2022-2033
Transportation Facilities Plan

Bellevue Transportation Commission

November 12, 2020

Tonight's Presentation

- Preliminary candidate project list
  - Project review by category
  - Bike "network" projects
  - Transit projects
  - Projects to drop for this process
- Roadway/Intersection project evaluation
- Process timeline (status review)
- Next steps

Meeting objectives:

- Commission acceptance of proposed preliminary project list
- Commission acceptance of proposed refinements to Roadway/Intersection project evaluation criteria.

Preliminary List of Candidate Projects

Project categories (page 1 of 2)

- ✓ Funded roadway projects in current TFP (4)
- Candidate roadway projects from current TFP (27)
- Candidate roadway projects from the CPTL (32)
- Other candidate roadway projects (new, 2)
- ✓ Congestion reduction levy projects (5+)
- Candidate pedestrian project from current TFP (1)
- Candidate pedestrian “reserve” projects from current TFP (4)
- ✓ Neighborhood sidewalk program projects (5+)
- Other candidate pedestrian project (new, 1)

Preliminary List of Candidate Projects

Project categories (page 2 of 2)

- Candidate bicycle “reserve” projects from current TFP (6)
- Other candidate bicycle projects (3)
- Other candidate bicycle network projects (3)
- Candidate transit projects (7)

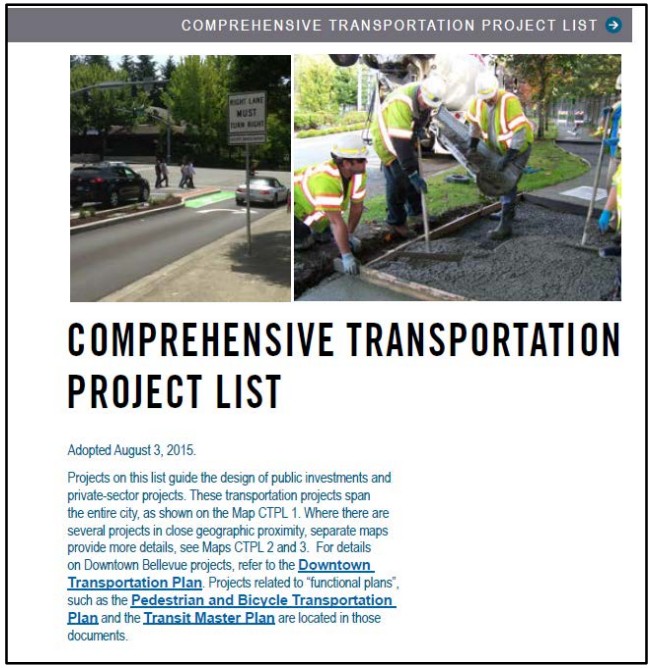
Preliminary List of Candidate Projects

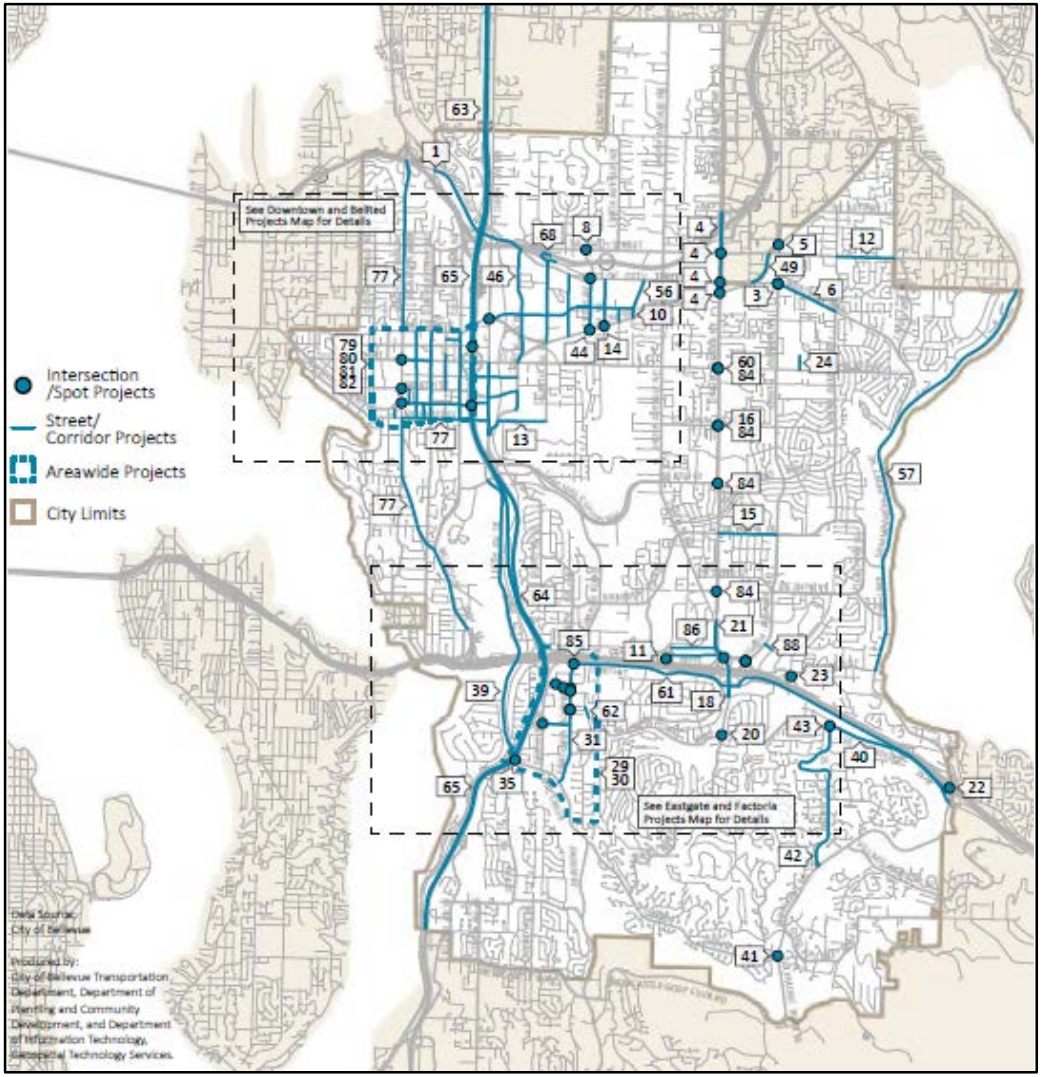
Candidate roadway projects from current TFP (27 projects)

A	B	C	D	G	J
Candidate Roadway Projects					
Current 2019-2030 TFP Roadway 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 6th and NE 8th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	IF	
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.		Project description may be re-evaluated based on outcome of currrent I-405 South Downtown Access Study.
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.		
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).		Reconsider project's inclusion in TFP; no further scope definition process conducted to date.
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp		Add a second eastbound right turn lane, extend the southbound left turn lane, extend the southbound through lane from the loop ramp to SE 38th Street, restrict the eastbound left turn movement, add a second westbound left turn lane and extend the westbound right turn lane. The project will also evaluate upgraded pedestrian and bicycle crossings along with gateway treatments. (Elements of this project are being advanced associated with CIP Plan PW-R-198)	IF	Project description to be updated based on what has been advanced via CIP Plan PW-R-198 (Congestion Reduction 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.		Project description and/or inclusion in TFP may be re-evaluated based on outcome of currrent I-405 South Downtown Access Study.
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 predesign or other early implementation efforts. For the 2019 TFP SEPA analysis, implementation of a segment to 116th Avenue NE was evaluated.		Alternate project termini at 116th Ave NE under consideration associated with the current Wilburton Study.
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.)	IF	Project description and/or inclusion in TFP may be re-evaluated based on outcome of currrent I-405 South Downtown Access Study.
TFP-217	124th Avenue NE at SR 520	R-192	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 predesign or early implementation.		

Sources of Candidate Projects

Comprehensive Transportation Project List





Preliminary List of Candidate Projects

Candidate roadway projects from the CPTL (32 projects)

						westbound left turn.
Candidate Projects from the Comprehensive Transportation Project List						
	CTPL-1	134th Ave NE/Bel-Red Rd to Spring Blvd		Reconstruct as three lanes; modify signalization.		No project proponent(s) advocating for TFP inclusion at this time.
	CTPL-2	NE 24th St/164th Ave NE to 172nd Ave NE		Upgrade to urban standards (2/3 lanes) with curbs, gutters, and sidewalks where not complete. Provide intersection left turn lanes or two-way left turn lanes at selected locations		
	CTPL-3	Main St and SE 1st St/116th Ave NE to 124th Ave NE		Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle facilities, and sidewalks. Provide intersection left turn lanes or two- way left turn lanes as required at selected locations.		No project proponent(s) advocating for turn lane TFP inclusion at this time. Recommend combining bike facilities into the Growth Corridor Bicycle Network project.
	CTPL-4	I-90 /Lakemont Blvd SE / West Lake Sammamish Pkwy SE		The Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements identifed in the WSDOT I-90 Bellevue to North Bend Corridor Study include the following project elements: (1) widen existing WLSP roundabout; (2) addition of a new roundabout at the westbound ramp terminal; and, (3) addition of a new EB slip ramp on the existing EB to NB WLSP off-ramp		(1) Widening existing roundabout needs further analysis; (2) Roundabout already exists; (3) Delete element, does not work per Traffic Engineering.
	CTPL-5	Factoria Blvd / SE 40th Ln		Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.		No project proponent(s) advocating for TFP inclusion at this time.
	CTPL-6	Factoria Blvd / SE 38th St		Improve the at-grade pedestrian crossing of the Factoria Boulevard at SE 38th St intersection considering options such as: installing special paving types or markings, or providing longer pedestrian phases.		Recent redevelopment approval for Factoria Mall requires improvments to this intersection.
	CTPL-7	Northup Way/156th Avenue NE to 164th Avenue NE		Add median left-turn lane; bike lanes.		No project proponent(s) advocating for median left turn lane TFP inclusion at this time. Recommend combining bike facilities into the East Bellevue Bicycle Network project.
	CTPL-8	132nd Ave NE - BelRed Rd to NE 20th St		Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.		
	CTPL-12	127th Ave NE - Bel-Red Rd to Northup Way		Coordinate with private development to construct a new street that meets urban standards with two general purpose lanes, two parking lanes, gutters, and sidewalks, consistent with design guidelines established in the Bel-Red Corridor Plan.		

Preliminary List of Candidate Projects

- Other candidate roadway projects (2 projects)
- ✓ Congestion Reduction Levy projects (5+ projects)

A	B	C	D	G	J
Other Candidate Roadway Projects					
OCRP-1	NE 2nd Street / 114th Avenue NE		This project will add a traffic signal and roadway/intersection expansion, realignment, and channelization improvements, including accommodation of a north-south multipurpose path crossing along the west side of 114th Avenue NE. ~~with a crossing.~~ Project implementation will be coordinated with potential private development in the immediate vicinity.		Project scope to be reviewed/refined.
OCRP-2	SE 8th Street / 114th Avenue SE		This project will widen the intersection to add a second southbound left turn lane and dedicated space for bicycles in the northbound and southbound directions.		Full implementation funding proposed in the Preliminary 2021-2027 CIP. Project scope to be reviewed/refined.
Congestion Reduction Levy Projects					
CR-1	Lake Hills Connector/SE 8th St		This project will widen the east leg of the intersection to provide two dedicated westbound left turn pockets. This modification will allow the eastbound and westbound left turns and the eastbound and westbound through movements to run concurrently.		Full implementation funding for each of these projects allocated by CIP Plan Nos. PW-R-198 (Congestion Reduction Levy) and/or PW-R-200 (Neighborhood Congestion Management Project Implementation).
CR-2	NE 8th Street/148th Avenue NE		This project will do minor widening on all four approaches to provide the width needed to fit a second left turn pocket in each direction.		
CR-3	NE 8th Street/140th Avenue NE		This project will convert the existing southbound right turn lane to a through-right lane and will widen the south leg to create space for a receiving lane that will merge back into the existing through lane south of the drug store property.		
CR-4	148th Avenue SE - Kelsey Creek Shopping Center		This project will improve acccess to the shopping center by adding a new traffic signal at the south driveway. This driveway will provide left turns off the property to southbound 148th Avenue SE and left turns onto the property from southbound 148th Avenue SE.		
CR-5	Lake Hills Blvd/148th Avenue SE		This project will add a second northbound left turn pocket to increase the queuing space for this movement and will convert the existing dedicated eastbound left turn lane to a westbound through lane to receive traffic from the new northbound left turn pocket.		
	Placeholder for Future Congestion Reduction Projects yet to be identified, scoped and costed		This line does not represent a specific congestion reduction project. Congestion reduction projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed above in this section, will be reserved for allocation to future projects once identified and prioritized by the Congestion Reduction Program.		

Preliminary List of Candidate Projects

- Candidate pedestrian project from current TFP (1 project)
- Candidate pedestrian "reserve" projects from current TFP (4)

	costed				
Candidate Pedestrian Projects					
Current 2019-2030 TFP Pedestrian Projects					
TFP-175	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy		This project will design and construct a curb, gutter, sidewalk and bikelane or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible.		
Current 2019-2030 TFP Pedestrian Reserve Projects					
TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE		This project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3 Lake to Lake Trail.		
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.		Bike lanes complete. Sidewalks from NE 12th to NE 24th to be complete in 2021. Revise description for missing sidewalk north of NE 24th St. and move to Other Candidate Pedestrian Projects section.
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.		Bikelanes complete. Sidewalk segments still missing; revise description and move to Other Candidate Pedestrian Projects section.
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.		KC Eastrail overcrossing of NE 8th Street to be completed in 2022. Station area access needs largely addressed, recommend removing from TFP.
Neighborhood Sidewalk Program Projects					

Preliminary List of Candidate Projects

- ✓ Neighborhood sidewalk program projects (5+ plus projects)
- Other candidate pedestrian project (new, 1 project)

A	B	C	D	G	J
Neighborhood Sidewalk Program Projects					
NS-1	100th Avenue NE/NE 14th to 24th Streets		This project will add a 10-foot-wide multipurpose path with a five-foot planter on the east side of 100th Avenue NE. Reduce roadway width to 21 feet. Raised intersections at NE 15th, NE 18th and NE 21st Streets. RRFB at NE 14th Street.		Priority project funded by the Neighborhood Sidewalk Program and Levy
NS-2	NE 18th Street/98th to 100th Avenues NE		This project will add curb, gutter and six-foot-wide sidewalk on the north side of the street.		Priority project funded by the Neighborhood Sidewalk Program and Levy
NS-3	98th Avenue NE/NE 18th to NE 20th Streets		This project will add curb, gutter and six-foot-wide sidewalk on the east side of the street. Parking bay accommodation between NE 18th and NE 19th Streets.		Priority project funded by the Neighborhood Sidewalk Program and Levy
NS-4	123rd Avenue SE/SE 60th Street to SE 65th Place		This project will complete the missing segments of sidewalk along the west side of 123rd Avenue SE from SE 60th Street to SE 65th Place.		Priority project funded by the Neighborhood Sidewalk Program and Levy
NS-5	NE 40th Street/140th Avenue NE to the 14500 block		This project will add sidewalk on the north side of the street between 140th Avenue NE and approximately the 14500 block on NE 40th Avenue.		Priority project funded by the Neighborhood Sidewalk Program and Levy
	Placeholder for Future Neighborhood Sidewalk projects yet to be identified, scoped and costed		This line does not represent a specific Neighborhood Sidewalk project. Neighborhood Sidewalk projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed above in this section, will be reserved for allocation to future projects once identified and prioritized by the Neighborhood Sidewalks Program.		
Other Candidate Pedestrian Projects					
OCPP-1	NE 8th Street/116th Ave to 120th Ave		This project will construct interim sidewalks in locations on the north and south sides of NE 8th Street where there are gaps in the sidewalk.		This is in vicinity of the Wilburton light rail station.

Preliminary List of Candidate Projects

Candidate bicycle "reserve" projects from current TFP (6)

	Ave to 120th Ave		sidewalk.		light rail station.
Candidate Bicycle Projects					
Current 2019-2030 TFP Bicycle Reserve Projects					
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.		Recommend combining this project into the East Bellevue Bicycle Network project.
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.		Recommend combining this project into the Growth Corridor Bicycle Network project.
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.		Trail segment between 132nd Avenue SE and 142nd Place SE is fully funded and likely to be fully constructed in 2021; update project termini.
TFP-244	Eastrail ~~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.		The King County Parks Department is the primary owner of the Eastrail corridor and the primary implementer of trail improvements.
			This project will evaluate options for bicycle network implementation on 140th Avenue NE. This is a component of priority bicycle		

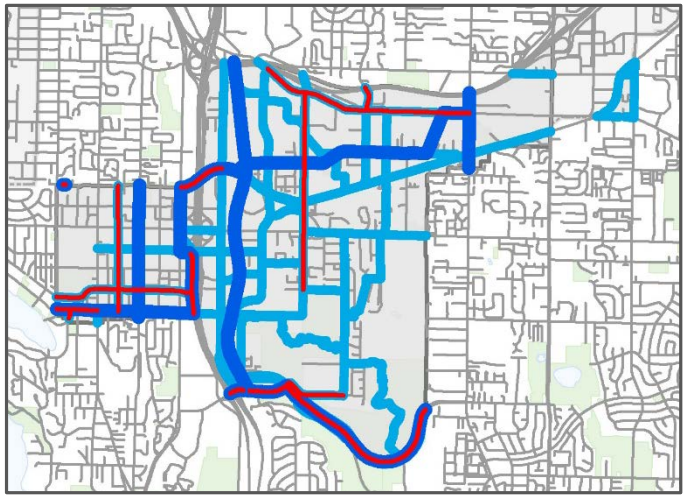
Preliminary List of Candidate Projects

- Other candidate bicycle projects (3)
- Other candidate bicycle network projects (3)

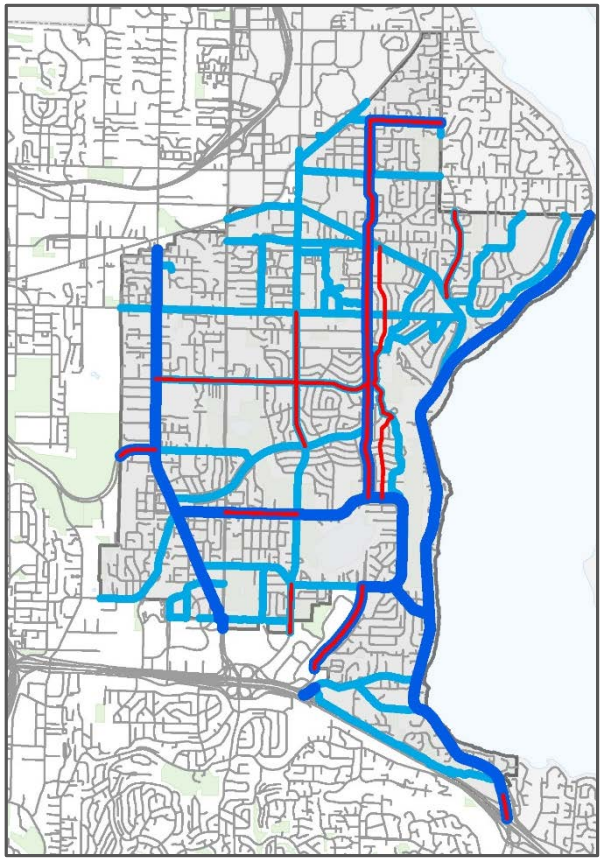
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Other Candidate Bicycle Projects					
OCBP-1	Eastrail to Spring Blvd Trail Link		This project will construct a trail linking the N-S Eastrail to the E-W ped-bike path that runs along Spring Blvd.		Provides a connection from Eastrail to north side of Downtown and to the Spring District.
OCBP-2	Eastrail Connection at Main Street		This project will construct a trail at the Main Street alignment to connect the Eastrail west to 116th Ave, as well as another connection east to upper Main Street.		Provides connection from Eastrail to south side of Downtown and to Botanical Garden.
OCBP-3	Lake to Lake Trail Corridor (EW-3)		Design and implement bicycle facility improvements that complete a continuous connection between Meydenbauer Bay and West Lake Sammamish Parkway along the EW-3 bicycle priority corridor. Consistent with multimodal level of service guidance, resulting facilities will achieve the Bicycle LOS target of LTS 1, providing a safe and comfortable route suitable for people of all ages and abilities. Examples of potential project locations include SE 8th Street, Lake Hills Connector, and SE 16th Street.		Potentially combine portions of this project into the Growth Corridor and East Bellevue Bicycle Network projects.
Other Candidate Bicycle Network Projects					
			Projects in this category contains the following attributes: • Filling in significant gaps and upgrading existing facilities to provide a grid of safe and comfortable bikeways for people of all ages and abilities. • The bike network will provide separation between the people bicycling, driving, walking, and rolling, to the greatest extent possible, should achieve or exceed the target Bicycle LOS, consistent with multimodal level of service guidance. • Project elements will primarily consist of lane striping, vertical separation (i.e., curb, planter boxes), pavement markings, signage and traffic revisions.		
OCBNP-1	Growth Corridor Bicycle Network		Design and implement bicycle facility improvements in the Downtown, BelRed, and Wilburton neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include 100th Avenue NE, 106th Avenue NE, NE 1st and 2nd Streets, 116th Avenue NE, 120th Avenue NE, BelRed Rd, and Northup Way.		Preliminary 2021-2027 CIP includes $1.5 million for implementation of this network.
OCBNP-2	East Bellevue Bicycle Network		Design and implement bicycle facility improvements in the Lake Hills, Crossroads, Northeast Bellevue, and West Lake Sammamish neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include 140th Avenue, 156th Avenue, 164th Avenue, Lake Hills Boulevard, Main Street, NE 8th Street, NE 24th Street, and neighborhood greenways.		
OCBNP-3	South Bellevue Bicycle Network		Design and implement bicycle facility improvements in the Eastgate, Factoria, Newport, Somerset, and Cougar Mountain/Lakemont neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include Coal Creek Parkway SE, Forest Drive SE, Lakemont Boulevard SE, SE Newport Way, and Somerset Boulevard SE.		

Other Candidate Bicycle Network Projects

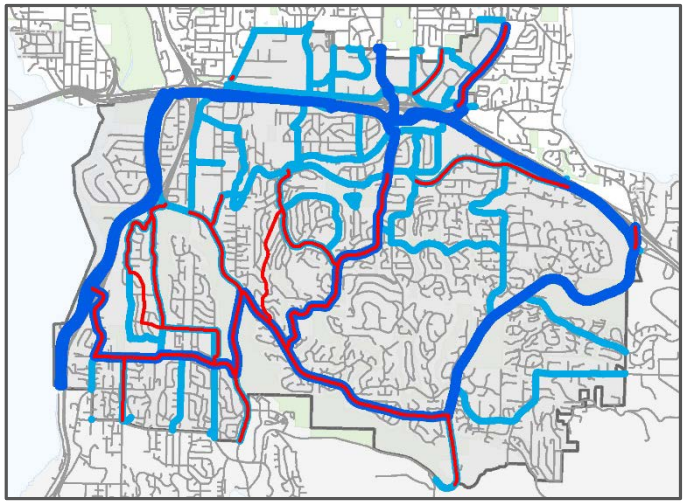
Growth Corridor



East Bellevue



South Bellevue

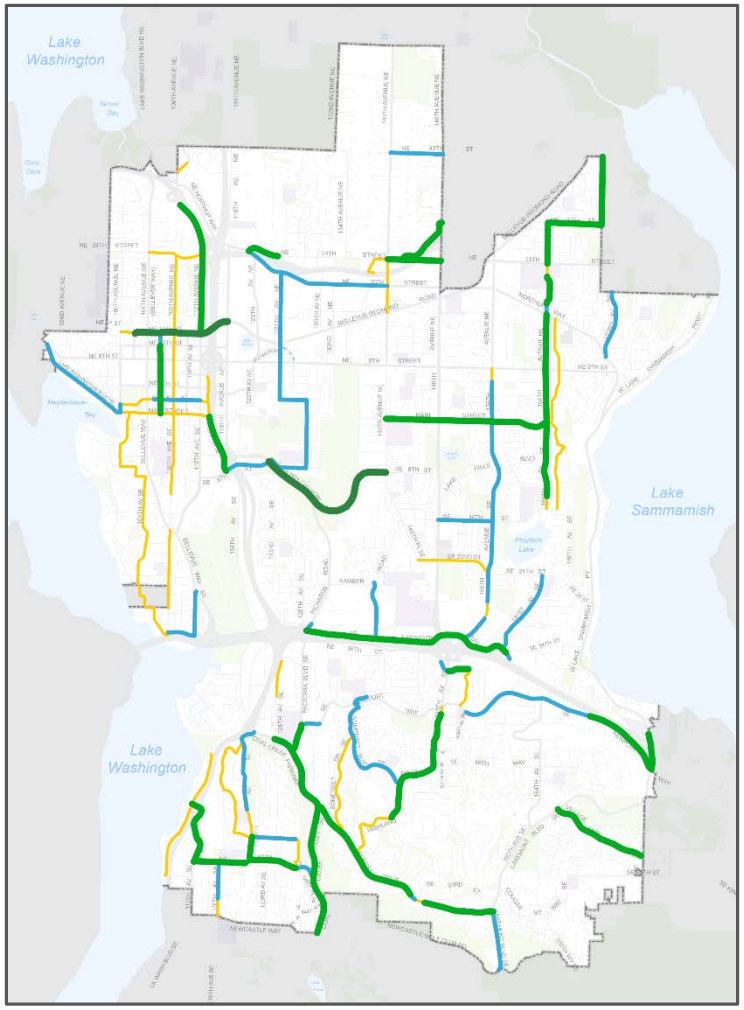


Implementation of Bicycle Network Projects

2009 Pedestrian and Bicycle Transportation Plan

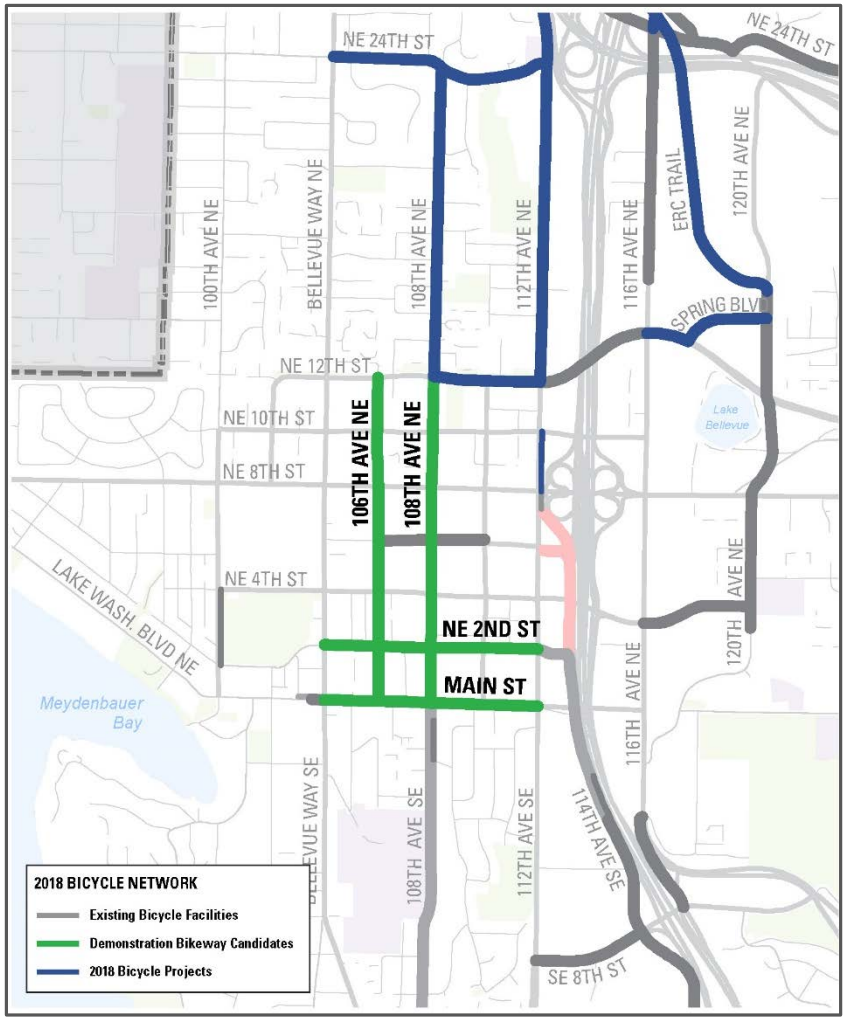


2016 Bicycle Rapid Implementation Program

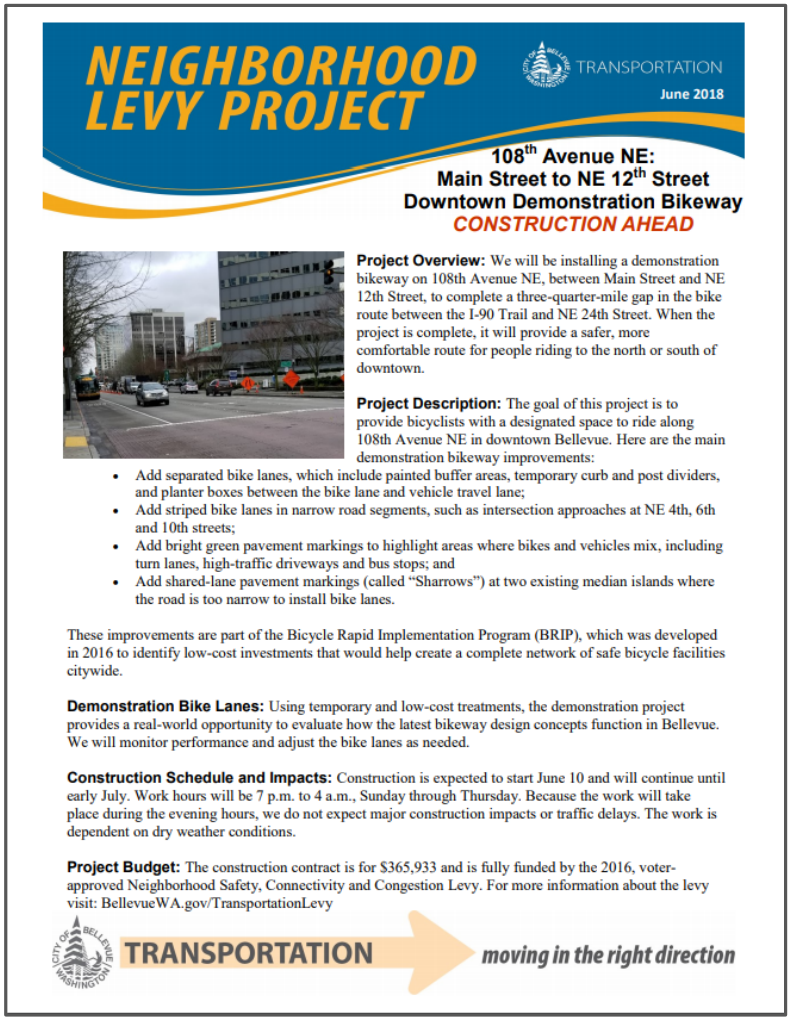


Implementation of Bicycle Network Projects

2017-18 Public Process



108th Ave NE Demonstration Bikeway



NEIGHBORHOOD LEVY PROJECT

TRANSPORTATION

June 2018

108th Avenue NE: Main Street to NE 12th Street Downtown Demonstration Bikeway

CONSTRUCTION AHEAD

Project Overview: We will be installing a demonstration bikeway on 108th Avenue NE, between Main Street and NE 12th Street, to complete a three-quarter-mile gap in the bike route between the I-90 Trail and NE 24th Street. When the project is complete, it will provide a safer, more comfortable route for people riding to the north or south of downtown.

Project Description: The goal of this project is to provide bicyclists with a designated space to ride along 108th Avenue NE in downtown Bellevue. Here are the main demonstration bikeway improvements:

- Add separated bike lanes, which include painted buffer areas, temporary curb and post dividers, and planter boxes between the bike lane and vehicle travel lane;
- Add striped bike lanes in narrow road segments, such as intersection approaches at NE 4th, 6th and 10th streets;
- Add bright green pavement markings to highlight areas where bikes and vehicles mix, including turn lanes, high-traffic driveways and bus stops; and
- Add shared-lane pavement markings (called "Sharrows") at two existing median islands where the road is too narrow to install bike lanes.

These improvements are part of the Bicycle Rapid Implementation Program (BRIP), which was developed in 2016 to identify low-cost investments that would help create a complete network of safe bicycle facilities citywide.

Demonstration Bike Lanes: Using temporary and low-cost treatments, the demonstration project provides a real-world opportunity to evaluate how the latest bikeway design concepts function in Bellevue. We will monitor performance and adjust the bike lanes as needed.

Construction Schedule and Impacts: Construction is expected to start June 10 and will continue until early July. Work hours will be 7 p.m. to 4 a.m., Sunday through Thursday. Because the work will take place during the evening hours, we do not expect major construction impacts or traffic delays. The work is dependent on dry weather conditions.

Project Budget: The construction contract is for $365,933 and is fully funded by the 2016, voter-approved Neighborhood Safety, Connectivity and Congestion Levy. For more information about the levy visit: BellevueWA.gov/TransportationLevy

TRANSPORTATION *moving in the right direction*

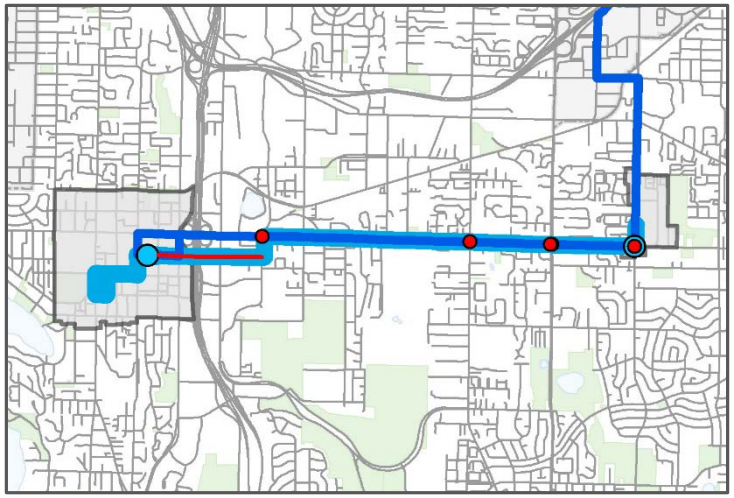
Preliminary List of Candidate Projects

Candidate transit projects (7 projects)

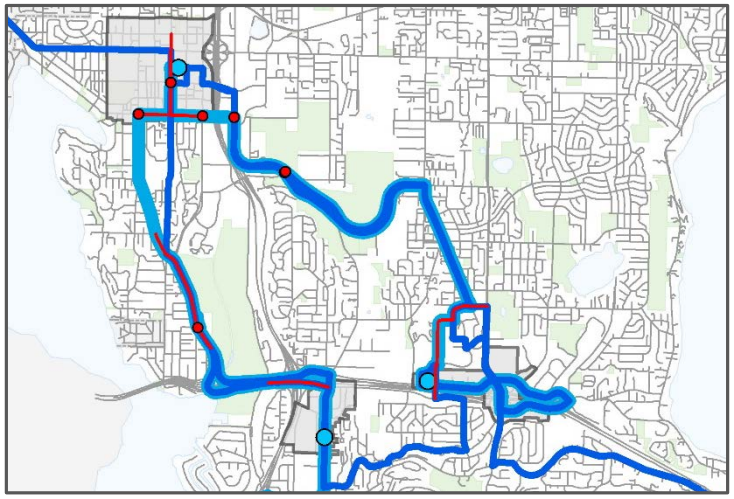
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Candidate Transit Projects					
			Projects in this category contains the following attributes: • Consistent with multimodal level of service guidance, improvements will strive to achieve the Transit LOS target speed of 14 MPH, • Examples of potential project elements include transit running way improvements like HOV (high-occupancy vehicle), BAT (business access and transit) lanes and spot improvements like queue jump lanes, turn restrictions, and transit signal priority.		
CTP-1	Downtown – Crossroads Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Crossroads activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include intersections along NE 8th Street from 120th Avenue NE to 156th Avenue NE.		
CTP-2	Downtown – Eastgate Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Eastgate activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include Main Street from 108th to 116th Avenue and intersections along 116th Avenue SE, Lake Hills Boulevard, and 145th Place SE.		
CTP-3	Downtown – Factoria Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Factoria activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include Bellevue Way SE, Main Street from Bellevue Way to 108th Avenue, and the I-90 eastbound off-ramp at Factoria Boulevard SE.		
CTP-4	Crossroads – Overlake Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Crossroads and Overlake activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 156th Avenue NE from NE 8th Street to NE 24th Street.		
CTP-5	Crossroads – Eastgate Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Crossroads and Eastgate activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 148th Avenue SE from SE 24th Street to Lake Hills Boulevard.		
CTP-6	Eastgate – Factoria Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Eastgate and Factoria activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include the intersection of SE 36th Street and 142nd Place SE.		
CTP-7	Eastgate – Overlake Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Crossroads activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 148th Avenue NE from Bel-Red Road to NE 24th Street.		

Candidate Transit Projects

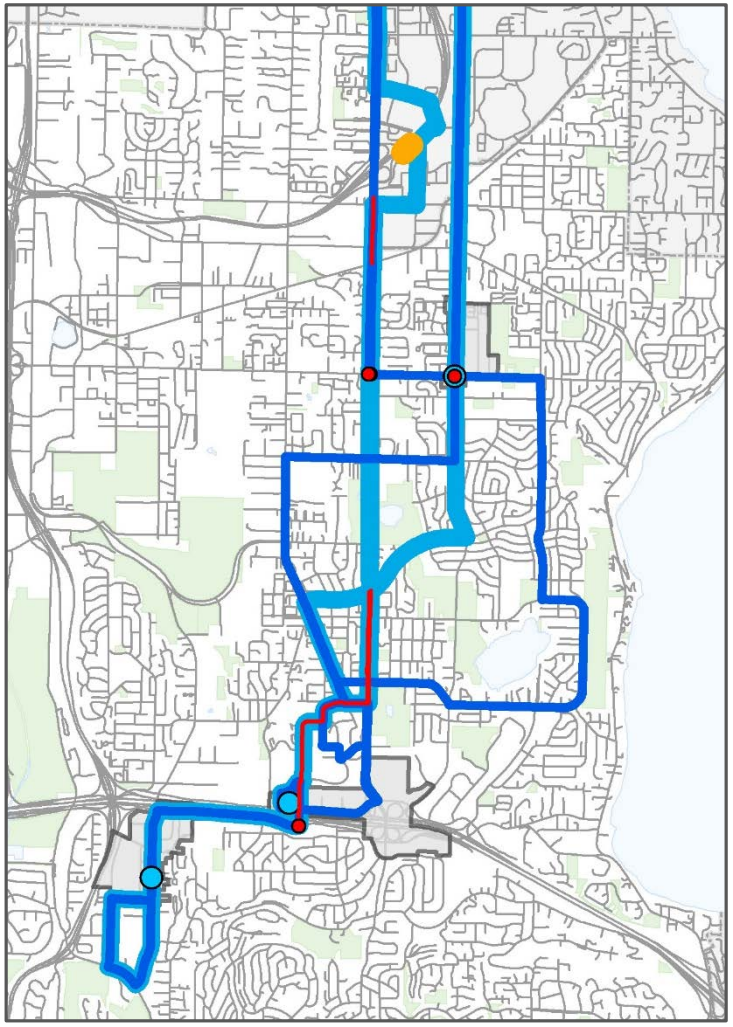
Downtown–Crossroads



Downtown–Eastgate/Factoria

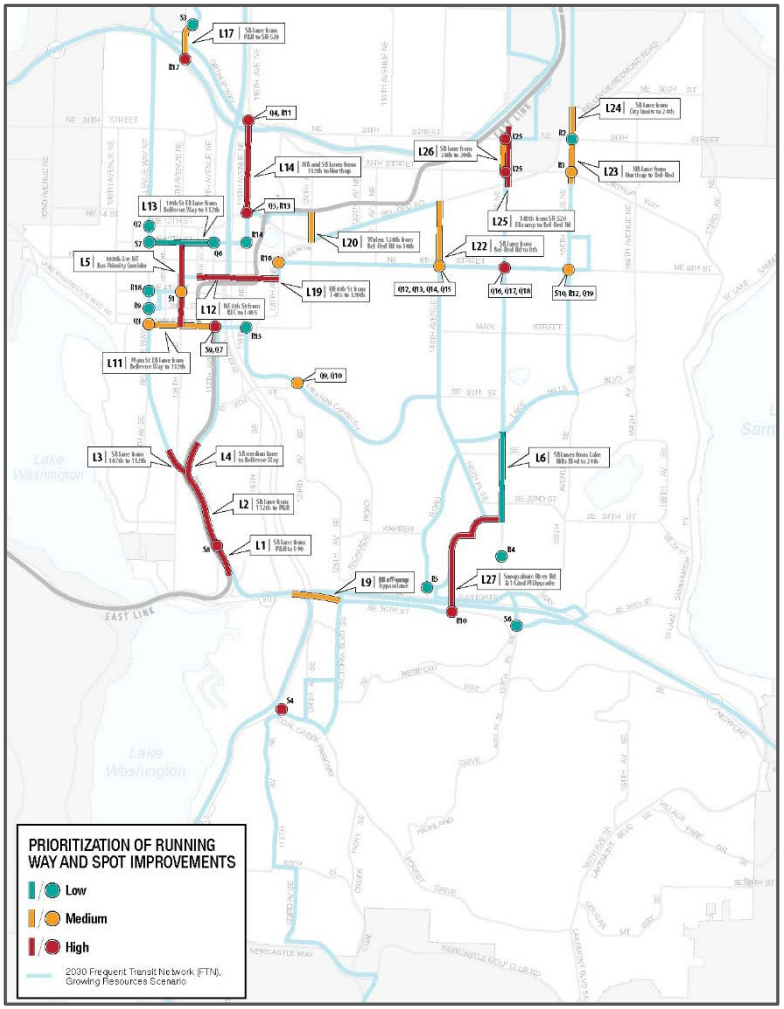


Crossroads–Eastgate–Factoria / Eastgate–Overlake

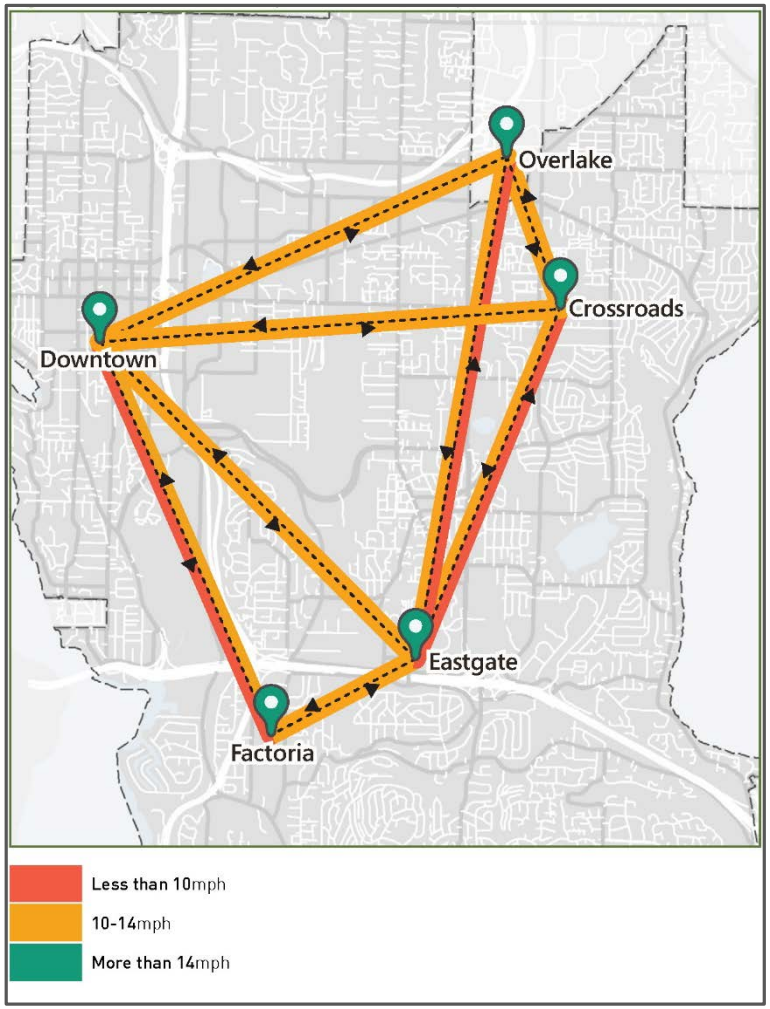


Implementation of Transit Projects

2014 Transit Master Plan

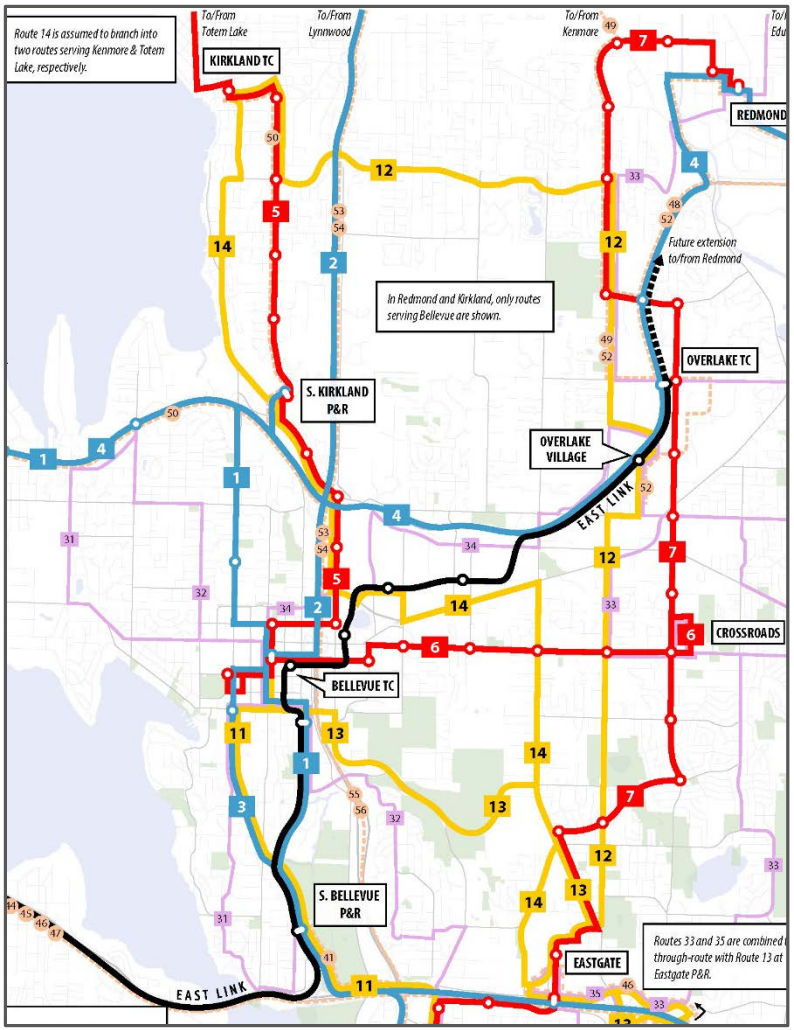


2017 MMLOS Guidelines

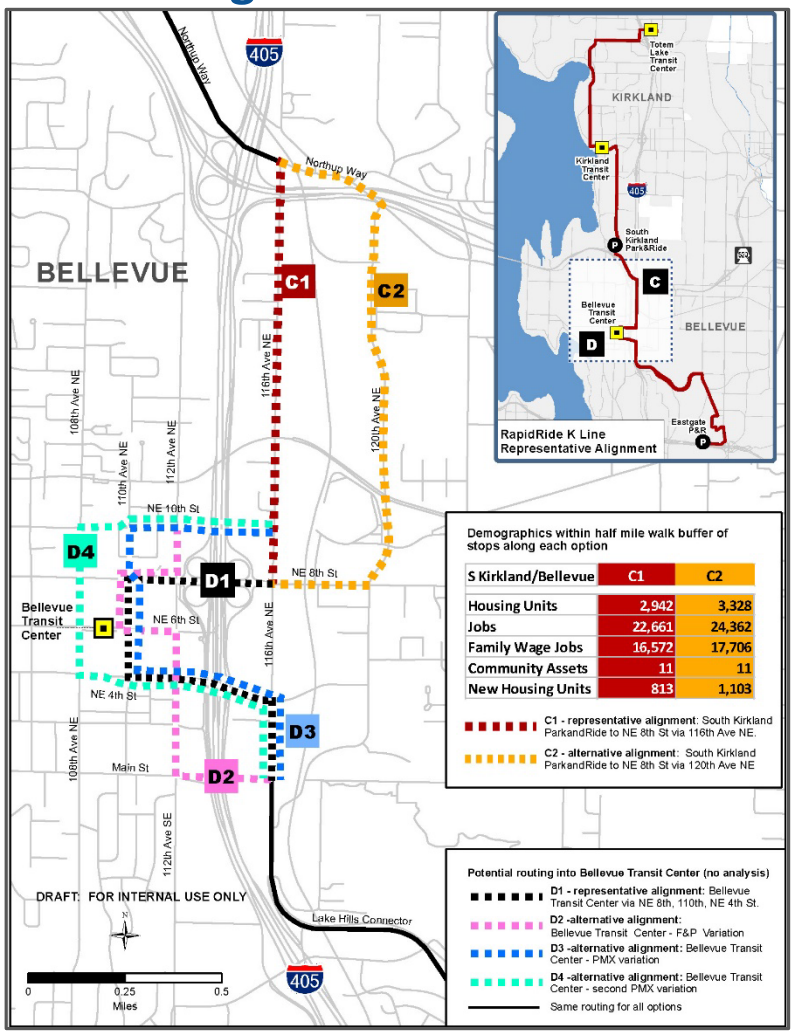


Implementation of Transit Projects

2014 Transit Master Plan



K Line Alignment Alternatives



Project Evaluation

Evaluation process for Roadway/Intersection projects

- ✓ Funded roadway projects in current TFP (4)
- Candidate roadway projects from current TFP (27)
- Candidate roadway projects from the CPTL (32)
- Other candidate roadway projects (new, 2)
- ✓ Congestion reduction levy projects (5+)

Involves scoring by five criteria:

- Safety
- Level of Service
- Transit
- Non-motorized
- Plan Consistency & Outside Funding Potential

Project Evaluation

Five criteria for roadway/intersection projects evaluation

criterion	Adjustment for 2022-2033 TFP process	Weight
Safety	Remove "congestion" as an indication of a safety "need" Incorporate collision history as indicator of project need.	30%
Vehicular Level of Service	For corridor-scope roadway projects, use average corridor speed metric [For intersection projects, volume-to-capacity ratio will remain as the metric.]	20%
Transit	Add points for ped, bike access to stops on the priority transit routes, enhancement of conditions at bus stops.	20%
Non-Motorized	Incorporate negative points (deductions) for projects that degrade conditions for people walking and/or biking. [For example, adding a right-turn lane at an intersection may improve vehicular LOS, but increases crossing distance and exposure for pedestrians.]	20%
Plan Consistency & Outside Funding Potential	~~No adjustments recommended~~. Increase weight for "Outside Funding Potential".	10%

Project Evaluation – Process

- Roadway/intersection project scoring yields ranked list (highest to lowest)
- Levy and programs (congestion reduction, ped, bike) have their own project evaluation processes for smaller-scale projects.
- Past TFPs have included funding "buckets" for ped, bike and transit categories—defer to separate, ongoing processes to determine specific project priorities.
- Last step for TFP process: Develop a *prioritized* list of projects across the various modes. Takes into account considerations such as, public input, equity, project ripeness, partnering opportunities, cost, etc.

TFP Process Timeline

2022-2033 Transportation Facilities Plan Update Timeline

Attachment 3

September 2020	October-December 2020	January-February 2021	March-April 2021	May-June 2021	Summer-Fall 2021
✓ Process kickoff ✓ Current status of 2019-2030 TFP projects ✓ TFP Update timeline/process overview	✓ Public Involvement strategy • Candidate project identification • Review modal project framework for TFP process • Modal project prioritization criteria • Staff scoring of candidate projects • Levy & program project integration	• Public open house(s) (virtual) • Develop/update planning level cost estimates for projects • Preliminary prioritization of projects	• Develop 2022-2033 revenue projection • Finalize TFP preliminary project list	• Council reviews TFP preliminary project list • Title VI Equity Analysis • Consultant contract for TFP EIS	• Environmental review of proposed TFP • Conduct Impact Fee Program review • Council reviews, adopts 2022-2033 TFP
Transportation Commission Role					
Review & comment: ✓ TFP update process (timeline, etc.)	*Review & comment:* ✓ Public involvement strategy • Project prioritization criteria • Candidate project list and modal project framework	*Review & comment:* • Public input • Preliminary prioritization of projects	*Develop* Preliminary TFP project recommendation	*Present* Preliminary TFP project recommendation to Council	• Review TFP environmental analysis. • Recommend 2022-2033 TFP for adoption by City Council.

Next Steps

- Refine candidate project list (line items, descriptions)
- Start scoring of Roadway/Intersection candidate projects
- Start developing/updating cost estimates for projects
- Develop/review early financial forecast

Questions?

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