



MEMORANDUM

DATE: January 16, 2009

TO: Transportation Commission

FROM: Eric Miller, Implementation Planning Manager
Transportation Department
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SUBJECT: 2009-2020 TFP and Impact Fee Program Updates

PURPOSE

2009-2020 Transportation Facilities Plan (TFP) Update. The TFP environmental analysis process has been underway since the Commission approved the TFP Roadway/Intersection project list last July. A Draft Environmental Impact Statement (DEIS) prepared for the TFP is scheduled for publication on January 22 - the day of your meeting. Staff will make copies of the DEIS available and summarize key findings at the meeting.

Future Commission Action: Recommend approval of the 2009-2020 TFP to the City Council. By the conclusion of the TFP environmental review process, the Commission will be asked to finalize its TFP update recommendation in late February.

Impact Fee Update. Staff and contracted impact fee consultants will provide an overview of the policy and legal issues being evaluated in the update to the City's transportation impact fee program. The impact fee program is being updated to provide the City Council with the maximum flexibility to select an impact fee rate that meets their policy goals.

Future Commission Action: None anticipated; the City Council has indicated that it will set the new impact fee rate. The ultimate fee rate will be based on the Council's decisions on the appropriate mix of revenue sources selected to fund the high priority transportation projects specified in the "Mobility and Infrastructure Initiative Finance Plan". This Plan is scheduled for Council adoption on January 20th, however actions by the Council to implement the plan, including the determination of specific impact fee rates and potentially the schedule for the phasing in of a fee increase, may occur over an extended timeframe.

BACKGROUND

2009-2020 Transportation Facilities Plan (TFP) Update

Following an extensive project identification and prioritization process beginning in late 2007, the Commission approved a Preliminary 2009-2020 TFP project list and funding allocations on July 24, 2008. The preliminary list focused on roadway and intersection capacity projects but did include funding allocation placeholders for pedestrian and

bicycle projects to be determined in a separate process. The Commission's preliminary TFP project list was presented to the City Council on September 2, 2008.

Commencing in September, staff worked with the Commission to identify and prioritize specific pedestrian and bicycle projects for inclusion in the TFP and potentially an update to the City's Capital Investment Program (CIP) Plan. On November 13, 2008 the Commission approved a list of pedestrian and bicycle projects to replace the "Ped/Bike Placeholders" included in the Preliminary TFP project list previously approved by the Commission. The Commission's Pedestrian and Bicycle project priorities were presented to the City Council on December 8th, 2008.

Refer to Attachments 1 and 2 to this memo the composite 2009-2020 TFP Project List and Map.

TFP Environmental Analysis

The evaluation of potential environmental impacts is an important component of the City's development review and transportation planning processes. An EIS is prepared for the proposed TFP to document the potential citywide impacts – to traffic, air quality, noise, land use, aesthetics and the natural environment – that could occur if or when 12-year land use growth projections are realized, and the City's transportation network is upgraded per the proposed TFP project list. City staff and developers rely on the EIS to disclose the cumulative impacts of growth to the environment. It provides a basis for review and approval (or denial) of public and private development applications. The TFP EIS makes it clear that environmental impacts of specific private development proposals and/or transportation facility improvements will be evaluated for compliance with applicable state (SEPA) and federal (NEPA) guidelines at the time of development application or project design.

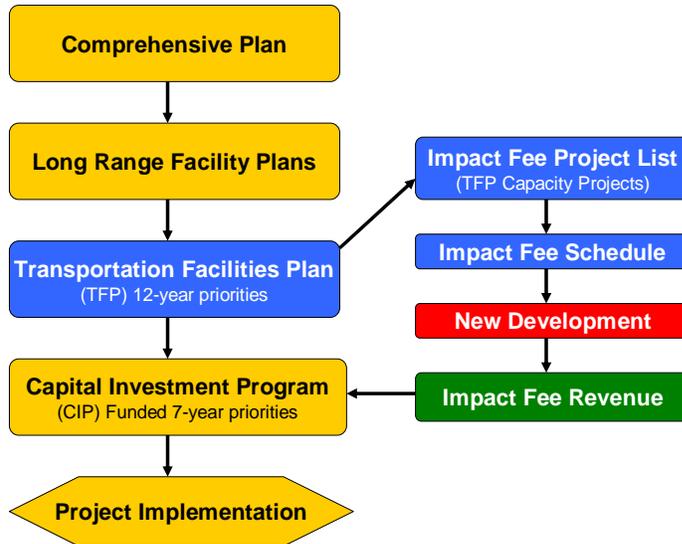
On September 15, 2008 the City Council authorized a consultant agreement with ICF/Jones and Stokes to support the development of an EIS on the proposed TFP.

As indicated above, a Draft EIS on the proposed 2009-2020 TFP is scheduled to be published and made available for public, Commission and City Council review and comment on January 22, 2009. There will be a minimum 30-day public comment period as required by SEPA. Following conclusion of the comment period staff with consultant support will prepare a Final EIS which will address/respond to any comments received on the DEIS. Following publication of an FEIS, currently scheduled for early March, the proposed TFP may be forwarded to City Council for approval.

Impact Fee Update

Impact fees have been a city-wide capital funding mechanism used by the City for many years. To date, revenue generation from impact fees has provided a very limited proportion of total transportation capital funding, historically less than 5 percent. Without significant program modifications, fees will only marginally support implementation of Bel-Red Corridor Plan recommendations and other high priority transportation system capacity needs identified throughout the city.

The roadway capacity projects in the TFP form the basis of the City's Impact Fee Project List. The diagram below depicts the relationship between the Comprehensive Plan, long-range facility plans, the TFP, impact fee project list, impact fee schedule and the Capital Investment Program (CIP).



At the October 9, 2008 Commission meeting staff provided a relatively high-level briefing on the City's impact fee program and the findings of a transportation impact fee program review conducted with consultant support at the direction of the City Council. The findings of the review process were documented in a Transportation Impact Fee 'White Paper', dated June 2008.

Please refer to your packet materials for the October 9th meeting for a copy of the white paper and relevant sections of the Bellevue City Code (Chapter 22.16).

Mobility and Infrastructure Initiative Finance Plan

In January 2008, the City Council initiated work on development of a Mobility and Infrastructure Initiative Finance Plan (formally known as the Long Range Capital Financing Strategy). The purpose of this effort was to fund high priority transportation and capital investments to mitigate growing congestion problems in the City. The Commission has received multiple staff reports on this subject over the past year.

A recent survey of Bellevue residents identified investment in transportation facilities as the highest priority municipal investments to maintain or enhance quality of life in Bellevue. The Finance Plan would supplement the City's existing CIP and special property tax (known as the "Supplemental CIP") levied by the Council to fund high priority capital needs in the community, and deliver new transportation and other capital projects within a 10 year timeframe.

This financing plan will provide general policy guidance for capital project and funding decisions. Future actions by the City Council, including approval of an updated impact fee program, will need to be taken to fully implement this Plan, and those actions may require periodic adjustments to this Plan.

The Plan contains a core group of transportation investments designed to address growth in travel demand from Downtown development and from growth anticipated in the Bel-Red area. These transportation investments have been selected because they have the greatest positive impact in reducing congestion. These projects include:

- NE 4th Extension, from 116th to 120th Ave, and improvements to 120th Ave NE
- NE 6th Extension, from I-405 to 120th Ave NE
- 120th Avenue street widening from NE 10th to Northup
- NE 15th Street, from 116th Ave to 124th Ave NE
- 124th Ave NE, from NE 15th Street to the SR-520 Interchange

The Plan contains other capital projects primarily needed to support growth in the Downtown or Bel-Red. These projects include:

- Downtown projects to implement the Downtown Implementation Plan
- Intelligent Transportation improvements
- Downtown Circulator
- Pedestrian and bike improvements
- Metro Site acquisition (public safety investment)
- Bel-Red land acquisition.

While these projects are geographically located in the Bel-Red and Downtown areas (ITS and especially Ped/Bike projects are more likely to be located citywide), the City's transportation modeling has shown that the transportation system benefits from these investments are significant citywide.

The projects in total will cost approximately \$299 million and will be constructed within the next 10 years. These projects will be added to the City's Capital Investment Program by future action of the City Council.

The Plan outlines a financial strategy to generate the funding to pay for these investments. The City's financing strategy seeks to establish a broad-based financing plan, based on the principle that those who benefit from the improvements should bear some of the responsibility to pay for them. The Plan uses a combination of financial strategies including general property tax, LIDs, an increase in impact fees, grants and other Bel-Red specific financing mechanisms. The Finance Plan balances project delivery costs with the revenue needed to pay for the projects. A change in any one revenue source means that replacement revenue needs to be found elsewhere, or the number and/or costs of the projects reduced.

The City has historically relied on revenue from existing business, residential tax payers, and from impact fees to pay for needed capital investment. Bellevue's impact

fees have not been adjusted for some time, and therefore have resulted in an unbalanced CIP, where existing business and residential tax payers have carried a higher burden of the cost of new capital investment.

Impact fees are the most direct way for new development to pay for the impacts associated with new development. While new development does contribute sales tax, business and occupation taxes, and property tax revenue, those revenue sources are fully committed in the current CIP. The proposed Finance Plan relies on new transportation impact fee revenue to pay for the impact of new development on the transportation system.

Again, the City's Transportation Facilities Plan (TFP) identifies the projects that, over time, will address long term mobility issues throughout the city. The TFP project costs are the legal basis for impact fees. Based on the proposed 2009-2020 TFP, the City could legally impose a fee upwards of \$10,000 per trip. The City's impact fees have historically varied between \$469 per trip and \$1,446 per trip, based on the number and cost of capacity projects in the TFP as well as past impact fee program policy decisions.

To support the City's Mobility and Infrastructure Initiative Finance Plan, there is a high likelihood that Council will adopt an impact fee trip rate that is significantly higher than past levels, reflecting the need for greater investment in transportation projects to respond to current and planned growth throughout the community. The actual fee increase imposed is also likely to be much less than could be legally justified because the City has chosen to allocate the costs of the transportation investment broadly, utilizing new general property tax resources, LIDs, and other general revenues of the City.

NEXT STEPS

- Staff will return to the Commission in late February seeking Transportation Commission action to recommend Council adoption of the 2009-2020 TFP.
- Subsequent to TFP adoption, the Council will adopt updates to the City's impact fee program.

ATTACHMENTS

1. 2009-2020 Transportation Facilities Plan Composite Project List
2. 2009-2020 Transportation Facilities Plan Project Map

| 2009-2020 TFP# | CIP # | Project Name, Location and Limits | Project Description | X = Capacity Project | T = Include in TFP Model | Estimated Total Project Cost (\$000s) | TFP Funding Allocation (\$000) | IF = Include in Impact Fee Project List | Impact Fee Project Cost (\$000) |
|--------------------|-------|--|--|----------------------|--------------------------|---------------------------------------|--------------------------------|---|---------------------------------|
| TFP-078 | R-141 | West Lake Sammamish/north City limit to I-90 (CIP Plan No. PW-R-141) | The ultimate project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' southbound vehicle travel lane, a 10' wide multi-purpose trail (8' wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5' shy distance space and a 2' or 5' wide landscaped buffer where space is available, a signal at SE 34th Street, pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street and at 5 other locations along the parkway. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor. Options for undergrounding existing overhead utilities and various project implementation phasing scenarios will be evaluated during the initial design process. The recommended funding allocation would significantly increase the existing CIP funding placeholder and make substantial progress toward implementation of corridor improvements (\$6,560K is funded in the current 2007-2013 CIP). | | | 30,000 | 12,150 | | |
| TFP-079 | R-146 | Northup Way/Bellevue Way to NE 24th Street (CIP Plan No. PW-R-146) | A Pre-Design process completed in 2008 has refined the project scope and implementation phasing options. Project elements include completion of sidewalks and bike lanes on both sides and a two-way center turn lane. The project may be divided in two phases: Phase 1, east of NE 33rd Place; and Phase 2, west of NE 33rd Place. The recommended funding allocation would fully fund Phase 1 only (A pre-design and implementation placeholder of \$1,467K is funded in the current 2007-2013 CIP). | X | T | 15,000 | 8,000 | IF | 15,000 |
| TFP-090 | | 116th Avenue NE/NE 12th Street to 1600 block | Widen to five lanes north of the existing intersection. Add a second eastbound left turn and northbound right turn at 116th Avenue NE and NE 12th Street. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$5,000K funding allocation is a magnitude of cost estimate to be used until an engineer's estimate can be developed. | X | T | TBD | 5,000 | IF | 5,000 |
| TFP-091 TFP-106 | R-133 | Northup Way/120th Avenue NE to 124th Avenue NE (CIP Plan No. PW-R-133) | Construct a second eastbound lane, and widen Northup Way/124th Avenue NE intersection to provide a northbound right turn lane and a second eastbound left-turn lane to the SR-520 ramp. | X | T | 7,472 | 7,472 | IF | 7,472 |
| TFP-094 | I-76 | 148th Avenue NE at Bel-Red Road (CIP Plan No. PW-I-76) | Construct an eastbound right turn lane and second westbound left turn lane. <i>Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.</i> | X | T | 6,977 | 6,977 | IF | 6,977 |
| TFP-101 | I-78 | 148th Avenue NE at NE 20th Street (CIP Plan No. PW-I-78) | Construct second eastbound and westbound left turn lanes. <i>Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.</i> | X | T | 3,778 | 3,778 | IF | 3,778 |
| TFP-102 | | Bel-Red Road/NE 24th Street | Add southbound right turn and northbound left turn lanes. <i>Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.</i> | X | T | 2,290 | 2,290 | IF | 2,290 |
| TFP-103 | | 129th Place SE/SE 38th Street to Newport Way | Extend 129th Place SE north to SE 38th Street. 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 potential future private development in the immediate vicinity. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation. | X | | 4,590 | 500 | | |
| TFP-110 | R-139 | 110th Avenue NE/NE 4th Street to NE 8th Street (CIP Plan No. PW-R-139) | Uncomplete segment remains between NE 6th and NE 8th Streets. Funding allocation may be used to finalize project design only 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. | X | T | 971 | 971 | IF | 971 |
| TFP-120 | | Factoria Boulevard at Newport Way | Construct a second southbound left-turn lane at Newport Way and modify the channelization on the eastern leg of the Factoria Blvd/Newport Way intersection to receive the two lanes of turning traffic; reconfigure the intersection between Factoria Blvd and the access to Newport High School, including relocation of the Factoria Blvd access to St. Margaret's church to become an eastern leg of the intersection. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation. | X | T | 4,600 | 500 | IF | 4,600 |
| TFP-154 | | 148th/150th Avenue SE/I-90 westbound on-ramp to I-90 westbound off-ramp | Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp. <i>Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.</i> | X | T | 1,900 | 1,900 | IF | 1,900 |
| TFP-156 | WB-72 | SE 60th Street/Lake Washington Blvd to Coal Creek Parkway (CIP Plan No. PW-W/B-72) | Construct bike lanes and sidewalks on both sides where missing; sidewalk on one side between Coal Creek Parkway and 129th Avenue SE. | | | 647 | 647 | | |
| TFP-157 | | 148th Avenue NE/NE 24th Street | Lengthen the westbound right turn lane on NE 24th Street and provide second westbound left turn lane; widen NE 24th Street to allow wide curb lanes for cyclists. <i>Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.</i> | X | T | 4,170 | 4,170 | IF | 4,170 |
| TFP-158 | | 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. | | | 3,740 | 3,740 | | |
| TFP-159 | WB-71 | 108th Avenue SE/Bellevue Way to I-90 (CIP Plan No. PW-W/B-71) | Construct bike lanes on both sides and sidewalk on one side where missing, the side to be determined in the initial design process which will include community outreach/involvement facilitation. | | | 7,060 | 7,060 | | |

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| TFP-160 | R-151 | 145th PI SE/SE 16th St to SE 24th St and SE 22nd St/145th (CIP Plan No. PW-R-151) | Construct five foot bike lanes, curb, gutter and six foot sidewalk along both sides, a two-way center left-turn lane where needed, planted median islands and other landscaping where feasible on 145th Place SE from SE 16th Street (Kamber Road) to SE 24th Street. The project will modify the 145th Place SE/SE 24th Street intersection. This project will also provide curb, gutter and six foot sidewalks where missing along the north side SE 22nd from 145th Place SE to 156th Avenue SE. Other improvements include storm water drainage, detention and water quality treatment improvements, signing, striping, illumination enhancements, and irrigation. | X | T | 7,538 | 7,538 | IF | 6,780 |
| TFP-162 | | 156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp) | Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn. <i>Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.</i> | X | T | 780 | 780 | IF | 780 |
| TFP-163 | WB-74 | 152nd Avenue SE/SE 45th Street/SE 46th Street to Newport Way (CIP Plan No. PW-W/B-74) | Construct sidewalk on west side; perform roadway stabilization maintenance. Evaluate feasibility of wide curb lane for bikes on uphill segment. | | | 4,879 | 4,879 | | |
| TFP-164 | | 173rd Avenue NE - Northrup Way to City limits | Construct curb, gutter and 6' sidewalk on east side where missing; accommodate future bike lane. | | | 1,360 | 1,360 | | |
| TFP-165 | | 124th Avenue Bicycle Trail/SE 38th Street to the I-90 Bicycle Trail | Construct a 10' side paved multi-purpose trail connecting the north end of 124th Ave SE at SE 38th St to the existing Mountains to Sound Greenway trail along I-90. Also construct a mid-block crossing with refuge island on 124th Ave SE just south of SE 38th St. | | | 1,213 | 1,213 | | |
| TFP-168 | | 148th Avenue NE/NE 8th Street | Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. | X | T | 5,060 | 5,060 | IF | 5,060 |
| TFP-170 | WB-76 | 128th Avenue SE/SE 25th Street to SE 32nd Street (CIP Plan No. PW-W/B-76) | Construct curb, gutter and six foot sidewalk on one side of the street from SE 25th to SE 32nd Street, side to be determined during the design phase which will include community outreach facilitation. Where feasible, construct planter strip between the curb and sidewalk and stripe shoulders on both sides to accommodate bicycles. | | | 873 | 873 | | |
| TFP-171 | | NE 40th Street - 140th Avenue NE to 14500 block | Construct curb, gutter and 6' sidewalk on north side of NE 40th Street from 140th Avenue NE to east of the 14500 block. Wide curb lanes. Planter strip where feasible. | | | 1,800 | 1,800 | | |
| TFP-172 | | 106th/108th One Way Couplet | Convert roadways to function as a one-way couplet. 106th Avenue will function as a northbound one-way street and 108th Avenue will function as a southbound one-way street. 108th will include a single northbound contraflow lane between NE 4th and NE 8th Streets for transit buses only. Widen sidewalks along 106th Avenue. The \$200K funding allocation represents only a placeholder that may be used to initiate project pre-design or evaluate alternatives to the project scope developed through the DIP process. | X | | 5,870 | 200 | | |
| TFP-173 | | 108th/112 th Avenue NE - south of SR 520 to NE 12th Street | Add 5 foot bike lanes on both sides of 108th/112 th Avenue NE from Northrup Way to NE 12 th Street. Construct a 6 foot-wide sidewalk along the west side of 112th Avenue NE from end of transportation trail south to existing sidewalk 400 ft south of NE 24th Street. Widen for turn pockets at NE 24th Street intersection. | | | 3,730 | 3,730 | | |
| TFP-175 | WB-75 | SE 34th Street/162nd PI SE to West Lake Sammamish Pkwy (CIP Plan No. PW-W/B-75) | Construct sidewalk on north side where missing; widen curb lanes. | | | 4,250 | 4,250 | | |
| TFP-178 | WB-76 | SE 26th Street/SE 24th Street to West Lake Sammamish Parkway (CIP Plan No. PW-W/B-76) | Construct curb, gutter and six foot sidewalk on the south side; accommodate future bike lane(s). Construct planter strip between the curb and sidewalk where feasible. Project construction will be coordinated with a street pavement overlay planned for summer 2009. | | | 1,082 | 1,082 | | |
| TFP-184 | R-152 | NE 8th Street/106th Avenue NE to 108th Avenue NE (CIP Plan No. PW-R-152) | Construct third westbound lane on NE 8th Street becoming right turn lane at 106th Avenue NE; no widening west of 106th Avenue NE. Sidewalks will be reconstructed adjacent to the new lane. | X | T | 4,002 | 4,002 | IF | 4,002 |
| TFP-190 | R-150 | NE 2nd Street/Bellevue Way to 112th Avenue NE (CIP Plan No. PW-R-150) | Widen from three lanes with parking and turn pockets to five lanes. The design will accommodate left turn movements with a center turn lane where needed and dedicated right-turn pockets are also possible at some intersections. (\$7,454K is currently funded in the 2007-2013 CIP.) <i>The final design will be consistent with the outcomes of a currently ongoing NE 2nd Street and Main Street Pre-Design process.</i> | X | T | 42,000 | 42,000 | IF | 42,000 |
| TFP-191 | WB-73 | NE 8th Street/Lake Washington Blvd to 96th Avenue NE (CIP Plan No. PW-W/B-73) | This project will design and construct curb, gutter, six foot sidewalk and three foot planter strip where missing on the north side. Include bus pads and an updated signal system at the NE 8th Street/92nd Avenue NE intersection. | | | 2,889 | 2,889 | | |
| TFP-192 | | Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE | Install signal and turn lanes at Cougar Mtn. Way/Lakemont Blvd. intersection; construct northbound left turn lane on Lakemont Blvd. at SE 62nd Street; add sidewalk and bike lanes on east side between Cougar Mtn. Way and park; install planted medians where feasible. | X | T | 2,920 | 2,920 | IF | 2,920 |
| TFP-193 | | NE 10th at I-405 | Add half interchange (ramps) to/from the north. (Northbound ramp funded through WSDOT Braided ramp project). This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation. | X | | 500 | 500 | | |
| TFP-194 | | 164th Ave SE/SE Cougar Mountain Way to SE 63rd Street | Improve gravel road with pavement curb, gutter and sidewalk on one side. Cost estimate entails only placeholder funding for implementation. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). The \$100K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation. | | | 1,000 | 100 | | |
| TFP-195 | | 150th Avenue SE/SE 37th Street/I-90 off-ramp widening | Widen I-90 off-ramp 300' west of 150th Avenue SE and add a through lane. Widen SE 37th Street approximately 500' to the east of 150th Avenue SE to allow for a bypass lane on the right side of the street. <i>Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.</i> | X | T | 1,430 | 1,430 | IF | 1,430 |

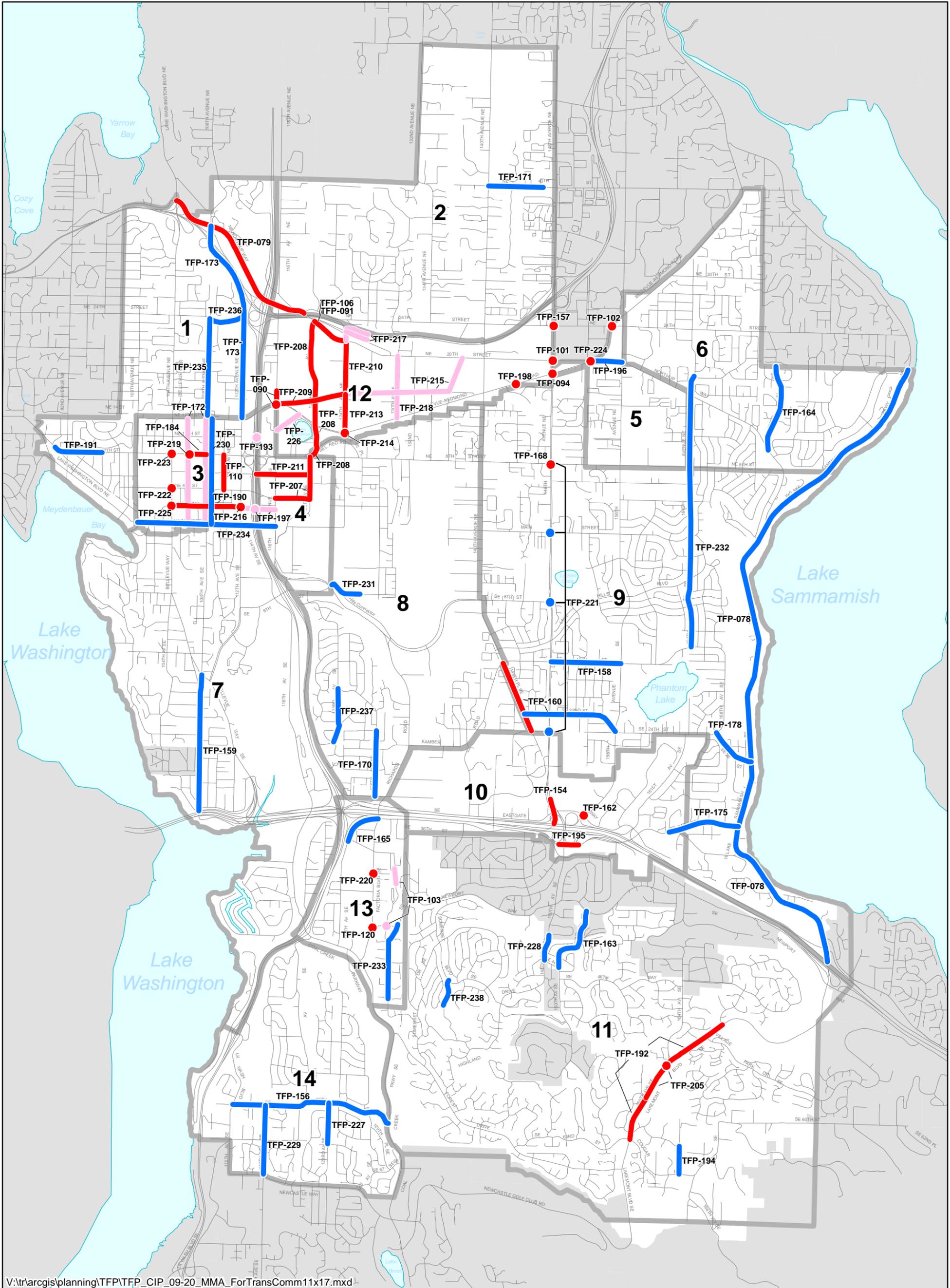
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|----------------|-------|--|---|----------------------|--------------------------|---------------------------------------|--------------------------------|---|---------------------------------|
| TFP-196 | | NE 20th Street/Bel-Red Road to 156th Avenue NE | Construct an east to west U-turn on NE 20th Street at 156th Avenue NE; provide access management along NE 20th Street. | | | 820 | 820 | | |
| TFP-197 | | 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 \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation. | X | | TBD | 500 | | |
| TFP-198 | | Bel-Red Road/NE 20th Place | Install signal, eastbound left turn pocket and pedestrian crossing. | X | T | 1,960 | 1,960 | IF | 1,960 |
| TFP-205 | | Lakemont Blvd (Phase 2)/Lewis Creek Park to 164th Ave SE | Install signal at 164th Ave SE/Lakemont Blvd; construct sidewalk and bike lane on east side; add planted medians where feasible. | X | T | 1,860 | 1,860 | IF | 1,860 |
| TFP-207 | | NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE and widening of 120th Avenue / NE 4th Street to NE 8th Street | The 4th Street Extension will consist of 5 vehicle lanes, bike lanes, sidewalks and will require construction of a sunken roadway and bridge(s) for BNSF RR tracks and Pedestrian over crossings. Neighborhood traffic mitigation will be evaluated to discourage cut through traffic on NE 5th Street east of 120th. 120th Avenue NE will be widened to 5 lanes with bikelanes between the 4th St. Ext. and NE 8th Street. This project does not include improvements to the intersection with NE 8th St. This project will be coordinated with potential private development in the immediate vicinity. | X | T | 31,000 | 31,000 | IF | 31,000 |
| TFP-208 | | 120th Avenue NE/NE 8th Street to Northup Way | Widen to five lanes with sidewalks and bikelanes. Extend/realign roadway between NE 8th Street and Old Bel-Red Rd. Key intersection improvements at NE 8th St, NE 12th St, the proposed 15th/16th St, and Northup Wy. | X | T | 37,200 | 37,200 | IF | 37,200 |
| TFP-209 | | NE 15th/16th Street (Phase I)/116th Avenue at NE 12th Street to 124th Avenue NE | Construct a five lane roadway from 116th Avenue NE to 124th Avenue NE. Key intersections at 116th, 120th and 124th Avenues NE. The overall roadway cross-section will also include a frontage road, parking strips, ped/bike facilities, landscaping elements and an HOV transit corridor. | X | T | 85,000 | 85,000 | IF | 85,000 |
| TFP-210 | | 124th Avenue NE/Proposed NE 15th/16th Street Extension to Northup Way | Widen to five lanes with sidewalks. Key intersections at NE 15th/16th Street and Northup Way. | X | T | 19,000 | 19,000 | IF | 19,000 |
| TFP-211 | | NE 6th Street Extension | Extend NE 6th Street, as an HOV only facility, from the I-405 HOV interchange to the east over 116th Avenue NE, crossing BNSF right-of-way, and terminating at 120th Ave NE. Improvements include two lanes in each direction with left turn lanes at signalized intersections of I-405 and 120th Avenue NE, a 14' wide non-motorized pathway adjacent to and along the south side of the extension between 112th Ave NE and 120th Ave NE, I-405 corridor design standards, illumination system, retaining walls, landscaping for at-grade locations, underground utilities, detention/water quality treatment, and provisions that do not preclude future regional trail or other improvements within the BNSF corridor. | X | T | 68,000 | 68,000 | IF | 68,000 |
| TFP-213 | | 124th Avenue NE/Bel-Red Road to Planned NE 15th/16th Street Extension | Widen to 5 lanes with sidewalks. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation. | X | T | 9,200 | 500 | IF | 9,200 |
| TFP-214 | | 124th Avenue NE/Bel-Red/Old Bel-Red Road | Project scope is currently being analyzed/refined through continued Bel-Red Corridor Plan work. Until completion of the continued analysis, the project scope may be defined as follows: Provide a second westbound left turn lane, a southbound right turn lane and widen 124th Avenue NE to provide a second southbound lane between Bel-Red Rd. and Old Bel-Red Rd; upgrade signal equipment; and provide new curb, gutter, and sidewalk adjacent to widening. The \$3,000K funding allocation is a magnitude of cost estimate to be used until an engineer's estimate can be developed. | X | T | TBD | 3,000 | IF | 3,000 |
| TFP-215 | | NE 15th/16th Street (Phase II)/124th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets | Extend five lane roadway from 124th Avenue NE to 136th Place NE with a key intersection at 130th Avenue NE. Widen 136th Place NE five to three-lanes between NE 16th Street and NE 20th Street (reduction occurs at the intersection); add a double westbound left turn on NE 20th Street. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation. | X | | 181,000 | 500 | | |
| TFP-216 | | 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. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation. | X | T | 1,880 | 500 | IF | 1,880 |
| TFP-217 | | 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 \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation. | X | | TBD | 500 | | |
| TFP-218 | | 130th Avenue NE/NE 20th to NE Bel-Red Road | Construct turn lanes, shared bike lanes, on-street parking and sidewalks between NE 16th and NE 20th Streets and widen to three lanes with shared bikelanes and sidewalks between NE 16th Street and Bel-Red Road. Key intersections at NE 20th, NE 16th and Bel-Red Road. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation. | X | | 6,780 | 500 | | |
| TFP-219 | | NE 8th Street/106th Avenue NE | Realignment of the roadway to the south will better utilize the new westbound travel lane (between 108th and 106th Avenues NE; funded in CIP) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation. | X | T | 1,740 | 500 | IF | 1,740 |

2009-2020 Transportation Facilities Plan Composite Project List

| 2009-2020 TFP# | CIP # | Project Name, Location and Limits | Project Description | X = Capacity Project | T = Include in TFP Model | Estimated Total Project Cost (\$000s) | TFP Funding Allocation (\$000) | IF = Include in Impact Fee Project List | Impact Fee Project Cost (\$000) |
|----------------|-------|---|---|----------------------|--------------------------|---------------------------------------|--------------------------------|---|---------------------------------|
| TFP-220 | | SE 40 th Lane/Factoria Boulevard | Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane. | X | T | 280 | 280 | IF | 280 |
| TFP-221 | | 148th Avenue intersection safety and reliability | This project would improve the safety and reliability at four signalized intersections along the 148 th Avenue corridor, including SE 24 th Street, SE 8 th Street, Main Street, and NE 8 th Street. The project would remove and replace aging wiring and poles to increase reliability and reduce signal malfunctions at these intersections that have not had any major upgrades since their construction in 1975. | | | 1,000 | 1,000 | | |
| TFP-222 | | 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. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation. | X | T | 1,690 | 500 | IF | 1,690 |
| TFP-223 | | Bellevue Way/NE 8th Street | Add southbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation. | X | T | 1,260 | 500 | IF | 1,260 |
| TFP-224 | | Bel-Red Road/NE 20th Street | Add southbound right turn lane; convert westbound lanes on NE 20th Street to provide left turn, left turn/through and through/right turn lanes. <i>Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.</i> | X | T | 1,450 | 1,450 | IF | 1,450 |
| TFP-225 | | Bellevue Way/NE 2nd Street | Add a northbound right turn lane and a second southbound left turn lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation. | X | T | 890 | 500 | IF | 890 |
| TFP-226 | | NE 11th/12th Street to 116th Avenue NE Connection (across from Overlake Hospital) | Construct new 4/5 lane connection. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation. | X | | 44,480 | 500 | | |
| TFP-227 | | 123rd Avenue SE - SE 60th Street to SE 64th Place | Construct curb, gutter and 6' sidewalk on west side where missing between SE 60th Street and SE 64th Place; sign bike route. | | | 1,050 | 1,050 | | |
| TFP-228 | | 148th Avenue SE - SE 44th Street to SE 46th Street | Construct curb, gutter and 6' sidewalk, 14' (15' uphill) travel lane on the west side of street. Connect to existing sidewalk north of SE 44th St (within King county) to existing sidewalk south of SE 46th St. | | | 1,060 | 1,060 | | |
| TFP-229 | | 116th Avenue SE - SE 60th Street to Newcastle Way | Construct curb, gutter and 6' sidewalk on the east side of the street. Curb 14' from center of roadway. | | | 1,340 | 1,340 | | |
| TFP-230 | | 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. This funding would cover the estimated shortfall and allow for the inclusion of bike lanes between NE 12th and NE 8th Streets and between NE 4th and Main Streets. | | | 1,750 | 1,750 | | |
| TFP-231 | | SE 7th Place - Lake Hills Connector to cul-de-sacs | Construct curb, gutter and 6' sidewalk on one side, the side to be determined in the initial design process which will include community outreach/involvement facilitation. | | | 1,030 | 1,030 | | |
| TFP-232 | | 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. Accomodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street. | | | 7,400 | 7,400 | | |
| TFP-233 | | 130th Place/Avenue SE/Newport Way to SE 47th Place | Construct curb, gutter and 6' sidewalk, where missing, on the east side of the street. | | | 1,510 | 1,510 | | |
| TFP-234 | | Main Street - 100th Avenue to 116th Avenue | Funding to support pedestrian and bicycle facility components of Main Street project - currently in a pre-design process. | | | 500 | 500 | | |
| TFP-235 | | 108th Avenue NE - NE 24th Street to NE 12th Street | Add wide bike shoulder on both sides where not complete. Construct a 6 foot sidewalk on east side from NE 24th Street to north of NE 19th Street. | | | 2,350 | 2,350 | | |
| TFP-236 | | NE 24th Street - 108th Avenue NE to 112th Avenue NE | Add a wide bike shoulder on both sides of NE 24th from 108th to 112th Avenues NE. | | | 1,510 | 1,510 | | |
| TFP-237 | | 123 rd Avenue SE - SE 20 th to SE 26 th Streets | Construct curb, gutter and 5' sidewalk, place curb 14' from center of the roadway on the east side of the street. Parking bays where feasible. | | | 950 | 950 | | |
| TFP-238 | WB-76 | Somerset Ave SE/SE Somerset Blvd to 136th PI SE (CIP Plan No. PW-W/B-76) | Construct curb, gutter and 5 foot sidewalk on the west side; locate curb 12 feet from center of roadway. | | | 1,045 | 1,045 | | |

Totals: \$429,326 380,540

2009-2020 Transportation Facilities Plan Projects



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NORTH

= 3,400 feet

City of Bellevue
IT Department
GIS Services

Plot Date: 1/14/2009

Legend

- Capacity projects include in TFP model
- Capacity project not included in TFP model (due to funding or timing considerations)
- Non-capacity projects
- Mobility Management Areas

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