



MEMORANDUM

DATE: October 18, 2007

TO: Transportation Commission

FROM: Kevin McDonald AICP, Senior Transportation Planner, 452-4558
Bellevue Transportation Department
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SUBJECT: Bel-Red Corridor Project - Implementation

At the October 25 meeting, I will review the staff recommendations for policy and project amendments to the Eastside Transportation Program and the Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan.

Bel-Red Corridor Project Implementation Schedule

DATE	TOPIC	ACTION
October 10	Joint Boards and Commission meeting to review final recommendation and receive direction from Council.	None requested 
October 11	Overview charge to Transportation Commission. Review Comprehensive Plan components to be amended (work plan)	Approve work plan 
October 25	Review proposed changes: <ul style="list-style-type: none"> • Eastside Transportation Program • Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan 	Discuss and act on staff recommendation
November 8	Review proposed changes: <ul style="list-style-type: none"> • Transportation Element • East Bellevue Transportation Plan 	Discuss and act on staff recommendation
December 13	Review proposed changes: <ul style="list-style-type: none"> • Bel-Red Corridor Subarea Plan 	Discuss and act on staff recommendation
January 10	Overview of all recommended changes	Wrap up recommendation to the Planning Commission

Transportation Policy and Projects

To implement the Bel-Red Corridor Project will require transportation policy amendments and updates to project lists. The key repositories for Bel-Red area policies will be the Bel-Red/Northrup Subarea Plan. Transportation system projects for the Bel-Red area will be added to the existing project list in the East Bellevue Transportation Plan (in much the same way as projects from the

Factoria Area Transportation Study (FATS) Update were added a few years ago). The Transportation Element will contain a few policy amendments consistent with the overall Bel-Red vision.

Several other documents currently exist that both duplicate and complicate the effort to provide clear policy direction to staff, developers, and the community as a whole. The Eastside Transportation Program and the Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan are two such documents, adopted under the umbrella of the Comprehensive Plan, that add little to no value to Bellevue's transportation planning and programming.

These documents overlap with the Bel-Red Corridor. While the scope of these documents exceeds that of the Bel-Red Corridor Study area, the opportunity exists now to review these documents for both Bel-Red implementation and for citywide application, and determine the policies and projects that should be retained. These two documents are the focus for this meeting.

Eastside Transportation Program (ETP)

In 1987, the Eastside Transportation Program was initiated to address the transportation issues affecting communities east of Lake Washington. Eastside cities, King County, WSDOT, the Puget Sound Regional Council, and representatives of the private sector participate in ETP.

The objective for the Eastside Transportation Program was to develop an integrated transportation system of regional, subregional, and local improvements to permit reasonable mobility throughout the Eastside by the year 2000.

While the ETP group still exists and meets monthly, many of its objectives have been met. Much of the content of the Eastside Transportation Program document is outdated and most of the projects have been completed. The document is not referenced by the ETP Board and is no longer relevant to transportation planning in Bellevue or on the greater Eastside. Therefore staff recommends that this document be repealed, **first ensuring that any relevant policies are either addressed by or are moved to the Transportation Element and that relevant projects are moved to the East Bellevue Transportation Plan or elsewhere.** Please refer to Attachments 1 and 2 to track the staff recommendation for ETP policies and projects.

Transportation Commission Action: Review and discuss staff recommendation, provide direction for modifications, and approve preliminary Transportation Commission recommendation.

Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan

The Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan has been used in the past to identify the road and transit facilities needed to implement the City's transportation policies. The plan includes a project list and map. Neither of these are updated or referred to as both the Bel-Red/Overlake Transportation Study and the East Bellevue Transportation Plan cover the same geography. Staff recommends that this document be repealed, **first ensuring that relevant projects are moved to the East Bellevue Transportation Plan.** Please refer to Attachment 3 to track the staff recommendation for projects.

Transportation Commission Action: Review and discuss staff recommendation, provide direction for modifications, and approve preliminary Transportation Commission recommendation.

For November 8

On November 8 we will begin the process of developing recommendations for new policy to update the Transportation Element with policy direction necessary to implement the Bel-Red Corridor Plan. Staff will provide recommendations at that meeting. Please refer to the Bel-Red Corridor Project Final Report and the Transportation Element.

Please feel free to contact me if you have any comments or questions.

ATTACHMENTS

1. Eastside Transportation Program Policy Matrix
2. Eastside Transportation Program Project Matrix
3. Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan Project Matrix

		Repeal	
ETP-5	Monitor and amend the ETP recommendations as new information becomes available, including the results of special studies recommended as part of the program, and additional analysis of feasibility and design of individual project recommendations	<i>This work is continually being done through transportation studies. Projects are not updated in the ETP project list, but rather in other documents.</i> Repeal	
ETP-6	Ensure that maintenance of existing transportation system be given priority consideration	Keep policy intent. Move to Transportation Element	
ETP-7	Endorse the ETP project recommendations as adopted by the ETP Steering Committee dated August 23, 1991, with the understanding that each participating jurisdiction or agency may choose to modify any transportation improvement projects so long as the overall intent of the ETP plan is maintained. <i>Discussion: (Policy ETP-7): After adoption of the Eastside Transportation Plan into the Comprehensive Plans of the member jurisdictions, the ETP Steering Committee should review all adopted projects that are different from those approved by the ETP Steering Committee on August 29, 1991. If these differences cause conflicts that the Steering Committee feels need resolution, then alternative proposals that address the impacts to the ETP system should be identified and the conflicts resolved.</i>	<i>Accomplished</i> Repeal	
ETP-8	Actively work toward the completion of the State's plan for High Occupancy Vehicle (HOV) lanes on I-405 as the highest priority improvement for the Eastside. Encourage expansion of the plan to include HOV lanes on SR 520 and SR 522 (east of I-405) to complete the regional freeway HOV lane system. Completion of the regional HOV network is the highest priority for the ETP. HOV is defined as a vehicle with two or more occupants; the number of required occupants may be increased as HOV facilities become congested. HOV's include transit, vanpools and carpools	<i>Incorporated in TR-90</i> Repeal	
ETP-9	Support and actively work toward an integrated system of arterial HOV improvements linking Eastside activity centers to the regional HOV system, in order to provide time advantages for HOV's over Single Occupant Vehicles (SOV's) in congested corridors and locations.	<i>Incorporated in TR-90, TR- 92</i> Repeal	

ETP-10	Provide a safe system of park-and-ride and park-and-pool lots to serve activity centers in the region and on the Eastside in order to intercept trips by Single Occupant Vehicles closer to the trip origins, reduce traffic congestion, and reduce total vehicle miles traveled on the Eastside.	<i>Incorporated in TR-64</i> Repeal	
ETP-11	Improve intra-Eastside transit service with better connections between regional and Eastside activity centers. Transit service improvements should be linked to actions designed to increase transit demand and facilitate more cost effective service delivery, e.g., increased development density (residential and employment), parking management and other transportation demand management strategies.	<i>Incorporated in TR-13, TR-51, TR-57, TR-68, TR-70</i> Repeal	
ETP-12	Orient the most intensive levels of transit service linking the Eastside to regional activity centers such as the downtown Bellevue, downtown Seattle, and the University District	<i>Incorporated in TR-51</i> Repeal	
ETP-13	Work with transit service providers and major employers to develop attractive transit options such as subscription buses, special commuter services, or local shuttle systems, to increase the use of transit and other forms of ridesharing for commuting on the Eastside.	<i>Incorporated in TR-9, TR-55</i> Repeal	
ETP-14	Improve ridesharing services such as marketing, personalized commuter assistance, ridematching and vanpools through a cooperative effort between METRO, Community Transit and Eastside jurisdictions.	<i>Incorporated in TR-55</i> Repeal	
ETP-15	Proceed with the development of a coordinated TDM program to be adopted by Eastside jurisdictions with involvement of METRO and the private sector.	<i>Incorporated in TR-9</i> Repeal	
ETP-16	Maximize the involvement of existing and new development to achieve the goal of reducing Single Occupant Vehicles during peak hour periods on the Eastside.	<i>Incorporated in TR-11, TR-14</i> Repeal	
ETP-17	Adopt specific TDM performance standards which reflect different locational or development characteristics and are consistent throughout the Eastside. Set specific time frames for achieving the performance standards	<i>Incorporated in TR-10, TR-11</i> Repeal	
ETP-18	Establish an ongoing committee to develop a TDM implementation plan to include, at a minimum, the following strategies: a. Parking management programs for new and existing developments which provide incentives for HOV's and discourage SOV's;	<i>Incorporated in TR-9, TR-10, TR-1, plus requirements of</i>	

	<p>b. Transportation management and support services to enhance HOV use;</p> <p>c. Demand management regulation to create an environment in which HOV's can operate more successfully;</p> <p>d. Monitoring and program evaluation to assess the success of various strategies and to determine how well each jurisdiction is achieving its target goals. This program should identify procedures for modifying individual programs as necessary to achieve TDM goals and revising the implementation plan.</p>	<p><i>the Commute Trip Reduction Act</i></p> <p>Repeal</p>	
ETP-19	<p>Adopt a TDM ordinance that ensures consistent application of TDM regulations for employers in all Eastside jurisdictions.</p>	<p><i>Accomplished through Commute Trip Reduction Act and Policy TR-9</i></p> <p>Repeal</p>	
ETP-20	<p>Eastside jurisdictions should actively participate in regional efforts to develop the regional HCT system</p>	<p><i>Incorporated in TR-72</i></p> <p>Repeal</p>	
ETP-21	<p>Confirm Eastside corridors as high priorities for implementation of the regional HCT system. Key corridors for HCT service on the Eastside include I-90, I-405, SR 520, and SR 522</p>	<p><i>Incorporated in TR-66, TR-72</i></p> <p>Repeal</p>	
ETP-22	<p>Specific alignments of the HCT system within these corridors, and the location of stations and other facilities should be determined through the regional HCT planning process</p>	<p><i>Incorporated in TR-60</i></p> <p>Repeal</p>	
ETP-23	<p>HCT does not refer to a specific technology or vehicle, but to High Occupancy Vehicle(s), operating on an exclusive right-of-way, guideway or track, providing express service with infrequent stops. HCT is characterized by higher speeds than conventional transit and greater reliability. The regional HCT system could include several different travel modes selected to meet unique needs of the different travel corridors. Specific HCT technologies for Eastside corridors should be selected according to the type and density of present and planned development</p>	<p><i>Incorporated in Transportation Element HCT section</i></p> <p>Repeal</p>	
ETP-24	<p>The regional HCT system should be integrated with the rest of the transportation system serving the Eastside.</p>	<p><i>Incorporated in TR-24</i></p> <p>Repeal</p>	
ETP-25	<p>Provisions for carpool and vanpool should be maintained when planning, constructing and</p>	<p><i>Incorporated in</i></p>	

	operating the HCT system.	<i>TR-66, TR-68</i>	
		Repeal	
ETP-26	The regional system should focus on providing express service between regional activity centers, with convenient and supporting connections to and between Eastside activity centers	<i>Incorporated in TR-66</i>	
		Repeal	
ETP-27	Identify and preserve necessary right-of-way for Eastside HCT alignments as soon as possible	<i>Incorporated in TR-67</i>	
		Repeal	
ETP-28	The Eastside should prepare for the transition to an HCT system by the following: a. Focusing transit service on activity centers; b. Protecting right-of-way in potential HCT alignments and station locations; c. Implementing land use changes that will support an HCT system; and d. Proceeding as quickly as possible with planning, preliminary engineering and financial strategies designed to implement an HCT system.	<i>Incorporated in TR-70, 71</i>	
		Repeal	
ETP-29	Develop a regional land use plan that reflects a consolidated vision of the Eastside's future growth, and provides for better integration between land development and an efficient transportation system.	<i>Incorporated in TR-1, TR-3</i>	
		Repeal	
ETP-30	Develop and implement regional land use policies to discourage low density sprawl, concentrate growth in activity centers, and encourage denser development to enhance cost effective provision of public transit services	<i>Incorporated in TR-1</i>	
		Repeal	
ETP-31	Link specific transportation facilities and services to the type and density of present and planned land development on the Eastside.	<i>Incorporated in TR-2</i>	
		Repeal	
ETP-32	Implement land use changes that will support a high capacity transit system, like high density development around station locations.	<i>Incorporated in TR-3, TR-4</i>	
		Repeal	
ETP-33	Develop design guidelines for land development to enhance public transit service to new developments.	<i>Incorporated in TR-8</i>	
		Repeal	

ETP-34	Protect the safety of residential streets and the livability of neighborhoods by minimizing the amount of through traffic on neighborhood streets and neighborhood collectors (non-arterials) in residential areas.	<i>Incorporated in TR-48, TR-49, TR-93, TR-115</i> Repeal	
ETP-35	Extend the Eastside's arterial and highway network where needed, to complete the road system in the urban area (as defined in the King County Comprehensive Plan) and provide reasonable capacity to serve travel demand	<i>Incorporated in TR-39</i> Repeal	
ETP-36	Plan and program an adequate arterial and highway system to accommodate new growth areas on the Eastside, in accordance with adopted land use plans, and preserve rights-of-way for identified future facilities.	<i>Incorporated in TR-30, TR-39, TR-92</i> Repeal	
ETP-37	Acknowledge the recommendations included in adopted transportation plans (such as the Bel-Red Overlake Plan, the Newcastle Facilities Plan and local agency transportation plans) as part of the overall ETP recommended program.	<i>Incorporated in East Bellevue Policy 16</i> Repeal	
ETP-38	Incorporate sidewalks and bus stop improvements into road projects where needed.	<i>Incorporated in TR-77, TR-80</i> Repeal	
ETP-39	Encourage better design of developments to facilitate pedestrian circulation and transit service	<i>Incorporated in TR-76</i> Repeal	
ETP-40	Design new road projects to be compatible with the needs of pedestrian, bicycle, and equestrian transportation, through the elimination of barriers to access and the inclusion of facilities such as sidewalks, wide curb lanes, signed and striped bicycle lanes.	<i>Incorporated in TR-24, TR-77, TR-82</i> Repeal	
ETP-41	Develop regional coordination in planning for bicycle and equestrian facilities, including the formal adoption of American Association of State Highway and Transportation Officials/WSDOT standards for the design and construction of bicycle facilities	<i>Incorporated in TR-85</i> Repeal	
ETP-42	Encourage the provision of safe and convenient bicycle parking facilities at existing	<i>Incorporated in</i>	

	commercial and employment centers, and require their provision in new centers as a condition of development	<i>Ped/Bike Policy-19</i> Repeal	
ETP-43	Preserve linear corridors for eventual multi-purpose trail development by the use of easements, title acquisition, and “railbanking” of soon-to-be-abandoned railroad lines.	Keep policy intent. Move to Transportation Element	
ETP-44	Adopt the concept of regional bicycle transportation corridors which link regional commercial and employment centers. This system does not supersede local bicycle planning efforts, but does demonstrate the need for continuity in design and implementation of bicycle facilities throughout the ETP planning area.	Keep policy intent. Move to Transportation Element	
ETP-45	Implement an active outreach program by ETP participants to involve community organizations, employers, residents, developers, and businesses to help solve the area’s transportation problems by implementing the ETP recommendations and working toward the longer-range solutions for the Eastside.	Keep policy intent. Move to Transportation Element	
ETP-46	Develop and implement a comprehensive public education and community involvement program aimed at more efficient utilization of the region’s transportation system, and long-term changes in travel behavior that will minimize the need for road building programs.	<i>Incorporated in TR-17</i> Repeal	
ETP-47	Promote a new concept that bicycles, pedestrians and vehicles can share the use of roadway facilities through active education and law enforcement programs aimed at adults and students.	<i>Incorporated in TR-87</i> Repeal	

ATTACHMENT 2

Table 1 Eastside Transportation Program Project List for Projects Located within the City of Bellevue

Project Number	Project Name	Project Limits	Project Description	Staff Recommendation	Preliminary Transportation Commission Recommendation
R102	NE 10th St.	102nd Ave. NE to 112th Ave. NE	Widen/construct to 4/5 lanes	<i>Project complete</i> Delete	
R116	Lakemont Blvd.	164th Way SE to I-90	Construct new 3/4 lanes	<i>Project complete</i> Delete	
R44	I-405	Coal Creek Pkwy to SR-202	Construct NB & SB HOV Lanes (total of 8 lanes)	<i>Project complete in Bellevue</i> Delete	
R50	I-405 Interchange	At SR-520	Reconfiguration	<i>Project more specifically defined as the I-405/SR 520 braid</i> Delete	
R51	I-405 Interchange	At NE 8th St.	Reconfiguration	<i>Project complete</i> Delete	
R97	I-405 Interchange	At 148th Ave. NE	Reconfiguration	<i>Project more specifically defined in BROTS – 68</i> Delete	
R179	SE 30 th St/ Bellevue Way	SE 30 th St to I-90	Widen 4/5 lanes plus intersection improvements	<i>Project complete</i> Delete	
R183	East Bellevue	Bel-Red Road to Newport Way and I-405 to Lake	Complete transportation study	<i>Several transportation studies have been undertaken for this geography: Eastgate/I-90, FATS, 148th Mobility Study</i>	

		Sammamish		Delete	
R25	New Park & Ride Lot	Lakemont Blvd	Construct new lot (200 to 400 spaces)	Superseded by Eastgate park and ride expansion. No known plans for a Lakemont P&R. Delete	
R26	Expand Park & Ride Lots	South Bellevue	Provide additional spaces (200 to 800 spaces per lot)	Currently 470 spaces. Sound Transit's East Link analysis will consider long range plans for South Bellevue Park and Ride. Delete	
R26	Expand Park & Ride Lots	Wilburton		Currently 190 spaces. No expansion plans. Delete	
R92	SR-520	Evergreen Pt. Rd. to I-405	Construct EB HOV Lanes (total of 6 lanes)	Superseded by SR520 Bridge Replacement and HOV Expansion Project Delete	
R93	SR-520	I-405 to SR-202 lanes (total of 6 lanes)	Construct EB & WB HOV	Substantially complete in Bellevue. Delete	
R157	I-90	I-405 to Front Street	Provide EB & WB HOV lanes with ramp metering and queue bypass	Project complete in Bellevue Delete	
R45	I-405	I-90 to SE 8 th St and NE 8 th St to SR-522	Construct one or more NE 8th St. to SR-522 additional lanes (general purpose, HOV, and/or HCT) in each direction to improve the person carrying capacity of the corridor with final designation of usage and number of lanes dependent on the results of Growth Management Act, implementation of Transportation Demand Management legislation and analysis performed in the High Capacity Transit study.	Superseded by I-405 Corridor Program Stage 1: 7/07 -9/08 Between 112th Ave SE and I-90 Add a new northbound lane from 112th Ave SE to I-90 Build a new, three-lane, southbound bridge over I-90	

R46	I-405	I-90 to Coal Creek Parkway	Construct one or more additional (general purpose, HOV, and/or HCT) in each direction to improve the person carrying capacity of the corridor with final designation of usage and number of lanes dependent on the results of Growth Management Act, implementation of Transportation Demand Management legislation and analysis performed in the High Capacity Transit study.	<p><i>Widen the existing northbound bridge over Coal Creek Parkway</i></p> <p>Stage 2: 3/08 – 8/09 <i>Between I-90 and SE 8th</i></p> <p><i>Build one new lane in each direction from I-90 to SE 8th Street</i></p> <p><i>Remove the Wilburton Tunnel</i></p> <p><i>Convert the existing southbound bridge over I-90 to carry the northbound HOV lane</i></p> <p>Delete</p>	
R181	124 th Ave NE/SR-520	At Northup Way/NE 20 th St	Add northbound/southbound SR-520 20th St. tunnel under Northup Way and modify signalization.	<p><i>Not envisioned or modeled in Bel-Red. SR520 interchange proposed</i></p> <p>Delete</p>	
R176	SR-520/Bellevue WA	Interchange EB on-ramp	Construct eastbound on-ramp to SR-520 from Bellevue Way NE.	<p><i>Superseded by SR520 Bridge Replacement and HOV Expansion Project</i></p> <p>Delete</p>	
R96	SR-520 Interchange	At 130 th Avenue NE	Construct new half-diamond interchange and EB merge lane between 130th Ave. NE and 148th Ave. NE. Monitor traffic movements after completion. If warranted, prohibit southbound left or westbound right at the ramps.	<p><i>Not envisioned or modeled in Bel-Red. SR520 interchange at 124th Ave NE is proposed.</i></p> <p>Delete</p>	
R99	Northup Way	SR-908 to 124 th Ave NE	Conduct a feasibility study to widen to 4/5 lanes. Adopt a project description when the feasibility study is completed. Investigate 3-lane option in the study.	<p><i>Design study underway. Project described in TFP – 079, and CIP R-146. Note: West segment of SR 908 dropped from state highway system in 1992.</i></p>	

				Delete	
R100	148 th Ave NE	Bel-Red Road to SR-520	Widen the 148th bridge over SR 520 to six lanes. Conduct a feasibility study to install a northbound HOV lane, with the understanding that the preferred configuration would not add additional lanes to accomplish this.	<i>Project not built, part of BROTS, proposed for elimination.</i> Delete	
R106	Richards Road	I-90 to Lake Hills Connector	Widen to 4/5 lanes. At the Connector time of design, investigate ways to provide minimum width, to accommodate safe bicycle facilities.	<i>Project complete</i> Delete	
R111	Newport Way	128 th Ave SE to SE 42 nd Pl	Widen to 2/3 lanes including bicycling facilities	<i>Project complete</i> Delete	
R115	Newcastle Rd/ Lakemont Blvd	Coal Creek Pkwy to 164 th Way SE	Widen to 2/3 lanes including bicycling facilities	<i>Project complete</i> Delete	
R177	112 th Ave NE	SE 8 th Street to NE 12 th Street	Widen 4/5 lanes with improvement to intersections at all major cross-street	<i>Project complete</i> Delete	
R178	116 th Ave NE	NE 12 th St to Northup Way	Widen 4/5 lanes	<i>Project part of Bel-Red Corridor Study</i> Move to East Bellevue Transportation Plan	
R27	Transit Center	Bellevue	New transit center & I-405 ramp access to Bellevue CBD	<i>Project complete</i> Delete	
R28	Flyer Stop	Eastgate	Construct new flyer stop	<i>Project complete – park and ride direct access</i> Delete	
R28	Flyer Stop	Lakemont	Construct new flyer stop	<i>Project not in any current plans. I-90 corridor study underway.</i> Delete	
R112	Coal Creek Parkway	Newport Way to I-405	Widen to 6/7 lanes + NB HOV lanes, Minimize roadway widening	<i>Project substantially complete – no HOV lanes</i>	

				Delete	
R53	I-405 Interchange	At SE 8 th Street	Reconfiguration	<i>Project complete</i> Delete	
R82	140 th Ave NE	NE 24 th St to NE 85 th St	Widen to 2/3 lanes including bicycling and equestrian facilities	<i>Project not complete, roadway widening not incorporated in any other project list. Ped/Bike project recently completed.</i> Delete	
R84	Bel-Red Road	156 th Ave NE to NE 20 th St	Widen 4/5 lanes	<i>Project complete – 4 lanes plus one long left turn lane</i> Delete	
R94	SR-520	SR-908 to 148 th Avenue NE	Construct auxiliary lanes where appropriate (total 8/9 lanes)	<i>Not a Bellevue project. Redmond and Kirkland</i> Delete	
R101	156 th Ave NE	NE 31 st St to NE 24 th St	Install SB HOV within existing right of way	<i>Redmond project partially complete, superseded by BROTS-81</i> Delete	
R105	118 th Ave SE	SE 8 th St to Coal Creek Pkway	Maintain 2 lanes with added turning lanes at selected intersections. Provide pedestrian/bicycle facilities	<i>Project complete</i> Delete	
R107	Kamber Road	145 th PI NE to Richards Rd	Widen to 2/3 lanes	<i>Project complete</i> Delete	
R108	Eastgate Way	Richards Rd to 148 th Ave NE	Widen to 2/3 lanes	<i>Project substantially complete, TFP-76 adds turn pockets and ped/bike facilities.</i> Delete	
R109	SE 36 th St	128 th Avenue SE to 150 th Ave SE	Widen to 2/3 lanes	<i>Project complete</i> Delete	
R135	SR-901	Bel-Red Road	Widen to 2/3 lanes including bicycling	<i>Decommissioned in 1992, now West Lake</i>	

		to I-90	facilities	<i>Sammamish Parkway. Superseded by WLSP design study, TFP – 078. East Bellevue Transportation Plan project #524</i> Delete	
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ATTACHMENT 3

Table 1 Bridle Trails, Bel-Red, Crossroads Project List

Project Number	Name	Description	Staff Recommendation	Preliminary Transportation Commission Recommendation
202	136 th PI NE/ NE 20 th St	Signalize and channelize intersection	<i>Project complete</i> Delete	
203	132 nd Ave NE/ NE 20 th St.	Signalize; channelize northbound approach	<i>Project complete</i> Delete	
204	156 th Ave NE, NE 8 th St.- NE 20 th St.	Rechannelize existing five lanes; modify signalization.	<i>Project complete</i> Delete	
205	NE 8 th St., 156 th Ave NE – 160 th Ave NE.	Add median left-turn lane; signalize at 160th Avenue NE	<i>Project complete</i> Delete	
206	NE 24 th , 156 th Ave NE, 160 th Ave NE	Reconstruct as three lanes, modify signalization	<i>Project complete</i> Delete	
207	156 th Ave, NE 20 th St - NE 24 th St	Add median left-turn lane	<i>Project complete</i> Delete	
208	Bel-Red Rd, NE 20 th St - NE 24 th St	Add median left-turn lane	<i>Project not complete.</i> <i>BROTS – 63. Not in</i> <i>Bel-Red</i> Delete	
209	Northup Way, 156 th Ave NE - 164 th Ave NE	Add median left-turn lane	<i>Substantially</i> <i>complete. No further</i> <i>projects included in</i> <i>BROTS or East</i> <i>Bellevue TFP.</i>	

			Delete	
210	148 th Ave NE/SR 520 overcrossing, Eastbound Ramps – NE 29 th Place	Widen structure to six lanes, with added northbound through lane, extend existing channelized left-turn lane; modify signalization	<i>Project not complete.</i> BROTS - 68 Delete	
211	130 th Ave NE, Bel Red Rd - NE 18 th St	Reconstruct as three lanes, modify signalization	<i>Superseded by Bel-Red project R-7 (reduced to 3 lane cross section)</i> Repeal	
212	132 nd Ave NE, Bel-Red Rd - NE 20 th St	Reconstruct as three lanes, modify signalization	<i>Bel-Red did not envision or model this segment.</i> Delete	
213	NE 16 th St, 132 nd Ave NE - Bel-Red Rd	Reconstruct as three lanes, restrict access from Bel-Red Road to NE 16 th Street to right turns only	<i>Bel-Red did not envision or model this segment.</i> Delete	
214	134 th Ave NE, Bel-Red Rd, NE 16 th St	Reconstruct as three lanes, modify signalization	<i>Superseded by Bel-Red project that describes a 5-lane cross section</i> Delete	
215	124 th Ave NE, Bel-Red Rd, NE 18 th St	Reconstruct as three lanes	<i>Superseded by Bel-Red project that describes a 5-lane cross section</i> Delete	
217	130 th Ave NE, NE 20 th St – NE 24 th St	Widen to three lanes	<i>Project complete</i> Delete	

218	148 th Ave NE/NE 40 th St	Add eastbound through/right turn lane: modify signalization	<i>Project not complete. Not identified in BROTS or East Bellevue TP.</i> Delete	
219	130 th Ave NE/Bel-Red Rd	Add westbound-northbound right turn lane; modify signalization	<i>Project not complete Bel-Red did not envision or model this project.</i> Delete	
220	130 th Ave/NE 24 th St	Add left turn pockets on all legs except the north leg; monitor for potential future signalization	<i>Project complete – all legs have turn pockets.</i> Delete	
221	124 th Ave NE/Bel-Red Rd	Add left turn pockets on north and south legs; modify signalization	<i>Project complete</i> Delete	
222	140 th Ave NE/NE 24 th	Add turn pockets as needed; modify signalization (This project is tied to Bel-Red circulation improvements)	<i>Project complete</i> Delete	
223	NE 16 th St, 120 th Ave NE – 132 nd Ave NE	Construct new three lane road; signalize where warranted	<i>Superseded by Bel-Red project that describes a 5-lane cross section</i> Delete	
224	127 th Ave NE, Bel-Red Rd - Northup Way	Construct new three lane road; signalize	<i>Bel-Red did not envision or model this segment.</i> Delete	
225	136 th Ave NE, Bel-Red Rd – NE 16 th St	Construct new three lane road; signalize	<i>Bel-Red did not envision or model expanding this</i>	

			segment. Currently a ped/bike path. Delete	
226	136 th PI NE, NE 20 th St – NE 24 th St	Construct new three lane road with tunnel under SR-520	Bel-Red did not envision or model a tunnel on 136 th PI NE Delete	
227	156 th Ave NE/ Northrup Way	Add through lane eastbound and westbound, modify signalization	Project not complete. BROTS 24.1 and Bel-Red I-15 describe a project for this intersection. Delete	
228	136 th PI NE, NE 16 th St – NE 20 th St	Reconstruct as three lanes	Bel-Red project R-7. Keep. Move to East Bellevue TFP	
229	134 th Ave NE/Bel-Red Rd	Signalize, with left turn pockets northbound and southbound	Superseded by Bel-Red project that describes a 5-lane cross section Delete	
230	120 th Ave NE, NE 12 th St – Northrup Way	Reconstruct as three lanes	Superseded by Bel-Red project that describes a 5-lane cross section Delete	
231	148 th Avenue NE/NE 24 th St	Add second left-turn pocket on west leg of NE 24 th St; modify signalization	Project not complete Superseded by BROTS N/S plan and included in TFP-157	

			Repeal	
232	NE 18 th St, 116 th Ave NE-120 th Ave NE	Construct new three lane road; signalize where warranted	<i>Bel-Red did not model a new east-west arterial at NE 18th Street</i>	
			Delete	
233	NE 18 th St, 130 th Ave NE – 132 nd Ave NE	Construct new three lane road; signalize where warranted	<i>Bel-Red did not model a new arterial at NE 18th Street</i>	
			Delete	