



# MEMORANDUM

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Date: May 6, 2010  
To: Transportation Commission  
From: Eric Miller, Capital Programming Division Manager  
Subject: 2011-2017 CIP Plan Update Process

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## Purpose

Staff will facilitate continued Commission discussion and input on the preliminary list of capital investment projects and programs recommended by Transportation Department staff to be submitted to the Budget One process.

## Background

At your April 29<sup>th</sup> meeting, staff presented and discussed lists of candidate CIP projects and programs under consideration as potential proposals to the Budget One process. Staff also outlined the Improved Mobility “Request for Results” and discussed the role the Commission may play in the budget process.

Commissioners requested some additional information on the projects (recent Commission prioritization information) and an approximation of the breakdown between proposed Roadway/Intersection investment vs. Walkway/Bikeway investment on the potential project submittal list.

## Study Session Discussion

Attachment 1 includes a listing of all adopted (TFP/CIP) transportation projects and other investments that are candidates for consideration in the Budget One Process. As described at your last meeting, a team of Transportation Department subject matter experts has evaluated this entire list and identified 27 (of the 75) projects it believes should be submitted to Budget One for consideration of some level of new, additional, or continued funding in the 2011-2017 CIP Plan period. The set of projects recommended for Budget One submittal are indicated in white (unshaded) at the top of the attached list. Projects are not listed in any priority order. The remainder of the list, shaded in gray, is not recommended for submittal to Budget One at this time.

Attachment 1 has been updated from the version provided for your meeting on April 29<sup>th</sup>. Updates to the listing include:

- A new column identifying the priority assigned to the project by the Transportation Commission (if applicable) during the 2009-2020 Transportation Facility Plan update process.
- Deletion of project CD-21 (Eastgate Subarea Plan Update) as this Planning & Community Development Department sponsored proposal will be submitted as an operating budget proposal.
- Shifting of project TFP-079 (Northup Way/Bellevue Way to NE 24<sup>th</sup> Street) from the “Projects Not Recommended for Proposal” section to be recommended. This is to reflect ongoing negotiations between the City and the Washington State Department of Transportation on a funding plan to implement improvements consistent with this project.

- Other minor updates to project funding proposal amounts and descriptive notes.

Analysis of the project list to determine the approximate value of Walkway/Bikeway investment versus non-Walkway/Bikeway investment was also undertaken. This information is never a pure representation of the issues as many roadway projects also include walkway and/or bikeway elements. For purposes of this analysis, three project funding proposal amounts were split 50-50 to reflect the multi-purpose, multi-benefit of the projects. These projects were TFP-078 (West Lake Sammamish Parkway), TFP-079 (Northup Way/Bellevue Way to NE 24<sup>th</sup> St) and TFP-160 (145<sup>th</sup> Place SE). Results of the analysis indicate the following approximated funding splits:

|   |           |      |
|---|-----------|------|
|   | (000)     |      |
| Walkway/Bikeway Dedicated Dollars:                    | \$ 45,340 | 39%  |
| Non-Walkway/Bikeway Dollars:                          | \$ 69,515 | 61%  |
| Total funding of proposals recommended for submittal: | \$114,855 | 100% |

The map and capital program candidate list provided for your last meeting have not been attached again here. Please refer to your April 29<sup>th</sup> packet (Attachments 2 and 3) for both the map of the TFP projects included on the updated Transportation Capital Project List described above (Attachment 1) and the listing of all currently adopted ongoing CIP programs (20). This information has not been changed.

Commission review and input on the recommended submittals from both of these lists is the primary purpose of this study session item at your meeting on May 13th. This will be the last opportunity for Commission input on the list of potential submittals. Staff is requesting Commission input related to projects on or missing from the recommended submittal list, or the recommended consolidation of certain ongoing CIP programs. For consideration in the Budget One process, all complete project and program capital proposals must be submitted no later than May 28, 2010.

Later in the process, the Commission will have the opportunity to review the initial ranking of the capital projects and programs as determined by the Improved Mobility (and/or other) Results Team. The Commission will also then have the opportunity to develop its own ranked listing of capital projects and programs for transmittal to and consideration by the City Council and the Improved Mobility Results Team before final budget decisions are made.

If you have questions or would like additional information in advance of the meeting, please feel free to contact me at 425-452-6246 or e-mail: [emiller@bellevuewa.gov](mailto:emiller@bellevuewa.gov) .

Attachment

# 2011-2017 Transportation Capital Project Candidate List

Budget One Proposal Recommendation - May 13, 2010 Commission Discussion

| 2009-2020 TFP# | CIP # | Previous TC Rank* | Project Name, Location and Limits  | Project Description  | X = Impact Fee Project | Estimated Total Project Cost (\$000s) | 2009-2015 CIP Adopted Budget (\$000) | 2011-2017 Funding Proposal (\$000) | Notes   |
|----------------|-------|-------------------|--|--|------------------------|---------------------------------------|--------------------------------------|------------------------------------|---|
| TFP-078        | R-141 | R2/PB2            | 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. Options for undergrounding existing overhead utilities and various project implementation phasing scenarios will be evaluated during the initial design process. The recommended funding allocation would significantly increase the existing CIP funding placeholder and make substantial progress toward implementation of corridor improvements. |                        | 36,000                                | 6,560                                | 6,900                              | Fully fund south segment (Approx \$8 million)   |
| TFP-079        | R-146 | R1                | Northup Way/Bellevue Way to NE 24th Street   | A Pre-Design process completed in 2008 has refined the project scope and implementation phasing options. Project elements include completion of sidewalks and bike lanes on both sides and a two-way center turn lane. The project may be divided in two phases: Phase 1, east of NE 33rd Place; and Phase 2, west of NE 33rd Place. The recommended funding allocation would fully fund Phase 1 only (A pre-design and implementation placeholder of \$1,467K is funded in the current CIP).  | X                      | 15,000                                | 1,467                                | 9,000                              | Consider WSDOT SR520 Project Schedule and implementation plans. Proposal funding assumes continuation of \$1 million in local funding placeholder to leverage \$8 million WSDOT contribution. |
| TFP-158        |       | PB1               | 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.  |                        | 3,740                                 |                                      | 3,740                              | Commission's top P/B priority for 2009-2020 TFP process.  |
| TFP-159        | WB-71 | CIP               | 108th Avenue SE/Bellevue Way to I-90   | Construct bike lanes on both sides and sidewalk on one side where missing, the side to be determined in the initial design process which will include community outreach/involvement facilitation.   |                        | 7,060                                 | 7,060                                | 4,500                              | Maintain full funding for project.  |
| TFP-160        | R-151 | CIP               | 145th Pl SE/SE 16th St to SE 24th St and SE 22nd St/145th  | Construct five foot bike lanes, curb, gutter and six foot sidewalk along both sides, a two-way center left-turn lane where needed, planted median islands and other landscaping where feasible on 145th Place SE from SE 16th Street (Kamber Road) to SE 24th Street. The project will modify the 145th Place SE/SE 24th Street intersection. This project will also provide curb, gutter and six foot sidewalks where missing along the north side SE 22nd from 145th Place SE to 156th Avenue SE. Other improvements include storm water drainage, detention and water quality treatment improvements, signing, striping, illumination enhancements, and irrigation.   | X                      | 7,538                                 | 7,538                                | 6,000                              | Maintain full funding for project.  |
| TFP-165        |       | DNR               | 124th Avenue Bicycle Trail/SE 38th Street to the I-90 Bicycle Trail                                    | Construct a 10' side paved multi-purpose trail connecting the north end of 124th Ave SE at SE 38th St to the existing Mountains to Sound Greenway trail along I-90. Also construct a mid-block crossing with refuge island on 124th Ave SE just south of SE 38th St.   |                        | 1,213                                 |                                      | 1,000                              | Fully fund complete project; project 80% funded by secured grants. Should project remain a subproject of Pedestrian Access Improvements Program (PW-W/B-56) or become standalone project?     |
| TFP-173        |       | PB9               | 108th/112 <sup>th</sup> Avenue NE - south of SR 520 to NE 12th Street                                  | Add 5 foot bike lanes on both sides of 108th/112 <sup>th</sup> Avenue NE from Northup Way to NE 12 <sup>th</sup> Street. Construct a 6 foot-wide sidewalk along the west side of 112th Avenue NE from end of transportation trail south to existing sidewalk 400 ft south of NE 24th Street. Widen for turn pockets at NE 24th Street intersection.  |                        | 3,730                                 |                                      | 200                                | Fund pre-design or a placeholder? Consider expanding scope to include segment between NE 12th Street and NE 6th Street to complete priority North-South Bicycle corridor?                     |
| TFP-175        | WB-75 | CIP               | SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy   | Construct sidewalk on north side where missing; widen curb lanes.  |                        | 4,250                                 | 4,250                                | 4,250                              | Maintain full funding for project.  |
| TFP-190        | R-150 | CIP               | 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. (\$7,454K is currently funded in the 2007-2013 CIP.) <i>The final design will be consistent with the outcomes of a currently ongoing NE 2nd Street and Main Street Pre-Design process.</i>  | X                      | 42,000                                | 5,554                                | 3,000                              | \$3 million is a placeholder. Continue to fund a ROW and implementation placeholder? How much?  |
| TFP-192        |       | R21               | 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.  | X                      | 2,920                                 |                                      | 650                                | Allocate funding to implement interim safety improvement at Lakemont/Cougar Mountain Way/SE 63rd Street intersection.   |
| TFP-198        |       | R10               | Bel-Red Road/NE 20th Place   | Install signal, eastbound left turn pocket and pedestrian crossing.  | X                      | 1,960                                 |                                      | 200                                | Fund pre-design and expand scope to evaluate extension of NE 20th Place through Ross Plaza to NE 20th Street. Scope expansion may necessitate Comprehensive Plan Amendment.                   |

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# 2011-2017 Transportation Capital Project Candidate List

Budget One Proposal Recommendation - May 13, 2010 Commission Discussion

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|----------------|-------|-------------------|--|--|------------------------|---------------------------------------|--------------------------------------|------------------------------------|---|
| TFP-207        | R-160 | CC/CIP            | NE 4th Street Extension - 116th to 120th Avenues NE            | This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment will be determined in coordination with existing and potential future development and with the ownership interests of the Burlington Northern Santa Fe (BNSF) railway corridor. The project will be designed not to preclude potential future uses of the BNSF corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project (Segment 1; CIP Plan No. PW-R-161). A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood. The initial project budget is intended to fund work associated with the project design phase only.  | X                      | 40,450                                | 3,600                                | 37,000                             | Mobility Initiative project. Fully fund complete project. Full funding may require associated revenue enhancement. Verify 2011-17 funding component.  |
| TFP-207        | R-161 | CC/CIP            | 120th Avenue NE Improvements (Segment 1) - NE 4th to NE 8th St | This project will widen 120th Avenue NE to five lanes, including two travel lanes in each direction with a center turn lane, turn pockets or planted medians, beginning south of NE 4th Street to south of NE 8th Street. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, a traffic signal at the NE 6th Street intersection, illumination, landscaping, irrigation, storm drainage and detention. The project will be designed and constructed to accommodate intersections with the NE 4th Street Extension, the planned extension of NE 6th Street, and other utility infrastructure. The project will also be coordinated with the planned future extension and realignment of 120th Avenue NE between NE 8th Street and NE 12th Street (120th Avenue NE Improvements, Segment 2) and continued widening of 120th Avenue NE between NE 12th Street and Northup Way (120th Avenue NE Improvements, Segment 3). The initial project budget is intended to fund work associated with the project design phase, the right of way acquisition and partially fund the construction phase.   | X                      | 9,900                                 | 8,600                                | 1,300                              | Mobility Initiative project. Fully fund complete project.   |
| TFP-208        | R-164 | CC/CIP            | 120th Avenue NE (Segment 2)/NE 8th Street to NE 12th Street    | This project will extend, realign and widen 120 <sup>th</sup> Avenue NE from NE 8 <sup>th</sup> Street to south of NE 12 <sup>th</sup> Street. This segment of the project includes all intersection improvements at NE 8 <sup>th</sup> Street. 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 Bel-Red urban design criteria, accommodate an intersection with Old Bel-Red Road and the relocation of utility infrastructure. The project will be coordinated with the 120 <sup>th</sup> Avenue NE improvements south of NE 8 <sup>th</sup> Street (Segment 1; CIP Plan No. PW-R-161) and continued widening of 120th Avenue NE between NE 12th Street and Northup Way (120th Avenue NE Improvements, Segment 3). The initial project budget is intended to fund pre-design work associated with the project scope described above. Project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red and Wilburton area capital investments or private developments. | X                      | 26,000                                | 190                                  | 725                                | Mobility Initiative project. Proposed funding will complete 60% design (for Bel-Red LID feasibility analysis and grant competitiveness) and preliminary environmental analysis. High community interest in NE 8th Street/120th Avenue NE realignment component associated with impact of NE 4th Street Extension. |
| TFP-208        |       | R3                | 120th Avenue NE (Segment 3)/NE 8th Street to Northup Way       | Widen to five lanes with sidewalks and bikelanes. Key intersection improvements at NE 12th St, the proposed 15th/16th St, and Northup Way.   | X                      | 16,100                                |                                      | 1,400                              | Mobility Initiative project. Proposed funding will complete 60% design (for Bel-Red LID feasibility analysis and grant competitiveness) and preliminary environmental analysis.   |

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|----------------|-------|-------------------|---|--|------------------------|---------------------------------------|--------------------------------------|------------------------------------|---|
| TFP-209        | R-163 | CC/CIP            | NE 15th Street Multi-Modal Corridor (Segment I)/116th Avenue at NE 12th Street to 124th Avenue NE | This project will implement a new multi-modal corridor consisting of two general purpose travel lanes in each direction; turn lanes at designated intersections; curbs, gutters and sidewalks on both sides; bicycle facilities incorporated within or adjacent to the corridor with regional trail connections; illumination; and storm drainage and detention. Other features may include provisions for local street connections and interim on-street parking. Accommodation for light rail guide ways, a light rail station at approximately 122nd Avenue NE, and other utility infrastructure needs will be included within the design of the project corridor. The project may also incorporate "green" elements, including urban open spaces, tree canopy with enhanced landscaping features, and natural drainage elements where practical. The project will modify existing or construct new signalized intersections at 116th Avenue NE, the reconnection of NE 12th Street, 120th Avenue NE, and 124th Avenue NE. Project implementation will be coordinated with existing and potential development, the Sound Transit East Link project, planned improvements to 120th and 124th Avenues NE, and future NE 15th/16th Street improvements east of 124th Avenue NE. The initial project budget is intended to fund pre-design and environmental analysis work associated with the project scope described above, and the purchase of one parcel on which Council has authorized an option to buy. Implementation of the project may occur in phases or include interim facilities dependent upon funding availability and coordination with East Link development. | X                      | 85,000                                | 1,000                                | 5,800                              | Mobility Initiative project. Proposed funding will complete 60% design (for Bel-Red LID feasibility analysis and grant competitiveness), preliminary environmental analysis, and acquisition of a parcel on which Council entered into option to purchase (\$3.2M). |
| TFP-210        |       | CC                | 124th Avenue NE/Proposed NE 15th/16th Street Extension to Northup Way                             | Widen to five lanes with sidewalks. Key intersections at NE 15th/16th Street and Northup Way.  | X                      | 19,000                                |                                      | 1,800                              | Mobility Initiative project. Proposed funding will complete 60% design (for Bel-Red LID feasibility analysis and grant competitiveness) and preliminary environmental analysis.   |
| TFP-211        | R-161 | CC/CIP            | NE 6th Street Extension   | This project will conduct a pre-design analysis for the extension of NE 6th Street from its current termini in the median of I-405 to the east over the northbound lanes of I-405 and 116th Avenue NE to a new intersection with 120th Avenue NE. HOV/Transit vehicles would be allowed on the segment between 112th Avenue NE and the Burlington Northern Santa Fe (BNSF) railway corridor. General purpose traffic would be allowed along the segment between the BNSF corridor and 120th Avenue NE to access parcels abutting the extension. Improvements may include two lanes in each direction with turn lanes at the signalized intersections with the I-405 HOV ramps and 120th Avenue NE; illumination; landscaping and irrigation along the at-grade segments; storm drainage and detention; and other utility infrastructure. The project may also include a new, up to 14-foot wide, non-motorized pathway adjacent to the south side of NE 6th Street between 112th Avenue NE and 120th Avenue NE. Future uses or connections to the BNSF corridor will not be precluded. The project will also be coordinated with existing and potential development in the vicinity, with the Sound Transit East Link project, the I-405 Master Plan, and with the 120th Avenue NE Improvements project (Segment 1; CIP Plan No. PW-R-161).  | X                      | 68,000                                | 1,000                                | 500                                | Mobility Initiative project. Complete pre-design phase. No new funding.   |
| TFP-217        |       | R19               | 124th Avenue NE at SR-520   | Construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.  |                        | TBD                                   |                                      | 250                                | Fund a pre-design phase.  |
| TFP-230        |       | PB6               | 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. This funding would cover the estimated shortfall and allow for the inclusion of bike lanes between NE 12th and NE 8th Streets and between NE 4th and Main Streets.  |                        | 1,750                                 |                                      | 200                                | Great Streets implementation candidate. Propose out-year (post East Link decisions) pre-design investment.  |
|                | R-155 | CIP               | Traffic Computer System Upgrade   | This project will replace the existing traffic computer system software and hardware, and upgrade the field communications systems connecting the computer with remote traffic control equipment citywide. The project budget will also fund four staff positions, three in the Transportation Department and one in the Information Technology Departments, charged with the design, implementation, and ongoing operations of the new systems.   |                        |                                       | 3,308                                | 700                                | Maintain full funding for project.  |
|                | R-159 | CIP               | East Link Analysis and Development  | Participate with Sound Transit and other potential project partners to advance the planning, analysis, and design of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City-sponsored projects and programs. Key tasks include transportation demand modeling; traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.   |                        |                                       | 1,070                                | 1,500                              | Placeholder for additional funding needed in 2011 and beyond.   |

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|----------------|--------|-------------------|--|--|------------------------|---------------------------------------|--------------------------------------|------------------------------------|--|
|                | W/B-76 | DNR               | Neighborhood Sidewalks   | This program funds the pre-design, design and construction of sidewalk projects in neighborhoods throughout the city. Neighborhood sidewalks are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. Individual projects are selected in part based on strong and sustained community support demonstrated through other programs such as the Neighborhood Enhancement Program (CIP Plan No. NEP-1). Project costs, typically in the range between \$500,000 and \$1,500,000, exceed the financial capacity of ongoing minor capital programs like NEP or Pedestrian Access Improvements (CIP Plan No. PW-W/B-56), but the projects often do not compete well for stand-alone CIP project funding.  |                        |                                       | 2,500                                | 21,000                             | Proposal intended as an allocation toward a neighborhood sidewalk program - in place of numerous individual neighborhood sidewalk projects not currently recommended for submittal to Budget One. May be converted into a broader neighborhood investment program?   |
|                | W/B-77 | CIP               | Downtown Mid-Block Crossings                                   | This project will identify, design, and install signalized mid-block pedestrian crossings at select locations Downtown. Project locations will be determined in coordination with Traffic Operations staff and the downtown community. The installation of signalized mid-block pedestrian crossings at key locations will help to create a network of pedestrian routes which will break-down the scale of downtown superblocks and reinforce the importance of the pedestrian in the urban environment. This project will consider location, geometric design elements, weather protection, lighting, aesthetic treatments, and traffic progression and delay.   |                        |                                       | 1,100                                | 500                                | Placeholder to fund +/- 3 additional crossings. Should this project be rolled into a new, broader Pedestrian Safety Program request?   |
|                |        | DNR               | 148th Avenue NE Master Plan (Phase 1) - Bel-Red Road to SR-520 | The 148th Avenue NE Master Plan would be implemented in collaboration with the City of Redmond. Phase I components of the Master Plan include the following:<br>-Implement a portion of the northbound through lane on 148th Avenue NE between the NE 22nd Street signal and the SR 520 eastbound on-ramp using the existing right turn lanes;<br>-Widen 148th Avenue NE between NE 22nd Street and NE 24th Street to maintain the designated northbound right turn lane;  |                        |                                       |                                      | 200                                | Scope developed in collaboration with City of Redmond staff associated with review of 1999 BROTS Interlocal Agreement and updated planning efforts conducted in each city. Proposal an alternative to funding TFP Nos. 94/101 (CIP Nos. PW-I-76/78). Fund a pre-design phase dependent upon coordination with Redmond staff. |
|                | R-153  | CIP               | Early Implementation of the Bel-Red Subarea Plan               | The Bel-Red Corridor Project (CIP Plan No. ED-5) a joint PCD and Transportation planning study was finalized in 2007. The BEL-Red Plan provides a longterm land use vision for the area that will likely be of higher density than under the current conditions, and therefore will require investments in transportation infrastructure and other city facilities. This early implementation project will fully or partially fund follow-up planning work, conceptual design studies, property acquisition and other implementation activities to advance the plan's key recommendations.<br>Follow-up planning work, including station area planning to further refine development strategies and improvements focused around future light rail stations in the corridor. Work could also include development of design standards or development strategies to advance the adopted land use vision. Early design studies for potential projects could include reconfiguring the NE 8th Street/120th Avenue NE intersection, extending NE 16th Street to the west of 132th Avenue NE, improving 120th Avenue NE and/or 124th Avenue NE between Bel-Red Road and Northup Way, extending NE 10th Street to the east of 116th Avenue NE, providing for neighborhood protection from cut-through traffic, and improving pedestrian and bicycle facilities. Funding in this project may also support Bellevue's portion of necessary analyses of land use, transportation, and/or environmental conditions to update the joint Bel-Red/Overlake Transportation Study agreement in coordination with the City of Redmond. |                        |                                       | 3,625                                | 700                                | No new funding, only estimate of carryforward of unspent existing budget.  |
|                | I-83   | CIP               | Redmond BROTS Projects   | Various roadway and intersection improvements that will increase the vehicle capacity at Redmond BROTS project locations. Specific improvements are described in an Interlocal Agreement between the City of Bellevue and the City of Redmond, entered into on September 30, 1999, and as thereafter amended. This CIP project will fund the City of Bellevue's percentage share of these projects as defined in the Agreement.  |                        |                                       | 1,546                                | 840                                | Maintain funding to accommodate potential Redmond BROTS project implementation by Redmond or Microsoft.  |
|                | R-157  | CC/CIP            | Transit Now/Downtown Circulator                                | A downtown circulator has been proposed that would serve downtown residents, employees, and visitors. Phase one, service planning, in 2007, will include 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. Funding breakdown is as follows: Phase 1 = \$100,000; Phase 2 = \$900,000  |                        |                                       | 1,000                                | 1,000                              | Remains funded CIP project. KC partnership agreement. Out-year resurrection.   |

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| <b>PROJECTS NOT RECOMMENDED FOR PROPOSAL AT THIS TIME</b> |       |                   |   |   |                        |                                       |                                      |                                    |   |
| TFP-090   |       | R7                | 116th Avenue NE/NE 12th Street to 1600 block                            | Widen to five lanes north of the existing intersection. Add a second eastbound left turn and northbound right turn at 116th Avenue NE and NE 12th Street. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$5,000K funding allocation is a magnitude of cost estimate to be used until an engineer's estimate can be developed.   | X                      | TBD                                   |                                      |                                    | Fund a pre-design phase or evaluate through "Early Implementation of the Bel-Red Subarea Plan?" |
| TFP-094   | I-76  | CIP               | 148th Avenue NE at Bel-Red Road   | Construct an eastbound right turn lane and second westbound left turn lane. <i>Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.</i>   | X                      | 6,977                                 | 6,977                                |                                    |   |
| TFP-101   | I-78  | CIP               | 148th Avenue NE at NE 20th Street                                       | Construct second eastbound and westbound left turn lanes. <i>Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.</i>   | X                      | 3,778                                 | 3,778                                |                                    |   |
| TFP-102   |       | R22               | Bel-Red Road/NE 24th Street   | Add southbound right turn and northbound left turn lanes. <i>Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.</i>   | X                      | 2,290                                 |                                      |                                    |   |
| TFP-103   |       | R16               | 129 <sup>th</sup> Place SE/SE 38 <sup>th</sup> Street to Newport Way    | Extend 129 <sup>th</sup> Place SE north to SE 38 <sup>th</sup> Street. Investigate traffic operations at the intersection of 129th Place SE and SE Newport Way. Consider signalization and channelization improvements if warranted. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.  |                        | 4,590                                 |                                      |                                    |   |
| TFP-110   | R-139 | CIP               | 110th Avenue NE/NE 4th Street to NE 8th Street                          | Uncomplete segment remains between NE 6th and NE 8th Streets. Funding allocation may be used to finalize project design only for a five-lane roadway section with sidewalks where missing. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.   | X                      | 971                                   | 971                                  |                                    |   |
| TFP-120   |       | R20               | Factoria Boulevard at Newport Way                                       | Construct a second southbound left-turn lane at Newport Way and modify the channelization on the eastern leg of the Factoria Blvd/Newport Way intersection to receive the two lanes of turning traffic; reconfigure the intersection between Factoria Blvd and the access to Newport High School, including relocation of the Factoria Blvd access to St. Margaret's church to become an eastern leg of the intersection. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation. | X                      | 4,600                                 |                                      |                                    |   |
| TFP-154   |       | R9                | 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. <i>Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.</i>  | X                      | 1,900                                 |                                      |                                    | Eastgate Subarea Plan early implementation?   |
| TFP-156   |       | DNR               | SE 60th Street/Lake Washington Blvd to Coal Creek Parkway (Phase 2)     | Construct bike lanes and sidewalks on both sides where missing; sidewalk on one side between Coal Creek Parkway and 129th Avenue SE. Phase 1 completed sidewalks on the south side between Lake Washington Blvd and 119th Avenue NE and on the north side between 119th Avenue NE and 129th Avenue NE (CIP Plan No. W/B-72)   |                        | 5,000                                 |                                      |                                    |   |
| TFP-157   |       | R17               | 148th Avenue NE/NE 24th Street  | Lengthen the westbound right turn lane on NE 24th Street and provide second westbound left turn lane; widen NE 24th Street to allow wide curb lanes for cyclists. <i>Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.</i>   | X                      | 4,170                                 |                                      |                                    |   |
| TFP-162   |       | R31               | 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. <i>Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.</i>  | X                      | 780                                   |                                      |                                    | Eastgate Subarea Plan early implementation?   |
| TFP-164   |       | PB12              | 173rd Avenue NE - Northup Way to City limits                            | Construct curb, gutter and 6' sidewalk on east side where missing; accommodate future bike lane.  |                        | 1,360                                 |                                      |                                    | Neighborhood S/W Project  |
| TFP-168   |       | R4                | 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.  | X                      | 5,060                                 |                                      |                                    |   |
| TFP-171   |       | PB7               | 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                                 |                                      |                                    | Neighborhood S/W Project  |
| TFP-172   |       | R32               | 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  |                        | 5,870                                 |                                      |                                    |   |

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|----------------|-------|-------------------|---|---|------------------------|---------------------------------------|--------------------------------------|------------------------------------|--|
| TFP-193        |       | R18               | NE 10th at I-405  | Add half interchange (ramps) to/from the north. (Northbound ramp funded through WSDOT Braided ramp project). This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.  |                        | 500                                   |                                      |                                    | Consider WSDOT I-405 Master Plan Schedule and implementation plans. Fund a placeholder to leverage WSDOT coordination/partnership?       |
| TFP-194        |       | R35               | 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.   |                        | 1,000                                 |                                      |                                    |  |
| TFP-195        |       | R27               | 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. <i>Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.</i>  | X                      | 1,430                                 |                                      |                                    | Eastgate Subarea Plan early implementation?  |
| TFP-196        |       | R15               | 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.  |                        | 820                                   |                                      |                                    |  |
| TFP-197        |       | R11               | NE 2nd Street Extension and I-405 interchange   | Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE; add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.   |                        | TBD                                   |                                      |                                    | Consider WSDOT I-405 Master Plan Schedule and implementation plans. Fund a placeholder to leverage WSDOT coordination/partnership?       |
| TFP-199        |       | CC/DNR            | Lake Hills Blvd/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                                 |                                      |                                    | Neighborhood S/W Project   |
| TFP-205        |       | R14               | 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.  | X                      | 1,860                                 |                                      |                                    |  |
| TFP-213        |       | R5                | 124th Avenue NE/Bel-Red Road to Planned NE 15th/16th Street Extension                                       | Widen to 5 lanes with sidewalks. The \$500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.  | X                      | 9,200                                 |                                      |                                    | Fund a pre-design phase or evaluate through "Early Implementation of the Bel-Red Subarea Plan?"  |
| TFP-214        |       | R8                | 124th Avenue NE/Bel-Red/Old Bel-Red Road  | Project scope is currently being analyzed/refined through continued Bel-Red Corridor Plan work. Until completion of the continued analysis, the project scope may be defined as follows: Provide a second westbound left turn lane, a southbound right turn lane and widen 124th Avenue NE to provide a second southbound lane between Bel-Red Rd. and Old Bel-Red Rd; upgrade signal equipment; and provide new curb, gutter, and sidewalk adjacent to widening. The \$3,000K funding allocation is a magnitude of cost estimate to be used until an engineer's estimate can be developed. | X                      | TBD                                   |                                      |                                    | Fund a pre-design phase or evaluate through "Early Implementation of the Bel-Red Subarea Plan?"  |
| TFP-215        |       | R12               | 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. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.   |                        | 181,000                               |                                      |                                    | Consider Sound Transit Project Schedule and implementation plans. Fund a placeholder to leverage Sound Transit coordination/partnership? |
| TFP-216        |       | R13               | 112th Avenue NE/NE 2nd Street   | Straighten and realign NE 2nd Street between 112th and 114th Avenues NE, add dual southbound left turn lanes and a northbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.   | X                      | 1,880                                 |                                      |                                    | Intention to implement in coordination with private development or at time of NE 2nd Street Extension project (TFP-197).                 |
| TFP-218        |       | R23               | 130th Avenue NE/NE 20th to NE Bel-Red Road  | Construct turn lanes, shared bike lanes, on-street parking and sidewalks between NE 16th and NE 20th Streets and widen to three lanes with shared bikelanes and sidewalks between NE 16th Street and Bel-Red Road. Key intersections at NE 20th, NE 16th and Bel-Red Road. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.   |                        | 6,780                                 |                                      |                                    | Fund a pre-design phase or evaluate through "Early Implementation of the Bel-Red Subarea Plan?"  |
| TFP-219        |       | R24               | 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. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.  | X                      | 1,740                                 |                                      |                                    | Fund pre-design or a placeholder to leverage private development coordination/partnership? Further discussion. (Mark P.)                 |
| TFP-220        |       | R25               | SE 40 <sup>th</sup> Lane/Factoria Boulevard   | Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.  | X                      | 280                                   |                                      |                                    |  |

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|----------------|-------|-------------------|---|---|------------------------|---------------------------------------|--------------------------------------|------------------------------------|---|
| TFP-221        |       | R26               | 148th Avenue intersection safety and reliability                                  | This project would improve the safety and reliability at four signalized intersections along the 148 <sup>th</sup> Avenue corridor, including SE 24 <sup>th</sup> Street, SE 8 <sup>th</sup> Street, Main Street, and NE 8 <sup>th</sup> 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                                 |                                      |                                    | Continue to address intersections as feasible through on-going Major Maintenance program. |
| TFP-222        |       | R28               | Bellevue Way/NE 4th Street  | Add a southbound right turn lane and a westbound right turn lane. Dual westbound left turn lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.  | X                      | 1,690                                 |                                      |                                    | Intention to implement in coordination with private development.                          |
| TFP-223        |       | R29               | Bellevue Way/NE 8th Street  | Add southbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.  | X                      | 1,260                                 |                                      |                                    | Intention to implement in coordination with private development.                          |
| TFP-224        |       | R30               | Bel-Red Road/NE 20th Street   | Add southbound right turn lane; convert westbound lanes on NE 20th Street to provide left turn, left turn/through and through/right turn lanes. <i>Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.</i>   | X                      | 1,450                                 |                                      |                                    |   |
| TFP-225        |       | R33               | Bellevue Way/NE 2nd Street  | Add a northbound right turn lane and a second southbound left turn lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.  | X                      | 890                                   |                                      |                                    | Intention to implement in coordination with private development.                          |
| TFP-226        |       | R34               | NE 11th/12th Street to 116th Avenue NE Connection (across from Overlake Hospital) | Construct new 4/5 lane connection. The \$500K funding allocation represents only a placeholder that may be used to initiate project pre-design or early implementation.   |                        | 44,480                                |                                      |                                    |   |
| TFP-227        |       | PB3               | 123rd Avenue SE - SE 60th Street to SE 64th Place                                 | Construct curb, gutter and 6' sidewalk on west side where missing between SE 60th Street and SE 64th Place; sign bike route.  |                        | 1,050                                 |                                      |                                    | Neighborhood S/W Project  |
| TFP-228        |       | PB4               | 148th Avenue SE - SE 44th Street to SE 46th Street                                | Construct curb, gutter and 6' sidewalk, 14' (15' uphill) travel lane on the west side of street. Connect to existing sidewalk north of SE 44th St (within King county) to existing sidewalk south of SE 46th St.  |                        | 1,060                                 |                                      |                                    | Neighborhood S/W Project  |
| TFP-229        |       | PB5               | 116th Avenue SE - SE 60th Street to Newcastle Way                                 | Construct curb, gutter and 6' sidewalk on the east side of the street. Curb 14' from center of roadway.   |                        | 1,340                                 |                                      |                                    | Neighborhood S/W Project  |
| TFP-231        |       | PB8               | SE 7th Place - Lake Hills Connector to cul-de-sacs                                | Construct curb, gutter and 6' sidewalk on one side, the side to be determined in the initial design process which will include community outreach/involvement facilitation.   |                        | 1,030                                 |                                      |                                    | Neighborhood S/W Project  |
| TFP-232        |       | PB10              | 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.   |                        | 7,400                                 |                                      |                                    |   |
| TFP-233        |       | PB11              | 130th Place/Avenue SE/Newport Way to SE 47th Place                                | Construct curb, gutter and 6' sidewalk, where missing, on the east side of the street.  |                        | 1,510                                 |                                      |                                    | Neighborhood S/W Project  |
| TFP-234        |       | PB13              | Main Street - 100th Avenue to 116th Avenue  | Funding to support pedestrian and bicycle facility components of Main Street project - currently in a pre-design process.   |                        | 500                                   |                                      |                                    |   |
| TFP-235        |       | PB14              | 108th Avenue NE - NE 24th Street to NE 12th Street                                | Add wide bike shoulder on both sides where not complete. Construct a 6 foot sidewalk on east side from NE 24th Street to north of NE 19th Street.   |                        | 2,350                                 |                                      |                                    | Neighborhood S/W Project  |
| TFP-236        |       | PB15              | NE 24th Street - 108th Avenue NE to 112th Avenue NE                               | Add a wide bike shoulder on both sides of NE 24th from 108th to 112th Avenues NE.   |                        | 1,510                                 |                                      |                                    |   |
| TFP-237        |       | PB16              | 123 <sup>rd</sup> Avenue SE - SE 20 <sup>th</sup> to SE 26 <sup>th</sup> Streets  | Construct curb, gutter and 5' sidewalk, place curb 14' from center of the roadway on the east side of the street. Parking bays where feasible.  |                        | 950                                   |                                      |                                    | Neighborhood S/W Project  |
| TFP-239        |       | DNR               | 156th Avenue NE/NE 24th Street  | Construct an eastbound right turn lane.   | X                      | 990                                   |                                      |                                    |   |

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|----------------|-------|-------------------|-------------------------------------|--|------------------------|---------------------------------------|--------------------------------------|------------------------------------|---|
|                | R-147 | CIP               | Implementation of the Downtown Plan | The Downtown Implementation Plan (DIP) was completed in June 2003, and the Downtown Subarea Plan in the Bellevue Comprehensive Plan was updated and adopted by the City Council in December 2004. The new DIP contains Transportation, Parks, Urban Design, and Fire & Life Safety implementation measures spread over the next 20 years to further downtown Bellevue's evolution as an Urban Center. Early work, in the first few years after plan completion, will focus on a small subset of the plan recommendations. The early work will ensure that new public and private development is consistent with plan direction, and preserve opportunities for future implementation. The funding in this project will be used to conduct early design studies for potential projects such as a one-way couplet on 106th & 108th Avenues, mid-block pedestrian crossings, arterial street operational optimization, streetscape improvements and a downtown wayfinding system. Design studies may lead to direct implementation or refinement of concepts that can be implemented incrementally over time through separate actions. The studies will help capitalize on opportunities to leverage outside funding and other support for regional projects and improvements in Downtown and the I-405 and SR 520 corridors. Work will also be done to examine the land use and transportation assumptions used in the DIP (which had a 2020 horizon year) and extend the analysis to 2030, to be consistent with recent planning efforts in the Bel-Red corridor, the Wilburton subarea, Sound Transit's East Link project, and other initiatives. This work may identify additional transportation improvements that would be needed in the longer term. |                        |                                       | 750                                  |                                    | Discontinue or allocate additional funds; how much? |
|                | R-158 | CIP               | Downtown Great Streets              | This project will design and construct urban design elements to soften and "green" streets throughout downtown to enhance the pedestrian environment. A Great Streets manual, under development in 2007, identifies improvements to five selected corridors (NE 4th Street, NE 8th Street, 106th Avenue NE, 108th Avenue NE and Bellevue Way). In addition, the manual provides a toolkit of treatments that can 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.  |                        |                                       | 1,000                                |                                    |   |
| <b>Totals:</b> |       |                   |                                     |  |                        | <b>\$724,566</b>                      | <b>79,323</b>                        | <b>114,855</b>                     |   |

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