

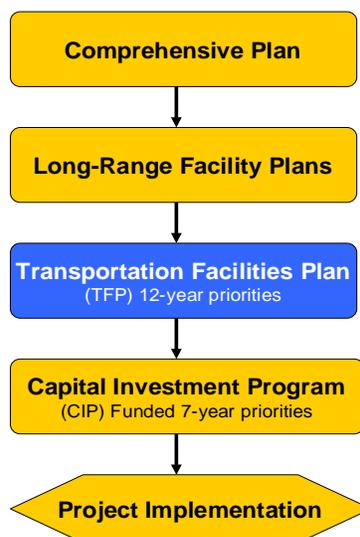
City of Bellevue 2013–2024 Transportation Facilities Plan

As Adopted by the City Council on August 5, 2013 (Resolution #8617) and Amended on September 3, 2013 (Resolution #8623)

INTRODUCTION

The Transportation Facilities Plan is a 12-year transportation program; a listing of planned improvements balanced to projected revenues. This program is one phase in the City’s multi-phased approach to planning for future transportation improvements – See Figure A, below, as well as the component descriptions that follow.

Figure A: Transportation Planning Process



- ◆ **Comprehensive Plan/Long-range transportation facility plans.** The City’s Comprehensive Plan outlines Bellevue’s long-term (20+ years) land use and transportation visions. Long-range transportation plans are prepared for various subareas of the City or for specific components of the transportation system. These plans include a wide range of improvement projects designed to meet the mobility goals of the plan area. These subarea transportation plans are typically adopted directly into the City’s Comprehensive Plan. Examples are the Bel-Red Plan (adopted Feb 2009), Pedestrian and Bicycle Transportation Plan (update adopted Feb 2009), Downtown Implementation Plan Update (2003) and

undergoing an update in 2013, Bellevue Transit Plan (2003) and undergoing an update in 2013, and the Factoria Area Transportation Study Update (2005).

- ◆ The **Transportation Facilities Plan (TFP)**, reflecting a comprehensive, citywide study, collects the priority projects identified in the long-range plans, as well as other emerging transportation facility needs and opportunities. The TFP serves as an implementation plan constrained by identified City and other revenues that are projected for the next 12 years.
- ◆ The **Capital Investment Program (CIP) Plan** reflects funding to implement the City's highest priority capital needs, such as Transportation, Parks and Utility facilities for a seven-year period. The CIP is adopted by the Bellevue City Council every two years through the biennial budget update process. Transportation projects funded in the CIP represent projects identified in the TFP that are likely to be needed in the short term. It may also include projects, based on operational, safety and maintenance needs identified by City staff, the public or other sources, that were not included in the TFP.

BACKGROUND

In December 1989, the City Council passed Ordinance No. 4104 directing the City to develop and adopt a transportation funding program by joining public and private sources, including a mechanism to charge and collect transportation impact fees. The impact fees were to provide a portion of the funding for reasonable and necessary transportation system improvements to mitigate the cumulative impacts of growth and development on the transportation system. On July 23, 1990, the City Council adopted Bellevue's first TFP, the 1991–2002 TFP (Resolution No. 5292). That same day Council adopted the City's first Impact Fee Project List and Impact Fee Rate Schedule (Ordinance No. 4161). Subsequently, City Council adopted updated TFPs in 1994 (the 1994–2005 Plan; Resolution No. 5802); 1996 (the 1996–2007 Plan; Resolution No. 6034); 1998 (the 1998–2009 *Interim* TFP; Ordinance No. 5110); 2001 (the 2001–2012 Plan; Ordinance No. 5311); 2004 (the 2004–2015 Plan; Ordinance No. 5524); 2006 (the 2006-2017 Plan, Resolution No. 7482) and 2009 (the 2009-2020 Plan, Resolution No. 7896, amended by Resolution No.7914).

PURPOSE

By prioritizing transportation improvements for the City over the next twelve years, the TFP serves three important purposes:

- Intermediate-Range Planning Tool
- Environmental Review
- Basis for Impact Fee Program

Intermediate-Range Planning Tool

The TFP serves as a bridge between the long-range transportation facility plans in the Comprehensive Plan and the fully-financed transportation sections of the City's Capital Investment Program (CIP) Plan.

The Comprehensive Plan currently includes long-range plans for the Bel-Red area, the Bel-Red/Overlake area (BROTS); Downtown; East Bellevue; Newcastle; Factoria and the citywide Pedestrian and Bicycle Transportation Plan. Since the adoption of the previous 2009–2020 TFP in 2009, the City has completed the Eastgate/I-90 Land Use & Transportation Project study, but amendments have not yet been made to the Comprehensive Plan. Many of the facility improvements identified by these plans are included in this 2013–2024 TFP plan or will be considered for inclusion in subsequent TFP updates.

The CIP contains four transportation related program areas: Roadways, Intersections, Walkways/Bikeways, and Minor Capital/Maintenance. Facility improvement projects included in the transportation program areas of the CIP are also included in the mid-range TFP.

Environmental Review

A key component of the transportation infrastructure planning process is the identification and evaluation of potential environmental impacts. These identification and analysis activities occur primarily with production of the 12-year TFP, and are reported in the TFP Environmental Impact Statement (EIS). A TFP EIS documents the potential citywide impacts – to traffic, air quality, noise and, to a lesser extent, land use, aesthetics and the natural environment – that could occur if or when two things happen:

- The City's 12-year land use growth projections are realized, and
- The City's transportation network is upgraded based on the implementation of the transportation facility improvements, or projects identified in the 12-year TFP.

Between updates of the TFP and its EIS, the City grants land use development approvals, gradually fulfilling the land use growth projections made for the 12-year planning period. City development review staff and developers rely on disclosure in the TFP EIS of the cumulative impacts of growth to the built and natural environment. This information is used for the review and approval (or denial) of public and private development applications. At the same time, the addition (or deletion) of single or inter-related roadway and intersection projects to the proposed TFP network can have impacts Citywide. Therefore, it is crucial that the City frequently update existing and projected land use data; the existing and planned transportation network; and the analysis that documents the associated, cumulative impacts. The Draft EIS for the 2013–2024 TFP was issued on April 11, 2013 and the Final EIS on July 25, 2013. An Addendum to the Final EIS was issued on August 29, 2013.

Environmental impacts, especially to the natural environment, of specific private development proposals and/or public transportation facility improvements are evaluated in much greater detail at the time of development application or project design, pursuant to the State Environmental Policy Act (SEPA).

Basis for Impact Fee Program

The City collects transportation impact fees from developers to pay for facilities needed to serve new growth and development. Through the impact fee ordinance (Chapter 22.16 of the Bellevue City Code) the 12-year TFP is designated as the comprehensive transportation capital facilities plan for the purpose of identifying facility improvements to meet future development needs. Developers pay a portion of the project costs for the roadway and intersection capacity projects contained within the TFP through the impact fee program.

TFP DEVELOPMENT

REVENUE FORECAST

The TFP is a “financially constrained” plan, where the amount of expenditures in the TFP is balanced with projected revenues, consistent with the City’s seven-year CIP plan. Not all projects are funded for the total estimated cost to fully implement the project, therefore, the TFP project descriptions identify those project elements that are funded by the constrained resources projected for the TFP. Funding for transportation projects comes from a variety of sources as discussed below.

Funding Sources. Over the next 12 years, the transportation projects in this Plan are projected to receive funding from a variety of sources, including:

- General CIP revenue, comprised of the portion of the City’s sales tax and business & occupation tax dedicated to capital improvements, accounts for approximately 27.6 percent of the projected funding for transportation improvements.
- Transportation dedicated revenue, various taxes and fees, such as fuel taxes and real estate excise taxes, represent about 32.8 percent of projected transportation improvement funding.
- Impact fees and other developer contributions required from new development are projected to provide about 22.0 percent of the funding for new improvements.
- Grants and contributions from other agencies account for approximately 15.2 percent of projected transportation funding. The primary sources are the federal government, the state, and transit agencies.
- Special Benefit Offset/Local Improvement Districts represent about 2.3 percent of projected transportation funding. These are mechanisms allowed by State law to capture a portion of the added value that accrues to property located in the vicinity of improvements, including transportation projects.

Future revenue projections can be volatile depending on many factors, such as the local and regional economies; state or local legislation affecting taxes or fees; and the relative investment priorities of both public agencies and private entities. With adjustments made for known changes, the amounts and percentages of the funding categories listed above were calculated based on the revenue allocations in the 2013-2019 CIP Plan, adopted in December, 2012. Actual revenue collected from any source listed may vary significantly.

Impact fees are dependent on the amount of development activity and the costs of facilities needed to support this development. Because of the variations in annual development activities and the status of the economy, transportation impact fee revenue is difficult to forecast. Grant revenue is projected based on historical grant award averages, but past performance is no guarantee of future results. In projecting

12-year transportation revenue from WSDOT and local or regional agencies including Sound Transit, revenue is shown only for projects underway or committed based on existing agreements; no revenue from future cost sharing agreements has been projected.

Table 1 displays a summary of the revenue assumptions used to develop the 2013–2024 TFP. Note: the revenue categories and amounts listed in the table cover all 2013–2024 transportation expenditures. The sum exceeds the total funding allocation to projects in the TFP since ongoing CIP programs and other “non-facility” capital investments are not included in the TFP.

Table 1: Summary of 2013–2024 Bellevue Transportation Revenue Projections

<u>Source</u>	<u>Revenue (Millions)</u>
General CIP	\$113.6
-Sales Tax	
-B & O Tax	
Transportation Dedicated	\$135.0
-1990 Gas Tax	
-Transportation B & O Tax	
-¼% Real Estate Excise Tax	
-Local Revitalization Funding	
Public Works Trust Fund Loan	
Impact Fees & Developer Contributions	\$90.7
Grants & Outside Agency Contribution	\$62.6
<u>Special Benefit Offset/Local Improvement Districts</u>	<u>\$9.6</u>
<u>Total Projected Revenue</u>	<u>\$411.5</u>

Note: Amounts above include funding for pre-2013 costs (\$29.9m) for TFP projects budgeted in the adopted CIP and which have already begun.

Table 2 displays the funding allocation of revenue projected for the 2013–2024 planning period. Committed revenue reflects funding approved through the 2013-2019 CIP (including funds expended for CIP/TFP projects already begun). Constrained revenue covers continued funding commitments anticipated by the City which may or may not be included in the TFP. Unconstrained revenue is allocated to priority projects in the TFP.

Table 2: Summary of 2013–2024 Transportation Funding Allocations

<u>Source</u>	<u>Allocations (\$Millions)</u>
Committed Revenue (2013–2019 CIP)	\$236.7
-Ongoing CIP Programs (\$61.3m)	
-Non-TFP CIP projects (\$25.9m)	
-TFP CIP projects (\$119.6m)*	
-TFP CIP Projects, pre-2013 costs (\$29.9m)*	
Constrained Revenue	\$47.2
-Continuation of ongoing CIP Programs (2020-2024)	
Unconstrained Revenue for 2013–2024*	\$127.6
-Available for TFP projects	
Total	\$411.5

*Unconstrained Revenue combined with all committed revenue for TFP CIP projects equals funding available for the 2013-2024 TFP (\$119.6m + \$29.9m + \$127.6m = \$277.1m).

Total TFP funding allocation to projects in the 2013–2024 Plan is approximately \$271.5 million. This amount includes the portion of CIP-funded project costs that had been expended prior to 2013, if a project’s implementation had already begun. Project cost allocation for projects included in the 2013-2019 CIP have been inflated to year of expenditure values; cost allocations for all other TFP projects have been inflated to 2020 dollar values, the year immediately following the adopted CIP. Actual allocations in future CIP updates will likely spread these project costs over the years 2020-2024 with additional inflationary adjustments by year.

Primarily due to revenue constraints, not every project is allocated TFP funding for its total estimated cost. Project descriptions, cost estimates, and TFP funding allocations for facilities identified in the 2013–2024 TFP are listed in **Table 3**. An indication has been included within the project description of those projects for which only placeholder funding is allocated.

PROJECT PRIORITIZATION AND SELECTION

Transportation Department staff worked closely with the Bellevue Transportation Commission and the public to identify and prioritize candidate TFP projects before selecting the new TFP project list. The TFP provides the first level of citywide prioritization of transportation improvement projects recommended by long-range transportation studies conducted for various subareas of the City. The funded projects from the current 2013–2019 CIP Plan (adopted by the City Council in December 2012) provides the foundation for the 2013–2024 TFP project list. The remainder of the 44 projects included in this TFP were prioritized and selected from the hundreds of projects recommended by long-range plans such as the Downtown Plan, Wilburton Subarea Plan, and East Bellevue Transportation Plan. Additional unfunded projects, primarily developed to address emerging safety and maintenance

needs identified by City staff, or projects elevated through the public involvement component of the TFP update process, were also given thorough consideration.

The priorities for addressing long-range needs are determined by many of the specific goals and policies in the Transportation Element of the Comprehensive Plan. Based on those goals and policies, the following criteria have been established for use in developing a preliminary ranking of candidate TFP projects. There are two sets of criteria, one set for Roadway and Intersection projects, the second for Walkway/Bikeway projects. The Roadway and Intersection project criteria, with brief explanations and criteria weighting percentages, are listed below:

Roadway/Intersection TFP Project Scoring Criteria

- **Safety** (vehicular, pedestrian, bicycle - 25%)
- **Level of Service** (i.e., congestion management - 25%)
- **Transit** (improving service, facilities and/or access - 15%)
- **Non-Motorized** (serving key locations and populations, providing connected facilities - 20%)
- **Regional Partnerships & Outside Funding** (Integration with local and regional plans, likelihood of attracting non-local funds - 15%)

With few exceptions only projects rated as “High Priority” in the Ped/Bike Plan development process were considered for TFP inclusion. The TFP process further prioritized the Ped/Bike Plan high priority projects based on Ped/Bike Plan policy language, included below:

POLICY PB-2. 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.

All 2013–2024 City of Bellevue Transportation Facility Plan projects are illustrated on the map in **Figure B**. Project descriptions and funding allocations for improvements identified in the 2013–2024 TFP are listed in **Table 3**. Table 3 also indicates which projects are in the current 2013–2019 CIP Plan. In the final columns the table indicates which projects are considered Impact Fee Projects – roadway and intersection capacity projects - and the portion of the project’s total project cost estimate that will be used to calculate impact fees.

Figure B: Location of 2013–2024 Transportation Facilities Plan Projects

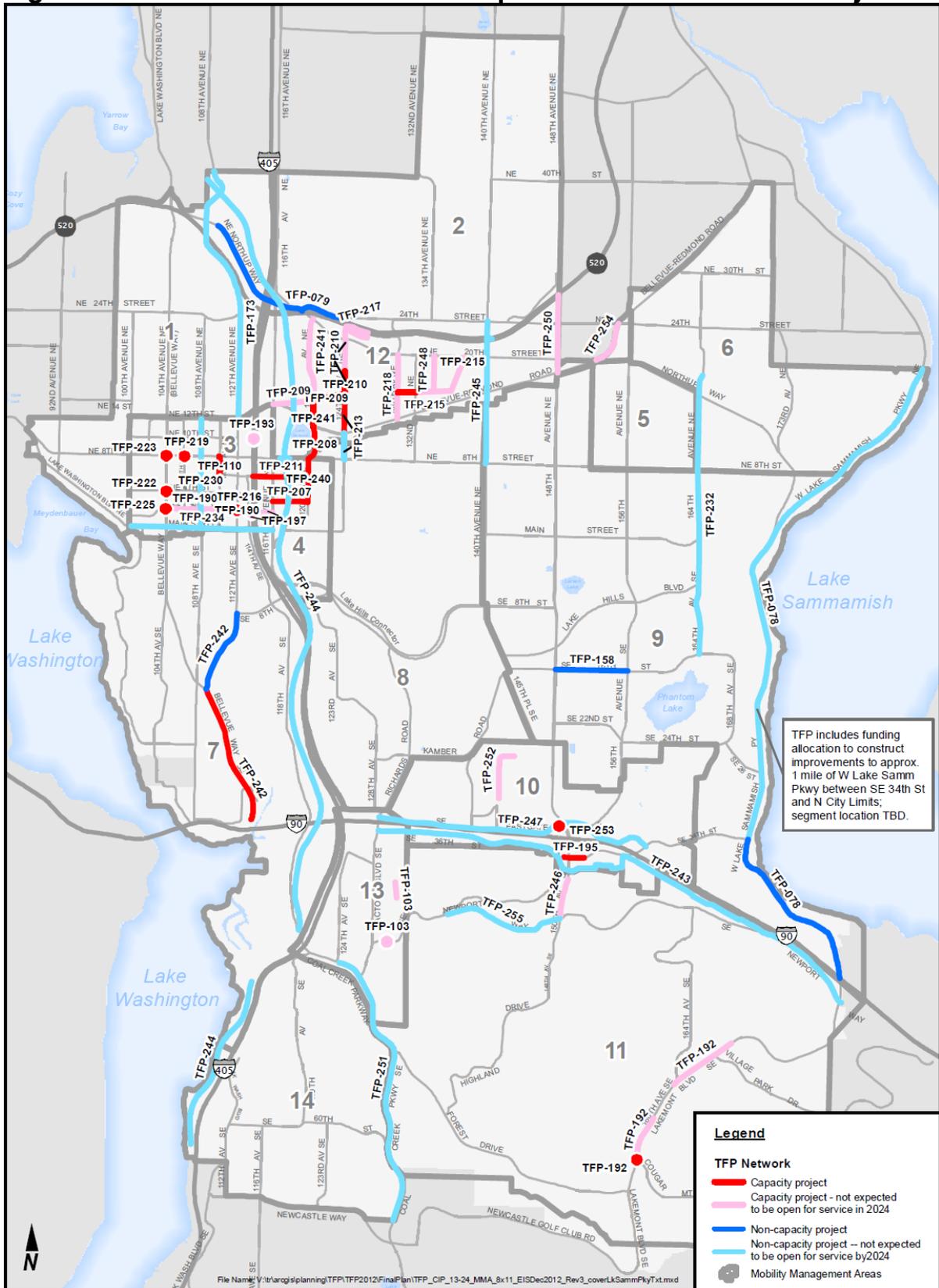


Table 3: 2013-2024 Transportation Facilities Plan Project List

TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation (\$000)*	IF = Impact Fee Project List**	Impact Fee Project Cost (\$000)
TFP-078	West Lake Sammamish/north city limit to I-90	6, 9	R-141	The project will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. Funding allocation is to support design and construction of the first two segments (of five segments total).	Roadway and Pedestrian-Bicycle System		17,254		0
TFP-079	Northup Way/NE 33rd Place to NE 24th Street and NE 24th Street to the SR 520 Regional Trail	1,2	R-146	The project will complete sidewalks and include bicycle lanes on both sides of Northup Way (will not widen the existing culvert at Yarrow Creek). Improvements will be designed to facilitate potential future widening for center turn lane. Additional elements include mid-block pedestrian crossings, a pedestrian bridge at the BNSF crossing, and a multi-use pathway along the south side of NE 24th Street to connect to the existing terminus of the SR 520 Trail. Partial funding from WSDOT. The project will link to improvements to the west to be built by WSDOT from NE 33rd Place to Bellevue Way. Component of priority bicycle corridor EW-1: 520 Trail.	Pedestrian-Bicycle System		8,471		0
TFP-103	129th Place SE/SE 38th Street to Newport Way	13		The project will connect the stub ends of 129th Place SE to provide a through-street connection between SE 38th Street and Newport Way; investigate traffic operations at the intersection of 129th Place SE and SE Newport Way; and consider signalization and channelization improvements, if warranted. Project implementation will be coordinated with future private development in the immediate vicinity. The funding allocation is a placeholder that may be used for project pre-design, property acquisition, or early implementation and may be directed to design and development of a non-motorized facility on this link if a street connection is not feasible.	Roadway and Pedestrian-Bicycle System	X	500		0

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TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation (\$000)*	IF = Impact Fee Project List**	Impact Fee Project Cost (\$000)
TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street	3		The project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6 th and NE 8 th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	X	1,444	IF	1,444
TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	9	W/B-82	The project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail.	Pedestrian-Bicycle System		4,494		0
TFP-173	108th/112th Avenue NE/north city limit to NE 12th Street	1	W/B-81	The project will add 5-foot-wide bicycle lanes on both sides of 108th/112th Avenue NE from north city limit to NE 12th Street. A 6-foot-wide sidewalk will be constructed along the west side of 112th Avenue NE from the end of the transportation trail south to NE 24th Street. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. Turn pockets will be widened at the NE 24th Street intersection. This is a component of priority bicycle corridor NS-2: Lake Washington Loop. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System		200		0
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE	3		The project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation.	Roadway	X	500		0
TFP-192	Lakemont Blvd. (Phase 1)/ Cougar Mountain Way to Lewis Creek Park and 164th Ave SE to 171st Ave SE	11	I-92	The project will install signal or roundabout and turn lanes at Cougar Mountain Way/Lakemont Boulevard intersection; construct northbound left-turn lane on Lakemont Boulevard at SE 62nd Street; add sidewalk and bicycle lanes on east side between Cougar Mountain Way and park; and install planted medians where feasible. The funding allocation will only implement the Cougar Mountain Way/Lakemont Boulevard intersection improvements.	Roadway (Ped-Bike element not funded)	X	1,540	IF	1,540

Table 3: 2013-2024 Transportation Facilities Plan Project List

TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation (\$000)*	IF = Impact Fee Project List**	Impact Fee Project Cost (\$000)
TFP-193	NE 10th Street at I-405	3	R-149	The project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project predesign or early implementation.	Roadway	X	200		0
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp	10		<p><u>Option A:</u> The project will add a second eastbound right-turn lane, add a second westbound left-turn lane, add an eastbound through lane past the I-90 eastbound on-ramp, extend the southbound left turn pocket, and extend the third southbound lane from the I-90 on-ramp to SE 38th Street.</p> <p><u>Option B:</u> The project will construct a multi-lane roundabout.</p> <p><u>Option C:</u> The project will construct a roundabout per Option B plus construct a multi-lane roundabout at 150th Avenue SE/SE 38th Street, and landscape median between SE 38th Street and SE 37th Street.</p> <p>With any of the three options, upgrade the pedestrian and bicycle crossings and install gateway treatment. The funding allocation will implement either Option A or B.</p>	Roadway	X	4180	IF	4,180
TFP-197	NE 2nd Street Extension and I-405 interchange	3		The project will extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation represents only a placeholder that may be used to initiate project predesign or early implementation.	Roadway	X	200		0
TFP-207	NE 4th Street Extension/116th Avenue NE to 120th Avenue NE	4	R-160	Construct a new 5-lane arterial with two vehicle lanes in each direction and center turn lane, where necessary, with bicycle lanes and sidewalks on both sides. The project will include a new signalized intersection at NE 4 th Street/120 th Avenue NE and will modify the existing signalized intersection at NE 4 th Street/116 th Avenue NE. Project will be designed not to preclude potential future uses of the BNSF Railway corridor. Neighborhood traffic mitigation will be evaluated to discourage cut-through traffic on NE 5th Street east of 120th Avenue NE. This project will be coordinated with potential private development in the immediate vicinity.	Roadway and Pedestrian - Bicycle System	X	31,112	IF	31,112

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TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation (\$000)*	IF = Impact Fee Project List**	Impact Fee Project Cost (\$000)
TFP-208	120th Avenue NE (stage 2)/south of NE 8th Street to NE 12th Street	4, 12	R-164	Stage 2 will extend, realign, and widen 120th Avenue NE from south of NE 8th Street to NE 12th Street. Includes all intersection improvements at NE 8th Street, old Bel-Red Road, and NE 12th Street. The roadway cross section for stage 2 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bicycle lanes, curb, gutter, and sidewalk will be included on both sides. Project will transition between Wilburton and Bel-Red urban design standards.	Roadway and Pedestrian-Bicycle System	X	31,306	IF	31,306
TFP-209	NE 15th Street/116th Avenue NE to 124th Avenue NE	12	R-172, 173	The project will construct a multi-modal corridor from 116th Avenue NE to 124th Avenue NE. The project will be phased, with segments from 116th Avenue NE to 120th Avenue NE and from 120th Avenue NE to 124th Avenue NE. New signalized intersections will be provided at NE 12th Street/NE 15th Street, 120th Avenue NE, 121st Avenue NE, 123rd Avenue NE, and 124th Avenue NE, with signal modifications at 116th Avenue NE. The roadway cross-section will include two travel lanes in each direction, turn pockets or center medians, sidewalks on both sides, and a multi-use pathway on the north side; the pathway between 120th Avenue NE and 124th Avenue NE will be coordinated with future private development. A 10-foot wide on-street parking and transit vehicle layover space will be provided on the north side of the roadway alignment between 120 th and 124 th Avenues NE. The funding allocation will fully implement the segment between 120 th and 124 th Avenues NE but supports partial design and property acquisition only between 116 th and 120 th Avenues NE.	Roadway and Pedestrian-Bicycle System	X	46,035	IF	20,555
TFP-210	124th Avenue NE/Planned NE 14th Street to Northup Way	12	R-166	The project will widen the roadway to five lanes and re-profile the segment from NE 14th Street to NE 18th Street in conjunction with the East Link project; curb, gutter, and sidewalks will be included consistent with the Bel-Red subarea plan and street corridor and urban design standards. The segment from NE 18th Street to Northup Way includes a stream crossing of the West Tributary and planned trail. Key intersections are at NE 15th Street multi-modal corridor/East Link project and Northup Way. (Intersection improvements at NE 15th Street will be included in the NE 15th Street project.) Open space trail connections for the segment from NE 15th Street to NE 18th Street will be evaluated. The funding allocation will fully fund the City's share of costs for the segment between NE 14 th and NE 18 th Streets but supports partial design only between NE 18 th Street and Northup Way.	Roadway and Pedestrian-Bicycle System	X	8,911	IF	8,440

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TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation (\$000)*	IF = Impact Fee Project List**	Impact Fee Project Cost (\$000)
TFP-211	NE 6th Street Extension	4	R-162	The project will extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, including HOV, transit, general purpose, and non-motorized. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The route crosses Sturtevant Creek, which is in a pipe at this location; it is anticipated the project may involve shifting the pipe slightly to the east (to accommodate a bridge pier). The project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used for additional pre-design or other early implementation efforts.	Roadway and Pedestrian-Bicycle System	X	1,000		
TFP-213	124th Avenue NE/NE 8th Street to NE 14th Street	8, 12	R-169	The project will include addition of bicycle lanes for the segment from NE 8th Street to Bel-Red Road, and roadway widening to five lanes with sidewalks and bicycle lanes on both sides from Bel-Red Road to NE 14th Street. Signal modifications will be done at 124th Avenue NE and Bel-Red Road. The project design may be coordinated with adjacent development. Neighborhood protection measures will be evaluated to limit through traffic and impacts on the segment south of NE 8th Street. Funding allocation will support pre-design only between NE 8th Street and Bel-Red Road, but full implementation between Bel-Red Road and NE 14th Street.	Roadway and Pedestrian-Bicycle System	X	12,489	IF	12,088
TFP-215	NE 16th Street/130th Avenue NE to 136th Place NE and 136th Place NE/NE 16th Street to NE 20th Street	12	R-174, 175	The project will construct a multi-modal corridor from 130th Avenue NE to 132nd Avenue NE. The project design will accommodate, as needed, the East Link project segment from 130th Avenue NE to 136th Place and 136th Place to NE 20th Street. East of 132 nd Avenue NE, roadway will be rebuilt on either side of the East Link light rail alignment to provide one travel lane in each direction, buffered bicycle lanes, landscape strips, and sidewalks. Project area includes crossings of Goff Creek (east of 132 nd Ave NE) and of an unnamed tributary to Kelsey Creek (along the 136 th Avenue NE segment). The funding allocation will fully implement the segment between 130th and 132nd Avenues NE but supports pre-design only for the remaining segments.	Roadway and Pedestrian-Bicycle System	X	22,240	IF	22,084

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TFP-216	112th Avenue NE/NE 2nd Street	3		The project will straighten and realign NE 2nd Street between 112th Avenue NE and 114th Avenue NE, add dual southbound left-turn lanes, and a northbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	X	2,796	IF	2,796
TFP-217	124th Avenue NE at SR 520	12		The project will construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway	X	200		0
TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	12	R-170	The project will initiate the design for roadway improvements. The segment from NE 20th Street to NE 16th Street will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE 16th Street to Bel-Red Road will include one through lane in each direction, a center turn lane, landscape strip, and sidewalks on both sides. The project will be coordinated with the East Link route.	Roadway and Pedestrian-Bicycle System	X	423		0
TFP-219	NE 8th Street/106th Avenue NE	3		The project will realign NE 8 th Street to the south to better utilize the third westbound travel lane (between 108th Avenue NE and 106th Avenue NE; completed in 2009) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update.	Roadway	X	2,588	IF	2,588
TFP-222	Bellevue Way/NE 4th Street	3		The project will add a southbound right-turn lane, a westbound right-turn lane, and dual westbound left-turn lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update.	Roadway	X	2,513	IF	2,513

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TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation (\$000)*	IF = Impact Fee Project List**	Impact Fee Project Cost (\$000)
TFP-223	Bellevue Way/NE 8th Street	3		The project will add a southbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update.	Roadway	X	1,874	IF	1,874
TFP-225	Bellevue Way/NE 2nd Street	3		The project will add a northbound right-turn lane and a second southbound left-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	X	1,324	IF	1,324
TFP-230	108th Avenue NE/NE 12th Street to Main Street	3		The project will enhance the 108th Avenue NE Downtown corridor consisting of Great Streets, mid-block crossing, pedestrian-corridor interface, and bicycle lanes. The project scope and description may be revised, depending on outcome of the Downtown Transportation Plan update. This is a component of priority bicycle corridor NS-1: Enatai-Norhttown Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System		200		0
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street	6, 9		The project will designate a bicycle shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. The 5-foot-wide bicycle lanes between Northup Way and NE 6th Street will be striped and signed. On-street parking will be accommodated on the east side of the street from NE 6th Street to SE 14th Street. This is a component of priority bicycle corridor NS-5: Spirit Ridge-Sammamish River Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System		200		0
TFP-234	Main Street/100th Avenue to 116th Avenue	3, 4		Funding will support pedestrian and bicycle facility components of the Main Street project, as identified in the Main Street & NE 2nd Street Design Report (2009). This will be built out to plan conditions in conjunction with the East Link project. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System		500		0

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TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation (\$000)*	IF = Impact Fee Project List**	Impact Fee Project Cost (\$000)
TFP-240	120th Ave NE Improvements (Stage 1)/South of NE 4th Street to south of NE 8th Street	4	R-161	Widen to five lanes, including two travel lanes in each direction, with center turn lane, turn pockets, and medians. Bicycle lanes, curb, gutter, and sidewalk will be included on both sides. Install signal at NE 6th Street.	Roadway and Pedestrian-Bicycle System	X	7,533	IF	7,533
TFP-241	120th Avenue NE (stages 3 and 4)/NE 12th Street to 16th Street and to Northup Way	12	R-168	Stage 3 will widen 120th Avenue NE from NE 12th Street to NE 16th Street, which will be aligned and re-profiled in conjunction with Sound Transit's East Link project. The roadway cross section for stage 3 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bicycle lanes, curb, gutter, and sidewalk will be included on both sides. Stage 4, from NE 16th Street to Northup Way, will widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. Stage 4, north of NE 18th Street, will consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary. The project will follow Bel-Red urban design standards. Funding allocation will implement Stage 3 and fund the design phase of Stage 4.	Roadway and Pedestrian-Bicycle System	X	19,247	IF	18,720
TFP-242	Bellevue Way HOV lane/112th Avenue SE "Y" to I-90 and multi-use path/SE 8th Street to I-90	7		The project will widen Bellevue Way SE to add a southbound, inside HOV lane and an outside sidewalk or shoulder. The potential for landscaping treatments will be evaluated during the project design phase. The project may be implemented in segments. The north segment is from the Bellevue Way SE/112th Avenue SE "Y" to the main entrance to the South Bellevue Park-and-Ride at 112th Avenue SE. The south segment is from the main park-and-ride entrance to the I-90 on-ramps. Improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. The south segment will be implemented by Sound Transit in conjunction with the East Link project, and as a partner, the City may choose to collaborate with Sound Transit to advance overall project implementation. The project will coordinate with the East Link design process to develop a 10- to 14-foot-wide multi-use pedestrian and bicycle path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	Roadway and Pedestrian-Bicycle System	X	29,886	IF	28,656

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TFP-243	Mountains to Sound Greenway/ Factoria Boulevard to Lakemont Boulevard	10,11, 13	W/B-78	<p><u>Part 1:</u> The project will construct the Mountains to Sound Greenway Trail as a 10-foot-wide or greater width paved multi-use trail beginning at the current end of the I-90 Trail at Factoria Boulevard. The route extends eastward along the north side of SE 36th Street, follows a new independent alignment along the I-90 off-ramp to the 150th Avenue SE at SE 37th Street intersection, crosses 150th Avenue SE, and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (crosses SE 37th Street opposite Eastgate Plaza). The trail route then turns north and continues eastward adjacent to I-90 in the WSDOT right-of-way to Lakemont Boulevard. The design of the Mountains to Sound Greenway I-90 Trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Revisions will be considered to the Factoria Boulevard/SE 36th Street intersection to enhance pedestrian and bicycle crossings, which is identified as priority bicycle corridor EW-4.</p> <p><u>Part 2:</u> The project will install boulevard treatment on roadway segments adjacent to the Mountains to Sound Greenway Trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art. The project will coordinate with the City's Urban Boulevards program. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.</p>	Pedestrian-Bicycle System		588		0

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TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation (\$000)*	IF = Impact Fee Project List**	Impact Fee Project Cost (\$000)
TFP-244	BNSF bicycle path/southern city limits to northern city limits	1, 2, 4, 7, 8, 12, 14		The project will add a 10- to 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, the Wilburton area, Downtown Bellevue, Bel-Red, NE 15th Street, the West Tributary Trail, and the SR 520 Trail, which is identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support the initial scoping of the project, including coordination with the community and property owners.	Pedestrian-Bicycle System		200		0
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	2, 9, 12		<u>Option A:</u> The project will add 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. <u>Option B:</u> The project will develop an off-street multi-use paved path along the east side of 140th Avenue NE, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel-Red Road to NE 20th Street segment. With either option, the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible. This is a component of priority bicycle corridor NS-4: Somerset-Redmond Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System		200		0
TFP-246	150th Avenue SE/south of SE 38th Street to Newport Way	11		The project will evaluate the need for improvements for the segment south of SE 38th Street to Newport Way, including the intersection at 150th Avenue SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation, and bicycle mobility. The project is located on priority bicycle corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through the pre-design process and may include roadway widening and channelization changes, sidewalks, bicycle facility, street lighting, and landscaping.	Roadway and Pedestrian-Bicycle System		1,068		0

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TFP-247	Eastgate Way/Richards Road to SE 35th Place	10		The project will install bicycle lanes. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development. Funding will support implementation of bicycle lanes on a portion of the corridor (segment to be determined).	Pedestrian-Bicycle System		1,267		0
TFP-248	134th Avenue NE/NE 20th Street to NE 16th Street	12	R-171	The project will develop a level cross section for NE 16th Street to allow for future construction of 134th Avenue NE as a through street between Bel-Red Road and NE 20th Street, as outlined in the Bel-Red Subarea Plan. The project will coordinate with the East Link project final design. Conceptual plans will be developed for roadway alignment to allow for future construction of 134th Avenue NE as a through street. The roadway will include three lanes, landscape strip, and sidewalks on both sides. The segment between NE 16th Street and NE 20th Street is anticipated to be implemented with future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System	X	259		0
TFP-249	Hospital/NE 8th Street Station Access Improvements	4		The project will improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping, and services.	Pedestrian-Bicycle System		200		0

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TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street	12	R-167	The project will construct improvements as described in the 148th Avenue NE Master Plan as follows: 1) a third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp, 2) a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road, 3) eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE, 4) extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue, 5) eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE, and 6) configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to right turn only, through/optional HOV right turn, and through only. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased with the initial phase focusing on the north end of the 148th Avenue NE corridor. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work.	Roadway	X	250		0
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits	11, 13, 14		The project will add a 10- to 14-foot-wide off-street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate the path, existing bicycle lanes may be eliminated and the roadway narrowed. The project will coordinate with the City's Urban Boulevards program. This is a component of priority bicycle corridor EW-5: Coal Creek-Cougar Mountain Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System		200		0
TFP-252	Snoqualmie River Road/Kelsey Creek Road to Bellevue College southwest entrance	10		This project will upgrade the pavement to support transit buses, and construct sidewalks and accessible bus stops. The project will likely be implemented by Bellevue College; the City may choose to collaborate with the College to advance overall project implementation. A Bellevue College Transit Center will be developed on an upgraded alignment.	Roadway and Pedestrian-Bicycle System		500		0

