to Transportation Element maps and tables
- Copy of Transportation Element maps and tables with amended items (19 pages)

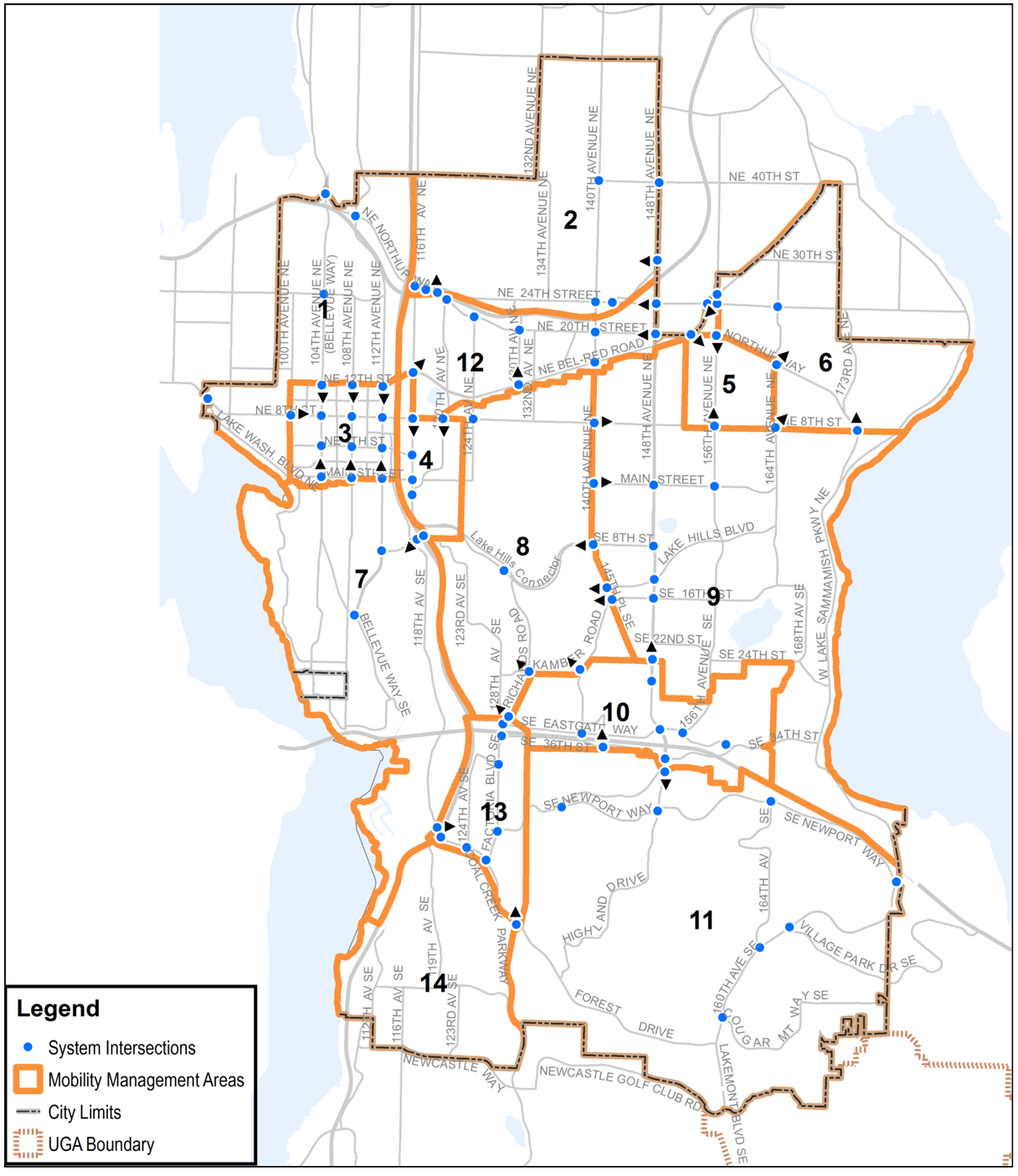
Comprehensive Plan Transportation Element 2004				Comprehensive Plan Transportation Element Update
Figure	**Name**	**Format**	**Update?**	**Notes**
	General Comments	Maps	Yes	Update City limits to incorporate areas annexed since 2004; make map extent consistent across maps; figure and table numbers will need to be updated to be consistent with policy items. Update MMA boundaries to match southern and eastern portions of the City boundary
TR.1	Mobility Management Areas (MMAs)	Map	Yes	Update Mobility Management Areas (MMA) 10,11 and 13 and System Intersections per Transportation Commission direction
TR.2	2020 Travel Demand Forecasts	Map	Yes	Change title to **"2035 Travel Demand Forecasts"**. Amend Mobility Management Areas (MMA) 10,11 and 13 per Transportation Commission direction, update to 2035 travel demand forecasts. Update MMA boundaries to match southern and eastern portions of the City boundary
TR.3	Existing Arterials and freeways with classifications	Map	Yes	Include new/planned arterial roadways in Bel-Red and Wilburton subareas Include new roadway classifications Remove pedestrian corridor from map of arterials Inset map highlights for Bel-Red and Wilburton subareas
TR.4	Long Range Transportation Facility improvements	Map	No	Repeal – The Transportation Facilities Plan is updated every two years. A live link to the most current Transportation Facilities Plan will be embedded in the online Comprehensive Plan Transportation Element
TR.5	Existing transit facilities	Map	Yes	Update facilities, show public transit facilities only, add direct access ramp to SR 520 at 108th Ave NE/112th Ave NE
TR.6	Transit passenger volumes	Map	No	Repeal – information out of date, refer to Transit Master Plan Update for discussion of transit service levels
New	Frequent Transit Network	Map	New	New map - include content from Transit Master Plan update Frequent Transit Network map but in format consistent with other Transportation Element maps
TR.7	Bellevue Transit Priority Corridor Designations	Map	No	Repeal - Transit Priority Corridor Designations not used in Transit Master Plan update
TR.8	10 Year Transit Vision	Diagram	No	Repeal - Refer to Transit Master Plan Update outlining future transit scenarios
TR.10	Sound Transit Long Range Plan 2005	Map	No	Repeal - Refer to Sound Transit for current Long-Range Plan
TR.11	Pedestrian network	Map	Yes	Replace with map from 2009 Pedestrian & Bicycle Transportation Plan
TR.12	Bicycle network	Map	Yes	Replace with map from 2009 Pedestrian & Bicycle Transportation Plan
TR.13	Highways of statewide significance	Map	Yes	Add traffic counts to map (Average Daily Traffic) as call outs – this can replace some information found in Table TR.3 in the current Comprehensive Plan Transportation Element
Table TR.1	Area Mobility Targets	Table	Yes	Replace with tables showing: a)Vehicular Level of Service (LOS) and b) Commute Mode Split Targets Update MMA names & numbers consistent with MMA and Travel Demand Forecast maps Update base year to 2012 for Commute Mode Split Targets Update forecast year to 2035 for commute Mode Split Targets
New	Vehicular Level of Service (LOS) Standards	Table	New	Replaces portion of Table TR.1 showing Roadway Level of Service (LOS)
New	Commute Mode Split Targets	Table	New	Replaces portion of Table TR.1 showing Non-Single Occupancy Vehicle (SOV) Mode Share
Table TR.1-A	Transit Mobility Targets	Table	No	Repeal – Refer to Transit Master Plan update. Although specific transit mobility targets are not outlined in the Transit Master Plan update it includes a transit service vision based upon a range of funding scenarios
Table TR.1-B	Pedestrian & Bicycle Mobility Targets	Table	No	Repeal – Policy recommendation to develop multi-modal level of service standards and concurrency metrics will inform new targets and/or forecasts
Table TR.2	Average Intersection LOS Definitions	Table	Yes	Update title to read "Average Intersection **Vehicular** Level of Service (LOS) Definitions (Range of Volume to Capacity Ratios with ~~User~~ **Driver** Impressions)" Update language Table will be located closer to text and maps where Level of Service is discussed
Table TR.3	Traffic Inventory of State Highway Facilities	Table	No	Repeal – incorporate Average Daily Traffic numbers as callouts on updated map showing Highways of Statewide Significance (Fig. TR.13)
Table TR.4	Trip types on State-Owned Highways	Table	No	Repeal

Fig. TR.1 Mobility Management Areas



Amendments

- Update Mobility Management Area (MMA) boundaries for MMAs 10, 11 and 13 and changes to system intersections as recommended by Transportation Commission in January, 2014
- Update MMA boundaries to match southern and eastern portions of City boundary



Changes to Mobility Management Area (MMA) boundaries and System Intersections approved by Transportation Commission—January 2014

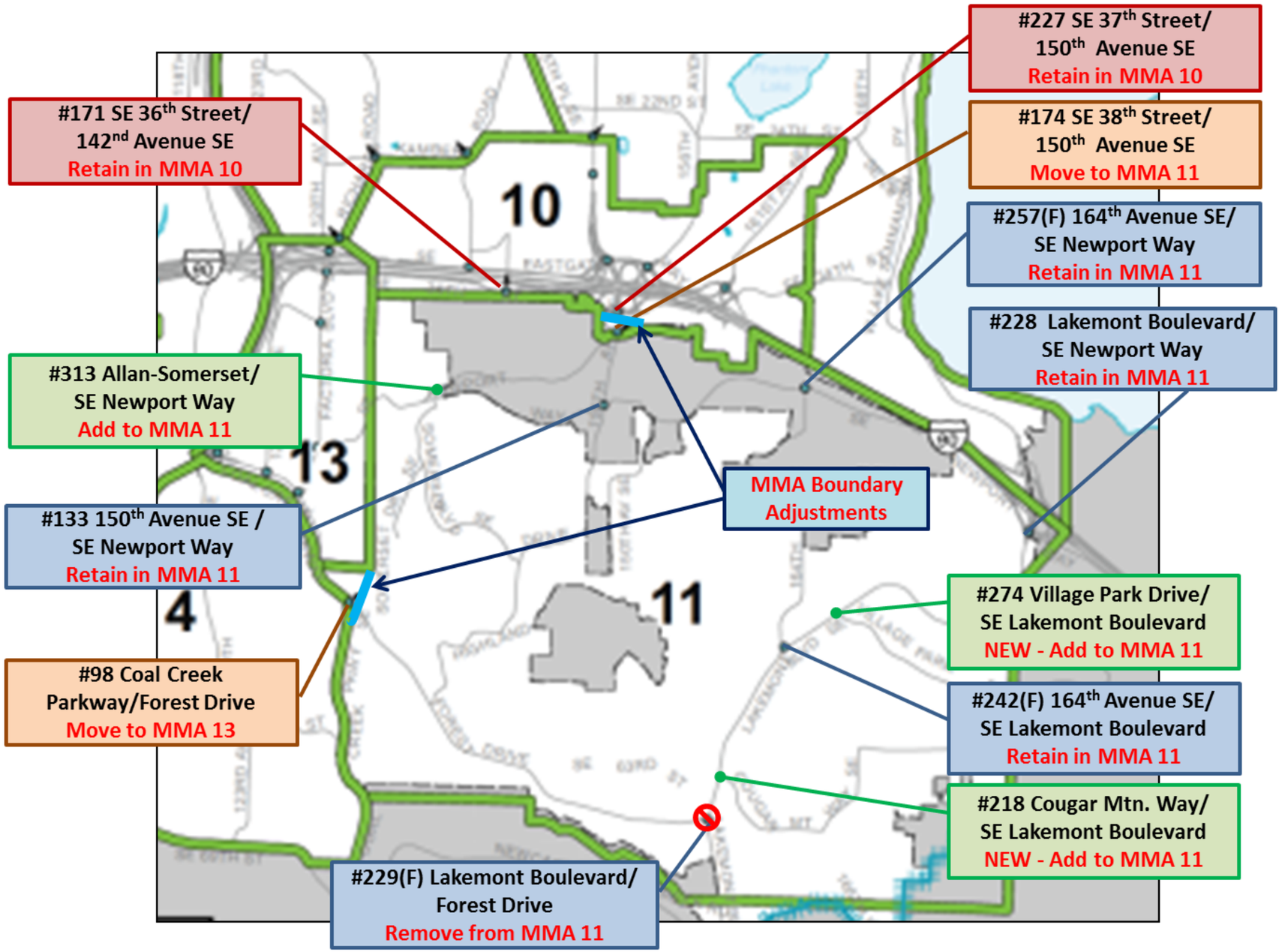
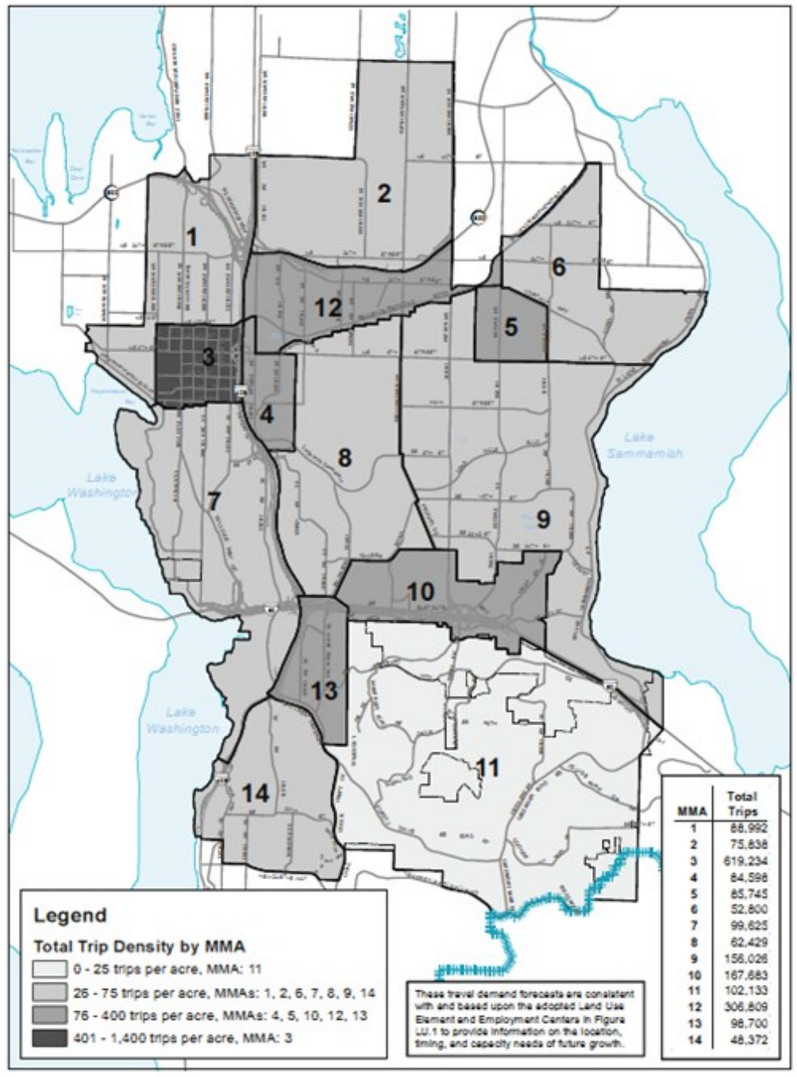
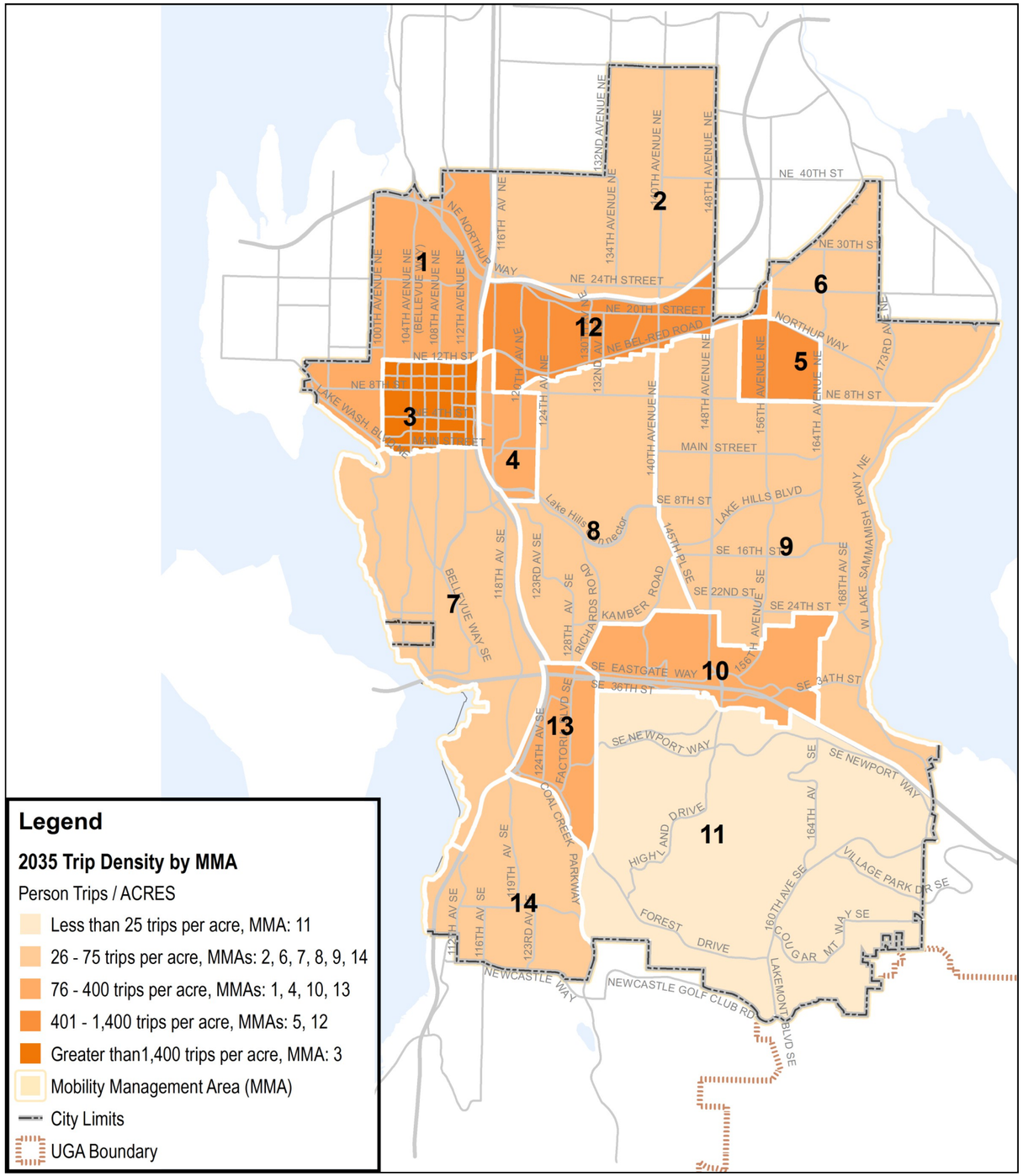


Fig. TR.2 2020 Travel Demand Forecasts



MMA	Total Trips
1	88,992
2	75,838
3	619,234
4	84,598
5	85,745
6	52,800
7	99,625
8	62,429
9	156,026
10	167,683
11	102,133
12	306,809
13	98,700
14	48,372



Amendments

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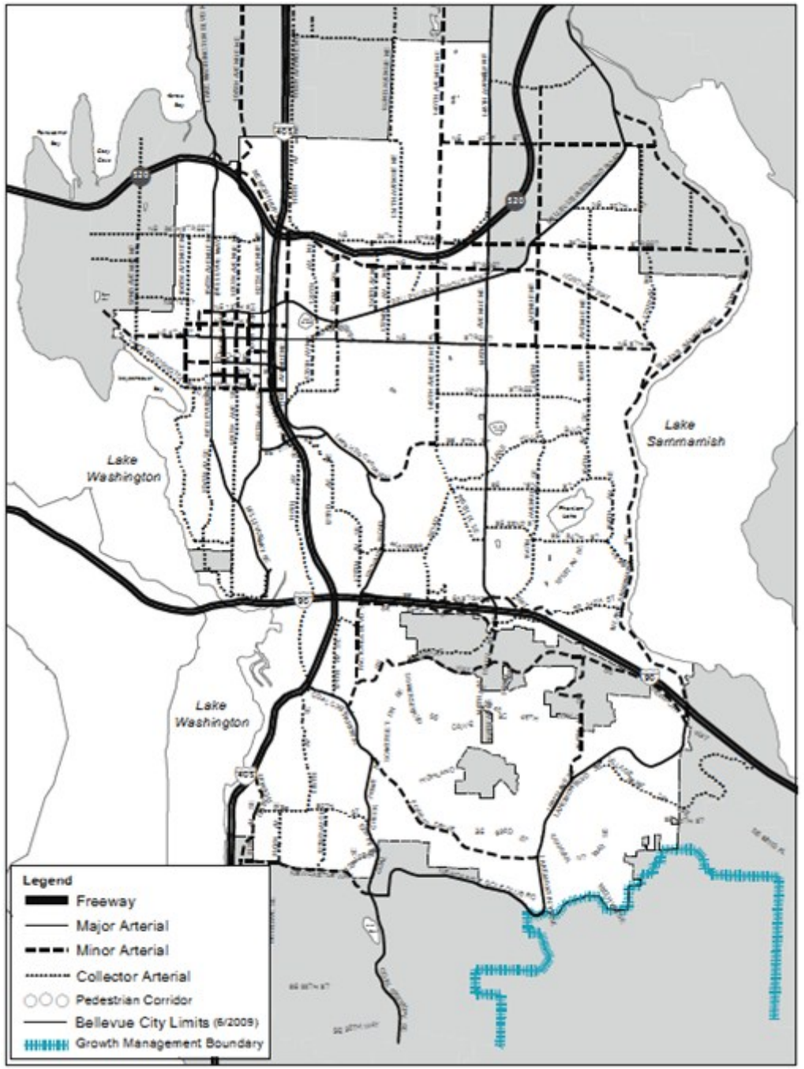
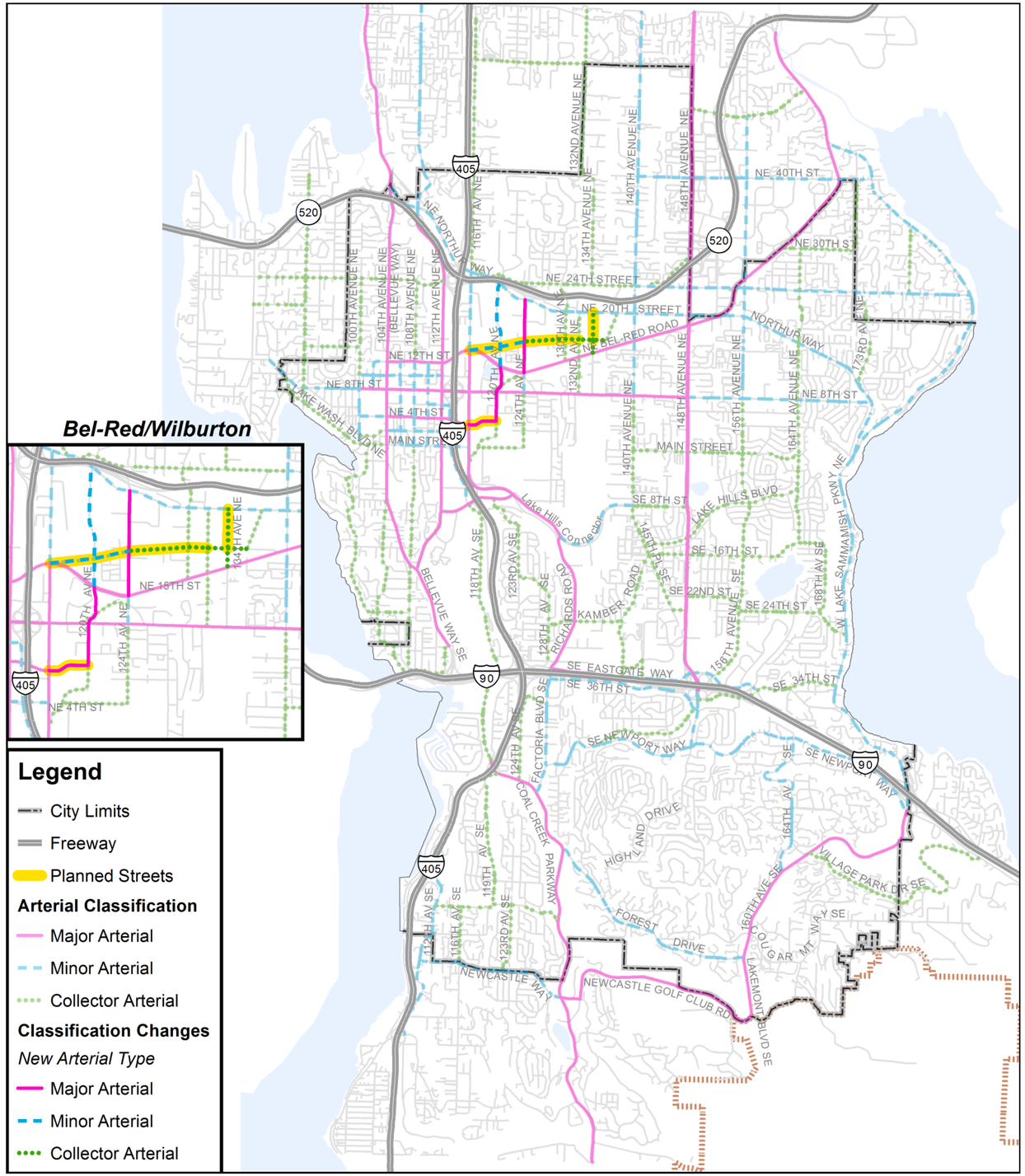
Fig. TR.3 Existing Arterials and Freeways with Street Classifications

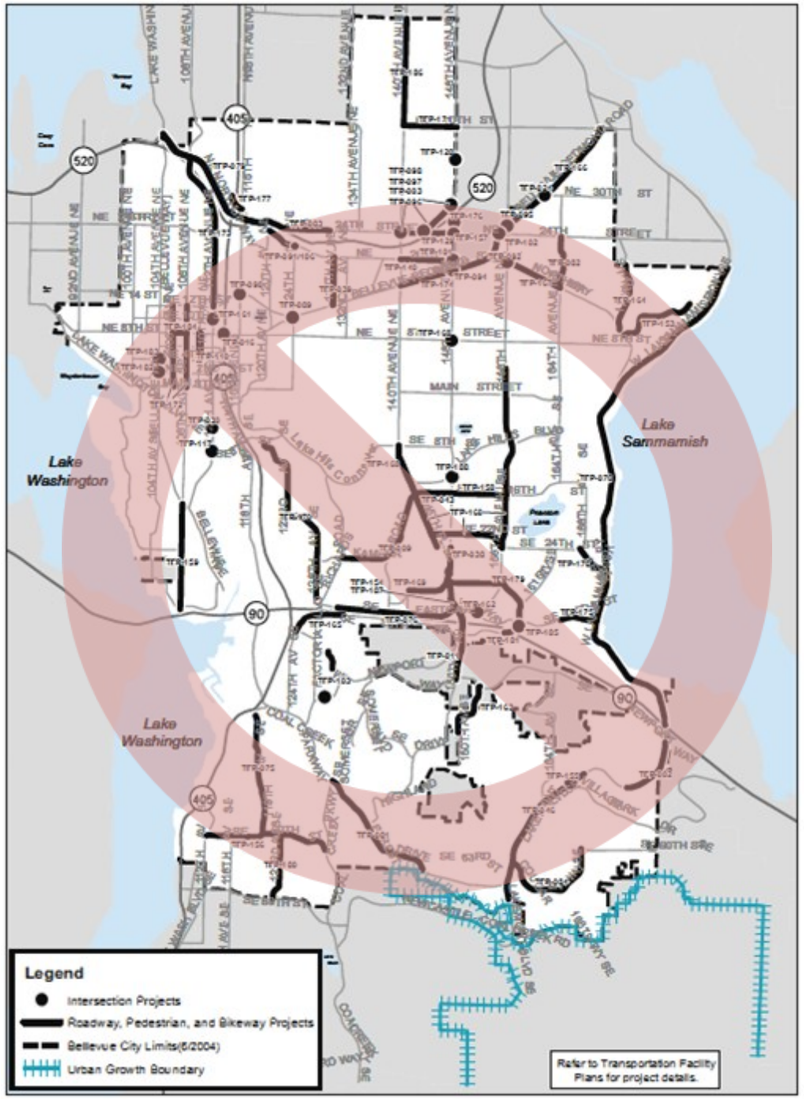




Amendments

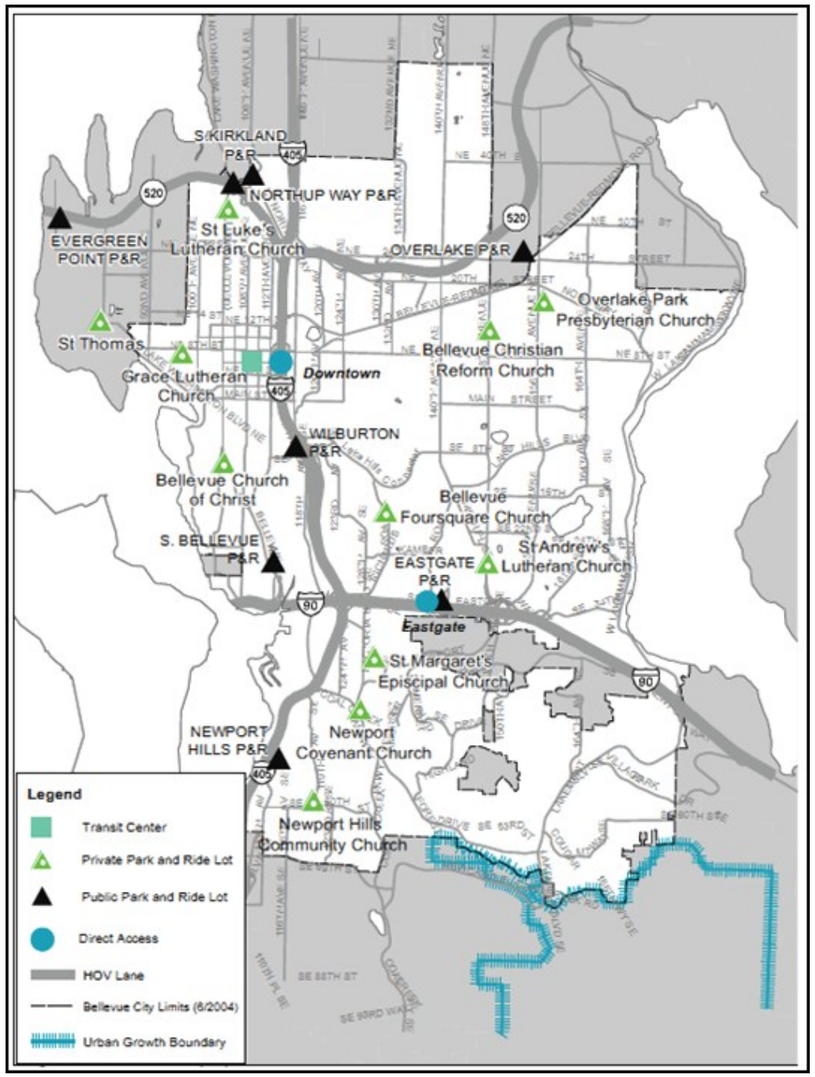
- Include new/planned arterial roadways in Bel-Red and Wilburton subareas
- Include new roadway classifications
- Remove pedestrian corridor from map of arterials
- Inset map highlights for Bel-Red and Wilburton subareas

Fig. TR.4 Long Range Transportation Facility Improvements



Repeal – The Transportation Facilities Plan is updated every two years. A live link to the most current Transportation Facilities Plan will be embedded in the online Comprehensive Plan Transportation Element

Fig. TR.5 Existing Transit Facilities



Amendments

- Update map, show public transit facilities only
- Add new direct access ramp SR 520 at 108th Ave NE/112th Ave NE to map

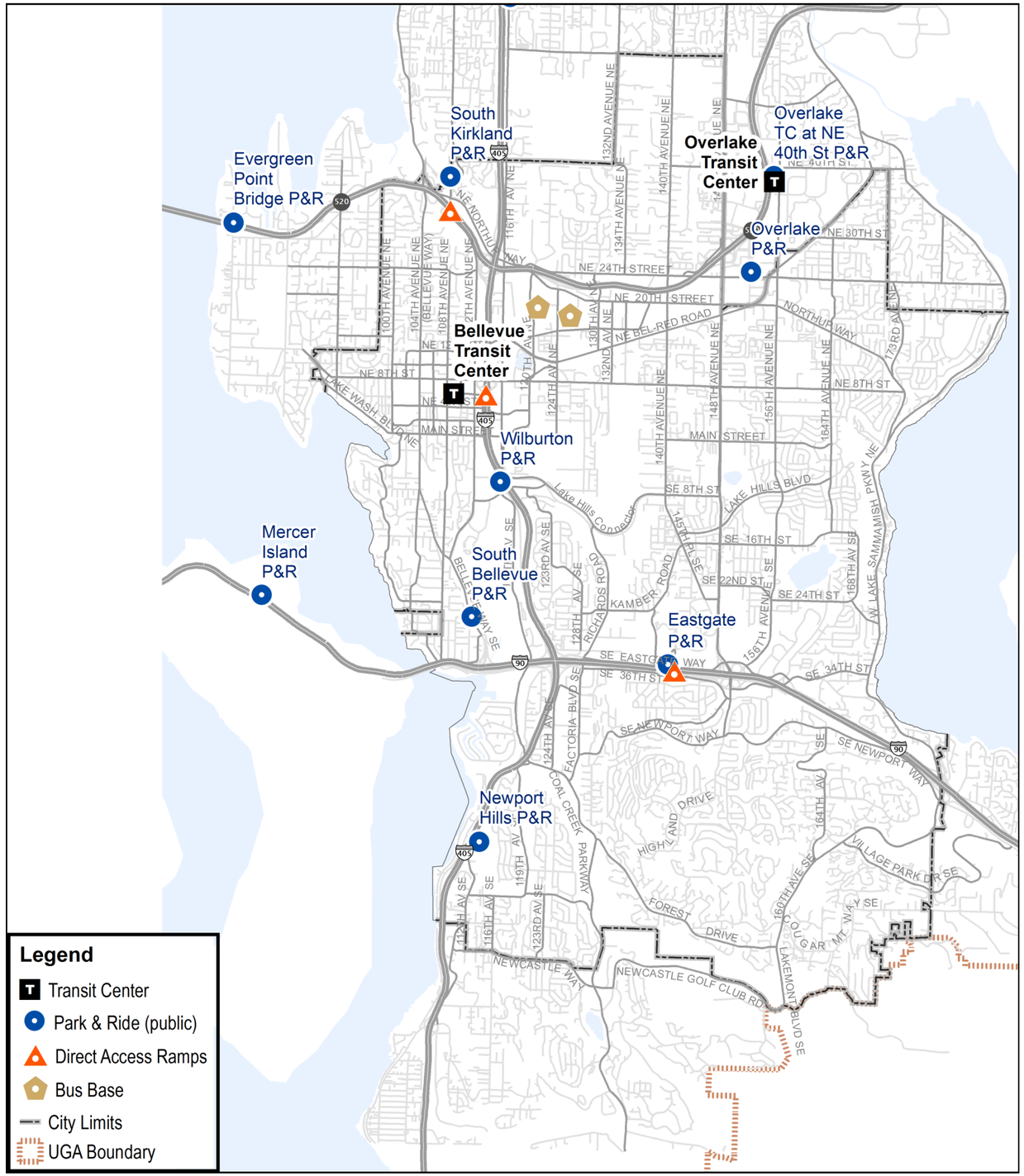
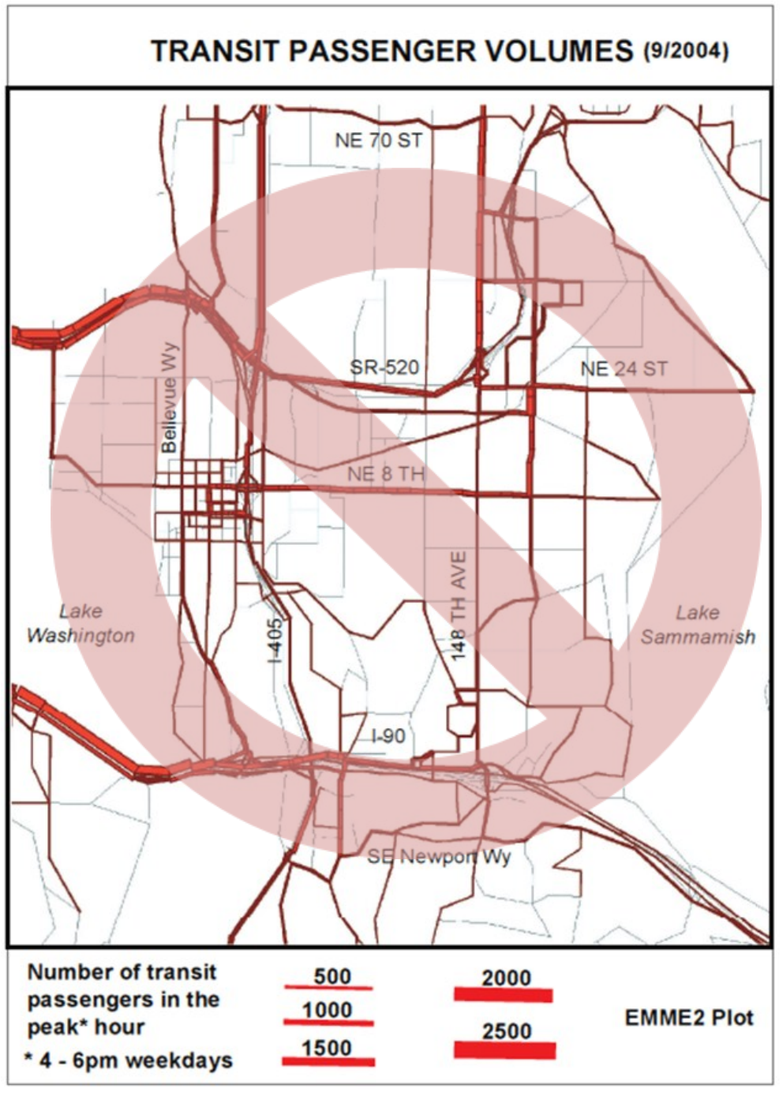
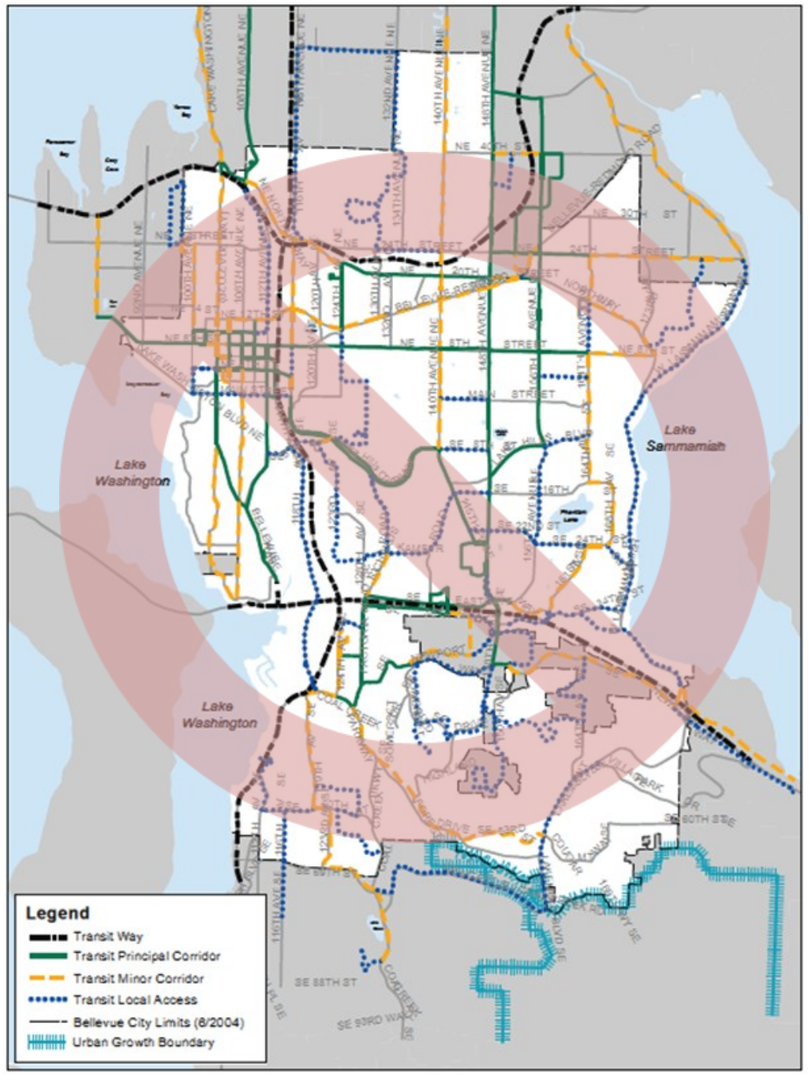


Fig. TR.6 Transit Passenger Volumes



Repeal – information out of date, refer to Transit Master Plan Update for discussion of transit service levels

Fig. TR.7 Transit Priority Corridor Designations



Repeal – Transit Corridor Designations are not used in the Transit Master Plan Update

Planned Frequent Transit Network

- New map incorporates information from the Transit Master Plan Update based on 2030 Growing Resources Scenario

Source: Bellevue Transit Master Plan 2014

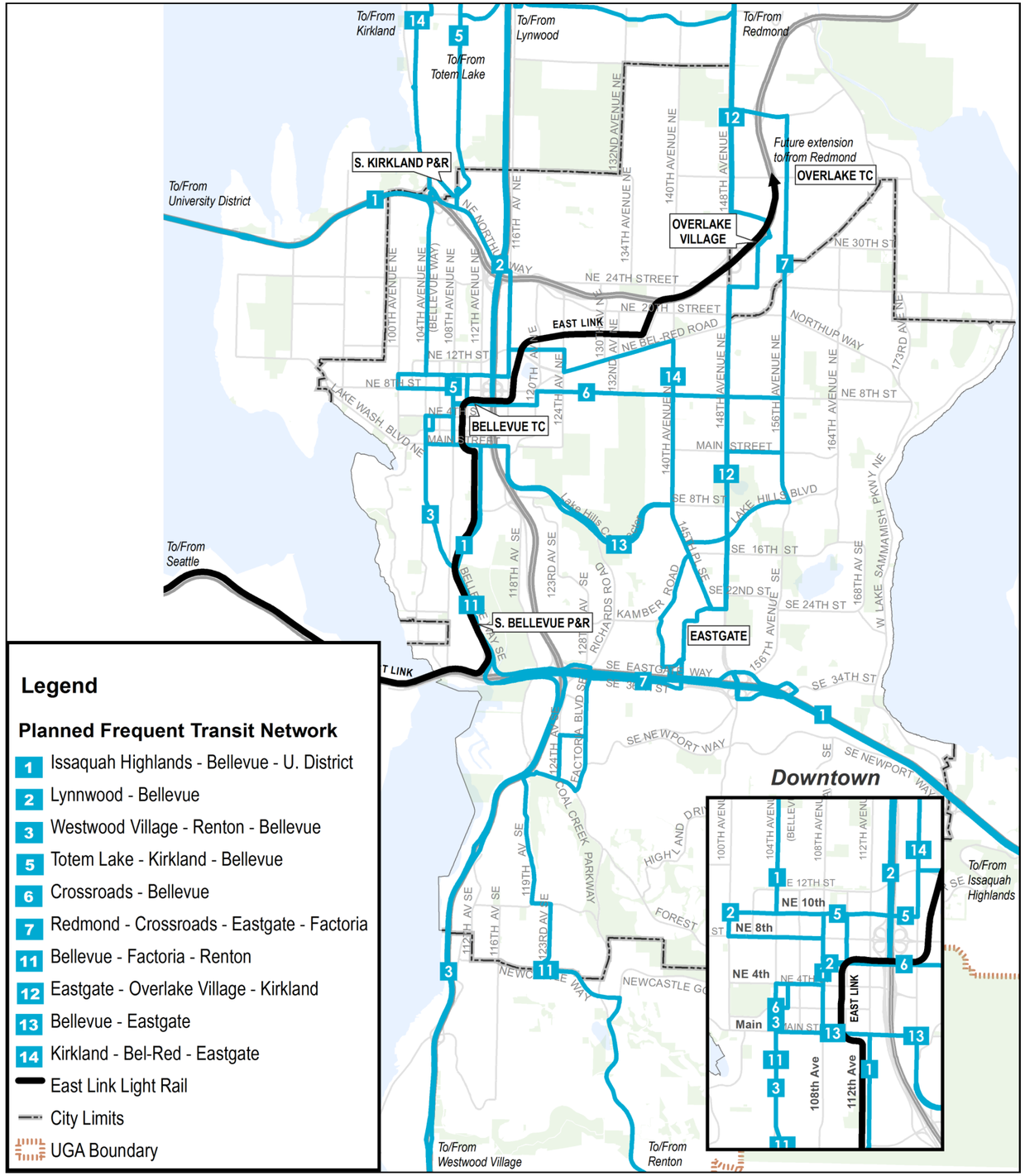
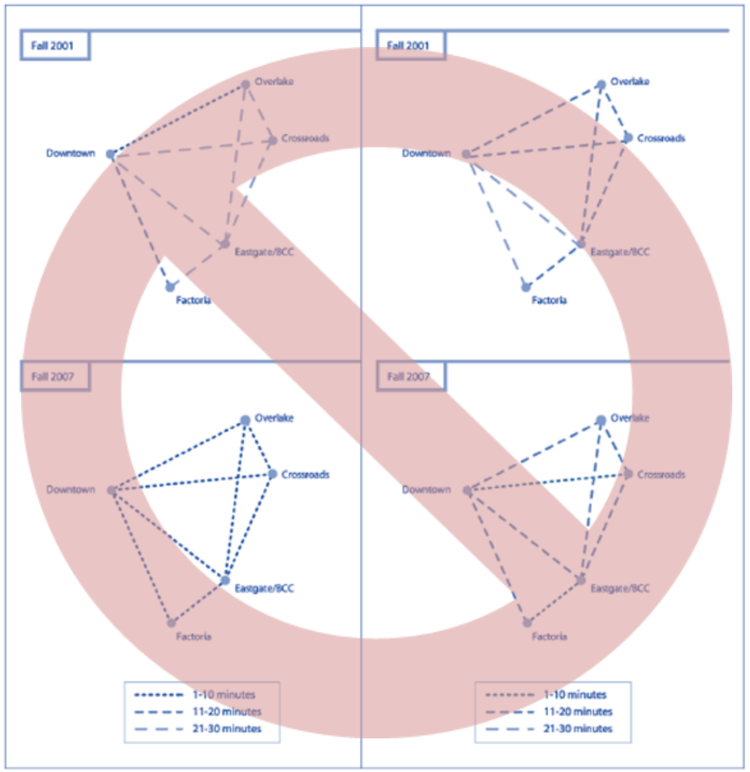
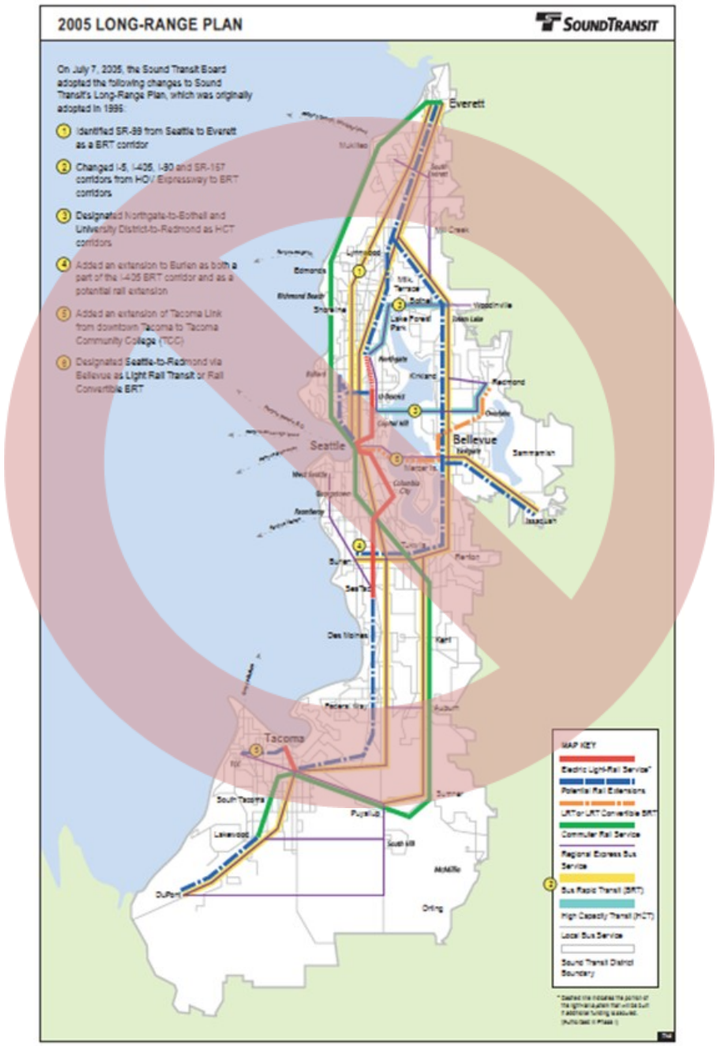


Fig. TR.8 10-Year Transit Vision



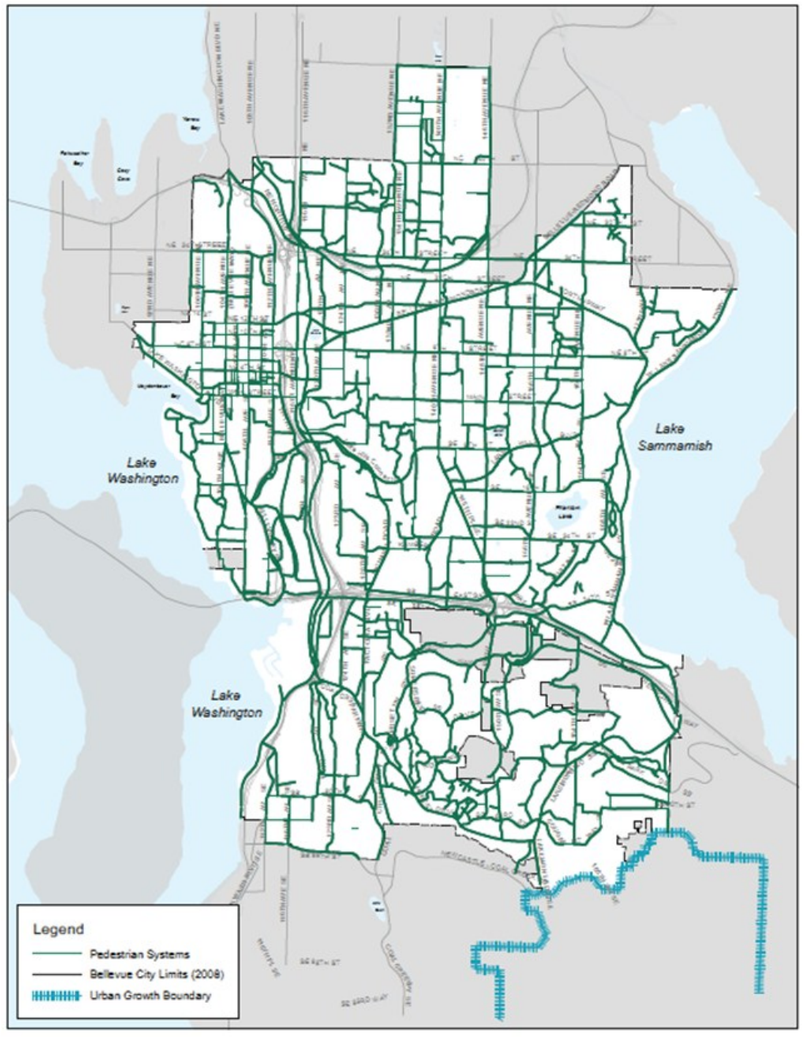
Repeal – Refer to Transit Master Plan Update which outlines future transit scenarios

Fig. TR.10 Sound Transit 2005 Long Range Plan



Repeal – Refer to Sound Transit for current Long-Range Plan

Fig. TR.11 Pedestrian Network



Amendments

- Replace with map from 2009 Pedestrian and Bicycle Transportation Plan

Source: Pedestrian & Bicycle Transportation Plan 2009

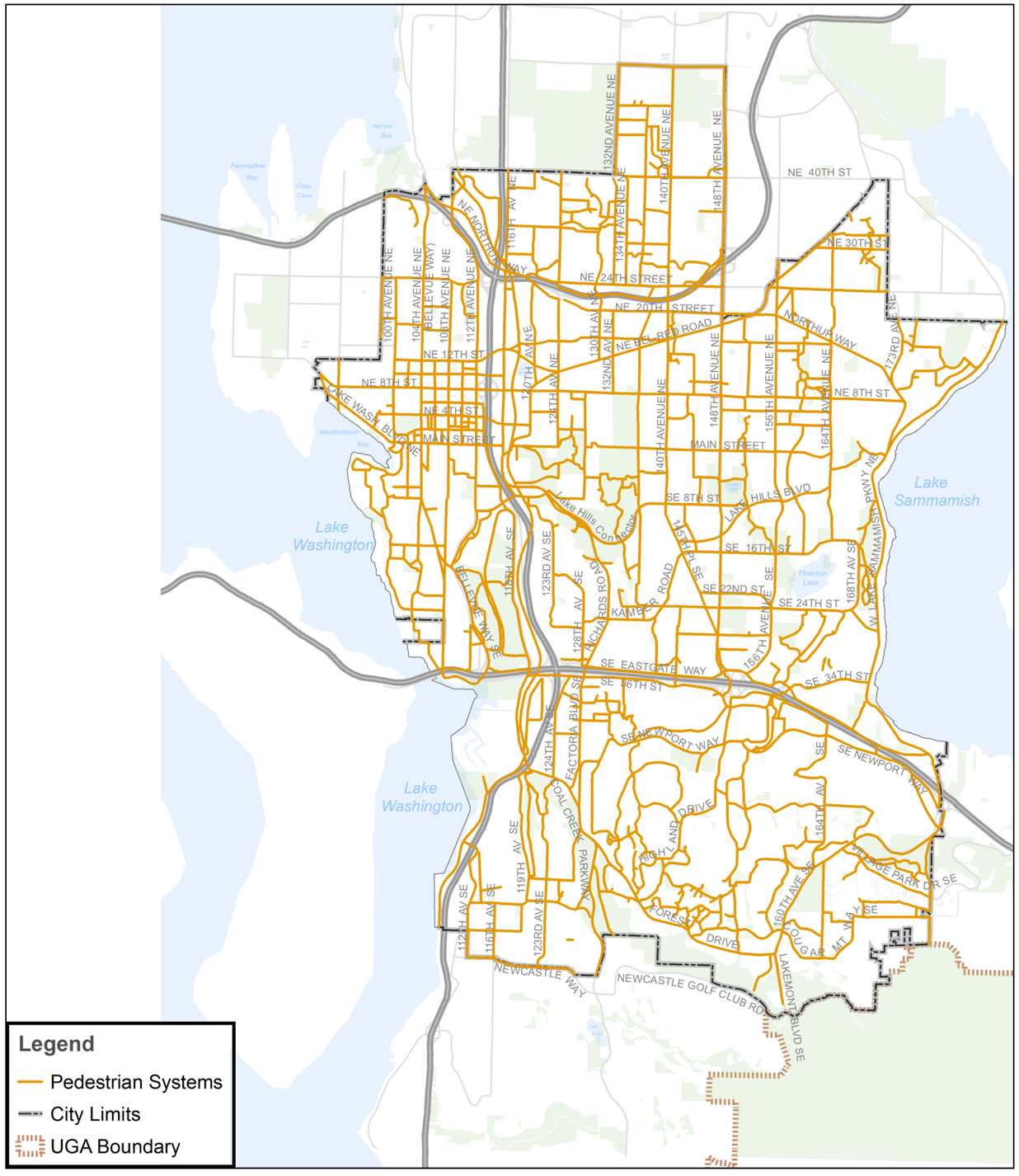
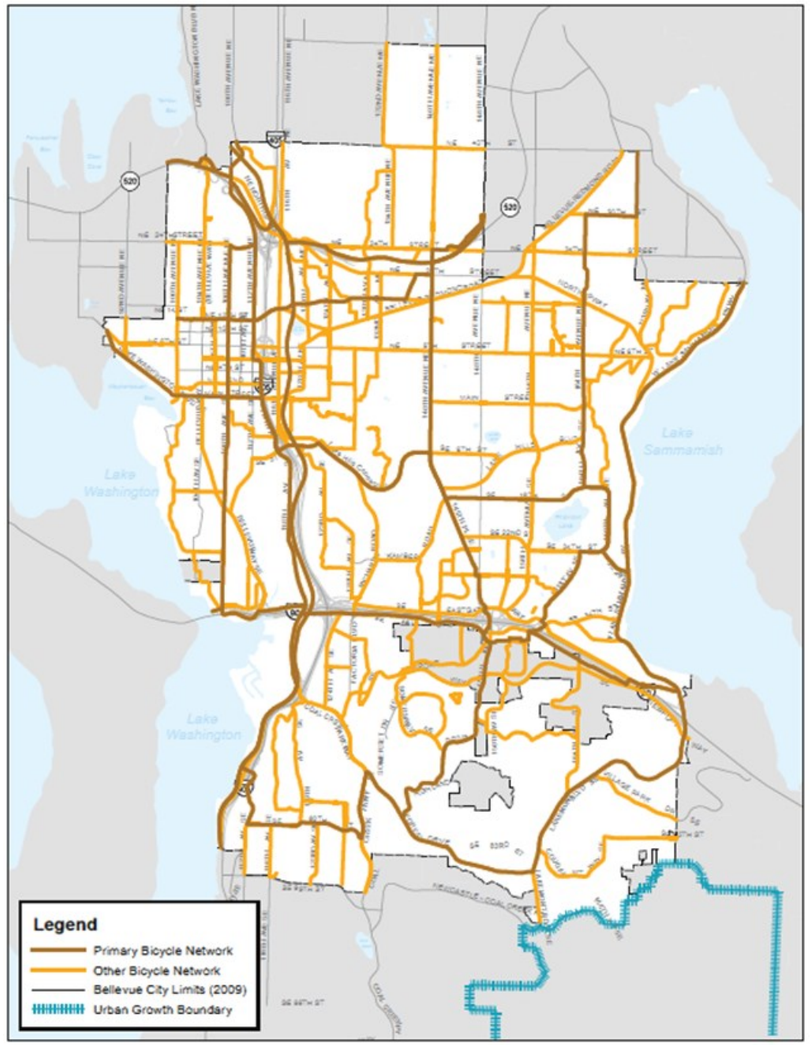


Fig. TR.12 Bicycle Network



Amendments

- Replace with map from 2009 Pedestrian and Bicycle Transportation Plan

Source: Pedestrian & Bicycle Transportation Plan 2009

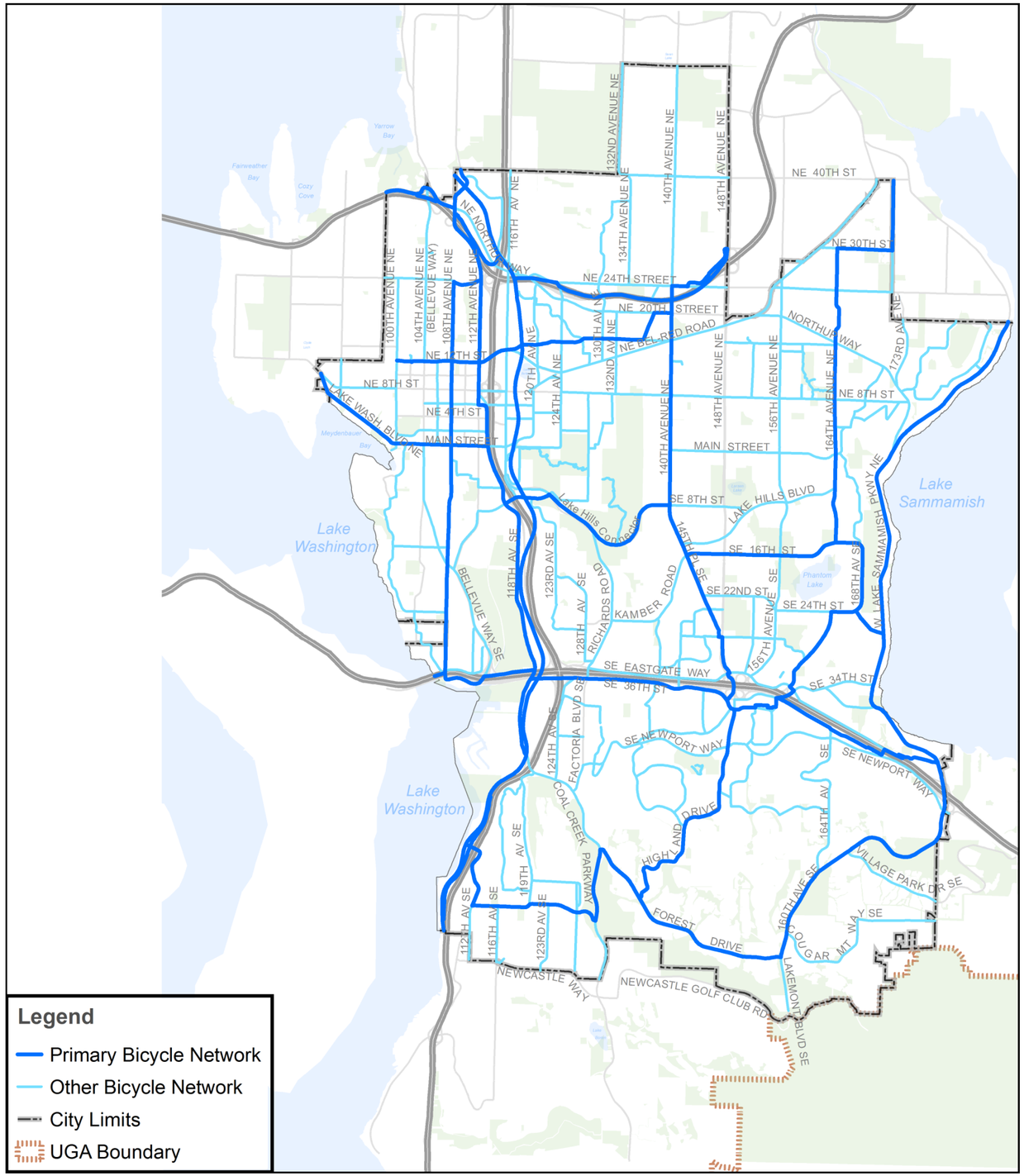
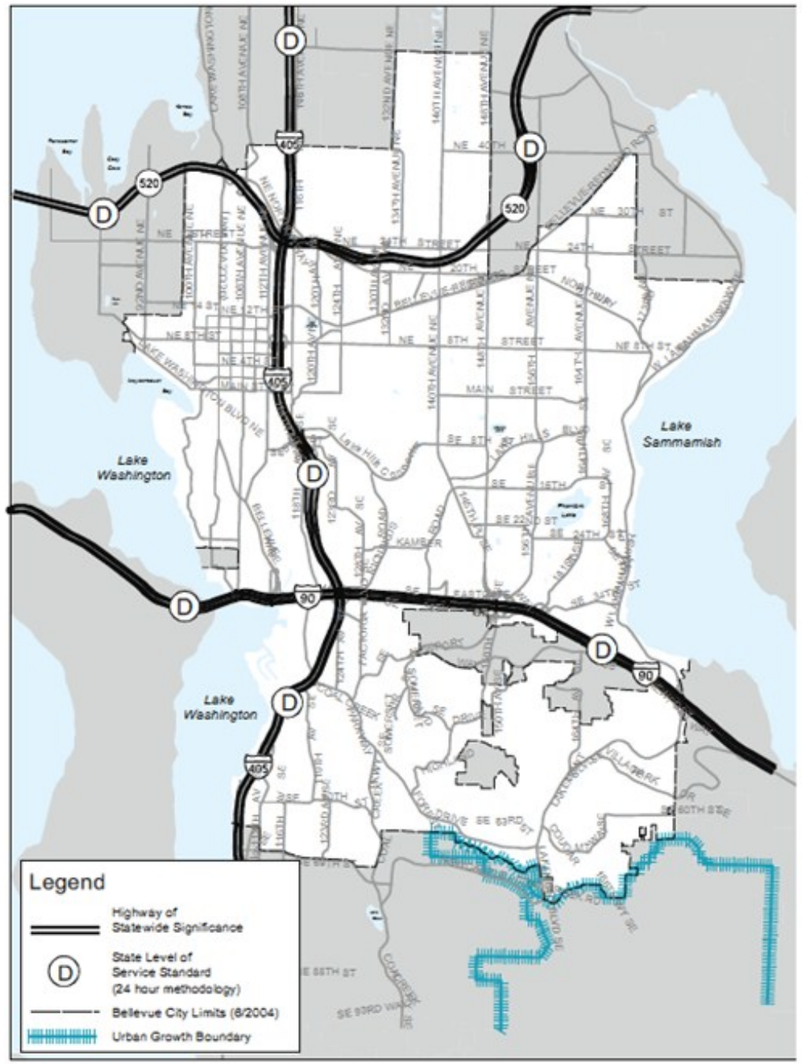
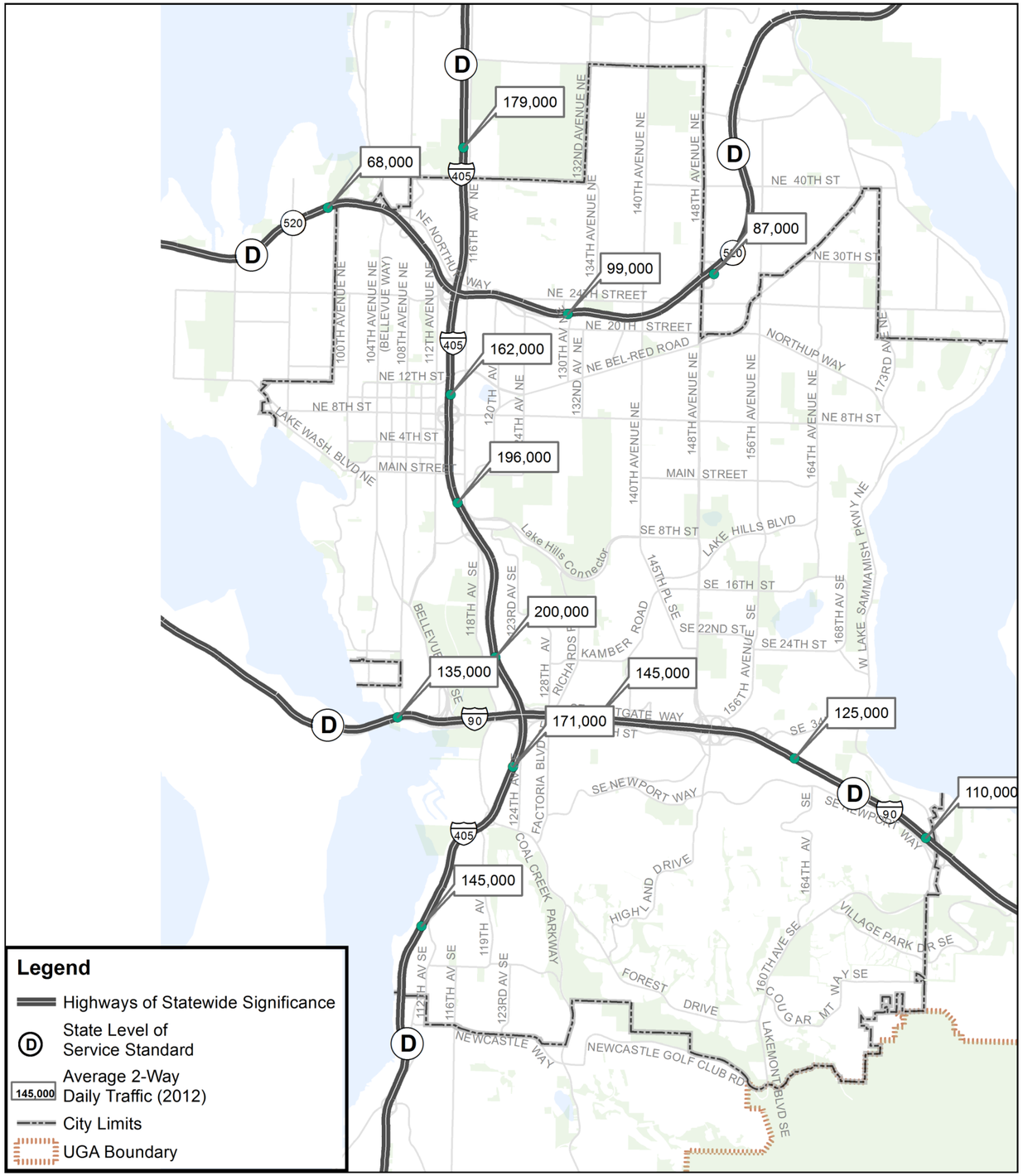


Fig. TR.13 Highways of Statewide Significance





Amendments

- Add traffic counts to map (Average two-way Daily Traffic) as call outs – this replaces information found in Table TR.3 in the existing Comprehensive Plan Transportation Element

Source: WSDOT for traffic count information

Truck Routes

- New map

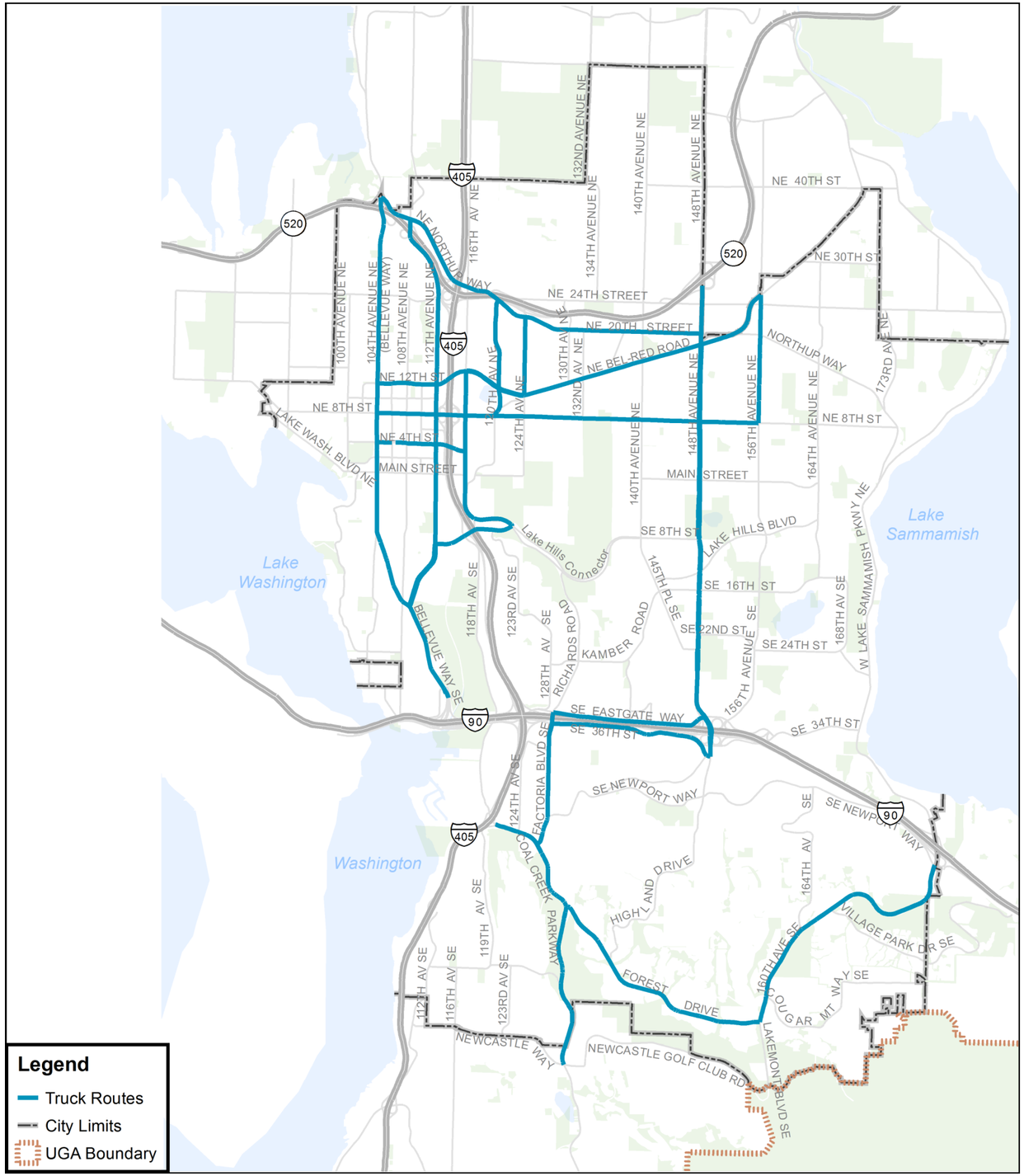


Table TR.1 Area Mobility Targets

- Replace with tables showing: a) Vehicular Level of Service (LOS) Standards and b) Commute Mode Split Targets (see following pages)
- Update MMA names & numbers consistent with MMA and Travel Demand Forecast maps
- Update base year to 2012 for Commute Mode Split Targets
- Update forecast year to 2035 for commute Mode Split Targets

***Table TR.1** Area Mobility Targets*
(reference Policies TR-21, TR-36)

AREA	ROADWAY (Area Average Level of Service) See TABLE TR.2 for Descriptions	MODE SPLIT INCLUDING RIDESHARING (% commute trips by modes other than SOV)	
		2002	2005 Target
REGIONAL CENTER			
3 - Downtown	E+	32	40
MIXED COMMERCIAL RESIDENTIAL AREAS			
4 – Wilburton	D		
5 – Crossroads	D-	19	25
10 – Eastgate	D	26	35
12 – Bel-Red	E+	20	25
13 – Factoria	E+	15	20
RESIDENTIAL GROUP 1*			
1 – N. Bellevue	D+	N/A for residential areas	
7 – S. Bellevue	D+		
8 – Richards Valley	D+		
9 – E. Bellevue	D+		
RESIDENTIAL GROUP 2*			
2 – Bridle Trails	C	N/A for residential areas	
6 – NE Bellevue	C		
11 – Newcastle	C		
14 - Newport	C		

* Groupings based on street patterns, transit serviceability, topography, development patterns, & land use objectives (see Policy TR-21).

Vehicular Level of Service (LOS) Standards

Motor Vehicle Based Standards Based on existing 2-hour PM peak average counts							
Area Hierarchical Type	**MMA #**	**MMA Name**	**Standards**		**2012 Existing**		
			LOS Standard (Volume/ Capacity Ratio)	**Congestion Allowance**	**Average V/C Ratio**	**LOS**	**No of Intersections Over the Standard**
Regional Center	3	Downtown	0.95	9	0.70	B	1
Mixed Commercial-Residential Area	12	Bel-Red	0.95	7	0.65	B	0
Mixed Commercial-Residential Area	13	Factoria	0.95	5	0.79	C	1
Mixed Commercial-Residential Area	4	Wilburton	0.90	3	0.78	C	0
Mixed Commercial-Residential Area	5	Crossroads	0.90	2	0.63	B	0
Mixed Commercial-Residential Area	10	Eastgate	0.90	4	0.68	B	0
Residential Group 1	1	North Bellevue	0.85	3	0.46	A	0
Residential Group 1	7	South Bellevue	0.85	4	0.55	A	0
Residential Group 1	8	Richards Valley	0.85	5	0.61	A	0
Residential Group 1	9	East Bellevue	0.85	5	0.72	B	0
Residential Group 2	2	Bridle Trails	0.80	4	0.60	B	1
Residential Group 2	6	North-East Bellevue	0.80	2	0.63	A	0
Residential Group 2	11	South-East Bellevue	0.80	3	0.54	B	1
Residential Group 2	14	Newport Hills	n/a	n/a	n/a	n/a	n/a
	Total			**56**			**4**

Notes:

- MMA 14 Newport Hills has no signalized intersections.
- Assumes modified MMA boundaries and intersections per Transportation Commission, January 2014
- MMA 11 was previously named "Newcastle"
- Replaces portion of Table TR.1 showing Roadway Level of Service (LOS)
- See Table TR.2 (page 17) for Level of Service definitions

Commute Mode Split Targets

			All Non-Drive-Alone Modes	
			Including transit, carpool, walk, bicycle, worked at home*	
Area	**MMA #**	**MMA Name**	**2012 Existing**	**2035 Target**
Regional Center (Workers)	3	Downtown	29%	65%
Citywide (Workers)	N/A	N/A	26%	40%
Citywide (Residents)	N/A	N/A	35%	45%

Sources

2012 Existing:

U.S. Census Bureau, Journey to Work, all modes except "Car, truck, or van - drove alone."

Downtown (Workers): Census Transportation Planning Package based on data from the 2006-2010 American Community Survey 5-year estimates for census tracts 238.03 and 238.04.

Citywide (Workers) and Citywide (Residents): American Community Survey 2010-2012 3-year estimates.

2035 Target:

Rounded values, derived from City of Bellevue travel demand model forecast for average daily commute trips by motorized modes, with adjustment to include non-motorized and work from home modes (proportion for these modes assumed to be same as in existing surveys).

*Transit includes public transit and private commuter buses.

Replaces rightmost column of Comp plan: Table TR.1 Area Mobility Targets, Bellevue Comprehensive Plan Transportation Element, p.176

Source:

Volume to Capacity ratios derived from Highway Capacity Manual Circular #212, with adjustments to include high and low categories for Level of Service (LOS) D and E

***Table TR.2** Average Intersection Levels Of Service (LOS) Definitions*
[Range of Volume-to-Capacity Ratios with User Impressions]

LOS Categories	Average Volume-to-Capacity Ratios	Description (Subjective Impression of User)
LOS A	Less than or equal to 0.600	Highest drive comfort. Little delay. Free flow.
LOS B	0.601 - 0.70	High degree of drive comfort. Little delay.
LOS C	0.701 - 0.80	Some delays. Acceptable level of driver comfort. Efficient traffic operation.
LOS D	LOS D+ *(High D)* 0.801 - 0.85 LOS D- *(Low D)* 0.851 – 0.90	Some driver frustration. Efficient traffic operation. Increased driver frustration. Long cycle length.
LOS E	LOS E+ (High E) 0.901 - 0.95 LOS E- *(Low E)* 0.951 - 1.00	Near capacity. Notable delays. Low driver comfort. Difficulty of signal progression. At capacity. High level of congestion. High level of driver frustration.
LOS F	Greater than or equal to 1.001	Breakdown flow. Excessive delays.

Amendments

- Update language in table
- Locate table more proximate to where Level of Service is discussed

Average Intersection Vehicular Levels of Service (LOS) Definitions

[Range of Volume-to-Capacity Ratios with Driver Impressions]

LOS Categories	Average Vehicular Volume-to-Capacity Ratios	Description (Subjective Impression of Driver)
LOS A	Less than or equal to 0.600	Highest drive comfort. Little delay. Free flow.
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LOS F	Greater than or equal to 1.001	Breakdown flow. Excessive delays.

Table TR.1-A Bellevue 2005 Transit Mobility Targets

***Table TR.1-A** Bellevue 2005 Transit Mobility Targets*

Mobility Management Area (MMA)	Description of Service	Route & Numbers	2005 Target Frequency (minutes)*	2000 Frequency (minutes)	Target Met
Downtown Areas					
3. Downtown					
	Establish shuttle service to meet local circulation needs		no service avail		
	Local Urban Services				
	Two-way service to Overlake	253/230	15/30/15/60/60	15/15/15/30/30	yes
	Two-way service to Crossroads	230/253	15/15/15/60/60	15/15/15/30/30	yes
	Two-way service to Eastgate	222/271/921	15/15/15/60/60	15/30/15/30/60	no
	Eastside Inter-Community Services				
	Two-way service to Totem Lake	230	30/60/30/-/-	30/30/30/60/60	yes
	Two-way service to Downtown Kirkland	230/234	30/60/30/-/-	30/30/30/60/60	yes
	Two-way service to Bothell	ST 565	30/60/30/-/-	15/30/15/60/60	yes
	Two-way service to Issaquah	271	30/60/30/-/-	30/30/30/60/30	yes
	Two-way service to Renton/Boeing	ST 565	30/60/30/-/-	15/30/15/60/60	yes
	Two-way service to Downtown Redmond	230/253	30/60/30/60/60	15/15/15/30/30	yes
	Two-way service to Sammamish Plateau		60/-/60/-/-	no service avail	no
	Regional Services				
	Express service to Downtown Seattle	ST 550	15/30/15/-/-	7.5/15/7.5/30/30	yes
	Express service to North Seattle	243	30/-/30/-/-	-/-/30/-/-	no
	Express service to Snohomish County	ST 530/31/32/35	30/-/30/-/-	15/30/10/60/60	yes
	Express service to Pierce County		30/-/30/-/-	no service avail	no
	All-day service to Downtown Seattle	ST 550	7.5/15/7.5/30/60	7.5/15/7.5/30/30	yes
	Capital Facilities				
	Expand Bellevue Transit Center	construction, 2001		hub in planning	yes
Mixed Commercial / Residential Areas					
4. Bel-Red/Northup					
	Local Urban Services				
	Two-way service to Crossroads	230/253/261	15/30/15/60/60	15/20/15/30/30	yes
	Two-way service to Downtown	230/253/261	15/30/15/60/60	15/20/15/30/30	yes
5. Crossroads					
	Local Neighborhood Services				
	New flexible service to serve Crossroads Hub to allow convenient transfers.	923			yes
	Local Urban Services				
	Two-way service to Eastgate	923	30/30/30/60/60	30/30/30/30/30	yes
	Two-way service to Overlake	230	30/30/30/60/60	30/30/30/60/60	yes
	Two-way service to Downtown	230/253/261	15/30/15/60/60	15/20/15/30/30	yes
	Capital Facilities				
	Address over-capacity at Crossroads Hub			hub in planning	no
10. Eastgate					
	Local Neighborhood Services				
	Shuttle service to meet local circulation needs	921/923/222			yes
	Local Urban Services				
	Two-way service to Crossroads	923	15/30/15/60/60	30/30/30/30/30	no
	Two-way service to Downtown	271/921	15/30/15/60/60	30/30/30/60/30	no
	Eastside Inter-Community Services				
	Two-way service to Issaquah	271	30/60/30/-/-	30/30/30/60/30	yes
	Two-way service to Renton/Boeing	no	30/60/30/-/-	no service avail	no
	Two-way service to Overlake	222/225/229	30/60/30/-/-	30/30/30/30/30	yes
	Two-way service to Sammamish Plateau	no	30/60/30/-/60	no service avail	no
	Regional Services				
	Express service to Downtown Seattle	212/215/225/229	15/30/15/-/-	15/30/15/-/-	yes
	Capital Facilities				
	Address over-capacity parking at Eastgate Hub	design phase			no

Repeal – Refer to Transit Master Plan update. Although specific transit mobility targets are not outlined in the Transit Master Plan update it includes a transit service vision based upon a range of funding scenarios

Table TR.1-B Pedestrian and Bicycle Mobility Targets

***Table TR.1-B** Pedestrian and Bicycle Mobility Targets*

Current value (end 2003)		***2005 Target***	
System Completion	CI value	*System Completion*	*CI Value*
60%	50.4	*61%*	*64*
36%	21.4	*39%*	*25**

**calculated value is 24.9*

The System Completion value indicates the *supply* of facility: i.e., the extent to which segments on the respective systems have been completed with any improvements identified as needed in the Pedestrian–Bicycle Plan.

The Connectivity Index (CI) value indicates the extent to which the completed segments are *connected* to one another, rather than disjoint.

For the Bicycle System, the Connectivity Index value also captures the *relative importance* of the completed lengths, as different weights are assigned to completed segments of primary, secondary and tertiary routes.

In addition, the Connectivity Index value for the Bicycle System captures existing conditions along route segments which are not yet completed to the standard specified in the Pedestrian–Bicycle Plan, but which currently offer reasonably adequate accommodation for bicyclists in both directions (two-way–e.g., Eastgate Way from Richards Road to Eastgate Park & Ride.)

For both the Pedestrian System and the Bicycle System, it is desirable to have a Connectivity Index value that is higher than the System Completion value, as that is an indication that the completed segments are better integrated and thus add up to more than the sum of their parts.

Repeal – Policy recommendation to develop multi-modal level of service standards and concurrency metrics will inform new targets and/or forecasts

Table TR.3 Traffic Inventory of State Highway Facilities in Bellevue

***Table TR.3** Traffic Inventory of State Highway Facilities in Bellevue*
State Functional Class: U-1. Urban - Principal Arterial, U-5. Urban - Interstate

State Route	Milepost #	Posted Speed (mph) (kmph)	2002 Average 2-way Daily Traffic	Truck %	Total Number of Lanes		Comment
					General Purpose	High Occupancy Vehicle	
I-90							
	8.88	60 (97)	132,000	6%	4 W/B 3 E/B	1WB 1E/B 2 Reversible	Enters Bellevue from the west at MP 8.74
	10.82	60 (97)	145,000	6%	3 W/B 3 E/B	1 W/B 1 E/B	Crosses under I-405 at MP 9.92
U-5	11.57	60 (97)	90,000	6%	3 W/B 3 E/B	1 W/B 1 E/B	Crosses under 148th Ave SE at MP 11.45
	12.41	60 (97)	122,000	6%	3 W/B 3 E/B	1 W/B 1 E/B	
	13.69	60 (97)	105,000	6%	3 W/B 3 E/B	1 W/B 1 E/B	Exits Bellevue at MP 13.79
I-405							
	9.26	60 (97)	137,000	7%	2 N/B 2 S/B	1 N/B 1 S/B	Enters Bellevue from the south at MP 8.44
	9.61	60 (97)	145,000	7%	2 N/B 2 S/B	1 N/B 1 S/B	
U-5	10.18	60 (97)	132,000	7%	2 N/B 2 S/B	1 N/B 1 S/B	Crosses over I-90 at MP 11.10
	11.16	60 (97)	103,000	7%	2 N/B 2 S/B	1 N/B 1 S/B	
	11.69	60 (97)	187,000	7%	3 N/B 3 S/B	1 N/B 1 S/B	Crosses over SE 8th Street at MP 12.80
	13.04	60 (97)	201,000	7%	3 N/B 3 S/B	1 N/B 1 S/B	Crosses under NE 8th Street at MP 13.82
	15.94	60 (97)	180,000	7%	4 N/B 3 S/B	1 N/B 1 S/B	Crosses over SR-520 at MP 14.75 Exits Bellevue at MP 15.84
SR-520							
	5.39	60 (97)	101,000	3%	2 W/B 2 E/B	1 W/B	Enters Bellevue from the west at MP 5.6
	5.99	60 (97)	83,000	3%	2 W/B 2 E/B	1 W/B	Crosses under I-405 at MP 6.93
U-1	7.35	60 (97)	101,000	3%	3 W/B 2 E/B	1 W/B	Crosses over 140th Ave NE at MP 8.55
	9.60	60 (97)	91,000	3%	2 W/B 3 E/B	1 W/B 1 E/B	Exits Bellevue at MP 9.19

Repeal – incorporate Average Daily Traffic numbers as callouts on updated map showing Highways of Statewide Significance (Fig. TR.13)

Table TR.4 Trip Types on State-Owned Highways in Bellevue

***Table TR.4** Trip Types on State-Owned Highways in Bellevue*

Trip Type	I-405	SR-520	I-90
Regional through trips	39.1%	53.4%	37.2%
Regional outbound trips	30.0%	22.6%	30.1%
Regional inbound trips	23.9%	21.5%	27.3%
Local trips	7.1%	2.6%	5.4%
Total trips	100%	100%	100%

Based on projected PM Peak-Hour conditions*

**Source: The City of Bellevue 2010 Transportation Facility Plan Travel Demand Model (1998 EIS Version).*

Repeal