DATE: February 5, 2015

TO: Transportation Commission

FROM: Kristi Oosterveen, Capital Facilities Planning and Programming Administrator
       Michael Ingram, Senior Transportation Planner

SUBJECT: 2016-2027 Transportation Facilities Plan (TFP) Update Process:
          Proposed list of Preliminary Candidate Roadway-Intersection Projects and TFP survey

Purpose

At the Commission meeting on February 12, staff will seek additional feedback regarding the
preliminary list of candidate Roadway-Intersection projects to carry forward for evaluation in
the TFP process. Staff will also seek feedback on the proposed questions for the TFP public
outreach survey.

Background

TFP Candidate Projects
At the Commission meeting on January 22, staff introduced a preliminary list of candidate
Roadway-Intersection projects. Since that meeting staff has refined the list to reconcile and
update project descriptions where appropriate. A map of the project locations is currently
being developed and will be available at the meeting.

At the January 8 meeting, it was agreed that existing 2013-2024 TFP projects, including funded
CIP projects, would be the primary source for the Pedestrian-Bicycle candidate project list.
Projects included in the current TFP align closely with the principles of the proposed Pedestrian
& Bicycle Implementation Initiative and position the TFP to support the anticipated strategy for
advancing pedestrian and bicycle mobility in the community. With both the Roadway-
Intersection project candidate project list and the Pedestrian-Bicycle project candidate list,
emerging needs/opportunities identified by staff and public input will also be considered in
developing the full lists of candidate projects for consideration in the TFP prioritization process.

Public Involvement
In addition to the public input opportunity afforded at the monthly or bi-monthly
Transportation Commission meetings, the TFP public involvement framework will include three
Open House events to take place in mid-March, a short online survey and opportunity to review
and comment on particular candidate projects via an online clickable map.
At the meeting on January 22, Commissioners provided comments on the proposed survey questions. Staff has revised certain questions to address comments received. The revised survey questions are attached (Attachment 2). The final survey will be made available using the Survey Monkey tool.

Staff will also provide information on the TFP website update.

**Next Steps**

Staff will return in March with information regarding scoring of candidate Roadway-Intersection projects.

If you have questions or need additional information prior to the meeting, please contact Mike at 425-452-4166/email: mingram@bellevuewa.gov, or Kristi at 425-452-4496/e-mail: koosterveen@bellevuewa.gov.

Attachments:
1. List of Proposed Roadway-Intersection Candidate Projects
2. Questions for TFP public outreach survey
<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Location</th>
<th>CIP #</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TFP-078</td>
<td>West Lake Sammamish/ north city limit to I-90</td>
<td></td>
<td>The project 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 2-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-wide shoulder space and a 2-foot-wide multi-use path. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. Funding allocation is to support design and construction of the first two, second and third segments (of five segments total).</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td>First segment completed in 2014. Second segment partially funded in 2015-2021 CIP.</td>
</tr>
<tr>
<td>TFP-079</td>
<td>Northup Way/NE 33rd Place to SE 24th Street and NE 24th Street to the SR 520 Regional Trail</td>
<td>R-146</td>
<td>The project will complete sidewalks and include bicycle lanes on both sides of Northup Way (will not widen without widening the existing roadway). Additional elements include mid-block pedestrian crossings and a pedestrian bridge at the I-90 crossing, and a multi-lane roundabout on the south side of NE 24th Street to connect to the existing terminus of the SR 520 Trail. Partial funding from WSDOT. The project will provide an interim link between the SR 520 Trail access point off of NE 24th Street and NE 33rd Place to I-90. Component of priority bicycle corridor EW-1: 520 Trail.</td>
<td>Pedestrian-Bicycle System</td>
<td>Description revised per input from project manager (Steve C.).</td>
</tr>
<tr>
<td>TFP-103</td>
<td>129th Place SE/SE 38th Street to Newport Way</td>
<td></td>
<td>The project will connect the stub ends of 129th Place SE to provide a through-street connection between SE 38th Street and Newport Way; investigate traffic operations at the intersection of 129th Place SE and SE Newport Way; and consider signalization and channelization improvements, if warranted. Project implementation will be coordinated with future private development in the immediate vicinity. The funding allocation is a placeholder that may be used for project pre-design, property acquisition, or early implementation and may be directed to design and development of a non-motorized facility on this link if a street connection is not feasible.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td>Need to determine if this is still a viable project.</td>
</tr>
<tr>
<td>TFP-110</td>
<td>110th Avenue NE/NE 6th Street to NE 8th Street</td>
<td></td>
<td>The project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 4th and NE 8th Streets. Project implementation will be coordinated with approved potential future private development in the immediate vicinity.</td>
<td>Roadway</td>
<td>Part of Downtown Transportation Plan Update Roadway/Capacity recommendations.</td>
</tr>
<tr>
<td>TFP-190</td>
<td>NE 2nd Street/Bellevue Way to 12th Avenue NE</td>
<td></td>
<td>The project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street &amp; NE 2nd Street Design Report (2009). Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation.</td>
<td>Roadway</td>
<td>Part of Downtown Transportation Plan Update Roadway/Capacity recommendations.</td>
</tr>
<tr>
<td>TFP-192</td>
<td>Lakemont Blvd. (Phase 1) / Cougar Mountain Way to Lewis Creek Park and 164th Ave SE to 171st Ave SE</td>
<td>I-92</td>
<td>The project will install signal or roundabout and turn lanes at Cougar Mountain Way/Lakemont Boulevard intersection; construct northbound left-turn lane on Lakemont Boulevard at SE 62nd Street; add sidewalk and bicycle lanes on east side between Cougar Mountain Way and park; and install planted medians where feasible. The funding allocation will only implement the Cougar Mountain Way/Lakemont Boulevard intersection improvements.</td>
<td>Roadway (Ped-Bike element not funded)</td>
<td>Need to review, revise project description. The I-92 portion (the signal) will be complete in 2015. Bike lanes to be added in 2015 with overlay.</td>
</tr>
<tr>
<td>TFP-193</td>
<td>NE 10th Street at I-405</td>
<td></td>
<td>The 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 pre-design or early implementation.</td>
<td>Roadway</td>
<td>Part of Downtown Transportation Plan Update Roadway/Capacity recommendations.</td>
</tr>
<tr>
<td>TFP-195</td>
<td>50th Avenue SE/SE 37th Street/I-90 off-ramp</td>
<td></td>
<td>The project will add a second eastbound right-turn lane, add a second westbound left-turn lane, add an eastbound through lane past the I-90 eastbound on-ramp, extend the southbound left turn pocket, and extend the third southbound lane from the I-90 on-ramp to SE 38th Street.</td>
<td>Roadway</td>
<td>The project will construct a multi-lane roundabout. With any of the three options, upgrade the pedestrian and bicycle crossings and install gateway treatment. The funding allocation will implement either Option A or B.</td>
</tr>
</tbody>
</table>

Revised draft, 4 February 2015
<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Location</th>
<th>CIP #</th>
<th>Project Description</th>
<th>Project Type</th>
<th>2016-2027 TFP Update Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TFP-197</td>
<td>NE 2nd Street Extension and I-405 interchange</td>
<td>R-160</td>
<td>The 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.</td>
<td>Roadway</td>
<td>Part of Downtown Transportation Plan Update Roadway/Capacity recommendations</td>
</tr>
<tr>
<td>TFP-207</td>
<td>NE 4th Street Extension/116th Avenue NE to 120th Avenue NE</td>
<td>R-160</td>
<td>Construct a new 5-lane arterial with two vehicle lanes in each direction and center turn lane, where necessary, with bicycle lanes and sidewalks on both sides. The project will include a new signalized intersection at NE 4th Street/110th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. Project will be designed to preclude potential future uses of the BNSF Railway corridor. Neighborhood traffic mitigation will be evaluated to discourage cut-through traffic on NE 5th Street east of 120th Avenue NE. This project will be coordinated with potential private development in the immediate vicinity.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td>No changes needed to project description, per input from project manager (Marina)</td>
</tr>
<tr>
<td>TFP-208</td>
<td>120th Avenue NE (stage 2)/south of NE 8th Street to NE 12th Street</td>
<td>R-164</td>
<td>Stage 2 will extend, realign, and widen 120th Avenue NE from south of NE 8th Street to NE 12th Street. Includes all intersection improvements at NE 8th Street, old Bel-Red Road, and NE 12th Street. The roadway cross section for stage 2 will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bicycle lanes; curb, gutter, and sidewalk will be included on both sides. Project will transition between Wilburton and Bel-Red urban design standards.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td>Update description &amp; costs. Awaiting input from project manager (Paul K).</td>
</tr>
<tr>
<td>TFP-209</td>
<td>NE 14th Street/Service Blvd/116th Avenue NE to 124th Avenue NE</td>
<td>R-172-173</td>
<td>The project will construct a multi-modal corridor from 116th Avenue NE to 124th Avenue NE. The project will be phased, with segments from 116th Avenue NE to the Eastside Rail Corridor (ERC), from ERC to 120th Avenue NE and from 120th Avenue NE to 124th Avenue NE. New signalized intersections will be provided at NE 12th Street, NE 14th Street, NE 16th Street, NE 18th Street, NE 110th Avenue NE, 121st Avenue NE, 123rd Avenue NE, and 124th Avenue NE, with signal modifications at 116th Avenue NE. The roadway cross-section will include two travel lanes in each direction, turn pockets or center medians, sidewalks and landscape strips on both sides, and a multi-use pathway between 116th Avenue NE and 120th Avenue NE. The pathway between 120th Avenue NE and 124th Avenue NE will be coordinated with future private developments. A 10-foot wide on-street parking and transit vehicle layover space will be provided on the north side of the roadway alignment between 120th and 124th Avenues NE. The funding allocation will fully implement the segment between 110th and 124th Avenues NE that supports partial design and property acquisition only between 116th and 120th Avenues NE. The project will be designed in accordance with the Bel-Red Corridor Plan.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td>Project description revised per input from project manager (Steve C.)</td>
</tr>
<tr>
<td>TFP-210</td>
<td>14th Street NE/Planned NE 14th Street to Northup Way</td>
<td>R-156</td>
<td>The project will widen the roadway to five lanes and re-profile the segment from NE 14th Street to NE 18th Street in conjunction with the East Link project; curb, gutter, and sidewalks will be included consistent with the Bel-Red subarea plan and street corridor and urban design standards. The segment from NE 18th Street to Northup Way includes a stream crossing of the West Tributary and planned trail. Key intersections are at NE 15th Street multi-modal corridor/East Link project and Northup Way. (Intersection improvements at NE 15th Street will be included in the NE 15th Street project.) Open space trail connections for the segment from NE 15th Street to NE 18th Street will be evaluated. The funding allocation will fully fund the City’s share of costs for the segment between NE 14th and NE 18th Streets but supports partial design only between NE 18th Street and Northup Way.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td>Update name, description &amp; costs. Awaiting input from project manager (Marina).</td>
</tr>
<tr>
<td>TFP-211</td>
<td>NE 6th Street Extension</td>
<td>R-162</td>
<td>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 Sturtivant 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.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td>Part of Transit Master Plan high priority project list. Project description reviewed, endorsed by project manager (Steve C).</td>
</tr>
<tr>
<td>Project #</td>
<td>Project Location</td>
<td>CIP #</td>
<td>Project Description</td>
<td>Project Type</td>
<td>2016-2027 TFP Update Notes</td>
</tr>
<tr>
<td>----------</td>
<td>------------------</td>
<td>------</td>
<td>---------------------</td>
<td>--------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>TFP-213</td>
<td>124th Avenue NE/NE 8th Street to NE 14th Street</td>
<td>R-169</td>
<td>The project will include addition of bicycle lanes for the segment from NE 8th Street to Bel-Red Road, and roadway widening to five lanes with sidewalks and bicycle lanes on both sides from Bel-Red Road to NE 14th Street. Signal modifications will be done at 124th Avenue NE and Bel-Red Road. The project design may be coordinated with adjacent development. Neighborhood protection measures will be evaluated to limit through traffic and impacts on the segment south of NE 8th Street. Funding allocation will support pre-design only between NE 8th Street and Bel-Red Road, but full implementation between Bel-Red Road and NE 14th Street.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td>Update name, description &amp; costs. Awaiting input from project manager (Marina).</td>
</tr>
<tr>
<td>TFP-215</td>
<td>NE 16th Street/Spring Blvd/130th Avenue NE to 136th Place NE/NE 16th Street to NE 20th Street</td>
<td>R-174, 175</td>
<td>The project will construct a multi-modal corridor from 130th Avenue NE to 132nd Avenue NE. The project design will accommodate, as needed, the East Link project segment from 130th Avenue NE to 136th Place and 136th Place to NE 20th Street. East of 132nd Avenue NE, roadway will be rebuilt on either side of the East Link light rail alignment to provide one travel lane in each direction, buffered bicycle lanes, landscape strip, and sidewalks. Project area includes crossings of Goff Creek (east of 132nd Ave NE) and an unnamed tributary to Kelsey Creek (along the 136th Avenue NE segment). Future improvements associated with development include further widening to provide on-street parking between 132nd Avenue NE and 114th Avenue NE. The funding allocation will fully implement the segment between 120th and 132nd Avenue NE but support pre-design only for the remaining segments.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td>Project description revised per input from Rick L.</td>
</tr>
<tr>
<td>TFP-216</td>
<td>121th Avenue NE/NE 2nd Street</td>
<td></td>
<td>The project will straighten and realign NE 2nd Street between 112th Avenue NE and 114th Avenue NE, add dual southbound left-turn lanes, and a northbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>TFP-217</td>
<td>124th Avenue NE at SR 520</td>
<td></td>
<td>The 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.</td>
<td>Roadway</td>
<td>Part of Downtown Transportation Plan Update Roadway/Capacity recommendations</td>
</tr>
<tr>
<td>TFP-218</td>
<td>130th Avenue NE/NE 20th Street to NE Bel-Red Road</td>
<td>R-170</td>
<td>The project will initiate the design for roadway improvements. The segment from NE 20th Street to NE Spring Blvd/124th Street will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE Spring Blvd/124th Street to Bel-Red Road will include one through lane in each direction, a center turn lane, landscape strip, and sidewalks on both sides. The project will be designed in accordance with the Bel-Red Corridor Plan and coordinated with the East Link light rail station and park &amp; ride at 130th Avenue NE.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td>Project description revised per input from project manager (Steve C.).</td>
</tr>
<tr>
<td>TFP-219</td>
<td>NE 8th Street/106th Avenue NE</td>
<td></td>
<td>The project will realign NE 8th Street to the south to better utilize the third westbound travel lane (between 108th Avenue NE and 106th Avenue NE; completed in 2009) 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. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>TFP-222</td>
<td>Bellevue Way/NE 4th Street</td>
<td></td>
<td>The project will add a southbound right-turn lane, a westbound right-turn lane, and dual westbound convert a northbound through lane to a 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. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update.</td>
<td>Roadway</td>
<td>Corrects an error in the 2013-2024 TFP regarding location of second left-turn lane and clarifies that the second NB LTL lane would be accomplished by converting a through lane.</td>
</tr>
<tr>
<td>TFP-223</td>
<td>Bellevue Way/NE 8th Street</td>
<td></td>
<td>The project will add a southbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>TFP-225</td>
<td>Bellevue Way/NE 2nd Street</td>
<td></td>
<td>The project will add a northbound right-turn lane and create a second southbound 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. Project scope and description may be revised, depending on the outcome of the Downtown Transportation Plan update. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>Project #</td>
<td>Project Location</td>
<td>Project Description</td>
<td>Project Type</td>
<td>2016-2027 TFP Update Notes</td>
<td></td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------</td>
<td>---------------------</td>
<td>--------------</td>
<td>---------------------------</td>
<td></td>
</tr>
<tr>
<td>TFP-245</td>
<td>120th Ave NE Improvements (Stage 1) South of NE 45th Street to north of NE 8th Street</td>
<td>R-161</td>
<td>Roadway and Pedestrian/Bicycle System</td>
<td>Project will be complete before TFP timeframe. Update CIP #, description &amp; costs. Seeking confirmation of project description.</td>
<td></td>
</tr>
<tr>
<td>TFP-242</td>
<td>120th Avenue NE (stages 3 and NE 12th Street to 16th Street and to Northup Way</td>
<td>R-168</td>
<td>Roadway and Pedestrian/Bicycle System</td>
<td>Update description &amp; costs. Awaiting input from project manager (Paul K).</td>
<td></td>
</tr>
<tr>
<td>TFP-243</td>
<td>Bellevue Way HOV lanes (112th Avenue NE SE to 107th Ave SE to I-90 and multi-use path SE 8th Street to I-90)</td>
<td>R-170</td>
<td>Roadway and Pedestrian/Bicycle System</td>
<td>Update CIP #, description &amp; costs. Part of Transit Master Plan high priority project list. Scope of project in 2015-2021 CIP does not include Transit Master Plan concept of HOV lane between 107th Ave SE and &quot;Y&quot;.</td>
<td></td>
</tr>
<tr>
<td>TFP-247</td>
<td>150th Avenue NE/south of SE 18th Street to Newport Way</td>
<td>R-171</td>
<td>Roadway and Pedestrian/Bicycle System</td>
<td>Update project costs. Seeking confirmation of project description.</td>
<td></td>
</tr>
<tr>
<td>TFP-248</td>
<td>134th Avenue NE/NE 20th Street to NE 24th Street</td>
<td>R-173</td>
<td>Roadway and Pedestrian/Bicycle System</td>
<td>Element &quot;7&quot; added, part of the Transit Master Plan high priority project list.</td>
<td></td>
</tr>
</tbody>
</table>

The project will widen 120th Avenue NE from NE 12th Street to NE 18th Street, which will consist of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bicycle lanes, curb, gutter, and sidewalk will be included on both sides. Stage 4, from NE 16th Street to Northup Way, will widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. Stage 4, north of NE 18th Street, will consist of two northbound through lanes, a center turn lane, and a 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. Funding allocation will implement Stage 3 and fund the design phase of Stage 4.

The project will widen Bellevue Way SE to add a southbound, inside HOV lane and an outside sidewalk or shoulder. The potential for landscaping treatments will be evaluated during the project design phase. The project may be implemented in segments. The north segment is from the Bellevue Way SE/112th Avenue SE to "Y" and South from SE 38th Street to Newport Way, including the intersection at 150th Avenue SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation, and bicycle mobility. The project is located on priority bicycle corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through the predesign process and may include roadway widening and channelization changes, sidewalks, bicycle facility, street lighting, and landscaping.

The project will develop a level cross section for NE 16th Street to allow for future construction of 134th Avenue NE as a through street between Bel-Red Road and NE 20th Street, as outlined in the Bel-Red Subarea Plan. The project will coordinate with the East Link project final design. Conceptual plans will be developed for roadway alignment to allow for future construction of 134th Avenue NE as a through street. The roadway will include three lanes, landscape strip, and sidewalks on both sides. The segment between NE 16th Street and NE 20th Street is anticipated to be implemented with future private development in the immediate vicinity.

The project will construct improvements as described in the 148th Avenue NE Master Plan as follows: 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, and 6) construct the southbound 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 Avenue NE between NE 24th and NE 20th into a 4-lane segment. 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.
### Preliminary Candidate Roadway-Intersection Projects

#### 2016-2027 Transportation Facilities Plan

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Location</th>
<th>CIP #</th>
<th>Project Description</th>
<th>Project Type</th>
<th>2016-2027 TFP Update Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TFP-252</td>
<td>Kelsey Creek Rd/Snoqualmie River Road/142nd Place SE to Bel-Red College and southeast entrance to SE 36th St</td>
<td></td>
<td>This project will upgrade, reconstruct the roadway to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd Place SE 33rd St intersection. Included is a separated off-street path connecting 145th Pl SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd Place SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed on a new upgraded alignment along the corridor. The project will likely be implemented in partnership with Bellevue College and other agencies. The City may choose to collaborate with the college for advance project implementation.</td>
<td>Roadway, Transit and Pedestrian-Bicycle System</td>
<td>Part of the Transit Master Plan high priority project list</td>
</tr>
<tr>
<td>TFP-253</td>
<td>50th Avenue SE/Eastgate Way SE</td>
<td></td>
<td>Option A: The project will construct a second northbound left-turn lane and a second eastbound right-turn lane, add a second westbound through lane past 148th Avenue SE, and add east-west bicycle lanes through the intersection. Option B: Construct a multi-lane roundabout. With either option, upgrade pedestrian and bicycle crossings, accommodate or implement planned Eastgate Way bicycle lanes, and install gateway treatment.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td></td>
</tr>
<tr>
<td>TFP-254</td>
<td>Bel-Red Road/NE 20th Street to NE 24th Street</td>
<td></td>
<td>The 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.</td>
<td>Roadway and Pedestrian-Bicycle System</td>
<td></td>
</tr>
</tbody>
</table>

#### Below the line 2013-2024 TFP candidate projects

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Location</th>
<th>CIP #</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>BTL-1</td>
<td>NE 20th Street/Bel-Red to 156th Avenue NE</td>
<td></td>
<td>Construct an easit to west U-turn on NE 20th Street at 156th Avenue NE; provide access management along NE 20th Street. Add bike lanes.</td>
<td>Roadway</td>
<td>Added queue jump language, per Transit Master Plan.</td>
</tr>
<tr>
<td>BTL-2</td>
<td>148th Avenue NE/NE 8th Street</td>
<td></td>
<td>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.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>BTL-3</td>
<td>156th Avenue NE/NE 13th Street</td>
<td></td>
<td>Add a double westbound left turn, a double eastbound left turn and a northbound right turn lane. Accommodate or implement planned 156th Ave Bike lanes.</td>
<td>Roadway</td>
<td>East leg of intersection to be reconfigured with Spring Blvd extension. Project not recommended for advancing in 2016-2027 TFP process.</td>
</tr>
<tr>
<td>BTL-4</td>
<td>148th/150th Avenue SE/I-90 westbound off-ramp</td>
<td></td>
<td>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.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>BTL-5</td>
<td>156th Avenue NE/NE 24th Street</td>
<td></td>
<td>Construct an eastbound right turn lane. Accommodate or implement wide lane bicycle facility on NE 24th St.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>BTL-6</td>
<td>156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp)</td>
<td></td>
<td>Option A: 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. Or, Option B, construct multi-lane roundabout. The roundabout would be implemented in conjunction with roundabout at Eastgate Way/150th Ave intersection to the west and offer opportunity to introduce landscaped median and urban design enhancements. With either option, upgrade pedestrian and bike crossings, install gateway treatment. Accommodate or implement planned bike lanes on Eastgate Way.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>BTL-7</td>
<td>SE 40th Lane/Factoria Boulevard</td>
<td></td>
<td>Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.</td>
<td>Roadway</td>
<td>Also relates to potential extension of NE 20th place to create a new road link from Bel-Red Rd to NE 20th St.</td>
</tr>
<tr>
<td>BTL-8</td>
<td>Bel-Red Road/NE 20th Place</td>
<td></td>
<td>Install signal, eastbound left turn pocket and pedestrian crossing.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>BTL-9</td>
<td>Bel-Red Road/NE 24th Street</td>
<td></td>
<td>Add southbound right turn lane. Accommodate or implement planned bike lanes on Bel-Red Road and wide through lane bicycle facility on NE 24th St.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>BTL-10</td>
<td>Lakemont Blvd (Phase 2)/Lewis Creek Park to 36th Ave SE</td>
<td></td>
<td>Option A: Install signal at 164th Ave SE/Lakemont Blvd. Or, Option B: Install roundabout. With either option, construct sidewalk and bike lane on east side; add planted medians where feasible.</td>
<td>Roadway</td>
<td>On the current 2015-2020 TIP list. Due to current traffic volumes, the signal portion of this project is in the queue for design through an existing program (PW-M-20)</td>
</tr>
<tr>
<td>BTL-11</td>
<td>Northup Way/156th Avenue NE to 164th Avenue NE</td>
<td></td>
<td>Add median left-turn lane; bike lanes.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>BTL-12</td>
<td>Factoria Boulevard at Newport Way</td>
<td></td>
<td>Construct a second southbound left-turn lane at Newport Way and modify the channelization on the eastern leg of the Factoria Blvd/Newport Way intersection to receive the two lanes of turning traffic.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>BTL-13</td>
<td>131st Avenue SE/132nd Avenue SE between SE 36th Street and SE 38th Street</td>
<td></td>
<td>Realign 131st Ave SE/132nd Ave SE to form a vehicular and pedestrian connection between SE 36th St and SE 38th St.</td>
<td>Roadway</td>
<td>On the current 2015-2020 TIP list</td>
</tr>
<tr>
<td>BTL-14</td>
<td>164th Ave SE/SE Cougar Mountain Way to SE 63rd Street</td>
<td></td>
<td>Improve gravel road with pavement curb, gutter and sidewalk on one side. Cost estimate entails only placeholder funding for implementation. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). The $100K funding allocation represents only a placeholder that may be used to initiate pre-design or early implementation.</td>
<td>Roadway</td>
<td></td>
</tr>
</tbody>
</table>
**Priority projects from the Downtown Transportation Update are included in the existing 2013-2024 TFP section**

### 2015-2020 Transportation Improvement Program projects not in the 2013-2024 TFP

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Location</th>
<th>CIP #</th>
<th>Project Description</th>
<th>Project Type</th>
<th>2016-2027 TFP Update Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIP-1</td>
<td>148th Avenue SE HOV Lane Implementation</td>
<td></td>
<td>Evaluate/Implement a new Transit/HOV lane on southbound 148th Avenue SE from Lake Hills Boulevard to the third southbound lane south of SE 24th.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>TIP-2</td>
<td>Lakemont Boulevard Implementation - Cougar Mountain Way to south city limit (phase 3)</td>
<td></td>
<td>Between Cougar Mt. Way and Forest Drive, construct sidewalk and bike lanes on both sides, planters and center median or refuge lane where feasible; between Forest Drive and south city limit, add bike lane on the east side of roadway and meandering sidewalk through recently annexed City property on east side of roadway.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>TIP-3</td>
<td>NE 6th Street Sub-surface Arterial</td>
<td></td>
<td>This project concept would create a sub-surface arterial that would run under the NE 6th Pedestrian Corridor with a portal east of 110th Avenue NE and a terminus at Bellevue Way. Such an arterial could provide access for private vehicles, freight and possibly transit to the existing and future garage levels of adjacent commercial developments. Cost estimate is a placeholder that may be used to initiate a feasibility study.</td>
<td>Roadway</td>
<td></td>
</tr>
<tr>
<td>TIP-4</td>
<td>Bellevue Way/NE 12th Street to the north city limits at SR-520</td>
<td></td>
<td>Funding will support a corridor study and community involvement process to support mobility improvements along Bellevue Way NE through the Northtowne neighborhood, between NE 12th street and the north city limits at SR 520. This is identified as a multimodal corridor and as such, potential improvements include sidewalk enhancements, pedestrian crossings and bicycle facilities, together with addressing traffic safety concerns.</td>
<td>Roadway</td>
<td></td>
</tr>
</tbody>
</table>

### Transit Master Plan high priority projects

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Location</th>
<th>CIP #</th>
<th>Project Description</th>
<th>Project Type</th>
<th>2016-2027 TFP Update Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TMP-1</td>
<td>108th Ave NE Bus Priority Corridor</td>
<td></td>
<td>Construct or convert existing lanes along 108th Ave NE using BAT lanes as identified by the downtown transportation plan update from NE 10th Street to Main Street</td>
<td>Roadway/Transit</td>
<td>Also part of TFP-230 on the Ped-bike project list</td>
</tr>
<tr>
<td>TMP-2</td>
<td>NE 8th St and 148th Ave NE Queue Jump Lanes</td>
<td></td>
<td>Add queue jump to eastbound approach in right turn only lane. Add queue jump to northbound approach in right turn only lane. Add queue jump to southbound approach in right turn only lane</td>
<td>Roadway/Transit</td>
<td>Also added as potential element of candidate project BTL-2.</td>
</tr>
<tr>
<td>TMP-3</td>
<td>112th Ave NE and Main St Queue Jump Lane and Turn Improvement</td>
<td></td>
<td>Add queue jump to westbound approach in right turn only lane. Improve northbound to westbound turn movement through timing prioritization and TSP.</td>
<td>Roadway/Transit</td>
<td></td>
</tr>
<tr>
<td>TMP-4</td>
<td>156th Ave NE BAT Lanes</td>
<td></td>
<td>Construct northbound BAT lane from south of Northup Way to just north of NE 240th St. Construct southbound BAT lane from City Limits to just south of 240th St.</td>
<td>Roadway/Transit</td>
<td></td>
</tr>
<tr>
<td>TMP-5</td>
<td>1-90 Factoria Blvd Exit Expansion</td>
<td></td>
<td>In coordination with the Mountains to Sound Greenway relocate current trail undercrossing of ramp between I-405 and I-90 Eastbound to new bridge south of existing undercrossing and add second off-ramp lane to the current ramp undercrossing. Evaluation how best to stripe ramp to ensure reliable transit operations.</td>
<td>Roadway/Transit</td>
<td>Also part of TFP-243 on the Ped-bike project list</td>
</tr>
<tr>
<td>TMP-6</td>
<td>Coal Creek Pkwy SE and 119th Ave SE Turn Improvement</td>
<td></td>
<td>Improve westbound to southbound and northbound to eastbound turn movements through timing prioritization and TSP.</td>
<td>Roadway/Transit</td>
<td></td>
</tr>
</tbody>
</table>

**Other emerging needs as identified by staff - this section is still being identified by staff**

**Public input - this section will be populated with public input via Transportation Commission meeting communications, open houses & other opportunities**

---

**Revised draft, 4 February 2015**

6
The Bellevue Transportation Department is updating the Transportation Facilities Plan (TFP). The TFP is a 12-year transportation program of high-priority projects recommended by the Bellevue Transportation Commission and approved by the City Council. The TFP is updated every two to three years and is typically the first step in getting a transportation project funded and built. For the process of developing the 2016-2027 TFP Update, the City is reviewing current project priorities and identifying new priority projects. Only a portion of identified needs can be accommodated with the funding anticipated to be available in the 12-year horizon of the TFP.

This survey asks your opinion about transportation conditions and priorities. You are invited to also provide input on particular candidate projects at this open house. The Transportation Commission will consider public input, together with technical analysis of projects to be performed by City staff, in developing the final recommended list of projects for inclusion in the new TFP.

More details on the TFP and the update process now underway can be found on the City website at, www.bellevuewa.gov/transportation-facilities-plan.htm. You may also complete this survey online and provide comment on candidate projects at the same webpage.

1. Do you:
   - [ ] Live in Bellevue
   - [ ] Work in Bellevue
   - [ ] Both
   - [ ] Neither

2. How do you get around in Bellevue? (Check all that apply)
   - [ ] Walk
   - [ ] Wheelchair
   - [ ] Bike
   - [ ] Transit
   - [ ] Automobile

3. Are there additional transportation options you would use more often if they were available?
   - [ ] Yes
   - [ ] No

4. If yes, please indicate what deficiency and improvement of deficiency would influence your transportation at least twice per month. (Check all that apply)
   - [ ] Sidewalks missing/install sidewalks at key locations
   - [ ] Pedestrian facilities not ADA compliant/implementation of ADA compliant facilities
   - [ ] Bicycle facilities missing/complete bike routes/create protected bike lanes
   - [ ] Transit service too limited/improve transit service options
   - [ ] Automobile congestion/reduce congestion for automobiles
   - [ ] Other (please specify) ________________________________
5. **Bellevue employees only**: The area of Bellevue where I work is,
   - [ ] Downtown
   - [ ] East side of I-405
   - [ ] Bel-Red
   - [ ] Crossroads
   - [ ] Eastgate
   - [ ] Factoria
   - [ ] Other

6. **Bellevue Residents only**: Please enter your home ZIP code ____________

7. **Bellevue Residents only**: In the area where I live,
   a. Sidewalks are: *(Circle one)*
      - [ ] Present where needed
      - [ ] Present in most places but missing in key locations
      - [ ] Missing in significant areas
   
   b. Conditions for bicycling are: *(Circle one)*
      - [ ] No opinion
      - [ ] Don’t ride a bike
      - [ ] Adequate
      - [ ] Need improvement
   
   c. Traffic congestion is: *(Circle one)*
      - [ ] Not an issue
      - [ ] Acceptable
      - [ ] Too high at limited periods
      - [ ] Too high in general

8. **Citywide,**
   a. Sidewalks are: *(Circle one)*
      - [ ] Present where needed
      - [ ] Present in most places but missing in key locations
      - [ ] Missing in significant areas
   
   b. Conditions for bicycling are: *(Circle one)*
      - [ ] No opinion
      - [ ] Don’t ride a bike
      - [ ] Adequate
      - [ ] Need improvement
   
   c. Traffic congestion is: *(Circle one)*
      - [ ] Acceptable
      - [ ] Too high during rush hour
      - [ ] Too high in general
9. Please indicate the relative priority you see for use of transportation funds in Bellevue.  
   Please rank in order, from 1 (highest) to 7 (lowest).
   
   _ Constructing sidewalks where missing along arterial roadways
   _ Completing sidewalk and trail links from neighborhoods to schools, parks and transit routes
   _ Completing cross-town bicycle routes (connected E-W and N-S bike lanes and separated paths)
   _ Improving speed & reliability of transit through targeted roadway improvements and enhancements to traffic signals
   _ Adding road capacity to serve growth and new development (esp. in Downtown, Bel-Red)
   _ Adding road capacity to relieve peak period congestion
   _ Maintenance of existing facilities (roads, signals, signs, walkways).

10. Additional comments.
    Please let us know any additional comments you may have regarding transportation needs in Bellevue.
Transportation Facilities Plan Survey

For the on-line survey

The Bellevue Transportation Department is updating the Transportation Facilities Plan (TFP). The TFP is a 12-year transportation program of high-priority projects recommended by the Bellevue Transportation Commission and approved by the City Council. The TFP is updated every two to three years and is typically the first step in getting a transportation project funded and built. For the process of developing the 2016-2027 TFP Update, the City is reviewing current project priorities and identifying new priority projects. Only a portion of identified needs can be accommodated with the funding anticipated to be available in the 12-year horizon of the TFP.

This survey asks your opinion about which projects should be funded. The Transportation Commission will consider public input, together with technical analysis of projects to be performed by City staff, in developing the final recommended list of projects for inclusion in the new TFP.

More details on the TFP and the update process now underway can be found on the City website at, www.bellevuewa.gov/transportation-facilities-plan.htm

1. Do you:
   - □ Live in Bellevue
   - □ Work in Bellevue
   - □ Both
   - □ Neither

The following question appears only for those who select (“I live in Bellevue” or “Both”)

2. Please enter your home ZIP code ____________

The following question appears only for those who select (“I live in Bellevue” or “Both”)

3. In the area where I live:
   - Traffic congestion is:  (Choose one: not an issue, acceptable, too high at rush hour, too high in general)
   - Sidewalks are:  (Choose one: present where needed, present in most places but missing in key locations, missing in significant areas)
   - Conditions for bicycling are:  (Choose one: no opinion, don’t ride a bike, adequate, needs improvement)

The following question appears for those who indicate in Q1 (“Work in Bellevue” or “Both”)

4. The area of Bellevue where I work is
   - □ Downtown
   - □ East side of I-405
   - □ Bel-Red
   - □ Crossroads
   - □ Eastgate
   - □ Factoria
   - □ Other
5. How do you get around in Bellevue? *(Check all that apply)*
- Walk
- Wheelchair
- Bike
- Transit
- Automobile

6. Citywide
   - Traffic congestion is: *(Choose one: not an issue, acceptable, too high during limited periods, too high in general)*
   - Sidewalks are: *(Choose one: present where needed, present in most places but missing in key locations, missing in significant areas)*
   - Conditions for bicycling are: *(Choose one: no opinion, don’t ride a bike, adequate, need improvement)*

7. Please indicate the relative priority you see for use of transportation funds in Bellevue: *(to be specified in rank order)*
   - Adding road capacity to serve growth and new development (esp. in Downtown, Bel-Red)
   - Adding road capacity to relieve peak period congestion
   - Improving speed and reliability of transit through targeted roadway improvements and enhancements to traffic signals
   - Maintenance of existing facilities (roads, signals, signs, walkways)
   - Constructing sidewalks where missing along arterial roadways
   - Completing sidewalk and trail links from neighborhoods to schools, parks and transit routes
   - Completing cross-town bicycle routes (connected E-W and N-S bike lanes and separated paths)

8. Candidate Projects for the Transportation Facilities Plan
   Please visit our online map *(--insert link to online map--)* to view potential projects. You may provide input on the importance and the features for particular candidate projects.

9. Additional comments.
   Please let us know any additional comments you may have regarding transportation needs in Bellevue. *(insert text comment box)*