



# MEMORANDUM

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**DATE:** October 17, 2012

**TO:** Department of Development Services

**FROM:** Michael Ingram, Senior Planner, Transportation Department

**SUBJECT:** 2013-2024 Transportation Facilities Plan Update - EIS Application (LE) **Description of Proposal & Statement of Objectives**

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The specific proposal is the adoption of the 2013-2024 Transportation Facility Plan (TFP), planned for 2013. The TFP is a program of transportation improvements to be implemented over the next 12 years and provides the basis for the City's Transportation Impact Fee Program. The TFP provides a bridge between the City's long-range facility plans, often adopted into the Comprehensive Plan, and the funded projects in the adopted 7-year Capital Investment Program (CIP) Plan. It is updated periodically—typically every two to four years—and contains a listing of planned improvements that are balanced to projected revenues.

The current, 2009-2020 TFP, was adopted in March 2009 (and amended in April 2009). Since the adoption of the current TFP, the City has completed the Eastgate/I-90 Land Use and Transportation Study, coordinated with Sound Transit to determine the alignment of the East Link light rail line and done extensive work to determine preferred phasing for transportation improvements for the Bel-Red area. The proposed 2013-2024 Transportation Facility Plan considers needs and priorities identified in these new plans and analyses along with recommendations of the pre-existing pool of projects in the TFP, the CIP and older long-range plans.

A key objective of the transportation infrastructure planning process is the identification and evaluation of potential environmental impacts. These identification and analyses activities occur primarily with production of the mid-range plan, the 12-year TFP, and are reported in the TFP Environmental Impact Statement (EIS). This EIS documents the potential citywide impacts to traffic, air quality, noise, 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 facilities are upgraded based on the projects identified in the proposed TFP transportation network, and by comparison to a no action alternative that includes only the transportation projects in the 2013-2019 CIP (currently under review by the Bellevue City Council).

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

staff and developers alike 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 of 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 throughout larger areas of the City. For these reasons, it is crucial that the City regularly update existing and projected land use data, the existing and planned transportation network and the EIS that documents the associated, cumulative impacts. Environmental impacts, especially to the natural environment, of specific private development proposals and/or public facility improvements are evaluated in greater detail at the time of development application or project design.

If you have any questions or comments or would like to request additional materials be prepared for this submittal, please contact me at 425-452-4166 or via e-mail at [mingram@bellevuewa.gov](mailto:mingram@bellevuewa.gov).



## 2013-2024 Transportation Facilities Plan: Preliminary Project Recommendations

Approved by the Transportation Commission 6/14/2012

	2013-2024 TFP Project #	MMA	Project Name, Location and Limits	Project Description	Project type	Project Element(s) Proposed for 2013-2024 TFP	X = Capacity Project	IF = Include in Impact Fee Project List
1	TFP-207	4	NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE	Construct a new 4/5 lane arterial with two vehicle lanes in each direction and center turn lane where necessary, bike lanes, and sidewalks on both sides. Project will be designed not to preclude potential future uses of the BNSF RR corridor. 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.	Roadway & Ped-Bike	Full implementation	X	IF
2	TFP-240	4	120th Avenue NE improvements (stage 1)/ south of NE 4th to south of NE 8th Street	Widen to five lanes, including two travel lanes in each direction, with center turn lane, turn pockets and medians. Bike lanes, curb, gutter and sidewalk both sides. Install signal at NE 6th St.	Roadway & Ped-Bike	Full implementation	X	IF
3	TFP-208	4, 12	120th Avenue NE (stage 2/ south of NE 8th Street to NE 12th Street	Stage 2 will extend, realign and widen 120th Ave NE from south of NE 8th St to NE 12th St. Includes all intersection improvements at NE 8th St, Old Bel-Red Rd and NE 12th St. 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; bike lanes, curb, gutter and sidewalk both sides. Project will transition between Wilburton and Bel-Red urban design standards.	Roadway & Ped-Bike	Full implementation	X	IF
4	TFP-241	12	120th Avenue NE (stages 3 and 4)/ NE 12th Street to 18th Street and to Northup Way	Stage 3 will widen 120th Avenue NE from NE 12th St to NE 16th St alignment and reprofile roadway in conjunction with Sound Transit East Link. 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; bike lanes, curb, gutter and sidewalk both sides. Stage 4, from NE 16th to Northup Way will widen the roadway and transition from a 5 lane section to a 4-lane section in proximity of NE 18th St. Stage 4 north of NE 18th St will consist of two NB through lanes, a center turn lane and one SB lane with sidewalks both sides and separated bike path on west site. Includes a stream crossing of West Tributary. Project will follow Bel-Red urban design standards. Funding allocation will implement Stage 3 and fund design phase of Stage 4.	Roadway & Ped-Bike	Design NE 12th St to Northup Way; implementation for segment NE 12th to NE 16th St.	X	IF
5	TFP-079	1,2	Northup Way/NE 33rd PI to NE 24th Street and NE 24th St to the SR520 Regional Trail	Complete sidewalks and bike lanes on both sides of Northup Way (will not widen existing culvert at Yarrow Creek). Improvements to 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 multiuse pathway along the south side of NE 24th Street to connect to the existing terminus of the SR520 Trail. Partial funding from WSDOT. 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.	Ped-Bike	Full implementation		

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6	TFP-209	12	NE 15th Street/116th Avenue NE to 124th Avenue NE	Construct multimodal corridor from 116th Ave NE to 124th Avenue NE. Project will be phased, with segments from 116th Ave NE to 120th Ave NE and from 120th Ave NE to 124th Ave NE. New signalized intersections at NE 12th St/NE 15th St, 120th Ave, 121st Ave, 123rd Ave and 124th Ave NE and signal modifications at 116th Ave NE. The roadway cross-section includes four lanes, sidewalks both sides and multiuse pathway on north side; pathway between 120th and 124th Avenues to be coordinated with future private development.	Roadway & Ped-Bike	Design and partial right-of-way acquisition 116th Ave NE to 124th Ave NE; implementation for segment 120th Ave to 124th Ave.	X	IF
7	TFP-215	12	NE 16th Street/130th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets	Construct multimodal corridor from 130th Avenue NE to 132nd Ave NE. Design as needed for coordination with East Link for segment 132nd Ave NE to 136th Place and 136th Pl to NE 20th St. Coordinate with East Link, which will bifurcate the eastbound and westbound travel lanes. Project will provide one travel lane in each direction, buffered bike lanes, landscape strip and sidewalk on both sides.	Roadway & Ped-Bike	Design as needed for coordination with East Link; implementation 130th - 132nd Aves.	X	IF
8	TFP-210	12	124th Avenue NE/Planned NE 14th Street to Northup Way	Widen to five lanes and reprofile roadway for segment from NE 14th St to NE 18th St in conjunction with Sound Transit East Link project; curb, gutter and sidewalks consistent with Bel-Red subarea plan and street corridor and urban design standards. Segment NE 18th to Northup includes stream crossing of West Tributary and planned trail. Key intersections at NE 15th Street multimodal corridor/ST East Link and Northup Way. (Intersection improvements at NE 15th St included in NE 15th St project.) Open space trail connections for segment NE 15th St to NE 18th St to be evaluated.	Roadway & Ped-Bike	Design NE 14th to Northup Way; implementation of segment NE 14th to NE 18th St.	X	IF
9	TFP-242	7	Bellevue Way HOV lane/ 112th Ave SE "Y" to I-90 and multiuse path/ SE 8th Street to I-90	Widen Bellevue Way SE to add a southbound, inside HOV lane and an outside shoulder. The potential for landscaping treatments will be evaluated during the project design phase. Project likely to be implemented in segments. North segment from the Bellevue Way/112th Ave SE "Y" to the main entrance to the South Bellevue Park and Ride at 112th Ave SE. South segment from the main Park and Ride entrance to the I-90 on ramps. The south segment will likely 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. Coordinate with East Link design process to develop a 10-14 foot-wide multiuse 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 & Ped-Bike	Full implementation	X	IF

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10	TFP-243	10,11, 13	Mountains to Sound Greenway/ Factoria Blvd to Lakemont Blvd	Part 1: Construct Mountains to Sound Greenway Trail as 10' or greater width paved multiuse trail beginning at the current end of the I-90 trail at Factoria Blvd. Route extends eastward along the north side of SE 36th St, follows a new independent alignment along the I-90 off-ramp to the 150th Ave SE at SE 37th St intersection, crosses 150th Ave SE and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (cross SE 37th St opposite Eastgate Plaza) trail route turns north and continues eastward adjacent to I-90 in WSDOT right-of-way to Lakemont Blvd. Design of the MTSG 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. Consider revisions to Factoria Blvd/SE 36th Street intersection to enhance pedestrian and bicycle crossings. Identified as priority bike corridor EW-4. Part 2: Install boulevard treatment on roadway segments adjacent to MTSG trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping and public art. Coordinate with City's Urban Boulevards program.	Ped-Bike	Design		
11	TFP-244	1, 2, 4, 7, 8, 12, 14	BNSF bike path/southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad 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 St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor. Funding allocation is to support initial scoping of project and coordination with community and property owner.	Ped-Bike	Predesign		
12	TFP-078	6, 9	West Lake Sammamish/north City limit to I-90	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. Funding allocation is to support design and construction of first two segments (of five segments total).	Roadway & Ped-Bike	Design, partial implementation		

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13	TFP-213	8, 12	124th Avenue NE/ NE 8th St to NE 14th Street	Design roadway improvements to include addition of bike lanes for segment NE 8th St to Bel-Red Rd and roadway widening to five lanes with sidewalks and bike lanes both sides from Bel-Red Rd to NE 14th St. Signal modifications at 124th Avenue and Bel-Red Rd. Project design may be coordinated with adjacent development. Evaluate neighborhood protection measures to limit through traffic and impacts on segment south of NE 8th St. Funding allocation will support pre-design only between NE 8th St. and Bel-Red Road but full implementation between Bel-Red Rd and NE 14th St.	Roadway & Ped-Bike	Pre-design, partial design, implementation for segment Bel-Red Rd-NE 14th St.	X	IF
14	TFP-245	2, 9, 12	140th Ave NE/ NE 24th St to NE 8th St	Option A: Add 5 foot-wide bike lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: Develop off street multi-use paved path along east side of 140th Avenue NE, replacing separated gravel path that exists on much of segment; may be boardwalk for part of Bel-Red to NE 20th St segment. With either option, add a 10-14 foot-wide off street path connecting the SR-520 Trail to 140th Avenue NE, if feasible. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	Ped-Bike	Pre-design		
15	TFP-211	4	NE 6th Street Extension	Extend NE 6th Street from the I-405 HOV interchange to 120th Ave 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 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 & Ped-Bike	Placeholder	X	IF
16	TFP-232	6, 9	164th Avenue NE/SE - NE 18th Street to SE 14th Street	Designate bike shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. Stripe and sign 5 foot bike lanes between Northup Way and NE 6th Street. Accommodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street. Component of priority bike corridor NS-5 Spirit Ridge-Sammamish River Connection.	Ped-Bike	Pre-design		
17	TFP-246	11	150th Avenue SE/ south of SE 38th St to Newport Way	Evaluate needs for improvements for segment south of SE 38th St to Newport Way, including intersection at 150th Ave SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation and bicycle mobility. Project located on Priority Bicycle Corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through pre-design process and may include roadway widening and channelization changes, sidewalks, bike facility, street lighting and landscaping.	Roadway & Ped-Bike	Pre-design		
18	TFP-234	3, 4	Main Street/ 100th Avenue to 116th Avenue	Funding to support pedestrian and bicycle facility components of Main Street project, as identified in the pre-design plan. Build out to plan conditions where impacted by East Link. Component of priority bike corridor EW-3 Lake to Lake Trail.	Ped-Bike	Placeholder		

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19	TFP-230	3	108th Avenue NE/ NE 12th Street to Main Street	108th Avenue NE Downtown corridor enhancement consisting of Great Streets, Midblock Crossing, Ped Corridor interface and bike lanes. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update. Component of priority bike corridor NS-1 Enatai-Northtown Connection.	Ped-Bike	Placeholder		
20	TFP-158	9	SE 16th Street/148th Avenue SE to 156th Avenue SE	Add 5 foot bike lanes outside of 11 foot vehicles lanes on both sides of SE 16th Street. Construct new curb, gutter and 6' sidewalk and 4' planter, on north side between 148th and 154th Avenues NE. Component of priority bike corridor EW-3 Lake to Lake Trail.	Ped-Bike	Full implemen- tation		
21	TFP-247	10	Eastgate Way/Richards Rd to SE 35th Place	Install bike lanes. Missing link in sidewalk between Richards Road and 139th Ave SE may be implemented in coordination with adjacent development. Funding will support implementation of bike lanes on portion of corridor (segment to be determined).	Ped-Bike	Partial implemen- tation		
22	TFP-195	10	150th Avenue SE/SE 37th Street/I-90 off- ramp	Option A: Add second EB right turn lane, add second WB left turn lane, add EB through lane past I-90 eastbound on-ramp, extend SB left-turn pocket, and extend 3rd SB lane from I-90 on-ramp to SE 38th St. Option B: Construct multi-lane roundabout. Option C: Construct roundabout per Option B plus construct multilane roundabout at 150th Ave SE/SE 38th St and landscaped median between SE 38th St and SE 37th St. With any of the three options, upgrade ped and bike crossings, install gateway treatment.	Roadway	Full implemen- tation of Option A intersection improvements or Option B roundabout.	X	IF
23	TFP-173	1	108th/112 <sup>th</sup> Avenue NE/ north city limit to NE 12th Street	Add 5 foot bike lanes on both sides of 108th/112 <sup>th</sup> Avenue NE from north city limit to NE 12 <sup>th</sup> Street. Construct a 6 foot-wide sidewalk along the west side of 112th Avenue NE from end of transportation trail south to NE 24th Street. Construct sidewalk on east side from NE 24th St to connect to existing sidewalk 450' south. Widen for turn pockets at NE 24th Street intersection. Component of priority bike corridor NS-2 Lake Washington Loop.	Ped-Bike	Predesign		
24	TFP-218	12	130th Avenue NE/NE 20th to NE Bel-Red Road	Initiate design for roadway improvements. Segment NE 20th St to NE 16th St to include two travel lanes, bike lanes, on-street parking, landscape strip and sidewalks both sides. Segment NE 16th St to Bel-Red Rd to include one through lane each direction, center turn lane, landscape strip and sidewalks both sides. Project to be coordinated with Sound Transit East Link.	Roadway & Ped- Bike	Design	X	
25	TFP-248	12	134th Ave NE/ NE 20th St to NE 16th St.	Develop a level cross section for NE 16th St to allow for future construction of 134th Ave NE as a through street between Bel-Red Rd and NE 20th St as outlined in the Bel-Red Subarea Plan. Coordinate with East Link project final design. Develop conceptual plans for roadway alignment to allow for future construction of 134th Avenue NE as a through street. Roadway to include three lanes, landscape strip and sidewalks both sides. Segment between NE 16th St and NE 20th St anticipated to be implemented with future private development in the immediate vicinity.	Roadway & Ped- Bike	Predesign	X	

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26	TFP-249	4	Hospital/NE 8th Street Station Access Improvements	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.	Ped-Bike	Placeholder		
27	TFP-250	12	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th St and NE 24th St.	Construct improvements per 148th Master plan, as follows: 1) a third northbound thru lane on 148th from 350' south of Bel-Red Rd to the SR 520 EB on ramp, 2) a northbound right turn lane, and eastbound and westbound dual left turn lanes at 148th and Bel-Red Rd, 3) eastbound and westbound dual left turns lanes at NE 20th St and 148th, 4) extend the northbound and westbound right turn lanes at NE 24th St and 148th, 5) eastbound and westbound dual left turn lanes at NE 24th St and 148th, and 6) configure the northbound 3 lane approach on 148th at the SR 520 EB on ramp to right turn only, thru/optional HOV right turn, and thru only. Improvements at NE 24th Street will accommodate or implement wide lane E-W bicycle facility. Project may be phased with initial phase focusing on the north end of the 148th corridor. Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with design work for the 148th Ave NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work.	Roadway	Master Plan Development Only	X	
28	TFP-251	11, 13, 14	Coal Creek Parkway/ 124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate path, existing bike lanes may be eliminated and roadway narrowed. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	Ped-Bike	Predesign		
29	TFP-192	11	Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE	Install signal or roundabout 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.	Roadway (P-B element not funded)	Full implementation (intersection improvements only)	X	IF
30	TFP-252	10	Snoqualmie River Rd/ Kelsey Creek Rd to BC southwest entrance	Upgrade pavement to support transit buses, construct sidewalks and accessible bus stops. The project would likely be implemented by Bellevue College; the City may choose to collaborate with the College to advance overall project implementation. Develop a Bellevue College Transit Center on upgraded alignment.	Roadway & Ped-Bike	Placeholder		
31	TFP-253	10	150th Ave SE/Eastgate Way SE	Construct improvements. Option A: Add second NB left turn lane, add second EB right-turn lane, add second WB through lane past 148th Ave SE. Add E-W bike lanes through intersection. Option B: Construct multilane roundabout. With either option, upgrade ped and bike crossings, accommodate or implement planned Eastgate Way bike lanes, install gateway treatment.	Roadway & Ped-Bike	Implementation (Option A intersection improvements)	X	IF

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32	TFP-217	12	124th Avenue NE at SR-520	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 pre-design or early implementation.	Roadway	Placeholder	X	
33	TFP-193	3	NE 10th at I-405	Add SB 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 pre-design or early implementation.	Roadway	Placeholder	X	
34	TFP-110	3	110th Avenue NE/NE 6th Street to NE 8th Street	Uncomplete segment remains between NE 6th and NE 8th Streets. Predesign completed-for a five-lane roadway section with sidewalks where missing. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	Placeholder	X	IF
35	TFP-190	3	NE 2nd Street/Bellevue Way to 112th Avenue NE	Widen from three lanes with parking and turn pockets to five lanes, consistent with the NE 2nd Street Pre-Design plan. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	Placeholder	X	
36	TFP-222	3	Bellevue Way/NE 4th Street	Add a southbound right turn lane and a westbound right turn lane. 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 outcome of Downtown Transportation Plan update.	Roadway	Placeholder	X	IF
37	TFP-219	3	NE 8th Street/106th Avenue NE	Realignment of the roadway to the south will better utilize the third westbound travel lane (between 108th and 106th Avenues 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 outcome of Downtown Transportation Plan update.	Roadway	Placeholder	X	IF
38	TFP-223	3	Bellevue Way/NE 8th Street	Add 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 outcome of Downtown Transportation Plan update.	Roadway	Placeholder	X	IF
39	TFP-225	3	Bellevue Way/NE 2nd Street	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 outcome of Downtown Transportation Plan update.	Roadway	Placeholder	X	IF
40	TFP-216	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. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Roadway	Placeholder	X	IF

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41	TFP-197	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. 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 pre-design or early implementation.	Roadway	Placeholder	X	
42	TFP-103	13	129 <sup>th</sup> Place SE/SE 38 <sup>th</sup> Street to Newport Way	Connect the stub ends of 129 <sup>th</sup> Place SE to provide a through street connection between SE 38 <sup>th</sup> Street and Newport Way. Investigate traffic operations at the intersection of 129th Place SE and SE Newport Way. 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 & Ped-Bike	Placeholder	X	
43	TFP-254	12	Bel-Red Rd/NE 20th St to NE 24th St	Widen to five lanes, including two travel lanes in each direction, with center turn lane, bike lanes.	Roadway & Ped-Bike	Placeholder	X	

**LEGEND**

CIP Capital Investment Program Plan  
 TFP Transportation Facilities Plan

Predesign Scope typically covers evaluation of alternatives for project features, public engagement, identification of potential phasing and magnitude of cost.  
 Design Scope typically covers design of project to 60% or 90% level, development of cost estimate for full implementation  
 Full implementation Scope covers all costs to complete project (design, property acquisition, construction)  
 Placeholder Project is to be implemented by another party or if opportunity arises; funding allocation is to facilitate project scoping, predesign or support