



# MEMORANDUM

DATE: December 6, 2007

TO: Transportation Commission

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

SUBJECT: Transportation Facilities Plan Update Process  
Preliminary List of Candidate Roadway and Intersection Projects

## Background

On September 13, staff initiated the Transportation Facilities Plan (TFP) update process with the Commission by providing an overview of the current 2006-2017 plan, project funding/implementation status, and descriptions of the general purpose and essential functions of the City's TFP. We also presented a preliminary timeline which outlined key update process elements including important Commission decision points.

On October 11, staff returned to present and receive Commission input and approval on two update process components: the TFP Update Process Public Involvement (PIP) Strategy and the Roadway/Intersection Project Scoring Criteria and Weighting. The PIP strategy was approved while the scoring criteria and weighting were first modified then approved. The Commission-approved criteria weighting is listed below:

- |   |      |
|---|------|
| • Safety  | 25%  |
| • Level of Service                              | 25%  |
| • Transit                                       | 15%  |
| • Non-motorized                                 | 20%  |
| • <u>Regional Benefit &amp; Outside Funding</u> | 15%  |
|   | 100% |

The new criteria and weighting will be used to develop an initial ranking of candidate roadway and intersection projects. Again, the initial ranking of non-motorized projects will occur through the separate but parallel Pedestrian and Bicycle Transportation Plan update process. Later in the TFP update process these separate lists will be merged into a single, prioritized TFP project list.

## December 13 meeting

The December 13 TFP Study Session time is intended primarily for the presentation and an initial discussion of the preliminary list of TFP candidate roadway and intersection projects. Please take some time to review the color-coded Preliminary Roadway/Intersection Candidate Project list and map (See Attachments 1 and 2). The list includes the following groupings of projects:

- **BROTS – Bel-Red Corridor Project Area**
  - Dark Blue: BROTS (Bel-Red/Overlake Transportation Study) and other Bel-Red/Overlake area projects which have been adopted into one of the long-range transportation subarea plans in the Bellevue Comprehensive Plan.
  - Light Blue: Bel-Red Corridor Project Recommendations; these projects are under review (including by the Transportation Commission) and have not yet been adopted into the Comprehensive Plan. Staff, however, felt it important to keep these ‘planning process’ projects on the TFP update radar screen as their relative priority should become clearer within the TFP update timeframe.
  
- **Downtown Area**
  - Dark Red: Again, the darker color in this area represents projects that have previously been adopted into the Downtown Subarea Plan, either associated with the Downtown Implementation Plan or the older CBD Implementation Plan.
  - Light Red (okay, Pink): Downtown Comprehensive Plan Amendments; the Transportation Commission was briefed (11/15/07) on the set of projects currently proposed for inclusion in the Downtown Comp. Plan Amendment. The Commission recommended their approval to the Planning Commission.
  
- **Factoria, Eastgate and Areas South of I-90**

All of the candidate projects in this group are included in an adopted City plan. In the case of the two Lakemont projects (FES-7, 8) the plan is the TFP itself.
  
- **Funded/Partially Funded CIP Projects**

This candidate project group includes existing TFP roadway and intersection projects with full or partial funding committed in the adopted 2007-2013 CIP. Through the update process we will carefully analyze whether existing TFP projects should be retained in the new plan. Funded projects for which an implementation phase has begun, however, have been excluded from the candidate list as it is assumed they will be automatically included in the TFP update.

Note: All projects and project descriptions included on the attached candidate list should be considered preliminary and eligible for refinement or clarification throughout the project evaluation and prioritization process.

**Next Steps**

Refer to the general TFP update timeline attached to this memo (See Attachment 3). The timeline not only identifies the key steps in the process but also indicates the Transportation Commission’s review and approval role in each phase of the process.

If you have questions or need additional information prior to the meeting, please contact Kristi at (425) 452-4496 or email [koosterveen@bellevuewa.gov](mailto:koosterveen@bellevuewa.gov).

Attachments

2009-2020 Transportation Facilities Plan  
Preliminary Candidate Projects: Roadways/Intersections

Map #	Source Plan	MMA	Project Name, Location and Limits	Project Description	Project Need	2006-2017 TFP #	Notes
<b>BROTS - Bel-Red Corridor Project Area</b>							
BRC-1	BRCP	4	NE 10th Street/116th to 124th Avenues NE	Extend NE 10th Street from 116th to 124th Avenues NE, four lanes with turn pockets	Capacity		Concerns over impact, cost and need
BRC-2	BRCP	4	NE 16th Street/136th Place NE to NE 12th Street	Along NE 16th Street, widen to three to five lanes from 136th Place NE to 132nd Avenue NE; extend roadway from 132nd Avenue NE to NE 12th Street at 116th Avenue NE.	Capacity		Potential LRT line
BRC-3	BRCP	4	136th Place NE/NE 16th to 20th Streets	Widen road with five to three-lane reduction between NE 16th Street and NE 20th Street; add a double westbound left turn on NE 20th Street	Capacity		Potential LRT line; include non-motorized elements
BRT-1	BROTS	4	136th Avenue NE/NE 16th Street to NE 20th Street	Upgrade 136th Avenue NE to two lane urban standards between NE 16th Street and NE 20th Street; add southbound left turn lane at NE 16th Street	Capacity		May be superseded/incorporated into BRC-3
BRC-4	BRCP	4	116th Avenue NE/Northup Way to NE 12th Street	Widen roadway three to five lanes to urban standards. Add a double westbound left turn and a double eastbound left turn at 116th Avenue NE and NE 12th Street.	Capacity		Proposed widening may be reduced
BRT-2	Part BROTS	4	116th Avenue NE/NE 12th Street	Add northbound right turn lane, extend eastbound left turn lane.	Capacity	90	May be superseded/incorporated into BRC-2 or BRC-4
BRC-5	BRCP	4	120th Avenue NE/Northup Way to NE 4th Street	Widen to five lanes. Extend roadway from Old Bel-Red Road to NE 8th Street. Bike lanes from NE 4th to NE 15th Streets	Capacity		
BRT-3	BROTS	4	120th Avenue NE/NE 12th Street	Add southbound right turn lane.	Capacity		May be superseded/incorporated into BRC-5
BRC-6	BRCP	4	124th Avenue NE/Northup Way to Bel-Red Road	Widen to five lanes; between Northup Way and Bel-Red Road.	Capacity		
BRC-7	BRCP	4	124th Avenue NE at SR-520	Construct ramps to and from the east	Capacity		Partnership with WSDOT? Placeholder?
BRC-8	BRCP	8	124th Avenue NE/NE 8th Street	Add double southbound left turn lane.	Capacity		
BRT-4	CIP Part BROTS	4	124th Avenue NE/Bel-Red Road	Widen intersection for second westbound left turn lane, second southbound lane from Bel-Red Road to Old Bel-Red Road and a right turn lane southbound; curb/gutter/sidewalks on east side of intersection.	Capacity	89	PW-I-91 (Design report). <b>Issue: Should TFP identify project with implementation \$ or wait until funded analysis is completed?</b> May be superseded/incorporated into BRC-6
BRC-9	BRCP	4	130th Avenue NE/NE 20th to NE Bel-Red Road	Widen to two to three lanes with turn pockets and on-street parking; shared bike lanes	Capacity		Potential LRT hub
BRT-5	CIP BROTS	4	130th Avenue NE/Bel-Red Road to NE 20th Street	Add two-way left turn lane on 130th Avenue NE between Bel-Red Road and NE 20th Street; widen lanes for bicycles with curb/gutter/sidewalks on both sides.	Capacity	39	PW-R-122 (Design report). <b>Issue: Should TFP identify project with implementation \$ or wait until funded analysis is completed?</b> May be superseded or incorporated into BRC-9
BRT-6	BROTS	4	130th Avenue NE/NE 20th Street	Add southbound right turn lane and westbound right turn lane.	Capacity		May be superseded/incorporated into BRC-9
BRC-10	BRCP	2	130th Avenue NE/NE 24th Street	Add westbound left turn lane	Capacity		Remove?
BRT-7	BROTS	4	130th Avenue NE/Bel-Red Road	Add second southbound right turn lane and a westbound right turn lane.	Capacity		May be superseded/incorporated into BRC-9
BRT-8	BROTS	4	132nd Avenue NE/Bel-Red Road	Add southbound right lane.	Capacity		Not included in BRCP - superseded by omission
BRO-1	BBC	4	134th Avenue NE/Bel-Red Road to NE 16th Street	Widen 134th Avenue NE to three lanes from Bel-Red Road to NE 16th Street	Capacity		Not included in BRCP - superseded by omission
BRC-11	BRCP	12	140th Avenue NE/NE 20th Street	Add an eastbound right turn lane.	Capacity		
BRC-12	BRCP	12	140th Avenue NE/NE 24th Street	Add northbound right turn lane and eastbound right turn lane	Capacity		
BRC-13	BRCP	12	140th Avenue NE/Bel-Red Road	Add eastbound right turn lane, westbound right turn lane, and dual eastbound left turn lanes	Capacity		Northbound right turn lane included in No Action alternative.
BRC-14	BRCP	9	140th Avenue NE/NE 8th Street	Add a northbound through lane and a southbound through lane	Capacity		Viable? BROTS III?
BRC-15	BRCP	12	148th Avenue NE/NE 29th Place	Modify current westbound shared left turn/through lane to dual westbound left turn lanes and a single westbound through lane	Capacity		BROTS III?
BRC-16	BRCP	9	148th Avenue NE/NE 8th Street	Add 2nd northbound and southbound left turn lanes on 148th Avenue NE.	Capacity		WBR in No Action, not Pref Alt?
BRO-2	148th MIP	9	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.	Capacity	168	May be superseded/incorporated into BRC-16
BRO-3	BROTS N/S	12	148th Avenue NE at SR 520	Streamline/Rechannelize the southbound lanes on 148th Avenue to reduce friction and improve southbound flow.	Capacity	176	BROTS III?
BRO-4	BROTS N/S	12	148th Avenue NE/NE 24th Street	Lengthen the westbound right turn lane on NE 24th Street and provide a second westbound left turn lane; widen NE 24th Street to allow wide curb lanes for cyclists.	Capacity	157	Redmond interest in 2nd EBLT too; requires BROTS ILA amendment. BROTS III?
BRC-17	BRCP	12	156th Avenue NE/NE 24th Street	Add an eastbound right turn lane and 2nd northbound left turn lane	Capacity		
BRT-9	BROTS	12	156th Avenue NE/Bel-Red Road to NE 20th Street	Add third southbound through lane on 156th Avenue NE from Bel-Red Road, becoming a southbound right turn lane at NE 20th Street.	Capacity		Not included in BRCP - superseded by omission
BRT-10 BRC-18	Part BROTS BRCP	5	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.	Capacity	92	Potentially drop 2nd SBLT and 2nd EBT to minimize non-local user to access WLSP
BRO-5	BBC Ped/Bike	6	Northup Way/156th Avenue NE to 164th Avenue NE	Add median left-turn lane; bike lanes.	Capacity Ped-Bike		2004-2015 TFP # 167
BRO-6	TTF	1	Bellevue Way/Northup Way	Change through lane on westbound Northup Way to shared through left-turn lane.	Capacity		Previously deleted CIP project; superseded by CIP-1 and SR 520 work
BRT-11	BROTS	5	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.	Capacity		
BRT-12 BRC-19	BROTS BRCP	12	Bel-Red Road/NE 24th Street	Add southbound right turn and northbound left turn lanes.	Capacity	102	NBL not incl in BRCP
BRO-7	EBTP	12	Bel-Red Road/140th Avenue NE to 156th Avenue NE	Widen to provide a two-way left turn lane, where feasible. Where widening is not feasible, prohibit left turns from Bel-Red Road	Capacity		2004-2015 TFP #174. Not included in BRCP, superseded by omission.
BRO-8	TFP	12	Bel-Red Road/NE 20th Place	Install signal, eastbound left turn pocket and pedestrian crossing.	Safety Capacity	198	

2009-2020 Transportation Facilities Plan  
Preliminary Candidate Projects: Roadways/Intersections

Map #	Source Plan	MMA	Project Name, Location and Limits	Project Description	Project Need	2006-2017 TFP #	Notes
<b>Downtown Area</b>							
CPA-1	CPA	3	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.	Capacity		
DIP-1	DIP	3	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	Capacity	172	Pre-design analysis (2007) deemed that this project is not a near term priority
CPA-2	CPA	3	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.	Capacity		Should this be part of CIP NE 2nd St Extension and I-405 interchange? See DIP-5
DIP-2	DIP	3	Bellevue Way/NE 2nd Street	Add new westbound left-turn lane.	Capacity		2004-2015 TFP # 182, listed as \$200K. Superseded by CPA-3?
CPA-3	CPA	3	Bellevue Way/NE 2nd Street	Add a northbound right turn lane and southbound left turn lanes.	Capacity		
DIP-3	DIP	3	Bellevue Way/NE 4th Street	Convert eastbound thru-right to right only.	Capacity		2004-2015 TFP # 183. Superseded by CPA-4?
CPA-4	CPA	3	Bellevue Way/NE 4th Street	Add a southbound right turn lane and a westbound right turn lane.	Capacity		
CPA-5	CPA	3	Bellevue Way/NE 8th Street	Add southbound right turn lane.	Capacity		
DIP-4	DIP	3	NE 10th at I-405	Add half interchange (ramps) to/from the north. Cost estimate reflects only a potential local contribution to a project that will require substantial funding from outside sources. Project to be coordinated with City/WSDOT project to extend NE 10th Street between 112th and 116th Avenues NE.	Capacity	193	\$500K in 2006-2017 TFP; NB ramp funded through WSDOT Braided ramp project
DIP-5	DIP	3	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.	Capacity	197	\$500K in 2006-2017 TFP
CPA-6	CPA	4	NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE	The ultimate project would design and construct a preliminary recommendation of the Wilburton/NE 8th Street Study. The roadway will consist of 3-5 vehicle lanes, bike lanes, sidewalks and will require construction of a tunnel under the BNSF railroad right-of-way. Neighborhood traffic mitigation will be evaluated to discourage cut through traffic on NE 5th Street east of 120th. This project will be closely coordinated with potential private development in the immediate vicinity.	Capacity	207	\$1M placeholder in 2006-2017 TFP
CPA-7	CPA	3	NE 6th Street Extension	Extend the NE 6th Street HOV bridge over northbound I-405 to 116th Avenue NE and/or 120th Avenue NE	Capacity		Allow buses and carpools to cross the freeway without traffic and signal delays.
CBD-1	CBD	7	112th Avenue SE/SE 4th Street	Add a northbound left turn lane.	Capacity		2001-2012 TFP # 111
<b>Factoria, Eastgate and Areas south of I-90</b>							
FES-1	FATS update	13	129 <sup>th</sup> Avenue SE/SE 38 <sup>th</sup> Street to Newport Way	Extend 129 <sup>th</sup> Avenue SE north to SE 38 <sup>th</sup> Street. Investigate traffic operations at the intersection of 129th Avenue SE and SE Newport Way. Consider signalization and channelization improvements if warranted.	Capacity	103	Cost in TFP reflects design only
FES-2	FATS update	13	131 <sup>st</sup> Avenue SE/132 <sup>nd</sup> Avenue SE between SE 36 <sup>th</sup> Street and SE 38 <sup>th</sup> Street	Realign 131 <sup>st</sup> Ave SE/132 <sup>nd</sup> Ave SE to form a vehicular and pedestrian connection between SE 36 <sup>th</sup> St and SE 38 <sup>th</sup> St.	Capacity Ped/Bike		
FES-3	E/I-90	10	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.	Capacity	154	
FES-4	EBTP	10	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.	Capacity	195	
FES-5	E/I-90	10	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.	Capacity	162	
FES-6	FATS update	13	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.	Capacity Safety	120	
FES-7	Lakemont	11	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.	Capacity Ped/Bike Safety	192	
FES-8	Lakemont	11	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.	Capacity Ped/Bike Safety	205	
FES-9	FATS update	13	SE 40 <sup>th</sup> Lane/Factoria Boulevard	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.	Capacity		

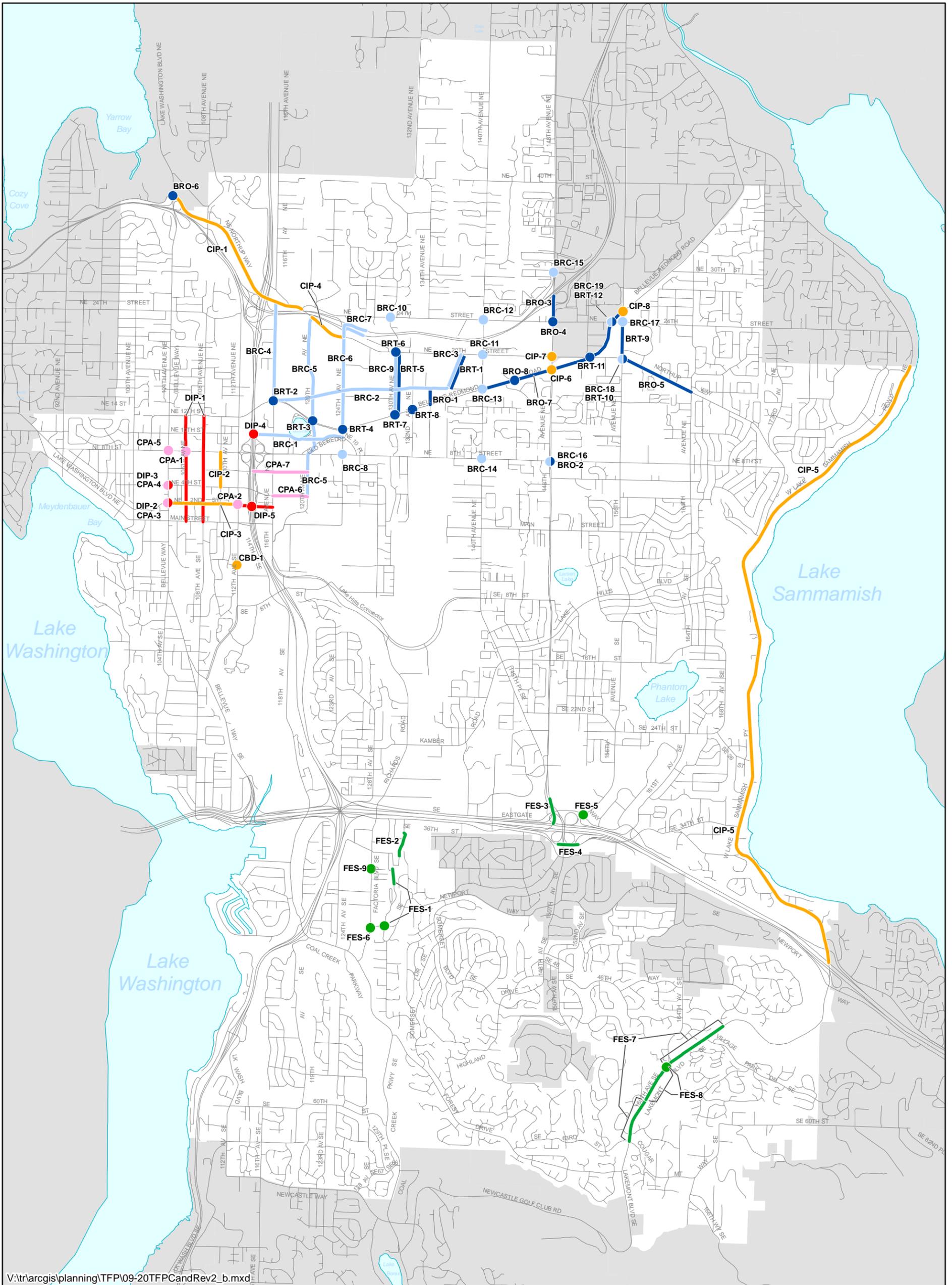
2009-2020 Transportation Facilities Plan  
Preliminary Candidate Projects: Roadways/Intersections

Map #	Source Plan	MMA	Project Name, Location and Limits	Project Description	Project Need	2006-2017 TFP #	Notes
<b>Funded/Partially Funded CIP Projects</b>							
CIP-1	PB CIP	1	Northup Way/Bellevue Way to NE 24th Street	The Design Report process to begin in 2007 will refine the project scope and implementation phasing options. The cost estimate entails only placeholder funding for complete and/or phased implementation of the improvements identified by a 1996 corridor study, including sidewalks and bike lanes on both sides and a two-way center turn lane east of NE 33rd Place. The placeholder may also be used to fund interim safety improvements identified by the design report to improve conditions for vehicles, pedestrians, bicyclists, and transit riders until the ultimate improvements can be implemented.	Capacity	79	
CIP-2	CIP	3	110th Avenue NE/NE 4th Street to NE 8th Street	Widen 110th Avenue NE from four lanes at NE 4th Street to five lanes at NE 6th Street and prepare design only for a five-lane section with sidewalks where missing from NE 6th Street to NE 8th Street.	Capacity	110	
CIP-3	CIP DIP	3	NE 2nd Street/Bellevue Way to 112th Avenue NE	The project scope and implementation phasing options will be refined by a pre-design process funded in the CIP and initiated in 2005. The cost estimate entails only placeholder funding for complete and/or phased implementation of the improvements identified by the Downtown Implementation Plan (2003). The full project will widen the existing roadway 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 new roadway will be designed to arterial standards with curb, gutter, and sidewalk. The project will evaluate needs and opportunities for on-street parking and opportunities for the implementation of pedestrian facilities and urban design treatments outside the curb lines.	Capacity	190	
CIP-4	CIP BROTS	4	Northup Way/120th Avenue NE to 124th Avenue NE	Construct a second eastbound lane, and widen Northup Way/124th Avenue NE intersection to provide a northbound right turn lane and a second eastbound left-turn lane to the SR-520 ramp.	Capacity	91 106	
CIP-5	CIP	9	West Lake Sammamish/north City limit to I-90	The cost estimate entails only placeholder funding for complete and/or phased design and implementation of the improvements identified by an alternative analysis process completed in 2005. 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.	Capacity PB	78	
CIP-6	CIP BROTS	12	148th Avenue NE at Bel-Red Road	Construct an eastbound right turn lane and second westbound left turn lane.	Capacity	94	
CIP-7	CIP BROTS	12	148th Avenue NE at NE 20th Street	Construct second eastbound and westbound left turn lanes.	Capacity	101	
CIP-8	BROTS	12	156th Avenue NE at Bel-Red Road	Construct a southbound right turn lane.	Capacity	95	

BBC = Bridle Trails, Bel-Red and Crossroads Transportation Facility Plan (1988)  
 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)  
 148<sup>th</sup> MIP = 148<sup>th</sup> 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**  
**BRO** = Bel-Red/Overlake Area projects  
**BRC** = Bel-Red Corridor Project Recommendations  
**DIP**  
**CBD** = Downtown Area Projects  
**CPA** = Proposed Downtown Comprehensive Plan Amendment  
**FES** = Factoria, Eastgate and areas south of I-90

Roadway / Intersection Preliminary Candidate Projects



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Scale bar = 3,500 feet

City of Bellevue  
IT Department  
GIS Services

Plot Date: 12/6/2007

- ▬ Funded/Partially Funded CIP Projects
- ▬ BRTS Area
- ▬ Proposed Bel-Red Corridor Projects
- ▬ Downtown Area Projects
- ▬ Proposed Downtown CPA
- ▬ Factoria, Eastgate & Areas South of I-90

This map is a graphic representation derived from the City of Bellevue Geographic Information System. It was designed and intended for City of Bellevue staff use only; it is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map. Any reproduction or sale of this map, or portions thereof, is prohibited without express written authorization by the City of Bellevue.

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**General Transportation Facilities Plan Update Timeline**

September–November	December	January – February	March	April – December
<ul style="list-style-type: none"> <li>• Process Kickoff</li> <li>• Current status of 2006-2017 TFP projects</li> <li>• TFP Update timeline/process overview</li> <li>• Review and Approve Public Involvement strategy</li> <li>• Community Outreach efforts in coordination with the Ped/Bike Plan Update Process</li> <li>• Review and Approve Roadway/ Intersection Project ranking criteria</li> </ul>	<ul style="list-style-type: none"> <li>• Candidate Roadway/ Intersection Project Identification</li> <li>• Staff scoring of candidate Roadway/ Intersection Projects</li> </ul>	<ul style="list-style-type: none"> <li>• Staff scoring (con't)</li> <li>• Develop 2009-2020 revenue projection</li> <li>• Develop/ Identify/Update planning level cost estimates for Roadway/ Intersection Projects</li> <li>• Preliminary Roadway/ Intersection prioritization</li> </ul>	<ul style="list-style-type: none"> <li>• Public open house (?)</li> <li>• Preliminary combined Roadway/ Intersection and Ped/Bike Projects priority list</li> <li>• Title VI Equity Analysis</li> </ul>	<ul style="list-style-type: none"> <li>• Finalize TFP project list</li> <li>• Provide Commission recommendation to Council</li> <li>• TFP EIS</li> <li>• Impact Fee Update</li> </ul>

**Commission Role**

<ul style="list-style-type: none"> <li>• Approved TFP Update timeline</li> <li>• Approved the Public Involvement Strategy</li> <li>• Approved the Roadway/Intersection Project ranking criteria</li> </ul>	<ul style="list-style-type: none"> <li>• Review and Comment on Roadway/ Intersection Project list</li> </ul>	<ul style="list-style-type: none"> <li>• Review and Comment on Roadway/ Intersection Candidate Projects score/ ranking</li> </ul>	<ul style="list-style-type: none"> <li>• Review and Comment on Roadway/ Intersection Project prioritization</li> </ul>	<ul style="list-style-type: none"> <li>• Review and Approve Final TFP Project list</li> <li>• Present to Council</li> <li>• Review TFP EIS</li> <li>• Review and Approve Impact Fees</li> </ul>
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