



MEMORANDUM

DATE: May 17, 2012

TO: Transportation Commission

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

SUBJECT: 2013-2024 Transportation Facilities Plan –Project Prioritization

Purpose

Develop a Transportation Commission recommendation for a preliminary list of projects and revenue allocations to include in the 2013-2024 Transportation Facilities Plan (TFP).

Background

At the Commission meeting on May 10, Commissioners reviewed the staff recommended prioritization of candidate projects for the TFP. A ranking of projects per the evaluation criteria provided the starting point for the staff prioritization process. For prioritization purposes, additional considerations included timing and coordination with other development (including Sound Transit East Link and WSDOT projects), public input and extent of prior public process associated with projects as well as the extent of investment to date associated with certain projects.

The attached project list remains in the staff preliminary priority order discussed with the Commission on May 10. Since the May 10 meeting, the project list has been updated to include additional or revised information regarding costs or funding allocations for some projects. Also incorporated are revisions to descriptions of several projects, particularly in the Bel-Red area, consistent with evolving understanding of the scope and implementation phasing. Where project descriptions have been revised, there is indication in the Staff Comments field.

As discussed at the May 10 meeting, projects above the bar labeled “Assumed funding ‘line’” are proposed to be included in the 2013-2024 TFP with some level of funding allocation. Projects listed above the funding line fit into one or more of the following categories:

- Projects proposed for the 2013-2019 Capital Investment Program (CIP)
- Projects needed for coordination with East Link and/or WSDOT
- High-scoring projects per the evaluation criteria
- Placeholder for projects to be implemented by others (City can act to support these priority projects, if opportunity arises).

As indicated in the memorandum for the May 10 meeting, staff recognizes that the preliminary priority list may not reflect emerging downtown transportation system priorities being generated and evaluated in the ongoing Downtown Transportation Plan update process. As shared with the

Commission at the April 26 meeting, staff has prepared and submitted a funding proposal to the 2013-2019 Capital Investment Program process for Early Implementation of the Downtown Plan. This funding, if approved, will allow for work to advance on key priorities to be identified in the current Downtown Transportation Plan update. The next TFP cycle will, of course, be informed by the priorities that emerge from the Downtown Transportation Plan process.

A new map, showing the locations of Preliminary TFP Project Recommendations is attached.

At the April 26 Commission meeting, staff shared with the Commission a preliminary revenue forecast for the 2013-2024 TFP period. Staff has since updated this revenue projection to incorporate both an additional secured grant and a modestly more optimistic forecast for new grant revenue. Overall, the forecast for “unconstrained” revenue available to allocate to unfunded candidate TFP projects has risen from a rounded \$106 million to a rounded \$116 million. Information about this revised forecast can be shared at the meeting.

Notwithstanding the higher figure for revenue, the preliminary proposed funding allocations to projects above the assumed funding “line”, \$116.8 million, still exceeds funding anticipated to be available in the 2013-2024 timeframe. Therefore, some adjustment to the list of projects above the line, to the project funding allocations, and/or further adjustment to the revenue projection may be needed.

Staff is currently working to roughly break down the cost allocation to all preliminary TFP projects by facility type: Roadway vs Ped-Bike. This information, requested by the Commission, will be shared at the May 24 meeting.

Next Steps

Once the Commission has agreed on a priority list of projects, the list will be transmitted by the Commission to the City Council for opportunity to review. To generate some thinking about this communication, the memo from the last TFP cycle is attached. If Commissioners have thoughts about content desired for the 2013-2024 Project List Transmittal memorandum, staff will develop a draft for consideration at the next meeting, scheduled for June 14.

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

Attachments:

1. List: Staff Preliminary Prioritization of 2013-2024 Candidate TFP Projects – UPDATED
2. Map: 2013-2024 TFP Preliminary Project Recommendations
3. 2009-2020 TFP Project list memo from Transportation Commission to City Council

2013-2024 Transportation Facilities Plan: Staff Preliminary Project Prioritization

TC Prelim. Priority No.	Staff Prelim. Priority No.	Score Rank # (per RI or PB criteria)	Tracking # for 2013-2024 TFP Process	Project Name, Location and Limits	Project Description	Project type	Staff Comments	Project Element(s) Proposed for 2013-2024 TFP	Proposed 2013-2024 TFP Funding Allocation (\$000)	Programmed/ Committed Funds through 2011-2017 CIP (\$000)	2013-2024 Unconstrained Funds (\$000)	Cumulative Use of Unconstrained Funds (\$000)	Project Total Cost (\$000)
	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.	Roadway & Ped-Bike	2013-2019 CIP proposal to fund all phases of project.	Full implementation	31,100	38,400	(7,300)	(7,300)	31,100
	2	RI.11	RI-112	120th Avenue NE improvements (stage 1)/ south of NE 4th to south of NE 8th St	Widen to five lanes, including two travel lanes in each direction, with center turn lane, turn pockets and medians. Bike lanes, curb, gutter and sidewalk both sides. Install signal at NE 6th St.	Roadway & Ped-Bike	2013-2019 CIP proposal to fully fund completion.	Full implementation	7,500	7,000	500	(6,800)	7,500
	3	RI.1	RI-130	120th Avenue NE (stage 2/ south of NE 8th Street to NE 12th Street	Stage 2 will extend, realign and widen 120th Ave NE from south of NE 8th St to NE 12th St. Includes all intersection improvements at NE 8th St, Old Bel-Red Rd and NE 12th St. The roadway cross section for stage 2 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bike lanes, curb, gutter and sidewalk both sides. Project will transition between Wilburton and Bel-Red urban design standards.	Roadway & Ped-Bike	2013-2019 CIP proposal to fully fund completion of Stage 2. Project description revised to separate segment north of NE 12th Street as separate project (new RI-157).	Full implementation	26,300	21,500	4,800	(2,000)	26,300
	4		RI-157	120th Avenue NE (stages 3 and 4)/ NE 12th Street to 18th Street and to Northup Way	Stage 3 will widen 120th Avenue NE from NE 12th St to NE 16th St alignment and reprofile roadway in conjunction with 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; bike lanes, curb, gutter and sidewalk both sides. Stage 4, from NE 16th to Northup Way will widen the roadway and transition from a 5 lane section to a 4-lane section in proximity of NE 18th St. Stage 4 north of NE 18th St will consist of two NB through lanes, a center turn lane and one SB lane with sidewalks both sides and separated bike path on west site. Includes a stream crossing of West Tributary. Project will follow Bel-Red urban design standards. Funding allocation will implement Stage 3 and fund design phase of Stage 4.	Roadway & Ped-Bike	Split from stage 2, per current plan for Bel-Red phasing. 2013-2019 CIP proposal to fully fund completion of Stage 3 and fund 90% design of Stage 4.	Design NE 12th St to Northup Way; implementation for segment NE 12th to NE 16th St.	16,700	0	16,700	14,700	30,200
	5	RI.25	RI-156A	Northup Way/NE 33rd Pl to NE 24th Street and NE 24th St to the SR520 Regional Trail	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.	Ped-Bike	2013-2019 CIP proposal to fund Option A (no center turn lane) for construction. \$8m funding from WSDOT	Full implementation	8,500	8,500	0	14,700	12,100
	6	RI.2	RI-131	NE 15th Street/116th Avenue NE to 124th Avenue NE	Construct multimodal corridor from 116th Ave NE to 124th Avenue NE. Project will be phased, with segments from 116th Ave NE to 120th Ave NE and from 120th Ave NE to 124th Ave NE. New signalized intersections at NE 12th St/NE 15th St, 120th Ave, 121st Ave, 123rd Ave and 124th Ave NE and signal modifications at 116th Ave NE. The roadway cross-section includes four lanes, sidewalks both sides and multiuse pathway on north side; pathway between 120th and 124th Avenues to be coordinated with future private development.	Roadway & Ped-Bike	Funding for initial design and coordination work proposed for 2013-2019 CIP. Project description revised to reflect phasing and coordination with East Link.	Design 116th Ave NE to 124th Ave NE; implementation for segment 120th Ave to	22,600	4,900	17,700	32,400	52,400
	7	RI.3	RI-135	NE 16th Street/130th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets	Construct multimodal corridor from 130th Avenue NE to 132nd Ave NE. Design as needed for coordination with East Link for segment 132nd Ave NE to 136th Place and 136th Pl to NE 20th St. Coordinate with East Link, which will bifurcate the eastbound and westbound travel lanes. Project will provide one travel lane in each direction, buffered bike lanes, landscape strip and sidewalk on both sides.	Roadway & Ped-Bike	Portion of this proposed for 2013-2019 CIP (design for segment 130th to 132nd, coordination as needed for 132nd to NE 20th). Project description revised to reflect phasing and coordination with East Link.	Design as needed for coordination with East link; implementation 130th - 132nd Aves.	17,700	0	17,700	50,100	Unknown
	8	RI.4	RI-132	124th Avenue NE/ Planned NE 14th Street to Northup Way	Widen to five lanes and reprofile roadway for segment from NE 14th St to NE 18th St in conjunction with Sound Transit East Link project; curb, gutter and sidewalks consistent with Bel-Red subarea plan and street corridor and urban design standards. Segment NE 18th to Northup includes stream crossing of West Tributary and planned trail. Key intersections at NE 15th Street multimodal corridor/ST East Link and Northup Way. (Intersection improvements at NE 15th St included in NE 15th St project.) Open space trail connections for segment NE 15th St to NE 18th St to be evaluated.	Roadway & Ped-Bike	Portion of this proposed for 2013-2019 CIP: 60% design for NE 14th to Northup. Project description revised to reflect phasing and coordination with East Link.	Design NE 14th to Northup Way; implementation of segment NE 14th to NE 18th St.	8,800	1,800	7,000	57,100	20,800
	9	RI.14	RI-143	Bellevue Way HOV lane/ 112th Ave SE "Y" to I-90 and multiuse path/ SE 8th Street 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. 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).	Roadway & Ped-Bike	Proposal for design of segment from "Y" to P&R in 2013-2019 CIP, as well as coordination w/ST on segment P&R to I-90. Combined with project PB-114 (adjacent multiuse path from SE 8th St to I-90); explore opportunity to achieve cost savings by substituting sidewalk along west curb line for path on east side of track.	Full implementation	20,000	0	20,000	77,100	24,500

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	10	PB.2	PB-129	Mountains to Sound Greenway/ Factoria Blvd to Lakemont Blvd	Part 1: 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. Part 2: 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.	Ped-Bike	Proposal for funding for 60% design in 2013-2019 CIP.	Design	560	160	400	77,500	Unknown
	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. Funding allocation is to support initial scoping of project and coordination with community and property owner.	Ped-Bike	Favorable comments received in TFP public process. Proposal for design coordination w property owner and community in 2013-2019 CIP.	Predesign	200	0	200	77,700	Unknown
	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. Funding allocation is to support design and construction of first two segments (of five segments total).	Roadway & Ped-Bike	Proposed for 2013-2019 CIP (limited additional funding, for purpose of identifying, scoping next phase)	Design, partial implementation	15,400	8,300	7,100	84,800	30,000
	13	RI.6	RI-133	124th Avenue NE/ NE 8th St to NE 14th Street	Design roadway improvements to include addition of bike lanes for segment NE 8th St to Bel-Red Rd and roadway widening to five lanes with sidewalks and bike lanes both sides from Bel-Red Rd to NE 14th St. Signal modifications at 124th Avenue and Bel-Red Rd. Project design may be coordinated with adjacent development. Evaluate neighborhood protection measures to limit through traffic and impacts on segment south of NE 8th St. Funding allocation will support pre-design only between NE 8th St. and Bel-Red Road but full implementation between Bel-Red Road and NE 14th St.	Roadway & Ped-Bike	Combined with RI-134 (124th/Bel-Red Rd intersection and segment immediately to the south). Project description revised to reflect phasing and coordination with East Link.	Predesign, partial design	10,200		10,200	95,000	16,000
	14	PB.1	PB-120	140th Ave NE/ NE 24th St to NE 8th St	Option A: Add 5 foot-wide bike lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: 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. With either option, add a 10-14 foot-wide off street path connecting the SR-520 Trail to 140th Avenue NE, if feasible. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	Ped-Bike	Combined w PB-116 (trail link from 140th Ave NE to SR520 Trail). Option B would address needed repair of boardwalk north of Bel-Red Rd.	Predesign	200	0	200	95,200	TBD
	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.	Roadway & Ped-Bike	\$1m in current, 2011-2017 CIP; proposal to carry forward current project balance (~\$150K) in 2013-2019 CIP.	Placeholder	1,000	1,000	0	95,200	73200+
	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. Accommodate 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.	Ped-Bike	Overlay occurring in 2012. Proposed for 2013-2019 CIP (predesign).	Presdesign	200	0	200	95,400	TBD
	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, including intersection at 150th Ave SE and Newport Way SE. 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.	Roadway & Ped-Bike	Proposal for Annexation Area Analysis and Implementation project in 2013-2019 CIP.	Predesign	1100	0	1,100	96,500	Unknown

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	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.	Ped-Bike	Proposal for Early Implementation of Downtown Transportation Plan in 2013-2019 CIP.	Placeholder	500	0	500	97,000	Unknown
	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.	Ped-Bike	Proposal for Early Implementation of Downtown Transportation Plan in 2013-2019 CIP.	Placeholder	200	0	200	97,200	Unknown
	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.	Ped-Bike	Proposed for 2013-2019 CIP (60% design only).	Full implementation	3,600	0	3,600	100,800	3,600
	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. Funding will support implementation of bike lanes on portion of corridor (segment to be determined).	Ped-Bike		Partial implementation	1000	0	1,000	101,800	8,700
	22	RI.10	RI-121	150th Avenue SE/SE 37th Street/I-90 off-ramp	Option A: Add second EB right turn lane, add second WB left turn lane, add EB through lane past I-90 eastbound on-ramp, extend SB left-turn pocket, and extend 3rd SB lane from I-90 on-ramp to SE 38th St. Option B: Construct multi-lane roundabout. Option C: Construct roundabout per Option B plus construct multilane roundabout at 150th Ave SE/SE 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.	Roadway	Funding implements intersection improvements (Option A) or roundabout (Option B)	Full implementation	3300	0	3,300	105,100	3,335
	23	PB.7	PB-102	108th/112 th Avenue NE/ north city limit to NE 12th Street	Add 5 foot bike lanes on both sides of 108th/112 th Avenue NE from north city limit 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.	Ped-Bike	Combined with PB-118 (108th Ave bike lanes from north city limit to Northrup Way). Proposal for predesign N City Limit to NE 12th St in 2013-2019 CIP.	Predesign	200	0	200	105,300	Unknown
	24	RI.21	RI-137	130th Avenue NE/NE 20th to NE Bel-Red Road	Initiate design for roadway improvements. Segment NE 20th St to NE 16th St to include two travel lanes, bike lanes, on-street parking, landscape strip and sidewalks both sides. Segment NE 16th St to Bel-Red Rd to include one through lane each direction, center turn lane, landscape strip and sidewalks both sides. Project to be coordinated with Sound Transit East Link.	Roadway & Ped-Bike	Proposed for 2013-2019 CIP (predesign). Project description revised to reflect phasing and coordination with East Link.	Design	400	0	400	105,700	15,400
	25	RI.26	RI-147	134th Ave NE/ NE 20th St to NE 16th St.	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. Develop conceptual plans for roadway alignment to allow for future construction of 134th Avenue NE as a through street. Roadway to include three lanes, landscape strip and sidewalks both sides. Segment between NE 16th St and NE 20th St anticipated to be implemented with future private development in the immediate vicinity.	Roadway & Ped-Bike	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. Project description revised to reflect phasing and coordination with East Link.	Predesign	200	0	200	105,900	15,700
	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.	Ped-Bike	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).	Placeholder	200	0	200	106,100	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. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work.	Roadway	Proposed for 2013-2019 CIP (limited funding only).	Master Plan Development Only	250	250	0	106,100	Unknown
	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.	Ped-Bike		Predesign	200	0	200	106,300	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.	Roadway (P-B element not funded)		Full implementation (intersection improvements only)	1,400	0	1,400	107,700	2,900

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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.	Roadway & Ped-Bike		Placeholder	500	0	500	108,200	5,600
	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.	Ped-Bike	Move below assumed funding line	None	0	0	0	108,200	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.	Ped-Bike	Move below assumed funding line	None	0	0	0	108,200	Unknown
	33	RI.16	RI-144	150th Ave SE/Eastgate Way SE	Construct improvements. Option A: Add second NB left turn lane, add second EB right-turn lane, add second WB through lane past 148th Ave SE. Add E-W bike lanes through intersection. Option B: Construct multilane roundabout. With either option, upgrade ped and bike crossings, accommodate or implement planned Eastgate Way bike lanes, install gateway treatment.	Roadway & Ped-Bike	Estimated cost for Option B roundabout is \$5.2m.	Implementation (Option A intersection improvements)	3700	0	3,700	111,900	3,718
	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.	Roadway		Placeholder	200	0	200	112,100	Unknown
	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.	Roadway		Placeholder	200	0	200	112,300	Unknown
	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. Pre-design 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.	Roadway	Implementation to occur with adjacent development.	Placeholder	500	0	500	112,800	971
	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.	Roadway		Placeholder	500	0	500	113,300	Unknown
	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.	Roadway		Placeholder	500	0	500	113,800	1,690
	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; 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.	Roadway		Placeholder	500	0	500	114,300	1,740
	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.	Roadway		Placeholder	500	0	500	114,800	1,260
	41	RI.45	RI-110	Bellevue Way/NE 2nd Street	Add a northbound right turn lane and a second southbound left 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.	Roadway		Placeholder	500	0	500	115,300	890
	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.	Roadway		Placeholder	500	0	500	115,800	1,880
	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	Roadway & Ped-Bike		Placeholder	500	0	500	116,300	4,590
	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.	Roadway & Ped-Bike		Placeholder	500	0	500	116,800	Unknown
Assumed Funding "Line"									208,610	91,810	116,800	208,610	
	45	PB.25	PB-108	SE 34th Street/162nd PI SE to West Lake Sammamish Pkwy	Construct sidewalk on north side where missing; wide curb lane bicycle facility.								4,250

2013-2024 Transportation Facilities Plan: Staff Preliminary Project Prioritization

TC Prelim. Priority No.	Staff Prelim. Priority No.	Score Rank # (per RI or PB criteria)	Tracking # for 2013-2024 TFP Process	Project Name, Location and Limits	Project Description	Project type	Staff Comments	Project Element(s) Proposed for 2013-2024 TFP	Proposed 2013-2024 TFP Funding Allocation (\$000)	Programmed/ Committed Funds through 2011-2017 CIP (\$000)	2013-2024 Unconstrained Funds (\$000)	Cumulative Use of Unconstrained Funds (\$000)	Project Total Cost (\$000)
	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
	48	RI.18	RI-117	148th Avenue NE/NE 8th Street	Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE.								5,060
	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
	53	RI.23	RI-119	148th/150th Avenue SE/I-90 westbound on-ramp to I-90	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
	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)	Option A: Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn. Or, Option B, construct multi-lane roundabout. The roundabout would be implemented in conjunction with roundabout at Eastgate Way/150th Ave intersection to the west and offer opportunity to introduce landscaped median and urban design enhancements. With either option, upgrade ped and bike crossings, install gateway treatment. Accommodate or implement planned bike lanes on Eastgate Way.								873
	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
	59	PB.24	PB-125	Lake Washington View Trail (97th PI SE, Killarny Way SE, 104th Ave SE, SE 28th St, 105th Ave SE)/ SE	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 RI-154).								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
	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

2013-2024 Transportation Facilities Plan: Staff Preliminary Project Prioritization

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	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.								
	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	Northrup Way/156th Avenue NE to 164th Avenue NE	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
	75	RI.48	RI-151	131 st Avenue SE/132 nd Avenue SE between SE 36 th Street and SE 38 th St.	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
	79	RI.7	RI-156B	Northrup Way/NE 33rd Pl to NE 24th Street and NE 24th St to the SR520 Regional Trail	Option A: 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. 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).		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)

2013-2024 Transportation Facilities Plan: Staff Preliminary Project Prioritization

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			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	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

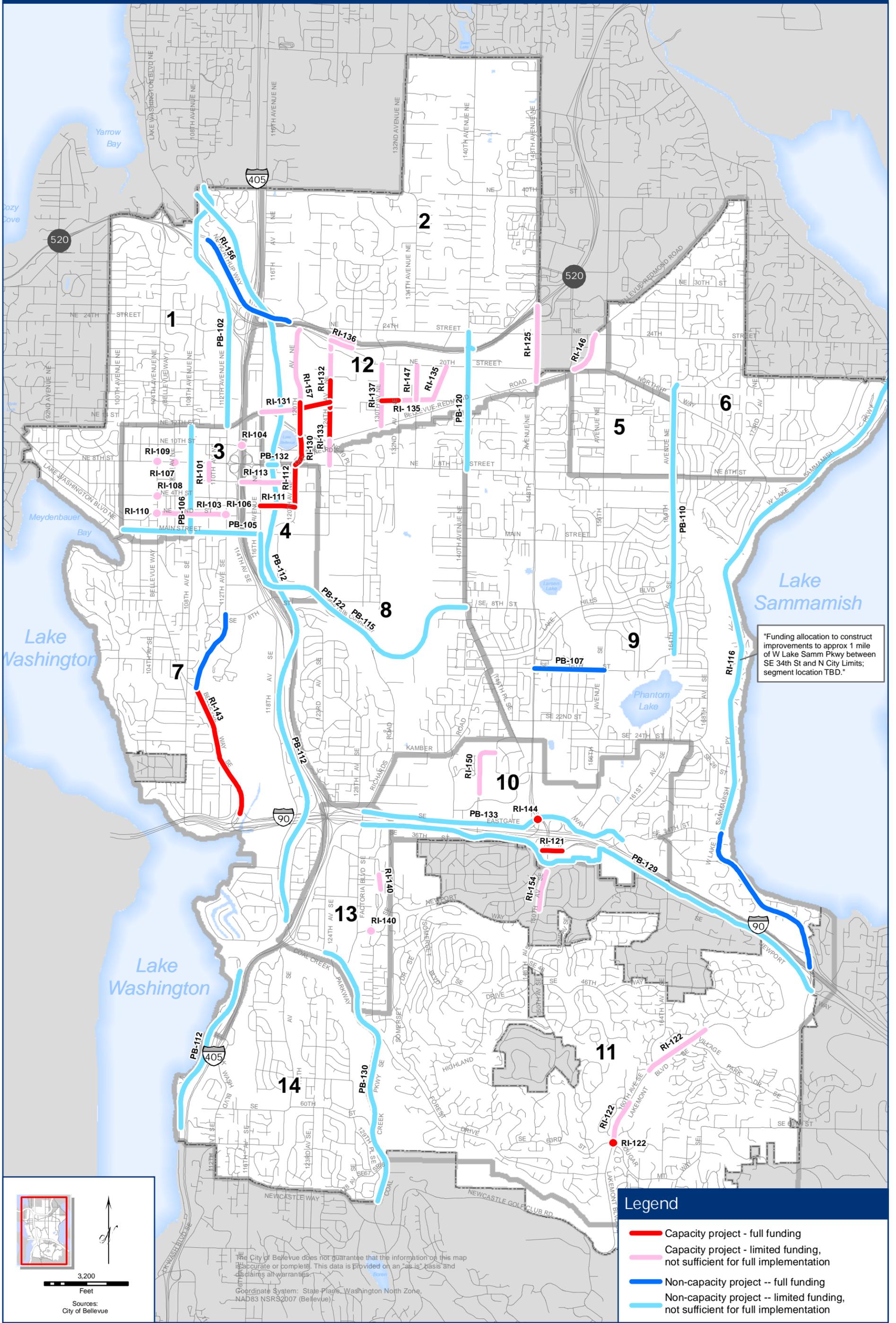
Pre-design Scope typically covers evaluation of alternatives for project features, public engagement, identification of potential phasing and magnitude of cost.

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.

2013 - 2024 Transportation Facilities Plan Preliminary Project Recommendations



"Funding allocation to construct improvements to approx 1 mile of W Lake Samm Pkwy between SE 34th St and N City Limits; segment location TBD."

Legend

- Capacity project - full funding
- Capacity project - limited funding, not sufficient for full implementation
- Non-capacity project -- full funding
- Non-capacity project -- limited funding, not sufficient for full implementation

3,200
Feet
Sources:
City of Bellevue

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.
Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)



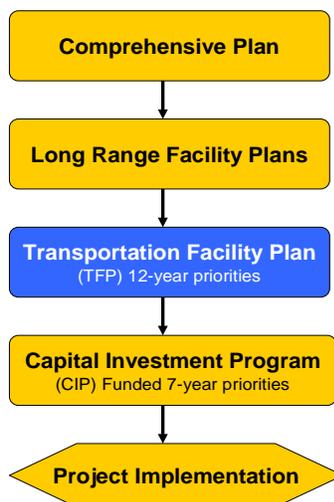
MEMORANDUM

DATE: July 31, 2008
TO: Bellevue City Council
FROM: Transportation Commission
SUBJECT: 2009-2020 Transportation Facilities Plan (TFP) Update

The Transportation Commission is pleased to present its preliminary 2009-2020 TFP project list recommendation as part of the city's mandated TFP update process. Key highlights of our recommendation are discussed in detail below, focusing on our impact fee revenue assumption, West Lake Sammamish Parkway priority, downtown intersection expansions, and phased implementation for several projects. Since last fall, we have been engaged with the public and Transportation Department staff in evaluating existing and candidate projects for inclusion in this year's TFP update. Attached you will find our prioritized project and funding recommendations for your consideration, Attachments 1 (List) & 2 (Map). No Council action is requested at this time. The TFP project list, which the Transportation Commission approved on July 24th, will become the basis for the required environmental analysis work as described later in this letter.

Capital Programming Process

Per the Bellevue City Code (Section 22.16), every two years the Transportation Commission is asked to present an update of the TFP to the City Council for approval and adoption. The current 2006-2017 TFP was adopted by City Council in December 2006 (Res. No. 7482). The TFP is Bellevue's intermediate-range (12-year) planning tool and serves as a bridge between long-range subarea transportation plans in the Comprehensive Plan and the fully financed Capital Investment Program (CIP) Plan. The diagram below depicts the relationship between the long-range facility plans, the TFP, and the CIP. In addition, the roadway and intersection capacity projects in the TFP are used as the foundation for the city's impact fee program.



Unlike the 7-year CIP, not all TFP projects have full financial resources committed to them. Overall, however, the amount of expenditure called for in the TFP is balanced with projected revenue to be collected over the 12-year planning period.

Modified Process for 2008

In the past, the Transportation Commission has reviewed and prioritized the roadway and intersection capacity projects at the same time as the pedestrian and bicycle projects. This year, in order not to delay the environmental review of the TFP pending completion of the Ped/Bike Plan update, the Commission is reviewing and prioritizing the candidate projects in two separate processes – Roadway/Intersection projects and Pedestrian/Bicycle projects. The attached project list recommendation includes funding placeholders for high priority pedestrian and bicycle projects that the Commission will recommend for inclusion in the TFP following additional discussions this fall.

During the next phase in the TFP update process, this fall and early winter, Transportation Department staff will prepare an Environmental Impact Statement (EIS) to document the potential citywide impacts of implementing the 12-year TFP. The Commission will solicit further public input during the EIS process in accordance with SEPA requirements. Following publication of a Final EIS in late 2008-early 2009, the Transportation Commission will present its recommended 2009-2020 TFP, which will include a detailed list of ped/bike projects, for City Council approval and adoption. Refer to Attachment 3 for a General TFP Update Process timeline.

Key Issues

The Commission would also like to make note of some key issues we discussed during the prioritization of the project list:

- **Impact Fee Revenue Assumption:** When looking at the projected revenue for the TFP update, the Commission questioned using an impact fee assumption not yet adopted by the City Council. Staff used the methodology and assumptions being used to forecast revenue for the current 2009-2015 Capital Investment Program (CIP) budget update, as discussed with Council on multiple occasions.
- **High Priority for West Lake Sammamish Parkway:** The Commission recommended a substantial additional TFP funding allocation for the West Lake Sammamish Parkway Improvements Project (CIP Plan No. PW-R-141). We believe this project should be completed in a timely fashion out of respect for the intense, broad-based community involvement effort that reached consensus on an acceptable project scope.
- **Downtown Intersection Expansions:** In late 2007, the Transportation Commission debated the merits of five intersection turn lane projects being proposed to be added to the Downtown Subarea Plan of the Comprehensive Plan. The Commission raised issues such as the additional street width, transit vs. automobile priority in downtown, and the impact on pedestrians, as well public vs. private funding responsibility. Ultimately, the Transportation Commission forwarded a recommendation to the Planning Commission to approve the Downtown Comprehensive Plan Amendment projects in order to retain flexibility in future funding discussions. Consistent with our intent last winter, the Commission recommended only a placeholder TFP funding allocation for these projects. These projects are noted on the attached list as Candidate TFP Project Nos. CPA-1 through 5.

- **Phased Implementation:** In several instances, the Commission recommends phased implementation or placeholder funding for important but significantly more expensive improvements, such as the proposed NE 15th/16th Street Phase 2 project (Candidate TFP Project No. BRC-3) in the Bel-Red Corridor. We believe this approach demonstrates the City's commitment to these projects but allows for meaningful progress toward the delivery of a broader range of priorities citywide.

We appreciate the opportunity to provide you with these recommendations. If you have any questions about the Transportation Commission's recommendation or the TFP update process in general, please contact Lise Northey, Transportation Commission Chair or Eric Miller, Transportation Implementation Planning Manager, at 425-452-6146 or emiller@bellevuewa.gov.

Attachment 1 – Preliminary 2009-2020 Transportation Facilities Plan Project List

Attachment 2 – Map of Preliminary 2009-2020 Transportation Facilities Plan Projects

Attachment 3 – General Transportation Facilities Plan Update Timeline