



MEMORANDUM

DATE: July 17, 2008

TO: Transportation Commission

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

SUBJECT: 2009-2020 Transportation Facilities Plan (TFP) Update –
Prioritization and Selection of Candidate Roadway/Intersection Projects

Introduction and Intended Outcome

On July 24th staff will discuss and facilitate the Transportation Commission's prioritization and development of a preliminary 2009-2020 TFP update recommendation. The Commission's recommendation is being classified as "preliminary" for two reasons:

1. The prioritization discussion and recommendation being sought on July 24th will focus on roadway and intersection projects. Specific pedestrian and bicycle facility priorities for recommended inclusion in the TFP will be determined at later Commission meetings, probably in September/October. If the Commission has additional information requests or has not reached consensus on a TFP roadway/intersection project recommendation on July 24th, continued discussion times are tentatively scheduled for July 31st and/or August 7.
2. All recommended TFP projects will be evaluated in an environmental impact statement (EIS) to be prepared beginning later this summer. A final Transportation Commission TFP update recommendation will be sought concurrently with the issuance of a Final EIS, expected late this fall or early in 2009.

Recent Background

On May 22nd, the Commission was presented with the 2009-2020 TFP and 2009-2015 Capital Investment Program (CIP) Plan candidate roadway/intersection project list in a score ranked order. The score ranking was based on a set of criteria rooted in the Transportation Element goals and policies of Bellevue's Comprehensive Plan. The criteria and criteria weighting were approved by the Transportation Commission last fall.

On June 10th the Bellevue City Council held a budget retreat at which they indicated their high priority transportation projects for inclusion in this year's CIP update. To fund this aggressive (and expensive) list of high priority projects, the Council also identified an array of funding sources, some existing, some requiring various actions to activate a new revenue stream. Initially on June 23rd and in more detail at your last meeting, July 10th, staff has shared with the Commission details of the Council's high priority project direction.

TFP Revenue Projection

Transportation and Finance Department staffs have coordinated to develop the attached TFP update revenue projection (See Attachment 1). The revenue projection is for the five non-CIP years of the 12-year TFP period, 2016-2020, and totals approximately \$153 million. This total revenue figure has been adjusted by the cumulative annual cost of all ongoing transportation

CIP programs (i.e., Overlay Program and Neighborhood Traffic Calming Program), or about \$8.4 million per year. To be consistent with current project cost estimates, all revenue projections are indicated in 2008 dollar value. The net available revenue available to allocate to projects in the 2009-2020 TFP is approximately \$111.5 million.

City Council High Priority Projects

Attachment 2 entails a two-sectioned candidate TFP Roadway/Intersection project list. Section A, at the top, includes the City Council's nine (9) high priority, transportation-related projects identified for inclusion in the 2009-2015 CIP update – as well as the 2009-2020 TFP update. The last investment listed is actually a \$15 million placeholder for “to be determined” specific pedestrian and bicycle projects. The latest total estimated price tag for these Council project priorities is \$271 million.

2009-2020 Candidate Roadway/Intersection Projects

Section B of Attachment 1 entails a list of roadway and intersection projects considered candidates for inclusion in the 2009-2020 TFP. As indicated, many of these projects are included in the existing 2006-2017 TFP. Some are partially funded in the current 2007-2013 CIP. The candidate roadway/intersection projects are listed in their criteria score ranked order.

Two “other”, un-scored candidates are included at the bottom of the list. These projects do not lend themselves well to the roadway/intersection scoring criteria. The second of these other investments actually represents a TFP Ped/Bike Project Placeholder. As with the Council-indicated \$15 million Ped/Bike Project Placeholder in Section A, it is intended that the Transportation Commission will later develop a prioritized list of specific ped/bike projects to which a portion of the TFP revenue projection may be allocated.

A TFP Candidate Roadway/Intersection project map has been provided for your reference (Attachment 3). Projects listed on Attachment 2 are cross-referenced to the map. Attachment 2 also includes the following information/data columns:

- 2006-2017 TFP Number, if applicable;
- Transportation Commission 2006-2017 TFP Update Process prioritization ranking;
- Project's Source Plan [i.e. Downtown Implementation Plan (DIP), Bel-Red Corridor Project (BRCP)];
- Project Name, Location and Limits;
- Project Description;
- Most Current Estimated Total Project Cost (in some cases no cost estimate has been developed and “TBD” is indicated);
- **Staff Recommended TFP Funding Allocation***;
- A running Cumulative Cost (using the Staff Recommended Allocations); and
- Notes (briefly describing the basis for staff's funding recommendations and other project priority issues).

* For the Commission's consideration, staff has developed an overall TFP funding recommendation that substantially utilizes the projected revenue available for the non-CIP TFP period, approximately \$111.5 million. This includes the TFP year Ped/Bike Project Placeholder.

Next Steps

- August – Using the Commission-recommended roadway/intersection TFP project array, staff will begin the citywide transportation system modeling and analysis process.

- Sept. 2 (potentially Aug. 4) – Transportation Commission presents its preliminary roadway/intersection project list recommendation to the City Council.
- Sept. 2 – Staff will seek City Council authorization for a consultant contract to support the development of the TFP EIS.
- Sept. – Transportation Commission will finalize its Ped/Bike Plan prioritized project list.
- Sept./Oct. – Transportation Commission will develop and finalize its specific TFP ped/bike project recommendations.

If you have questions or need additional information prior to the meeting, please contact Kristi at 425-452-4496 (koosterveen@bellevuewa.gov) or Eric at 425-452-6146 (emiller@bellevuewa.gov).

Attachments

2009-2020 TRANSPORTATION FACILITIES PLAN UPDATE
SUMMARY OF PROJECTED NON-CIP YEAR (2016-2020) REVENUE SOURCES -TRANSPORTATION
2008 \$ in thousands

Updated: July 10, 2008

| Revenue Description | PROJ 2016 | PROJ 2017 | PROJ 2018 | PROJ 2019 | PROJ 2020 | PROJ TOT 2016-2020 |
|------------------------------------|---------------|---------------|---------------|---------------|---------------|-----------------------|
| General CIP Revenue | 8,234 | 8,555 | 8,850 | 9,135 | 9,407 | 44,182 |
| Motor Vehicle Fuel Tax | 1,274 | 1,249 | 1,226 | 1,202 | 1,178 | 6,128 |
| Transportation B&O Tax | 2,009 | 2,048 | 2,059 | 2,063 | 2,057 | 10,237 |
| 1/4% Real Estate Excise Tax | 5,702 | 5,566 | 5,463 | 5,771 | 5,936 | 28,438 |
| General Fund Real Growth | 110 | 106 | 103 | 100 | 97 | 517 |
| Transportation Impact Fees | 7,500 | 7,500 | 7,500 | 7,500 | 7,500 | 37,500 |
| Developer Contributions | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 5,000 |
| Federal Grants | 3,875 | 688 | 250 | 4,813 | 250 | 9,876 |
| State Grants | 2,081 | 2,331 | 2,581 | 2,331 | 2,331 | 11,655 |
| King County Contributions | 0 | 0 | 0 | 0 | 0 | 0 |
| Sound Transit Contributions | 0 | 0 | 0 | 0 | 0 | 0 |
| WSDOT Contributions | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Contributions | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL REVENUE SOURCES | 31,784 | 29,045 | 29,032 | 33,916 | 29,756 | 153,533 |
| Estimated Cost of Ongoing Programs | 8,391 | 8,391 | 8,391 | 8,391 | 8,391 | 41,955 |
| TOTAL AVAILABLE REVENUE | 23,393 | 20,654 | 20,641 | 25,525 | 21,365 | 111,578 |

NOTES

1. General CIP Revenue represents 43% of total projected resources available calculated as part of the Long-Range Capital Planning effort in November 2007. This amount will be updated after recosting of the 2007-2013 CIP Plan is completed citywide.
2. All resources are deflated to 2008 dollars @ 3% annually to reflect the buying power of the dollar.
3. General CIP Revenue is before recosting therefore, it does not include take into account any additional CIP M&O that may be identified during the recosting phase.
4. Impact fee revenue estimated assume a significant increase over current levels, but less than potential/legal levels.
5. State and Federal Grant projections assume a 25% recovery of potential grant requests. It does not include potential mini-grants (less than \$1,000) or the Public Works Trust Fund loan.

| TC Priority | Criteria Score Rank | Map # | 2006-2017 TFP # | 06-17 TFP Ranking (#42 and above in TFP) | Source Plan | Project Name, Location and Limits | Project Description | Estimated Total Project Cost (\$000s) | Staff Recommended Funding Allocation | Cumulative Cost | Notes |
|---|---------------------|--------|-----------------|--|-------------|--|--|---------------------------------------|--------------------------------------|-----------------|--|
| Section A - City Council High Priority Transportation Projects for 2009-2015 CIP | | | | | | | | | | | |
| | 2 | CPA-6 | 207 | N/A | CPA | NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE and widening of 120th Avenue / NE 4th Street to NE 8th Street | The 4th Street Extension will consist of 5 vehicle lanes, bike lanes, sidewalks and will require construction of a sunken roadway and bridge(s) for BNSF RR tracks and Pedestrian over crossings. Neighborhood traffic mitigation will be evaluated to discourage cut through traffic on NE 5th Street east of 120th. 120th Avenue NE will be widened to 5 lanes between the 4th St. Ext. and NE 8th Street. This project does not include improvements to the intersection with NE 8th St. This project will be coordinated with potential private development in the immediate vicinity. (\$1M placeholder in 2006-2017 TFP) | 31,000 | 31,000 | 31,000 | |
| | 4 | BRC-5 | | N/A | BRCP | 120th Avenue NE/NE 8th Street to Proposed NE 15th/16th Street Extension | Widen to five lanes with sidewalks and bikelanes. Extend/realign roadway between NE 8th Street and Old Bel-Red Rd. Key intersection improvements at NE 8th, 12th, and 15th/16th Streets. | 30,000 | 30,000 | 61,000 | The remaining segment of the 120th Ave NE widening project, NE 15th/16th St to Northup Way is included below, under Candidate TFP Projects (Score Rank 4a). |
| | 5 | BRC-2 | | N/A | BRCP | NE 15th/16th Street (Phase I)/116th Avenue at NE 12th Street to 124th Avenue NE | Construct a five lane roadway from 116th Avenue NE to 124th Avenue NE. Key intersections at 116th, 120th and 124th Avenues NE. The overall roadway cross-section will also include a frontage road, parking strips, ped/bike facilities, landscaping elements and an HOV transit corridor. | 83,000 | 83,000 | 144,000 | The Planning & Transportation Commissions continue discussions on a reduced cross-section for this roadway that will likely affect the estimated cost of this project phase. |
| | 8* | BRC-6 | | 61 | BRCP | 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. | 8,000 | 8,000 | 152,000 | The remaining segment of the 124th Ave NE widening project, Bel-Red Road to NE 15th/16th St is included below, under Candidate TFP Projects (Score Rank 8a). |
| | 15 | CPA-7 | | N/A | CPA | NE 6th Street Extension | Extend the NE 6th Street HOV bridge over northbound I-405 to 116th Avenue NE and/or 120th Avenue NE | 85,000 | 85,000 | 237,000 | |
| | 9 | CIP-3 | 190 | 15 | CIP DIP | NE 2nd Street/Bellevue Way to 112th Avenue NE (CIP Plan No. PW-R-150) | 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. The final design will be consistent with the outcomes of a currently ongoing NE 2nd Street and Main Street Pre-Design process. (The \$15 million cost is an additional placeholder for ROW acquisition; \$7,454K is funded in the current 2007-2013 CIP.) | 42,000 | 15,000 | 252,000 | "Remainder" of project implementation cost included as TFP candidate below (See Score Rank 9a). |
| | N/A | CIP-11 | | N/A | Staff | ITS Implementation Plan Program Enhancement (CIP Plan No. PW-R-156) | This program enhancement will accelerate implementation/completion of multiple ITS Implementation Plan recommendations including the I/S camera network, the TMC buildout, a communications system buildout, variable message signs, interconnection of all signals and implementation of key transit signal priority corridors. | 2,000 | 2,000 | 254,000 | |
| | N/A | CIP-8 | | N/A | CIP | Transit Now/Downtown Circulator | A downtown circulator to serve downtown residents, employees, and visitors. Phase one, service planning (funded in 2007) included evaluating spans of service and service frequency, evaluating demand and forecasting ridership, and estimating operating costs. Phase two covers an estimated five years of implementation, a joint effort with King County Metro, utilizing partnership funding created by the 2006 Transit Now initiative. The City may choose to participate financially in the acquisition of circulator vehicles, specifically low emission vehicles, if feasible. (\$1,000K is funded in the current 2007-2013 CIP) (This project is only a candidate for CIP inclusion) | 2,000 | 2,000 | 256,000 | |
| | N/A | Other | | N/A | P/B | Ped/Bike Project Placeholder | <i>The Transportation Commission will prioritize and recommend specific pedestrian (including neighborhood sidewalks), bicycle, and/or trail projects for funding in the CIP (under separate process).</i> | 15,000 | 15,000 | 271,000 | |
| Totals: | | | | | | | | 298,000 | 271,000 | | |
| Section B - Candidate 2009-2020 TFP Roadway/Intersection Projects | | | | | | | | | | | |
| | 1 | CIP-1 | 79 | 1 | PB CIP | 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. (A pre-design and implementation placeholder of \$1,467K is funded in the current 2007-2013 CIP) | 15,000 | 8,000 | 8,000 | Staff recommends including funding for Phase 1 only in the TFP. The Phase 2 segment may be directly impacted by WSDOT's implementation of evolving plans for widening SR520 and upgrading interchanges at Bellevue Way and 108th Avenue NE. |
| | 4a | BRC-5 | | N/A | BRCP | 120th Avenue NE/Planned NE 15th/16th Street Extension to Northup Way | Widen to 5 lanes with sidewalks. | 7,160 | 1,000 | 9,000 | Staff recommends this design/implementation placeholder funding amount to remain consistent with the Bel-Red Corridor 2020 Phasing Plan and allow potential collection of transportation impact fees on the full corridor widening project. |
| | 6 | BRO-2 | 168 | 30 | 148th MIP | 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. | 5,060 | 5,060 | 14,060 | |
| | 7 | BRC-17 | | N/A | BRCP | 156th Avenue NE/NE 24th Street | Add an eastbound right turn lane and 2nd northbound left turn lane | TBD | 0 | 14,060 | Staff does not recommend this project's addition to the TFP at this time. Joint analysis with the City of Redmond of the project and transportation system in the vicinity, associated with the development of a BROTTS successor agreement, should be conducted before this project, or an alternate, is recommended. |
| | 8a | BRC-6 | | 61 | BRCP | 124th Avenue NE/Bel-Red Road to Planned NE 15th/16th Street Extension | Widen to 5 lanes with sidewalks. | TBD | 1,000 | 15,060 | Staff recommends this design/implementation placeholder funding amount to remain consistent with the Bel-Red Corridor 2020 Phasing Plan and allow potential collection of transportation impact fees on the full corridor widening project. |

2009-2020 Transportation Facilities Plan
Candidate Roadway/Intersection Projects - Score-Based Ranking with Staff Recommended Funding Allocations

| TC Priority | Criteria Score Rank | Map # | 2006-2017 TFP # | 06-17 TFP Ranking (#42 and above in TFP) | Source Plan | Project Name, Location and Limits | Project Description | Estimated Total Project Cost (\$000s) | Staff Recommended Funding Allocation | Cumulative Cost | Notes |
|-------------|---------------------|---------------|-----------------|--|-----------------|---|---|---------------------------------------|--------------------------------------|-----------------|--|
| | 9a | CIP-3 | 190 | 15 | CIP DIP | NE 2nd Street/Bellevue Way to 112th Avenue NE (CIP Plan No. PW-R-150) | 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. The final design will be consistent with the outcomes of a currently ongoing NE 2nd Street and Main Street Pre-Design process. (The \$15 million cost is an additional placeholder for ROW acquisition; \$7,454K is funded in the current 2007-2013 CIP.) | 42,000 | 19,500 | 34,560 | Remainder of estimated implementation cost beyond what is already funded and/or included on City Council High Priority list, above; significant portions of this project may be implemented by private development. |
| | 10 | BRT-10 BRC-18 | 92 | 29 | Part BROTS BRCP | 156th Avenue NE/Northup Way | Add second northbound and southbound left turn lanes and a second eastbound through lane east of 156th Avenue NE to the Unigard access. Utility undergrounding. | 5,580 | 0 | 34,560 | Staff does not recommend that this project remain in the TFP. This project encourages more traffic on West Lake Sammamish Parkway and 156th Avenue SE, which is contrary to the City's Neighborhood Protection Policy. |
| | 11*/17 | BRC-4 BRT-2 | 90 | 24 | BRCP | 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. | TBD | 5,000 | 39,560 | Placeholder for now, until cost estimate developed. Scopes of BRC-4 and BRT-2 have been incorporated into one TFP project. Expectation that private development will significantly fund/implement. |
| | 12 | BRC-6a | | 59 | BRCP | 124th Avenue NE/Bel-Red/Old Bel-Red Road | Project scope is currently being identified through the continued Bel-Red Corridor Plan work. Current CIP Plan No. PW-I-91 for a design report of this intersection vicinity | TBD | 3,000 | 42,560 | Placeholder for now, until cost estimate developed. |
| | 13 | FES-3 | 154 | 36 | E/I-90 | 148th/150th Avenue SE/I-90 westbound on-ramp to I-90 westbound off-ramp | Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp. | 1,900 | 1,900 | 44,460 | Maintain adopted TFP scope and cost (as a placeholder) for now, but indicate scope may be modified based on WSDOT I-90 corridor study, currently ongoing. |
| | 16 | BRO-8 | 198 | 22 | TFP | Bel-Red Road/NE 20th Place | Install signal, eastbound left turn pocket and pedestrian crossing. | 1,960 | 1,960 | 46,420 | Considering the Bel-Red Corridor recommendations for Ped/Bike Facilities, staff recommends this project without bike lanes. |
| | 18 | BRC-22 CIP-7 | 101 | N/A | BRCP CIP | 148th Avenue NE at NE 20th Street | Construct second eastbound, westbound, northbound and southbound left turn lanes; and southbound and westbound right turn lanes.(Current CIP Plan No. PW-I-78 description: Construct second eastbound and westbound left turn lanes. Current 2007-2013 CIP funding \$3,778K) | 6,730 | 0 | 46,420 | Maintain adopted CIP scope and budget (as a placeholder) for now, but indicate scope may be modified based on ongoing analysis and coordination with Redmond on BROTS priorities. |
| | 19* | DIP-5 | 197 | 21 | DIP | NE 2nd Street Extension and I-405 interchange | Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE. Add half interchange with I-405, to/from the south. (\$500K in 2006-2017 TFP) | TBD | 500 | 46,920 | Staff recommends maintaining \$500K placeholder in TFP. |
| | 20 | BRC-3 | | N/A | BRCP | 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. | 181,000 | 1,500 | 48,420 | This project is a 2020-2030 project on the Bel-Red Corridor Phasing Plan, however, staff recommends creating a \$500K early implementation placeholder in the TFP. |
| | 21 | CPA-2 | | N/A | CPA | 112th Avenue NE/NE 2nd Street | Straighten and realign NE 2nd Street between 112th and 114th Avenues NE, add dual southbound left turn lanes and a northbound right turn lane. | 1,880 | 1,880 | 50,300 | Staff recommends this and all new Downtown CIP projects be included in the TFP as a package. This recommendation is consistent with Council's indicated top project priority criteria, Downtown mobility. Project or portion may ultimately be implemented by private development. |
| | 22 | CIP-5 | 78 | 2 | CIP | 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. (\$6,560K is funded in the current 2007-2013 CIP) | 30,000 | 5,000 | 55,300 | Staff recommends an increase to the implementation placeholder in the TFP. An additional \$5 million investment, for a total of \$11.56 million, may substantially fund the implementation of a significant first phase or segment of the 5 mile corridor. |
| | 23 | BRC-21 CIP-6 | 94 | N/A | BRCP CIP | 148th Avenue NE at Bel-Red Road | Construct an eastbound right turn lane, second westbound left turn lane, a westbound right turn lane and a second northbound left turn lane. (Current CIP Plan No. PW-I-76 description: Construct an eastbound right turn lane and second westbound left turn lane. Current 2007-2013 CIP funding \$6,977K) | 14,270 | 0 | 55,300 | Maintain adopted CIP scope and budget (as a placeholder) for now, but indicate scope may be modified based on ongoing analysis and coordination with Redmond on BROTS priorities. |
| | 24 | FES-8 | 205 | 40 | Lakemont | Lakemont Blvd (Phase 2)/Lewis Creek Park to 164th Ave SE | Install signal at 164th Ave SE/Lakemont Blvd; construct sidewalk and bike lane on east side; add planted medians where feasible. | 1,860 | 1,860 | 57,160 | Staff recommends that Lakemont Blvd (Phase 1) be of higher priority; consider adding Lakemont Blvd/164th Ave SE signal improvement to Phase 1 scope. |
| | 25* | BRO-9 | 196 | 20 | TFP | 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 | 820 | 57,980 | |
| | 26 | FES-1 | 103 | 42 | FATS update | 129th Place SE/SE 38th Street to Newport Way | Extend 129th Place SE north to SE 38th Street. Investigate traffic operations at the intersection of 129th Place SE and SE Newport Way. Consider signalization and channelization improvements if warranted. | 4,590 | 4,590 | 62,570 | |
| | 27 | BRO-4 | 157 | 17 | BROTS N/S | 148th Avenue NE/NE 24th Street | Lengthen the westbound right turn lane on NE 24th Street and provide second westbound and eastbound left turn lanes; widen NE 24th Street to allow wide curb lanes for cyclists. | 4,170 | 4,170 | 66,740 | Maintain adopted TFP scope and cost (as a placeholder) for now, but indicate scope may be modified based on ongoing analysis and coordination with Redmond on BROTS priorities. |
| | 28* | DIP-4 | 193 | 11 | DIP | NE 10th at I-405 | Add half interchange (ramps) to/from the north. (\$500K in 2006-2017 TFP; NB ramp funded through WSDOT Braided ramp project) | 500 | 500 | 67,240 | Staff recommends maintaining \$500K placeholder in TFP. |

2009-2020 Transportation Facilities Plan
Candidate Roadway/Intersection Projects - Score-Based Ranking with Staff Recommended Funding Allocations

| TC Priority | Criteria Score Rank | Map # | 2006-2017 TFP # | 06-17 TFP Ranking (#42 and above in TFP) | Source Plan | Project Name, Location and Limits | Project Description | Estimated Total Project Cost (\$000s) | Staff Recommended Funding Allocation | Cumulative Cost | Notes |
|-------------|---------------------|------------------|-----------------|--|---------------|--|---|---------------------------------------|--------------------------------------|-----------------|--|
| | 29* | BRC-7 | | N/A | BRCP | 124th Avenue NE at SR-520 | Construct ramps to and from the east | TBD | 1,000 | 68,240 | This project is a 2020-2030 project on the Bel-Red Corridor Phasing Plan, however, staff recommends creating a \$500K early implementation placeholder in the TFP. |
| | 30 | FES-6 | 120 | 41 | FATS update | Factoria Boulevard at Newport Way | Construct back-to-back double left-turn pockets northbound at the Newport High School entrance and southbound at Newport Way. Re-locate the access to St. Margaret's church on Factoria Boulevard to align with the signal at the Newport High School access. | 4,600 | 4,600 | 72,840 | |
| | 31 | FES-7 | 192 | 7 | Lakemont | 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. | 2,920 | 2,920 | 75,760 | Priority component entails an intersection safety project at the Lakemont Blvd/Cougar Mountain Way intersection. An intersection improvement here may be combined with another intersection safety project in the vicinity (164th Ave SE/Lakemont Blvd) |
| | 32 | BRT-12 BRC-19 | 102 | 33 | BROTS BRCP | Bel-Red Road/NE 24th Street | Add southbound right turn and northbound left turn lanes. | 2,290 | 2,290 | 78,050 | Maintain adopted TFP scope and cost (as a placeholder) for now, but indicate scope may be modified based on ongoing analysis and coordination with Redmond on BROTS priorities. |
| | 33 | BRC-9 | | 78 | BRCP | 130th Avenue NE/NE 20th to NE Bel-Red Road | Widen to two lanes (NE 20th to NE 16th) to three lanes (NE 16th to Bel-Red Road) with turn pockets and on-street parking; shared bike lanes. Key intersections at NE 20th, NE 16th and Bel-Red Road. Current CIP Plan No. PW-R-122 for a design report along this corridor; assumed developer initiated improvements. | 6,780 | 500 | 78,550 | This project is a 2020-2030 project on the Bel-Red Corridor Phasing Plan, however, staff recommends creating a \$500K early implementation placeholder in the TFP. |
| | 34 | CBD-1 | | 52 | CBD | 112th Avenue SE/SE 4th Street | Add a northbound left turn lane. | 2,600 | 0 | 78,550 | Staff does not recommend this project's addition to the TFP at this time. This project is a remnant recommendation from the CBD Implementation Plan (1989); the project's need was not reaffirmed through the DIP or other planning processes. |
| | 35 | CPA-1 | | N/A | CPA | NE 8th Street/106th Avenue NE | Realignment of the roadway to the south will better utilize the new westbound travel lane (between 108th and 106th Avenues NE; funded in CIP) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. | 1,740 | 1,740 | 80,290 | Staff recommends this and all new Downtown CIP projects be included in the TFP as a package. This recommendation is consistent with Council's indicated top project priority criteria, Downtown mobility. Project or portion may ultimately be implemented by private development. |
| | 36 | FES-9 | | 79 | FATS update | SE 40 th Lane/Factoria Boulevard | Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane. | 280 | 280 | 80,570 | |
| | 37 | BRO-3 | 176 | 18 | BROTS N/S | 148th Avenue NE at SR 520 | Streamline/Rechannelize the southbound lanes on 148th Avenue to reduce friction and improve southbound flow. | 340 | 0 | 80,570 | Staff does not recommend that this project remain in the TFP. This improvement may be implemented as part of a separate project (i.e. BRO-4). Specific scope may be modified based on ongoing analysis and coordination with Redmond on BROTS priorities. |
| | 38 | FES-11 | | N/A | Staff | 148th Avenue intersection safety and reliability | This project would improve the safety and reliability at four signalized intersections along the 148 th Avenue corridor, including SE 24 th Street, SE 8 th Street, Main Street, and NE 8 th Street. The project would remove and replace aging wiring and poles to increase reliability and reduce signal malfunctions at these intersections that have not had any major upgrades since their construction in 1975. | 1,000 | 1,000 | 81,570 | |
| | 39 | FES-4 | 195 | 16 | EBTP | 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. | 1,430 | 1,430 | 83,000 | Maintain adopted TFP scope and cost (as a placeholder) for now, but indicate scope may be modified based on WSDOT I-90 corridor study, currently ongoing. |
| | 40 | CPA-4 | | 63 | CPA | Bellevue Way/NE 4th Street | Add a southbound right turn lane and a westbound right turn lane. Dual westbound left turn lanes. | 1,690 | 1,690 | 84,690 | Staff recommends this and all new Downtown CIP projects be included in the TFP as a package. This recommendation is consistent with Council's indicated top project priority criteria, Downtown mobility. Project or portion may ultimately be implemented by private development. |
| | 41 | CPA-5 | | N/A | CPA | Bellevue Way/NE 8th Street | Add southbound right turn lane. | 1,260 | 1,260 | 85,950 | Staff recommends this and all new Downtown CIP projects be included in the TFP as a package. This recommendation is consistent with Council's indicated top project priority criteria, Downtown mobility. Project or portion may ultimately be implemented by private development. |
| | 42 | BRT-11 | | 88 | BROTS | Bel-Red Road/NE 20th Street | Add southbound right turn lane; convert westbound lanes on NE 20th Street to provide left turn, left turn/through and through/right turn lanes. | 1,450 | 1,450 | 87,400 | Maintain/include BROTS scope and cost in TFP (as a placeholder) for now, but indicate scope may be modified based on ongoing analysis and coordination with Redmond on BROTS priorities. |
| | 43 | FES-5 | 162 | 37 | E/I-90 | 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. | 780 | 780 | 88,180 | Maintain adopted TFP scope and cost (as a placeholder) for now, but indicate scope may be modified based on WSDOT I-90 corridor study, currently ongoing. |

| TC Priority | Criteria Score Rank | Map # | 2006-2017 TFP # | 06-17 TFP Ranking (#42 and above in TFP) | Source Plan | Project Name, Location and Limits | Project Description | Estimated Total Project Cost (\$000s) | Staff Recommended Funding Allocation | Cumulative Cost | Notes |
|---|---------------------|--------|-----------------|--|-------------|---|--|---------------------------------------|--------------------------------------|-----------------|--|
| | 44 | DIP-1 | 172 | 8 | DIP | 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. | 5,870 | 200 | 88,380 | The one way couplet is no longer a priority project as currently scoped based on the 2007 analysis, however, staff recommends this placeholder funding amount be allocated to further evaluate traffic and transit circulation options as needed. |
| | 45 | FES-2 | | 62 | FATS update | 131 st Avenue SE/132 nd Avenue SE between SE 36 th Street and SE 38 th Street | Realign 131 st Ave SE/132 nd Ave SE to form a vehicular and pedestrian connection between SE 36 th St and SE 38 th St. | 380 | 0 | 88,380 | Staff does not recommend this project's addition to the TFP at this time. |
| | 46 | CPA-3 | | 85 | CPA | Bellevue Way/NE 2nd Street | Add a northbound right turn lane and a second southbound left turn lanes. | 890 | 890 | 89,270 | Staff recommends this and all new Downtown CIP projects be included in the TFP as a package. This recommendation is consistent with Council's indicated top project priority criteria, Downtown mobility. Project or portion may ultimately be implemented by private development. |
| | 47 | BRC-8 | | N/A | BRCP | 124th Avenue NE/NE 8th Street | Add double southbound left turn lane. | TBD | 0 | 89,270 | Project being evaluated and may be combined with project BRC-6a (criteria score rank #12). |
| | 48 | BRC-20 | | N/A | BRCP | NE 11th/12th Street to 116th Avenue NE Connection (across from Overlake Hospital) | Construct new 4/5 lane connection. | 44,480 | 1,000 | 90,270 | This project is a "Beyond 2030" project on the Bel-Red Corridor Phasing Plan, however, staff recommends creating a \$500K early implementation placeholder in the TFP. |
| | 49 | FES-10 | 194 | 12 | Lakemont | 164th Ave SE/SE Cougar Mountain Way to SE 63rd Street | Improve gravel road with pavement curb, gutter and sidewalk on one side. Cost estimate entails only placeholder funding for implementation. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). | 1,000 | 100 | 90,370 | Staff recommends a \$100K placeholder to conduct a pre-design analysis and/or facilitate a process to determine whether or not the road should be permanently closed or improved. |
| | N/A | Other | | N/A | Staff | Snow Routes Striping Modifications | Channelization modifications to the roadway striping for snow plows. Lowering manholes, valve lids and monuments cases as well as recessing pavement markers. | 790 | 0 | 90,370 | This capital investment would support a separate Utilities Department Operating budget request for the acquisition of new snow plow equipment. This is not a Transportation staff priority. |
| | NA | Other | | NA | Staff | TFP Ped/Bike Project Placeholder | <i>The Transportation Commission will prioritize and recommend specific pedestrian (including neighborhood sidewalks), bicycle, and/or trail projects for funding in the CIP and TFP (under separate process). A recommended TFP placeholder amount is entirely up to the Commission to select.</i> | TBD | 21,000 | 111,370 | |
| TOTALS (less CIP high priorities & TBD amounts): | | | | | | | | \$362,320 | \$111,370 | | |

*
Corrected Score

- BBC = Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan (1988)
- CBD = Central Business District Implementation Plan (1989)
- EBTP = East Bellevue Transportation Plan (1992)
- TTF = Traffic Task Force (1998)
- BROTS = Bel-Red/Overlake Transportation Study (1999)
- DIP = Downtown Implementation Plan (2003)
- E/I-90 = Eastgate/I-90 Corridor Study (2003)
- 148th MIP = 148th Avenue Mobility Improvement Package (2003)
- Lakemont = Lakemont Boulevard Analysis (2004)
- FATS update = Factoria Area Transportation Study update (2005)
- CIP = 2007-2013 Capital Investment Program Plan
- BRCP = Bel-Red Corridor Project Recommendations (2007)
- CPA = Proposed Downtown Comprehensive Plan Amendment (2007)

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

