



MEMORANDUM

DATE: May 1, 2008

TO: Transportation Commission

FROM: Eric Miller, Implementation Planning Division Manager
Kristi L. Oosterveen, Capital Programming Coordinator

SUBJECT: Preliminary TFP & CIP Candidate Roadway & Intersection Project List

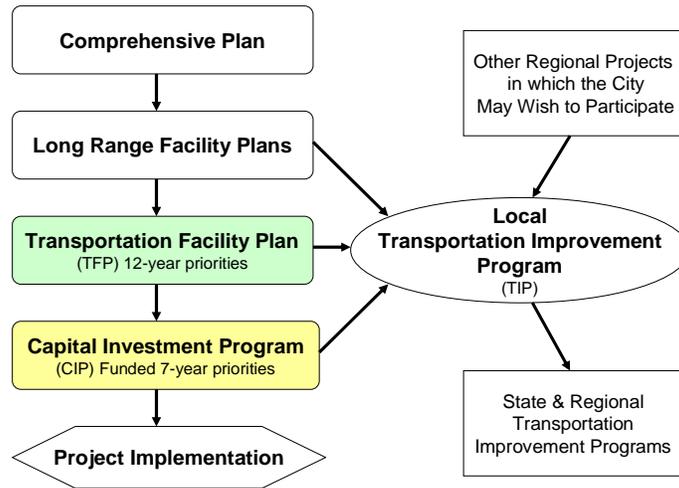
For the Transportation Commission's review, staff introduces a combined, preliminary Transportation Facilities Plan (TFP) and Capital Investment Program (CIP) Plan candidate roadway and intersection project list and map (See Attachments 1 and 2).

No formal presentation or discussion time is scheduled on this subject for the Commission's May 8, 2008 meeting. Staff is providing the Commission with the preliminary candidate list at this time for several reasons:

1. This information will be displayed and discussed with the public at the City's first-ever, "Spring Forward Expo", a large, multi-project public open house scheduled from 4 – 6:30 p.m., May 15th, 2008, on the first floor concourse of City Hall. Transportation Commissioners are certainly encouraged to attend this event.
2. The Pedestrian & Bicycle Transportation Plan Update process has been proceeding on a separate and focused track with continuous Commission involvement. As has been repeatedly indicated to the Commission, Ped/Bike Plan update projects will be prioritized and will compete for inclusion in the TFP and for CIP funding. The roadway and intersection project list entails the other half of the TFP and CIP candidate project spectrum.
3. Due the number and complexity of the projects on the candidate roadway and intersection project list, staff believes that the earlier you are exposed to the information, the better opportunity you will have to become familiar with each project's purpose and need.

Staff attended your March 13 meeting to present an overview of the major transportation plan updates scheduled for 2008. Two of the three scheduled plan updates discussed were the TFP and CIP. The third was the Transportation Improvement Program, or Local TIP, on which the Commission is scheduled to take action at your May 8th meeting. Included in the March 13th presentation was an overview of the Transportation Department's planning and financial programming process as illustrated by Figure 1, located on the next page.

Figure 1



The figure depicts how work completed by the long-range facility plans has a direct relationship to the TFP and CIP update processes. Long-range facility plans typically evaluate projects within a subarea of the City. The Commission, with input and recommendations from staff and the public, will prioritize projects to be included in the 2009-2020 TFP and 2009-2015 CIP.

The candidate roadway/intersection list includes projects that are currently being refined through the latter stages of the Bel-Red Corridor Project. By this point, Commissioners should be quite familiar with the candidate TFP/CIP projects emerging from this long-range planning effort. Other candidate roadway/intersection projects are recommendations of earlier long-range transportation planning studies including the 1999 Bel-Red/Overlake Transportation Study (BROTS), the 2003 Downtown Implementation Plan (DIP), and the 2005 Factoria Area Transportation Study (FATS). The project list includes a column indicating from which of these, or the many other long range transportation plans, the project originated. The candidate list also includes the preliminarily proposed ongoing CIP program enhancements presented and discussed with the Commission at your April 24th meeting.

The attached project list includes information about each project's primary need: capacity, safety, travel options, etc. There is also a column indicating the projects' current TFP project number, if applicable, and the most current cost estimate, if available. Staff will continue to develop or refine project cost estimates as we move through the plan update processes.

Next Steps

Staff will return to the Commission multiple times over the next few months to continue through the TFP and CIP project prioritization processes. Refer to the preliminary TFP/CIP timeline graphic on the next page (Figure 2) for high-level outline of the process steps and the Commission's roles.

Figure 2

**Preliminary 2008 Citywide Transportation Plan Update Timelines
(CIP & TFP)**

Plan Update	March - April	May - June	July - August	Sept. - Dec.
2009 - 2020 Transportation Facilities Plan (TFP)	<ul style="list-style-type: none"> - Finalize R/I Project Scoring/Prelim. Project Ranking - P/B Project Prioritization (Separately) ➡ - Develop Revenue Projections ➡ - Conduct Title VI Equity Analysis - Evaluate Impact Fee Program 	<ul style="list-style-type: none"> - Public Open House - Prioritize Projects (R/I & P/B combined) - Finalize Project List - Develop Impact Fee Program Update Options 	<ul style="list-style-type: none"> - Analyze Environmental Impacts of Proposed TFP - Develop Draft EIS 	<ul style="list-style-type: none"> - Finalize EIS - Council Adoption of TFP - Council Adoption of Impact Fee Program
2009 - 2015 Capital Investment Program (CIP)	<ul style="list-style-type: none"> - Kickoff Update Process - Review Ongoing Programs/Identify Scope & Budget Adjustments - Recost Existing CIP Projects ➡ - Develop Revenue Projections ➡ 	<ul style="list-style-type: none"> - Compile Candidate Project List - Scope/Cost Estimate Candidate Projects - Determine M&O Costs for Existing CIP Projects - Public Open House - Conduct Title VI Equity Analysis 	<ul style="list-style-type: none"> - Final Recosting of Existing CIP - Edit Existing CIP Project Pages & Maps - Finalize CIP Candidate List - Develop Cost/Benefit Forms for Council Consideration 	<ul style="list-style-type: none"> - Support Development of Preliminary CIP (Budget) - Refine CIP based on Council Feedback - Council Adoption of CIP & Budget
Commission Roles				
2009 - 2020 Transportation Facilities Plan (TFP)	<ul style="list-style-type: none"> - Review/Comment on R/I Project Scoring & Preliminary Ranking ➡ - Prioritize Candidate P/B Projects (Separately) ➡ 	<ul style="list-style-type: none"> - Host Public Open House - Review/Approve Final Project List for EIS Phase - Present Commission-approved TFP Project List to City Council 	<ul style="list-style-type: none"> - Review/Recommend Impact Fee Update Option 	<ul style="list-style-type: none"> - Review/Comment on Draft TFP EIS - Recommend TFP Adoption to City Council - Recommend Impact Fee Program Update to City Council
2009 - 2015 Capital Investment Program (CIP)	<ul style="list-style-type: none"> - Review Process & Timeline 	<ul style="list-style-type: none"> - Review/Amend Candidate Project List - Host Public Open House - Begin Project Prioritization 	<ul style="list-style-type: none"> - Finalize Project Prioritization - Formulate Preliminary CIP Update Recommendation to City Council 	<ul style="list-style-type: none"> - Finalize CIP Update Recommendation to City Council - Respond to Council Feedback on Preliminary CIP (as needed)

Notes:

R/I = Roadway/Intersection

EIS = Environmental Impact Statement

P/B = Pedestrian/Bicycle

➡ = Task or activity that will run into subsequent time period

If you have any questions regarding this preliminary candidate project information, or how the current long-range planning efforts relate, please feel free to contact either of us. Eric can be reached at 425-452-6146 (or emiller@bellevuewa.gov), and Kristi at 425-452-4496 (or koosterveen@bellevuewa.gov).

Attachments

1. Preliminary TFP & CIP Candidate Roadway & Intersection Project List
2. Preliminary TFP & CIP Candidate Roadway & Intersection Project Map

Map #	Source Plan	MMA	Project Name, Location and Limits	Project Description	Total Project Cost Est. (\$000)	Project Need	2006-2017 TFP #
BROTS - Bel-Red Corridor Project Area							
BRC-2	BRCP	4	NE 15th/16th Street/116th Avenue (Phase I) at NE 12th Street to 124th Avenue NE	Construct a five lane roadway from 116th Avenue NE to 124th Avenue NE. Key intersections at 116th, 120th and 124th Avenues NE.	88,000	Capacity	
BRC-3	BRCP	4	NE 15th/16th Street (Phase II)/124th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets	Extend five lane roadway from 124th Avenue NE to 136th Place NE with a key intersection at 130th Avenue NE. Widen 136th Place NE five to three-lanes between NE 16th Street and NE 20th Street (reduction occurs at the intersection); add a double westbound left turn on NE 20th Street.	115,000	Capacity	
BRC-4	BRCP	4	116th Avenue NE/NE 12th Street to 1600 block	Widen to five lanes north of the existing intersection. Add a double westbound left turn and a double eastbound left turn at 116th Avenue NE and NE 12th Street.	TBD	Capacity	
BRT-2	Part BROTS	4	116th Avenue NE/NE 12th Street	Add northbound right turn lane, extend eastbound left turn lane.	931	Capacity	90
BRC-5	BRCP	4	120th Avenue NE/Northup Way to NE 8th Street	Widen to five lanes. Extend/realign roadway between Old Bel-Red Rd and NE 8th St. Bike lanes from NE 8th to NE 15th Sts. Key intersections at NE 8th, 12th, 16th Streets and Northup Way.	36,162	Capacity	
BRC-6	BRCP	4	124th Avenue NE/Northup Way to Bel-Red Road	Widen to five lanes; between Northup Way and Bel-Red Road. Key intersections at Bel-Red Rd, NE 16th St, and Northup Way.	24,006	Capacity	
BRC-6a	BRCP	4	124th Avenue NE/Bel-Red/Old Bel-Red Road	Project scope is currently being identified through the continued Bel-Red Corridor Plan work. Current CIP Plan No. PW-I-91 for a design report of this intersection vicinity	TBD	Capacity	
BRC-7	BRCP	4	124th Avenue NE at SR-520	Construct ramps to and from the east	TBD	Capacity	
BRC-8	BRCP	8	124th Avenue NE/NE 8th Street	Add double southbound left turn lane.	TBD	Capacity	
BRC-9	BRCP	4	130th Avenue NE/NE 20th to NE Bel-Red Road	Widen to two lanes (NE 20th to NE 16th) to three lanes (NE 16th to Bel-Red Road) with turn pockets and on-street parking; shared bike lanes. Key intersections at NE 20th, NE 16th and Bel-Red Road. Current CIP Plan No. PW-R-122 for a design report along this corridor; assumed developer initiated improvements	6,773	Capacity	
BRO-2	148th MIP	9	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.	2,489	Capacity	168
BRO-3	BROTS N/S	12	148th Avenue NE at SR 520	Streamline/Rechannelize the southbound lanes on 148th Avenue to reduce friction and improve southbound flow.	TBD	Capacity	176
BRO-4	BROTS N/S	12	148th Avenue NE/NE 24th Street	Lengthen the westbound right turn lane on NE 24th Street and provide second westbound and eastbound left turn lanes; widen NE 24th Street to allow wide curb lanes for cyclists.	4,168	Capacity	157
BRC-17	BRCP	12	156th Avenue NE/NE 24th Street	Add an eastbound right turn lane and 2nd northbound left turn lane	TBD	Capacity	
BRT-10 BRC-18	Part BROTS BRCP	5	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.	5,572	Capacity	92
BRT-11	BROTS	5	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.	1,446	Capacity	
BRT-12 BRC-19	BROTS BRCP	12	Bel-Red Road/NE 24th Street	Add southbound right turn and northbound left turn lanes.	2,289	Capacity	102
BRO-8	TFP	12	Bel-Red Road/NE 20th Place	Install signal, eastbound left turn pocket, 5' bikelane and pedestrian crossing.(Cost of project without bikelane \$1,952K)	3,593	Safety Capacity	198
BRC-20	BRCP	4	NE 11th/12th Street to 116th Avenue NE Connection (across from Overlake Hospital)	Construct new 4/5 lane connection.	44,480	Capacity	
BRC-21 CIP-6	BRCP CIP	12	148th Avenue NE at Bel-Red Road	Construct an eastbound right turn lane, second westbound left turn lane, a westbound right turn lane and a second northbound left turn lane. (Current CIP Plan No. PW-I-76 description: Construct an eastbound right turn lane and second westbound left turn lane. Current 2007-2013 CIP funding \$6,977K)	14,266	Capacity	94
BRC-22 CIP-7	BRCP CIP	12	148th Avenue NE at NE 20th Street	Construct second eastbound, westbound, northbound and southbound left turn lanes; and southbound and westbound right turn lanes.(Current CIP Plan No. PW-I-78 description: Construct second eastbound and westbound left turn lanes. Current 2007-2013 CIP funding \$3,778K)	6,728	Capacity	101
BRO-9	TFP	5	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	400	Capacity	196
Downtown Area							
CPA-1	CPA	3	NE 8th Street/106th Avenue NE	Realignment of the roadway to the south will better utilize the new westbound travel lane (between 108th and 106th Avenues NE; funded in CIP) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way.	1,733	Capacity	
DIP-1	DIP	3	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	5,866	Capacity	172
CPA-2	CPA	3	112th Avenue NE/NE 2nd Street	Straighten and realign NE 2nd Street between 112th and 114th Avenues NE, add dual southbound left turn lanes and a northbound right turn lane.	1,871	Capacity	
CPA-3	CPA	3	Bellevue Way/NE 2nd Street	Add a northbound right turn lane and a second southbound left turn lanes.	884	Capacity	
CPA-4	CPA	3	Bellevue Way/NE 4th Street	Add a southbound right turn lane and a westbound right turn lane. Dual westbound left turn lanes.	1,681	Capacity	
CPA-5	CPA	3	Bellevue Way/NE 8th Street	Add southbound right turn lane.	1,254	Capacity	
DIP-4	DIP	3	NE 10th at I-405	Add half interchange (ramps) to/from the north. (\$500K in 2006-2017 TFP; NB ramp funded through WSDOT Braided ramp project)	5,000	Capacity	193
DIP-5	DIP	3	NE 2nd Street Extension and I-405 interchange	Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE. Add half interchange with I-405, to/from the south. (\$500K in 2006-2017 TFP)	70,500	Capacity	197
CPA-6	CPA	4	NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE and 120th Avenue from NE 4th Street to NE 8th Street	The ultimate project would design and construct a preliminary recommendation of the Wilburton/NE 8th Street Study. The roadway will consist of 5 vehicle lanes, bike lanes, sidewalks and will require construction of a sunken roadway and bridges for BNSF and Pedestrians. Neighborhood traffic mitigation will be evaluated to discourage cut through traffic on NE 5th Street east of 120th. This project will be coordinated with potential private development in the immediate vicinity. (\$1M placeholder in 2006-2017 TFP)	30,810	Capacity	207
CPA-7	CPA	3	NE 6th Street Extension	Extend the NE 6th Street HOV bridge over northbound I-405 to 116th Avenue NE and/or 120th Avenue NE	40,460	Capacity	
CBD-1	CBD	7	112th Avenue SE/SE 4th Street	Add a northbound left turn lane. (\$1M placeholder in 2006-2017 TFP)	2,597	Capacity	
Factoria, Eastgate and Areas south of I-90							
FES-1	FATS update	13	129 th Avenue SE/SE 38 th Street to Newport Way	Extend 129 th Avenue SE north to SE 38 th Street. Investigate traffic operations at the intersection of 129th Avenue SE and SE Newport Way. Consider signalization and channelization improvements if warranted.	4,586	Capacity	103
FES-2	FATS update	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.	372	Capacity Ped/Bike	
FES-3	E/I-90	10	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.	1,893	Capacity	154
FES-4	EBTP	10	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.	1429	Capacity	195
FES-5	E/I-90	10	156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp)	Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn.	777	Capacity	162
FES-6	FATS update	13	Factoria Boulevard at Newport Way	Construct back-to-back double left-turn pockets northbound at the Newport High School entrance and southbound at Newport Way. Re-locate the access to St. Margaret's church on Factoria Boulevard to align with the signal at the Newport High School access.	4,591	Capacity Safety	120
FES-7	Lakemont	11	Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE	Install signal and turn lanes at Cougar Mtn. Way/Lakemont Blvd. intersection; construct northbound left turn lane at 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.	2,912	Capacity Ped/Bike Safety	192
FES-8	Lakemont	11	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.	1,854	Capacity Ped/Bike Safety	205

Map #	Source Plan	MMA	Project Name, Location and Limits	Project Description	Total Project Cost Est. (\$000)	Project Need	2006-2017 TFP #
FES-9	FATS update	13	SE 40 th Lane/Factoria Boulevard	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.	277	Capacity	
FES-10	Lakemont	11	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).	1,000	Capacity	194
FES-11	Staff	9	148th Avenue intersection safety and reliability	This project would improve the safety and reliability at four signalized intersections along the 148 th Avenue corridor, including SE 24 th Street, SE 8 th Street, Main Street, and NE 8 th Street. The project would remove and replace aging wiring and poles to increase reliability and reduce signal malfunctions at these intersections that have not had any major upgrades since their construction in 1975.	1,000	Safety	
Funded/Partially Funded CIP Projects							
CIP-1	PB CIP	1	Northup Way/Bellevue Way to NE 24th Street	The Design Report process started in 2007 will refine the project scope and implementation phasing options. The cost estimate entails only placeholder funding for complete and/or phased implementation of the improvements identified by a 1996 corridor study, including sidewalks and bike lanes on both sides and a two-way center turn lane east of NE 33rd Place. The placeholder may also be used to fund interim safety improvements identified by the design report to improve conditions for vehicles, pedestrians, bicyclists, and transit riders until the ultimate improvements can be implemented. (\$1,467K is funded in the current 2007-2013 CIP; recommendation of the Bel-Red Corridor Project)	14,601	Capacity	79
CIP-2	CIP	3	110th Avenue NE/NE 4th Street to NE 8th Street	Widen from two through lanes to four through lanes between NE 4th Street and NE 6th Street to NE 8th Street. (Currently funded in the 2007-2013 CIP; 4th to 6th complete; funded for design only between 6th and 8th Streets)	317	Capacity	110
CIP-3	CIP DIP	3	NE 2nd Street/Bellevue Way to 112th Avenue NE	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. (\$6,000K is funded in the current 2007-2013 CIP)	29,000	Capacity	190
CIP-4	CIP BROTS	4	Northup Way/120th Avenue NE to 124th Avenue NE	Construct a second eastbound lane, and widen Northup Way/124th Avenue NE intersection to provide a northbound right turn lane and a second eastbound left-turn lane to the SR-520 ramp. (Currently funded in the 2007-2013 CIP, recommendation of the Bel-Red Corridor Project)	5,411	Capacity	91 106
CIP-5	CIP	9	West Lake Sammamish/north City limit to I-90	The cost estimate entails only placeholder funding for complete and/or phased design and implementation of the improvements identified by an alternative analysis process completed in 2005. 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. (\$5,250K is funded in the current 2007-2013 CIP)	36,750	Capacity Ped/Bike	78
CIP-8	CIP	3	Transit Now/Downtown Circulator	A downtown circulator to serve downtown residents, employees, and visitors. Phase one, service planning (funded in 2007) included evaluating spans of service and service frequency, evaluating demand and forecasting ridership, and estimating operating costs. Phase two covers an estimated five years of implementation, a joint effort with King County Metro, utilizing partnership funding created by the 2006 Transit Now initiative. The City may choose to participate financially in the acquisition of circulator vehicles, specifically low emission vehicles, if feasible. (\$1,000K is funded in the current 2007-2013 CIP) (This project is only a candidate for CIP inclusion)	2,800	Travel Options	
CIP-9	CIP	Citywide	Transportation Demand Management Program (PW-R-87), Enhancement	This program enhancement is to replicate programmatic successes, previously funded for the downtown core, in the city's other developing employment/residential centers (especially Bel-Red/Overlake and Factoria/Eastgate). The enhancement will also help to fill a budget gap created by state Commute Trip Reduction (CTR) funding decisions and support city efforts to meet aggressive performance targets set by the state's 2006 CTR Efficiency Act. Program enhancement may need to include additional FTE funding of approximately \$100K/yr. (This program enhancement is only a candidate for CIP inclusion)	730	Travel Options	
CIP-10	CIP	Citywide	Neighborhood Traffic Calming Program (PW-M-7), Enhancement	This program enhancement will allow for completion of a first phase of development of a Neighborhood Arterial Traffic Calming toolkit and the development of the Phase 2 evaluation and implementation of the toolkit elements. After further analysis, a future new program may be proposed to fund capital improvement projects for enhancing collector and minor arterial roadways through traffic calming efforts that will compliment the existing traffic calming program. Program enhancement may need to include additional FTE funding of approximately \$180K/yr. (This program enhancement is only a candidate for CIP inclusion)	TBD	Neighborhood Livability	
CIP-11	CIP	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)	3,800	Urban Design	

BBC = Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan (1988)
EBTP = East Bellevue Transportation Plan (1992)
TTF = Traffic Task Force (1998)
BROTS = Bel-Red/Overlake Transportation Study (1999)
DIP = Downtown Implementation Plan (2003)
E/I-90 = Eastgate/I-90 Corridor Study (2003)
148th MIP = 148th Avenue Mobility Improvement Package (2003)
Lakemont = Lakemont Boulevard Analysis (2004)
FATS update = Factoria Area Transportation Study update (2005)
CIP = 2007-2013 Capital Investment Program Plan
BRCP = Bel-Red Corridor Project Recommendations (2007)
CPA = Downtown Comprehensive Plan Amendment (2007)

CIP = Funded/Partially Funded CIP Projects
BRT
BRO = Bel-Red/Overlake Area projects
BRC = Bel-Red Corridor Project Recommendations
DIP
CBD = Downtown Area Projects
CPA = Downtown Comprehensive Plan Amendment
FES = Factoria, Eastgate and areas south of I-90

TBD = To Be Determined

