



MEMORANDUM

DATE: April 2, 2015

TO: Transportation Commission

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

SUBJECT: 2016-2027 Transportation Facilities Plan (TFP) Update Process:
Preliminary Prioritization of Candidate Projects

Purpose

At the meeting on April 9, staff will present for Commission consideration a preliminary staff recommendation of project prioritization and funding allocation to specific candidate projects for the 2016-2027 TFP. The Commission is invited to provide input on the prioritization and allocations to specific projects. At the next meeting, in May, the Commission will be asked to endorse a preliminary list of projects and funding allocations to present to the City Council for carrying forward in the 2016-2027 TFP update process.

Background

At the Commission meeting on March 12, staff reviewed with Commissioners the score rankings of 52 candidate Roadway-Intersection projects. These rankings were determined according to the evaluation criteria endorsed by the Commission at the meeting on December 11. Staff have now consolidated the ranked Roadway-Intersection projects and the eleven Pedestrian-Bicycle projects carried over from the current 2013-2024 TFP into a single list. Staff have also worked to identify and refine project cost estimates and have identified a proposed funding allocations for each prioritized project. The Preliminary Staff Recommendation project list is included as Attachment 1 to this memo. A map of all 2016-2027 candidate TFP projects is also included as Attachment 2.

Candidate TFP projects on the attached Preliminary Staff Recommendation list are grouped into three primary categories, each headed by a solid black band and labeled as follows:

- I. Fully Funded Current 2015-2021 CIP Projects. These nine projects are, by default, included in the proposed TFP, as full CIP funding for them has already been approved by the City Council.
- II. Proposed 2016-2027 TFP projects. These projects are grouped into five subcategories:
 1. Individually prioritized projects (Numbered from 1 to 19)

2. Downtown Impact Fee projects (6 projects denoted with an “A” in the Preliminary Staff Priority column; implementation intended to be in conjunction with adjacent private development)
3. Pedestrian-Bicycle projects carried over from the 2013-2024 TFP (11 projects denoted with a “B” in the Preliminary Staff Priority column)
4. Non-Impact Fee projects intended to be implemented over time by adjacent private development (6 projects denoted by a “C” in the Preliminary Staff Priority column)
5. Projects associated with new freeway access (3 projects denoted by a “D” in the Preliminary Staff Priority column)

Clarifying Note for categories 2-5: Staff did not feel the need to individually prioritize each of these projects relative to each other, only that each be included within the proposed TFP update.

III. Candidates Not Recommended for Inclusion in 2016-2027 TFP Update (18 projects).

For purposes of prioritization and recommendation, several candidate projects have been split into two. This has occurred when one segment of a project is fully funded in the CIP (and thus carried forward into the new 2016-2027 TFP by default) and another segment is not. Projects that have been split into two are:

- TFP-209
 - NE Spring Blvd Zone 1 (116th Ave to 120th Ave), fully funded in CIP.
 - NE Spring Blvd Zone 2 (120th Ave to 124th Ave)
- TFP-241
 - 120th Ave NE Stage 3 (NE 12th St to NE 16th St), fully funded in CIP
 - 120th Ave NE Stage 4 (NE 16th St to Northup Way)
- TFP-210
 - 124th Ave NE (NE Spring Blvd to NE 18th St), fully funded in CIP
 - 124th Ave NE (NE 18th St to Northup Way)
- TFP-215
 - NE Spring Blvd from 130th Ave to 132nd Ave NE, partially funded in CIP.
 - NE Spring Blvd from 132nd Ave to 136th Pl & 136th Pl to NE 20th St, to be implemented in conjunction with Sound Transit East Link.

Also at the last Commission meeting on March 12, staff presented a preliminary 2016-2027 TFP revenue forecast. The revenue forecast was broken down into three main categories, Committed (programmed to adopted CIP projects and programs), Constrained (revenue needed to fund ongoing capital programs beyond the CIP years, 2022-2027), and Unconstrained (available to unfunded candidate TFP projects).

As reported at the March meeting, the preliminary unconstrained revenue projection for the 2016-2027 TFP totals \$106,286,000. This is the revenue projected to be available for allocation to “Proposed 2016-2027 TFP Projects” (Category II defined above) on the attached Preliminary Staff Recommendation list. The attached list includes the staff-proposed allocation of unconstrained revenue to each recommended project. The list attachment also includes a column indicated a running balance of the remaining unconstrained revenue after each recommended project allocation. A “Comments” column in the attached list typically indicates whether projects are recommended for full or only placeholder funding.

All recommended allocations may be further discussed at the meeting on April 9, but several projects on the list have their allocation cells shaded. It is staff's intention to raise specific funding considerations for these projects at the meeting.

The "Unconstrained Revenue Allocation" column for the entire subcategory of Pedestrian and Bicycle projects (the "B" projects) has been shaded and left blank. It is staff's recommendation that a significant placeholder be "reserved" for allocation to these projects at a later date. The idea is that the ongoing Pedestrian and Bicycle Implementation Initiative (PBII) will determine the relative priorities and identify implementation resources needed for these projects. As indicated on Attachment A in primary category III {Candidates Not Recommended for Inclusion in the TFP Update), the Unconstrained Revenue Balance remains at \$16.277 million. It is staff's preliminary recommendation that this unallocated balance be reserved in the 2016-2027 TFP for future allocation to pedestrian and bicycle project priorities to be determined by the PBII.

Public Input Process

The City hosted three TFP Open House events at which the public was invited to learn about and comment on candidate TFP projects. The Open Houses were on March 12 (at City Hall), March 17 (at Crossroads Mall) and March 19 (at Factoria Mall). Comments received from the public at the Open House events as well as from an online survey have informed the staff prioritization of projects in Attachment 1. Staff are preparing a compilation of public comments, which will be posted to the Transportation Commission webpage prior to the April 9 meeting.

Next Steps

Based input from the Commission at the April 9 meeting, staff will further refine the prioritization of projects and funding allocations. At the next Commission meeting, on May 14, the Commission will be asked to endorse a Preliminary Transportation Commission Recommendation of TFP projects and revenue allocations to present to the City Council for carrying forward in the 2016-2027 TFP update 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. Preliminary Staff Recommendation for the 2016-2027 TFP Project List
2. Candidate 2016-2027 TFP Project Map

Prelim Staff Priority Order	Score Ranked Priority Order	2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List	Funding Allocation \$000s	Unconstrained Funding Allocation \$000s	Unconstrained Funding Balance \$000s	Comments
Fully Funded Current 2015-2021 CIP Projects - Automatically Included in TFP Update										
		TFP-209	NE Spring Blvd/116th Avenue NE to 120th Avenue NE (zone 1)	R-172	This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12 th Street and 120 th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12 th Street and at 120 th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12 th Street/116 th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor.	IF	\$62,351	\$0	\$106,286	
		TFP-241	120th Avenue NE (stage 3)/NE 12th to NE 16th Streets	R-168	This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity.	IF	\$13,819	\$0	\$106,286	
		TFP-210	124th Avenue NE/NE Spring Boulevard to NE 18th Street	R-166	The project will widen the roadway to five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will install curb, gutter, and sidewalk or multi-use trail on both sides, planter strips, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage and water quality treatment. This project will also install a new signal at NE 16th Street.	IF	\$10,288	\$0	\$106,286	
		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 Ave NE from south of NE 8th St to south of NE 12th Street. The project includes all intersection and signal improvements at NE 8th St and a new signalized intersection at Lake Bellevue Drive/Old Bel-Red Road. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Wilburton/Bel-Red urban design criteria. The project includes new and/or relocation of utility infrastructure including a joint utility trench (JUT) to accommodate future underground utilities. The project will also be coordinated with private development in the vicinity.	IF	\$36,451	\$0	\$106,286	
		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.	IF	\$36,210	\$0	\$106,286	

Prelim Staff Priority Order	Score Ranked Priority Order	2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List	Funding Allocation \$000s	Unconstrained Funding Allocation \$000s	Unconstrained Funding Balance \$000s	Comments
		TFP-078	West Lake Sammamish/SE 34th Street to approximately the SE 1700 block (phase 2)	R-183	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. Phase 2 will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a placeholder for construction of the second phase of the corridor improvements, between SE 34th Street and approximately the SE 1700 block of the parkway.		\$8,000	\$0	\$106,286	
		TFP-079	Northup Way/NE 33rd Place to NE 24th Street	R-146	This project will design and construct bike lane and sidewalk improvements on both sides of Northup Way between NE 24th Street and NE 33rd Place. This project will also incorporate other work elements including a pedestrian bridge at the Eastside Rail Corridor crossing, retaining walls, storm drainage improvements and water quality treatment, landscaping and irrigation, traffic signal and street light modifications, and two mid-block pedestrian crossings.		\$11,726	\$0	\$106,286	
		TFP-255	Newport Way SE/Somerset Blvd SE to 150 th Avenue SE	R-185	This project budget will conduct a design alternatives analysis in coordination with the community, complete design, and includes a placeholder for construction of the identified roadway and non-motorized improvements to SE Newport Way between Somerset Boulevard and 150th Avenue SE. Specific improvements may include sidewalks on at least one side, pedestrian crossing facilities, bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality treatments.		\$8,100	\$0	\$106,286	
		S-2	164th Avenue SE/Lakemont Blvd signalized intersection	M-20	This project will replace the existing all way stop with a new traffic signal to address afternoon queuing concerns on Lakemont Blvd. The new signal will be placed on the SCATS traffic adaptive signal system, and coordinated when warranted with adjacent traffic signals.	IF	\$200	\$0	\$106,286	
Proposed 2016-2027 TFP Projects										
1	1	TFP-209	NE Spring Blvd/120th Avenue NE to 124th Avenue NE (zone 2)	R-173	This project will complete final design of a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE.	IF	\$20,903	\$17,502	\$88,784	Continue full funding
2	2	TFP-241	120th Avenue NE (stage 4)/NE 16th Street and to Northup Way	R-168	Stage 4, from NE 16th Street to Northup Way, will widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. Stage 4, north of NE 18th Street, will consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary. The project will follow Bel-Red urban design standards. The project allocation will cover the project design phase assuming the current roadway alignment. The project design will be coordinated with Sound Transit and their potential development of an O.M.S.F. on the west side of the project alignment.		\$2,415	\$1,696	\$87,088	Allocation for design phase only?

Prelim Staff Priority Order	Score Ranked Priority Order	2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List	Funding Allocation \$000s	Unconstrained Funding Allocation \$000s	Unconstrained Funding Balance \$000s	Comments
3	4	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, frequent transit bus service, non-motorized, and limited general purpose traffic. 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 predesign or other early implementation efforts.		\$1,000	\$0	\$87,088	Placeholder
4	5	TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street		The project will evaluate and refine improvements to the 148th Avenue NE Master Plan. Potential improvements include the following: 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, 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, and 7) convert and extend southbound right-turn lane on 148th Ave NE between NE 24th and NE 20th into a BAT lane. 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.		\$300	\$300	\$86,788	Placeholder
5	6	TFP-215	NE Spring Blvd/130th to 132nd Avenues NE	R-174	This project will complete the design and construct the westbound lane and other improvements on the north half of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include a single travel lane outside the LRT alignment in each direction, sidewalk and bike lanes, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit who will construct the 130th Avenue NE LRT station between the westbound and eastbound lanes and a park and ride facility to the north. The funding allocation will also include a placeholder for the design of the eastbound lane and the south half of the improvements.	IF	\$20,920	\$17,523	\$69,265	Shows full funding. Allocate for westbound lane only?
6	7	TFP-215	NE Spring Boulevard & 136th Place NE - 132nd Avenue to NE 20th Street	R-175	This project will advance the design of future roadway improvements allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link project between the eastbound/northbound and westbound/southbound lanes NE Spring Boulevard and 136th Place NE. The project will interface with designs at 132nd and 134th Avenues NE, which will integrate traffic, pedestrian, and bicycle movements with the East Link crossings. The roadway cross-section outside of the LRT alignment includes one travel lane in each direction, on-street parking between 132nd Ave NE and 134th Ave NE, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities.		\$165	\$0	\$69,265	Placeholder

Prelim Staff Priority Order	Score Ranked Priority Order	2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List	Funding Allocation \$000s	Unconstrained Funding Allocation \$000s	Unconstrained Funding Balance \$000s	Comments
7	8	TFP-213	124th Avenue NE/NE 8th Street to NE Spring Boulevard	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 Spring Boulevard. 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 Spring Boulevard.	IF	\$16,503	\$15,084	\$54,181	Fully fund: 12th to Spring Blvd; Placeholder: 8th to 12th
8	14	TFP-242	Bellevue Way HOV lane/107th Ave SE 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/107th Ave SE 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.	IF	\$23,752	\$19,352	\$34,829	Continue Full funding
9	9	TFP-252	Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Road/142nd PI SE from 145th Place SE to SE 36th St	R-177	This project will reconstruct the roadway to support frequent transit buses service, construct sidewalks and accessible bus stops and modify the 142nd PI SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th PI SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd PI SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project will likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners.		\$300	\$0	\$34,829	Placeholder (Portion of R-177)
10	10	TMP-5	I-90 Factoria Blvd Exit Expansion		In coordination with the Mountains to Sound Greenway project (TFP No. 243) 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. Evaluate how best to stripe ramp to ensure reliable transit operations.		\$0	\$0	\$34,829	Design funded by W/B-78 (MTSG)
11	11	TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp		<u>Option A:</u> 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. <u>Option B:</u> Construct multi-lane roundabout. <u>Option C:</u> Construct roundabout per Option B plus construct multilane roundabout at 150th Ave SE/SE 38th St and landscaped median between SE 38th St and SE 37th St. With any of the three options, upgrade ped and bike crossings, install gateway treatment. The funding allocation will evaluate and determine a preferred intersection improvement option.		\$250	\$250	\$34,579	Change from full funding (\$4,435K; IF Project) to Placeholder
12	12	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.		\$250	\$250	\$34,329	Placeholder
13	13	TFP-253	150th Avenue SE/Eastgate Way SE		<u>Option A:</u> 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. <u>Option B:</u> Construct multilane roundabout. With either option, upgrade ped and bike crossings, accommodate or implement planned Eastgate Way bike lanes, install gateway treatment. The funding allocation will evaluate and determine a preferred intersection improvement option.		\$250	\$250	\$34,079	Change from full funding (\$4,972K, IF Project) to Placeholder

Prelim Staff Priority Order	Score Ranked Priority Order	2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List	Funding Allocation \$000s	Unconstrained Funding Allocation \$000s	Unconstrained Funding Balance \$000s	Comments
14	33	TFP-078	West Lake Sammamish/north city limit to approximately the SE 1700 block (phases 3, 4 & 5)		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 advance design and implementation of improvements to a third segment (of five segments total).		\$1,000	\$1,000	\$33,079	Shows placeholder for funding a 3rd phase. Allocate full funding?
15	43	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 speed and safety concerns.		\$250	\$250	\$32,829	Corridor study funding needed
16	NA	S-1	SE 34th Street/162nd PI SE to West Lake Sammamish Pkwy		Construct sidewalk on north side where missing; widen curb lanes.		\$1,000	\$1,000	\$31,829	Shows placeholder. Allocate full funding?
17	18	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. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes. The funding allocation will evaluate potential intersection improvement alternatives and identify a preferred alternative and update cost estimates.		\$250	\$250	\$31,579	Placeholder
18	21	BTL-8	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal		New two-lane road with bike lanes and sidewalks starting at the NE 20th Street/143rd Place NE traffic signal and extending to the end of the existing NE 20th Place north of Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segment is anticipated to be implemented with future private development in the immediate vicinity.		\$250	\$250	\$31,329	Placeholder
19	40	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. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). The \$250K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.		\$250	\$250	\$31,079	Placeholder
A	28	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.	IF	\$1,532	\$1,532	\$29,547	Full Funding
A	29	TFP-222	Bellevue Way/NE 4th Street		The project will add a southbound to westbound right-turn lane, a westbound to northbound right-turn lane, and convert a northbound through lane to a create a second northbound to westbound left-turn lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.	IF	\$2,666	\$2,666	\$26,881	Full funding; Partial implementation by Lincoln Square 2/ Bellevue Square Expansion
A	30	TFP-225	Bellevue Way/NE 2nd Street		The project will add a northbound to eastbound right-turn lane and create a second southbound to eastbound left-turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	IF	\$1,404	\$1,404	\$25,477	Full Funding

Prelim Staff Priority Order	Score Ranked Priority Order	2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List	Funding Allocation \$000s	Unconstrained Funding Allocation \$000s	Unconstrained Funding Balance \$000s	Comments
A	31	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.	IF	\$2,746	\$2,746	\$22,731	Full Funding
A	32	TFP-223	Bellevue Way/NE 8th Street		The project will add a southbound to westbound_right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	IF	\$1,988	\$1,988	\$20,743	Full Funding
A	49	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 to eastbound_left-turn lanes, and a northbound to eastbound_right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	IF	\$2,966	\$2,966	\$17,777	Full Funding
B	NA	TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	W/B-82	The project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail.				\$17,777	Fully funded in the current TFP
B	NA	TFP-173	108th/112th Avenue NE/north city limit to NE 12th Street	W/B-81	The project will add 5-foot-wide bicycle lanes on both sides of 108th/112th Avenue NE from north city limit to NE 12th Street. A 6-foot-wide sidewalk will be constructed along the west side of 112th Avenue NE from the end of the transportation trail south to NE 24th Street. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. Turn pockets will be widened at the NE 24th Street intersection. This is a component of priority bicycle corridor NS-2: Lake Washington Loop. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.		\$200		\$17,777	Placeholder
B	NA	TFP-230	108th Avenue NE/NE 12th Street to Main Street		The project will enhance the 108th Avenue NE Downtown corridor consisting of Great Streets, mid-block crossing, pedestrian-corridor interface, and bicycle lanes. This is a component of priority bicycle corridor NS-1: Enatai-Norhtown Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.				\$17,777	Placeholder
B	NA	TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street		The project will designate a bicycle shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. The 5-foot-wide bicycle lanes between Northup Way and NE 6th Street will be striped and signed. On-street parking will be accommodated on the east side of the street from NE 6th Street to SE 14th Street. This is a component of priority bicycle corridor NS-5: Spirit Ridge-Sammamish River Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.				\$17,777	Placeholder
B	NA	TFP-234	Main Street/100th Avenue to 116th Avenue		Funding will support pedestrian and bicycle facility components of the Main Street project, as identified in the Main Street & NE 2 nd Street Design Report (2009). This will be built out to plan conditions in conjunction with the East Link project. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.				\$17,777	Placeholder

Prelim Staff Priority Order	Score Ranked Priority Order	2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List	Funding Allocation \$000s	Unconstrained Funding Allocation \$000s	Unconstrained Funding Balance \$000s	Comments
B	NA	TFP-243	Mountains to Sound Greenway/ Factoria Boulevard to Lakemont Boulevard	W/B-78	This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Boulevard and Lakemont Boulevard , and the design of grade separated crossings of Factoria Boulevard and the interchange ramps between I-405, I-90, and Factoria Boulevard. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.		\$2,704		\$17,777	Funding for design; add implementation placeholder?
B	NA	TFP-244	Eastside Rail Corridor multi-use path/southern city limits to northern city limits	G-103	The project will add a 10- to 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, the Wilburton area, Downtown Bellevue, Bel-Red, NE 15th Street, the West Tributary Trail, and the SR 520 Trail, which is identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support the initial scoping of the project, including coordination with the community and property owners and/or acquisition.		\$1,000		\$17,777	Placeholder
B	NA	TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		<u>Option A:</u> The project will add 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. <u>Option B:</u> The project will develop an off-street multi-use paved path along the east side of 140th Avenue NE, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel-Red Road to NE 20th Street segment. With either option, the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible. This is a component of priority bicycle corridor NS-4: Somerset-Redmond Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.				\$17,777	Placeholder
B	NA	TFP-247	Eastgate Way/Richards Road to SE 35th Place		The project will install bicycle lanes. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development. Funding will support advancing design or implementation of bicycle lanes on a portion of the corridor (segment to be determined).				\$17,777	Placeholder
B	NA	TFP-249	Hospital/NE 8th Street Station Access Improvements		The project will improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping, and services.				\$17,777	Placeholder
B	NA	TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits		The project will add a 10- to 14-foot-wide off-street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate the path, existing bicycle lanes may be eliminated and the roadway narrowed. The project will coordinate with the City's Urban Boulevards program. This is a component of priority bicycle corridor EW-5: Coal Creek-Cougar Mountain Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.				\$17,777	Placeholder

Prelim Staff Priority Order	Score Ranked Priority Order	2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List	Funding Allocation \$000s	Unconstrained Funding Allocation \$000s	Unconstrained Funding Balance \$000s	Comments
C	15	TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	R-170	The segment from NE 20th Street to NE Spring Blvd will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE Spring Blvd 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 designed in accordance with the Bel-Red Corridor Plan and coordinated with the East Link light rail station and park & ride at 130th Avenue NE. Project implementation will be coordinated with potential future private development in the immediate vicinity.		\$253	\$0	\$17,777	Placeholder
C	19	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. Project implementation will be coordinated with potential future private development in the immediate vicinity.		\$250	\$250	\$17,527	Placeholder
C	20	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. Project implementation will be coordinated with potential future private development in the immediate vicinity.		\$250	\$250	\$17,277	Placeholder
C	22	TFP-248	134th Avenue NE/NE 20th Street to NE Spring Blvd	R-171	The project will develop a level cross section and alignment for future construction of 134th Avenue NE as a through street between NE Spring Blvd 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 and is anticipated to be implemented with future private development in the immediate vicinity.		\$267	\$0	\$17,277	Placeholder
C	35	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 pre-design, property acquisition, or early implementation and may be directed to design and development of a non-motorized facility on this link if a street connection is not feasible.		\$250	\$250	\$17,027	Placeholder; City evaluating viability of future N-S connection
C	3	TFP-210	124th Avenue NE/NE 18th Street to Northup Way	R-166	The project will widen the roadway to five lanes, curb, gutter, and sidewalks will be included consistent with the Bel-Red subarea plan and street corridor and urban design standards. The segment includes a stream crossing of the West Tributary and planned trail. Key intersections are at NE Spring Boulevard multi-modal corridor/East Link project and Northup Way. (Intersection improvements at NE Spring Boulevard will be included in the NE Spring Boulevard project.)		\$313	\$0	\$17,027	Placeholder

Prelim Staff Priority Order	Score Ranked Priority Order	2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List	Funding Allocation \$000s	Unconstrained Funding Allocation \$000s	Unconstrained Funding Balance \$000s	Comments
D	16	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 predesign or early implementation.		\$250	\$250	\$16,777	Placeholder
D	17	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.		\$250	\$250	\$16,527	Placeholder
D	34	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.		\$250	\$250	\$16,277	Placeholder
Candidates Not Recommended for Inclusion in TFP Update										
	23	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.				\$16,277	
	24	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.				\$16,277	
	25	BTL-5	156th Avenue NE/NE 24th Street		Construct an eastbound right turn lane. Accommodate or implement 14' wide travel lane bicycle facility on NE 24th St.				\$16,277	
	26	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.				\$16,277	
	27	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.				\$16,277	City of Redmond development requirement - \$0 cost to COB
	36	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.				\$16,277	
	37	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				\$16,277	
	38	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.				\$16,277	
	39	BTL-7	SE 40th Lane/Factoria Boulevard		Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.				\$16,277	
	41	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.				\$16,277	

Prelim Staff Priority Order	Score Ranked Priority Order	2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List	Funding Allocation \$000s	Unconstrained Funding Allocation \$000s	Unconstrained Funding Balance \$000s	Comments
	42	BTL-11	Northup Way/156th Avenue NE to 164th Avenue NE		Add median left-turn lane; bike lanes.				\$16,277	
	44	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.				\$16,277	
	45	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.				\$16,277	
	46	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				\$16,277	
	47	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.				\$16,277	No longer needed per Traffic Engineering staff
	48	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.				\$16,277	
	50	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.				\$16,277	
		O-1	Tam O'Shanter /Brettonwood area		Remove and reconstruct structurally deficient curbs, gutters, sidewalks and street pavement and coordinate with utilities to provide necessary drainage improvements.				\$16,277	

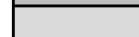
TFP = Current 2013-2024 TFP project

BTL = Candidate project from 2013-2024 process that was below the funding line

TIP = Project currently in the 2015-2020 Transportation Improvement Program

TMP = Priority project from the 2014 Transit Master Plan

 = fully funded current 2015-2021 CIP project

 = allocations flagged for further discussions/considerations

A = Impact Fee projects

B = Ped/Bike Projects

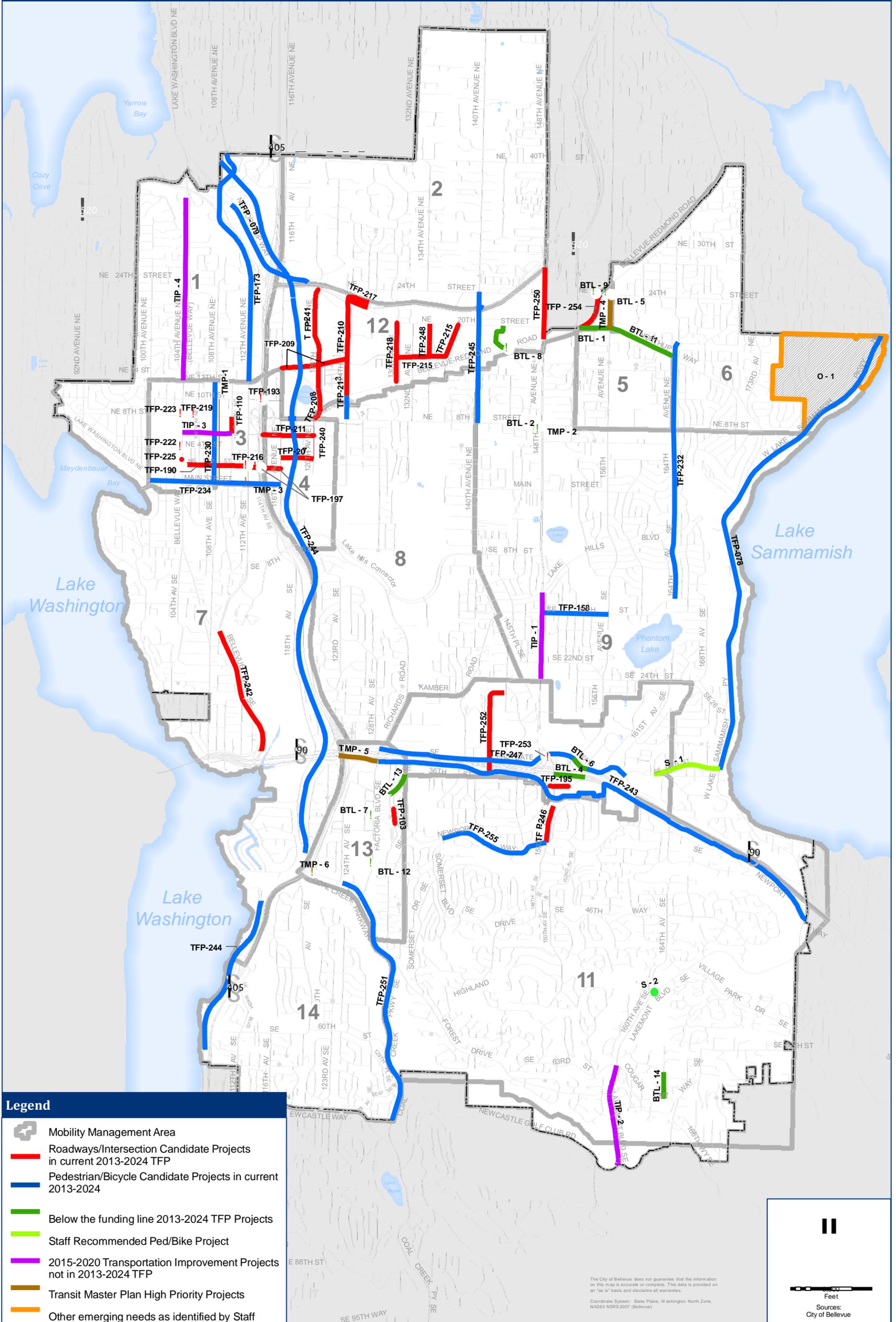
C = Developer projects

D = Interchange projects

NA = Ped/Bike projects not scored

2016 - 2027 Transportation Facilities Plan

Candidate Projects



Legend

-  Mobility Management Area
-  Roadways/Intersection Candidate Projects in current 2013-2024 TFP
-  Pedestrian/Bicycle Candidate Projects in current 2013-2024
-  Below the funding line 2013-2024 TFP Projects
-  Staff Recommended Ped/Bike Project
-  2015-2020 Transportation Improvement Projects not in 2013-2024 TFP
-  Transit Master Plan High Priority Projects
-  Other emerging needs as identified by Staff

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 NSRS 2007 (Bellevue)

