City of Bellevue

# MEMORANDUM

**DATE:** November 5, 2014

**TO:** Transportation Commission

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

**SUBJECT:** Transportation Facilities Plan Update

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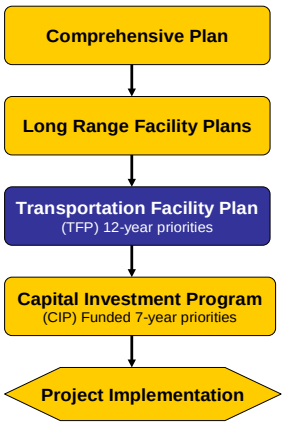
## Purpose

On November 13, staff will outline for the Transportation Commission the proposed process to update the city's Transportation Facilities Plan (TFP). Staff will present and describe a preliminary update timeline with indication of key process components, including Commission roles and decision points. The TFP update will be on a fast track for completion so that the project information can be used in the development of an updated Impact Fee Report, to be completed prior to a scheduled increase in impact fees scheduled to take effect on January 1, 2016.

## Background

The Transportation Facilities Plan (TFP) is required and adopted pursuant to the Bellevue City Code (Title 22, Development Code). The TFP serves as the City's 12-year, or intermediate-range, transportation capital facility planning document. It functions as a bridge between the long-range facility plans (e.g. Downtown Implementation Plan, Bel-Red Corridor Plan, Eastgate/I-90 Plan, Pedestrian and Bicycle Plan) and the funded projects in the adopted Capital Investment Program (CIP) Plan (see diagram below). The TFP provides the first level of citywide prioritization of transportation facility projects recommended by the long-range transportation studies.



The TFP serves two other key functions. First, the roadway and intersection capacity projects adopted in the TFP form the basis for the City's Transportation Impact Fee program. Impact fees are charged to new land use development projects to pay for a portion of the costs of roadway and intersection capacity needed to serve the traffic growth associated with the new development. Second, an environmental review is conducted in conjunction with each TFP update. The TFP environmental review considers potential cumulative impacts to the citywide transportation system and other elements of our environment that may occur when 12 years of projected land use growth occurs and the projects identified in the TFP are implemented. Development review staffs in both the Transportation and the Development Services Departments rely on the TFP environmental review for their review of individual public and private development applications.

Bellevue's TFP is a "financially constrained" plan. This means that the identified cost of projects in the TFP must be balanced with the amount of transportation revenue the City forecasts will be available over the 12-year plan period.

The Bellevue City Code (Section 22.16.050) requires that the Transportation Commission present an update of the TFP to the City Council for approval and adoption every two years. The Commission's role has typically included providing input and direction to Transportation Department staff on TFP candidate project identification, project evaluation criteria, and specific project prioritization. Involvement of Commissioners with the recent Eastgate/I-90 plan plan as well as the Downtown Transportation Plan can help inform the TFP development. The Transportation Commission also solicits and considers public input on the TFP update before developing a TFP update recommendation to the City Council.

The current 2013-2024 TFP was adopted by the City Council in August 2013, concluding a process that began in November 2011. This update process is being planned to result in the adoption of a 2016-2027 TFP sometime in late November/early December 2015.

Next Steps

Prior to the meeting on the 13th, please take a few minutes to review the 2013-2024 Transportation Facilities Plan document, which can be found on the City webpage at http://www.bellevuewa.gov/transportation-facilities-plan.htm. Attached to this memo is a copy of the 2013-2024 TFP project list and map. Also attached are the project prioritization criteria used for the 2013-2024 TFP process and a timeline for the 2016-2027 TFP process.

If you have questions or need additional information prior to the meeting, please contact Michael Ingram at (425) 452-4166 or email mingram@bellevuewa.gov or Kristi Oosterveen at (425-452-4496) or email koosterveen@bellevuewa.gov.

Attachments:

1. 2013-2024 TFP project list
2. 2013-2024 TFP project map
3. 2013-2024 TFP project prioritization criteria (Roadway-Intersection, Pedestrian-Bicycle)
4. 2016-2027 TFP Update Timeline—DRAFT

| TFP # | Project Location | MMA | CIP # | Project Description | Project Type | X = Capacity Project | TFP Funding Allocation ($000)* | IF = Impact Fee Project List** | Impact Fee Project Cost $0 |
|---|---|---|---|---|---|---|---|---|---|
| TFP-078 | West Lake Sammamish/ north city limit to I-90 | 6, 9 | R-141 | 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 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. Funding allocation is to support design and construction of the first two segments (of five segments total). | Roadway and Pedestrian-Bicycle System | | 17,254 | | 0 |
| TFP-079 | Northup Way/NE 33rd Place to NE 24th Street and NE 24th Street to the SR 520 Regional Trail | 1,2 | R-146 | The project will complete sidewalks and include bicycle lanes on both sides of Northup Way (will not widen the existing culvert at Yarrow Creek). Improvements will be designed to facilitate potential future widening for center turn lane. Additional elements include mid-block pedestrian crossings, a pedestrian bridge at the BNSF crossing, and a multi-use pathway along 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 link to improvements to the west to be built by WSDOT from NE 33rd Place to Bellevue Way. Component of priority bicycle corridor EW-1: 520 Trail. | Pedestrian-Bicycle System | | 8,471 | | 0 |
| TFP-103 | 129th Place SE/SE 38th Street to Newport Way | 13 | | 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 predesign, 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. | Roadway and Pedestrian-Bicycle System | X | 500 | | 0 |
| TFP-110 | 110th Avenue NE/NE 6th Street to NE 8th Street | 3 | | The 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. | Roadway | X | 1,444 | IF | 1,444 |

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| TFP-158 | SE 16th Street/148th Avenue SE to 156th Avenue SE | 9 | W/B-82 | The 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. | Pedestrian-Bicycle System | | 4,494 | | 0 |
| TFP-173 | 108th/112th Avenue NE/ north city limit to NE 12th Street | 1 | W/B-81 | The 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 | | 200 | | 0 |
| TFP-190 | NE 2nd Street/Bellevue Way to 112th Avenue NE | 3 | | The 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). 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. | Roadway | X | 500 | | 0 |
| TFP-192 | Lakemont Blvd. (Phase 1)/ Cougar Mountain Way to Lewis Creek Park and 164th Ave SE to 171st Ave SE | 11 | I-92 | 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. | Roadway (Ped-Bike element not funded) | X | 1,540 | IF | 1,540 |
| TFP-193 | NE 10th Street at I-405 | 3 | R-149 | 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 predesign or early implementation. | Roadway | X | 200 | | 0 |

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| TFP-195 | 150th Avenue SE/SE 37th Street/I-90 off-ramp | 10 | | Option A: 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.<br><br>Option B: The project will construct a multi-lane roundabout.<br>Option C: The project will construct a roundabout per Option B plus construct a multi-lane roundabout at 150th Avenue SE/SE 38th Street, and landscape median between SE 38th Street and SE 37th Street.<br>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. | Roadway | X | 4180 | IF | 4,180 |
| TFP-197 | NE 2nd Street Extension and I-405 interchange | 3 | | 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. | Roadway | X | 200 | | 0 |
| TFP-207 | NE 4th Street Extension/116th Avenue NE to 120th Avenue NE | 4 | R-160 | 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/120th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. Project will be designed not 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. | Roadway and Pedestrian - Bicycle System | X | 31,112 | IF | 31,112 |
| TFP-208 | 120th Avenue NE (stage 2)/south of NE 8th Street to NE 12th Street | 4, 12 | R-164 | 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. | Roadway and Pedestrian-Bicycle System | X | 31,306 | IF | 31,306 |

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|---|---|---|---|---|---|---|---|---|---|
| TFP-209 | NE 15th Street/116th Avenue NE to 124th Avenue NE | 12 | R-172, 173 | 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 120th Avenue NE and from 120th Avenue NE to 124th Avenue NE. New signalized intersections will be provided at NE 12th Street/NE 15th Street, 120th 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 on both sides, and a multi-use pathway on the north side; the pathway between 120th Avenue NE and 124th Avenue NE will be coordinated with future private development. 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 120th and 124th Avenues NE but supports partial design and property acquisition only between 116th and 120th Avenues NE. | Roadway and Pedestrian-Bicycle System | X | 46,035 | IF | 20,555 |
| TFP-210 | 124th Avenue NE/Planned NE 14th Street to Northup Way | 12 | R-166 | 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. | Roadway and Pedestrian-Bicycle System | X | 8,911 | IF | 8,440 |

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| TFP-211 | NE 6th Street Extension | 4 | 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, transit, general purpose, and non-motorized. 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. | Roadway and Pedestrian-Bicycle System | X | 1,000 | | |
| TFP-213 | 124th Avenue NE/NE 8th Street to NE 14th Street | 8, 12 | R-169 | 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. | Roadway and Pedestrian-Bicycle System | X | 12,489 | IF | 12,088 |
| TFP-215 | NE 16th Street/130th Avenue NE to 136th Place NE and 136th Place NE/NE 16th Street to NE 20th Street | 12 | R-174, 175 | 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 strips, and sidewalks. Project area includes crossings of Goff Creek (east of 132nd Ave NE) and of an unnamed tributary to Kelsey Creek (along the 136th Avenue NE segment). The funding allocation will fully implement the segment between 130th and 132nd Avenues NE but supports pre-design only for the remaining segments. | Roadway and Pedestrian-Bicycle System | X | 22,240 | IF | 22,084 |

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| TFP-216 | 112th Avenue NE/NE 2nd Street | 3 | | 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.) | Roadway | X | 2,796 | IF | 2,796 |
| TFP-217 | 124th Avenue NE at SR 520 | 12 | | 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. | Roadway | X | 200 | | 0 |
| TFP-218 | 130th Avenue NE/NE 20th Street to NE Bel-Red Road | 12 | R-170 | The project will initiate the design for roadway improvements. The segment from NE 20th Street to NE 16th Street will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE 16th 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 coordinated with the East Link route. | Roadway and Pedestrian-Bicycle System | X | 423 | | 0 |
| TFP-219 | NE 8th Street/106th Avenue NE | 3 | | 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. | Roadway | X | 2,588 | IF | 2,588 |
| TFP-222 | Bellevue Way/NE 4th Street | 3 | | The project will add a southbound right-turn lane, a westbound right-turn lane, and dual westbound left-turn lanes. 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. | Roadway | X | 2,513 | IF | 2,513 |
| TFP-223 | Bellevue Way/NE 8th Street | 3 | | 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. | Roadway | X | 1,874 | IF | 1,874 |

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| TFP-225 | Bellevue Way/NE 2nd Street | 3 | | The project will add a northbound right-turn lane and a second southbound left-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.) | Roadway | X | 1,324 | IF | 1,324 |
| TFP-230 | 108th Avenue NE/NE 12th Street to Main Street | 3 | | The project will enhance the108th Avenue NE Downtown corridor consisting of Great Streets, mid-block crossing, pedestrian-corridor interface, and bicycle lanes. The project scope and description may be revised, depending on outcome of the Downtown Transportation Plan update. This is a component of priority bicycle corridor NS-1: Enatai-Northtown Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | Pedestrian-Bicycle System | | 200 | | 0 |
| TFP-232 | 164th Avenue NE/SE-NE 18th Street to SE 14th Street | 6, 9 | | The project will designate a bicycle shoulder 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. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | Pedestrian-Bicycle System | | 200 | | 0 |
| TFP-234 | Main Street/100th Avenue to 116th Avenue | 3, 4 | | Funding will support pedestrian and bicycle facility components of the Main Street project, as identified in the Main Street & NE 2nd Street Design Report (2009). This will be built out to plan conditions in conjunction with the East Link project. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | Pedestrian-Bicycle System | | 500 | | 0 |
| TFP-240 | 120th Ave NE Improvements (Stage 1)/South of NE 4th Street to south of NE 8th Street | 4 | R-161 | Widen to five lanes, including two travel lanes in each direction, with center turn lane, turn pockets, and medians. Bicycle lanes, curb, gutter, and sidewalk will be included on both sides. Install signal at NE 6th Street. | Roadway and Pedestrian-Bicycle System | X | 7,533 | IF | 7,533 |

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| TFP-241 | 120th Avenue NE (stages 3 and 4)/NE 12th Street to 16th Street and to Northup Way | 12 | R-168 | Stage 3 will widen 120th Avenue NE from NE 12th Street to NE 16th Street, which will be aligned and re-profiled in conjunction with Sound Transit's East Link project. The roadway cross section for stage 3 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 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. Funding allocation will implement Stage 3 and fund the design phase of Stage 4. | Roadway and Pedestrian-Bicycle System | X | 19,247 | IF | 18,720 |
| TFP-242 | Bellevue Way HOV lane/112th Avenue SE "Y" to I-90 and multi-use path/SE 8th Street to I-90 | 7 | | 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 "Y" to the main entrance to the South Bellevue Park-and-Ride at 112th Avenue SE. The south segment is from the main park-and-ride entrance to the I-90 on-ramps. Improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. The south segment will be implemented by Sound Transit in conjunction with the East Link project, and as a partner, the City may choose to collaborate with Sound Transit to advance overall project implementation. The project will coordinate with the East Link design process to develop a 10- to 14-foot-wide multi-use pedestrian and bicycle path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail). | Roadway and Pedestrian-Bicycle System | X | 29,886 | IF | 28,656 |

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| TFP-243 | Mountains to Sound Greenway/ Factoria Boulevard to Lakemont Boulevard | 10,11, 13 | W/B-78 | Part 1: The project will construct the Mountains to Sound Greenway Trail as a 10-foot-wide or greater width paved multi-use trail beginning at the current end of the I-90 Trail at Factoria Boulevard. The route extends eastward along the north side of SE 36th Street, follows a new independent alignment along the I-90 off-ramp to the 150th Avenue SE at SE 37th Street intersection, crosses 150th Avenue SE, and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (crosses SE 37th Street opposite Eastgate Plaza). The trail route then turns north and continues eastward adjacent to I-90 in the WSDOT right-of-way to Lakemont Boulevard. The design of the Mountains to Sound Greenway I-90 Trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Revisions will be considered to the Factoria Boulevard/SE 36th Street intersection to enhance pedestrian and bicycle crossings, which is identified as priority bicycle corridor EW-4.<br><br>Part 2: The project will install boulevard treatment on roadway segments adjacent to the Mountains to Sound Greenway Trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art. The project will coordinate with the City's Urban Boulevards program. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | Pedestrian-Bicycle System | | 588 | | 0 |
| TFP-244 | BNSF bicycle path/southern city limits to northern city limits | 1, 2, 4, 7, 8, 12, 14 | | The 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 proposed regional trail that would 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, NE 15th Street, the West Tributary Trail, and the SR 520 Trail, which is 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. | Pedestrian-Bicycle System | | 200 | | 0 |

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| TFP-245 | 140th Avenue NE/NE 24th Street to NE 8th Street | 2, 9, 12 | | Option A: The project will add 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street.<br>Option B: The project will develop 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.<br>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. This is a component of priority bicycle corridor NS-4: Somerset-Redmond Connection. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | Pedestrian-Bicycle System | | 200 | | 0 |
| TFP-246 | 150th Avenue SE/south of SE 38th Street to Newport Way | 11 | | The project will evaluate the need for improvements for the segment south of 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. | Roadway and Pedestrian-Bicycle System | | 1,068 | | 0 |
| TFP-247 | Eastgate Way/Richards Road to SE 35th Place | 10 | | The project will install bicycle lanes. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development. Funding will support implementation of bicycle lanes on a portion of the corridor (segment to be determined). | Pedestrian-Bicycle System | | 1,267 | | 0 |
| TFP-248 | 134th Avenue NE/NE 20th Street to NE 16th Street | 12 | R-171 | 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. | Roadway and Pedestrian-Bicycle System | X | 259 | | 0 |

| TFP # | Project Location | MMA | CIP # | Project Description | Project Type | X = Capacity Project | TFP Funding Allocation ($000)* | IF = Impact Fee Project List** | Impact Fee Project Cost $0 |
|---|---|---|---|---|---|---|---|---|---|
| TFP-249 | Hospital/NE 8th Street Station Access Improvements | 4 | | The project will improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. 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 | | 200 | | 0 |
| TFP-250 | 148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street | 12 | R-167 | 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) 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. 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. | Roadway | X | 250 | | 0 |
| TFP-251 | Coal Creek Parkway/124th Avenue SE to the southern city limits | 11, 13, 14 | | The 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. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | Pedestrian-Bicycle System | | 200 | | 0 |

| TFP # | Project Location | MMA | CIP # | Project Description | Project Type | X = Capacity Project | TFP Funding Allocation ($000)* | IF = Impact Fee Project List** | Impact Fee Project Cost $0 |
|---|---|---|---|---|---|---|---|---|---|
| TFP-252 | Snoqualmie River Road/ Kelsey Creek Road to Bellevue College southwest entrance | 10 | | This project will upgrade the pavement to support transit buses, and construct sidewalks and accessible bus stops. The project will likely be implemented by Bellevue College; the City may choose to collaborate with the College to advance overall project implementation. A Bellevue College Transit Center will be developed on an upgraded alignment. | Roadway and Pedestrian-Bicycle System | | 500 | | 0 |
| TFP-253 | 150th Avenue SE/Eastgate Way SE | 10 | | Option A: The project will construct a second northbound left-turn lane, add 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.<br>Option B: Construct a multi-lane roundabout.<br>With either option, upgrade pedestrian and bicycle crossings, accommodate or implement planned Eastgate Way bicycle lanes, and install gateway treatment. | Roadway and Pedestrian-Bicycle System | X | 4,687 | IF | 4,687 |
| TFP-254 | Bel-Red Road/NE 20th Street to NE 24th Street | 12 | | 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. | Roadway and Pedestrian-Bicycle System | X | 500 | | 0 |
| TFP-255 | Newport Way SE/Somerset Blvd SE to 150th Avenue SE | 11 | | This project will conduct a preliminary design study and community involvement process to refine the scope and costs of the ultimate improvements. Potential improvements include sidewalks, bike lanes, pedestrian crossing facilities, vehicular turn pockets at cross streets, and other roadway improvements. | Pedestrian-Bicycle System | | 250 | | 0 |
| | | | | | **Totals:** | | **$271,529** | | **$203,440** |

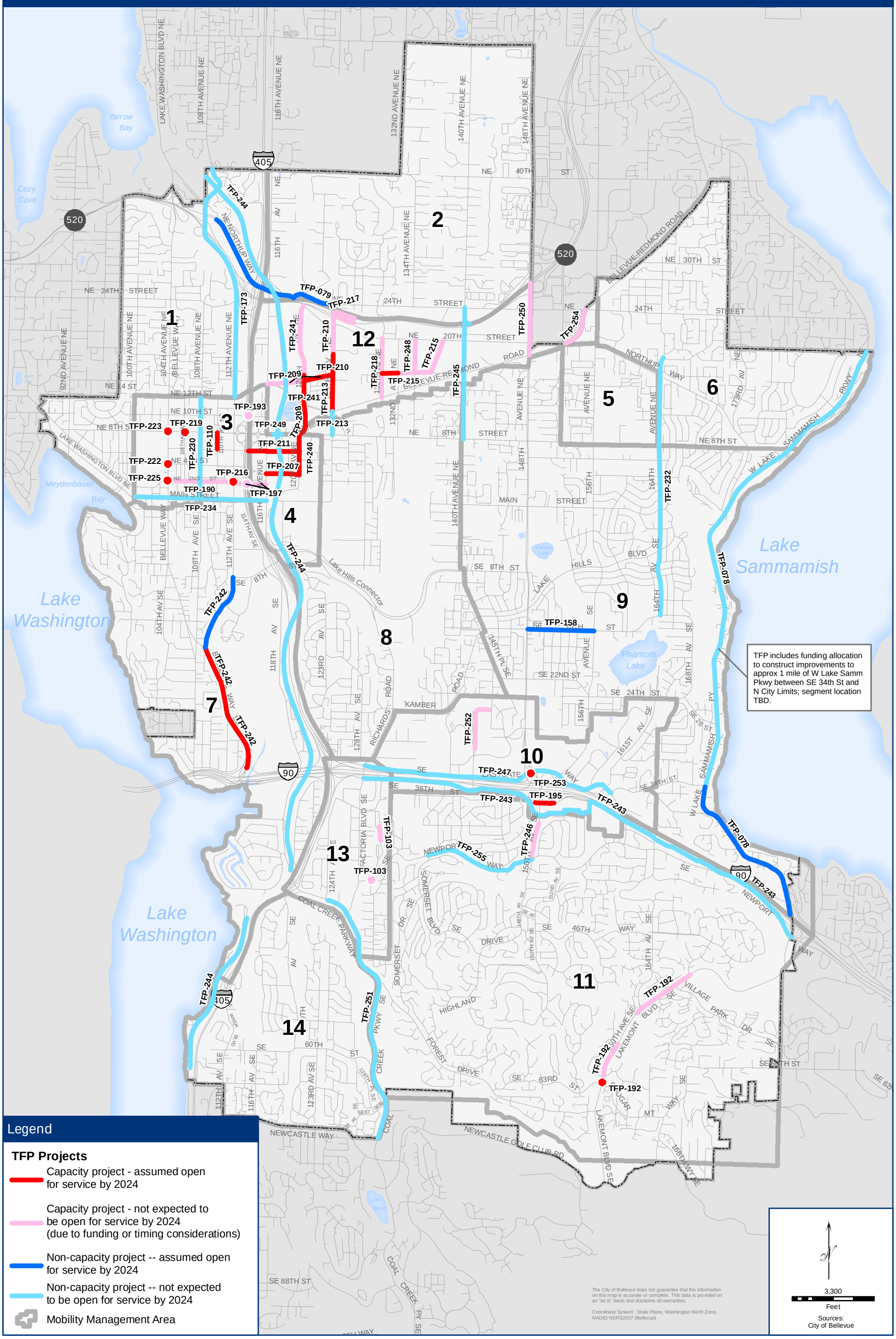
* Allocations for projects included in the 2013-2019 CIP have been inflated to year of expenditure values; cost allocations for all other projects have been inflated to 2020 dollar values.

**Capacity projects open for use by end of 2024 are included in the Impact Fee Project List.

Attachment 2

# 2013 - 2024 Transportation Facilities Plan Projects

City of Bellevue
GIS Services




## Legend

**TFP Projects**

- Capacity project - assumed open for service by 2024
- Capacity project - not expected to be open for service by 2024 (due to funding or timing considerations)
- Non-capacity project -- assumed open for service by 2024
- Non-capacity project -- not expected to be open for service by 2024
- Mobility Management Area

Plot Date: 8/13/2013 File Name: V:\tr\arcgis\planning\TFP\TFP2012\FinalPlan\TFP_CIP_13-24_MMA_11x17b_Jun2013_Aug2013.mxd

IT Department

# ROADWAY/INTERSECTION PROJECT SCORING CRITERIA AREAS

The Transportation Facilities Plan (TFP) and Capital Investment Program (CIP) plan candidate project list is scored and ranked using a scoring criteria matrix and weighting system as a starting point for the more subjective candidate project prioritization process. The criteria and weighting were updated and approved by the Transportation Commission on January 12, 2012. The criteria and weighting system is made up of the five areas described below:

1 Safety (25%)

- Need based on ped/bike and vehicular safety
- Benefit based on type of improvement (does it address the problem?)

2. Level-of-Service (25%)

- Need based on specific intersection and area-wide average
- Benefit based on type of improvement

3. Transit (15%)

- Need based on whether or not project is on a major or minor transit route. A major or minor route is based on the frequency of service.
- Benefit based on direct (HOV lanes) vs. indirect (improved traffic flow, pedestrian access) benefit

4. Non-Motorized (20%)

- Need is not scored; it is assumed there is an overall need for complete and connected networks of pedestrian and bicycle facilities that are ADA compliant
- Benefit based on whether project constructs sidewalks and/or bicycle facilities and addresses ADA deficiencies

5. Plan Consistency and Outside Funding (15%)

- Degree of planning support (from local subarea plans to plans of cooperative interjurisdictional forums such as ETP and PSRC)
- Likelihood of receiving outside funding (grants, etc.)

Attachment 1.1

# 1. SAFETY MATRIX

(MAXIMUM POTENTIAL SCORE = 100)

| Need → / Benefit ↓ | HIGH | MEDIUM HIGH | MEDIUM | MEDIUM LOW | LOW | NO NEED |
|---|---|---|---|---|---|---|
| | - Significant concern for auto or ped/bike accidents<br>- Meets signal warrants and has significant accident occurence<br>- High need for pedestrian crossing<br>- Significant roadway facilities missing and significant accident concern<br>- Provides alternative to a route with significant auto or ped/bike accidents<br>- Significant ped/bike accident potential | - Previous area of significant auto or ped/bike accident concern with no improvements<br>- Higher than typical accident occurence<br>- Meets signal warrants and had moderate accident occurence<br>- Significant roadway facilities missing and moderate accident concern or high accident potential | - Typical accident occurence<br>- Meets signal warrants and has lower accident occurence<br>- Signal warrant not met and significant accident occurence<br>- Significant roadway facilities missing and low accident concern or moderate accident potential<br>- Provides alternative to a route with moderate auto or ped/bike accidents<br>- Lack of ped/bike facilities and high ped/bike demand | - Lower than typical accident occurence<br>- Signal warrant not met and moderate accident occurence<br>- Lack of ped.bike facilities and moderate ped/bike demand/concern<br>- Moderate congestion related traffic accidents | - Low accident occurence<br>- Lack of ped/bike facilities and low ped/bike demand/concern | |
| - Improvement completely addresses a primary safety concern | 100 | 80 | 60 | 40 | 20 | 0 |
| - Improvement significantly addresses a primary safety concern | 80 | 64 | 48 | 32 | 16 | 0 |
| - Improvement addresses a primary safety concern<br>- Improvement completely addresses a secondary safety concern | 70 | 56 | 42 | 28 | 14 | 0 |
| - Improvement slightly addresses a primary safety concern<br>- Improvement significantly addresses a secondary safety concern | 60 | 48 | 36 | 24 | 12 | 0 |
| - Improvement addresses a secondary safety concern | 50 | 40 | 30 | 20 | 10 | 0 |
| - Improvement marginally addresses a secondary safety concern | 40 | 32 | 24 | 16 | 8 | 0 |
| - No safety benefits accomplished with project | 0 | 0 | 0 | 0 | 0 | 0 |

# 2. LEVEL OF SERVICE MATRIX

(MAXIMUM POTENTIAL SCORE = 100)

**NEEDS:** **Future Needs were evaluated on a "No Action" Scenario: 2024 Land Use on the Committed CIP Concurrency Funded Network**

**BENEFITS:** **Level of Service Benefits as determined by Long Range Subarea Transportation Facilities Plans**

| | | | | | |
|---|---|---|---|---|---|
| | Project v/c ratio improves by at least 0.100<br><br>Int. improvements w.r.t. crit. movement(s)<br>Alternative routes<br>Profound Network Changes | **High** | **20** | **60** | **100** |
| **BENEFITS** | Project v/c ratio improves btw 0 and 0.100<br><br>Int. improvements w.r.t. crit. movement(s)<br>and/or phasing | **Medium** | **10** | **50** | **80** |
| | No proj v/c ratio improvement<br><br>Int. improvement w.r.t. non-crit movement(s)<br>Operational & Indirect improvements<br>Reduced Delay? | **Low** | **0** | **30** | **40** |

| | | **Low** | **Medium** | **High** |
|---|---|---|---|---|
| **Crit 1: Compare the "No Action" MMA AW LOS to the MMA AWStd** | ----------> | (2 out of 3)<br>More than 15% below MMA AWStd<br>and/or | (2 out of 3)<br>Btw 5% & 15% below MMA AWStd<br>and/or | (2 out of 3)<br>Within 5%, at or exceeds MMA AWStd<br>and/or |
| **Crit 2: Compare the Int "No Action" LOS to the MMA AWStd** | ----------> | More than 15% below MMA AWStd<br>and/or | Btw 5% & 15% below MMA AWStd<br>and/or | Within 5%, at or exceeds MMA AWStd<br>and/or |
| **Crit 3: Evaluate Int "No Action" LOS** | ----------> | LOS A,B,C < 0.80 | LOS D >=0.80, <0.90 | LOS E,F >=0.90 |

**NEEDS**

**Key:**

**MMA = Mobility Management Area**
**AW = Areawide**
**Std = Standard**
**Int. = Intersection**
**LOS = Level of Service**
**v/c = volume to capacity**
**w.r.t. = with respect to**
**crit. = critical**
**Proj = project**

# 3. TRANSIT MATRIX

(MAXIMUM POTENTIAL SCORE = 100)

| | LOCAL | MINOR | PRINCIPAL |
|---|---|---|---|
| | - 1 to 20 transit vehicle trips a day | - 21 to 50 transit vehicle trips a day | - non-highway facilities with 51+ transit vehicle trips a day and/or a Sound Transit route |
| **NO BENEFIT** | **0** | **0** | **0** |
| **INDIRECT BENEFIT**<br>- Pavement overlay<br>- Pedestrian access<br>- Arterial improvements<br>**DIRECT BENEFIT**<br>- Transit Center<br>- Transit Signal Priority<br>- Commuter parking<br>- HOV Arterial improvements<br>- Passenger amenity improvements | **33** | **67** | **100** |

# 4. NON-MOTORIZED MATRIX

(MAXIMUM POTENTIAL SCORE = 100)

| **System** | Constructs isolated non-motorized facility | Improves existing non-motorized facility | Extends existing non-motorized facility | Completes missing link in a non-motorized facility |
|---|---|---|---|---|
| **ADA** | No block faces with "high" Barrier ranking within project limits | Project scope includes correcting ADA deficiencies on at least one block face with "high" Barrier ranking | Project scope includes correcting ADA deficiencies on more than one block face with "high" Barrier ranking or installs curb ramps where previously missing | Project scope includes correcting ADA deficiencies on adjacent block faces with "high" Barrier ranking |
| System | 25 | 35 | 50 | 75 |
| ADA | 0 | 10 | 20 | 25 |

Add 25 points (max not to exceed 100) for facility that builds out segment of Priority Bicycle Corridor.

# 5. PLAN CONSISTENCY AND OUTSIDE FUNDING MATRIX

(MAXIMUM POTENTIAL SCORE = 100)

| | Low Priority | Medium Priority | High Priority |
|---|---|---|---|
| | Project identified in local subarea plan or similar planning process but not included in Transportation 2040 or the priority list of any other state or regional forum.<br>- Unlikely to be eligible or competitive for any grant program | Project included in T2040 *or* another state/regional plan, priority list, study.<br>- Meets eligibity requirements and competitiveness thesholds for small grant programs (max award less than $1,000,000) | Project is included in T2040 *and* at least one other state/regional plan, priority list or study.<br>- Meets eligibility requirements and competitiveness thresholds for larger grant programs (max award greater than $1,000,000) |
| **Plan Consistency** | 10 | 35 | 70 |
| **Grant Eligibility** | 0 | 15 | 30 |

Attachment 3

**B. PEDESTRIAN/BICYCLE PROJECT SCORING CRITERIA**

Endorsed by the Bellevue Transportation Commission, 12 January 2012

| CATEGORY | MAX. POINTS |
|---|---|
| **1. Safety** | |
| Accident cluster | 15 |
| Volume at project | 10 |
| Existing facility | 10 |
| SUBTOTAL | 35 |
| **2. System Linkage** | |
| Major non-motorized system | 20 |
| Transit facility | 15 |
| SUBTOTAL | 35 |
| **3. Land Use** | |
| Multi-family housing | 7.5 |
| School | 10 |
| Commercial/office cluster | 7.5 |
| Parks, open space, other public facilities | 5 |
| SUBTOTAL | 30 |
| TOTAL POSSIBLE | 100 |

## B 1. SAFETY

Accident Cluster

3 points given for every ped/bike accident, up to 15 points
1 point given to every fixed object accident, up to 15 points

(Accidents include those that involved fixed objects. Accident data is for the previous five years).

Traffic Volume at Project

| | |
|---|---|
| 2 points | 0 - 1,999 (ADT) |
| 4 points | 2,000 - 4,999 |
| 6 points | 5,000 - 9,999 |
| 8 points | 10,000 - 14,999 |
| 10 points | 15,000 + |

Existing Facility

| | |
|---|---|
| 2 points | Existing sidewalk with no bike facility |
| 4 points | Continuous multi-purpose shoulder |
| 6 points | Non-continuous multi-purpose shoulder |
| 8 points | Some segments have no facility (ped or bike) |
| 10 points | Significant segments have no facility (ped or bike) |

## B 2. SYSTEM LINKAGE

Major Non-motorized system

| | |
|---|---|
| 4 points | Project is an isolated non-motorized facility |
| 12 points | Project extends an existing non-motorized facility |
| 16 points | Project extends a pedestrian facility and improves an existing bike facility |
| 20 points | Project completes a missing link in a non-motorized facility |

Transit Facility

| | |
|---|---|
| 5 points | Project has current weekday peak service along the corridor of 1-10 bus trips |
| 10 points | Project has current weekday peak service along the corridor of 11-29 bus trips |
| 15 points | Project has current weekday peak service along the corridor of over 30 bus trips and/or includes Sound Transit regional express bus service. |

ADA: Add 5 points (max not to exceed 35 for System Linkage category) if project scope includes correcting ADA deficiencies of one or more block face with “high” Impediment ranking or addresses one or more missing or deficient curb ramps with a “high” Impediment ranking.

Priority Bicycle Corridor: Add 10 points (max not to exceed 35 for System Linkage category) for facility that builds out segment of Priority Bicycle Corridor.

## B 3. LAND USE

Multi Family Housing

| | |
|---|---|
| 0 points | No multi-family development in the general area of a project |
| 1 point | No multi-family development in the immediate vicinity of a project |
| 4 points | A multi-family development is in the immediate vicinity of a project but there is no direct connection via the project |
| 7.5 points | Project passes or directly connects to one or more multi-family developments |

School

| | |
|---|---|
| 0 points | No school within the general area of a project |
| 1 point | Little or no potential use of a project route for school access |
| 6 points | Limited number of potential students who must use a project route to access school |
| 8 points | One school (not including elementary) along the terminus of a project route |
| 10 points | One elementary school along or at the terminus of a project route or if there are multiple schools in the project vicinity |

Commercial/Office Cluster

| | |
|---|---|
| 0 points | No retail/office clusters in the general area of a project |
| 1 point | No commercial/office clusters in the immediate vicinity of a project |
| 4 points | Commercial/office cluster in the immediate vicinity of a project but there is no direct connection via the project |
| 7.5 points | Project passes or directly connects to one or more commercial/office clusters |

Parks, Public Open Space, other Public Facilities

| | |
|---|---|
| 0 points | No parks, open space or other public facilities in the general area of a project |
| 1 point | No parks, open space or other public facilities in the immediate vicinity of a project |
| 3 points | Park, open space or other public facility is in the immediate vicinity of a project but there is no direct connection via the project |
| 5 points | Project passes or directly connects to one or more parks, areas of public open space or other public facility |

(A public facility may include library, government building open to serve the public, hospital, senior center, community center or any facility at which individuals with disabilities can readily access recreational opportunities, services, and other programs or activities.)

# 2016-2027 Transportation Facilities Plan Update Timeline—DRAFT

| November 2014 | December 2014 | January-February 2015 | March-April 2015 | May-June 2015 | Winter 2015 |
|---|---|---|---|---|---|
| • Process Kickoff<br>• Current status of 2013-2023 TFP projects<br>• TFP Update timeline/process overview<br>• Public Involvement strategy<br>• Review Roadway/ Intersection Project prioritization criteria | • Public Involvement strategy<br>• Refine Roadway/ Intersection Project prioritization criteria<br>• Review Ped-Bike plan update strategy and relationship to TFP process | • Candidate Roadway/ Intersection Project identification<br>• Staff scoring of candidate Roadway/ Intersection projects | • Develop 2016-2027 revenue projection<br>• Develop/Update planning level cost estimates for Roadway/ Intersection Projects<br>• Preliminary prioritization of Roadway/ Intersection<br>• Public open houses<br>• Title VI Equity Analysis | • Finalize TFP project list—May<br>• Council approves TFP project list—June<br>• Consultant contract for TFP EIS—June<br><br><u>Summer/Fall:</u><br>Environmental review of draft TFP. | • Update Impact Fee Report<br><br><u>Late November/Early Dec:</u><br>• Council adopts 2016-2027 TFP<br>• New impact fee schedule takes effect (1 Jan 2014) |
| Transportation Commission Role | | | | | |
| *Review & comment on:*<br>• TFP Update Process (timeline, public involvement, etc)<br>• Roadway/ Intersection Project prioritization criteria | *Review & approve:*<br>• Public Involvement Strategy<br>• Roadway/ Intersection Project prioritization criteria | *Review & comment on:*<br>• Roadway/ Intersection Project list | *Review & comment on:*<br>• Roadway/ Intersection Candidate Projects score/ranking | *Review & approve:*<br>• Final TFP project list<br><br><u>Fall:</u><br>• Review TFP environmental analysis.<br>• Recommend 2016-2027 TFP for adoption by City Council. | |