



Bellevue Transportation Commission

DATE: June 14, 2018
TO: Bellevue City Council
FROM: Transportation Commission
SUBJECT: 2019-2030 Transportation Facilities Plan (TFP) Update

Commissioners:

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We are pleased to offer our Preliminary 2019-2030 TFP Project recommendations. Since last fall, in conjunction with the city's periodic TFP update, we have engaged the public and Transportation Department staff to evaluate existing and candidate projects to include in this year's TFP update. A project list and map describing and showing our preliminary TFP project and revenue allocation recommendations are attached.

We recommend this Preliminary TFP Project List, which we approved by a 4-2 vote on May 24, for advancement to the next stages in the TFP update process, which will include scoping and conducting the appropriate programmatic environmental review and developing an updated Transportation Impact Fee Program Report. While no formal Council action is requested at this time, we wish to confirm that the Council is comfortable carrying forward our recommended Preliminary 2019-2030 TFP Project List in the TFP update process. Later this year, following the environmental review, we will return with a formal recommendation to adopt the final 2019-2030 Transportation Facilities Plan.

Our development of the attached list of projects included a thorough consideration of current transportation system needs as well as the localized and system-wide benefits provided by various candidate projects. We have refined and utilized a set of evaluation criteria to rank candidate projects based on needs and relative benefit in the categories of safety, vehicle level of service, transit service/facility enhancement, pedestrian & bicycle system improvement, and the potential for attracting outside grant funding. Among the evaluation criteria applied to the roadway/intersection projects, we placed the highest weight on safety, equal consideration to each mode of travel, and the least weight on the potential to attract outside grant funding. We solicited and considered public input at three TFP Open House

events, via an online survey and interactive project map, and at eleven Transportation Commission meetings.

The 50 projects in our Preliminary 2019-2030 TFP Project List fall into four general categories:

- **Projects fully funded in the adopted 2017-2023 Capital Investment Program (CIP).** Ten projects on the list are fully funded for implementation in the current CIP. Examples include newly funded TIFIA investments to construct NE Spring Boulevard Zone 2 - 120th – 124th Avenues NE (TFP-259) and 124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way (TFP-265). Seven projects in this category qualify as transportation impact fee projects.
- **Priority projects partially funded or not currently funded in the 2017-2023 CIP.** There are 17 projects on our list recommended because they scored well according to our evaluation criteria, garnered significant public support, and/or have had significant prior investment in project development. Seven of these projects are included in the 2017-2023 CIP, funded for less than full implementation. Recommended funding allocations in the TFP vary from limited, “placeholder” funding to full funding for project implementation. Projects in this category include 120th Avenue NE (Stage 4) NE 16th Street to Northup Way (TFP-260 – recommended for full design phase funding), the Bellevue College Connection (TFP-252 – recommended for pre-design funding to partner with Bellevue College and King County Metro), and the third and fourth phases of improvements to West Lake Sammamish Parkway (TFP-257 – full implementation funding). Four projects in this category qualify as transportation impact fee projects.

One notable change to an existing TFP project that is reflected on our list relates to the Bellevue Way HOV Lane project (TFP-242). We recommend splitting the project into three segments, providing full funding for segment A: Bellevue Way SE from the South Bellevue Park & Ride to the Winters House. This segment recommendation is consistent with Council feedback provided to Transportation Department staff at the Council’s May 14 Study Session. We also recommend a single placeholder funding allocation for a segment B (Bellevue Way SE from the Winters House to 112th Avenue SE) and a segment C (Bellevue Way SE from 112th to 108th Avenues SE). We also included language to recommend that future evaluation of segment C consider operational scenarios other than an HOV lane (e.g., creating full-length dedicated left-turn lanes).

- **Projects to be implemented when feasible or as opportunities arise with private development or outside agencies.** There are 13 projects in this category; all are carried over from the current 2016-2027 TFP. These projects fall into three subcategories:
 - **Downtown impact fee projects** – These six projects are primarily anticipated to be implemented in coordination with adjacent private developments. Projects include 110th Avenue NE between NE 6th and NE 8th Streets (TFP-110) and five intersection locations, including NE 8th Street/106th Avenue (TFP-219) and NE 8th Street/Bellevue Way NE (TFP-223).

- **Other development coordination projects** – These two projects are recommended to retain in the TFP to facilitate the city’s effective coordination with private development – primarily through the implementation of specific street frontage improvements. The projects are NE 2nd Street in Downtown – Bellevue Way to 112th Avenue NE (TFP-190) and Bel-Red Road/NE 20th to NE 24th Streets (TFP-254).
- **Projects associated with freeway access** – There are five projects in this category, and each will likely need to be closely coordinated with the Washington State DOT. Examples include the NE 6th Street Extension (TFP-211) and the 124th Avenue NE SR 520 Added Access project (TFP-217).
- **Create three funding “reserves” to help support the implementation of projects identified in the initiatives listed below.**

- **Pedestrian-Bicycle Implementation Initiative (PBII) Reserve projects.** The list includes 10 projects that will be further evaluated and prioritized via the PBII process. All are carried over from the current 2016-2027 TFP, these projects closely align with the Council-reviewed principles of the PBII. No specific funding allocations are currently recommended for these projects; rather, we recommend the prioritization and funding allocations be addressed through the ongoing PBII process. However, several of the projects on the list are also included in the adopted 2017-2023 CIP with partial funding that is not part of the PBII reserve allocation. These include the Mountains to Sound Greenway Trail (TFP-243) and the Eastside Rail Corridor (TFP-244). The project list includes a line item “Ped-Bike Implementation Reserve” which represents a recommended TFP revenue “set-aside” for future allocation to these Ped/Bike priorities.

This category of our TFP update recommendation specifically excludes one project from the current 2016-2027 TFP, TFP-158, sidewalk and bike lanes on SE 16th Street between 148th Ave SE and 156th Ave SE. We are recommending removal of this project in response to opposition to the project voiced through the TFP update public outreach process.

- **Neighborhood Congestion Reduction Levy Program Reserve.** In November 2016, Bellevue residents approved the Neighborhood Safety & Connectivity/Neighborhood Congestion Management Levy. A key element of the levy is to evaluate, identify solutions, and help to fund projects that mitigate traffic congestion issues that affect residents entering and/or exiting their neighborhoods. These funds total approximately \$2 million per year, or \$24 million over the 12-year TFP plan period.

For TFP development purposes, we have assumed a portion of these funds will help advance levy-eligible projects on our Preliminary TFP project list (i.e. 150th Avenue SE/South of SE 38th Street to Newport Way (TFP-246). The balance of

these funds must be held in “reserve” until future levy congestion reduction projects are identified through separate processes.

- **Transit Master Plan – Metro Connects Reserve.** This reserve is recommended to be available for allocation to high priority projects that will benefit or support transit service or facilities. The new Metro Connects plan adopted by the King County Council in January 2017 sets a vision to work closely with cities on street and travel improvements that support transit speed and reliability. By designating this “reserve” allocation in the TFP, the city will be better positioned to engage with the County to jointly fund and implement transit-supportive improvements in Bellevue. Specific project concepts will be identified at a later date through a separate process, or as transit-benefiting opportunities are presented; they will likely be along two new RapidRide corridors identified in Bellevue.

The above recommendations were approved by the Commission on a 4-2 vote (Commissioner Teh absent). Two Commissioners (Commissioners Bishop and Woosley) favored an option that would allocate portions of the Reserves for the Pedestrian and Bicycle Implementation Initiative and Metro Connects (described above) to roadway-intersection projects to cover their non-motorized and transit-benefitting elements. Their goal behind this option was to allocate more TFP revenue to roadway-intersection vehicular capacity projects. The majority of the Commission believes that the TFP as recommended faithfully represents Bellevue’s transportation system as integrated and balanced, serving all modes of travel. Taking funds away from the Reserves would hurt the city’s ability to deliver projects for pedestrians, cyclists, and transit users. Additional discussion of this alternate option is included in the staff-prepared Council agenda memo for the TFP Update, and a complete discussion is found in the minutes from the Transportation Commission’s May 24, 2018 meeting attached to the agenda memo.

For the purposes of developing the preliminary TFP project allocations, the Commission assumed the forecast of available transportation revenue (\$140 million) to include the general and dedicated CIP revenue sources, including impact fees, in the adopted 2017-2023 CIP extended through the out years of the TFP period, 2024-2030. We also assumed a reasonable stream of future state and federal grant awards to supplement local funding sources. We would also like to express our support for continuing the current policy wherein additional dollars, such as impact fees, Levy funds and the TIFIA loans are used to supplement the base transportation infrastructure dollars and not supplant them. We also understand that there are currently unallocated funds that will need to be allocated in the next budget update and the Commission would like to make the Council aware of the significant need for transportation capital as the Council deliberates on how to allocate these funds.

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

Attachment A – Preliminary 2019-2030 Transportation Facilities Plan Project list

Attachment B – Preliminary 2019-2030 Transportation Facilities Plan Project map

TFP-### = Current 2016-2027 TFP Project Proposed to be Continued in the 2019-2030 TFP

TFP-### = Proposed New (or Newly Divided) TFP Project

 = Fully Funded Current 2017-2023 CIP Project

* = amount of dollars in the adopted 2017-2023 CIP

PBII = Future TFP allocation to be determined by the City's ongoing *Pedestrian & Bicycle Implementation Initiative*

2019-2030 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	IF = Impact Fee Project List	Proposed TFP Funding Allocation (\$000s)	Comments (\$000s)
Proposed 2019-2030 TFP Projects							
TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street		This project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6 th and NE 8 th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	IF	\$2,312	Full Funding
TFP-175	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy		This project will design and construct a curb, gutter, sidewalk and bikeline or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible.	Pedestrian-Bicycle System		\$5,828	Full Funding
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE		This project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway		\$300	Placeholder
TFP-193	NE 10th Street at I-405		This project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project predesign or early implementation.	Roadway		\$300	Placeholder
TFP-194	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street		This project will evaluate options for improving the gravel-surfaced road with pavement, curb, gutter and sidewalk on one side, or alternative storm drainage and non-motorized facility treatments. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID).	Roadway and Pedestrian-Bicycle System		\$300	Placeholder
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp		This project will widen the southbound approach to create a third southbound lane just south of the eastbound I-90 on-ramp that continues to the southbound right turn lane at Se 38th St. Extend the southbound left turn pocket by 75' to create more storage. Create a second eastbound right turn lane on the freeway off ramp. Widen the east leg to provide eastbound and westbound left turn pockets that are the full length of the block between 150th Ave SE and the eastbound I-90 on-ramp, ultimately resulting in a four lane cross-section on this block.	Roadway	IF	\$3,111	Change from Placeholder to Full Funding; Funded, at least in part, by the Neighborhood Congestion Levy
TFP-197	NE 2nd Street Extension and I-405 interchange		This project will extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation represents only a placeholder that may be used to initiate project predesign or early implementation.	Roadway		\$300	Placeholder

2019-2030 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	IF = Impact Fee Project List	Proposed TFP Funding Allocation (\$000s)	Comments (\$000s)
TFP-209	NE Spring Blvd/116th Avenue NE to 120th Avenue NE (Zone 1)	R-172	This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor.	Roadway and Pedestrian-Bicycle System	IF	\$33,423	Full Funding
TFP-210	124th Avenue NE/NE Spring Boulevard to Ichigo Way (NE 18th Street)	R-166	This project will widen the roadway to five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will install curb, gutter, and sidewalk or multi-use trail on both sides, illumination, landscaping, irrigation, storm drainage and water quality treatment. This project will also install a new signal at NE 16th Street. Between Spring Boulevard and NE 16th Street, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity.	Roadway and Pedestrian-Bicycle System	IF	\$33,439	Full Funding
TFP-211	NE 6th Street Extension	R-162	The project will extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, including HOV, frequent transit bus service, non-motorized, and limited general purpose traffic. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The route crosses Sturtevant Creek, which is in a pipe at this location; it is anticipated the project may involve shifting the pipe slightly to the east (to accommodate a bridge pier). The project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used for additional pre-design or other early implementation efforts.	Roadway and Pedestrian-Bicycle System		\$300	Placeholder
TFP-213	124th Avenue NE/NE 12th Street to NE Spring Boulevard	R-169	This project will complete design and construct improvements to 124th Avenue NE from NE 12th Street (BelRed Road) to NE Spring Boulevard. The roadway cross-section of this segment consists of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter and separated multi-use path on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements.	Roadway and Pedestrian-Bicycle System	IF	\$20,085	Full Funding
TFP-215	NE Spring Blvd/130th to 132nd Avenues NE (Zone 4)	R-174	This project will complete the design of the roadway cross-section and construct transportation system improvements of a new arterial roadway connection between 130th and 132nd Avenues NE. The project includes a new traffic signal at 130th Avenue NE, modifies a signal at 132nd Avenue NE (to be built by Sound Transit) and will integrate vehicular traffic, pedestrian, and bicycle movements with the East Link Light Rail Transit (LRT) project. The roadway cross-section will include single westbound and eastbound travel lanes, outside the LRT alignment and 130th LRT station. Other improvements include sidewalks, bicycle facilities, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities.	Roadway and Pedestrian-Bicycle System	IF	\$15,986	Full Funding
TFP-216	112th Avenue NE/NE 2nd Street		This project will add dual southbound to eastbound left-turn lanes, and a northbound to eastbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	IF	\$8,060	Full Funding
TFP-217	124th Avenue NE at SR 520		This project will construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	Roadway		\$300	Placeholder

2019-2030 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	IF = Impact Fee Project List	Proposed TFP Funding Allocation (\$000s)	Comments (\$000s)
TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	R-170	This project provides multi-modal improvements along 130th Avenue NE between BelRed Road and NE 20th Street. The improvements include curb, gutter, sidewalk, landscaping, illumination, drainage, water quality treatment, bicycle facilities on both sides of the street, on-street parking at select locations, potential mid-block crossings, intersection improvements including turn lanes at NE Spring Blvd., potential traffic signal and intersection modifications at NE 20th Street and at BelRed Road; and, accommodation for a Sound Transit East Link light rail crossing at the NE Spring Blvd. alignment.	Roadway and Pedestrian-Bicycle System		\$22,880	Full Funding
TFP-219	NE 8th Street/106th Avenue NE		This project will realign NE 8th Street to the south to extend the third westbound travel lane to the west of 106th Avenue NE and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	IF	\$5,205	Full Funding
TFP-222	Bellevue Way/NE 4th Street		This project will add a southbound to westbound right-turn lane, and convert a northbound through lane to create a second northbound to westbound left-turn lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	IF	\$2,100	Full Funding
TFP-223	Bellevue Way/NE 8th Street		This project will add a southbound to westbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	IF	\$3,218	Full Funding
TFP-225	Bellevue Way/NE 2nd Street		This project will add a northbound to eastbound right-turn lane and create a second southbound to eastbound left-turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	IF	\$4,315	Full Funding
TFP-242	Bellevue Way HOV lane/107th Ave SE Segment A:Park&Ride to Winters House	R-184	This project will design and construct a new inside southbound HOV lane and a planter at the base of a retaining wall. Proposed funding would construct from the Winter's House to the future South Bellevue light rail station (formerly the South Bellevue park-and-ride lot). It would connect to the section of Bellevue Way, including an HOV lane that extends to I-90, which will be built by Sound Transit. The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area.	Roadway and Transit	IF	\$28,726	Full Funding; \$4,400 CIP \$* See also TFP-268
TFP-246	150th Avenue SE/south of SE 38th Street to Newport Way		The project will construct a 600' southbound right turn pocket with sidewalk the length of the pocket to serve the six properties on the west side of 150th Ave SE.	Roadway and Pedestrian-Bicycle System	IF	\$4,234	Change from Placeholder to Full Funding; Funded, at least in part, by the Neighborhood Congestion Levy

2019-2030 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	IF = Impact Fee Project List	Proposed TFP Funding Allocation (\$000s)	Comments (\$000s)
TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street		The project will evaluate and refine improvements to the 148th Avenue NE Master Plan. Potential improvements include the following: 1) a third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp, 2) a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road, 3) eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE, 4) extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue, 5) eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE, 6) configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to right turn only, through/optional HOV right turn, and through only, and 7) convert and extend southbound right-turn lane on 148th Ave NE between NE 24th and NE 20th into a BAT lane. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased with the initial phase focusing on the north end of the 148th Avenue NE corridor. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work or early implementation.	Roadway and Transit		\$2,000	Increase Placeholder for Interagency coordination with Redmond
TFP-252	Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Road/142nd PI SE from 145th Place SE to SE 36th St	R-177	This project will reconstruct the roadway to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd PI SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th PI SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd PI SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project will likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners.	Roadway, Transit and Pedestrian-Bicycle System		\$400	Placeholder
TFP-253	150th Avenue SE/Eastgate Way SE		This project will evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second northbound left turn lane; add second eastbound through lane; add second westbound through lane past 148th Ave SE; add third southbound through lane across overpass. Option B: Construct multilane roundabout. The project will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments.	Roadway and Pedestrian-Bicycle System		\$300	Placeholder; Funded by the Neighborhood Congestion Levy
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street		This project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. Project implementation may be coordinated with the City of Redmond and with potential future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System		\$300	Placeholder
TFP-255	Newport Way SE/Somersset Blvd SE to 150 th Avenue SE	R-185	This project will construct improvements to SE Newport Way between Somerset Blvd & 150th Ave SE, including: 10-ft wide multiuse path on the north side and a 5-ft bike lane on the south side, pedestrian crossings, turn lanes where necessary & other potential roadway amenities.	Pedestrian-Bicycle System		\$9,723	Full Funding
TFP-256	West Lake Sammamish Parkway Improvements - "North Central" segment: SE 2nd block to NE 8th block (Phase 2)	R-183	This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design and construct roadway improvements on West Lake Sammamish Parkway generally between the SE 200 Block and the NE 800 Block. Full width improvements will be limited to this segment of West Lake Sammamish Parkway and include from east to west: a minimum 4-foot shoulder; two, 10-foot wide travel lanes; 0-5 foot wide buffer; and, 8-10 foot wide multiuse path. The project will also make storm drainage, water quality and fish passage improvements as needed throughout the project corridor.	Roadway and Pedestrian-Bicycle System		\$8,000	Full Implementation Placeholder

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TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	R-194	This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a full implementation placeholder for construction of the third and fourth phase of the corridor improvements (of five total), between SE 34th Street and the SE 2nd block. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. This funding allocation is to complete design and includes a full implementation placeholder for a third and fourth phase of improvements (of five total).	Roadway and Pedestrian-Bicycle System		\$24,000	Full Implementation Placeholder; \$1,000 CIP \$*
TFP-259	NE Spring Blvd/120th Avenue NE to 124th Avenue NE (Zone 2)	R-173	This project will complete design and construction of a new multi-modal arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with turn pockets or center medians, sidewalks with buffered bicycle paths on both sides, landscaping and irrigation, urban design elements, illumination, storm drainage improvements and water quality treatment, and other underground utilities. On-street parking will be provided along the north side of the roadway.	Roadway and Pedestrian-Bicycle System	IF	\$26,023	Full Funding
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	R-186	This project will conduct an alignment alternatives analysis and pre-design process in coordination with Sound Transit and their potential development of an Operations and Maintenance Satellite Facility on the west side of the project alignment. Pre-design work on Stage 4 of the 120th Avenue NE corridor conducted through 2014 has assumed the current roadway alignment and would widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. North of NE 18th Street the cross-section may consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary. The project will follow Bel-Red urban design standards.	Roadway and Pedestrian-Bicycle System		\$3,000	Design Phase Placeholder; \$1,000 CIP \$*
TFP-263	148th Avenue NE/NE 8th Street		This project will evaluate potential intersection improvement options and identify a preferred alternative and update cost estimates. Options may include: Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes; and evaluate impacts to Kelsey Creek which crosses under NE 8th Street east of 148th Avenue NE.	Roadway and Transit		\$300	Placeholder; May be funded by the Neighborhood Congestion Levy
TFP-265	124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way	R-191	This project will complete design and construct improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way, which will include travel lanes, turn lanes, street lighting, traffic signals, sidewalk facilities, culvert replacement, wetland and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to finish design for a multipurpose pathway on the west side between NE 16th Street and Ichigo Way and replaces existing City of Seattle transmission towers with mono-tube towers. The project will also support evaluating environmental and open-space enhancements/trail connections along the West Tributary regional detention facilities.	Roadway and Pedestrian-Bicycle System	IF	\$30,796	Change from Placeholder to Full Funding
TFP-266	Mountains to Sound Greenway - Factoria Crossing (includes I-90 exit expansion)	W/B-83	This project will construct the first phase of the Mountains to Sound Greenway Trail from I-405 to 132nd Avenue SE. The trail design includes a 12-foot wide paved trail, a grade separated crossing over Factoria Blvd. SE, a tunnel under the I-405/I-90 ramps, walls, storm system improvements, natural storm drainage practices where feasible, landscaping, street lighting, street furniture and wayfinding. The project will also add storage capacity to the Eastbound I-90 off-ramp at Factoria Blvd. SE by relocating the existing trail and adding one additional storage lane. The project also will partner with WSDOT I-405 Renton to Bellevue Widening project to construct a single wall for the benefit for both projects.	Roadway and Transit		\$17,555	Full Funding

2019-2030 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	IF = Impact Fee Project List	Proposed TFP Funding Allocation (\$000s)	Comments (\$000s)
<i>TFP-267</i>	West Lake Sammamish Parkway/"North" segment; (phase 5)		This project will conduct a preliminary design of the fifth phase of the corridor improvements (of five total), between NE 8th Street and the north City limits. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor.	Maintenance and Roadway and Pedestrian-Bicycle System Improvements		\$1,000	Split from Existing TFP Project (TFP-257); Pre-design Placeholder
<i>TFP-268</i>	Bellevue Way HOV lane/107th Ave SE Segment B: Winters House to 112th Ave SE & Segment C: 112th to 108th Avenues SE		This project contains placeholder funding for the evaluation of the two remaining segments of the Bellevue Way SE HOV project. Segment B: Bellevue Way SE from the Winters House to 112th Avenue SE, will widen Bellevue Way SE to the west to add a southbound inside HOV lane and 5' landscaped planter from the Winters House to the "Y" intersection along 112th Avenue SE. Segment C: Bellevue Way SE from 112th to 108th Avenues SE, will conduct a future evaluation to include consideration of operational scenarios other than an HOV lane (e.g., creating full-length dedicated left-turn lanes).	Roadway and Transit		\$300	Split from Existing TFP Project (TFP-242); Placeholder
<i>TFP-269</i>	124th Avenue NE/NE 8th Street to NE 12th Street	R-190	The project will complete design and construct a separated multipurpose pathway on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment. The project will be designed and constructed to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Avenue NE Improvements to the north.	Pedestrian-Bicycle System		\$2,415	Split from Existing TFP Project (TFP-213); Full Funding for "interim" facilities; \$919K CIP \$*
<i>TFP-270</i>	Spring Blvd - 124th Ave NE to 130th Ave NE (zone 3)		Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and "green" elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where feasible.	Roadway Capacity and Pedestrian-Bicycle System Connectivity		\$300	New; Placeholder
<i>TFP-271</i>	Coal Creek Parkway/120th Ave SE - I-405 - 119th Ave SE		Convert the three signalized intersections on Coal Creek Parkway at I-405 (2) and 119th Avenue SE and also the intersection of 120th Avenue SE to a series of roundabouts.	Roadway Capacity		\$2,000	New; Grant match placeholder
<i>TFP-272</i>	NE 12th St / 116th Ave NE		Conduct a needs assessment to determine whether westbound to southbound dual left-turn lanes should be added or other revisions made at NE 12th St and 116th Ave NE.	Roadway Capacity		\$300	New; Placeholder
<i>TFP-273</i>	Lakemont Blvd/Forest Dr		Provide a new traffic signal and eastbound to northbound left turn lane on Forest Drive.	Roadway Capacity		\$300	New; Placeholder maybe funded by Neighborhood Congestion Levy

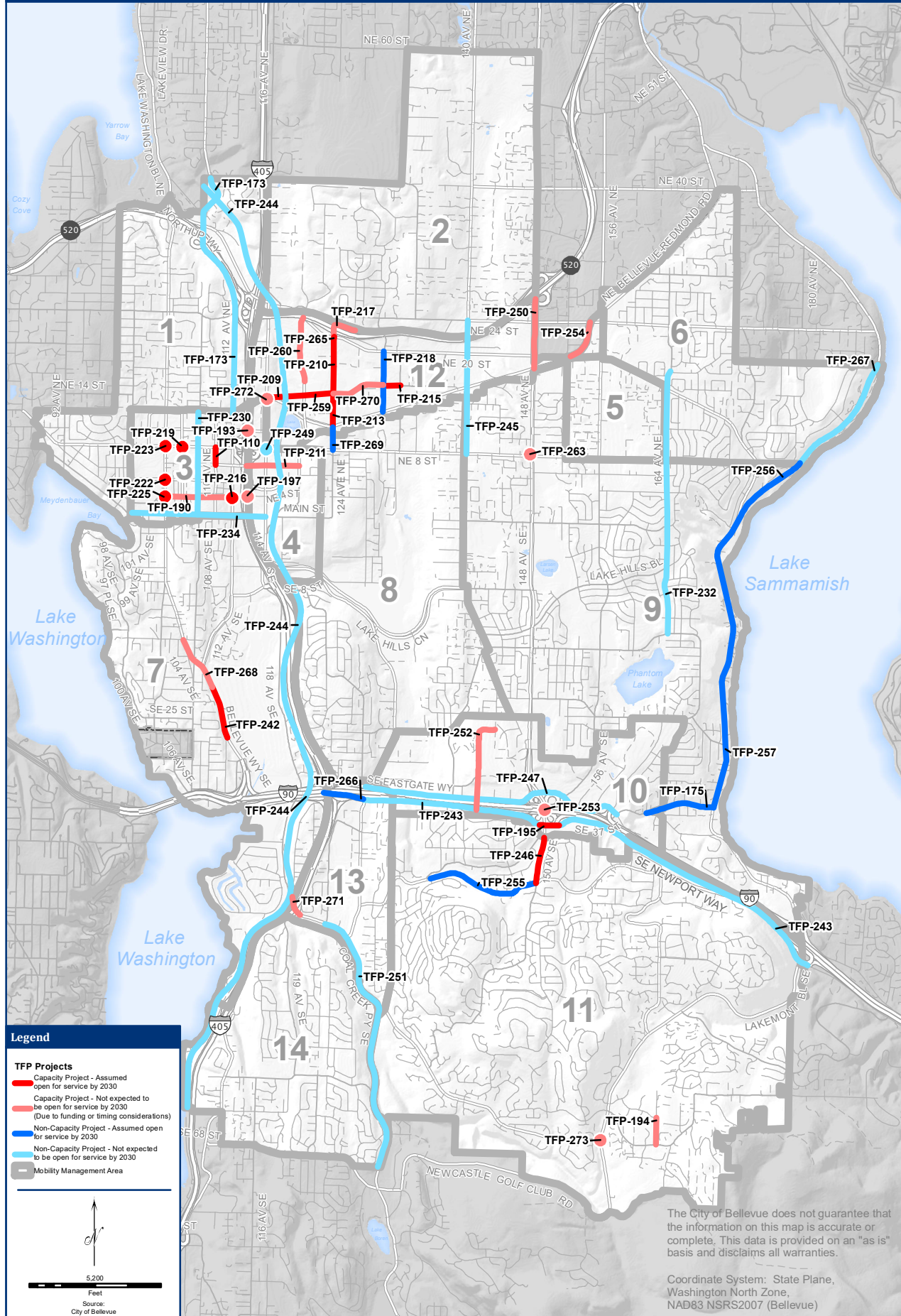
2019-2030 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	IF = Impact Fee Project List	Proposed TFP Funding Allocation (\$000s)	Comments (\$000s)
Pedestrian - Bicycle Implementation Initiative (PBII) Reserve Projects							
N/A	Ped/Bike Implementation Reserve		This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority pedestrian and bicycle projects to be determined by the City's ongoing <i>Pedestrian & Bicycle Implementation Initiative</i> . Candidate projects for the allocation of a portion of this reserve include the Ped/Bike TFP projects listed below and notated with "PBII" in the "Total TFP Funding Allocation" column.			\$21,740	Funding balance recommended for Ped/Bike Implementation "Reserve"
TFP-173	108th/112th Avenue NE/ north city limit to NE 12th Street	W/B-81	This project will add 5-foot-wide bicycle lanes on both sides of 108th/112th Avenue NE from north city limit to NE 12th Street. A 6-foot-wide sidewalk will be constructed along the west side of 112th Avenue NE from the end of the transportation trail south to NE 24th Street. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. Turn pockets will be widened at the NE 24th Street intersection. This is a component of priority bicycle corridor NS-2: Lake Washington Loop. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System		PBII	Additional Ped/Bike project funding allocations deferred for PBII process.
TFP-230	108th Avenue NE/NE 12th Street to Main Street		This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the 108th Avenue NE corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments (including the NE 6th Street Pedestrian Corridor interface), bicycle facilities, transit way improvements (also refer to the recommendations of the Bellevue Transit Master Plan), landscaping and lighting. This roadway segment is a component of priority bicycle corridor NS-1: Enatai-Norhtown Connection.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street		This project will designate a bicycle facility on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. The 5-foot-wide bicycle lanes between Northup Way and NE 6th Street will be striped and signed. On-street parking will be accommodated on the east side of the street from NE 6th Street to SE 14th Street. This is a component of priority bicycle corridor NS-5: Spirit Ridge-Sammamish River Connection.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-234	Main Street/100th Avenue to 116th Avenue		This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the Main Street corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments, bicycle facilities, landscaping and lighting. This roadway segment is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The segment between 110th and 112th Avenues NE is being coordinated with implementation of the East Link project in this vicinity.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-243	Mountains to Sound Greenway/132nd Avenue SE to Lakemont Boulevard	W/B-78	This project will advance the design and construction of priority segments of the Mountains to Sound Greenway Trail between 132nd Avenue SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012. Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. Project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.	Pedestrian-Bicycle System		PBII	Additional Ped/Bike project funding allocations deferred for PBII process.
TFP-244	Eastside Rail Corridor multi-use path/southern city limits to northern city limits	G-103	This project will add a 10- to 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This is part of a planned regional trail that will connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, the Wilburton area, Downtown Bellevue, Bel-Red, Spring Boulevard, the West Tributary Trail, and the SR 520 Trail. Identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support the initial scoping of the project, including coordination with the community and property owners and/or acquisition.	Pedestrian-Bicycle System		PBII	Additional Ped/Bike project funding allocations deferred for PBII process.

2019-2030 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	IF = Impact Fee Project List	Proposed TFP Funding Allocation (\$000s)	Comments (\$000s)
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		This project will evaluate options for bicycle network implementation on 140th Avenue NE. This is a component of priority bicycle corridor NS-4: Somerset-Redmond Connection. Options may include: <u>Option A</u> : Addition of 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. <u>Option B</u> : Development of an off-street multi-use paved path along the east side of 140th Avenue NE, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel-Red Road to NE 20th Street segment. With either option, the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-247	Eastgate Way/Richards Road to SE 35th Place		This project will install bicycle lanes, where missing through the Eastgate corridor. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-249	Wilburton/NE 8th Street Station Access Improvements		This project will improve rider access to the East Link station at NE 8th Street, especially for pedestrians. An initial funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping, and services.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits		This project will add a 10- to 14-foot-wide off-street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate the path, existing bicycle lanes may be eliminated and the roadway narrowed. The project will coordinate with the City's Urban Boulevards program. This is a component of priority bicycle corridor EW-5: Coal Creek-Cougar Mountain Connection.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
Neighborhood Congestion Reduction Levy Program Reserve							
N/A	Neighborhood Congestion Reduction Levy Program Reserve		This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority neighborhood congestion reduction levy program projects.	Roadway Capacity		\$15,755	
Transit Master Plan – Metro Connects Reserve							
N/A	Transit Master Plan – Metro Connects Reserve		This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority transit services and facilities.	Transit		\$4,000	

\$365,229

2019-2030 Transportation Facilities Plan

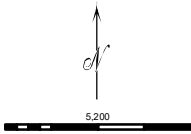
Transportation Commission Project Recommendations



Legend

TFP Projects

- Capacity Project - Assumed open for service by 2030
- Capacity Project - Not expected to be open for service by 2030 (Due to funding or timing considerations)
- Non-Capacity Project - Assumed open for service by 2030
- Non-Capacity Project - Not expected to be open for service by 2030
- Mobility Management Area



The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)