



MEMORANDUM

DATE: February 2, 2012

TO: Transportation Commission

FROM: Michael Ingram, Senior Transportation Planner
Eric Miller, Capital Programming Manager

SUBJECT: 2013-2024 Transportation Facilities Plan (TFP) Update Process:
Proposed list of Candidate Roadway-Intersection Projects and TFP survey

Purpose

At the Commission meeting on February 9, staff will introduce the proposed 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 Jan 12, it was agreed that the Roadway-Intersection candidate project list would be developed from projects in the following categories:

- a. Current, 2009-2020 TFP projects (includes current 2011-2017 CIP projects)
- b. Candidate projects evaluated for but not included in 2009-2020 TFP
- c. Projects from Eastgate/I-90 plan (the only new long-range plan; projects from earlier plans are captured in item "b" above)
- d. Projects identified to coordinate with the Sound Transit East Link project
- e. Emerging needs/opportunities identified by staff (including needs for maintenance projects that cannot be addressed through existing programs).

Staff have developed a proposed list of 50 Roadway-Intersection category projects to carry forward for evaluation in the TFP process. A list and a map of the projects is attached.

Also at the Commission meeting in January, it was agreed that the Pedestrian-Bicycle candidate project list would be developed from projects in the following categories:

- a. Current, 2009-2020 TFP projects (includes current 2011-2017 CIP projects)
- b. Projects from Eastgate/I-90 plan
- c. Pedestrian projects identified in the Ped-Bike Plan in the plan as "*high*" priority*
- d. Bicycle projects identified in the Ped-Bike Plan as located on "*priority bicycle corridors*"**
- e. Projects identified to coordinate with the Sound Transit East Link project

- f. Emerging needs/opportunities identified by staff (including needs for maintenance projects that cannot be addressed through existing programs).
 - *Projects in categories “c” and “d” may be screened by staff for current feasibility; those deemed not currently ready to be implemented (for reasons such as prospective future implementation by other parties) may be flagged for recommendation not to proceed in this TFP project evaluation process.

It was also agreed that most (and, potentially, all) smaller scale non-motorized projects (generally, those with a cost under \$1.5 million) would be evaluated via separate Neighborhood Non-motorized Project process (following a precedent used at the time of the last TFP update cycle).

Staff continue to work to develop the Pedestrian-Bicycle candidate project list and will have a preliminary list (with supporting paper and online map) prepared for the public Open House events to occur starting Feb 15. At the Commission meeting in March, staff will present the proposed list of Pedestrian and Bicycle projects, including projects in the categories a-f above and, potentially, projects in which there may be substantial interest as determined through the public involvement process.

Public Involvement

The TFP public involvement will include four Open House events, 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 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 opportunity provided at the Open House events.

Staff have developed a draft set of questions for the TFP public outreach survey (see attachment 3). At the meeting on February 9, staff will seek feedback on the proposed questions. The final survey will be made available using the Survey Monkey tool.

In developing proposed questions for the TFP public outreach survey, consideration was given to the information already available in the biennial Budget Survey commissioned by the Bellevue Finance Department. The Budget Survey uses a statistically valid sampling process to gauge resident opinion on the importance and level of satisfaction with various City services. A summary of the Budget Survey questions relating to transportation is attached. The 2012 Budget Survey is now underway and includes all but one of the same questions. Results of the 2012 Budget Survey are expected to be available in early March. These will be shared with the Commission at the earliest opportunity (March meeting or April meeting).

Next Steps

Public open house events are scheduled for February 15, 16, 23 and 28 (flier attached). At the Commission meeting in March, staff will present summary information of public comments received from the Open Houses and the Survey. Staff will also present a proposed list of Pedestrian and Bicycle Candidate projects.

If you have questions or need additional information prior to the meeting, please contact Mike at 425-452-4166/email: mingram@bellevuewa.gov , or Eric at 425-452-6146/e-mail: emiller@bellevuewa.gov.

Attachments:

1. List of Proposed Roadway-Intersection Candidate Projects
2. Map of Proposed Roadway-Intersection Candidate Projects
3. Proposed questions for TFP public outreach survey
4. Summary of Transportation-related Questions in City of Bellevue 2010 Budget Survey
5. Flier for Public Open House events.

Preliminary Candidate Projects: Roadways/Intersections

Projects included in 2009-2020 TFP that are not yet completed + proposed new projects												
Tracking # for 2013-2024 TFP process	MMA	2011-2017 CIP #	2009-2020 TFP#	Project Name, Location and Limits	Project Description (w/proposed revisions for 2013 TFP. Note: some additional revisions may still be added to reflect needs identified in Ped-Bike Plan)	Need	Source Plan	Estimated Total Project Cost (\$000s) (from 2009 TFP)	2009-2020 TFP Funding Allocation (\$000)	Project status at end 2011	Project dispensation for 2013-2024 TFP	Comments
RI-101	3	R-139	TFP-110	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. Pre-design completed. 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.	Capacity, Urban design		971	971	Pre-design completed. No implementation funding.	Evaluate via R-I process	
RI-102	3		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. 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).	Urban Design, ?		5,870	200	Unfunded; not yet begun.	<i>DT plan update underway--do we evaluate via R-I process??</i>	
RI-103	3	R-150	TFP-190	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.) The final design will be consistent with the outcomes of a currently ongoing NE 2nd Street and Main Street Pre-Design process plan. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Capacity, Urban design		42,000	42,000	Pre-design completed. No implementation funding.	<i>DT plan update underway--do we evaluate via R-I process??</i>	
RI-104	3	R-149	TFP-193	NE 10th at I-405	Add SB off-ramp 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 support initiate project pre-design or early implementation.	Capacity		500	500	NB on-ramp completed; SB off ramp funded for pre-design.	Evaluate via R-I process	
RI-105	3		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.	Capacity		TBD	500	Unfunded; not yet begun.	Evaluate via R-I process	

Preliminary Candidate Projects: Roadways/Intersections

RI-106	3		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. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Capacity		1,880	500	Unfunded; not yet begun.	DT plan update underway--do we evaluate via R-I process??	
RI-107	3		TFP-219	NE 8th Street/106th Avenue NE	Realignment of the roadway to the south will better utilize the new <u>third</u> 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. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Capacity		1,740	500	Unfunded; not yet begun.	DT plan update underway--do we evaluate via R-I process??	
RI-108	3		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. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Capacity		1,690	500	Unfunded; not yet begun.	Evaluate via R-I process??	
RI-109	3		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. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Capacity		1,260	500	Unfunded; not yet begun.	DT plan update underway--do we evaluate via R-I process??	
RI-110	3		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. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	Capacity		890	500	Unfunded; not yet begun.	DT plan update underway--do we evaluate via R-I process??	
RI-111	4	R-160; R-161	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 Construct a <u>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, and will require construction of a sunken roadway and bridge(s) for Project will be designed not to preclude potential future uses of the BNSF RR tracks and Pedestrian over crossings corridor.</u> 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 bike lanes between the 4th St. Ext. and NE 8th Street. This project does not included improvements to the intersection with NE 8th St. This project will be coordinated with potential private development in the immediate vicinity.	Capacity		31,000	31,000	Added to CIP, 1 Feb 2010, as PW-R-160 NE 4 St ext from 116-120 Ave NE, funded at \$3.6m and PW-R-161 120 Ave from NE 4 to NE 8 St, funded at \$8.6m.	Project description revised to reflect current CIP project description. Evaluate via R-I process	CIP R-160 allocates \$38,400,246 (full funding)

Preliminary Candidate Projects: Roadways/Intersections

RI-112		R-161	TFP-207	120th Avenue NE improvements (stage 1)/ south of NE 4th to south of NE 8th St	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.	Capacity					current status??	Project description revised to reflect current CIP project description. Evaluate via R-I process	CIP R-161 allocates \$7,000,000 (full funding)
RI-113	4	R-162	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. The facility will be designed to accommodate multiple uses, including HOV, transit, general purpose and 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 uses of or connections to the BNSF corridor. 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.	Capacity		68,000	68,000	Added to CIP, 1 Feb 2010, as PW-R-162 with \$1m funding. Predesign completed. No implementation funding.	Project description revised to reflect current CIP project description and predesign analysis. Evaluate via R-I process		
RI-114	5		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.	Safety		820	820	Unfunded; not yet begun.	Evaluate via R-I process		
RI-116	9	R-141	TFP-078	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	Predesign complete for full corridor. Final design underway for south segment (I-90 to SE 34th St); only this segment funded for construction.	Evaluate via R-I process		
RI-117	9		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. Add 2nd northbound and southbound left turn lanes on 148th Avenue NE.	Capacity		5,060	5,060	Unfunded; not yet begun.	Added 2nd LT lanes on 148th identified in Bel-Red planning process. Evaluate		
RI-118	9		TFP-221	148th Avenue intersection safety and reliability	This project would improve the safety and reliability at four three signalized intersections along the 148th Avenue corridor, including SE 24th Street, SE 8th Street, Main Street, and NE 8th 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.	Maintenance		1,000	1,000	Partially completed. SE 24th St intersection complete; remainder unfunded.	Evaluate via R-I process		

Preliminary Candidate Projects: Roadways/Intersections

RI-119	10		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. Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.	Capacity		1,900	1,900	Improvements at this location being reevaluated as part of the ongoing Eastgate/I-90 study.	Project description consistent with Eastgate/I-90 plan; evaluate via R-I process
RI-120	10		TFP-162	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. Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study. -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.	Capacity		780	780	Improvements at this location being reevaluated as part of the ongoing Eastgate/I-90 study.	Project description revised per Eastgate/I-90 plan; evaluate via R-I process
RI-121	10		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. Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study. 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 37th 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.	Capacity		1,430	1,430	Improvements at this location being reevaluated as part of the ongoing Eastgate/I-90 study.	Project description revised per Eastgate/I-90 plan; evaluate via R-I process
RI-122	11		TFP-192	Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE	Option A: 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. Option B: Install roundabout, plus sidewalk and bike lanes as indicated in Option A.	Capacity		2,920	2,920	Unfunded; not yet begun.	Evaluate via R-I process
RI-123	11		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.	Neighborhood livability		1,000	100	Unfunded; not yet begun.	?How to consider this?
RI-124	11		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.	Capacity		1,860	1,860	Unfunded; not yet begun.	Evaluate via R-I process

Preliminary Candidate Projects: Roadways/Intersections

RI-125	12	1-76; R-167	TFP-094	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th St and NE 24th St. (CIP Plan No. PW 1-76)	Construct improvements per 148th Master plan. At Bel-Red Rd, these are, an eastbound right turn lane and a second eastbound and a second westbound left turn lane ; at NE 20th St, these are, second eastbound and westbound left turn lanes ; at NE 24th St, these are: Lengthen the westbound right turn lane on NE 24th Street and provide second eastbound and westbound left turn lanes; widen NE 24th Street to allow wide curb lanes for cyclists. Implement a third NB through lane from NE 22nd St signal to SR 520 EB on-ramp. Widen 148th Ave from NE 22nd St to NE 24th to maintain a designated NB right turn lane. Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement design work for the 148th Ave NE Master Plan.	Capacity		6,977	6,977	Project now incorporated into a 148th Ave NE corridor master plan; funded for predesign in partnership with Redmond.	Combined with other 148th Master Plan projects. Evaluate via R-I process.	
	12	1-78; R-167	TFP-101	148th Avenue NE at NE 20th Street (CIP Plan No. PW 1-78)	Construct second eastbound and westbound left turn lanes. Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement design work for the 148th Ave NE Master Plan.	Capacity		3,778	3,778	Project now incorporated into a 148th Ave NE corridor master plan; funded for predesign in partnership with Redmond.	Combined with other 148th Master Plan projects. Evaluate via R-I process.	
RI-127	12		TFP-102	Bel-Red Road/NE 24th Street	Add southbound right turn and northbound left turn lanes. Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.	Capacity		2,290	2,290	Unfunded; not yet begun.	Evaluate via R-I process	
	12	R-167	TFP-157	148th Avenue NE/NE 24th Street	Lengthen the westbound right turn lane on NE 24th Street and provide second eastbound and westbound left turn lanes; widen NE 24th Street to allow wide curb lanes for cyclists. Implement a third NB through lane from NE 22nd St signal to SR 520 EB on ramp. Widen 148th Ave from NE 22nd St to NE 24th to maintain a designated NB right turn lane. Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement design work for the 148th Ave NE Master Plan.	Capacity		4,170	4,170	Project now incorporated into a 148th Ave NE corridor master plan; funded for predesign in partnership with Redmond.	Combined with other 148th Master Plan projects. Evaluate via R-I process.	
RI-129	12		TFP-198	Bel-Red Road/NE 20th Place	Install signal, eastbound left turn pocket and pedestrian crossing.	Capacity		1,960	1,960	Unfunded; not yet begun.	Evaluate via R-I process	
RI-130	12	R-164	TFP-208	120th Avenue NE (stages 2, 3 and 4)/ NE 8th Street to Northup Way	Stage 2 will extend, realign and widen 120th Ave NE from south of NE 8th St to south of NE 12th St. Includes all intersection improvements at NE 8th St and Old Bel-Red Rd. Stage 3 includes intersection improvements at NE 12th St and extends to NE 18th St alignment and includes an enhanced intersection with the new NE 15th St to accommodate the alignment of Sound Transit East Link and a stream crossing of West Tributary. The roadway cross section for stages 2 & 3 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; and bike facility, curb, gutter and sidewalk both sides. Stage 4, from NE 18th to Northup Way will widen the roadway to four lanes with sidewalk and a separated multiuse path on the west side. Project will follow Bel-Red urban design standards. Stage 4 will construct segment NE 18th 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.	Capacity		37,200	37,200	Project design underway; full implementation funded NE 8th St to NE 12th St.	Project description revised to reflect current CIP project description and project status. Evaluate via R-I process	CIP R-164 allocates 20,484,000 funding (design of entire project, construction of phase 2). Crosses (non-fish-bearing) stream.

Preliminary Candidate Projects: Roadways/Intersections

RI-131	12	R-163	TFP-209	NE 15th/16th Street (Phase I)/116th Avenue at NE 12th Street to 124th Avenue NE	Construct a five lane roadway multimodal corridor from NE 12th Street 116th Avenue NE to 124th Avenue NE in accordance with predesign. Project may be phased, with segments from NE 12th Street to 120th Ave NE and from 120th Ave NE to 124th Ave NE. Key intersections at 116th NE 12th St, 120th and 124th Avenues NE. The overall roadway cross-section will also may include a frontage road, parking strips, ped/bike facilities, landscaping elements and an HOV transit corridor will coordinate with the ST East Link rail corridor, including a nearby station at approximately 120th Ave NE.	Capacity		85,000	85,000	Predesign funded and underway; one parcel acquired.	Project description updated, evaluate via R-I process	
RI-132	12	R-166	TFP-210	124th Avenue NE/Proposed Planned NE 15th/16th Street Extension to Northrup Way	Widen to five lanes with curb, gutter and sidewalks consistent with Bel-Red subarea plan street corridor and urban design standards. Stream crossing of West Tributary and planned trail. Key intersections at NE 15th/16th Street multimodal corridor/ST East Link and Northrup Way.	Capacity		19,000	19,000	Preliminary design funded and just beginning.	Project description revised to reflect current CIP project description. Evaluate via R-I process	CIP R-166 allocates \$1,800,000 funding (preliminary engineering to approx 60%). Crosses (non-fish bearing) stream (West trib).
RI-133	12		TFP-213	124th Avenue NE/Bel-Red Road to Planned NE 15th/16th Street Extension	Widen to 5 lanes with sidewalks both sides. Project design may be coordinated with adjacent development, potentially including signalization at a new cross street. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	Capacity, Ped		9,200	500	Unfunded; not yet begun.	Evaluate via R-I process	
RI-134	12		TFP-214	124th Avenue NE/Bel-Red/Old Bel-Red Road	Conduct pre-design study to identify appropriate improvements. 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: Improvements may include 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 represents only a placeholder that may be used to initiate project pre-design or early implementation.	Capacity		TBD	3,000	Unfunded; not yet begun.	Evaluate via R-I process	
RI-135	12		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 multimodal corridor from 124th Avenue NE to 136th Place NE in accordance with predesign, 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. Project may be phased, with segments, 124th-130th Avenues, 130th-132nd Avenues, 132nd-NE 20th St. 136th Pl will have one travel lane in each direction. Coordinate with East Link, which will occupy median of NE 16th St east of 130th and 136th Pl from NE 16th-20th.	Capacity		181,000	500	Unfunded; not yet begun.	Project description modified to reflect current design and implementation plan. Evaluate via R-I process	
RI-136	12		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.	Capacity		TBD	500	Unfunded; not yet begun.	Evaluate via R-I process	

Preliminary Candidate Projects: Roadways/Intersections

RI-137	12		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 St/ST East Link 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. Project may be phased, with segments from NE 16th-20th and Bel-Red Rd-NE 16th St.	Capacity, Urban design		6,780	500	Unfunded; not yet begun.	Evaluate via R-I process
RI-139	12		TFP-239	156th Avenue NE/NE 24th Street	Construct an eastbound right turn lane (on NE 24th St).	Capacity		990	990	Unfunded; not yet begun.	Evaluate via R-I process
RI-140	13		TFP-103	129 th Place SE/SE 38 th Street to Newport Way	Extend Connect the stub ends of 129 th Place SE to provide a through street connection between north to SE 38 th 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 potential future private development in the immediate vicinity. The \$500K funding allocation is a placeholder that may be used to initiate for project pre-design, <u>property acquisition</u> 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.			4,590	500	Pre-design completed. No implementation funding.	Evaluate via R-I process
RI-141	13		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.	Capacity		4,600	500	Unfunded; not yet begun.	Evaluate via R-I process
RI-142	13		TFP-220	SE 40 th Lane/Factoria Boulevard	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.	Capacity		280	280	Unfunded; not yet begun.	Evaluate via R-I process
RI-143	7		New	Bellevue Way/ 112th Ave SE "Y" to I-90	Widen Bellevue Way SE to add a southbound, inside HOV lane. All widening to occur to the west and to include 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.	Capacity	Staff			Pre-design completed. No implementation funding.	Evaluate via R-I process

Preliminary Candidate Projects: Roadways/Intersections

RI-144	10		New	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, install gateway treatment.	Capacity	Egate/I-90				Evaluate via R-I process
RI-145	10		New	142nd Ave SE/ from SE 32nd St/Coal Crk Pkwy to SE 36th St	Widen walkway and install weather protection for pedestrians accessing transit stops at I-90 direct access ramp	Transit	Egate/I-90				Evaluate via R-I process
RI-146	12		New	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.	Capacity, Bike	Bel-Red				Evaluate via R-I process
RI-147	12		New	NE 16th St/134th Ave NE/ST East Link	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. Segment between NE 16th St and NE 20th St to be implemented with future private development in the immediate vicinity.	Capacity, Ped-Bike	Staff				Evaluate via R-I process
RI-148			New	112th Avenue SE and Bel-Red area	Construct embedded trackway along 112th Ave SE (this for the at-grade crossing of 112th option only) and along NE 16th St and 136th Pl NE. Sound Transit design specifies tie and ballast rail bed for these locations.	Urban Design	Staff				Evaluate via R-I process
RI-150			New	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.	Transit	Egate/I-90				Evaluate via R-I process

Preliminary Candidate Projects: Roadways/Intersections

Not proposed for inclusion as R-I project	1	R-146	TFP-079	Northup Way/Bellevue Way NE 33rd Pl to NE 24th Street and NE 24th St to the SR520 Regional Trail (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 of Northup Way (will not widen existing culvert at Yarrow Creek). 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). 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.	15,000	8,000	IF??	15,000	Project design underway; funding still under negotiation with WSDOT.	Evaluate via Ped-Bike process	Center turn lane no longer in project scope; project better fit for Ped-Bike category.
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Projects evaluated in 2009-2020 TFP process but not selected for final TFP that ARE recommended for evaluation in 2013-2024 TFP process

Tracking # for 2013-2024 TFP process	MMA	2011-2017 CIP #	2006-2017 TFP#	Project Name, Location and Limits	Project Description (w/proposed revisions for 2013 TFP)	Need	Source Plan	Estimated Total Project Cost (\$000s) (from 2009 TFP)	2009-2020 TFP Funding Allocation (\$000)	Project status at end 2011	Project dispensation for 2013-2024 TFP	Comments
RI-151	13			131 st Avenue SE/132 nd Avenue SE between SE 36 th Street and SE 38 th Street	Realign 131 st Ave SE/132 nd Ave SE to form a vehicular and pedestrian connection between SE 36 th St and SE 38 th St.	Capacity Ped/Bike	FATS		n/a		Recommend including as candidate	
RI-152	4			116th Avenue NE/Northup Way to NE 12th Street	Add a double westbound left turn, and a double eastbound left turn and a right turn lane at 116th Avenue NE and NE 12th Street.	Capacity	??		n/a		Recommend including as candidate	
RI-153	6			Northup Way/156th Avenue NE to 164th Avenue NE	Add median left-turn lane; bike lanes.	Capacity Ped-Bike	BBC Ped/Bike		n/a		Recommend including as candidate	

Projects included in 2009-2020 TFP that ARE NOT recommended for consideration in 2013-2024 TFP Roadway-Intersection evaluation process

Tracking # for 2013-2024 TFP process	MMA	2011-2017 CIP #	2009-2020 TFP#	Project Name, Location and Limits	Project Description (w/proposed revisions for 2013 TFP)	Need	Source Plan	Estimated Total Project Cost (\$000s) (from 2009 TFP)	2009-2020 TFP Funding Allocation (\$000)	Project status at end 2011	Project dispensation for 2013-2024 TFP	Comments
n/a	12		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.		BELRED	44,480	500	Unfunded; not yet begun.	Recommend not including as candidate	Analysis shows shows high cost relative to benefit.

Preliminary Candidate Projects: Roadways/Intersections

n/a	12		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.		BELRED	TBD	5,000	Unfunded; not yet begun. Five lanes exist to entrance to new Children's Hospital facility.	Recommend not including as candidate	Primary needs on corridor are ped & bike; evaluate via Ped-Bike process. Recommend corridor study for segment Northup-NE 12th St
na	5		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>	Capacity	BROTS	1,450	1,450	Unfunded; not yet begun.	Recommend not including as candidate	Project straddles Bellevue and Redmond; no longer listed in Redmond transportation plan. Bellevue staff concur project not warranted.

Projects evaluated in 2009-2020 TFP process but not selected for final TFP that ARE NOT recommended for consideration in 2013-2024 TFP process

Tracking # for 2013-2024 TFP process	MMA	CIP #	2006-2017 TFP#	Project Name, Location and Limits	Project Description	Need	Source Plan	Comment
n/a	7			112th Avenue SE/SE 4th Street	Add a northbound left turn lane.	Capacity	CBD	Location now impacted by East Link.
n/a	1			Bellevue Way/Northup Way	Change through lane on westbound Northup Way to shared through left-turn lane.	Capacity	TTF	WSDOT SR520 project impacts this location.
n/a	5		92	156th Avenue NE/Northup Way	Add second northbound and southbound left turn lanes and a second eastbound through lane east of 156th Avenue NE to the Unigard access. Utility undergrounding.	Capacity	Part BROTS BRCP	Additional evaluation of project concept has led to management recommendation to not pursue.
n/a	12			Bel-Red Road/140th Avenue NE to 156th Avenue NE	Widen to provide a two-way left turn lane, where feasible. Where widening is not feasible, prohibit left turns from Bel-Red Road	Capacity	EBTP	Widening segment 140th Ave - NE 20th St not an element of final Bel-Red plan. Segment NE 20th-24th ID'd in Bel-Red plan, listed as proj RI-146 for 2013-2024 TFP process
n/a	3			Downtown Great Streets	Design and construct urban design elements to soften and "green" streets (NE 4th Street, NE 8th Street, 106th Avenue NE, 108th Avenue NE and Bellevue Way corridors) throughout downtown to enhance the pedestrian environment. A Great Streets manual provides a toolkit of treatments that can also be applied to other streets within the downtown. Areas will be identified that will most benefit from enhancements to make them more pedestrian friendly and aesthetically pleasing. Selected locations will remove/replace hardscaping and replace with landscaping (planted areas, raised planters, additional street trees) or other features (surfacing treatments, pedestrian scale lighting, street furniture). Private developer frontage improvement installation or funding contributions, or additional public funding commitments, will be necessary to implement the remainder of the Great Streets improvements. This project will be closely coordinated with planned and potential future private development within the downtown area. (This project is only a candidate for CIP inclusion)	Urban Design	CBD	Project needs will be considered through current Downton Trans Plan update

Preliminary Candidate Projects: Roadways/Intersections

	4		90	116th Avenue NE/NE 12th Street	Add northbound right turn lane, extend eastbound left turn lane.	Capacity	Part BROTS	Project elements included in RI-152
	8			124th Avenue NE/NE 8th Street	Add double southbound left turn lane.	Capacity	BRCP	
	4		89	124th Avenue NE/Bel-Red Road	Widen intersection for second westbound left turn lane, second southbound lane from Bel-Red Road to Old Bel-Red Road and a right turn lane southbound; curb/gutter/sidewalks on east side of intersection.	Capacity	CIP Part BROTS	Project elements included in RI-134
	4			130th Avenue NE/NE 20th Street	Add southbound right turn lane and westbound right turn lane.	Capacity	BROTS	Not consistent with current priority for Bel-Red area; limited benefit
	2			130th Avenue NE/NE 24th Street	Add westbound left turn lane	Capacity	BRCP	Not consistent with current priority for Bel-Red area; limited benefit
	4			130th Avenue NE/Bel-Red Road	Add second southbound right turn lane and a westbound right turn lane.	Capacity	BROTS	Not consistent with current priority for Bel-Red area; limited benefit
	4			132nd Avenue NE/Bel-Red Road	Add southbound right lane.	Capacity	BROTS	Analysis in Bel-Red FEIS Addendum shows marginal benefit.
	4			134th Avenue NE/Bel-Red Road to NE 16th Street	Widen 134th Avenue NE to three lanes from Bel-Red Road to NE 16th Street	Capacity	BBC	Not consistent with current vision and priority for Bel-Red area; limited benefit
	12			140th Avenue NE/NE 20th Street	Add an eastbound right turn lane.	Capacity	BRCP	Analysis in Bel-Red FEIS Addendum shows marginal benefit.
	12			140th Avenue NE/NE 24th Street	Add northbound right turn lane and eastbound right turn lane	Capacity	BRCP	Not consistent with current priority for Bel-Red area; limited benefit
	12			140th Avenue NE/Bel-Red Road	Add eastbound right turn lane and westbound right turn lane.	Capacity	BRCP	Not consistent with current priority for Bel-Red area; limited benefit
	9			140th Avenue NE/NE 8th Street	Add a northbound through lane and a southbound through lane	Capacity	BRCP	Not consistent with current priority for Bel-Red area; limited benefit
	12			148th Avenue NE/NE 29th Place	Modify current westbound shared left turn/through lane to dual westbound left turn lanes and a single westbound through lane	Capacity	BRCP	Project scope is not suited to TFP (too minor)
	9			148th Avenue NE/NE 8th Street	Add 2nd northbound and southbound left turn lanes on 148th Avenue NE.	Capacity	BRCP	Project elements added to RI-117
	12		176	148th Avenue NE at SR 520	Streamline/Rechannelize the southbound lanes on 148th Avenue to reduce friction and improve southbound flow.	Capacity	BROTS N/S	Project scope is not suited to TFP (too minor)
	12			156th Avenue NE/NE 24th Street	Add an eastbound right turn lane and 2nd northbound left turn lane	Capacity	BRCP	EB left turn in project RI-139. Second NB left not warranted, per Bel-Red analysis.
	12			156th Avenue NE/Bel-Red Road to NE 20th Street	Add third southbound through lane on 156th Avenue NE from Bel-Red Road, becoming a southbound right turn lane at NE 20th Street.	Capacity	BROTS	Analysis in Bel-Red FEIS Addendum shows not warranted.

"Other" projects recommended for consideration in the 2013-2024 TFP process; not suited to evaluation via the Roadway-Intersection or Ped-Bike criteria

	3		New	Main St/112th to 110th Ave, 110th Avenue NE/Main St to NE 6th St and NE 6th St/110th Ave to 114th Ave	Evaluate options for rebuild of street corridor areas impacted by cut/cover tunnel. Consider number of roadway lanes needed, City standards for Downtown sidewalks, planned pedestrian and bicycle facilities, pedestrian crossings at intersections, potential opportunities for mid-block pedestrian crossings and user access to transit station. Funding allocation is a placeholder which may be used to initiate or participate in projects as useful to address identified priorities and introduce betterments along the East Link route in Downtown.	Urban Design, Ped/Bike, Transit	Staff
	10			148th/150th Avenue SE/SE 28th St to SE 38th St	Install boulevard treatment, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping and public art.	Urban design	Egate/I-90
	10			Mountains to Sound Missing link/Factoria Blvd to Lakemont	Install boulevard treatment, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping and public art.	Urban design	Egate/I-90
	13			Factoria Transit Center	Work with transit partners to develop a Factoria Transit Center at Factoria Blvd and SE 38th St.	Transit, Capacity, Ped-Bike, Safety	FATS, Egate/I-90

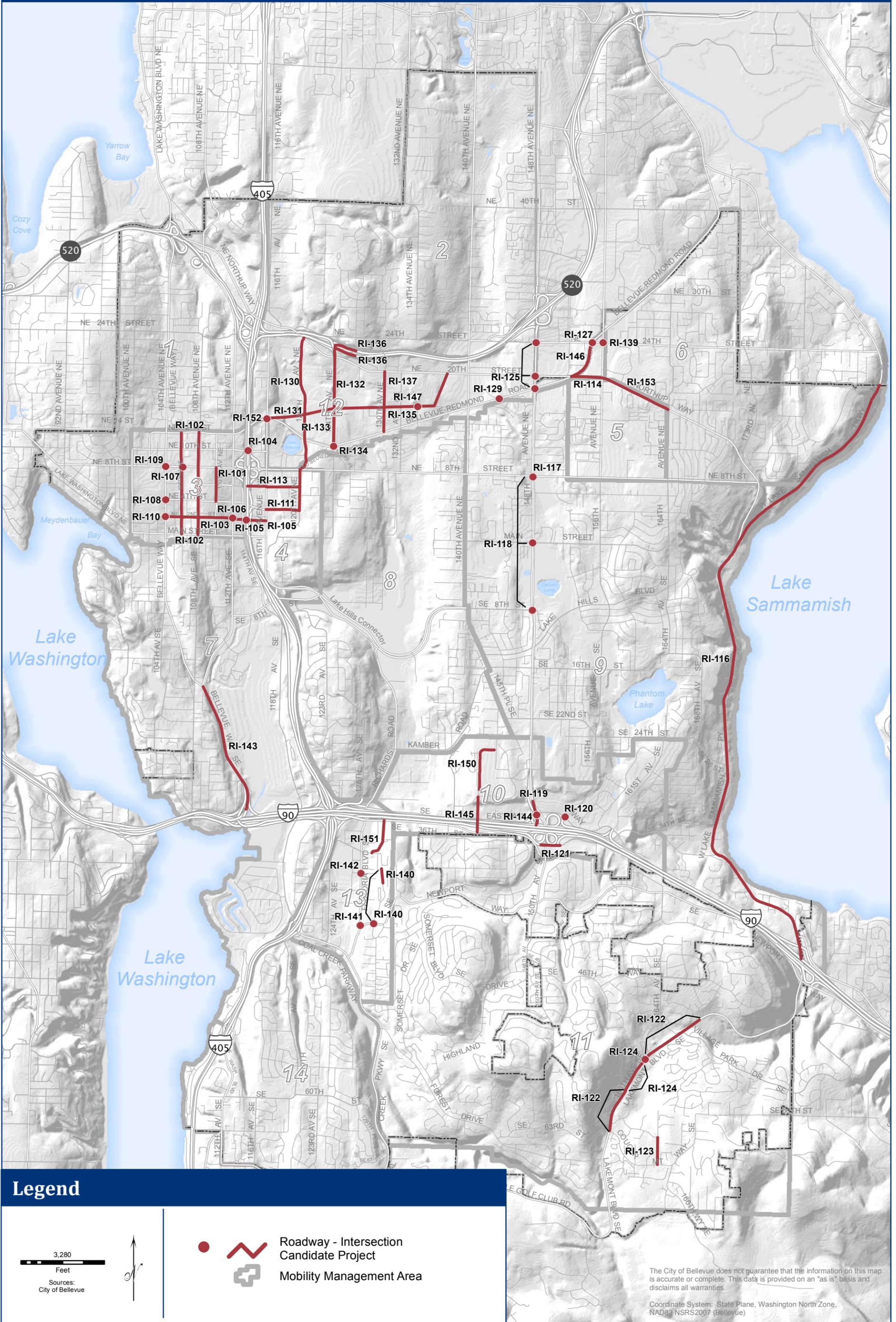
- Key to Source Plans**
 BROTS *Bellevue-Redmond Overlake Transportation Study (1999)*
 BELRED *Bel-Red Subarea Plan (2010?)*
 BRCP *Potential projects identified in course of Bel-Red planning process (2007)*
 DIP *Downtown Implementation Plan (2003)*
 EBTB *East Bellevue Transportation Plan (early 1990s)*
 Egate/I-90 *Eastgate/I90 Plan (2012)*

Preliminary Candidate Projects: Roadways/Intersections

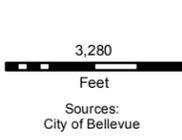
- FATS *Factoria Area Trans Study (2005)*
- TTF *Traffic Task Force (1998)*
- Ped-Bike *Pedestrian and Bicycle Plan (2009)*

2013-2024 Transportation Facilities Plan

Preliminary Roadway - Intersection Candidate Projects



Legend



- — Roadway - Intersection Candidate Project
- Mobility Management Area

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)

Transportation Facilities Plan Survey

DRAFT for Transportation Commission Review (February 2012)

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 new 2013-2024 TFP, the City is reviewing current project priorities and identifying new priority projects. Broad project needs are captured in the City's long-range plans including, among others, the Eastgate/I-90 Plan, the Bel-Red Plan and the Pedestrian and Bicycle Plan. 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 which projects should be funded. 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

1. Do you:

- Live in Bellevue
- Work in Bellevue
- Both
- Neither

The following question appears only for those who select ("I live in Bellevue" or "Both")

2. Please enter your home ZIP code _____

The following question appears only for those who select ("I live in Bellevue" or "Both")

3. In the area where I live:

- Traffic congestion is: (Choose one: not an issue, acceptable, too high at limited periods, too high in general)
- Sidewalks are: (Choose one: present where needed, present in most places but missing in key locations, missing in significant areas)
- Conditions for bicycling are: (Choose one: no opinion/don't ride a bike, adequate, need improvement)

The following question appears for those who indicate in Q1 ("Work in Bellevue" or "Both")

4. The area of Bellevue where I work is

- Downtown
- East side of I-405/Bel-Red
- Crossroads
- Eastgate

Factoria

Other

5. Citywide

- Traffic congestion is: (Choose one: not an issue, acceptable, too high during limited periods, too high in general)
- Sidewalks are: (Choose one: present where needed, present in most places but missing in key locations, missing in significant areas)
- Conditions for bicycling are: (Choose one: no opinion/don't ride a bike, adequate, need improvement)

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

(to be specified in rank order)

- Adding road capacity to serve growth and new development (esp. in Downtown, Bel-Red)
- Adding road capacity to relieve peak period congestion
- Improving speed and reliability of transit through targeted roadway improvements and enhancements to traffic signals
- Maintenance of existing facilities (roads, signals, signs, walkways)
- 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)

7. Candidate Projects for the Transportation Facilities Plan

Please visit our online map *(--insert link to online map--)* to view potential projects. You may provide input on the importance and the features for particular candidate projects.

8. Additional comments.

Please let us know any additional comments you may have regarding transportation needs in Bellevue. *(insert text comment box)*

Want to provide input on transit service in Bellevue? Take the Transit Plan survey *(--insert link to online survey--)* now underway.

Transportation-Related Questions in City of Bellevue 2010 Budget Survey

Summary prepared for Bellevue Transportation Commission by Stela Nikolova and Michael Ingram, Bellevue Transportation Dept., 2 Feb 2012

Overview

The City undertakes a Budget Survey every two years to learn about resident budget priorities, the importance and level of satisfaction with city services and the value residents feel they get for their tax dollars. The statistically valid survey has been performed on a biennial basis since 1998 to help support decision making for each upcoming budget. Following are the questions relating to transportation in the most recent survey, completed in 2010. (The full 2010 Budget Survey Report is available on the City Finance Dept website, [Performance page.](#)) Results of the 2012 Budget survey are expected to be available in early March and will be reported to the Commission in conjunction with results of the Transportation Facilities Plan online survey to be conducted in February and early March.

Citywide

More than half (51%) of residents who feel Bellevue is a good place to live reported that transportation improvements would be needed. This was mentioned more than nine times as often as the second most common improvement, more parks and recreation (7%).

While residents throughout the city mentioned transportation in general as the single most needed improvement, there are some differences in the frequency of mentions for some subcategories:

- Central West (98005): 29 percent ask for less traffic
- South (98006): 11 percent suggest improved sidewalks

Transportation improvements were mentioned most often by Bellevue residents that did not indicate Bellevue as a good or excellent place to live (4%).

Bellevue Neighborhoods

Residents who feel that their neighborhood is a good place to live (55% of all residents) were asked what would need to change or be improved in order to make them feel it is excellent. Transportation (35%) continues to be mentioned most often by people who feel that improvements can be made to either the city as a whole or their neighborhood. It is nearly three times as likely to be mentioned as the second most desired improvement, neighborhood aesthetics (13%).

- As with overall improvements, residents of West Central (98005) Bellevue are the most likely to mention less traffic (23%).
- 17 percent of those living in South (98006) Bellevue mentioned sidewalk improvements.

Residents who do not feel their neighborhood is either a good or excellent place to live (9 percent of all residents or 70 respondents) were asked to indicate what could be improved to drive their impressions upward. Improvements mentioned most often include: Transportation, Neighborhood aesthetics, Noise.

Traffic and Congestion

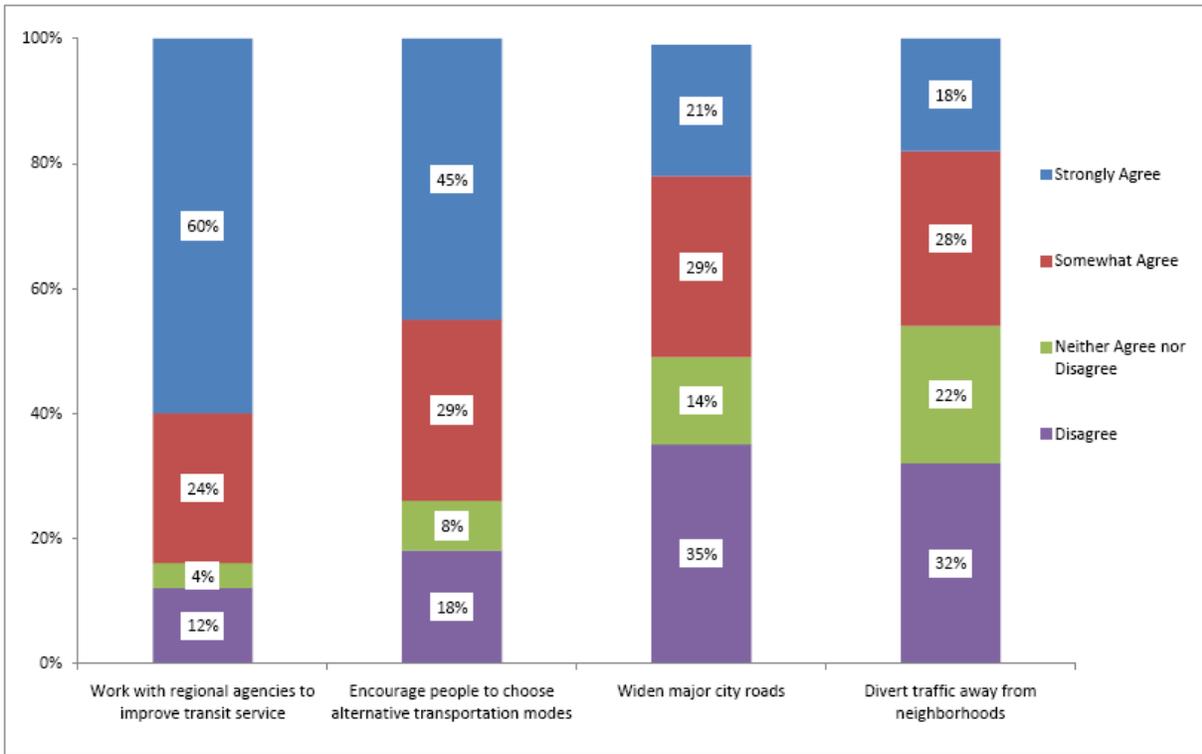
Traffic and congestion continues to be a major issue for Bellevue residents. However, there have been improvements:

- Resident satisfaction with the reduction in traffic accidents by enforcing traffic laws is at its highest level ever—mean rating of 5.47 on a 7-point scale.
- Resident satisfaction with the number of traffic patrols in neighborhoods has also increased—mean satisfaction rating of 5.35.

- On the other hand, resident satisfaction with traffic problems in neighborhoods has continued to decrease from its high of 4.99 in 2006 to 4.63 today.

Questions are included to solicit resident support for different ways to address this issue. Respondents were asked the extent to which they agree or disagree with four different strategies to minimize the effects of traffic and congestion.

- Work with regional agencies to improve transit services
 - Encourage people to choose alternative transportation modes
 - Widen major city roads
 - Divert traffic away from neighborhoods
- Work with regional agencies to improve transit services
Bellevue residents agree most strongly that the City should work with regional transit agencies to improve local and regional public transportation serving Bellevue. Three out of five residents (60%) strongly agree with this strategy. Those segments most likely to support this strategy include:
- Long-term residents—64 percent of those who have lived in Bellevue 10 or more years strongly agree.
 - Those between the ages of 55 and 64 and, to a lesser extent, those between the ages of 35 and 54—68 percent and 63 percent strongly agree, respectively.
- Encourage people to choose alternative transportation modes
There is also relatively strongly support for encouraging people to use alternative modes of transportation such as carpooling, vanpooling, or using transit (45% strongly agree). Support for this strategy is strongest among:
- Those living in East Central Bellevue (98007)—54 percent strongly agree
 - Women—49 percent strongly support
- Widen major city roads
By way of contrast, only two out of five (21%) Bellevue residents support adding additional capacity by widening the roads; an additional 29 percent somewhat agree (total residents who agree equals 50%).
- Those living in East Bellevue (98008) are the most likely to agree (58% agree) that Bellevue should add additional capacity to current roads.
- Divert traffic away from neighborhoods
Bellevue residents have mixed opinions as to whether to divert traffic away from local neighborhoods, even if it increases travel time—46 percent agree; 32 percent disagree.
- Those living in South (98006) and East Central (98007) Bellevue are the most likely to disagree (38%) with this strategy to manage traffic.
 - Long-term residents (those living in Bellevue 10 or more years) are the most likely to see this as a viable strategy—54 percent agree.
 - On the other hand, 45 percent of those living in Bellevue between 4 and 9 years and 38 percent of those living in Bellevue 3 or fewer years disagree with this strategy.



Preferred Ways to Manage Increased Traffic Congestion (Figure 20 in Budget Survey final report)

Select Your Road Projects for the Future

Help us prioritize projects to be funded in the next 12 years

ATTEND AN OPEN HOUSE OR TAKE A TFP SURVEY



Here's what we're thinking ...

What is a 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 the first step in getting a transportation project funded and built. The last update of the TFP included the years 2009-2020 and it is now time to develop the new 2013-2024 TFP.



This 145th Place SE project includes bikelanes, sidewalks, a center-turn lane, left-turn pockets, medians, landscape planters, stormwater and street lighting improvements between SE 16th and SE 24th Streets. It will be completed in June 2012.

OPEN HOUSE

Choose a location that is most convenient for you.

Wednesday, February 15, 2012

4:30–6:30pm at Crossroads Mall,
15600 NE 8th Street,
Community Meeting Room

Thursday, February 16, 2012

4:30–6:30pm at Factoria Mall,
4055 Factoria Boulevard SE

Thursday, February 23, 2012

4:30–6:30pm at Bellevue City Hall,
450 110th Avenue NE,
Room 1E-108

Tuesday, February 28, 2012

4:30–6:30pm at Highland Park & Community Center
14224 Bel-Red Road

TFP SURVEY

Take the on-line TFP survey, which is accessible on the City's TFP webpage:

www.bellevuewa.gov/transportation-facilities-plan.htm

QUESTIONS & COMMENTS

Contact Mike Ingram at 425-452-4166 or
TransportationTFP@bellevuewa.gov

or contact Service First at 425-452-6800

如欲獲得更多資訊，請致電425-452-6800洽詢第一服務處 (Service First)。

Для получения дополнительной информации просьба связаться с отделом обслуживания (Service First) по телефону 425-452-6800.

Para más información, por favor, comuníquese con "Servicio Primero" (Service First) al 425-452-6800

Ñeà bieát theám chí tiéat, xin lieân laic vôi Dòch Vui Høng Ñâu (Service First) ôú soá 425-452-6800.

