



MEMORANDUM

DATE: May 3, 2012

TO: Transportation Commission

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

SUBJECT: 2013-2024 Transportation Facilities Plan – Staff Preliminary Project Prioritization

Purpose

At the Commission meeting on May 10, staff will discuss with Commissioners the prioritization of projects for the 2013-2024 Transportation Facilities Plan (TFP) and present a staff preliminary project prioritization.

Background

At the Commission meeting on March 22, staff presented the score rankings of the 49 candidate Roadway-Intersection projects. And at the meeting on April 12, staff presented the score rankings of the 32 candidate Pedestrian-Bicycle projects. These separate rankings were determined according to the evaluation criteria and criteria weighting established by the Commission for each of the two categories of projects. Staff have now combined the two separate project lists and developed a preliminary priority order for the consolidated list of projects. The “Staff Preliminary Project Prioritization of 2013-2024 Candidate TFP projects” is attached. Projects above the bar labeled “Assumed funding ‘line’” are proposed to be included in the 2013-2024 TFP with some level of funding allocation. At the April 26 Commission meeting, staff shared with you a 2013-2024 Preliminary Revenue Forecast.

In addition to the established evaluation criteria for the two types of projects, considerations in the staff prioritization exercise included:

- Timing and coordination with other development (e.g., East Link, WSDOT projects);
- Public input and extent of prior public process associated with projects; and
- Extent of investment to date in project development.

Projects on the staff preliminary priority list include all projects proposed for inclusion in the 2013-2019 Capital Investment Program (CIP). These projects are identified in the Comments column in the attached list (and were discussed with Commissioners at the meeting on April 26). Staff recognizes that the preliminary priority list may not reflect emerging downtown transportation system priorities being generated and evaluated in the current Downtown Transportation Plan update process. Options for addressing this will be discussed further at the meeting.

Many of the projects on the list are proposed to have an amount of funding that is significantly short of what would be needed to fully implement the capital project. Reasons for proposing projects with provision for only a portion of necessary funding include,

- Project is phased and some part of the overall implementation is anticipated to fall outside of the 2013-2024 timeframe for this TFP. Examples of projects in this category include RI-132 124th Avenue NE and RI-137 130th Avenue NE.
- Project is in early concept phase and initial scoping and public engagement needs to occur so as to understand feasibility and cost, prior to moving ahead with design and implementation. Examples of projects in this category include PB-112 BNSF corridor and PB-120 140th Ave NE (bike lanes or path).
- Project is a potential candidate for grant funding and using City funds to advance the project design to a higher level will make the project a stronger candidate in grant funding processes. Projects in this category include PB-102 and PB-118 112th/108th from north City limit to NE 12th St.
- Project implementation is likely to be led by another party (typically WSDOT) or to occur in conjunction with the private development of adjacent property. Having a limited amount of City funding allocated can be helpful to facilitate project scoping, predesign or support implementation elements. The eleven projects just above the funding “line” (numbers 34-44 in the sequence) fall into this category. Including a project in the adopted TFP can also be helpful in cases where real property to implement a project is dedicated to the city in conjunction with adjacent development, as the value of the property for capacity projects included in the TFP can be used as a credit to offset the cost of the transportation impact fee that the development is obliged to pay.

Markups indicate proposed revisions to descriptions of some projects, consistent with evolving understanding of project scope and implementation phasing. A number of projects in the Bel-Red area include such revisions, as do several projects in other areas. Additional revisions to some project descriptions are anticipated and, where these are expected, there is indication in the Staff Comments field of the attached list. For indication of project locations, please refer to maps previously provided in the memo for the March 8 meeting. (The map of candidate Ped-Bike project locations was also included with the April 12 meeting memo; maps are also posted on the [Transportation Facilities Plan webpage](#) on the City website.)

Next Steps

Staff will return to the Commission in late May (prospective date, subject to Commission confirmation, is May 24,) with additional cost estimate detail and for refinement of project priorities. It is anticipated that a Commission recommendation for a final TFP project list can be established at the May 24 or a subsequent meeting in June.

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.

Attachment:

Staff Preliminary Project Prioritization of 2013-2024 Candidate TFP projects

Commi ssion Propo sed Rank #	Staff Propo sed Rank #	Score Rank # (per RI or PB criteria)	Tracking # for 2013- 2024 TFP process	Project Name, Location and Limits	Project Description (some details, particularly regarding phasing of project segments and implementation, may change)	Staff comments	Project element(s) proposed for 2013-2024 TFP	Proposed 2013- 2024 TFP funding allocation (\$000); best information currently available-- may change	Cumulative Cost (\$000)	Total cost (\$000); best information currently available-- may change	Source for project cost estimate
	1	RI.5	RI-111	NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE	Construct a 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.-Project will be designed not to preclude potential future uses of the BNSF RR corridor. 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.	2013-2019 CIP proposal to fund all phases of project.	Full implemen tation	30,800	30,800	2013-2019 CIP proposal (PW-R- 160)	
	2	RI.11	RI-112	120th Avenue NE improvements (stage 1)/ south of NE 4th to south of NE 12th 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.	2013-2019 CIP proposal to fully fund completion.	Full implemen tation	7,000	7,000	2013-2019 CIP proposal (PW-R- 161)	
	3	RI.1	RI-130	120th Avenue NE (stages 2, & 3 and 4)/ NE 8th Street to Northup Way/NE12th Street	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. 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 and includes a stream crossing of West Tributary. Project will follow Bel-Red urban design standards.	2013-2019 CIP proposal to fully fund completion of Stage 2. Specific language of project description may change (per analysis of Bel-Red project phasing now underway)	Full implemen tation	TBD			
	4			120th Avenue NE (stages 3 and 4)/ NE 12th Street to 18th Street and to Northup Way	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. The roadway cross section for stage 3 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; 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 and includes a stream crossing of West Tributary. Project will follow Bel-Red urban design standards.	Split from stage 2, per current plan for Bel-Red phasing. Specific language of project description may change (per analysis of Bel-Red project phasing now underway)	Design, partial implemen tation	TBD			
	5	RI.25	RI-156A	Northup Way/NE 33rd Pl to NE 24th Street and NE 24th St to the SR520 Regional Trail	<u>Option A:</u> Complete sidewalks and bike lanes on both sides of Northup Way (will not widen existing culvert at Yarrow Creek). Improvements to be designed to facilitate potential future widening for center turn lane. Additional elements include mid-block pedestrian crossings, a pedestrian bridge at the BNSF crossing and a multiuse pathway along the south side of NE 24th Street to connect to the existing terminus of the SR520 Trail. Partial funding from WSDOT. Project will link to improvements to the west to be built by WSDOT, from NE 33rd Place to Bellevue Way. Component of priority bicycle corridor EW-1: 520 Trail. Option B: Same elements as Option A, but include center turn lane for segment NE 33rd Place to 116th Ave NE (would require widening of culvert at Yarrow Creek).	2013-2019 CIP proposal to fund Option A (no center turn lane) for construction. \$8m funding from WSDOT	Full implemen tation	8,471		2013-2019 CIP proposal (PW-R- 146)	
	6	RI.2	RI-131	NE 15th Street (Phase Segment I)/ NE 12th Street to 124th Avenue NE	Construct multimodal corridor from NE 12th Street 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 NE 12th St, 120th and 124th Avenues NE. The overall roadway cross-section may include parking strips, ped/bike facilities, landscaping elements and will coordinate with the ST East Link rail corridor, including a nearby station at approximately 120th Ave NE.	Portion of this proposed for 2013-2019 CIP (segment 120th to 124th for 60% design). Specific language of project description may change (per analysis of Bel-Red project phasing now underway)	Design, partial implemen tation	5,366		2013-2019 CIP proposal (PW-R- 163)	

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	7	RI.3	RI-135	NE 15th/16th Street (Phase Segment II)/124th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets	Extend- multimodal corridor from 124th Avenue NE to 136th Place NE in accordance with predesign, with a key intersection at 130th Avenue NE. 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. Includes a stream crossing of West Tributary between 124th Ave and 130th Ave. No work to occur on 124th to 130th segment in 2013-2024 TFP timeframe.	Portion of this proposed for 2013-2019 CIP (design for segment 130th to 132nd, coordination as needed for 132nd to NE 20th). Specific language of project description may change (per analysis of Bel-Red project phasing now underway)	Design, partial implementatio n	TBD			
	8	RI.4	RI-132	124th Avenue NE/ Planned NE 15th 14th Street Extension to Northup 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 Street multimodal corridor/ST East Link and Northup Way.	Portion of this proposed for 2013-2019 CIP (pre-design for Bel-Red to NE 14th; 60% design for NE 14th to Northup)	Design, partial implementatio n	1,800		2013-2019 CIP proposal (PW-R-166)	
	9	RI.14	RI-143	Bellevue Way HOV lane/ 112th Ave SE "Y" to I-90	Widen Bellevue Way SE to add a southbound, inside HOV lane and 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.	Proposal for design of segment Y to P&R in 2013-2019 CIP, as well as coordination w/ST on segment P&R to I-90. Combine with PB-114; explore opportunity to achieve cost savings by substituting sidewalk along west curb line for path on east side of track.	Design, ___	TBD		2013-2019 CIP proposal (\$1.8m for design in 2013-2014; add'l funds needed for const).	
		PB.11	PB-114	112th Ave SE and Bellevue Way SE / SE 8th St to I-90 trail	Coordinate with East Link design process to develop a 10-14 foot-wide multiuse pedestrian and bicycle path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	Combine with RI-143.	-	-			
	10	PB.2	PB-129	Mountains to Sound Greenway/ Factoria Blvd to Lakemont Blvd	<u>Part 1</u> : Construct Mountains to Sound Greenway Trail as 10' or greater width paved multiuse trail beginning at the current end of the I-90 trail at Factoria Blvd. Route extends eastward along the north side of SE 36th St, follows a new independent alignment along the I-90 off-ramp to the 150th Ave SE at SE 37th St intersection, crosses 150th Ave SE and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (cross SE 37th St opposite Eastgate Plaza) trail route turns north and continues eastward adjacent to I-90 in WSDOT right-of-way to Lakemont Blvd. Design of the MTSG I-90 trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Consider revisions to Factoria Blvd/SE 36th Street intersection to enhance pedestrian and bicycle crossings. Identified as priority bike corridor EW-4. <u>Part 2</u> : Install boulevard treatment on roadway segments adjacent to MTSG trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping and public art. Coordinate with City's Urban Boulevards program.	Proposal for funding for 60% design in 2013-2019 CIP.	Design	430	TBD	Transportation Design Staff (cost est for 60% design)	

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	11	PB.9	PB-112	BNSF bike path/southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad 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 St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor. <u>Funding allocation is to support initial scoping of project and coordination with community and property owner.</u>	Favorable comments received in TFP public process. Proposal for design coordination w property owner and community in 2013-2019 CIP.	Pre-design	200		Unknown	2013-2019 CIP proposal
	12	RI.33	RI-116	West Lake Sammamish/north City limit to I-90	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.	Proposed for 2013-2019 CIP (limited additional funding, for purpose of identifying, scoping next phase)	Design, partial implementation	8,230			2013-2019 CIP proposal (PW-R-141)
	13	RI.6	RI-133	124th Avenue NE/Bel-Red Road to Planned NE 15th Street Extension	Widen to 5 lanes with sidewalks and bike lanes both sides. Project design may be coordinated with adjacent development, potentially including signalization at a new cross street.	Combine with RI-134 (124th/Bel-Red Rd intersection and segment immediately to the south)	Pre-design, partial design	TBD			2013-2019 CIP proposal
		RI.24	RI-134	124th Avenue NE/Bel-Red Road	Conduct pre-design study to identify appropriate improvements. Improvements may include 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; accommodate planned N-S bike lanes and provide new curb, gutter, and sidewalk adjacent to widening. The-funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.	Combine with RI-133 (124th Ave north of Bel-Red)		-			
	14	PB.1	PB-120	140th Ave NE/ NE 24th St to NE 8th St	<u>Option A:</u> Add 5 foot-wide bike lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. <u>Option B:</u> Develop off street multi-use paved path along east side of 140th Avenue NE, replacing separated gravel path that exists on much of segment; may be boardwalk for part of Bel-Red to NE 20th St segment. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	Combine w PB-116. Option B would address needed repair of boardwalk north of Bel-Red Rd.	Pre-design	TBD		Unknown	
		PB.23	PB-116	SR520 Trail connection/ 140th Avenue, east, as an on-	Add a 10-14 foot-wide off street path connecting the SR-520 Trail to 140th Avenue NE, <u>if feasible.</u> Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	Combine w PB-120		-			
	15	RI.8	RI-113	NE 6th Street Extension	Extend NE 6th Street from the I-405 HOV interchange to 120th Ave NE. The facility will be designed to accommodate multiple uses, including HOV, transit, general purpose and non-motorized. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The 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.	\$1m in current, 2011-2017 CIP; proposal to carry forward current project balance (~\$150K) in 2013-2019 CIP.	Placeholder	1,000			2013-2019 CIP proposal (PW-R-162)
	16	PB.6	PB-110	164th Avenue NE/SE - NE 18th Street to SE 14th Street	Designate bike shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. Stripe and sign 5 foot bike lanes between Northup Way and NE 6th Street. Accomodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street. Component of priority bike corridor NS-5 Spirit Ridge-Sammamish River Connection.	Overlay occuring in 2012. Proposed for 2013-2019 CIP (pre-design).	Presdesign	100		Unknown	2013-2019 CIP proposal

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	17	RI.9	RI-154	150th Avenue SE/ south of SE 38th St to Newport Way	Evaluate needs for improvements for segment south of SE 38th St to Newport Way. Issues to be considered include vehicular safety and circulation, pedestrian accommodation and bicycle mobility. Project located on Priority Bicycle Corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through predesign process and may include roadway widening and channelization changes, sidewalks, bike facility, street lighting and landscaping. (150th Avenue/Newport Way intersection-included in scope of this 150th Ave SE project-not Newport Way project).	Proposal for Annexation Area Analysis and Implementation project in 2013-2019 CIP.	Predesign	TBD		Unknown	
	18	PB.3	PB-105	Main Street/ 100th Avenue to 116th Avenue	Funding to support pedestrian and bicycle facility components of Main Street project, as identified in the-pre-design plan. Build out to plan conditions where impacted by East Link. Component of priority bike corridor EW-3 Lake to Lake Trail.			TBD			
	19	PB.4	PB-106	108th Avenue NE/ NE 12th Street to Main Street	108th Avenue NE Downtown corridor enhancement consisting of Great Streets, Midblock Crossing, Ped Corridor interface and bike lanes. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update. Component of priority bike corridor NS-1 Enatai-Northtown Connection.	Proposal for Early Implementation of Downtown Transportation Plan in 2013-2019 CIP.		TBD			
	20	PB.18	PB-107	SE 16th Street/148th Avenue SE to 156th Avenue SE	Add 5 foot bike lanes outside of 11 foot vehicles lanes on both sides of SE 16th Street. Construct new curb, gutter and 6' sidewalk and 4' planter, on north side between 148th and 154th Avenues NE. Component of priority bike corridor EW-3 Lake to Lake Trail.	Proposed for 2013-2019 CIP (60% design only).	Full implementation	3,600		3,600	Transportation Design staff.
	21	PB.5	PB-133	Eastgate Way/Richards Rd to SE 35th Place	Install bike lanes. Missing link in sidewalk between Richards Road and 139th Ave SE may be implemented in coordination with adjacent development.	Proposal for Early Implementation of Eastgate Subarea Plan in 2013-2019 CIP.		TBD			
	22	RI.10	RI-121	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.	Proposal for Early Implementation of Eastgate Subarea Plan in 2013-2019 CIP.		TBD		3,335	Eastgate/I-90 Trans Strategies Rpt. Cost for Option B roundabout is \$3.253m (est. assumes
	23	PB.7	PB-102	108th/112 th Avenue NE/ south of SR 520 to NE 12th Street	Add 5 foot bike lanes on both sides of 108th/112 th Avenue NE from Northup Way to NE 12 th Street. Construct a 6 foot-wide sidewalk along the west side of 112th Avenue NE from end of transportation trail south to NE 24th Street. Construct sidewalk on east side from NE 24th St to connect to existing sidewalk 450' south. Widen for turn pockets at NE 24th Street intersection. Component of priority bike corridor NS-2 Lake Washington Loop.	Combine with PB-118 (108th Ave bike lanes from N City Limit to Northup Way) Proposal for predesign N City Limit to NE 12th St in 2013-2019 CIP.	Predesign	200		TBD	
		PB.8	PB-118	108th Ave and NE 38th St/ northern city limits to Northup Way	Add 5 foot-wide bike lanes on 108th Avenue NE and NE 38th Street from the northern city limits to Northup Way. Component of priority bike corridor; NS-2: Lake Washington Loop Trail.	Combine with PB-102 (108th/112th Ave bike lanes from Northup Way to NE 12th) Proposal for predesign N City Limit to NE 12th St in 2013-2019 CIP.	-	-			
	24	RI.21	RI-137	130th Avenue NE/NE 20th to NE Bel-Red Road	Construct bike lanes, on-street parking and sidewalks between NE 16th and NE 20th Streets and widen to three lanes with bike lanes 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 may be phased, with segments from NE 16th-20th and Bel-Red Rd-NE 16th St.	Proposed for 2013-2019 CIP (predesign).		TBD			

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	25	RI.26	RI-147	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.	Evolving discussion with ST indicates at-grade alignment of rail now likely. Proposal for 2013- 2019 CIP for predesign of segment NE 16th to NE 20th. Staff discussion indicates extension of 134th to NE 20th is not just for local access, but also useful for overall circulation (esp WB to SB left turns at NE 20th); project description to be revised.		TBD			
	26	PB.13	PB-132	Hospital/NE 8th Street Station Access Improvements	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.	Provides opportunity to secure and develop efficient access routes (including direct route north of Whole Foods to hospitals) and consider options for ultimate access across NE 8th St (including consideration of potential BNSF trail).		TBD		Unknown	
	27	RI.17	RI-125	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th St and NE 24th St.	Construct improvements per 148th Master plan, as follows: 1) a third northbound thru lane on 148th from 350' south of Bel-Red Rd to the SR 520 EB on ramp, 2) a northbound right turn lane, and eastbound and westbound dual left turn lanes at 148th and Bel-Red Rd, 3) eastbound and westbound dual left turns lanes at NE 20th St and 148th, 4) extend the northbound and westbound right turn lanes at NE 24th St and 148th, 5) eastbound and westbound dual left turn lanes at NE 24th St and 148th, and 6) configure the northbound 3 lane approach on 148th at the SR 520 EB on ramp to right turn only, thru/optional HOV right turn, and thru only. Improvements at NE 24th Street will accommodate or implement wide lane E-W bicycle facility. Project may be phased with initial phase focusing on the north end of the 148th corridor. Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with design work for the 148th Ave NE Master Plan.	Proposed for 2013-2019 CIP (limited funding only).		250		2013-2019 CIP proposal (PW-R- 167)	
	28	PB.10	PB-130	Coal Creek Parkway/ 124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate path, existing bike lanes may be eliminated and roadway narrowed. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.		Pre-design	TBD		Unknown	
	29	RI.35	RI-122	Lakemont Blvd (Phase 1)/Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE	Install signal and turn lanes at Cougar Mtn. Way/Lakemont Blvd. intersection; construct northbound left turn lane on Lakemont Blvd. at SE 62nd Street; add sidewalk and bike lanes on east side between Cougar Mtn. Way and park; install planted medians where feasible.	Proposal for 2013-2019 CIP to evaluate options for Lakemont/ CMW intersection and design to 60% level.	Full implementatio n (intersection improvements only)	1,975		Transportation Dept Signal staff. Proposed funding level addresses intersection improvements only (design, ROW, const).	

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	30	RI.19	RI-150	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.		Placeholder	TBD			
	31	PB.15	PB-115	Lake Hills Connector/ Main St to 140th Ave SE	Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-3: Lake to Lake Trail.			TBD		Unknown	
	32	PB.12	PB-122	Lake Hills Connector/ Main St to 140th Ave SE	Add a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.			TBD		Unknown	
	33	RI.16	RI-144	150th Ave SE/Eastgate Way SE	Construct improvements. <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.			TBD	3,718	Eastgate/I-90 Trans Strategies Rpt. Option A est is \$3.718m; option B roundabout est \$5.209m	
	34	RI.13	RI-136	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 funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.		Placeholder	200			
	35	RI.29	RI-104	NE 10th at I-405	Add SB 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 pre-design or early implementation.		Placeholder	200			
	36	RI.22	RI-101	110th Avenue NE/NE 6th Street to NE 8th Street	Uncomplete segment remains between NE 6th and NE 8th Streets. Predesign completed-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.	Implementation to occur with adjacent development.	Placeholder	500	971	2009-2020 TFP (project TFP-110)	
	37	RI.32	RI-103	NE 2nd Street/Bellevue Way to 112th Avenue NE	Widen from three lanes with parking and turn pockets to five lanes,-consistent with the-NE 2nd Street Pre-Design plan. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.		Placeholder	500			
	38	RI.39	RI-108	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. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.		Placeholder	500			
	39	RI.41	RI-107	NE 8th Street/106th Avenue NE	Realignment of the roadway to the south will better utilize the third westbound travel lane (between 108th and 106th Avenues NE; funded in CIP-completed in 2009) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I- 405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.		Placeholder	500			
	40	RI.42	RI-109	Bellevue Way/NE 8th Street	Add southbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.		Placeholder	500			

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	41	RI.45	RI-110	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. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.		Placeholder	500			
	42	RI.51	RI-106	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. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.		Placeholder	500			
	43	RI.46	RI-140	129 th Place SE/SE 38 th Street to Newport Way	Connect the stub ends of 129 th Place SE to provide a through street connection between 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 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.		Placeholder	500	4,590	2009-2020 TFP (project TFP-103)	
	44	RI.15	RI-146	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.		Placeholder	500			
Assumed funding "line"											
	45	PB.25	PB-108	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	Construct sidewalk on north side where missing; wide curb lane bicycle facility.					4,250	2009-2020 TFP (project TFP-175)
	46	RI.12	RI-114	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.						
	47	PB.14	PB-103	NE 24th St/ 108th Ave NE to 112th Ave NE and 108th Ave NE/ NE 24th St to NE 12th St	Add wide bike shoulder on both sides NE 24th St and 108th Ave NE where not complete; shared lane markings may be suitable additional or alternative treatment for all or part of segment. Construct a 6 foot sidewalk on east side 108th Avenue from NE 24th Street to north of NE 19th Street. Component of priority bike corridor NS-1 Enatai-Northtown Connection.				3,860	2009-2020 TFP (projects TFP-235, TFP-236)	
	48	RI.18	RI-117	148th Avenue NE/NE 8th Street	<u>Option A:</u> Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. <u>Option B:</u> All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE.				5,060	2009-2020 TFP (project TFP-168 for Option A)	
	49	PB.16	PB-113	SE 8th St/112th Ave SE to Lake Hills Connector	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 112th Avenue SE to Lake Hills Connector. Evaluate impacts and feasibility of segment 114th/118th Ave SE to 121st Ave SE. Segment Lake Hills Connector to 114th/118th Ave SE is component of priority bike corridor EW-3 Lake to Lake Trail.				Unknown		
	50	RI.20	RI-152	116th Avenue NE/NE 12th Street	Add a double westbound left turn, a double eastbound left turn and a northbound right turn lane. Accommodate or implement planned 116th Ave bike lanes.	COMBINE WITH PB-111					
		PB.21	PB-111	116th Avenue NE/ NE 12th Street to Northup Way	Undertake preliminary design study to identify preferred dimensions and channelization for roadway, accommodation for bike lanes on either side, sidewalks and landscape strip (where feasible).	COMBINE WITH RI-152					
	51	PB.17	PB-126	NE 6th St/ 148 th Ave NE to 164th Ave NE	Add a 6 foot wide sidewalk and a 4 foot wide planter strip along one side of NE 6th Street from 148th Avenue NE to 164th Avenue NE where not complete.				Unknown		
	52	PB.19	PB-121	SE 8th St/ 114th Ave SE to Lake Hills Connector	Add a 5 foot-wide bike lane on the north side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor; EW-3: Lake to Lake Trail.				Unknown		

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	53	RI.23	RI-119	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.	Proposal for Early Implementation of Eastgate Subarea Plan in 2013-2019 CIP.			2,188	Eastgate/I-90 Trans Strategies Rpt.	
	54	RI.27	O-104	Factoria Transit Center	Work with transit partners to develop a Factoria Transit Center at Factoria Blvd and SE 38th St. Concept includes grade-separated pedestrian crossing on north leg, inline bus loading bays on either side of Factoria Blvd.						
	55	RI.28	RI-139	156th Avenue NE/NE 24th Street	Construct an eastbound right turn lane. Accommodate or implement wide lane bicycle facility on NE 24th St.						
	56	RI.30	RI-120	156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp)	<u>Option A:</u> 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, <u>Option B,</u> 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.				873	Eastgate/I-90 Trans Strategies Rpt; figure is for Option A. Option B roundabout est is 3,692	
	57	PB.20	PB-117	Lake Washington Blvd/ NE 10th St to 100th Ave NE	Add wide bike shoulders on Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete. Component of priority bike corridor; EW-3: Lake to Lake Trail.				Unknown		
	58	PB.22	PB-104	NE 40th Street/ 140th Avenue NE to 14500 block	Construct curb, gutter and 6' sidewalk on north side of NE 40th Street from 140th Avenue NE to east of the 14500 block. Wide curb lanes. Planter strip where feasible.				1,800	2009-2020 TFP (project TFP-171)	
	59	PB.24	PB-125	Lake Washington View Trail (97th Pl SE, Killarny Way SE, 104th Ave SE, SE 28th St,	Add sidewalk or paved path on the east or west side where not complete, planter strip where feasible; include bike shoulders where feasible between SE 11th and SE 16, particularly on uphill segments.				Unknown		
	60	RI.31	RI-155	Newport Way/ Somerset Blvd to Lakemont Blvd	Evaluate needs for corridor improvements. Issues to be considered include vehicular safety and circulation, pedestrian accommodation and bicycle mobility. Project elements will be determined through predesign process and may include turn pockets at key intersections, sidewalks, bike lanes, street lighting and landscaping. (150th Avenue/Newport Way intersection to be-addressed in 150th Avenue SE project).				Unknown		
	61	PB.26	PB-119	NE 24th St/ 140th Ave NE to 148th Ave NE	Add a wide outside lane on the south side of NE 24th Street from 140th Avenue NE to 148th Avenue NE where not complete. Portion from 140th Ave NE to NE 29th Place is a component of priority bike corridor; NS-4: Somerset-Redmond Connection.				Unknown		
	62	RI.34	RI-142	SE 40 th Lane/Factoria Boulevard	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.				280	2009-2020 TFP (project TFP-220)	
	63	RI.36	RI-105	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 funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.						
	64	RI.37	RI-129	Bel-Red Road/NE 20th Place	Install signal, eastbound left turn pocket and pedestrian crossing.				1,960	2009-2020 TFP (project TFP-198)	
	65	PB.27	PB-131	142nd Ave SE/SE 32nd St to SE 36th St	Widen walkway and install weather protection for pedestrians accessing transit stops at I-90 direct access ramp.						
	66	RI.38	RI-127	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.						

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	67	RI.40	RI-124	Lakemont Blvd (Phase 2)/Lewis Creek Park to 164th Ave SE	Option A: Install signal at 164th Ave SE/Lakemont Blvd. Or, Option B: Install roundabout. With either option construct sidewalk and bike lane on east side; add planted medians where feasible.						
	68	PB.28	PB-127	I-90 Tunnel/ SE37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to offer cyclists improved accommodation from SE 37th Street under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.						
	69	PB.29	PB-124	Forest Dr SE/ 147th Ave SE to Lakemont Blvd SE	Add 5 foot-wide bike lanes on Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.						
	70	RI.43	RI-118	148th Avenue intersection safety and reliability	This project would improve the safety and reliability at three signalized intersections along the 148 th Avenue corridor, including 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.						
	71	PB.30	PB-123	Highland Dr and 148th Ave SE/ SE 45th Pl to Forest Dr	Add a shared shoulder on Highland Drive and 148th Avenue SE from SE 45th Place to Forest Drive. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.						
	72	RI.44	RI-153	Northup Way/156th Avenue	Add median left-turn lane; bike lanes.						
	73	RI.47	RI-141	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.						
	74	PB.31	PB-128	156th Ave SE to I-90 Office Park/160th Ave SE	Upgrade the existing gravel/soft surface trail that connects 156th Ave SE to the I-90 Office Park to a 10' asphalt surface facility; project details will be finalized/coordinated with the Bellevue Airfield Park design process.	2013-2019 CIP proposal for Early Implementation of Eastgate Subarea Plan.			415	Eastgate/I-90 Trans Strategies Rpt.	
	75	RI.48	RI-151	131 st Avenue SE/132 nd Avenue SE between SE 36 th	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.						
	76	RI.49	RI-123	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.						
	77	RI.50	RI-102	106th/108th One Way Couplet	Convert roadways to function as a one-way couplet. 106th Avenue will function as a northbound one-way street and 108th Avenue will function as a southbound one-way street. 108th will include a single northbound contraflow lane between NE 4th and NE 8th Streets for transit buses only. Widen sidewalks along 106th Avenue. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update. Traffic modeling study performed in 2007 showed negative traffic impacts (an unexpected outcome).						
	78	PB.32	PB-109	Lake Hills Boulevard / 143rd Avenue SE to 148th Avenue SE	Construct new curb, gutter and six-foot sidewalk behind four-foot planter strip on both sides of the street while preserving the existing on-street bicycle facilities. Remove remaining European White Birch trees behind existing sidewalk and reconstruct the wood fence as necessary.				1,980	2009-2020 TFP (project TFP-199)	

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	79	RI.7	RI-156B	Northrup Way/NE 33rd Pl to NE 24th Street and NE 24th St to the SR520 Regional Trail	<u>Option A:</u> Complete sidewalks and bike lanes on both sides of Northrup Way (will not widen existing culvert at Yarrow Creek). Improvements to be designed to facilitate potential future widening for center turn lane. Additional elements include mid-block pedestrian crossings, a pedestrian bridge at the BNSF crossing and a multiuse pathway along the south side of NE 24th Street to connect to the existing terminus of the SR520 Trail. Partial funding from WSDOT. Project will link to improvements to the west to be built by WSDOT, from NE 33rd Place to Bellevue Way. Component of priority bicycle corridor EW-1: 520 Trail. <u>Option B:</u> Same elements as Option A, but include center turn lane for segment NE 33rd Place to 116th Ave NE (would require widening of culvert at Yarrow Creek).	Proposal to fund Option A (no center turn lane) in 2013-2019 CIP.					

"Other" Candidate Projects considered in the 2013-2024 TFP process (projects that don't fit the Roadway-Intersection or Ped-Bike category evaluation criteria)

O-100	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.	
O-101	Embedded trackway on at- grade rail segment(s)	Construct embedded trackway where East Link alignment is at-grade in the roadway median. Anticipated location is along NE 16th St and 136th Pl NE between 130th Avenue NE and NE 20th Street. Sound Transit design specifies tie and ballast rail bed for this location.	
O-102	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. Coordinate with City's Urban Boulevards program.	
O-105	Early Implementation of the Downtown Transportation Plan	Early Implementation of priority needs identified in the Downtown Transportation Plan Update (plan completion anticipated early 2013). This project will allow for the advancement of a subset of the Plan's recommendations. Work may include conducting pre-design studies that will inform future projects efforts that may be implemented over time through separate actions associated with future funding cycles.	Propose to revise project description to match language of CIP proposal.
O-106	Early Implementation of the Eastgate Subarea Plan	This project will allow for the advancement of a subset of the Plan's recommendations. Work may include conducting pre-design studies that will inform future projects efforts that may be implemented over time through separate actions associated with future funding cycles.	Potential addition to project list
O-107	East Link Analysis and Development		Potential addition to project list

LEGEND

- CIP Capital Investment Program Plan
- PB Pedestrian/Bicycle
- RI Roadway/Intersection
- TFP Transportation Facilities Plan

Pre-design Scope typically covers evaluation of alternatives for project features, public engagement, identification of potential phasing and magnitude of cost.

Design Scope typically covers design of project to 60% or 90% level, development of cost estimate for full implementation

Full implementation: Scope covers all costs to complete project (design, property acquisition, construction)

Placeholder Project is to be implemented by another party or if opportunity arises; funding allocation is to facilitate project scoping, pre-design or support implementation elements, as useful.