



MEMORANDUM

DATE: January 15, 2015

TO: Transportation Commission

FROM: Kristi Oosterveen, Capital Facilities Planning and Programming Administrator
Michael Ingram, Senior Transportation Planner

SUBJECT: 2016-2027 Transportation Facilities Plan (TFP) Update Process:
Proposed list of Preliminary Candidate Roadway-Intersection Projects and TFP survey

Purpose

At the Commission meeting on January 22, staff will introduce a preliminary list of candidate Roadway-Intersection projects to carry forward for evaluation in the TFP process. Staff will also seek feedback on the proposed questions for the TFP public outreach survey.

Background

TFP Candidate Projects

At the Commission meeting on January 8, it was agreed that the Roadway-Intersection candidate project list would be developed with projects from the following sources:

- a. Current 2013-2024 TFP projects (includes CIP projects);
- b. Select candidate projects from the 2013-2024 TFP process that fell below the funding line;
- c. Priority projects from the recently-updated Downtown Transportation Plan;
- d. Non CIP/TFP projects from Section III of the adopted 2015-2020 Transportation Improvement Program;
- e. High-priority capital projects in the Bellevue Transit Master Plan ;
- f. Emerging needs/opportunities identified by staff (including needs for maintenance projects that cannot be addressed through existing programs); and
- g. Public input.

Staff has assembled the attached initial list of candidate Roadway-Intersection projects from sources a-e above for potential evaluation in the TFP process (See Attachment 1). Though we have attempted to cross-check and consolidate, some projects may fall into more than one of the categories and thus may appear more than once on the attached list. In the coming weeks, staff will continue to refine the list, eliminate redundancies and reconcile/update project descriptions where appropriate. We anticipate this consolidated list will be available for your

next meeting, on February 12. Also to be added to the consolidated list will be any emerging needs/opportunities identified by staff (category “F” in the list above). The final category, projects identified through public input, will remain open for consideration throughout the public involvement phase of the TFP update process, including through the open house events and TFP survey responses (described below).

Also at the January 8 meeting, it was agreed that existing 2013-2024 TFP projects, including funded CIP projects, would be the primary source for the Pedestrian-Bicycle candidate project list. Projects included in the current TFP align closely with the principles of the proposed Pedestrian & Bicycle Implementation Initiative and position the TFP to support the anticipated strategy for advancing pedestrian and bicycle mobility in the community. As with the Roadway-Intersection project candidates, emerging needs/opportunities identified by staff and public input will also be considered in developing the full list of candidate projects for consideration in the TFP prioritization process.

Public Involvement

In addition to the public input opportunity afforded at the monthly or bi-monthly Transportation Commission meetings, the TFP public involvement framework will include three Open House events to take place in early March, a short online survey and opportunity to review and comment on particular candidate projects via an online clickable map. Individuals will have essentially the same opportunity for input by attending an Open House or participating online: The survey will be available in paper format at the Open Houses and the online clickable map of projects will essentially replicate the project display boards and comment opportunities provided at the Open House events.

Staff has reviewed the questions that were used for the 2013-2024 TFP survey and do not propose any changes for the 2016-2027 TFP survey. The survey questions are attached (Attachment 2) and may be discussed at the January 22 meeting to the extent there is interest. The final survey will be made available using the Survey Monkey tool.

Staff will also provide information on the TFP website update.

Next Steps

Staff will return in February to continue the discussion of candidate projects and next steps in the public involvement process.

If you have questions or need additional information prior to the meeting, please contact Mike at 425-452-4166/email: mingram@bellevuewa.gov , or Kristi at 425-452-4496/e-mail: koosterveen@bellevuewa.gov .

Attachments:

1. List of Proposed Roadway-Intersection Candidate Projects
2. Questions for TFP public outreach survey

Project #	Project Location	CIP #	Project Description	Project Type	2016-2027 TFP Update Notes
Existing 2013-2024 TFP Projects (including 2015-2021 CIP Projects)					
TFP-078	West Lake Sammamish/ north city limit to I-90		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	Update CIP #, location, description & costs
TFP-079	Northup Way/NE 33rd Place to NE 24th Street and NE 24th Street to the SR 520 Regional Trail	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	Update description & costs
TFP-103	129th Place SE/SE 38th Street to Newport Way		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 predesign, 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	
TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street		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	Part of Downtown Transportation Plan Update Roadway/Capacity recommendations
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE		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	Part of Downtown Transportation Plan Update Roadway/Capacity recommendations
TFP-192	Lakemont Blvd. (Phase 1)/ Cougar Mountain Way to Lewis Creek Park and 164th Ave SE to 171st Ave SE	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)	The I-92 portion (the signal) will be complete in 2015.
TFP-193	NE 10th Street at I-405		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	
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp		<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. <u>Option B:</u> The project will construct a multi-lane roundabout. <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. 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.	Roadway	
TFP-197	NE 2nd Street Extension and I-405 interchange		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	Part of Downtown Transportation Plan Update Roadway/Capacity recommendations

Project #	Project Location	CIP #	Project Description	Project Type	2016-2027 TFP Update Notes
TFP-207	NE 4th Street Extension/116th Avenue NE to 120th Avenue NE	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	Update description & costs
TFP-208	120th Avenue NE (stage 2)/south of NE 8th Street to NE 12th Street	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	Update description & costs
TFP-209	NE 15th Street/116th Avenue NE to 124th Avenue NE	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	Update name, description & costs
TFP-210	124th Avenue NE/Planned NE 14th Street to Northup Way	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	Update name, description & costs
TFP-211	NE 6th Street Extension	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	Update description & costs Part of Transit Master Plan high priority project list
TFP-213	124th Avenue NE/NE 8th Street to NE 14th Street	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	Update name, description & costs
TFP-215	NE 16th Street/130th Avenue NE to 136th Place NE and 136th Place NE/NE 16th Street to NE 20th Street	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	Update name, description & costs

Project #	Project Location	CIP #	Project Description	Project Type	2016-2027 TFP Update Notes
TFP-216	112th Avenue NE/NE 2nd Street		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	Not part of the Downtown Transportation Plan Update recommendations
TFP-217	124th Avenue NE at SR 520		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 pre-design or early implementation.	Roadway	Part of Downtown Transportation Plan Update Roadway/Capacity recommendations
TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	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	Update description & costs
TFP-219	NE 8th Street/106th Avenue NE		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	Not part of the Downtown Transportation Plan Update recommendations
TFP-222	Bellevue Way/NE 4th Street		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	Not part of the Downtown Transportation Plan Update recommendations
TFP-223	Bellevue Way/NE 8th Street		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	Not part of the Downtown Transportation Plan Update recommendations
TFP-225	Bellevue Way/NE 2nd Street		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	Not part of the Downtown Transportation Plan Update recommendations
TFP-240	120th Ave NE Improvements (Stage 1)/South of NE 4th Street to south of NE 8th Street	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	Project will be complete before TFP timeframe
TFP-241	120th Avenue NE (stages 3 and 4)/NE 12th Street to 16th Street and to Northrup Way	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 Northrup 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	Update description & costs
TFP-242	Bellevue Way HOV lane/112th Avenue SE "Y" to I-90 and multi-use path/SE 8th Street to I-90		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	Update CIP #, description & costs Part of Transit Master Plan high priority project list

Project #	Project Location	CIP #	Project Description	Project Type	2016-2027 TFP Update Notes
TFP-246	150th Avenue SE/south of SE 38th Street to Newport Way		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 predesign process and may include roadway widening and channelization changes, sidewalks, bicycle facility, street lighting, and landscaping.	Roadway and Pedestrian-Bicycle System	
TFP-248	134th Avenue NE/NE 20th Street to NE 16th Street	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	Update project costs
TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street		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	Part of the Transit Master Plan high priority project list
TFP-252	Snoqualmie River Road/ Kelsey Creek Road to Bellevue College southwest entrance		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	Part of the Transit Master Plan high priority project list
TFP-253	150th Avenue SE/Eastgate Way SE		<u>Option A:</u> The project will construct a second northbound left-turn lane, add a second eastbound right-turn lane, add a second westbound through lane past 148th Avenue SE, and add east-west bicycle lanes through the intersection. <u>Option B:</u> Construct a multi-lane roundabout. With either option, upgrade pedestrian and bicycle crossings, accommodate or implement planned Eastgate Way bicycle lanes, and install gateway treatment.	Roadway and Pedestrian-Bicycle System	
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street		The project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Roadway and Pedestrian-Bicycle System	
Below the line 2013-2024 TFP candidate projects					
BTL-1	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. Add bike lanes.	Roadway	
BTL-2	148th Avenue NE/NE 8th Street		Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE.	Roadway	
BTL-3	116th Avenue NE/NE 12th Street		Add a double westbound left turn, a double eastbound left turn and a northbound right turn lane. Accommodate or implement planned 116th Ave bike lanes.	Roadway	
BTL-4	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.	Roadway	
BTL-5	156th Avenue NE/NE 24th Street		Construct an eastbound right turn lane. Accommodate or implement wide lane bicycle facility on NE 24th St.	Roadway	
BTL-6	156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp)		Option A: 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. Or, Option B, construct multi-lane roundabout. The roundabout would be implemented in conjunction with roundabout at Eastgate Way/150th Ave intersection to the west and offer opportunity to introduce landscaped median and urban design enhancements. With either option, upgrade ped and bike crossings, install gateway treatment. Accommodate or implement planned bike lanes on Eastgate Way.	Roadway	
BTL-7	SE 40th Lane/Factoria Boulevard		Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.	Roadway	
BTL-8	Bel-Red Road/NE 20th Place		Install signal, eastbound left turn pocket and pedestrian crossing.	Roadway	

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BTL-9	Bel-Red Road/NE 24th Street		Add southbound right turn lane. Accommodate or implement planned bike lanes on Bel-Red Road and wide through lane bicycle facility on NE 24th St.	Roadway	
BTL-10	Lakemont Blvd (Phase 2)/Lewis Creek Park to 164th Ave SE		Option A: Install signal at 164th Ave SE/Lakemont Blvd. Or, Option B: Install roundabout. With either option construct sidewalk and bike lane on east side; add planted medians where feasible.	Roadway	On the current 2015-2020 TIP list
BTL-11	Northup Way/156th Avenue NE to 164th Avenue NE		Add median left-turn lane; bike lanes.	Roadway	
BTL-12	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.	Roadway	
BTL-13	131st Avenue SE/132nd Avenue SE between SE 36th Street and SE 38th Street		Realign 131st Ave SE/132nd Ave SE to form a vehicular and pedestrian connection between SE 36th St and SE 38th St.	Roadway	
BTL-14	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.	Roadway	On the current 2015-2020 TIP list
BTL-15	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. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update. Traffic modeling study performed in 2007 showed negative traffic impacts (an unexpected outcome).	Roadway	
BTL-16	Northup Way/NE 33rd Pl to NE 24th Street and NE 24th St to the SR520 Regional Trail		Option A: 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. Option B: Same elements as Option A, but include center turn lane for segment NE 33rd Place to 116th Ave NE (would require widening of culvert at Yarrow Creek).	Roadway	
Priority projects from the Downtown Transportation Update are included in the existing 2013-2024 TFP section					
2015-2020 Transportation Improvement Program projects not in the 2013-2024 TFP					
TIP-1	148th Avenue SE HOV Lane Implementation		Evaluate/implement a new transit/HOV lane on southbound 148th Avenue SE from Lake Hills Boulevard to the third southbound lane south of SE 24th.	Roadway	
TIP-2	Lakemont Boulevard Implementation - Cougar Mountain Way to south city limit (phase 3)		Between Cougar Mtn. Way and Forest Drive, construct sidewalk and bike lanes on both sides, planters and center median or refuge lane where feasible; between Forest Drive and south city limit, add bike lane on the east side of roadway and meandering sidewalk through recently annexed City property on east side of roadway.	Roadway	
TIP-3	NE 6th Street Sub-surface Arterial		This project concept would create a sub-surface arterial that would run under the NE 6th Pedestrian Corridor with a portal east of 110th Avenue NE and a terminus at Bellevue Way. Such an arterial could provide access for private vehicles, freight and possibly transit to the existing and future garage levels of adjacent commercial developments. Cost estimate is a placeholder that may be used to initiate a feasibility study.	Roadway	
TIP-4	Bellevue Way NE/NE 12th Street to the north city limits at SR-520		Funding will support a corridor study and community involvement process to support mobility improvements along Bellevue Way NE through the Northtowne neighborhood, between NE 12th Street and the north city limits at SR 520. This is identified as a multimodal corridor and as such, potential improvements include sidewalk enhancements, pedestrian crossings and bicycle facilities, together with addressing traffic safety concerns.	Roadway	
Transit Master Plan high priority projects					
TMP-1	108th Ave NE Bus Priority Corridor		Construct or convert existing lanes along 108th Ave NE using BAT lanes as identified by the downtown transportation plan update from NE 10th Street to Main Street	Roadway/ Transit	Also part of TFP-230 on the Ped-Bike project list
TMP-2	NE 8th St and 148th Ave NE Queue Jump Lanes		Add queue jump to eastbound approach in right turn only lane. Add queue jump to northbound approach in right turn only lane. Add queue jump to southbound approach in right turn only lane	Roadway/ Transit	
TMP-3	112th Ave NE and Main St Queue Jump Lane and Turn Improvement		Add queue jump to westbound approach in right turn only lane. Improve northbound to westbound turn movement through timing prioritization and TSP.	Roadway/ Transit	
TMP-4	156th Ave NE BAT Lanes		Construct northbound BAT lane from south of Northup Way to just north of NE 24th St. Construct southbound BAT lane from City Limits to just south of 24th St.	Roadway/ Transit	

Project #	Project Location	CIP #	Project Description	Project Type	2016-2027 TFP Update Notes
TMP-5	I-90 Factoria Blvd Exit Expansion		In coordination with the Mountains to Sound Greenway relocate current trail undercrossing of ramp between I-405 and I-90 Eastbound to new bridge south of existing undercrossing and add second off-ramp lane to the current ramp undercrossing. Evaluation how best to stripe ramp to ensure reliable transit operations.	Roadway/ Transit	Also part of TFP-243 on the Ped-Bike project list
TMP-6	Coal Creek Pkwy SE and 119th Ave SE Turn Improvement		Improve westbound to southbound and northbound to eastbound turn movements through timing prioritization and TSP.	Roadway/ Transit	

Other emerging needs as identified by staff - this section is still being identified by staff

Public input - this section will be populated with public input via Transportation Commission meeting communications, open houses & other opportunities



Transportation Facilities Plan Survey

To be used at Public Open House events

The Bellevue Transportation Department is updating the Transportation Facilities Plan (TFP). The TFP is a 12-year transportation program of high-priority projects recommended by the Bellevue Transportation Commission and approved by the City Council. The TFP is updated every two to three years and is typically the first step in getting a transportation project funded and built. For the process of developing the 2016-2027 TFP Update, the City is reviewing current project priorities and identifying new priority projects. Only a portion of identified needs can be accommodated with the funding anticipated to be available in the 12-year horizon of the TFP.

This survey asks your opinion about transportation conditions and priorities. You are invited to also provide input on particular candidate projects at this open house. The Transportation Commission will consider public input, together with technical analysis of projects to be performed by City staff, in developing the final recommended list of projects for inclusion in the new TFP.

More details on the TFP and the update process now underway can be found on the City website at, www.bellevuewa.gov/transportation-facilities-plan.htm. You may also complete this survey online and provide comment on candidate projects at the same webpage.

1. Do you:
 - Live in Bellevue
 - Work in Bellevue
 - Both
 - Neither

2. How do you get around in Bellevue? *(Check all that apply)*
 - Walk
 - Wheelchair
 - Bike
 - Transit
 - Personal automobile

3. Are there additional transportation options you would want to use, if conditions in Bellevue were more favorable?
 - Yes
 - No

4. If yes, please indicate what deficiency/change would influence your transportation at least twice per month. *(Check all that apply)*
 - Sidewalks missing/install sidewalks at key locations
 - Pedestrian facilities not ADA compliant/fix
 - Bicycle facilities missing/complete bike routes
 - Transit service too limited/improve transit service
 - Other (please specify) _____

5. *Bellevue employees only:* The area of Bellevue where I work is,
- Downtown
 - East side of I-405/Bel-Red
 - Crossroads
 - Eastgate
 - Factoria
 - Other
6. *Bellevue Residents only:* Please enter your home ZIP code _____
7. *Bellevue Residents only:* In the area where I live,
- a. Sidewalks are: (*Circle one*)
 - Present where needed
 - Present in most places but missing in key locations
 - Missing in significant areas
 - b. Conditions for bicycling are: (*Circle one*)
 - No opinion/don't ride a bike
 - Adequate
 - Need improvement
 - c. Traffic congestion is: (*Circle one*)
 - Not an issue
 - Acceptable
 - Too high at limited periods
 - Too high in general
8. Citywide,
- a. Sidewalks are: (*Circle one*)
 - Present where needed
 - Present in most places but missing in key locations
 - Missing in significant areas
 - b. Conditions for bicycling are: (*Circle one*)
 - No opinion/don't ride a bike
 - Adequate
 - Need improvement
 - c. Traffic congestion is: (*Circle one*)
 - Not an issue
 - Acceptable
 - Too high during limited periods
 - Too high in general

9. Please indicate the relative priority you see for use of transportation funds in Bellevue.

Please rank in order, from 1 (highest) to 7 (lowest).

- Constructing sidewalks where missing along arterial roadways
- Completing sidewalk and trail links from neighborhoods to schools, parks and transit routes
- Completing cross-town bicycle routes (connected E-W and N-S bike lanes and separated paths)
- Improving speed & reliability of transit through targeted roadway improvements and enhancements to traffic signals
- Adding road capacity to serve growth and new development (esp. in Downtown, Bel-Red)
- Adding road capacity to relieve peak period congestion
- Maintenance of existing facilities (roads, signals, signs, walkways).

10. Additional comments.

Please let us know any additional comments you may have regarding transportation needs in Bellevue.