



MEMORANDUM

DATE: November 1, 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 November 15 meeting, the Commission will continue the discussion of the policies and projects contained in the Eastside Transportation Program and the Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan. In addition, staff will discuss the overall policy development framework for the Bel-Red/Northrup Subarea Plan, and will introduce the recommended transportation system projects developed in the Bel-Red Corridor Project.

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 <i>Commission approved work plan</i>
October 25	Review proposed changes: <ul style="list-style-type: none"> • Eastside Transportation Program • Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan 	Review projects and provide preliminary recommendation <i>Commission provided preliminary approval to delete projects that have been completed. Requested that all other projects be brought back for further review.</i>
November 15	Review proposed changes: <ul style="list-style-type: none"> • Eastside Transportation Program • Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan 	Continue review of projects from prior and outdated planning documents and provide preliminary recommendation
December 13	Review proposed changes: <ul style="list-style-type: none"> • Bel-Red Corridor Project List and Map • East Bellevue Transportation Plan • Transportation Element 	Review projects and policies and provide preliminary recommendation
January 10	Review proposed changes: <ul style="list-style-type: none"> • Bel-Red Corridor Subarea Plan 	Review policies and provide preliminary recommendation
February	Overview of all recommended changes	Wrap up recommendation to the Planning Commission

Commission Charge to Implement the Bel-Red Corridor Project

On October 10, in a joint meeting with members of six City boards and commissions, the Transportation Commission received its charge from the City Council to study and prepare a recommendation to implement the Bel-Red Corridor Project. The specific charge is as follows:

The Transportation Commission's role is to recommend transportation policies, and long range city transportation investments and priorities for the corridor, for consideration in Bellevue's Transportation Facilities Plan. It is recognized that the transportation improvements in the corridor will address a range of modes, including cars, pedestrians, bicycles and transit.

Comprehensive Plan and the Transportation Facilities Plan

Typically, transportation investments that are developed and recommended as part of a community planning effort such as the Bel-Red Corridor Project are first listed as an amendment to a project list in the Comprehensive Plan. They are then incorporated into the citywide 12-year Transportation Facilities Plan (TFP) where a preliminary planning level cost estimate is provided. The TFP informs the development of the Capital Investment Plan.

Comprehensive Plan

The Comprehensive Plan is a collection of adopted documents that reflect the vision of the community and guides the City's future development. Volume I of the Plan contains the general elements and Volume II contains the Subarea plans and transportation facility plans. The Transportation Element in Volume I provides policy direction for developing the City's transportation system. The Transportation Facility Plans and Subarea Plans in Volume II translate policy and technical studies into projects that can subsequently be funded and constructed. The Planning Commission is charged with the responsibility to maintain both volumes of the Comprehensive Plan, with input for amendments from the City's boards and commissions and the general public.

In preparing to recommend amendments to the Comprehensive Plan, staff from both the Transportation Department and the Planning and Community Development Department (PCD) discovered that there are 6 policy/project documents under the umbrella of the Comprehensive Plan that cover the geography of the Bel-Red Corridor Project study area.

There is strong interest from PCD in consolidating, where possible, these policy/project documents, and the Transportation Department desires to eliminate redundancy and potential inconsistencies.

Staff has identified the following policy/project documents with geographic overlap with the Bel-Red Corridor Project study area:

Volume 1:

- Transportation Element: policies of a citywide nature

Volume II:

- Eastside Transportation Program (ETP): policies and projects for Bellevue and the greater Eastside

- Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan: policy/projects for the area east of I-405 and north of NE 8th Street
- East Bellevue Transportation Plan: policies and projects for the area in Bellevue east of I-405
- Bel-Red/Northrup Subarea Plan: policies pertaining to a specific geographic area similar to - but not exactly coincidental with - the Bel-Red Corridor Project study area. (Portions of two other subareas: Crossroads and Wilburton/NE 8th Street also overlap with the Bel-Red Corridor study area.)
- Bel-Red/Overlake Transportation Facility Plan: an interlocal agreement between Bellevue and Redmond containing policies and projects relevant to the east Bellevue and Overlake areas

The Bel-Red/Overlake Transportation Facility Plan is being updated in a separate process in which policies and projects are negotiated by the cities of Bellevue and Redmond. For the other documents listed above, staff recommends consolidating all the policies into two documents:

- Transportation Element for policies of citywide applicability
- Bel-Red/Northrup Subarea Plan for policies geographically specific to the Bel-Red Corridor Project study area (amending also the Crossroads and Wilburton/NE8th Street Subarea Plans)

Staff recommends consolidating all transportation system projects – that are not those contained in the Bel-Red/Overlake Transportation Facility Plan - into one document, 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).

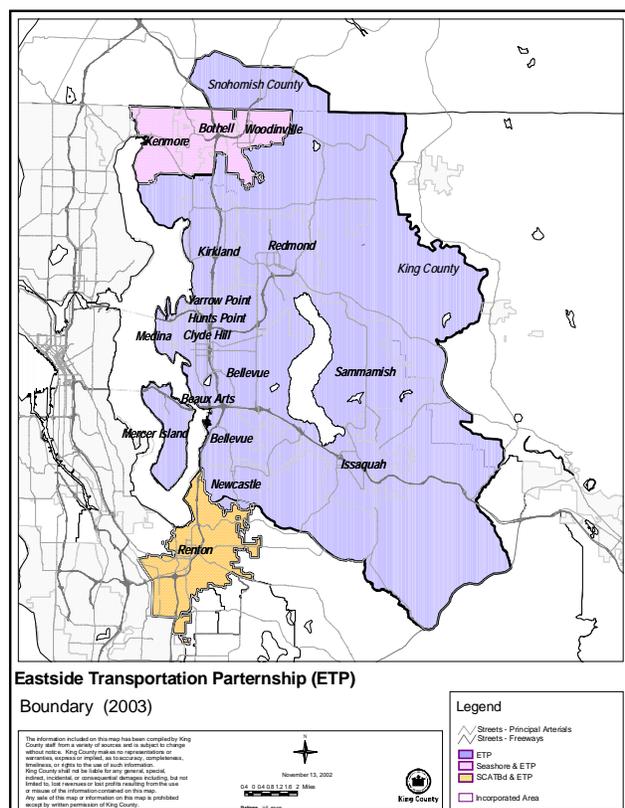
The result of this recommended action would be the repeal of two documents, first ensuring that any relevant policies are either addressed by or are moved to the Transportation Element and that relevant projects are moved to the East Bellevue Transportation Plan:

- Eastside Transportation Partnership (ETP), and
- Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan

Eastside Transportation Program (ETP)

The Eastside Transportation Program (ETP) was established through an Interlocal Agreement in 1987, which provided funds for a study that resulted in recommendations to develop an integrated transportation system of regional, subregional, and local improvements to permit reasonable mobility throughout the Eastside by 2000.

Eastside cities, King County, WSDOT, the Puget Sound Regional Council, and representatives of the private sector participate in ETP. The transportation system study was completed, recommendations were adopted, and staffing responsibility was transferred in 1990 from the City of Redmond to the King County Office of Regional Transportation Planning. The 2007 Chair and Vice Chair for



ETP are: Mayor Ava Frisinger from the City of Issaquah (Chair), and Councilmember Don Gerend from the City of Sammamish (Vice Chair).

By 1995, because of increases in jobs, population and vehicle miles traveled, declining transportation revenues, and new legislation, including the Growth Management Act and Commute Trip Reduction Act, ETP determined that the transportation system recommendations needed to be updated. In 1995 the ETP was awarded a federal grant of Intermodal Surface Transportation Efficiency Act funds. This was supplemented by matching contributions from ETP member jurisdictions, a new Interlocal Agreement was approved, and a consultant was hired in January 1997 to complete the update. This was completed and adopted in 1998. Since that time, ETP has focused its attention on regional coordination and advocacy for ETP priorities.

To achieve its mission, ETP adopted the following goals on January 26, 1996:

1. *Develop and adopt a package of transportation priorities based on adopted land use plans that improves overall mobility for people, freight and goods, and addressing peak hour congestion on the Eastside.*
2. *Jointly implement adopted priorities through leadership, education, and advocacy within communities, cities and the region.*
3. *Adopt and implement a strategy for increasing funding for transportation improvements and programs.*

The Bellevue City Council adopted Resolution 7327 on February 13, 2006 authorizing the City Manager to execute the Eastside Transportation Partnership Interlocal Agreement for the years 2006 through 2008, with a possible extension through 2010.

Staff Recommendation

While the ETP group still exists and meets monthly, many of its original objectives as articulated in the ETP document have been met. Much of the content of the ETP document is outdated and most of the projects have been completed. The document is not referenced by the ETP members and is no longer relevant to transportation planning in Bellevue or on the greater Eastside. King County provides staff support for the ETP and maintains and updates the group's work program.

To the best of staff's knowledge, no other ETP cities maintain ETP policies and project lists. Bellevue's ETP has not been updated from the original 1987 document. Since 1987, the Growth Management Act was passed and Bellevue has adopted a Comprehensive Plan (updated in 2003) that includes a comprehensive Transportation Element – incorporating the ETP policy intent. Bellevue's ongoing participation in ETP is adequately supported by existing policies in the Transportation Element, which could be supplemented with relevant policies from ETP - we do not need a stand-alone document because the Transportation Element covers all modes and regional coordination. In ETP meetings or other forums in which regional transportation policy or projects area discussed, Bellevue staff and ETP representatives do not refer to the ETP document.

Therefore staff recommends that the ETP document be repealed. **First, however, it will be ensured that relevant policies are either addressed by or are moved to the Transportation Element and that relevant projects are included in or moved to the East Bellevue**

Transportation Plan. Please refer to Attachments 1 and 2 to track the staff recommendation for ETP policies and projects.

Transportation Commission Action

On October 25, the Transportation commission provided a preliminary recommendation to delete projects that have already been completed and the policies that are replicated elsewhere. The Commission requested further review to ensure that projects on the list that are not completed and the relevant policies were properly accounted for – please refer to Attachments 1 and 2 . The Commission also asked staff to ensure that the ETP document does not have any existing constituency. Staff requests the Commission review and discuss staff recommendation, provide direction for modifications, and provide a 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 in the geographic area east of I-405 and north of NE 8th Street. The plan includes one goal: ***To identify the road and transit facilities needed to implement the City’s transportation policies,*** one policy, ***Implement the transportation facility improvements listed in Table 1 and shown in Map A,*** a project list and a map. Both the Bel-Red/Overlake Transportation Study and the East Bellevue Transportation Plan cover the same geography and are updated with the results of transportation studies, consistent with Policy 16 in the East Bellevue Transportation Plan, which states.

Consider recommendations from the most recently completed transportation studies and the West Lake Hills Neighborhood Investment Strategy for guidance on the implementation of projects in the East Bellevue area.

The Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan was most recently amended to delete two project by Ordinance 5398 in 2002, which reads in part as follows.

Section 2. Table I of the Bridle Trails/Bel-Red/Crossroads TFP Project List shall be amended to delete the following projects:

- *Project Number 201 at 140th Ave NE-NE 40th St: Add northbound right turn pocket and four way stop; monitor for potential future signalization.*
- *Project Number 216 at 140th Ave NE-NE 24th St. to NE 42nd St.: Add median left-turn lane.*

Staff Recommendation

Repeal the Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan document, **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

On October 25, the Transportation commission provided a preliminary recommendation to delete projects that have already been completed. The Commission requested further review to ensure that projects on the list that are not completed were properly accounted for – please refer to Attachment 3. Staff requests the Commission review and discuss staff recommendation, provide direction for modifications, and provide a preliminary Transportation Commission recommendation.

Bel-Red Corridor Project Transportation Project List and Map

To support the 2030 land use development program, additional roadway infrastructure will be required within the Bel-Red Corridor, along with improved connections to downtown Bellevue and to SR 520. The attached list and map describe the roadway capacity improvement projects in the steering committee’s recommended vision, together with policy level pedestrian/bicycle and light rail projects. Intersection improvements would also be necessary to the transportation system to function properly; these are shown on the project map and are described in the Final Environmental Impact Statement, and will also be included in the Transportation Facilities Plan. Intersection projects may also be included in the East Bellevue Transportation Plan with the Commission’s recommendation.

The project list and map are provided in this packet for the Commission’s information, please see Attachment 4. No action with respect to the Bel-Red Corridor Project projects will be requested of the Commission at this meeting. Per the Bel-Red Corridor Project Implementation Schedule on page one, we expect to discuss these projects on December 13.

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

ATTACHMENTS

1. Eastside Transportation Partnership policy matrix
2. Eastside Transportation Partnership project matrix
3. Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan project matrix
4. Bel-Red Corridor Project transportation project list and map

ETP-4	Develop a detailed financing and implementation plan for the ETP recommendations to include: (1) identification of tasks necessary to implement the ETP plan, especially policies and high priority projects; (2) assignment of responsibilities to various participants; (3) a schedule for carrying out the plan; and (4) specific financing packages to implement recommended improvements	Financing and prioritization incorporated in the Finance section of the Transportation Element Repeal	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	Repeal
ETP-6	Ensure that maintenance of existing transportation system be given priority consideration	Keep policy intent. Move to Transportation Element – may require amendment to policy language	Move to Transportation Element

ETP-7	<p>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.</p> <p><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></p>	<p>Accomplished</p> <p>Repeal</p>	<p>Repeal</p>
ETP-8	<p>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</p>	<p>Incorporated in TR-90</p> <p>Repeal</p>	<p>Repeal</p>
ETP-9	<p>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.</p>	<p>Incorporated in TR-90, TR- 92</p> <p>Repeal</p>	<p>Repeal</p>
ETP-10	<p>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.</p>	<p>Incorporated in TR-64</p> <p>Repeal</p>	<p>Repeal</p>
ETP-11	<p>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.</p>	<p>Incorporated in TR-13, TR-51, TR-57, TR-68, TR-70</p> <p>Repeal</p>	<p>Repeal</p>
ETP-12	<p>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</p>	<p>Incorporated in TR-51</p> <p>Repeal</p>	<p>Repeal</p>

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	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	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	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	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	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; b. Transportation management and support services to enhance HOV use; c. Demand management regulation to create an environment in which HOV's can operate more successfully; 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.	<i>Incorporated in TR-9, TR-10, TR-1, plus requirements of the Commute Trip Reduction Act</i> Repeal	Repeal

ETP-19	Adopt a TDM ordinance that ensures consistent application of TDM regulations for employers in all Eastside jurisdictions.	Accomplished through Commute Trip Reduction Act and Policy TR-9 Repeal	Repeal
ETP-20	Eastside jurisdictions should actively participate in regional efforts to develop the regional HCT system	Incorporated in TR-72 Repeal	Repeal
ETP-21	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	Incorporated in TR-66, TR-72 Repeal	Repeal
ETP-22	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	Incorporated in TR-60 Repeal	Repeal
ETP-23	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	Incorporated in Transportation Element HCT section Repeal	Repeal
ETP-24	The regional HCT system should be integrated with the rest of the transportation system serving the Eastside.	Incorporated in TR-24 Repeal	Repeal
ETP-25	Provisions for carpool and vanpool should be maintained when planning, constructing and operating the HCT system.	Incorporated in TR-66, TR-68 Repeal	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	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	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	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	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	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	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	Repeal
ETP-33	Develop design guidelines for land development to enhance public transit service to new developments.	<i>Incorporated in TR-8</i> Repeal	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	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	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	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 (this is proposed to be moved to the Transportation Element where language may be modified)</i> Repeal from ETP	Repeal
ETP-38	Incorporate sidewalks and bus stop improvements into road projects where needed.	<i>Incorporated in TR-77, TR-80</i> Repeal	Repeal
ETP-39	Encourage better design of developments to facilitate pedestrian circulation and transit service	<i>Incorporated in TR-76</i> Repeal	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	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	Repeal
ETP-42	Encourage the provision of safe and convenient bicycle parking facilities at existing commercial and employment centers, and require their provision in new centers as a condition of development	<i>Incorporated in Ped/Bike Policy-19</i> Repeal from ETP, proposed to be considered in the Ped/Bike Plan update	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 – may require amendment to policy language	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– may require amendment to policy language	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– may require amendment to policy language	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	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	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	Delete
R116	Lakemont Blvd.	164th Way SE to I-90	Construct new 3/4 lanes	<i>Project complete</i> Delete	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	Delete
R51	I-405 Interchange	At NE 8th St.	Reconfiguration	<i>Project complete</i> Delete	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	Delete
R183	East Bellevue	Bel-Red Road to Newport Way and I-405 to Lake Sammamish	Complete transportation study	<i>Project complete</i> Several transportation studies have been undertaken for this geography: East Bellevue (1991), Eastgate/I-90 (2002), West Lake Hills (2002), BROTS N/S (2003), 148 th Mobility Improvement Package (2003,) FATS(2004). Delete	Delete

R26	Expand Park & Ride Lots	South Bellevue	Provide additional spaces (200 to 800 spaces per lot)	Project complete Currently 470 spaces. Sound Transit's East Link analysis will consider long range plans for South Bellevue Park and Ride. Delete	Delete
R93	SR-520	I-405 to SR-202 lanes (total of 6 lanes)	Construct EB & WB HOV	Substantially complete in Bellevue. Delete	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	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.	Project complete Delete	Delete
R111	Newport Way	128 th Ave SE to SE 42 nd PI	Widen to 2/3 lanes including bicycling facilities	Project complete Delete	Delete
R115	Newcastle Rd/ Lakemont Blvd	Coal Creek Pkwy to 164 th Way SE	Widen to 2/3 lanes including bicycling facilities	Project complete Delete	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	Project complete Delete	Delete
R27	Transit Center	Bellevue	New transit center & I-405 ramp access to Bellevue CBD	Project complete Delete	Delete
R28	Flyer Stop	Eastgate	Construct new flyer stop	Project complete Implemented as the park and ride direct access ramp Delete	Delete

R112	Coal Creek Parkway	Newport Way to I-405	Widen to 6/7 lanes + NB HOV lanes, Minimize roadway widening	Project substantially complete <i>Implemented as CIP project PW-R-95</i> <i>Design did not include HOV lanes</i>	Delete
				Delete	
R53	I-405 Interchange	At SE 8 th Street	Reconfiguration	Project complete	Delete
				Delete	
R84	Bel-Red Road	156 th Ave NE to NE 20 th St	Widen 4/5 lanes	Project complete <i>Developed as 4 lanes plus one long left turn lane</i>	Delete
				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	Project complete	Delete
				Delete	
R107	Kamber Road	145 th PI NE to Richards Rd	Widen to 2/3 lanes	Project complete	Delete
				Delete	
R108	Eastgate Way	Richards Rd to 148 th Ave NE	Widen to 2/3 lanes	Project substantially complete <i>TFP-76 adds turn pockets and ped/bike facilities.</i>	Delete
				Delete	
R109	SE 36 th St	128 th Avenue SE to 150 th Ave SE	Widen to 2/3 lanes	Project complete	Delete
				Delete	
R50	I-405 Interchange	At SR-520	Reconfiguration	Project more specifically defined as the <i>I-405/SR 520 braid</i>	Delete
				Delete	
R97	I-405 Interchange	At 148th Ave. NE	Reconfiguration	Project more specifically defined in <i>BROTS – 68</i>	Delete
				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	
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	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	Delete

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>	Delete
R176	SR-520/ Bellevue WA	Interchange EB on-ramp	Construct eastbound on-ramp to SR-520 from Bellevue Way NE.	<p><i>Superseded</i> by SR520 Bridge Replacement and HOV Expansion Project</p> <p>Delete</p>	Delete
R181	124 th Ave NE/SR-520	At Northup Way/NE 20 th St	Add northbound/southbound SR-520 tunnel under Northup Way and modify signalization.	<p><i>Project not complete</i> <i>Not envisioned or modeled in Bel-Red. SR520 interchange proposed</i></p> <p>Delete</p>	
R26	Expand Park & Ride Lots	Wilburton	Provide additional spaces (200 to 800 spaces per lot)	<p><i>Project not complete</i> <i>Currently 190 spaces. No expansion plans.</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.	Project not complete <i>Not envisioned or modeled in Bel-Red. A new SR520 interchange at 124th Ave NE is proposed, not at 130th.</i>	
				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.	Project not complete <i>Project described in BROTS project 20.</i>	
				Delete	
R28	Flyer Stop	Lakemont	Construct new flyer stop	Project not complete <i>Project not in any current plans. I-90 corridor study underway.</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	Project not complete <i>Roadway widening not incorporated in any other project list and is inconsistent with the vision for this arterial corridor. A multi-purpose, porous asphalt trail project recently completed.</i>	
				Delete	
R135	SR-901	Bel-Red Road to I-90	Widen to 2/3 lanes including bicycling facilities	Project not complete <i>Decommissioned as a state highway in 1992, now known as West Lake Sammamish Parkway (WLSP). Superseded by WLSP design study, Included in TFP-078 and East Bellevue Transportation Plan project #524</i>	Delete
				Delete	

R99	Northrup 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>Project not complete. 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.</p> Delete	Delete
R178	116 th Ave NE	NE 12 th St to Northrup Way	Widen 4/5 lanes	<p>Project not complete. Identified in the Bel-Red Corridor project recommendation as project # R-4</p> <p>Delete from ETP Project list. Add to East Bellevue Transportation Plan as part of the Bel-Red project list and map.</p>	Delete
R94	SR-520	SR-908 to 148 th Avenue NE	Construct auxiliary lanes where appropriate (total 8/9 lanes)	<p>Not a Bellevue project. Redmond and Kirkland</p> Delete	Delete
R101	156 th Ave NE	NE 31 st St to NE 24 th St	Install SB HOV within existing right of way	<p>Not a Bellevue project. Redmond project partially complete, superseded by BROTS-81</p> Delete	Delete

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	Delete
203	132 nd Ave NE/ NE 20 th St.	Signalize; channelize northbound approach	<i>Project complete</i> Delete	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	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	Delete
206	NE 24 th , 156 th Ave NE, 160 th Ave NE	Reconstruct as three lanes, modify signalization	<i>Project complete</i> Delete	Delete
207	156 th Ave, NE 20 th St - NE 24 th St	Add median left-turn lane	<i>Project complete</i> Delete	Delete
217	130 th Ave NE, NE 20 th St – NE 24 th St	Widen to three lanes	<i>Project complete</i> Delete	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</i> <i>All legs of the intersection have turn pockets.</i> Delete	Delete

221	124 th Ave NE/Bel-Red Rd	Add left turn pockets on north and south legs; modify signalization	Project complete Delete	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)	Project complete Delete	Delete
208	Bel-Red Rd, NE 20 th St - NE 24 th St	Add median left-turn lane	Project not complete. <i>Included in BROTS project list as # 63</i> <i>Not in Bel-Red which would supersede BROTS</i> Delete from Bridle Trails, Bel-Red, Crossroads Project List – keep in BROTS to be reviewed in that update process.	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	Project not complete. <i>Included in BROTS project list as # 68</i> Delete from Bridle Trails, Bel-Red, Crossroads Project List – keep in BROTS to be reviewed in that update process.	Delete
209	Northup Way, 156 th Ave NE - 164 th Ave NE	Add median left-turn lane	Substantially complete. <i>No further projects for this segment are included in BROTS or the East Bellevue TFP.</i> Delete	Delete

227	156 th Ave NE/ Northrup Way	Add through lane eastbound and westbound, modify signalization	<p>Project not complete. BROTS project #16 and Bel-Red project # I-15 each describe projects for this intersection.</p> <p>Delete from Bridle Trails, Bel-Red, Crossroads Project List Add to East Bellevue TFP as part of the Bel-Red project list and map</p>	Delete
228	136 th PI NE, NE 16 th St – NE 20 th St	Reconstruct as three lanes	<p>Project not complete. Bel-Red project # R-7 describes this project.</p> <p>Delete from Bridle Trails, Bel-Red, Crossroads Project List Add to East Bellevue TFP as part of the Bel-Red project list and map</p>	Delete
<p>The projects below described in this Plan have been reviewed in the Bel-Red Corridor study and the description may have changed. These projects would be deleted from this Plan and moved - with new descriptions - to the East Bellevue Transportation Plan upon approval of the Bel-Red project list and map.</p>				
211	130 th Ave NE, Bel Red Rd - NE 18 th St	Reconstruct as three lanes, modify signalization	<p>Superseded by Bel-Red project # R-7 (reduced to a 3 lane cross section)</p> <p>Delete</p>	
215	124 th Ave NE, Bel-Red Rd, NE 18 th St	Reconstruct as three lanes	<p>Superseded by Bel-Red project that describes a 5-lane cross section</p> <p>Delete</p>	

223	NE 16 th St, 120 th Ave NE – 132 nd Ave NE	Construct new three lane road; signalize where warranted	Superseded by Bel-Red project that describes a 5-lane cross section Delete	
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 – Northup 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	Superseded by project described in the BROTS N/S transportation plan and is included in TFP-157 Delete	
<i>The projects below described in this Plan have been reviewed in the Bel-Red Corridor study and they are no longer considered to be relevant parts of the East Bellevue transportation system. These projects would be deleted from this Plan upon approval of the Bel-Red project list and map.</i>				
212	132 nd Ave NE, Bel-Red Rd - NE 20 th St	Reconstruct as three lanes, modify signalization	Project not complete. Bel-Red did not envision or model this segment. 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	Project not complete. Bel-Red did not envision or model this segment. Delete	

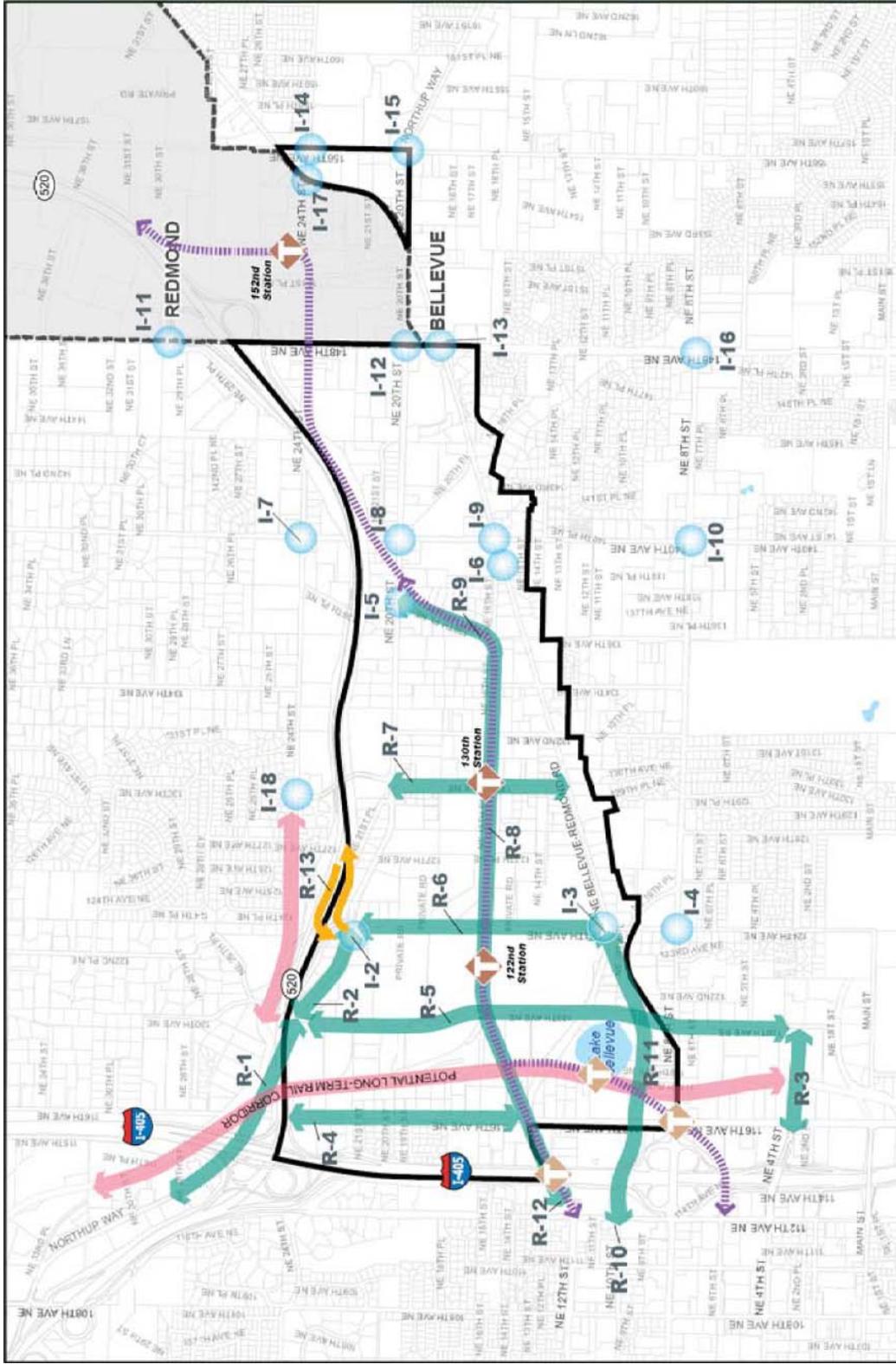
214	134 th Ave NE, Bel-Red Rd, NE 16 th St	Reconstruct as three lanes, modify signalization	Project not complete. <i>Bel-Red did not envision or model this segment</i> Delete	
218	148 th Ave NE/NE 40 th St	Add eastbound through/right turn lane: modify signalization	Project not complete. <i>Not identified in BROTS or East Bellevue TP.</i> Delete	
219	130 th Ave NE/Bel-Red Rd	Add westbound-northbound right turn lane; modify signalization	Project not complete <i>Bel-Red did not envision or model this project.</i> Delete	
224	127 th Ave NE, Bel-Red Rd - Northup Way	Construct new three lane road; signalize	Project not complete <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	Project not complete <i>Bel-Red did not envision or model expanding this segment. Currently a ped/bike path.</i> Delete	
226	136 th PI NE, NE 20 th St – NE 24 th St	Construct new three lane road with tunnel under SR-520	Project not complete <i>Bel-Red did not envision or model a tunnel on 136th PI NE</i> Delete	

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

ATTACHMENT 4**Bel-Red Corridor Project (2007)**

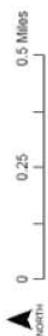
Project Number	Project Location	Project Description
	Pedestrian and Bicycle Project List	
PB-1	Bel-Red Subarea	Sidewalks on all new and expanded or reconfigured streets
PB-2	Bel-Red Subarea	Bicycle facilities (consisting of shared lanes or bicycle lanes) on new or expanded arterials
PB-3	Bel-Red Subarea, in particular along NE 16 th Street, the West Tributary, and the BNSF corridor	Off-street, multi-purpose paths (Identified in the 2007 Pedestrian and Bicycle Transportation Plan as a Type A facility)
	Transit Project List	
TR-1	Between I-405 and Overlake Village in Redmond	Four light rail stations with an alignment through the center of the Bel-Red Subarea along approximately NE 16 th Street: <ul style="list-style-type: none"> • Overlake Hospital Medical Center Vicinity • 122nd Avenue NE/NE 16th Street • 130th Avenue NE/NE 16th Street • 152nd Avenue NE/NE 24th Street
	Neighborhood Protection	
NP-1	Non arterial streets on the perimeter of the Bel-Red Subarea	Traffic calming or diverting measures designed to discourage thru traffic
NP-2	Residential neighborhoods on the perimeter of the Bel-Red Subarea	Parking restrictions and enforcement
	Roadway Project List	
R-1	Northup Way	Add two-way left-turn lane west of 120th Avenue NE (currently under design)
R-2	Northup Way	Add eastbound through lane between 120th and 124th Avenues NE
R-3	Northup Way	Add eastbound through lane between 120th and 124th Avenues NE
R-4	116th Avenue NE	Widen to two lanes in each direction
R-5	120th Avenue NE	Widen to five lanes between Northup Way and NE 4th Street
R-6	124th Avenue NE	Widen to five lanes between Northup Way and Bel-Red Road
R-7	130th Avenue NE	Improve to urban standards with two lanes and turn pockets between NE 16th Street and NE 20th Street

R-8	NE 16th Street	New five-lane roadway, linking core of the Bel-Red/Northrup Subarea to Downtown Bellevue via a NE 12th Street crossing of I-405
R-9	NE 16th Street east end treatment with terminus at NE 20th Street via 136th Place NE.	<ul style="list-style-type: none"> • Five-lane to three-lane reduction following along 136th Place NE • Continue three-lane section to NE 20th Street along 136th Place NE • Two-lane non-arterial connection between 136th Place NE and Bel-Red Road
R-10	NE 10 th Street over I-405	New four-lane freeway overpass
R-11	NE 10th Street extension	New four-lane roadway from 116th to 124th Avenues NE
R-12	NE 12th Street	<ul style="list-style-type: none"> • Widen to six lanes between 112th Avenue NE and new NE 16th Street connection • Reduce functional class and capacity between new NE 16th Street and 124th Avenue NE
R-13	124 th Avenue NE at SR 520	Complete the interchange by constructing ramps to and from the east
	Intersection Project List	
I-1	NE 12th St and 116th Ave NE	Intersection turn pockets
I-3	Bel-Red Road and 124th Ave NE	Realign northbound approach of 124th Ave NE east of the existing intersection, and incorporate the new NE 10th St extension into the existing intersection
I-4	NE 8th St and 124th Ave NE	Intersection turn pockets
I-5	NE 20th St and 136th Place NE	Intersection turn pockets
I-6	NE16th St and Bel-Red Road	Right-in and right-out access only
I-7	NE 24th St and 140th Ave NE	Intersection turn pockets
I-8	NE 20th St and 140th Ave NE	Intersection turn pockets
I-9	Bel-Red Road and 140th Ave NE	Intersection turn pockets
I-10	NE 8th St and 140th Ave NE	Intersection turn pockets
I-11	NE 29th Pl and 148th Ave NE	Intersection turn pockets
I-12	NE 20th St and 148th Ave NE	Intersection turn pockets
I-13	Bel-Red Road/148th Ave NE	Intersection turn pockets
I-14	NE 24th St and 156th Ave NE	Intersection turn pockets
I-15	NE 20th St and 156th Ave NE	Intersection turn pockets
I-16	NE 8th Street and 148th Ave NE	Intersection turn pockets
I-17	NE 24th St and Bel-Red Road	Intersection turn pockets
I-18	NE 24th St and 130th Ave NE	Intersection turn pockets



LEGEND

- Bel-Red Corridor
- Potential LRT station locations; number of and specific locations will require additional analysis by others.
- Arterial improvements
- Nonmotorized improvements
- Potential LRT alignments
- Intersection improvements
- New freeway access



**Preferred Alternative
Transportation Improvements**
Bel-Red Corridor Final EIS