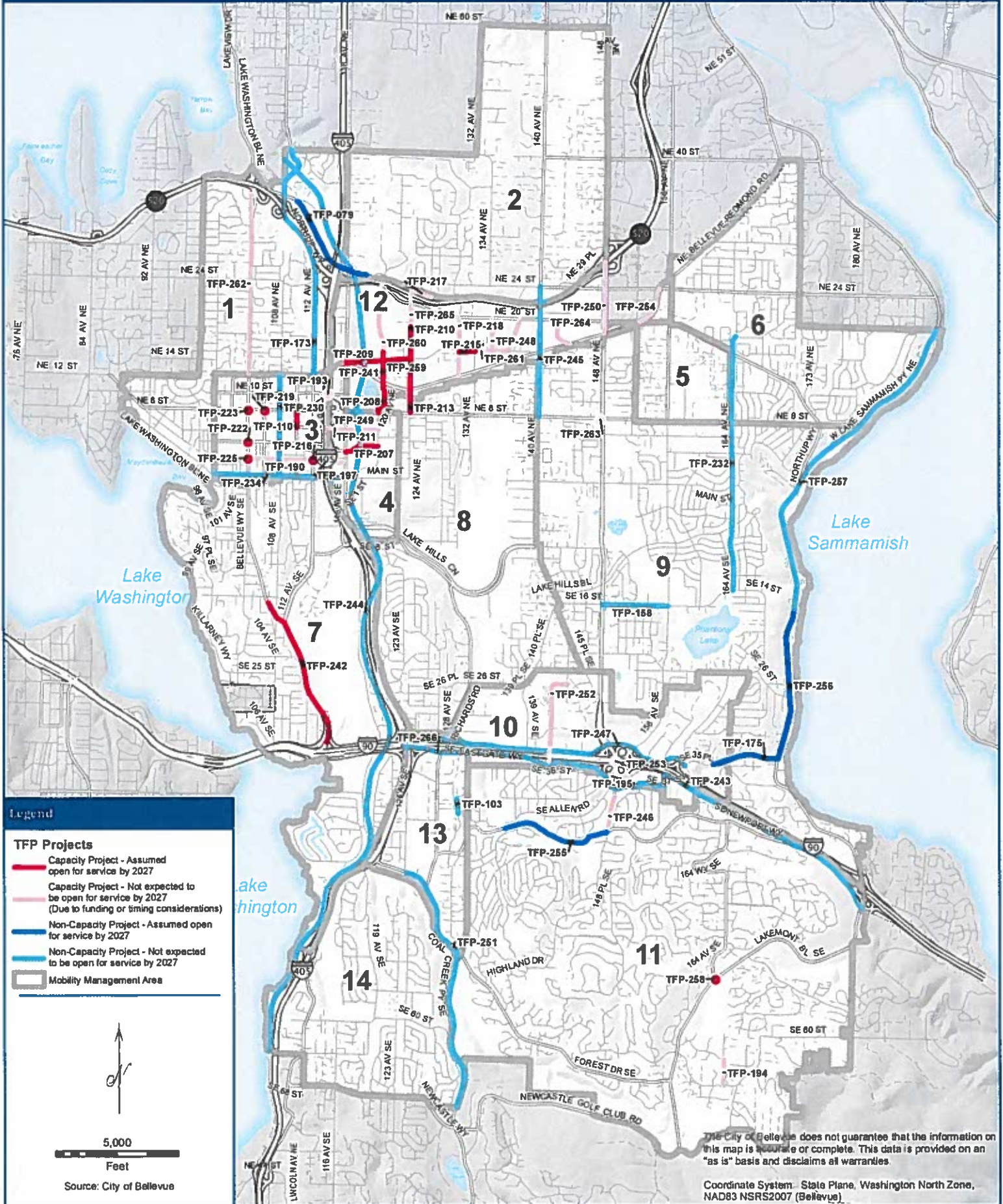


2016-2027 Transportation Facilities Plan

Transportation Commission Project Recommendations



Legend

TFP Projects

- Capacity Project - Assumed open for service by 2027
- Capacity Project - Not expected to be open for service by 2027 (Due to funding or timing considerations)
- Non-Capacity Project - Assumed open for service by 2027
- Non-Capacity Project - Not expected to be open for service by 2027
- Mobility Management Area



5,000
Feet

Source: City of Bellevue

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

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

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2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	IF = Impact Fee Project List	Proposed TFP Funding Allocation (\$000s)	Comments
Proposed 2016-2027 TFP Projects							
TFP-079	Northrup Way/NE 33rd Place to NE 24th Street	R.146	This project will design and construct bike lane and sidewalk improvements on both sides of Northrup Way between NE 24th Street and NE 33rd Place. This project will also incorporate other work elements including a pedestrian bridge at the Eastside Rail Corridor crossing, retaining walls, storm drainage improvements and water quality treatment, landscaping and irrigation, traffic signal and street light modifications, and two mid-block pedestrian crossings.	Pedestrian-Bicycle System		\$11,726	Full Funding
TFP-103	129th Place SE/SE 38th Street to Newport Way		This project will connect the stub ends of 129th Place SE to provide a through north-south non-motorized connection between SE 38th Street and Newport Way. 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 implementation of the non-motorized facility on this alignment.	Pedestrian-Bicycle System		\$250	Placeholder: Converted to Non-motorized connection only.
TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street		This project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6th and NE 8th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	IF	\$1,532	Full Funding
TFP-175	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy		This project will construct a curb, gutter, sidewalk and bikelane or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible.	Pedestrian-Bicycle System		\$5,000	New, Full Implementation Placeholder
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE		This project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway		\$250	Placeholder
TFP-193	NE 10th Street at I-405		This project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Roadway		\$250	Placeholder
TFP-194	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street		This project will evaluate options for improving the gravel-surfaced road with pavement, curb, gutter and sidewalk on one side, or alternative storm drainage and non-motorized facility treatments. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID).	Roadway and Pedestrian-Bicycle System		\$250	New; Placeholder
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp		This project will evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second EB right turn lane, add second WB left turn lane, add EB through lane past I-90 eastbound on-ramp, extend SB left-turn pocket, and extend 3rd SB lane from I-90 on-ramp to SE 38th St. Option B: Construct multi-lane roundabout. Option C: Construct roundabout per Option B plus construct multi-lane roundabout at 150th Ave SE/SE 38th St and landscaped median between SE 38th St and SE 37th St. The project will also evaluate upgraded ped and bike crossings and gateway treatments.	Roadway		\$250	Change from Full Funding to Placeholder

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TFP-197	NE 2nd Street Extension and I-405 interchange		This project will extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation represents only a placeholder that may be used to initiate project redesign or early implementation.	Roadway		\$250	Placeholder
TFP-207	NE 4th Street Extension/116th Avenue NE to 120th Avenue NE	R-160	This project will 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.	Roadway and Pedestrian - Bicycle System	IF	\$36,210	Full Funding
TFP-208	120th Avenue NE (Stage 2)/south of NE 8th Street to NE 12th Street	R-164	This project will extend, realign and widen 120th Ave NE from south of NE 8th St to south of NE 12th Street. The project includes all intersection and signal improvements at NE 8th St and a new signalized intersection at Lake Bellevue Drive/Old Bel-Red Road. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Wilburton/Bel-Red urban design criteria. The project includes new and/or relocation of utility infrastructure including a joint utility trench (JUT) to accommodate future underground utilities.	Roadway and Pedestrian-Bicycle System	IF	\$36,451	Full Funding
TFP-209	NE Spring Blvd/116th Avenue NE to 120th Avenue NE (Zone 1)	R-172	This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor.	Roadway and Pedestrian-Bicycle System	IF	\$43,752	Full Funding
TFP-210	124th Avenue NE/NE Spring Boulevard to NE 18th Street	R-166	This project will widen the roadway to five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will install curb, gutter, and sidewalk or multi-use trail on both sides, illumination, landscaping, irrigation, storm drainage and water quality treatment. This project will also install a new signal at NE 16th Street. Between Spring Boulevard and NE 16th Street, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity.	Roadway and Pedestrian-Bicycle System	IF	\$19,937	Full Funding
TFP-211	NE 6th Street Extension	R-162	The project will extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, including HOV, frequent transit bus service, non-motorized, and limited general purpose traffic. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The route crosses Sturtevant Creek, which is in a pipe at this location; it is anticipated the project may involve shifting the pipe slightly to the east (to accommodate a bridge pier). The project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used for additional redesign or other early implementation efforts.	Roadway and Pedestrian-Bicycle System		\$1,000	Placeholder

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TFP-213	124th Avenue NE/NE 8th Street to NE Spring Boulevard	R-169	This project will widen 124th Avenue NE between Bel-Red Road and Spring Boulevard. The roadway cross-section of this segment will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter, and separated multi-use paths on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection and signal system improvements. The project design and implementation of this segment may be coordinated with adjacent development. Prior to 2016, the project also completed the conceptual design of non-motorized improvements between NE 8th Street and Bel-Red Road.	Roadway and Pedestrian-Bicycle System	IF	\$15,537	Fully Fund: Bel-Red to Spring Blvd: Total allocation includes \$50K (CIP) which funded 8th to 12th pre-design
TFP-215	NE Spring Blvd/130th to 132nd Avenues NE	R-174	This project will complete the design and construct the westbound lane and other improvements on the north half of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include a single travel lane outside the LRT alignment in each direction, sidewalk and bike lanes, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit who will construct the 130th Avenue NE LRT station between the westbound and eastbound lanes and a park and ride facility to the north. The funding allocation will also include a placeholder for the design of the eastbound lane and the south half of the improvements.	Roadway and Pedestrian-Bicycle System	IF	\$3,697	Full Funding for Westbound Lane; Design Only Funding for Eastbound Lane
TFP-216	112th Avenue NE/NE 2nd Street		This project will add dual southbound to eastbound left-turn lanes, and a northbound to eastbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	IF	\$2,966	Full Funding
TFP-217	124th Avenue NE at SR 520		This project will construct ramps to and from the east. This project would likely be a regional or outside-agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project redesign or early implementation.	Roadway		\$250	Placeholder
TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	R-170	The segment from NE 20th Street to NE Spring Blvd will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE Spring Blvd 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 & ride at 130th Avenue NE. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System		\$253	Placeholder
TFP-219	NE 8th Street/106th Avenue NE		This 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.	Roadway	IF	\$2,746	Full Funding
TFP-222	Bellevue Way/NE 4th Street		This project will add a southbound to westbound right-turn lane, a westbound to northbound right-turn lane, and convert a northbound through lane to a second northbound to westbound left-turn lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	IF	\$2,666	Full Funding: Development conditioned to implement WB RT lane.

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TFP-223	Bellevue Way/NE 8th Street		This project will add a southbound to westbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	IF	\$1,988	Full Funding
TFP-225	Bellevue Way/NE 2nd Street		This project will add a northbound to eastbound right-turn lane and create a second southbound to eastbound left-turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	IF	\$1,404	Full Funding
TFP-241	120th Avenue NE (Stage 3)/NE 12th to NE 16th Streets	R-168	This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity.	Roadway and Pedestrian-Bicycle System	IF	\$24,952	Full Funding
TFP-242	Bellevue Way HOV lane/107th Ave SE to I-90	R-184	Associated with construction of the East Link Light Rail Project, Sound Transit will construct a southbound inside HOV lane between I-90 and the main entrance to the South Bellevue Park and Ride at 112th Avenue SE. This project will widen Bellevue Way SE to add a southbound inside HOV lane and an outside sidewalk or shoulder from the main entrance to the South Bellevue Park and Ride to north of the "Y" intersection with 112th Avenue SE. The potential for landscaping treatments will be evaluated during the project design phase. The project may be implemented in two or more stages. Improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane.	Roadway and Transit	IF	\$23,752	Full Funding
TFP-246	150th Avenue SE/South of SE 38th Street to Newport Way		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 pre-design process and may include roadway widening and channelization changes, sidewalks, bicycle facility, street lighting, and landscaping.	Roadway and Pedestrian-Bicycle System		\$250	Placeholder
TFP-248	134th Avenue NE/NE 20th Street to NE Spring Blvd	R-171	This project will develop a level cross section and alignment for future construction of 134th Avenue NE as a through street between NE Spring Blvd 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 and is anticipated to be implemented with future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System		\$267	Placeholder

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TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street		The project will evaluate and refine improvements to the 148th Avenue NE Master Plan. Potential improvements include the following: 1) a third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp, 2) a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road, 3) eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE, 4) extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue, 5) eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE, 6) configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to right turn only, through/optional HOV right turn, and through only, and 7) convert and extend southbound right-turn lane on 148th Ave NE between NE 24th and NE 20th into a BAT lane. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased with the initial phase focusing on the north end of the 148th Avenue NE corridor. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct pre-design work.	Roadway and Transit		\$300	Placeholder
TFP-252	Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Road/142nd PI SE from 145th Place SE to SE 36th St	R-177	This project will reconstruct the roadway to support frequent transit buses service, construct sidewalks and accessible bus stops and modify the 142nd PI SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th PI SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd PI SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project will likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners.	Roadway, Transit and Pedestrian-Bicycle System		\$300	Placeholder
TFP-253	150th Avenue SE/Eastgate Way SE		This project will evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second NB left turn lane, add second EB right-turn lane, add second WB through lane past 148th Ave SE. Add E-W bike lanes through intersection. Option B: Construct multilane roundabout. The project will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments.	Roadway and Pedestrian-Bicycle System		\$250	Change from Full Funding to Placeholder
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street		This project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System		\$250	Placeholder
TFP-255	Newport Way SE/Somerset Blvd SE to 150 th Avenue SE	R-185	This project will conduct a design alternatives analysis in coordination with the community, complete design, and includes a placeholder for construction of the identified roadway and non-motorized improvements to SE Newport Way between Somerset Boulevard and 150th Avenue SE. Specific improvements may include sidewalks on at least one side, pedestrian crossing facilities, bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality treatments.	Pedestrian-Bicycle System		\$8,100	Full Funding

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TFP-256	West Lake Sammamish Parkway/SE 34th Street to approximately the SE 1700 block (Phase 2)	R-183	This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a full implementation placeholder for construction of the second phase of the corridor improvements (of five total), between SE 34th Street and approximately the SE 1700 block of the parkway. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northrup 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.	Roadway and Pedestrian-Bicycle System		\$8,000	Split from Existing TFP Project (TFP-078); Full Implementation Placeholder
TFP-257	West Lake Sammamish Parkway/North City Limit to approximately the SE 1700 block (phases 3, 4 & 5)		The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northrup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. This funding allocation is to complete design and includes a full implementation placeholder for a third phase of improvements (of five total).	Roadway and Pedestrian-Bicycle System		\$8,000	New; Full Implementation Placeholder for a 3rd Phase
TFP-258	164th Avenue SE/Lakemont Blvd signalized intersection	M-20	This project will replace the existing all way stop with a new traffic signal. The new signal will be placed on the SCATS traffic adaptive signal system, and coordinated when warranted with adjacent traffic signals.	Roadway	IF	\$200	New; Full Funding
TFP-259	NE Spring Blvd/120th Avenue NE to 124th Avenue NE (Zone 2)	R-173	This project will complete design and construct a new arterial street connection between 120th and 124th Avenue NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenue NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE.	Roadway and Pedestrian-Bicycle System	IF	\$20,903	Split from Existing TFP Project (TFP-209); Full funding
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northrup Way	R-168	This project will conduct an alignment alternatives analysis and pre-design process in coordination with Sound Transit and their potential development of an Operations and Maintenance Satellite Facility on the west side of the project alignment. Pre-design work on Stage 4 of the 120th Avenue NE corridor conducted through 2014 has assumed the current roadway alignment and would widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. North of NE 18th Street the cross-section may consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary. The project will follow Bel-Red urban design standards.	Roadway and Pedestrian-Bicycle System		\$2,415	Split from Existing TFP Project (TFP-241); Allocation for Pre-design (Complete) & Alignment Alternatives Analysis (Future) only

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TFP-261	NE Spring Boulevard & 136th Place NE - 132nd Avenue to NE 20th Street	R-175	This project will advance the design of future roadway improvements allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link project between the eastbound/northbound and westbound/southbound lanes NE Spring Boulevard and 136th Place NE. The project will interface with designs at 132nd and 134th Avenues NE, which will integrate traffic, pedestrian, and bicycle movements with the East Link crossings. The roadway cross-section outside of the LRT alignment includes one travel lane in each direction, on-street parking between 132nd Ave NE and 134th Ave NE, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities.	Roadway and Pedestrian-Bicycle System		\$165	Split from Existing TFP Project (TFP-215); Placeholder
TFP-262	Bellevue Way NE/NE 12th Street to the north city limits at SR-520		This project will conduct a corridor study and community involvement process to identify multimodal 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 speed and safety concerns.	Roadway		\$250	New; Placeholder
TFP-263	148th Avenue NE/NE 8th Street		This project will evaluate potential intersection improvement options and identify a preferred alternative and update cost estimates. Options may include: <u>Option A</u> : Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. <u>Option B</u> : 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.	Roadway and Transit		\$250	New; Placeholder
TFP-264	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal		This project will conduct a feasibility and/or pre-design study for the implementation of a new two-lane roadway connection with bike lanes and sidewalks between the NE 20th Street/143rd Place NE traffic signal and extending to the improved section of NE 20th Place north of its intersection with Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segments may be implemented with future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System		\$250	New; Placeholder
TFP-265	124th Avenue NE/NE 18th Street to Northrup Way	R-166	This project will widen the roadway to five lanes, curb, gutter, and sidewalks will be included consistent with the Bel-Red subarea plan and street corridor and urban design standards. The segment includes a stream crossing of the West Tributary and planned trail. Key intersections are at NE Spring Boulevard multi-modal corridor/East Link project and Northrup Way. (Intersection improvements at NE Spring Boulevard will be included in the NE Spring Boulevard project.) Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System		\$313	Split from Existing TFP Project (TFP-210); Placeholder
TFP-266	I-90 Factoria Blvd Exit Expansion		In coordination with the Mountains to Sound Greenway project (TFP No. 243) relocate current trail undercrossing of ramp between 1405 and I-90 Eastbound to new bridge south of existing undercrossing and add second off-ramp lane to the current ramp undercrossing. Evaluate how best to stripe ramp to ensure reliable transit operations.	Roadway and Transit		\$0	New; Design Funded by TFP-243 (MTSG)
Pedestrian - Bicycle Implementation Initiative (PBII) Reserve Projects							
N/A	Ped/Bike Implementation Reserve		This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority pedestrian and bicycle projects to be determined by the City's ongoing <i>Pedestrian & Bicycle Implementation Initiative</i> . Candidate projects for the allocation of a portion of this reserve include the Ped/Bike TFP projects listed below and notated with "PBII" in the "Total TFP Funding Allocation" column.			\$22,500	Funding balance recommended for Ped/Bike Implementation "Reserve"
TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	W/B-82	This project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.

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2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	IF = Impact Fee Project List	Proposed TFP Funding Allocation (\$000s)	Comments
TFP-173	108th/112th Avenue NE/ north city limit to NE 12th Street	W/B-81	This project will add 5-foot-wide bicycle lanes on both sides of 108th/112th Avenue NE from north city limit to NE 12th Street. A 6-foot-wide sidewalk will be constructed along the west side of 112th Avenue NE from the end of the transportation trail south to NE 24th Street. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. Turn pockets will be widened at the NE 24th Street intersection. This is a component of priority bicycle corridor NS-2: Lake Washington Loop. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System		PBH	Additional Ped/Bike project funding allocations deferred for PBII process.
TFP-230	108th Avenue NE/NE 12th Street to Main Street		This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the 108th Avenue NE corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments (including the NE 6th Street Pedestrian Corridor interface), bicycle facilities, transit way improvements (also refer to the recommendations of the Bellevue Transit Master Plan), landscaping and lighting. This roadway segment is a component of priority bicycle corridor NS-1: Enatai-Northtown Connection.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street		This project will designate a bicycle 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.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-234	Main Street/100th Avenue to 116th Avenue		This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the Main Street corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments, bicycle facilities, landscaping and lighting. This roadway segment is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The segment between 110th and 112th Avenues NE may be coordinated with implementation of the East Link project in this vicinity.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-243	Mountains to Sound Greenway/ Factoria Boulevard to Lakemont Boulevard	W/B-78	This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Boulevard and Lakemont Boulevard, and the design of grade separated crossings of Factoria Boulevard and the interchange ramps between I-405, I-90, and Factoria Boulevard. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.	Pedestrian-Bicycle System		PBII	Additional Ped/Bike project funding allocations deferred for PBII process.
TFP-244	Eastside Rail Corridor multi-use path/southern city limits to northern city limits	G-103	This project will add a 10- to 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This is part of a 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 and/or acquisition.	Pedestrian-Bicycle System		PBII	Additional Ped/Bike project funding allocations deferred for PBII process.

DRAFT Transportation Commission Preliminary Recommendation
2016-2027 Transportation Facilities Plan Projects Allocations

Attachment 1

2016-2027 Candidate Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	IF = Impact Fee Project List	Proposed TFP Funding Allocation (\$000s)	Comments
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		This project will evaluate options for bicycle network implementation on 140th Avenue NE. This is a component of priority bicycle corridor N5-4: Somerset-Redmond Connection. Options may include: <u>Option A:</u> Addition of 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. <u>Option B:</u> Development of an off-street multi-use paved path along the east side of 140th Avenue NE, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel Red Road to NE 20th Street segment. With either option, the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-247	Eastgate Way/Richards Road to SE 35th Place		This project will install bicycle lanes, where missing through the Eastgate corridor. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-249	Hospital/NE 8th Street Station Access Improvements		This project will improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. An initial funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping, and services.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits		This project will add a 10- to 14-foot-wide off-street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate the path, existing bicycle lanes may be eliminated and the roadway narrowed. The project will coordinate with the City's Urban Boulevards program. This is a component of priority bicycle corridor EW-5: Coal Creek-Cougar Mountain Connection.	Pedestrian-Bicycle System		PBII	Ped/Bike project funding allocations deferred for PBII process.

\$330,282

TFP-### = Current 2013-2024 TFP Project Proposed to be Continued in the 2016-2027 TFP

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

TFP-### = Fully Funded Current 2015-2021 CIP Project

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