June 12, 1998
SM:lh
motmap clerk 6/12/98

Introduced By: ROB MCKENNA
JANE HAGUE

Proposed No.: 98-377

MOTION NO. 10501

A MOTION adopting the recommendations of the Eastside Transportation Partnership's (ETP) Mobility Action Priorities (MAP), and pledging King County's support for their implementation.

WHEREAS, the Eastside Transportation Partnership (ETP) is a continuing cooperative effort of the public and private sectors to address the Eastside's transportation problems, and

WHEREAS, ETP was officially established through an interlocal agreement in 1987, and in 1991 adopted recommendations for transportation improvements, many of which have been implemented, and

WHEREAS, an updating of the 1991 recommendations was deemed necessary due to changed conditions on the Eastside, including increases in job, population and vehicle miles traveled; new legislation, including the Growth Management Act and Commute Trip Reduction Act; and declining transportation revenues, and

WHEREAS, in 1995 the ETP was awarded Intermodal Surface Transportation Efficiency Act funds, supplemented by matching contributions from ETP member jurisdictions, and

WHEREAS, in June 1996 a revised interlocal agreement was signed which re-established the framework for the ETP, recognized the expansion in membership, and

identified financial contributions needed for updating the ETP Recommendations Report, and

WHEREAS, a consultant was hired in January 1997, and ETP developed a process for identifying the current high priority projects for the Eastside for all transportation modes, emphasizing those projects and programs obtained from local adopted plans that would be most effective in improving overall mobility and addressing peak hour congestion, and

WHEREAS, ETP relied on technical analysis and input from the public in developing its process and determining high priorities, and

WHEREAS, as a result of that effort, one hundred seventeen high priority projects, estimated at $1.3 billion, were identified, including general transportation improvements for arterials and freeways, freeway and arterial high occupancy vehicle and Regional Transit Authority improvements, and nonmotorized and Transportation Demand Management (TDM) actions, and

WHEREAS, on March 13, 1998, the ETP approved final reports documenting its policy and project recommendations and the process used to develop these recommendations, and

WHEREAS, ETP has adopted "Partnership" as part of its name to reflect the current effort to join with other local and state elected officials and citizens to realize transportation improvements;

NOW, THEREFORE BE IT MOVED by the Council of King County:

King County adopts the recommendations of the March 1998 Eastside Transportation Partnership (ETP) Mobility Action Priorities (MAP), commits to incorporate them as appropriate into its plans as soon as feasible and pledges to work actively with the ETP to implement these recommendations.

PASSED by a vote of 11 to 0 this 13th day of July, 1998.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Louise Miller
Chair

ATTEST:

Janet Mason
Clerk of the Council

Attachments: Mobility Action Priorities report

MOBILITY

Report

ACTION

Eastside Transportation Partnership
Mobility Action Priorities

Prepared by:

DCM GROUP BRW
A DAMES & MOORE GROUP COMPANY

The Eastside Transportation Partnership

City of Beaux Arts Village

City of Bellevue

City of Bothell

City of Clyde Hill

City of Hunts Point

City of Issaquah

City of Kirkland

City of Medina

City of Mercer Island

City of Newcastle

City of Redmond

City of Renton

City of Woodinville

City of Yarrow Point

Eastside Transportation Committee

King County

Puget Sound Regional Council

Regional Transit Authority

Snohomish County

State Transportation Commission

Transportation Improvement Board

Washington Environmental Council

Washington State Department of Transportation

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Foreword

The Eastside Transportation Partnership (ETP) is a continuing cooperative effort of agencies on the Eastside of Lake Washington to address transportation problems. The Partnership was originally formed in 1987 to develop and implement a comprehensive program of transportation improvements throughout the Eastside area.

What is ETP?

ETP is a continuing cooperative effort of the public and private sectors to address the Eastside's transportation issues.

In 1995, the ETP recognized the need for an updated program of transportation improvements. ETP received an Intermodal Surface Transportation Efficiency Act (ISTEA) grant to update the program. Using these grant funds and matching funds from ETP member cities, ETP hired a consultant, who began work on the Mobility Action Priorities or MAP in January 1997. The intent of the MAP is to identify the highest priority projects and programs based on adopted land use plans that provide the greatest benefit in all modes for the entire Eastside. The effort also includes an implementation plan indicating costs, financing strategies, schedules and policies for implementation by 2010. The updated plan consists of 117 high priority projects, costing almost $1.4 billion (1997 dollars).

This report, and its technical appendices, are the result of a concerted effort by ETP members, their staffs, the consultant and public. The MAP identifies the Eastside's highest priority projects which address serious transportation problems.

The report focuses on policy and project recommendations and short-term actions for implementation. Information on the evaluation framework used to identify priorities and trends on transportation revenues and expenditures is included to provide a context for these recommendations. A program designed to monitor the implementation and effectiveness of these recommendations is also included.

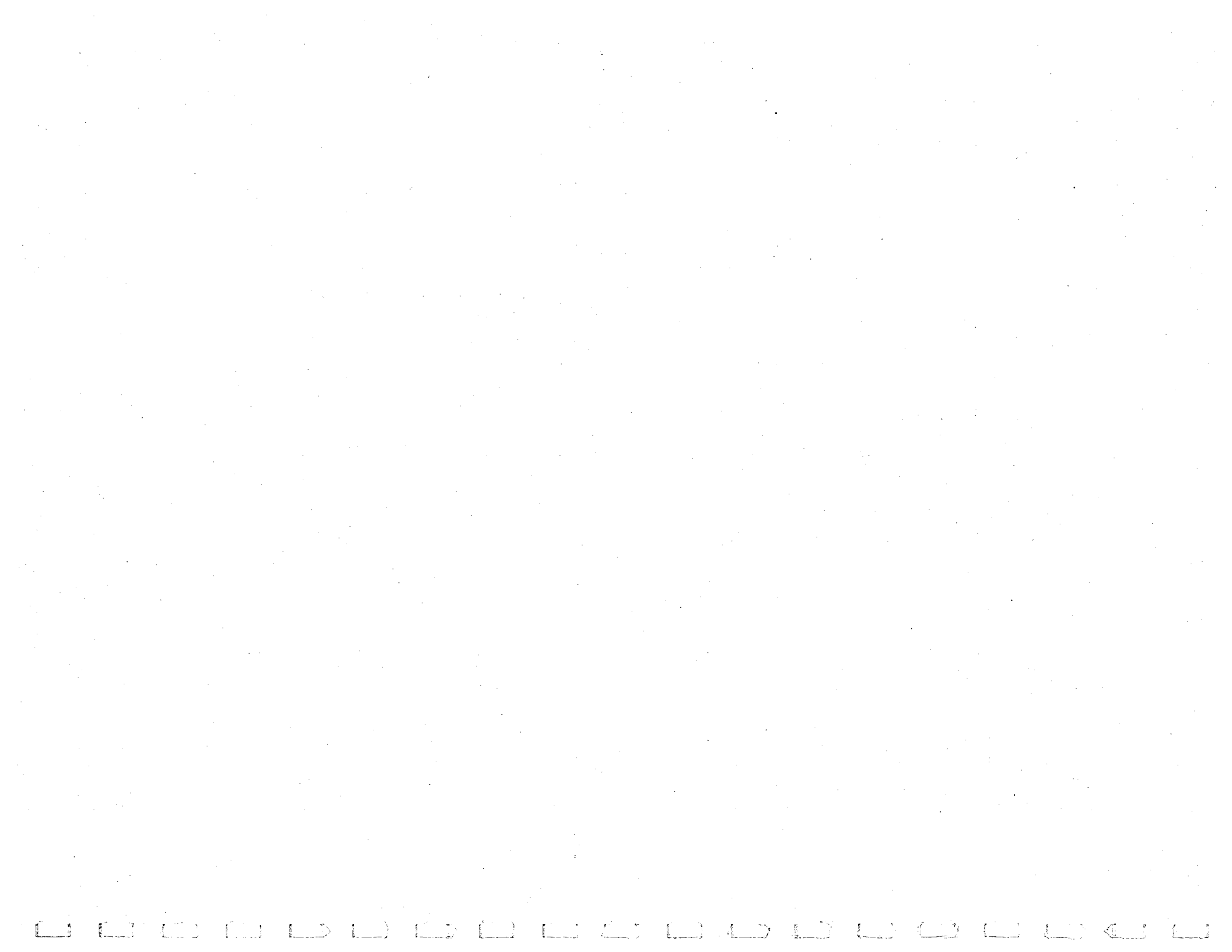
Specifically, the report is organized as follows:

- Chapter 1 presents the history and accomplishments of ETP since the 1991 plan, reasons for a new plan, and an overview of the process used to identify a new list of high priority transportation projects.
- Chapter 2 identifies the goals, cornerstones and policies which provided the framework for evaluating and prioritizing projects included on the updated project list.
- Chapter 3 identifies the high priority projects and potential project packages for funding. A foldout map of the projects is attached to the Executive Summary.

- Chapter 4 discusses the transportation funding including revenue sources, existing local agency transportation expenditures, and current funding programs available through regional, state and federal government agencies.
- Chapter 5 describes the process developed to evaluate and determine high priority projects.
- Chapter 6 describes the monitoring program that may be used to monitor project implementation and effectiveness in meeting ETP goals.

For more information about ETP and the information presented in this report, contact Sally Marks with the King County Department of Transportation at 206/689-4710.

Public input and feedback guided the development of the MAP. The outreach strategies used to obtain these comments are outlined throughout the report in gray text boxes located in the left page margins.



1. Introduction

This chapter discusses the work previously completed by the ETP in 1991, the reasons for a plan update, and an overview of the process used to update the plan.

Background

The intent of the ETP Mobility Action Priorities is to identify the highest priority projects and programs that provide the greatest benefit in all modes for the entire Eastside, based on adopted land use plans.

The Eastside Transportation Partnership (ETP) is a coalition of public agencies from the Eastside of Lake Washington working together to address transportation issues in their region. The ETP first adopted recommendations for Eastside transportation improvements in 1991. The recommendations adopted at that time demonstrated that:

> "No single approach to the transportation problem can be successful on the Eastside. Neither unbridled freeway expansion nor sole reliance on transit and ridesharing can be expected to accommodate the growth on the Eastside. Thus, a blend of strategies is necessary to make efficient use of today's limited transportation dollars." (*ETP Recommendations Report*, Nov. 1989.)

As a result, the recommendations adopted in 1991 included specific improvements for all modes of transportation and policy direction for a variety of programs and regional transportation decisions.

Accomplishments since Original Plan

Examples of Completed Projects

- 148th Ave. NE Extension in Redmond
- Lakemont Boulevard (under construction)
- NE 8th St. widening in Bellevue
- Avondale Road widening in Redmond
- NE 195th St extension in Woodinville
- I-405 and I-90 HOV lanes
- Various bicycle/pedestrian projects

Since the adoption of the 1991 recommendations, ETP has worked to implement them with considerable success, including:

- Approximately $375 million of the $1,333 million (28%) in recommended projects have been completed (1990 dollars).
- Most of the planned High Occupancy Vehicle (HOV) lanes on the Eastside are completed and in operation.
- Significant improvements have been made in transit service -- suburb-to-suburb connections are being instituted through the King County Metro Transit *Six Year Plan.*
- Plans for a regional transit system have been approved and are underway.

In spite of the fact that many dollars have been spent, significant transportation problems remain. This is largely because the basic infrastructure, which has been inadequate since at least the early 1980's, has become even more overburdened by the phenomenal growth in jobs, population, and vehicle miles traveled during the 1990s.

Reasons for a New Plan

Despite the accomplishments in implementing portions of the 1991 ETP recommendations, there is a continuing need for transportation improvements on the Eastside. Some of these were included in the 1991 ETP Recommendations, and some have been identified since that time to meet changed conditions. These changes include:

- dramatic growth in population, jobs, and vehicle miles traveled,
- the adoption of local plans consistent with the Puget Sound Regional Council's *Vision 2020* and the Growth Management Act (GMA), and concurrency regulations,
- the requirement to implement the State's Commute Trip Reduction (CTR) Act, and
- a decline in overall transportation transportation revenues.

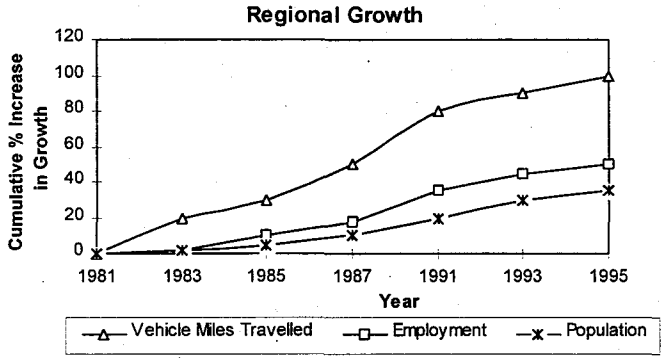
All of these factors, as highlighted below, have combined to emphasize the need for an updated plan.

Growth

The Eastside's significant growth in population, jobs and trips over the past decade is expected continue. Based on 1990 levels, Eastside population will grow by 45% and employment by 62% by 2020. This is nearly twice the county rate and four times as fast as Seattle.

Despite improving local intra-Eastside transit service and the implementation of regional transit, more people will continue to make more automobile trips and drive more miles.

In addition to growth in population and employment, the number of vehicle miles traveled is expected to increase at an even faster rate. In recent years in the Puget Sound region, the number of vehicles has more than doubled, and the number of miles driven has increased four times faster than population growth. Despite improving local intra-Eastside transit service and the implementation of regional transit, more people will continue to make more trips and drive more automobile miles. This projected growth in population, employment and trips requires a review and update of the adopted 1991 ETP recommendations.



Source: *Regional Six-Year Action Strategy*, PSRC, October 1996.

Vision 2020 and the Growth Management Act

Adoption of PSRC's *Vision 2020* and the Growth Management Act in 1990 caused a revision of local comprehensive plans. *Vision 2020* is the long-range growth and transportation strategy for the Central Puget Sound region. Although many transportation improvements included in the recently adopted local plans are long-standing needs addressed in the previous ETP effort, a number of new improvements and priorities were identified. The GMA requires transportation improvements to be concurrent with land use development, and local plans were also modified to address this issue. Additionally, the State's adoption of the Commute Trip Reduction (CTR) Act affected transportation plans by establishing commute trip reduction goals.

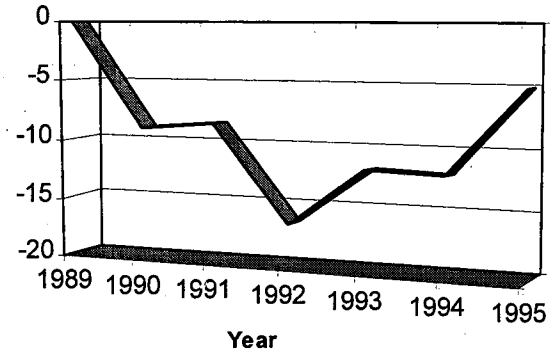
Declining Transportation Revenues

Transportation improvements have been unable to keep pace with growth or inflation. Per capita spending on transportation has declined by 20% since 1975. Each family is paying less in fuel tax annually, as a percentage of income, than at any time since gas taxes were first enacted. This is partially the result of inflation and improved fuel efficiency in motor vehicles.

By increasing local, non-transportation taxes, city and county agencies have attempted to only meet basic road preservation and maintenance needs.

At the same time, federal and state support for transportation improvements have declined. City and county road programs have attempted to only meet basic preservation and maintenance needs by increasing local non-transportation related taxes. This has been accomplished by diverting monies from the general fund and from property taxes forcing a funding competition between transportation and other local needs.

% Change in per capita Spending on Transportation



Source: *Regional Six-Year Action Strategy*, PSRC, October 1996.

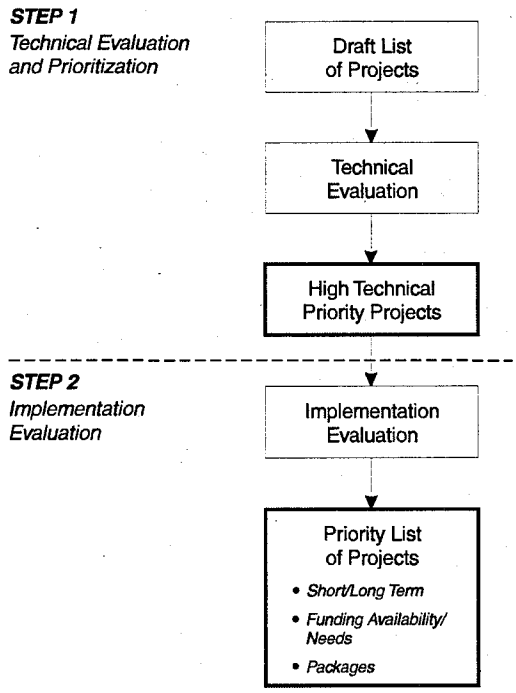
Focus of New Plan

Despite the economic benefits that job growth offers, the traffic congestion that often results causes significant problems for continued economic vitality and for the quality of life of our citizens. The Puget Sound area is one of the most congested regions in the nation. As our economy grows, congestion will only get worse unless we act. Through the MAP process the State, counties and cities in the ETP area have identified many transportation improvements that are critical to the Eastside and to the State. ETP also has acknowledged that only a portion of these improvements can be accomplished within the near future. This conclusion led ETP to focus its updating efforts on establishing the highest priority improvements that benefit mobility with the intent of making the most efficient use of limited transportation dollars. The following section describes the process used to identify these priorities.

Overview of Process

To update the 1991 program, the ETP adopted Goals for developing a scope of work and established an evaluation framework for selecting projects for the ETP MAP.

The ETP's update identifies a set of high priority projects and programs. The process evolved in two steps. The first step was to conduct a technical evaluation and to prioritize the list of projects based upon these results. The second step was to identify implementation factors affecting the timing, funding, and public support of the projects.



Initially, over 200 projects and programs were recommended by ETP agency staff. Some projects were soon to be completed and were removed from the list. The 188 projects were evaluated for technical merit and prioritized. The review process resulted in a set of projects considered equally important rather than individually ranked projects. The prioritization process emphasized:

- completing the transportation system,
- providing key connections to centers,
- serving 2010 travel demand,
- addressing congestion,
- supporting transit and HOV reliability, and
- improving freight and goods accessibility.

Public Outreach Techniques used in ETP MAP

- Stakeholder Interviews
- Media coverage
- Website
- Hotline
- Town Meeting workshop

Projects were then evaluated against criteria related to implementation, including overall cost and cost-effectiveness, time frame for construction or implementation, and levels of funding commitment.

To obtain public feedback on the initial list of projects, a list of the priority ETP projects and programs, along with a public opinion questionnaire, were published in the *Eastside Journal*. ETP also held a televised public workshop attended by approximately 40 citizens and rebroadcast a number of times. Both the questionnaire and public workshop proved useful for the ETP in developing its recommendations.

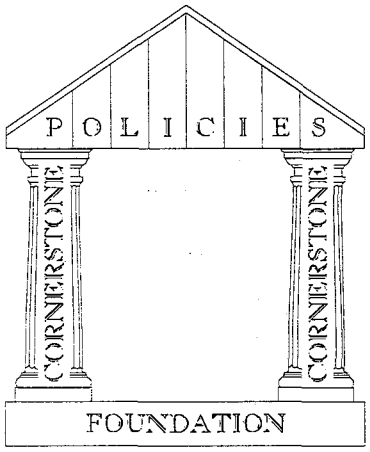
The results of the prioritization process are described in this report, in addition to the following:

- the development of updated cornerstones and policies,
- identification of high priority projects,
- a summary of funding availability, and
- an ETP MAP monitoring program.

2. Policy Recommendations

This chapter outlines the policy direction established by the ETP early in the update process. The cornerstones and policies that provide a framework for prioritizing and packaging transportation projects are also outlined in this chapter.

Policy Direction



The recommendations adopted by ETP in 1991 included Cornerstones that represented:

> "...elements of the ETP recommendations [that] are truly critical to the success of the overall program and achievement of the objectives set up at the beginning of this project."

These Cornerstones guided the 1991 Plan, but revisions were needed to update and simplify the language and to more accurately reflect ETP's current goals and implementation authority. The Cornerstones, along with ETP's Goals adopted in January 1996, provided a basis for selecting high priority projects and for providing direction for implementation including financing plans and advocacy.

ETP Goals Adopted January 1996

- Develop and adopt a package of transportation priorities based on adopted land use plans that improves overall mobility for people, freight and goods and attacks peak hour congestion on the Eastside.
- Jointly implement adopted priorities through leadership, education and advocacy within communities, cities and the region.
- Adopt and implement a strategy for increasing funding for transportation improvements and programs.

Based on the 1991 Cornerstones, four fundamental purposes, called Foundations, were determined.

Foundations for ETP and its Activities

- Focus on actions that link land use and transportation and support urban centers.
- Work toward a balanced and integrated transportation system.
- Seek adequate financial resources for transportation improvements.
- Develop and implement projects consistent with the regional vision through an inter-jurisdictional approach, including education and advocacy.

From these Foundations, refined Cornerstones were developed for this updated plan. These Cornerstones, along with their more specific supporting polices are described below.

Recommended ETP Cornerstones and Policies

The two broad Cornerstones are identified by roman numerals, more specific Cornerstones are identified by capital letters, and the policies for each of the cornerstones are identified by a number.

I. Cornerstones of Recommended Projects: Implement projects that link land use and transportation and help achieve a balanced and integrated transportation system.

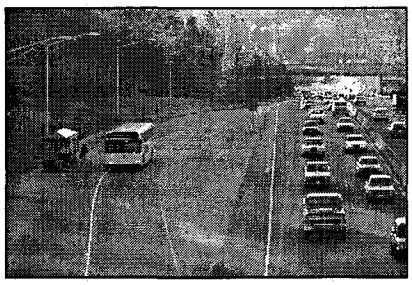
A. Completion of the Transportation Network: Support completion of the transportation network on the Eastside to provide an efficient system for all modes, understanding that roadway capacity projects serve general purpose, freight mobility and high occupancy vehicle traffic and provide significant improvements for non-motorized travel.

1. Support the preservation of corridors and rights-of-way to complete the transportation network.
2. Contribute to and participate as appropriate in the I-405 Major Investment Study and the Trans-Lake Washington Study to assure network completion.
3. Incorporate appropriate pedestrian, bicycle and bus stop improvements into road projects.

B. HOV System Completion: Support completion of the High Occupancy Vehicle (HOV) system, including direct access improvements.

1. Encourage facilities which support transit and ridesharing as attractive alternatives to the use of the Single Occupant Vehicle (SOV).
2. Encourage HOV lanes on I-405, along with direct access improvements.
3. Encourage expansion of the regional HOV plan, such as HOV lanes on SR 520 and SR 522 east of I-405.
4. Support and actively work toward an integrated system of arterial HOV improvements, consistent with local plans.
5. Improve the system of park-and-ride and park-and-pool lots.

C. Improved Transit Service and Alternatives to SOVs: In conjunction with ridesharing programs, support implementation of a multi-centered transit system that



effectively serves Eastside travel, especially between and within urban centers, and provides links from the Eastside to the larger metropolitan region.

1. Improve intra-Eastside transit service and links to the region.
2. Encourage partnerships between transit service providers and major employers to develop attractive transit options.
3. Support coordinated and innovative transportation demand management (TDM) programs throughout the Eastside.
4. Promote, through education, reduced SOV use during peak travel times.
5. Support technologies that reduce the need for travel and achieve greater efficiencies in existing systems.

D. Regional High Capacity Transit: Support implementation of regional High Capacity Transit (HCT) improvements, including Sound Move, and planning for Phase 2 of the Regional Transit Authority.

1. Provide policy direction for implementing Sound Move and the development of Phase 2 of the RTA plan.
2. Support seamless coordination of local transit and regional High Capacity Transit service and fares.

II. Cornerstones for Implementation: Seek adequate financial resources for transportation improvements, and implement projects consistent with the regional vision through an interjurisdictional approach, including education and advocacy.

A. Financial Resources: Seek financial resources to implement the MAP through competitive applications for grants and increased transportation revenues.

1. Encourage public/private partnerships as a means of implementing transportation improvements.
2. Ensure that maintenance of the existing transportation system is given priority consideration for funding.
3. Support local and state funding increases to accomplish high priority projects and programs.
4. Encourage completion of projects that complete missing links and critical links by supporting grant applications.

B. Integrated Land Use and Transportation: Support integrated land use and transportation planning consistent with the regional vision, with emphasis on support for urban centers. Support transportation facilities and services that promote the regional land use vision.

1. Encourage implementation of transportation improvements that support the efficient use of the transportation system and, where appropriate, integrate modes through investing in coordinated transportation improvements.
2. Consider freight access when developing transportation networks and site design.
3. Encourage development that facilitates non-motorized access to transit service.
4. Support transit-friendly land uses and site design.
5. Support safe residential streets by working to minimize the amount of through traffic in neighborhoods.
6. Encourage regional coordination in planning for non-motorized facilities.
7. Support non-motorized corridors which link commercial and employment centers.

C. Interjurisdictional Approach: Support an interjurisdictional approach for the implementation of projects and programs of subarea significance.

1. Seek formal adoption of ETP MAP by all participating jurisdictions.
2. Integrate ETP MAP into local, regional and state plans.

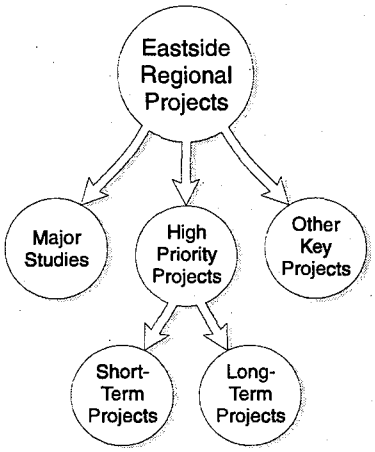
D. Education and Advocacy: Implement the ETP MAP through action, advocacy and education.

1. Provide a regional forum for public information and education regarding transportation issues and options for the Eastside.
2. Develop and implement a comprehensive public education and community involvement program.
3. Continue coordination of projects and policies through the ETP Technical Advisory Committee.
4. Monitor and amend the ETP MAP as necessary.

3. Project Recommendations

The recommended projects and programs are classified into three categories: major studies, high priority projects, and other key projects. This chapter provides a description of the project categories, a description of the projects identified under these categories, a list of the high priority projects, and a map showing the location of those projects.

Background



The policies and projects included in the MAP reflect ETP's goal of achieving a balanced and integrated transportation system. In the short-term, additional roadway capacity improvements to serve general purpose, transit, freight and high occupancy vehicle demands are immediately needed. Many of these planned roadway improvements will also include non-motorized features, such as sidewalks and bicycle facilities.

At the same time, ETP actively supports ongoing regional efforts to manage transportation demand through employer commute trip reduction programs and enhanced public transportation availability. The Regional Transit Authority's *Sound Move* program will also expand transit facilities and services throughout the Eastside over the next ten years.

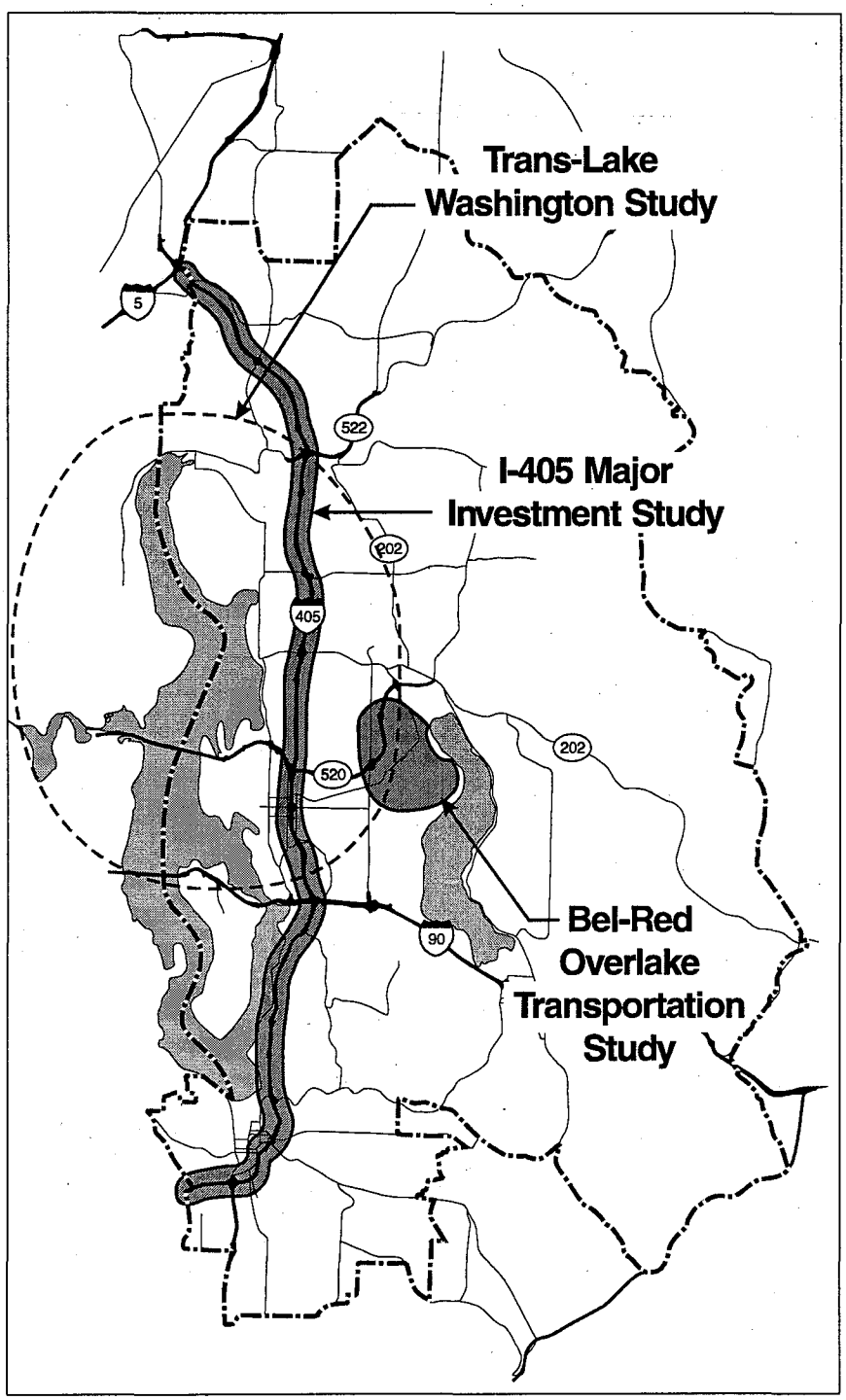
Over the long- term, all of these identified strategies, as well as new emerging opportunities, such as congestion pricing and telecomuting, will be needed to meet the mobility needs of the Eastside. ETP will actively work to implement all of the policies, projects and programs included in the MAP.

Major Studies

The major studies included in the MAP will assess transportation problems in three major transportation corridors on the Eastside and potential alternatives to improve these problems.

ETP continues to emphasize the need for multi-modal improvements to SR 520 and the I-405 corridor as essential for the mobility of the Eastside. The Trans-Lake Washington Study, I-405 Major Investment Study, and Bellevue-Redmond Overlake Transportation Study are included on the prioritized list. These studies will assess transportation problems in three major transportation corridors and the potential alternatives to improve these problems. The three studies will also identify transportation projects which should be incorporated into the MAP. These projects should be evaluated using the approved ETP MAP process to determine an appropriate functional classification (e.g., roadway, non-motorized, or HOV project). The studies are described below.

- *Trans-Lake Washington Study:* The purpose of the Trans-Lake Washington Study is to identify, discuss and evaluate transportation alternatives that would address current conditions and future growth on both sides and north of Lake Washington. During the study, east-west mobility improvements will be considered within an area stretching from I-90 on the south to SR 522 on the north, and extending from I-5 to the current terminus of SR 520 at SR 202. The evaluation of any proposed solutions will consider the wider regional impacts to the roadway and transit system.



Transportation demand management (TDM) and transportation system management (TSM) strategies, pedestrian and bicycle improvements, and environmental mitigation measures will be integrated into the development and evaluation of proposed solutions. The study will take 15-18 months to complete.

- *I-405 Major Investment Study:* A Major Investment Study (MIS) for the I-405 corridor will identify the range of projects to improve mobility along the I-405 corridor. The work completed in the I-405 Multimodal Corridor Project (MCP) will help start the public discussion on what actions are appropriate. Various combinations of actions will be packaged as separate alternatives whose performances

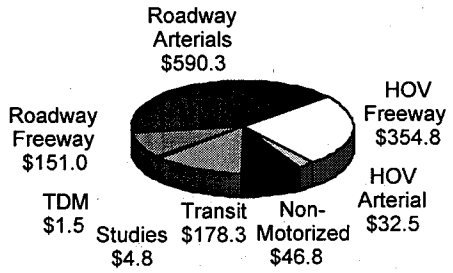
will be evaluated. In addition, the I-405 MIS will provide a better understanding of the environmental impacts of each alternative package and provide a forum for active public involvement. The MIS is expected to take about 18 months to complete.

- ***Bel-Red Overlake Transportation Study:*** The purpose of the study is to develop a transportation facilities plan which will support planned growth and comply with adopted transportation service standards. The area covered in the study crosses Redmond's and Bellevue's borders to include Bel-Red, Overlake, and parts of the Grasslawn and Bridle Trails neighborhoods.

High Priority Projects

A total of 117 projects have been included in the MAP as "high priority" projects. These projects total almost $1.4 billion (1997 dollars).

High Priority Projects by Mode



Approximately 54% of the investment in high priority projects is designated to arterial and freeway general transportation improvements. Approximately 29% of the total project cost will be needed to complete much of the freeway and arterial HOV system, while investment in transit infrastructure improvements constitutes an additional 13%. The region's ongoing commitment to nonmotorized and TDM actions completes the remaining 4% of the high priority program cost. All of the projects will work together to complete missing links or improve major corridors that allow future mobility for residents and businesses.

The high priority MAP projects are geographically dispersed throughout the Eastside. Because Eastside residents, employees and visitors travel extensively throughout the region, dispersion of transportation improvements and integration of systems is needed. The MAP recommended projects attempt to meet both of these objectives.

The high priority projects were sorted into short-term and long-term lists to identify opportunities or impediments for implementation. These projects are described in detail below and are graphically depicted in a foldout map attached to the Executive Summary.

Short-term Projects

A total of 77 projects valued at $919.2 million have been identified for implementation during the first six years (1998-2003) of the MAP. As shown in Table 3-1, the short-term projects cover a broad geographic area of the Eastside and include several different modal strategies. During the first six years of the program, emphasis will be the following:

- complete essential arterial and direct access ramp improvements,
- complete the core freeway HOV lanes in the ETP area,
- begin implementation of several RTA transit facility improvements throughout the Eastside, and
- extend the nonmotorized network for bicycles and pedestrians.

Table 3-2 provides a complete list of the short-term projects sorted by category type (e.g., roadway, nonmotorized, and transit projects) and lead agency. Additionally, in the appendix two high priority projects lists can be found. Appendix A-1 shows the short and long-term lists sorted alphabetically by lead agency. Appendix A-2 shows the same list sorted by legislative district.

The next section provides an outline of the short-term priorities and actions to guide MAP implementation in the coming years.

Table 3-1.
Summary of Short-term Projects by Category & Lead Agency

Projects by Category	Number		Cost[1]	
	#	%[2]	$ (mil)	%[2]
Major Studies[3]	2	3%	$4.8	<1%
Roadway				
Arterial	27	35%	$402.7	44%
Freeway	5	7%	$104.9	11%
HOV				
Arterial	5	7%	$17.3	2%
Freeway	4	5%	$252.3	27%
Non-Motorized	18	23%	$28.7	3%
Transit	11	14%	$107.0	12%
TDM	5	6%	$1.5	<1%
Total:	**77**	**100%**	**$919.2**	**100%**
Projects by Lead Agency				
Jointly Led	4	5%	$136.6	15%
Bellevue	7	9%	$92.4	10%
Bothell	6	8%	$20.3	2%
Issaquah	5	6%	$78.1	8%
King County	13	16%	$78.6	9%
Kirkland	2	3%	$3.0	<1%
Mercer Island	3	4%	$2.0	<1%
Newcastle	2	3%	$39.0	4%
Redmond	3	4%	$28.6	3%
Renton	17	22%	$99.5	11%
RTA	5	6%	$140.4	15%
Snohomish County	2	3%	$25.3	3%
Woodinville	2	3%	$8.2	1%
WSDOT	6	8%	$167.2	18%
Total:	**77**	**100%**	**$919.2**	**100%**

Notes:

1. Cost estimates shown represent 1997 dollars, and are subject to refinement.
2. Rounded to nearest whole percentage
3. Trans-Lake Study, I-405 Corridor MIS, & Bel-Red Overlake Study.

Table 3-2. Short-term Project List Sorted by Category and Lead Agency

Project Number	Lead Agency	Cost ($97mil)	Name (Limits) / Description
Studies			
S-01	WSDOT	$2.0	I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study
S-02	WSDOT	$2.8	Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study
Roadway Projects			
R-05	Bellevue	$37.0	SR 520 (Bel-Red Area) / Construct additional freeway access ramps between 124 and 148 Ave NE
R-08	Bellevue	$6.0	NE 29 Pl (148 Ave NE to NE 24 St) / Construct new 2-lane road with sidewalks and bike facilities
R-59	Bellevue	$0.2	SE 36 St/142 Ave SE (intersection) / New signal with revised channelization
R-12	Bothell	$2.3	SR 522/527/Main St Intersection improvements
R-13	Bothell	$1.4	Beardslee Blvd (Main St to I-405) / Widen to 4/5 lanes+CGS
R-16	Bothell	$1.9	120 Ave NE (NE 195 St to 240 St SE) / Widen to 4/5 lanes + CGS, bike lanes
R-56	Bothell	$9.5	39 Ave SE (240 St SE to 228 St SE) / Construct new 5 lanes with bicycle facilities
R-57	Bothell	$4.8	228 St SE (I-405 to 39 Ave SE) / Widen to 3 lanes + bike lanes
R-17	Issaquah	$14.3	I-90/SR 900 Interchange / reconfiguration
R-18	Issaquah	$16.8	Issaquah bypass (Iss.-Hobart Rd to I-90) / Construct new 4/5 lanes with separated ped/bike trail
R-19	Issaquah	$41.0	I-90/Sunset Way Interchange / Complete interchange and upgrade nonmotorized connections
R-20	Issaquah	$3.5	Newport Way (10th Ave to Sunset Way) / Widen to 4/5 lanes including bike facilities
R-42	Joint: KCDOT/ Issaquah	$37.9	Sammamish Plateau Access Road (I-90 to Iss.-Pine Lake Rd) / Prepare EIS, construct new 5-lane arterial w/CGS, bike lanes
R-51	Joint: SC/ Woodinville	$3.0	Woodinville-Snohomish Rd/140 Ave NE (NE 175 St to SR 522) / Widen to 4/5 lanes + CGS, bike lanes
R-39	KCDOT	$33.5	140 Ave SE (SR 169 to SE 208 St) / Widen to 5 lanes SR 169 to SE 196 St, widen for turn channels 196th to 208th, + CGS, bike lanes, signals,
R-40	KCDOT	$1.8	Juanita-Woodinville Way (NE 145 St to 112th Ave NE) / Widen to 5 lanes + CGS, walkway/pathway
R-44	KCDOT	$17.5	228 Ave SE (Issaquah Pine Lake Rd to NE 8 St) / Widen to 4/5 lanes + CGS, bike lanes
R-48	KCDOT	$7.1	Avondale Rd (Tolt Pipeline to Woodinville-Duvall Rd) / Widen to 3 lanes + walkway/pathway, construct bridge, traffic signal
R-24	Newcastle	$38.3	Coal Creek Pkwy (SE 72 St to Renton City Limits) / Widen to 4/5 lanes + CGS, bike lanes, traffic signals

Table 3-2. Short-term Project List Sorted by Category and Lead Agency

Project Number	Lead Agency	Cost ($97mil)	Name (Limits) / Description
R-26	Redmond	$8.7	NE 90 St (Willows Rd to SR 202) / Construct new 4/5 lanes + bike facilities
R-28	Redmond	$7.9	West Lake Sammamish Parkway (Leary Way to Bel-Red Rd) / Widen to 4/5 lanes + CGS, bike lanes
R-58	Redmond	$12.0	SR 202 / 160 Ave NE (NE 85 St to NE 124 St) / widen/construct to 4/5 lanes
R-33	Renton	$15.0	Rainier Ave / Grady Wy (intersection) / Grade separate
R-35	Renton	$15.2	Oakesdale Ave SW (Monster Rd to SR 900) / Replace Monster Rd Bridge and Widen to 3 lanes + CGS
R-36	Renton	$7.0	Oakesdale Ave SW (SW 31st to SW 16th) / Construct new 5 lane roadway with CGS
R-37	Renton	$0.3	SW Grady Wy (SR 167 to SR 515) / Rechannelize and modify signals for a continuous eastbound lane
R-10	SC	$16.0	SR 524 (24 St SW to SR 527) / Widen to 4/5 lanes including sidewalks, bike lanes
R-15	SC	$9.3	228 St SW/SE (Locust Way to 9 Ave SE) / Widen to 3 lanes + sidewalks, bike lanes
R-53	Woodinville	$6.6	SR 522 (Woodinville) / Access improvements -- Construct new freeway ramps
R-54	Woodinville	$1.6	Woodinville-Redmond Rd (SR 202) (NE145 St to NE 175 St) / Widen to 3 lanes
R-38	WSDOT	$124.3	SR 522 (SR 9 to SR 2) / Widen to 4 lanes
R-55	WSDOT	$6.0	I-405/SR 167 Interchange / Construct new southbound I-405-to-southbound SR 167 flyover ramp
High-Occupancy Vehicle (HOV) Projects			
HOV-01	Joint:Bellevue/ RTA	$95.8	I-405 at NE 4th/6th/8th (Bellevue) / Construct new HOV direct access at NE 6th, Improve arterial capacity at NE 4th/8th interchanges
HOV-15	KCDOT	$1.2	E Lk Samm Pkwy (Iss-Fall City Rd to I-90 on ramp) / Widen to 4/5 lanes + HOV lanes
HOV-07	Renton	$39.5	NE 44 St /I-405 Interchange/ HOV direct access and arterial improvements; widen/lengthen overpass, signalize ramps; complete bike/ped corridors
HOV-09	Renton	$2.2	Logan Ave N / N 6 St (S 3 St to Park Dr) / HOV improvements, sidewalks
HOV-10	Renton	$2.6	SR 169 (I-405 Interchange vicinity and 140 Pl SE vicinity) / HOV and transit priority improvements
HOV-11	Renton	$1.2	Park Dr-Sunset Blvd (Garden Ave to Duvall Ave NE) / HOV lane (Garden Ave to I-405), Construct HOV queue jumps/bypass lanes
HOV-13	Renton	$10.1	SW 27 St / SR 167 (Oakesdale Ave to SR 167) / Construct HOV lanes on SW 27 St and new HOV-only interchange at SR 167
HOV-04	RTA	$86.4	I-405 (Kirkland) / New I-405 HOV direct access at one or more locations (NE 70th, 85th, 124th, 132nd), with a pedestrian overcrossing of I-405 at

Table 3-2. Short-term Project List Sorted by Category and Lead Agency

Project Number	Lead Agency	Cost ($97mil)	Name (Limits) / Description
Non-Motorized Projects			
NM-02	Bellevue	$6.8	118 Ave SE (SE 8 St to Coal Crk Pkwy) / Construct ped/bike facilities
NM-03	Bellevue	$1.7	Lake Washington Blvd (I-405 to SE 60 St) / Construct new sidewalk on east side, new bike lanes on both sides
NM-05	Bellevue	$0.3	Lake Hills Connector (SE 8 St to Richards Rd) / Construct new ped/bike facility on south side
NM-07	Bothell	$0.4	North Creek Trail Link (240 St SE to 232 St SE) / New Class I bike/ped trail
NM-22	KC Parks	$9.0	East Sammamish Trail (SR 520 to Gilman Blvd) / Construct 9.0-mile multi-purpose trail along BNSF alignment
NM-21	KCDOT	$0.9	I-90 Sunrise Trail (W Lk Samm Pkwy to Newport Pedestrian Overpass) / Re design and refurbish for Mountains to Sound
NM-08	Kirkland	$1.3	NE 128 St (117 Ave NE to Totem Lk Blvd) / Construct pedestrian overpass across I-405
NM-10	Kirkland	$1.7	116 Ave NE (NE 67 St to NE 40 St) / Widen for pedestrian, bike, and horse facilities
NM-11	Mercer Island	$0.8	Island Crest Wy (I-90 to 86 Ave SE) / Widen 4 lanes for pedestrian/bike enhancements
NM-12	Mercer Island	$0.6	Mercer Island Loop / Various shoulder widening improvements
NM-13	Mercer Island	$0.7	80 Ave SE (SE 28 St to SE 32 St) / CBD pedestrian enhancements
NM-14	Newcastle	$0.7	Lake Washington Blvd/112 Ave SE (SE 60 St to May Creek interchange [NE 44 St]) / Widen/pave shoulder for ped/bike
NM-15	Renton	$0.3	Cedar River-Lake Washington Connector (Cedar River Trail to Lake Washington Loop) / Construct bike lanes and/or establish bike route
NM-16	Renton	$0.8	Burnett Street Promenade (Cedar River to S 7 St) / Construct ped/bike facility
NM-17	Renton	$0.3	Cedar River Trail South Extension (I-405 to Burnett Ave) / Construct bike lanes and/or establish bike route
NM-18	Renton	$0.3	Sunset Bypass Route (Aberdeen Ave to E City Limit) / Construct bike lanes and/or establish bike route
NM-19	Renton	$2.0	Lake Washington Loop (Garden Ave to Rainier Ave/N City Limit) / Construct bike lanes and river crossing; Improve ped facilities
NM-20	Renton	$0.2	Renton-Interurban Connector (Monster Rd/ Oakesdale Ave to Interurban Trail-Tukwila) / Construct bike/ped connections to Interurban Trail
Transit Projects			
T-04	Bellevue	TBD	Bellevue Multimodal Center (Estimated cost range $20-40 million; $40.4 million used in summary tables)
T-09	Issaquah	$2.5	Issaquah P&R / Expand 200 Stalls

Table 3-2. Short-term Project List Sorted by Category and Lead Agency

Project Number	Lead Agency	Cost ($97mil)	Name (Limits) / Description
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services
T-23	KCDOT	$4.5	Grand Ridge P&R / Construct new lot, 200 to 400 spaces on Sammamish Plateau
T-20	Renton	$1.0	New P&R Lot-Renton East Highlands (Near intersection of SR 900 and Duvall Ave) / Construct new lot, 100 to 200 spaces
T-24	Renton	$1.5	New P&R Lot-Soos Creek (Carr Rd/SW 43rd St Corridor) / Construct new lot, 100 to 200 spaces
T-10	RTA	$10.6	Issaquah Transit Center
T-13	RTA	$10.6	Kirkland Transit Center
T-14	RTA	$26.5	Mercer Island Transit Center (Including modifications to I-90 Center Roadway)
T-18	RTA	$6.4	Overlake Transit Center / Park & Ride
Travel Demand Management (TDM) Programs			
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers'
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program

Short-term Implementation Strategies

The MAP demonstrates the importance of interjurisdictional cooperation to achieve improved mobility. The MAP also underscores that additional Eastside transportation funding is essential. The following actions will guide the implementation of the MAP during the upcoming years:

Priorities for Continuing Public Outreach

- Continue to communicate with the constituent base.
- Continue relationships with the media.
- Continue the ETP's education and advocacy efforts.

- *1998-1999*
  - ◊ Monitor the progress of the Trans-Lake Washington study and provide input on resulting strategies as appropriate through 1998.
  - ◊ Secure funding for I-405 Major Investment Study.
  - ◊ Include improvements identified from the Bellevue-Redmond-Overlake Transportation Study in an update of the MAP as soon as feasible.
  - ◊ Consider other specific projects as part of continued refinement of the map.
  - ◊ Develop specific action strategies for implementation as part of continued refinement update of the MAP. Examples of such strategies include:
    - o adjust MAP project scheduling according to actual funding allocation,
    - o consideration of further refinement of MAP priorities, including the process for evaluating nonmotorized facilities.
    - o identification of top projects for the next federal funding cycle,
    - o integration of RTA committed projects with applicable MAP projects into packages,
    - o support of projects for TIB funding, and
    - o exploration of potential local option gas tax and other local funding mechanisms for funding MAP projects in King County.
  - ◊ Monitor the implementation progress of the MAP and issue an annual progress report.
  - ◊ Collect baseline information for monitoring the effectiveness of the MAP, and refine the monitoring program as necessary.

- *2000-2001*
  - ◊ Include identified projects from the Trans-Lake Washington Study and the I-405 Major Investment Study into the MAP.
  - ◊ Establish ongoing program to coordinate Eastside jurisdiction applications for federal and state grant programs.

- ◊ Update the MAP as necessary and monitor progress of implementation of the MAP with an annual progress report.
- ◊ Report the implementation effectiveness of the MAP using the adopted monitoring system.

- *Post 2001*
  - ◊ Evaluate status of implementation and effectiveness of MAP and recommended revisions as needed.

Long-term Projects

The expected implementation year of long-term projects is less certain than for the short-term projects, given variations in local, state, and federal funding cycles.

The long-term MAP program, years 2003-2012, includes 40 projects valued at $440.7 million (1997 dollars). Highlights of the long-term program include:

- continued improvement of arterial roadway system, and
- completion of the HOV and transit facilities.

Major facility needs identified under the I-405 and Trans-Lake Washington planning studies will be added to the long-term high priority list after the studies are completed. The distribution of the long-term projects by category and geographic area is shown in Table 3-3. Table 3-4 provides a list of all long-term projects by category and lead agency.

Given variations in local, state, and federal funding cycles, the expected implementation year of these projects is less certain than for the short-term projects. A substantial number of projects have not yet been scheduled for implementation but will be added to appropriate six-year programs in the future.

Other Key Projects

In addition to the high priority projects, an additional 71 projects were identified as being important elements of the long-term MAP and should be implemented as funding becomes available. These 71 projects constitute an additional $407 million (1997 dollars) in investment need. A list of the other key projects is provided in the Appendix A-3.

Project Packages

Several high priority projects can be potentially grouped into "packages" of related actions that work well together to meet the ETP goals. The packages fall into two primary types:

1. Projects of a similar type (e.g., a roadway project) which are located close to each other or form part of a system (e.g. a

bikeway network). In some cases, these projects could be considered separate phases of a larger project.

2. Projects of varying modes within a specific geographic area. In most cases, these packages are located within identified urban activity areas serving a variety of auto, nonmotorized, transit, and in some cases, freight and goods modes.

The MAP has identified 18 packages, as shown in Figure 3-1. Table 3-5 lists the components of each package, along with a brief description and rationale for the projects being included in the package. The packages are included here to illustrate the importance ETP places on coordinated and integrated projects and systems. However, packages are not necessarily considered higher priorities for the MAP.

More complete descriptions of each package project and suggestions regarding implementation of the package are presented in the Appendix B.

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Table 3-3.
Summary of Long-term Projects by Category & Lead Agency

Projects by Category	Number		Cost[1]	
	#	%[2]	$ (mil)	%[2]
Major Studies	0	0%	$0.0	0%
Roadway				
Arterial	20	50%	$187.6	43%
Freeway	2	5%	$46.1	10%
HOV				
Arterial	4	10%	$15.2	3%
Freeway	2	5%	$102.4	24%
Non-Motorized	3	7%	$18.2	4%
Transit	9	23%	$71.2	16%
TDM	0	0%	$0.0	0%
Total:	**40**	**100%**	**$440.7**	**100%**
Projects by Lead Agency				
Jointly Led	3	7%	$22.5	5%
Bellevue	2	5%	$3.0	1%
Bothell	1	3%	$10.0	2%
Issaquah	0	0%	$0.0	0%
King County	12	30%	$115.3	26%
Kirkland	4	10%	$11.6	3%
Mercer Island	0	0%	$0.0	0%
Newcastle	0	0%	$0.0	0%
Redmond	2	5%	$10.2	2%
Renton	5	12%	$51.1	12%
RTA	7	18%	$126.9	29%
Snohomish County	0	0%	$0.0	0%
Woodinville	0	0%	$0.0	0%
WSDOT	4	10%	$90.1	20%
Total:	**40**	**100%**	**$440.7**	**100%**

Notes:

1. Cost estimates shown represent 1997 dollars, and are subject to refinement.
2. Rounded to nearest whole percentage

Table 3-4. Long-term Project List Sorted by Category and Lead Agency

Project Number	Lead Agency	Cost ($97mil)	Name (Limits) / Description
Roadway Projects			
R-04	Bellevue	$1.7	Eastgate Wy/150 Ave SE (intersection) / Add EB RT lane, sidewalk and 2-way LT lane to match existing to the west
R-06	Bellevue	$1.3	Eastgate Way (Richards Rd to 148 Ave NE) / Widen to 2/3 lanes + sidewalks where missing and bike lanes
R-11	Bothell	$10.0	SR 524 (SR 527 to Bothell City Limit) / Widen to 5 lanes + CGS, bike facilities (class III)
R-41	KCDOT	$6.4	East Lake Sammamish Pkwy (Issaquah-Fall City Rd to SE 56 St) / Widen 4/5 lanes including bike facilities, interconnect traffic signals
R-45	KCDOT	$8.6	Issaquah-Fall City Rd (Issaquah-Pine Lake Rd to Klahanie Dr) / Widen to 4/5 lanes + CGS, bike lanes, pathway
R-46	KCDOT/ Kent	$14.1	SE 212 Wy/SE 208 St (SR 167 to Benson Rd/SR 515) / Widen to 6 lanes + bike facilities, HOV preferential treatment/operating improvements
R-47	KCDOT	$6.8	NE 124 St (Willows Rd to SR 202) / Widen to 4/5 lanes + CGS, bike facilities; traffic signal
R-49	KCDOT	$19.0	Willows Rd Extension (NE 124 St to NE 145 St) / Study feasibility of new 4-lane arterial w/bike lane (cost includes construction estimate)
R-50	KCDOT	$1.1	Issaquah-Fall City Rd (Klahanie Dr to 272nd Pl SE) / Widen for left turn lanes at key locations
R-52	KCDOT	$8.9	Woodinville-Duvall Rd (NE 171st St to Avondale Rd) / Widen to 5 lanes + shoulders
R-21	Kirkland	$1.7	NE 120 St (Slater Ave to 124 Ave NE) / Construct new 3-lane roadway with ped/bike facilities
R-22	Kirkland	$2.2	Slater Ave NE (124 Ave NE to NE 124 St) / Widen to 3 lanes with ped/bike facilities
R-23	Kirkland	$4.8	124 Ave NE (NE 85 St to Slater Rd NE) / Widen to 3 lanes with ped/bike facilities
R-27	Redmond	$8.6	Union Hill Rd (Avondale Rd to 196 Ave NE) / Widen to 4/5 lanes with bike facilities
R-30	Renton	$10.9	SR 900/Bronson Wy (S 2 St to Sunset Blvd) / Widen roadway and bridge between Mill Av and Park Av to 5 lanes
R-31	Renton	$2.6	Duvall Ave NE (NE 4 St to NE 25 Ct (City Limit)) / Widen to 5 lanes + CGS, bikeway
R-32	Renton	$16.3	S 2 St (Rainier Ave to Main Ave S) / Widen to 5 lanes + CGS and convert existing 1-way street to 2-way operation
R-34	Renton	$18.5	N 4 St (Logan Ave to Sunset Blvd) / Widen to 5 or 7 lanes + CGS and convert existing 1-way street to a 2-way boulevard
R-14	WSDOT	$5.0	SR 522 Branch Campus Access / Frontage access road from SR 522 into campus
R-25	WSDOT	$37.0	SR 202 (East Lake Sammamish Pkwy to Sahalee Way) / Widen to 4/5 lanes
R-29	WSDOT	$41.1	SR 520/SR 202 Interchange / Complete interchange by constructing a new ramp and thru lane on 202 to 76th

Table 3-4. Long-term Project List Sorted by Category and Lead Agency

Project Number	Lead Agency	Cost ($97mil)	Name (Limits) / Description
R-43	WSDOT	$7.0	SR 202 / 140 Pl NE (NE 124 St to NE 175 St) / Widen 4/5 lanes
High-Occupancy Vehicle (HOV) Projects			
HOV-05	Joint: Kirkland / Redmond	$7.9	NE 85 Street Corridor (I-405 to Willows Rd) Conduct a corridor study
HOV-03	Kirkland	$2.9	NE 132 St (100 Ave NE to 116 Way NE) / Widen to 3 lanes + CGS, Bike lane; Study HOV treatment if I-405 HOV direct access at 132nd
HOV-06	Redmond	$1.6	Avondale Rd (SR 202 to Avondale Way) / Construct SB HOV lane (total of 6/7 lanes including bike facilities)
HOV-08	Renton	$2.7	SW 43 St (SR 167 to 140 Ave SE) / HOV/Transit preferential treatment and operational improvements, sidewalks
HOV-02	RTA	$26.3	I-90 (Eastgate) / New I-90 HOV direct access connection to P&R
HOV-12	RTA	$76.1	I-405 (Lind Ave to Park Dr) / HOV direct access improvements
Non-Motorized Projects			
NM-09	Joint: Bellevue/ Kirkland	$7.4	Burlington Northern alignment (Totem Lake to SE 8 St) / Construct a 10'-wide pedestrian/ bike path along BNSF right of way
NM-04	Joint: KCDOT/ Bellevue/	$7.2	W Lk Sammamish Pkwy (I-90 to Bel-Red Rd) / New ped/bike facilities as defined by study
NM-23	KCDOT	$3.5	Soos Creek Trail (Cedar River Trail to SE 176 St) / Construct multi-use trail
Transit Projects			
T-05	KCDOT	$11.7	Eastgate P&R / Expand 300 Stalls
T-08	KCDOT	$19.5	Bothell Transit Center
T-12	KCDOT	$13.3	Totem Lake Area P&R / Expand Park & Ride capacity in the Totem Lake Area
T-16	KCDOT	$2.3	Redmond Transit Center
T-02	RTA	$3.2	Eastside Small Cities Transit Access
T-06	RTA	$5.3	Canyon Park (Vicinity of I-405/SR 527 interchange) / New Flyer Stops
T-07	RTA	$5.3	I-405 North Creek Freeway Flyer Stop / Branch Campus Access
T-15	RTA	$5.3	Newcastle Transit Center
T-21	RTA	$5.3	Unincorporated King County Transit Access

Table 3-5. Summary of ETP MAP Project Packages

Name	Description of Projects	No. of Projects	Cost ($m)
I-405 Corridor Freeway and Arterial Improvements	Multimodal Projects identified in I-405 MIS	TBD	TBD
Bel-Red/Overlake Area Improvements	Multimodal Improvements identified in BROTS	TBD	TBD
Trans-Lake Washington Improvements	Multimodal Projects identified in Trans-Lake Washington Study	TBD	TBD
Bothell Transit Improvements	I-405 Flyer Stop and Transit Center	2	$24.8
Totem Lake Mobility Improvements	Roadway upgrades, transit center and non-motorized connections	6	$61.9
NE 90th/ SR-202 Connections	Roadway Upgrades and Transit Center	3	$23.0
Lake Sammamish Parkway Improvements	Nonmotorized System along Lake Sammamish	4	$25.0
Downtown Bellevue Multimodal Access	I-405 HOV Interchange and Multimodal Center Expansion	2	$136.2
Lake Washington Regional Non-Motorized Trail	Nonmotorized System along Lake Washington	5	$18.6
Eastgate/I-90 Multimodal Improvements	I-90 HOV Interchange, Expanded Park-and-Ride and Arterial Access	4	$39.5
NE 44th St./ I-405 Connections	HOV Direct Access and Transit Center	2	$44.8
Sunset Interchange Connections	Issaquah Bypass, Expanded Interchange at I-90, New Sammamish Plateau Access Road, and Park-and-Ride Lot	4	$95.7
Renton Transit Improvements	HOV and Bus Priority	4	$82.1
South Renton Valley Industrial Access	Arterial Widening and HOV Priority	3	$32.3
Mercer Island Non-Motorized Improvements	Nonmotorized enhancements along Island Crest Way and around Island	3	$2.1
I-405/ SR-167/Grady Way Multimodal Improvements	Interchange and Grade Separation Improvements	3	$21.3
Coal Creek/Duvall Ave/140th Ave. Corridor Improvements	Roadway Widening and HOV Priority	4	$75.6
SR-520/SR-202 Interchange Improvements	Interchange completion and widening of SR-202 and Avondale Road (HOV)	3	$81.3

Notes:
1. Package cost estimates subject to change based upon phasing and scope revisions.
2. All costs are in 1997 dollars, millions.
3. Costs for the Downtown Bellevue Multimodal Access project include high range cost estimates.

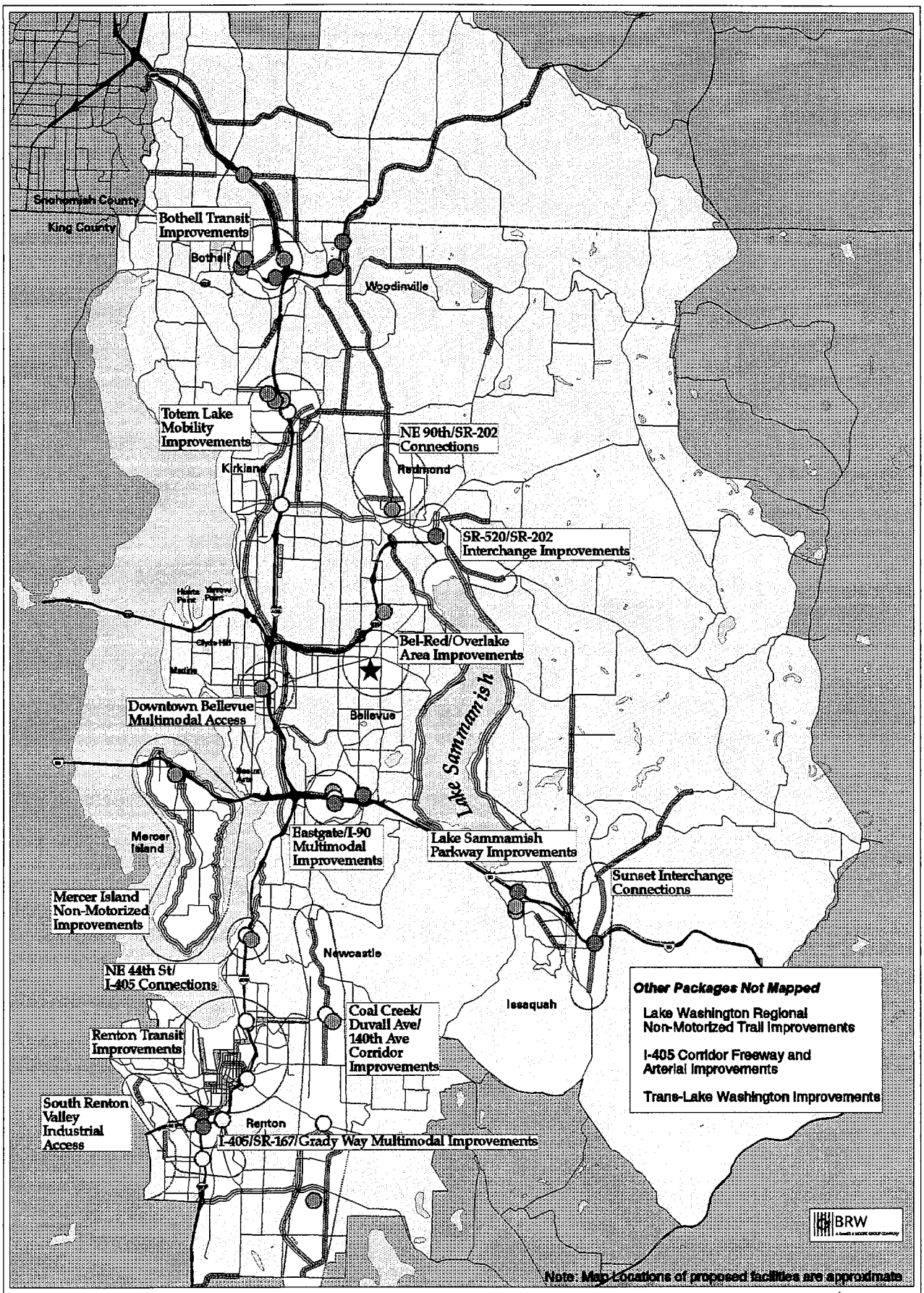


Figure 3-1

Project Packages

4. Transportation Funding

The success of the MAP depends on the ability of participating ETP members to obtain sufficient funding. Support is needed at the local, state and federal government levels along with private sector commitments for transportation improvements. The analysis in this chapter shows that there is a significant shortfall in funding to meet the MAP's high priority project needs, assuming continuation of current funding trends. Because there are other local needs that are not included in the MAP, the shortfall for funding overall Eastside transportation needs is even greater. The following provides a brief summary of the findings of this chapter.

Many Eastside funding needs cannot be met.

Despite increasing local revenues for transportation improvements, many needs cannot be met. Although annual expenditures for Eastside transportation improvements have been ranging from $300 to $400 million in recent years, they are still insufficient to meet the needs identified through recent comprehensive planning efforts. In an attempt to meet these transportation needs for the growing Eastside population, local agencies have increased their funding for these improvements, relying in some cases on general fund sources. At the same time, state and federal transportation revenues remained virtually unchanged. At the local and state levels, the greatest percentage of funds is directed toward maintenance and preservation of existing facilities and systems rather than capacity expansions. As a result, many of the improvements identified to meet capacity needs have not been funded.

The MAP projects currently have only 40 percent committed funding.

Known funding sources are insufficient to implement the high priority projects identified in the ETP MAP. The estimated cost for all 117 high priority MAP projects for the next 15 years approaches $1.4 billion (1997 dollars). Projected funding for all of these projects, which includes some assumed grant funds, is less than 40 percent of the amount needed. During the first six years of the MAP, 77 high priority projects estimated to cost $919.2 million are recommended for implementation. Approximately 45% of these projects have committed funds, including some assumed grant funds. There is a need for an additional $82 million annually to ensure the implementation of these projects.

Estimates of Eastside funding from state gas tax allocations and grant programs totaled $68 million during 1996. Added to this is approximately $9 million in ISTEA grant funds. While MAP projects are expected to be competitive in obtaining grant funds, there are insufficient grant funds to implement these projects.

In addition to these funding sources, the state has granted counties the ability to enact local option gas taxes with voter approval. If enacted in King County, the gas tax could allocate a maximum of approximately $6.5 million in additional funds to Eastside projects. However, no county in Washington State has been successful in receiving voter approval to establish this revenue source.

Local agency projects typically include general roadway maintenance and upgrades, traffic management, non-motorized improvements and some transit facilities.

This chapter provides more detailed information about the historic patterns of Eastside revenues and expenditures and a comparison of identified MAP funding needs to likely revenues over the next fifteen years.

Eastside Transportation Revenues and Expenditures

This section provides information on Eastside transportation revenues and expenditure patterns. Based upon trends during the 1990s, it is reasonable to expect that these patterns of funding for transportation projects will continue during the next fifteen years.

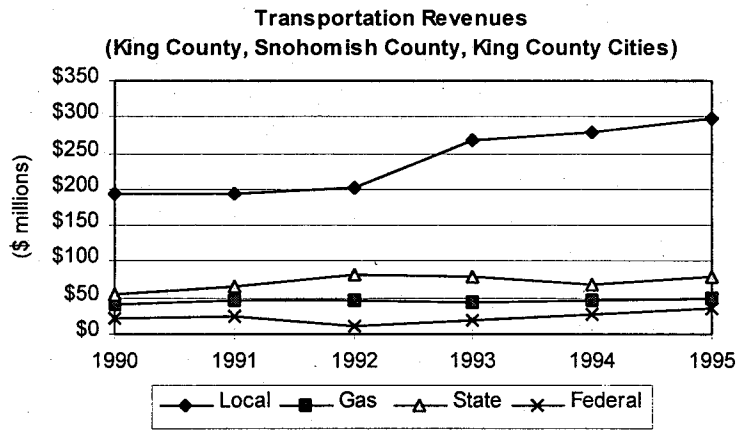
Local sources fund almost half of all transportation improvements on the Eastside and the local share of transportation revenues has steadily increased.

Revenues

Overall funding for all Eastside transportation programs is derived from federal, state and local sources as follows:

- Local sources 47%
- State sources 33%
- Federal sources 20%

In general, the local share of transportation revenues has steadily increased, while state and federal revenues, along with the state gas tax redistribution, have remained virtually unchanged since 1990.

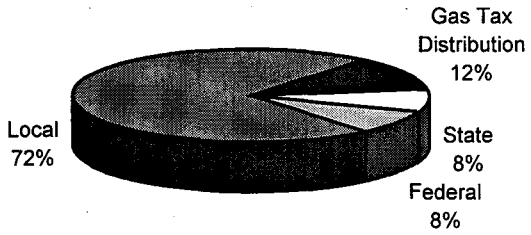


Source: *Regional Six-Year Action Strategy*, PSRC, October 1996.

While overall the local share of transportation revenues has steadily increased, funding by project type varies considerably.

Local Agency Projects: Over 70% of the funding for local agency projects come from local sources, not including the 12% local redistribution of state gas tax revenues. State and federal funding sources comprise the remainder of the revenues for local projects.

Revenues for Local Agency Transportation Projects (King County, King County Cities, Snohomish County - 1995)

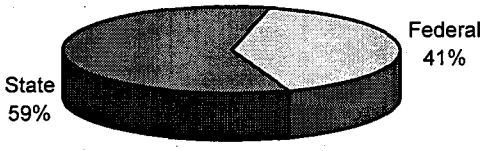


Source: WSDOT Economic Branch Data.

WSDOT Projects: Over the past five years, WSDOT projects (primarily HOV and some freeway widening projects) have been funded roughly equally by state and federal sources. WSDOT indicates that the federal funding share of similar projects is expected to diminish significantly in the future, due to the decrease in federal transportation dollars.

WSDOT projects typically include freeway and arterial maintenance, operations, and upgrades.

Revenues for Washington State Highways (King, Kitsap, Pierce and Snohomish Counties - 1994)

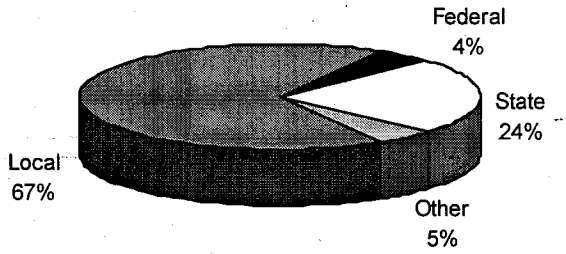


Source: WSDOT Economic Branch Data.

Transit Projects: Almost two-thirds of recent transit agency capital projects have been funded by local/regional funding sources, supplemented with approximately 25% state funds. Federal funding of capital projects has averaged less than 5%.

Transit capital projects include transit centers, bus stops, maintenance facilities, and park and ride lots.

Public Transportation Revenues
(King County Metro, Community Transit - 1995)



Source: WSDOT Economic Branch Data.

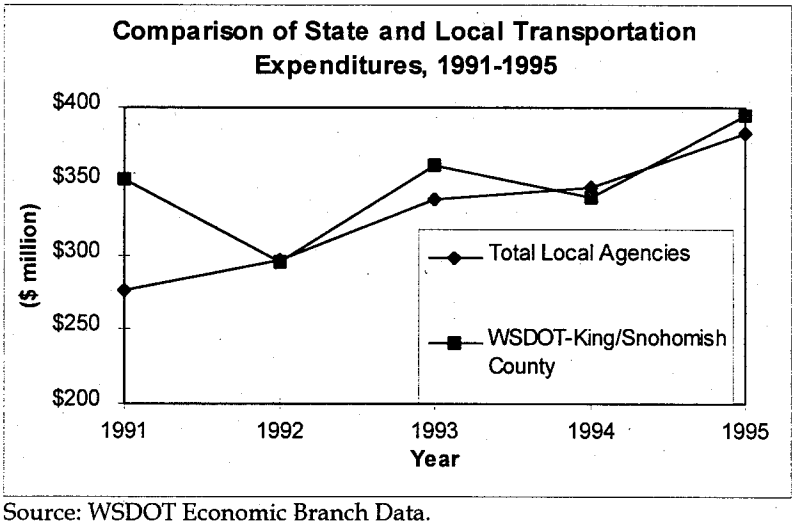
Private Investments: The ETP acknowledges the significant investments in transportation infrastructure provided by the private sector in the form of development impact mitigations. An example is the contribution made by a developer in the Overlake area to the construction cost of a new freeway interchange on SR 520. Similarly, the expanding street grid in the Bothell/Woodinville area has been partially funded and constructed by private sector growth.

Growth in Eastside transportation expenditures is primarily due to local agency spending.

Expenditures

Expenditures for transportation on the Eastside have been increasing steadily since 1991. During this period:

- local agency expenditures increased annually at a rate of 7 to 8%; however,
- total WSDOT expenditures have increased at less than 3% annually.



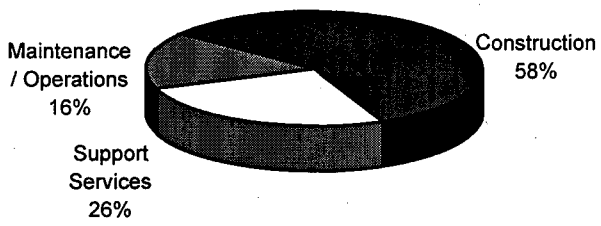
Source: WSDOT Economic Branch Data.

During a representative year (1995) on the Eastside:

- local and state agencies spent over $200 million on construction, maintenance and operations, and related support services;
- local jurisdictions spent almost 60% of the $200 million, with WSDOT spending about 35%.

Of the over $200 million, 55-60% ($118 million) was spent on direct construction activities, such as roadway upgrades, safety improvements and non-motorized enhancements. About $100 million of this total went to "capacity related projects" similar to those the MAP. WSDOT was responsible for about half of that activity and local agencies the remainder.

1995 Eastside Transportation Expenditures ($202 Million) by Category



Source: BRW, Inc., 1997, derived from PSRC data.

Eastside spending on all capacity projects in 1995 was about $100 million, with two-thirds spent by WSDOT.

Capacity Projects: Eastside spending for capacity-related projects relates directly to the MAP, since most MAP projects will provide auto or transit capacity to the transportation system. Capacity projects include roadway or transit facility expansions, new facilities, and selected traffic management or safety improvements. Eastside spending on all capacity projects in 1995 was about $100 million. Most of these capacity projects were on freeways and, to a lesser extent, major arterials. Appropriately, the freeway related improvements are funded by WSDOT.

Excluding WSDOT projects, local agency "capacity" project expenditures for 1995 accounted for about $35-40 million. Selected data available for 1996 and 1997 indicate that local agency spending on capacity-related projects has continued to grow to try and meet the needs of the expanding population and employment base. It is estimated that local agency annual, capacity expenditures are currently in the order of $50 million. These expenditures are divided among "regional" projects, such as those in the MAP, and the growing need for localized capacity projects within a given jurisdiction.

Funding Programs

Primary Funding Programs

Federal
- State Managed
- Regionally Managed (STP, CMAQ, FTA)

State
- Gas tax allocation
- Central Puget Sound Public Transportation Account
- Transportation Improvement Board

Various federal and state programs are available for funding improvements identified in the MAP. Federal, state, and local funding programs are described below. A more detailed description of funding sources available to Eastside jurisdictions is provided in Appendix D.

Federal Programs

Federal funding for selected projects included in the MAP is available from two categories: the "state-managed" program and the "regionally managed" program. Both programs are competitive.

State-Managed Program: WSDOT recommends and selects projects to be included in the state-managed program, which provides funds for projects on interstate highways, bridge replacement, and National Highway System categories.

Regionally-Managed Program: The Puget Sound Regional Council (PSRC) selects projects to be included in the regionally managed program. Federal funds are categorized into three programs: the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Program (CMAQ), and the Federal Transit Administration Program (FTA). Annual funding levels vary according to the priorities of the current federal legislation. For example, during the 1999-2000 biennium, King County's allocation of STP and CMAQ funds is $13.7 million and Snohomish County's is $4.5 million.

State Programs

MAP projects are expected to be highly competitive for federal and state funding programs.

State funding for projects included in the ETP MAP comes primarily from the statewide gas tax, grants from the Central Puget Sound Public Transportation Account (CPSPTA), and from two grant programs administered by the Transportation Improvement Board (TIB). The TIB grant programs are the Urban Arterial Trust Account (UATA), and the Transportation Improvement Account (TIA). Because the grant programs are competitive and serve distinct purposes, each have established criteria and weighting factors for considering projects for funding.

Current estimates of Eastside funding from these state programs are the following:

- Gas tax allocation ($14-16 million annually)
- CPSPTA ($4 million total since 1995)
- UATA ($15 million total since 1987)

- TIA ($34 million total since 1990).

Local Programs

In 1991, the State passed the local option gas tax. This legislation authorized counties to levy an additional motor vehicle excise tax equal to ten percent of the present statewide motor vehicle fuel taxes (RCW 82.80.010). The county's legislative body and a majority of the voters of the county must approval the additional tax. Because the local option gas tax falls under the provisions of the 18th Amendment to the Washington State Constitution, proceeds must be used for "highway purposes." These include the following:

- construction, maintenance, and operation of state highways, county roads, and city streets,
- operation of ferries, and
- related activities.

Proceeds of a local option gas tax are to be distributed to the levying county and cities on a weighted per capita basis. For example, the ETP member proceeds from a King County local option gas tax could total approximately $10 million (1995 dollars) as listed below:

King County	$7.53 million	Medina	$35,000
Bellevue	$1.19 million	Mercer Island	$247,000
Bothell	$157,000	Newcastle	$94,000
Clyde Hill	$35,000	Redmond	$465,000
Hunts Point	$6,000	Renton	$522,000
Issaquah	$105,000	Woodinville	$112,000
Kirkland	$192,000	Yarrow Point	$12,000

A maximum of $6-7 million in additional funds could be allocated to Eastside projects using the local option gas tax. To date, no county has enacted the local option tax, and only Snohomish County and Spokane County have placed one on the ballot. Neither of these local option taxes received the support necessary to be enacted.

Comparison of Available Funding to MAP Project Needs

Current funding availability for MAP projects is less than 40 percent of what is needed over the next 15 years.

The overall magnitude of identified high priority MAP project needs over the next 15 years approaches $1.4 billion (1997 dollars), as detailed in Chapter 3. With the exclusion of the RTA program, which is largely funded, the total for local agencies and WSDOT still approaches $1.1 billion. Current funding availability for MAP projects accounts for less than 40 percent of this need.

In particular, the MAP projects have a significant funding shortfall during the short-term (i.e., the next six years), when a higher proportion of these projects are programmed. As of January 1998, virtually all WSDOT projects on the high priority ETP list are unfunded. The likely addition of several hundred million dollars of project needs from the upcoming Trans-Lake Washington, I-405, and Bel-Red Overlake Transportation studies will certainly exacerbate this funding deficiency.

Short-term projects (1-6 years)

The short-term MAP includes 77 projects totaling $919.2 million (1997 dollars). Approximately 45% of the funding for these projects has been committed, which result in funding deficiencies of $82 million per year. The short-term funding needs by lead agency are outlined in Table 4-1.

Table 4-1. Short-term Project Funding Needs (1997 dollars)

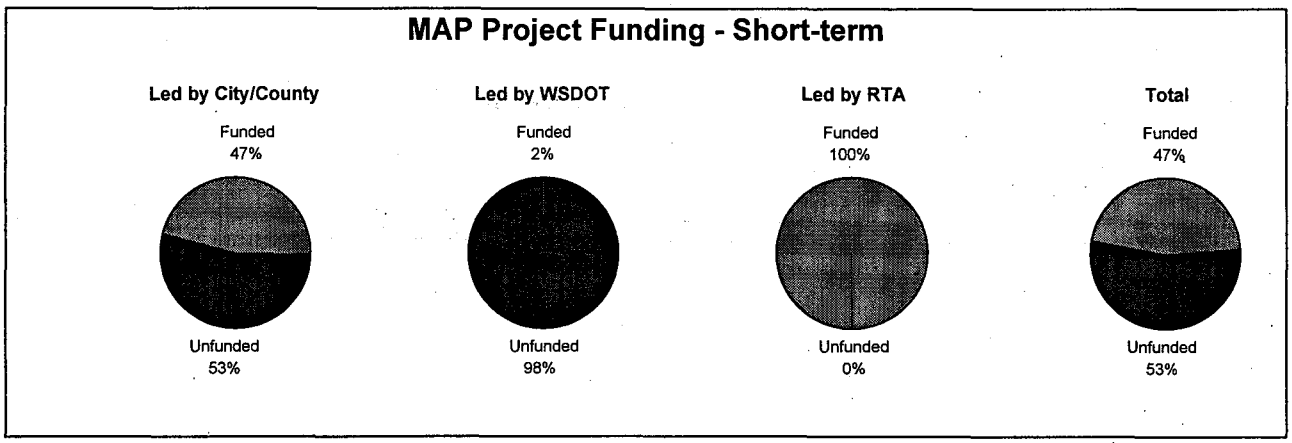
	Led by City/County	Led by WSDOT	Led by RTA	Total
Total Needs ($m)	**$612**	**$167**	**$140**	**$919**
Funded Needs	$287	$3	$140	$430
Unfunded Needs	$325	$164	$0	$489
(Unfunded per Year)	($54)	($27)	($0)	$(82)

A closer look at the funding situation for individual agency groups identifies disparities in the ability to pay for these improvements.

City/County: About 45% of these projects are funded at an annual investment rate of $47 million. This rate of investment by local agencies into MAP transportation improvements represents a significant proportion of the agencies' total annual expenditures for transportation construction-related projects. Even with this investment, the local level MAP projects will result in an annual shortfall of near $55 million per year.

WSDOT: Virtually none of the state identified projects are funded through available revenue sources. To implement these projects, the state would need an additional $25-30 million per year. WSDOT funding needs will significantly increase once the Trans-Lake Washington and I-405 studies are complete, and additional projects are added to the high priority list.

RTA: Short-term RTA transit projects are 100% funded, although local agencies may choose to add funds to enhance the transit projects to meet local needs.



Long-term projects (7-15 years)

The long-term MAP includes 40 projects totaling $440.7 million. Table 4-2 provides a summary of the long-term project funding needs by lead agency. Less than 30% of the funds needed for these projects has been committed, primarily through longer-term RTA commitments. Local agency and WSDOT funding commitments represent only one percent of needed funds. This is typical of most agency funding programs, which do not extend beyond six years. The expected funding need for long-range projects equals $36 million per year.

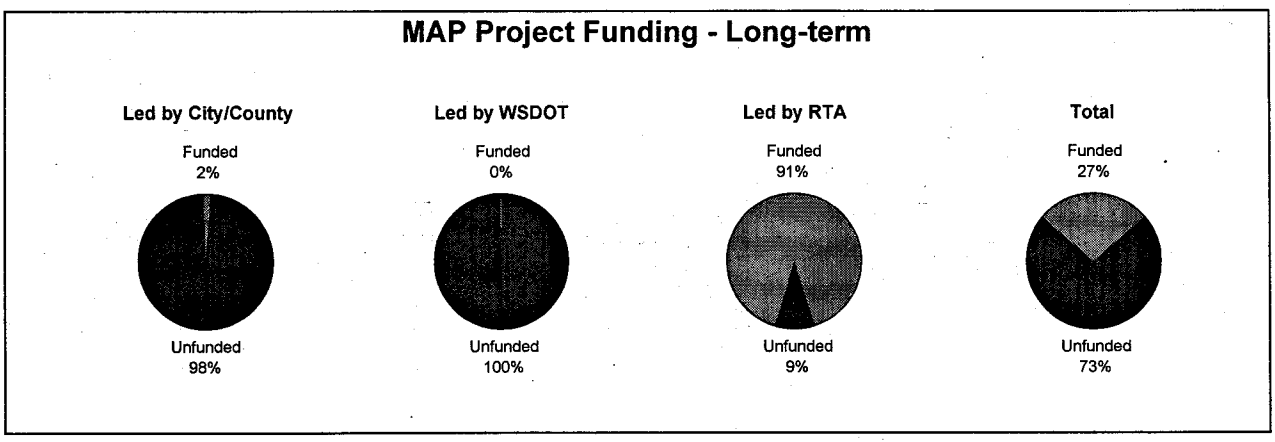
Table 4-2. Long-term Project Funding Needs (1997 dollars)

	Led by City/County	Led by WSDOT	Led by RTA	Total
Total Needs ($m)	**$224**	**$90**	**$127**	**$441**
Funded Needs	$4	$0	$115	$119
Unfunded Needs	$220	$90	$12	$322
(Unfunded per Year)	($24)	($10)	($1)	$(36)

City/County: Because most local agencies depend on a six-year Capital Investment Program (CIP), longer term project funding commitments equal only one percent of the project costs. This results in a current shortfall of $24 million per year.

WSDOT: None of the identified projects have funding commitments, resulting in a shortfall of $10 million per year. This total does not reflect significant funding needs which will be identified as part of the Trans-Lake Washington and I-405 studies.

RTA: Approximately 90% of these projects are funded. The unfunded RTA share reflects updated cost estimates and some expanded facility designs not envisioned within the adopted RTA program.



Funding Conclusions

Local, regional, and state agencies have committed over $400 million to MAP projects during the next six years. Despite this investment, the identified high priority projects have a significant short-term funding shortfall. Long-term funding prospects are more uncertain, although Eastside jurisdictions and MAP projects are expected to be highly competitive for many of the available federal and state funding programs.

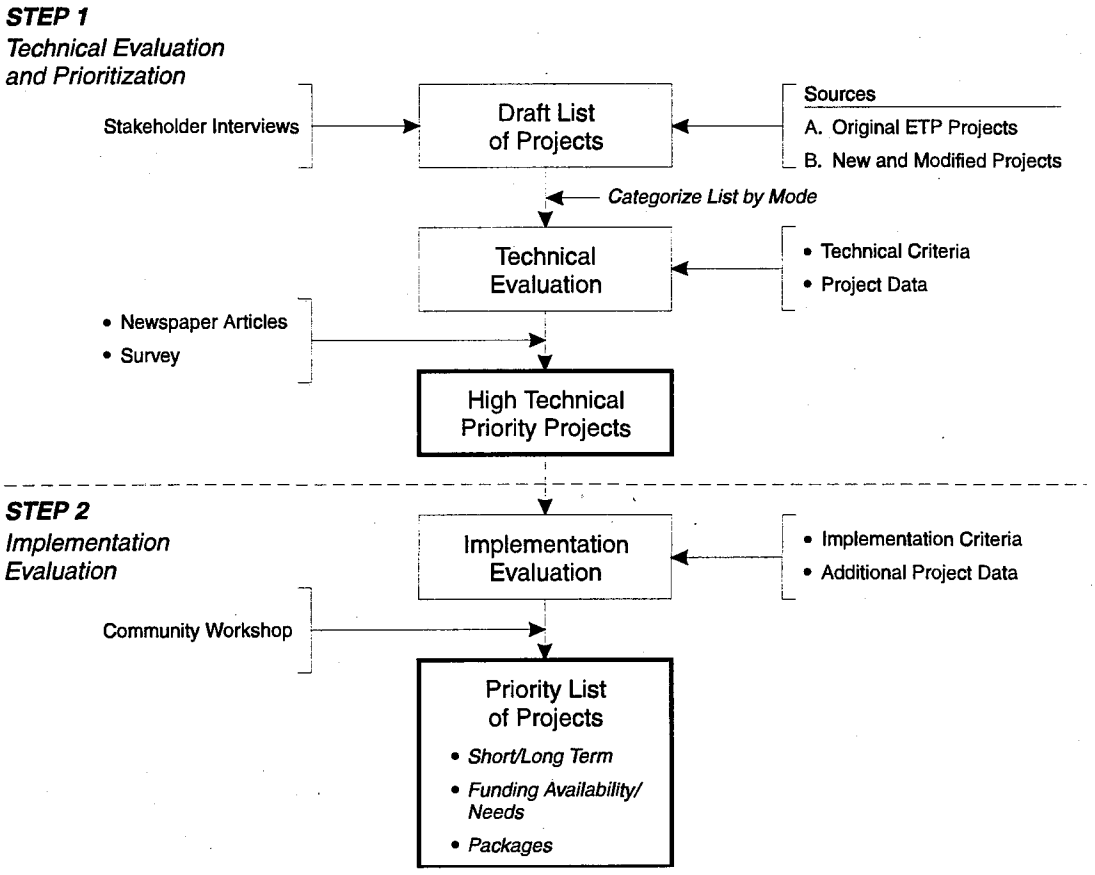
5. Priority Process

This chapter provides a summary of how the MAP priority process was developed and describes the criteria used to evaluate the ETP projects and programs.

Background

The purpose of the MAP's priority process was to identify a set of the most important projects and programs. The priority process resulted in a group of prioritized projects considered equally important, rather than set individual rankings of each project. A two-step process evolved through a Technical Advisory Committee, composed of ETP member agency staff, and a workshop involving the full Eastside Transportation Partnership. The first step was to conduct a technical evaluation and to sort the list of projects based upon these results. The second step was to identify implementation factors affecting the timing, funding, and public support of these high priority projects. Public input was used throughout the process to help develop the list of high priority projects.

ETP Priority Process



Technical Evaluation and Prioritization

Stakeholder Interviews

Several one-on-one interviews were conducted with local agency elected officials and key staff members. These interviews helped identify potential projects and provided input to the technical criteria and rating process.

Summary of Process

The technical evaluation and prioritization included the following activities:

- developing a draft list of projects,
- finalizing the technical criteria and performance indicators (or 'sub-criteria'),
- defining ratings for each performance indicator,
- collecting technical data on each project from the TAC and other sources,
- analyzing data and applying the ratings, and
- prioritizing projects based upon technical results.

Draft List of Projects

The initial MAP project list started with the original list of ETP projects adopted in 1991. Those projects already completed or no longer relevant were removed. New projects were then proposed by member jurisdictions based upon current planning efforts and adopted Capital Investment Programs (CIPs).

Public Helps with Project Prioritization

ETP developed a media partnership with the *Eastside Journal*, which resulted in a questionnaire being published in one of the *Journal's* editions. The *Journal* also included news articles about the MAP and an editorial by the ETP Chair. Over 600 people responded to the questionnaire and results were published in a subsequent edition of the *Eastside Journal, Seattle Times* and other local newspapers.

The results helped confirm the multimodal approach taken by the ETP in prioritizing the project list.

To facilitate the evaluation, projects were grouped according to the following categories:

- Roadway,
- HOV,
- Non-motorized,
- Transit,
- Transportation Demand Management, and
- Intelligent Transportation Systems/Transportation System Management.

Technical Criteria

The technical criteria were developed from the ETP cornerstones and policies. For each criterion, performance indicators were developed to match the types of data to be collected and analyzed in the technical evaluation. Table 5-1 shows the relationship of the ETP objectives to the technical criteria and performance indicators.

Priority List of Projects

Data for the technical evaluation were collected from various sources. ETP jurisdictions provided traffic volume, accident and related operational data. Regional planning and policy documents

provided information on urban centers and freight/goods activity centers. The project descriptions (location and extent of proposed improvements) provided most of the remainder of the information required to evaluate the projects.

Table 5-1. Technical Evaluation Criteria

Objectives	Criteria	Performance Indicators
Increase percent of commute period transit and rideshare trips by 2010	Support transit and HOV	Transit reliability Travel time savings (transit and HOV) Potential to increase transit ridership
Reduce percent of commute period SOV trips by 2010	Demand management during peak period	Reduces peak SOV demand
Manage commute period congestion on the ETP network by 2010	Provide/improve connectivity and access for all modes	Completes the ETP network corridor Provides key connections to centers and regional transit
	Improve safety	Improves safety
	Serve future demand	Volumes of vehicles/persons
	Improve efficiency of ETP network	Peak LOS without project
	Reduce magnitude of forecasted traffic congestion	Level of service improvement
Improve access to major freight destinations by 2010	Provide incentives for freight Improve flow at freight chokepoints	Provides key connections to freight and goods centers
Increase use of non-motorized modes*	Non-motorized support	Supports bicycles Supports pedestrians

*Nonmotorized criteria and performance indicators will need future refinement by the ETP.

Future year traffic data were estimated from EMME/2 traffic forecasting models of King County and the Cities of Bellevue, Kirkland, Redmond, and Renton.

Technical Evaluation/Prioritization

The technical evaluation was conducted within each of the project categories. The product of the technical evaluation was a rating for each project of ● (good), ◗ (fair), or ○ (poor) for each performance indicator. Performance indicator ratings were subsequently combined to determine overall ratings for each criterion.

The technical prioritization tested several ways of sorting the results of the technical evaluation, then determined a logical

threshold for separating high priority projects from the other projects. The technical prioritization method approved by the ETP included the following steps:

1. sorting the project list according to the number of criteria for which a project received a ● (good), or ◗ (fair) rating; and,
2. sorting further by the number of criteria for which a project received a ● (good) rating.

The ETP chose not to vary the weights of specific criteria or performance indicators. The selected method resulted in 55-60% of the projects in each category being selected as high priority.

Implementation Evaluation

The implementation evaluation was designed to define opportunities and constraints for implementing the high priority projects.

Summary of Process

The implementation evaluation included the following activities:

- establishing implementation criteria,
- obtaining necessary data, and
- summarizing project implementation findings.

The result of this process was the final list of high priority projects with information specifically aimed at project implementation.

Implementation Criteria

The implementation criteria are shown in Table 5-2, which also shows the connection between these criteria and the ETP implementation objectives.

Table 5-2. ETP Implementation Criteria

Implementation Objectives	Criteria
Ensure Economic Feasibility	• Cost • Cost Effectiveness
Provide Sufficient Funding	• Percent Funding Identified
Ensure Timeliness of Implementation	• Implementation Time-frame (up to 6 years; over 6 years)
Support Interjurisdictional Needs	• Number of Jurisdictions
Encourage Public Acceptance	• Status of Public Involvement Process
Ensure Environmental Compatibility	• Status of Environmental Review

Data Collection and Project Findings

Implementation information was compiled for each project, and matrices were prepared to summarize both the technical ratings and the implementation data gathered for each project. As a result of this process, the final project priority list was structured to provide the following:

- short-term (six years or less) versus long-term projects (see Chapter 3),
- project cost with committed funding (see Chapter 4), and
- environmental and/or public acceptance issues (see Appendix E).

In addition, several "packages" of related projects were identified as possible implementation strategies. The packages are described in Chapter 3 and presented in detail in Appendix B.

Community Workshop Provides Input to Final Project Priorities

ETP held a community workshop termed a "Town Meeting" in Redmond, WA. The purpose of the town meeting was to obtain input on the suggested project priorities as well as to educate the public on critical transportation needs throughout the Eastside. The town meeting included a panel of transportation experts, the ETP and Eastside residents. The workshop was rebroadcast on six different municipal cable stations, several times each. Viewers had the opportunity to contact the hotline, website, or ETP representatives after watching the meeting.

6. Monitoring Program

In an effort to track project implementation, a monitoring program may be useful. This chapter discusses such a program, including proposed methods for monitoring project implementation, and methods for determining the effectiveness of projects in attaining ETP goals.

Need for Monitoring Program

The MAP is an ongoing program of project implementation. The pace of implementation will vary from year to year based upon agency priorities and funding availability. The MAP needs to be flexible to account for these variations, while potentially having a monitoring program in place to keep track of project implementation. In addition, the ETP seeks to monitor the effectiveness of the recommended projects and programs.

Monitoring Project Implementation

The monitoring program meets two purposes: monitor the progress of project implementation, and monitor the effectiveness of project to meet ETP goals.

The monitoring of project implementation will follow a similar procedure to that currently being used by ETP with the following revisions:

- The tracking should be changed from the previous ETP categories to the modal categories included in the current program.
- Progress should be tracked according to dollars of expenditure as well as the number of projects. A comparison should be made of the current expenditure levels and the expected expenditures in the most current MAP update. Table 6-1 shows an example of this tracking method.
- Sources of funding should be tracked to better identify which funding sources have been most prominently used on a year-to-year basis.
- Both the high priority projects and the other key projects should be tracked, preferably in separate tables.

The monitoring of project implementation should be conducted annually.

Table 6-1. Sample Program Tracking Method

Project Status	Roadway		HOV		Non-Motorized		Transit		TDM		Total	
	No.	$	No.	$	No.	$	No.	$	No.	$	No.	$
Completed												
Under Construction												
Funded or Partially Funded												
Unfunded												
Total	No.	$	No.	$	No.	$	No.	$	No.	$	No.	$

Monitoring Program for Effectiveness

The monitoring program for system performance is designed to match the ETP goals as closely as possible, while building upon existing monitoring programs. The proposed monitoring program builds upon the PSRC's *Congestion Management System.* This system currently monitors performance on selected regional facilities, including seven segments of I-90, SR 520, and I-405 within the ETP area. The ETP monitoring program should be phased-in over a period of two to three years to match available resources and to gain confidence in the information provided.

The following monitoring steps are recommended:

1. **Determine measures of effectiveness and data analysis procedures.** The recommended set of measures for the ETP to consider in the first year of monitoring is presented in Table 6-2. The most important measures to examine during the first one to two years are italicized. Key features of the recommended performance indicators include:

   - ***Demand:*** Demand for ETP-programmed roadway and HOV/transit facility improvements should be measured using *vehicular volumes* (i.e. physical usage of the facilities) and *person volumes* (i.e., how many people are being accommodated). Nonmotrized facility demand is not included as a measure at this time.

   - ***Mode Split:*** Many of the MAP projects (e.g., HOV, transit, TDM) are intended to encourage the use of alternative travel modes (i.e., non single-occupant vehicles). Monitoring of mode usage is an important indicator of the success of these projects. *Average vehicle occupancy* and *transit ridership* are standard measurement tools for counting vehicle travel, but these should be supplemented with regular counts of *park and ride lot usage* and *employee*

mode split data available from ongoing employer surveys in the region.

- ***Congestion:*** The *level of service* on key Eastside facilities represents a common measurement of travel mobility. Initial monitoring using volume-to-capacity ratios is recommended for consistency among agencies and with respect to the regional *Congestion Management System* reports. As data-collection technology develops, alternative level of service measures such as travel time should be encouraged. Travel time is a measure which allows the effectiveness of multiple modes to be evaluated.

Table 6-2. Monitoring Measures of Effectiveness

Measure	Performance Indicator	Data Source	Data Availability
Demand	*Vehicular Volumes*	WSDOT, Local agencies	●
	Person Volumes	Derived from mode split data below -- auto volumes X vehicle occupancy + transit ridership	◗
Mode Split	*Average Vehicle Occupancy*	WSDOT surveys (freeways) New Surveys needed (arterials)	◗ ○
	Transit Ridership	Metro/CT on-board surveys	◗
	Park and Ride Lot Usage	Metro/CT counts	●
	Employee Mode Splits	CTR data surveys by area or by major employers - WA State Energy Office	◗
Congestion	*Level of Service*	Link level v/c ratios Intersection LOS averages Travel Time	◗ ◗ ○
Other Ideas	Average Trip Length	Surveys	○

Note: Performance indicators in *italics* are important initial measures.

● Good
◗ Fair
○ Poor

2. **Select facilities to monitor.** Initially, the seven PSRC-identified segments should be monitored. Additional arterial or freeway segments can be phased into the program as desired. Table 6-3 lists twenty-three segments appropriate for monitoring ETP performance based upon their geographic locations and network importance. Figure 6-1 shows the general locations of these facilities in the Eastside area.

3. **Determine degree of aggregation desired.** Facility level data can be summed across screenlines. Selected measures may best be reported by subarea.

4. **Develop presentation format.** Simple tables and graphics with minimal text are recommended to clearly convey the changes in transportation system performance.

The monitoring program (including methodology and measures) should be refined over time as experience is gained by the participating agencies.

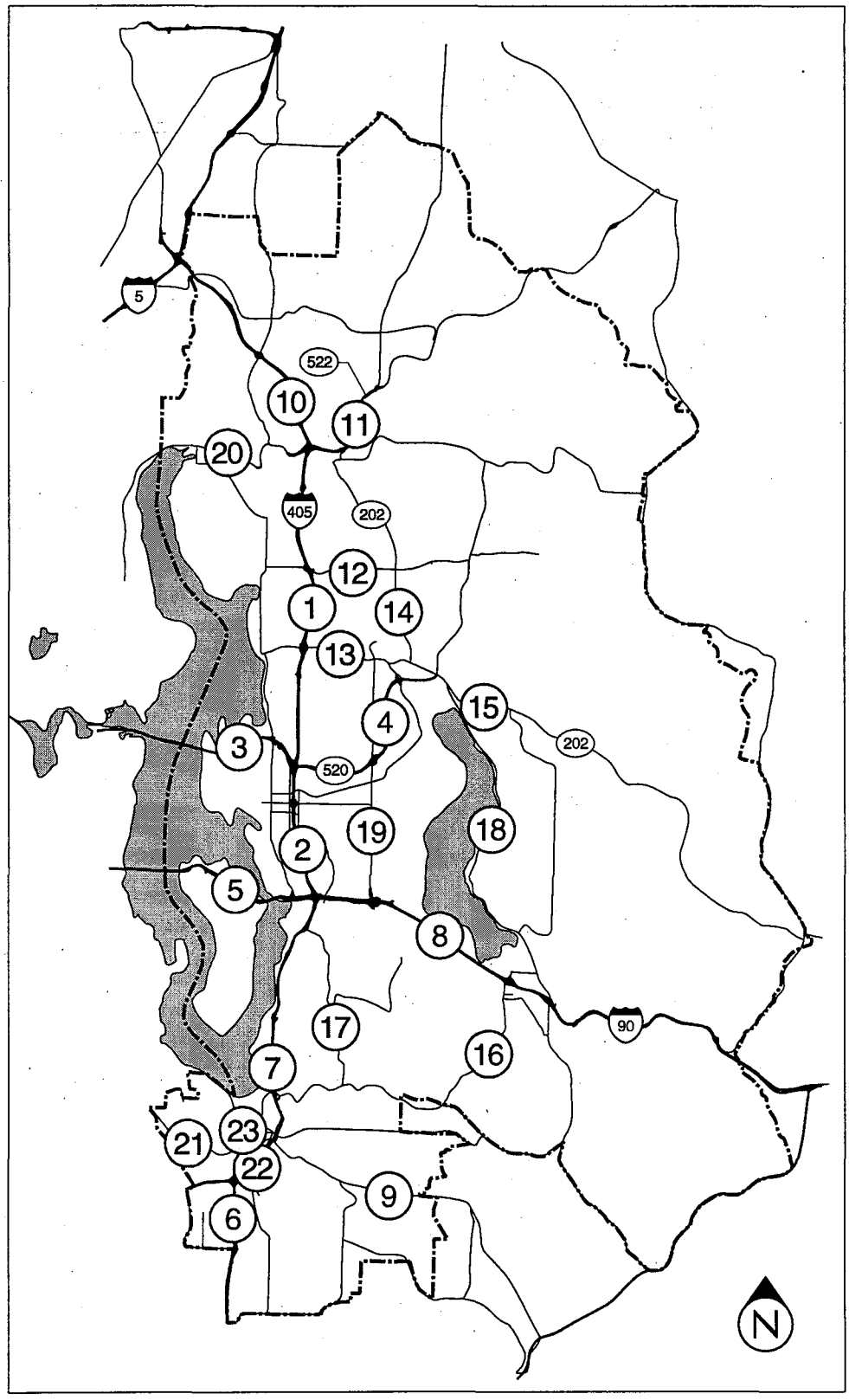
Table 6-3. Recommended Facilities to Monitor

No.	Segment	From	To	Comments
1	I-405	SR 520	Totem Lake	CMS Segment #11
2	I-405	112th Ave. SE	SE 8th St.	CMS Segment #13
3	SR 520	Evergreen Point	I-405	CMS Segment #5
4	SR 520	NE 51st St.	SR 202	CMS Segment #12
5	I-90	Rainier Ave. S	I-405	CMS Segment #6
6	SR 167	I-405	SR 516	CMS Segment #15
7	I-405	SR 181	N. 44th St.	CMS segment #14
8	I-90	Eastgate	SR 900	KC Critical Link
9	SR 169	140th Ave. SE	SR 516	KC Critical Link #13
10	I-405	SR-522	I-5	
11	SR 522	I-405	SR 9	
12	NE 124th St.	I-405	Willows Rd	KC Critical Link #3
13	NE 85th St.	I-405	148th Ave. NE	
14	SR 202	NE 124th	SR 522	
15	SR 202	SR 520	Sahalee Dr.	KC Critical Link #5
16	SR 900	I-90	May Valley Rd.	KC Critical Link #9
17	Coal Cr. Pkwy	I-405	SR 900	KC Critical Link #11
18	E. Lake Sammamish Pkwy	I-90	SR 202	KC Critical Link #6,7
19	148th Ave. NE	SR 520	I-90	
20	SR 522	SR 527	68th Ave. NE	
21	SR 900	SR 167	I-5	
22	SR 515	I-405	SR 900 (S 3rd St.)	
23	SR 167	I-405	Airport Way	

Note:

1. Comments in table refer to the PSRC's Congestion Management System (CMS) and King County's (KC) Transportation Concurrency Management Program.

Figure 6-1. Recommended Facilities to Monitor
(Facility numbers refer to Table 6-3.)



Glossary of Terms

Average Vehicle Occupancy: The average number of persons in a vehicle.

Capacity: The maximum number of vehicles or persons per hour that can be reasonably expected to traverse a point or a segment of roadway.

Capacity-related Projects: Projects which add vehicular and/or person capacity to the transportation system. Examples include roadway transit facility expansions, new facilities, and selected traffic management or safety improvements.

Commute Trip Reduction (CTR) Act: State legislation adopted in 1991, which requires employers with 100 or more employees at a site who begin work between 6 and 9 am, and are located in counties with populations over 150,000 to implement methods of reducing single occupancy vehicle commute trips made by employees. CTR has established commute trip reduction goals of 20 percent by 1997, 25 percent by 1999, and 35 percent by 2005.

Development Impact Mitigations: Measures taken to reduce adverse impacts resulting from a development project. These measures are implemented under the land use permitting process established by local agencies.

Environmental Mitigation Measures: Measures taken to reduce adverse impacts on the environment, which are usually implemented under the State Environmental Policy Act (SEPA).

Growth Management Act (GMA): State legislation passed in 1990, which requires every county, and the cities within the county to have a Comprehensive Plan if the county has:
a population of 50,000 or more and an increase of population of ten percent over a ten year period, or a population increase of more than 20 percent for a ten year period, regardless of current population. The comprehensive plans address such growth-related issues as land use, transportation, housing, economic development, and open space and recreation.

High Occupancy Vehicles (HOV): A vehicle, which typically carries two or more people, operating along a roadway system. The minimum number of vehicle occupants used to define an HOV depends on the congestion levels and capacity of the roadway system.

Intermodal Surface Transportation Efficiency Act (ISTEA): Federal legislation adopted in 1991, which declared the Interstate system complete and established a new role for the federal government in transportation policy. ISTEA supports local decision-making about transportation service to communities, and encourages local planning that promotes transportation's contribution to protecting the environment, making jobs and housing more accessible and providing more transportation choices. The legislation expired in 1997, and Congress is considering several long-term reauthorization bills.

Jurisdiction: A municipal government agency such as a city or county.

Level of Service (LOS): A qualitative indicator of congestion on a transportation facility.

Major Arterial: A street classification which serves primarily long trips, connecting to freeways, and important activity centers. Free-flow speeds typically range between 35 and 45 mph.

Major Investment Study (MIS): An analytic planning tool which addresses subarea or corridor transportation issues through comprehensive analysis. Specifically, a MIS defines the nature of the transportation problem, develops alternatives to address those problems, assess the likely impacts of the alternatives and identifies the preferred approach to solving the problem.

Mode: A particular method of travel. Typically transportation modes include driving alone (single occupancy vehicle), carpooling (high occupancy vehicle), walking, biking or riding transit.

Mode Split: The percentage of persons using different travel modes typically described for autos, transit and non-motorized modes.

Non-motorized: Modes which do not involve motor vehicles, typically pedestrians, bicycles, and/or equestrian.

Puget Sound Regional Council (PSRC): An association of cities, ports and state agencies that serves as a forum for developing policies and making decisions about regional growth management, economic and transportation issues in the central Puget Sound region.

Single-Occupant Vehicle (SOV): A vehicle with only one occupant (i.e., the driver).

State Environmental Policy Act (SEPA): State legislation passed in 1974, which establishes an environmental review process for all development projects, and major planning studies, prior to taking any action on these projects. SEPA permits early coordination to identify and mitigate any significant issues or impacts which may result from a project or study.

Sound Move: The Regional Transit Authority's (RTA) ten year (1996-2006) Regional Transit System Plan which will implement commuter rail, light rail, and regional express bus services, and HOV facility development in portions of Snohomish, King and Pierce Counties.

Transportation Demand Management (TDM): Institutional and operational methods to reduce travel demand on the transportation system. TDM strategies are usually implemented to support the use of HOVs, and typically include carpool, vanpool, and public transit programs.

Transportation System Management (TSM): The application of construction, operational, and regulatory or legislative actions to provide the most cost-effective use of existing transportation facilities.

Transportation Improvement Board (TIB): A Washington State agency governed by a board whose members include city and county officials, in addition to state and other transportation representatives. The TIB administers grant programs for transportation and transit improvements.

Vehicle Volumes: Then number of vehicles on a roadway over a given period of time.

Volume Capacity (V/C): The ratio of vehicle volumes to roadway capacity typically used as an indicator of roadway level of service.

Appendix A: Project Lists

Appendix A-1. High Priority Projects Sorted by Lead Agency, then by Functional Category

Proj. No.	Lead Agency*	Cost**	Name (Limits) / Description
Bellevue			
NM-02	Bellevue	$6.8	118 Ave SE (SE 8 St to Coal Crk Pkwy) / Construct ped/bike facilities
NM-03	Bellevue	$1.7	Lake Washington Blvd (I-405 to SE 60 St) / Construct new sidewalk on east side, new bike lanes on both sides
NM-05	Bellevue	$0.3	Lake Hills Connector (SE 8 St to Richards Rd) / Construct new ped/bike facility on south side
R-04	Bellevue	$1.7	Eastgate Wy/150 Ave SE (intersection) / Add EB RT lane, sidewalk and 2-way LT lane to match existing to the west
R-05	Bellevue	$37.0	SR 520 (Bel-Red Area) / Construct additional freeway access ramps between 124 and 148 Ave NE
R-06	Bellevue	$1.3	Eastgate Way (Richards Rd to 148 Ave NE) / Widen to 2/3 lanes + sidewalks where missing and bike lanes
R-08	Bellevue	$6.0	NE 29 Pl (148 Ave NE to NE 24 St) / Construct new 2-lane road with sidewalks and bike facilities
R-59	Bellevue	$0.2	SE 36 St/142 Ave SE (intersection) / New signal with revised channelization
T-04	Bellevue	TBD	Bellevue Multimodal Center (Estimated cost range $20-40 million; $40.4 million used in summary tables)
Bothell			
NM-07	Bothell	$0.4	North Creek Trail Link (240 St SE to 232 St SE) / New Class I bike/ped trail
R-11	Bothell	$10.0	SR 524 (SR 527 to Bothell City Limit) / Widen to 5 lanes + CGS, bike facilities (class III)
R-12	Bothell	$2.3	SR 522/527/Main St Intersection improvements
R-13	Bothell	$1.4	Beardslee Blvd (Main St to I-405) / Widen to 4/5 lanes+CGS
R-16	Bothell	$1.9	120 Ave NE (NE 195 St to 240 St SE) / Widen to 4/5 lanes + CGS, bike lanes
R-56	Bothell	$9.5	39 Ave SE (240 St SE to 228 St SE) / Construct new 5 lanes with bicycle facilities
R-57	Bothell	$4.8	228 St SE (I-405 to 39 Ave SE) / Widen to 3 lanes + bike lanes
Issaquah			
R-17	Issaquah	$14.3	I-90/SR 900 Interchange / reconfiguration
R-18	Issaquah	$16.8	Issaquah bypass (Iss.-Hobart Rd to I-90) / Construct new 4/5 lanes with separated ped/bike trail
R-19	Issaquah	$41.0	I-90/Sunset Way Interchange / Complete interchange and upgrade nonmotorized connections
R-20	Issaquah	$3.5	Newport Way (10th Ave to Sunset Way) / Widen to 4/5 lanes including bike facilities

* Projects with multiple lead agencies listed as "Joint"
** 1997 Dollars, Millions

Appendix A-1. High Priority Projects Sorted by Lead Agency, then by Functional Category

Proj. No.	Lead Agency*	Cost**	Name (Limits) / Description
T-09	Issaquah	$2.5	Issaquah P&R / Expand 200 Stalls
Jointly Led Projects			
HOV-01	Joint:Bellevue/ RTA	$95.8	I-405 at NE 4th/6th/8th (Bellevue) / Construct new HOV direct access at NE 6th, Improve arterial capacity at NE 4th/8th interchanges
NM-09	Joint: Bellevue/ Kirkland	$7.4	Burlington Northern alignment (Totem Lake to SE 8 St) / Construct a 10'-wide pedestrian/ bike path along BNSF right of way
T-01	Joint: Cities	TBD	Eastside Centers Transit Access / Transit access improvements not covered by RTA
NM-04	Joint: KCDOT/ Bellevue/	$7.2	W Lk Sammamish Pkwy (I-90 to Bel-Red Rd) / New ped/bike facilities as defined by study
R-42	Joint: KCDOT/ Issaquah	$37.9	Sammamish Plateau Access Road (I-90 to Iss.-Pine Lake Rd) / Prepare EIS, construct new 5-lane arterial w/CGS, bike lanes
HOV-05	Joint: Kirkland / Redmond	$7.9	NE 85 Street Corridor (I-405 to Willows Rd) Conduct a corridor study
R-51	Joint: SC/ Woodinville	$3.0	Woodinville-Snohomish Rd/140 Ave NE (NE 175 St to SR 522) / Widen to 4/5 lanes + CGS, bike lanes
King County			
HOV-15	KCDOT	$1.2	E Lk Samm Pkwy (Iss-Fall City Rd to I-90 on ramp) / Widen to 4/5 lanes + HOV lanes
NM-21	KCDOT	$0.9	I-90 Sunrise Trail (W Lk Samm Pkwy to Newport Pedestrian Overpass) / Re design and refurbish for Mountains to Sound
NM-22	KC Parks	$9.0	East Sammamish Trail (SR 520 to Gilman Blvd) / Construct 9.0-mile multi-purpose trail along BNSF alignment
R-39	KCDOT	$33.5	140 Ave SE (SR 169 to SE 208 St) / Widen to 5 lanes SR 169 to SE 196 St, widen for turn channels 196th to 208th, + CGS, bike lanes, signals, bridge
R-40	KCDOT	$1.8	Juanita-Woodinville Way (NE 145 St to 112th Ave NE) / Widen to 5 lanes + CGS, walkway/pathway
R-44	KCDOT	$17.5	228 Ave SE (Issaquah Pine Lake Rd to NE 8 St) / Widen to 4/5 lanes + CGS, bike lanes
R-48	KCDOT	$7.1	Avondale Rd (Tolt Pipeline to Woodinville-Duvall Rd) / Widen to 3 lanes + walkway/pathway, construct bridge, traffic signal
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services
T-23	KCDOT	$4.5	Grand Ridge P&R / Construct new lot, 200 to 400 spaces on Sammamish Plateau
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)

* Projects with multiple lead agencies listed as "Joint"
** 1997 Dollars, Millions

Appendix A-1. High Priority Projects Sorted by Lead Agency, then by Functional Category

Proj. No.	Lead Agency*	Cost**	Name (Limits) / Description
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers'
T-08	KCDOT	$19.5	Bothell Transit Center
NM-23	KCDOT	$3.5	Soos Creek Trail (Cedar River Trail to SE 176 St) / Construct multi-use trail
R-41	KCDOT	$6.4	East Lake Sammamish Pkwy (Issaquah-Fall City Rd to SE 56 St) / Widen 4/5 lanes including bike facilities, interconnect traffic signals
R-45	KCDOT	$8.6	Issaquah-Fall City Rd (Issaquah-Pine Lake Rd to Klahanie Dr) / Widen to 4/5 lanes + CGS, bike lanes, pathway
R-46	KCDOT/ Kent	$14.1	SE 212 Wy/SE 208 St (SR 167 to Benson Rd/SR 515) / Widen to 6 lanes + bike facilities, HOV preferential treatment/operating improvements
R-47	KCDOT	$6.8	NE 124 St (Willows Rd to SR 202) / Widen to 4/5 lanes + CGS, bike facilities; traffic signal
R-49	KCDOT	$19.0	Willows Rd Extension (NE 124 St to NE 145 St) / Study feasibility of new 4-lane arterial w/bike lane (cost includes construction estimate)
R-50	KCDOT	$1.1	Issaquah-Fall City Rd (Klahanie Dr to 272nd Pl SE) / Widen for left turn lanes at key locations
R-52	KCDOT	$8.9	Woodinville-Duvall Rd (NE 171st St to Avondale Rd) / Widen to 5 lanes + shoulders
T-05	KCDOT	$11.7	Eastgate P&R / Expand 300 Stalls
T-12	KCDOT	$13.3	Totem Lake Area P&R / Expand Park & Ride capacity in the Totem Lake Area
T-16	KCDOT	$2.3	Redmond Transit Center
Kirkland			
HOV-03	Kirkland	$2.9	NE 132 St (100 Ave NE to 116 Way NE) / Widen to 3 lanes + CGS, Bike lane; Study HOV treatment if I-405 HOV direct access at 132nd
NM-08	Kirkland	$1.3	NE 128 St (117 Ave NE to Totem Lk Blvd) / Construct pedestrian overpass across I-405
NM-10	Kirkland	$1.7	116 Ave NE (NE 67 St to NE 40 St) / Widen for pedestrian, bike, and horse facilities
R-21	Kirkland	$1.7	NE 120 St (Slater Ave to 124 Ave NE) / Construct new 3-lane roadway with ped/bike facilities
R-22	Kirkland	$2.2	Slater Ave NE (124 Ave NE to NE 124 St) / Widen to 3 lanes with ped/bike facilities
R-23	Kirkland	$4.8	124 Ave NE (NE 85 St to Slater Rd NE) / Widen to 3 lanes with ped/bike facilities
Mercer Island			
NM-11	Mercer Island	$0.8	Island Crest Wy (I-90 to 86 Ave SE) / Widen 4 lanes for pedestrian/bike enhancements

* Projects with multiple lead agencies listed as "Joint"
** 1997 Dollars, Millions

Appendix A-1: High Priority Projects Sorted by Lead Agency, then by Functional Category

Proj. No.	Lead Agency*	Cost**	Name (Limits) / Description
NM-12	Mercer Island	$0.6	Mercer Island Loop / Various shoulder widening improvements
NM-13	Mercer Island	$0.7	80 Ave SE (SE 28 St to SE 32 St) / CBD pedestrian enhancements
Newcastle			
NM-14	Newcastle	$0.7	Lake Washington Blvd/112 Ave SE (SE 60 St to May Creek interchange [NE 44 St]) / Widen/pave shoulder for ped/bike
R-24	Newcastle	$38.3	Coal Creek Pkwy (SE 72 St to Renton City Limits) / Widen to 4/5 lanes + CGS, bike lanes, traffic signals
Redmond			
HOV-06	Redmond	$1.6	Avondale Rd (SR 202 to Avondale Way) / Construct SB HOV lane (total of 6/7 lanes including bike facilities)
R-26	Redmond	$8.7	NE 90 St (Willows Rd to SR 202) / Construct new 4/5 lanes + bike facilities
R-27	Redmond	$8.6	Union Hill Rd (Avondale Rd to 196 Ave NE) / Widen to 4/5 lanes with bike facilities
R-28	Redmond	$7.9	West Lake Sammamish Parkway (Leary Way to Bel-Red Rd) / Widen to 4/5 lanes + CGS, bike lanes
R-58	Redmond	$12.0	SR 202 / 160 Ave NE (NE 85 St to NE 124 St) / widen/construct to 4/5 lanes
Renton			
HOV-07	Renton	$39.5	NE 44 St /I-405 Interchange/ HOV direct access and arterial improvements; widen/lengthen overpass, signalize ramps; complete bike/ped corridors
HOV-08	Renton	$2.7	SW 43 St (SR 167 to 140 Ave SE) / HOV/Transit preferential treatment and operational improvements, sidewalks
HOV-09	Renton	$2.2	Logan Ave N / N 6 St (S 3 St to Park Dr) / HOV improvements, sidewalks
HOV-10	Renton	$2.6	SR 169 (I-405 Interchange vicinity and 140 Pl SE vicinity) / HOV and transit priority improvements
HOV-11	Renton	$1.2	Park Dr-Sunset Blvd (Garden Ave to Duvall Ave NE) / HOV lane (Garden Ave to I-405), Construct HOV queue jumps/bypass lanes
HOV-13	Renton	$10.1	SW 27 St / SR 167 (Oakesdale Ave to SR 167) / Construct HOV lanes on SW 27 St and new HOV-only interchange at SR 167
NM-15	Renton	$0.3	Cedar River-Lake Washington Connector (Cedar River Trail to Lake Washington Loop) / Construct bike lanes and/or establish bike route
NM-16	Renton	$0.8	Burnett Street Promenade (Cedar River to S 7 St) / Construct ped/bike facility
NM-17	Renton	$0.3	Cedar River Trail South Extension (I-405 to Burnett Ave) / Construct bike lanes and/or establish bike route
NM-18	Renton	$0.3	Sunset Bypass Route (Aberdeen Ave to E City Limit) / Construct bike lanes and/or establish bike route
NM-19	Renton	$2.0	Lake Washington Loop (Garden Ave to Rainier Ave/N City Limit) / Construct bike lanes and river crossing; Improve ped facilities

* Projects with multiple lead agencies listed as "Joint"
** 1997 Dollars, Millions

Appendix A-1. High Priority Projects Sorted by Lead Agency, then by Functional Category

Proj. No.	Lead Agency*	Cost**	Name (Limits) / Description
NM-20	Renton	$0.2	Renton-Interurban Connector (Monster Rd/ Oakesdale Ave to Interurban Trail-Tukwila) / Construct bike/ped connections to Interurban Trail
R-30	Renton	$10.9	SR 900/Bronson Wy (S 2 St to Sunset Blvd) / Widen roadway and bridge between Mill Av and Park Av to 5 lanes
R-31	Renton	$2.6	Duvall Ave NE (NE 4 St to NE 25 Ct (City Limit)) / Widen to 5 lanes + CGS, bikeway
R-32	Renton	$16.3	S 2 St (Rainier Ave to Main Ave S) / Widen to 5 lanes + CGS and convert existing 1-way street to 2-way operation
R-33	Renton	$15.0	Rainier Ave / Grady Wy (intersection) / Grade separate
R-34	Renton	$18.5	N 4 St (Logan Ave to Sunset Blvd) / Widen to 5 or 7 lanes + CGS and convert existing 1-way street to a 2-way boulevard
R-35	Renton	$15.2	Oakesdale Ave SW (Monster Rd to SR 900) / Replace Monster Rd Bridge and Widen to 3 lanes + CGS
R-36	Renton	$7.0	Oakesdale Ave SW (SW 31st to SW 16th) / Construct new 5 lane roadway with CGS
R-37	Renton	$0.3	SW Grady Wy (SR 167 to SR 515) / Rechannelize and modify signals for a continuous eastbound lane
T-20	Renton	$1.0	New P&R Lot-Renton East Highlands (Near intersection of SR 900 and Duvall Ave) / Construct new lot, 100 to 200 spaces
T-24	Renton	$1.5	New P&R Lot-Soos Creek (Carr Rd/SW 43rd St Corridor) / Construct new lot, 100 to 200 spaces
RTA			
HOV-02	RTA	$26.3	I-90 (Eastgate) / New I-90 HOV direct access connection to P&R
HOV-04	RTA	$86.4	I-405 (Kirkland) / New I-405 HOV direct access at one or more locations (NE 70th, 85th, 124th, 132nd), with a pedestrian overcrossing of I-405 at
HOV-12	RTA	$76.1	I-405 (Lind Ave to Park Dr) / HOV direct access improvements
T-02	RTA	$3.2	Eastside Small Cities Transit Access
T-06	RTA	$5.3	Canyon Park (Vicinity of I-405/SR 527 interchange) / New Flyer Stops
T-07	RTA	$5.3	I-405 North Creek Freeway Flyer Stop / Branch Campus Access
T-10	RTA	$10.6	Issaquah Transit Center
T-13	RTA	$10.6	Kirkland Transit Center
T-14	RTA	$26.5	Mercer Island Transit Center (Including modifications to I-90 Center Roadway)
T-15	RTA	$5.3	Newcastle Transit Center

* Projects with multiple lead agencies listed as "Joint"
** 1997 Dollars, Millions

Appendix A-1. High Priority Projects Sorted by Lead Agency, then by Functional Category

Proj. No.	Lead Agency*	Cost**	Name (Limits) / Description
T-18	RTA	$6.4	Overlake Transit Center / Park & Ride
T-21	RTA	$5.3	Unincorporated King County Transit Access
Snohomish County			
R-10	SC	$16.0	SR 524 (24 St SW to SR 527) / Widen to 4/5 lanes including sidewalks, bike lanes
R-15	SC	$9.3	228 St SW/SE (Locust Way to 9 Ave SE) / Widen to 3 lanes + sidewalks, bike lanes
Woodinville			
R-53	Woodinville	$6.6	SR 522 (Woodinville) / Access improvements -- Construct new freeway ramps
R-54	Woodinville	$1.6	Woodinville-Redmond Rd (SR 202) (NE145 St to NE 175 St) / Widen to 3 lanes
WSDOT			
S-01	WSDOT	$2.0	I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study
S-02	WSDOT	$2.8	Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study
HOV-14	WSDOT	$30.6	I-405 (I-5 Swamp Creek to SR 527) / Construct NB and SB HOV lanes total 6 lanes
R-14	WSDOT	$5.0	SR 522 Branch Campus Access / Frontage access road from SR 522 into campus
R-25	WSDOT	$37.0	SR 202 (East Lake Sammamish Pkwy to Sahalee Way) / Widen to 4/5 lanes
R-29	WSDOT	$41.1	SR 520/SR 202 Interchange / Complete interchange by constructing a new ramp and thru lane on 202 to 76th
R-38	WSDOT	$124.3	SR 522 (SR 9 to SR 2) / Widen to 4 lanes
R-43	WSDOT	$7.0	SR 202 / 140 Pl NE (NE 124 St to NE 175 St) / Widen 4/5 lanes
R-55	WSDOT	$6.0	I-405/SR 167 Interchange / Construct new southbound I-405-to-southbound SR 167 flyover ramp
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program

* Projects with multiple lead agencies listed as "Joint"
** 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
Legislative District 1				
S-01	**WSDOT**	**$2.0**	**I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study**	1998
S-02	**WSDOT**	**$2.8**	**Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study**	1998
R-12	Bothell	$2.3	SR 522/527/Main St Intersection improvements	1998
R-13	Bothell	$1.4	Beardslee Blvd (Main St to I-405) / Widen to 4/5 lanes+CGS	2003
R-16	Bothell	$1.9	120 Ave NE (NE 195 St to 240 St SE) / Widen to 4/5 lanes + CGS, bike lanes	2001
T-01	Cities	TBD	Eastside Centers Transit Access / Transit access improvements not covered by RTA	2003
R-40	KCDOT	$1.8	Juanita-Woodinville Way (NE 145 St to 112th Ave NE) / Widen to 5 lanes + CGS, walkway/pathway	2000
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services	1998
T-08	KCDOT	$19.5	Bothell Transit Center	2005
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)	2000
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals	2000
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)	2000
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers' properties	2000
HOV-03	Kirkland	$2.9	NE 132 St (100 Ave NE to 116 Way NE) / Widen to 3 lanes + CGS, Bike lane; Study HOV treatment if I-405 HOV direct access at 132nd	2010
T-02	RTA	$3.2	Eastside Small Cities Transit Access	2005

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
T-07	RTA	$5.3	I-405 North Creek Freeway Flyer Stop / Branch Campus Access	2005
T-21	RTA	$5.3	Unincorporated King County Transit Access	2005
R-10	SC	$16.0	SR 524 (24 St SW to SR 527) / Widen to 4/5 lanes including sidewalks, bike lanes	2003
R-15	SC	$9.3	228 St SW/SE (Locust Way to 9 Ave SE) / Widen to 3 lanes + sidewalks, bike lanes	1999
R-53	Woodinville	$6.6	SR 522 (Woodinville) / Access improvements -- Construct new freeway ramps	2003
R-54	Woodinville	$1.6	Woodinville-Redmond Rd (SR 202) (NE145 St to NE 175 St) / Widen to 3 lanes	2002
HOV-14	WSDOT	$30.6	I-405 (I-5 Swamp Creek to SR 527) / Construct NB and SB HOV lanes total 6 lanes	2003
R-14	WSDOT	$5.0	SR 522 Branch Campus Access / Frontage access road from SR 522 into campus	2005
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program	2000
Legislative District 5				
S-01	**WSDOT**	**$2.0**	**I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study**	1998
S-02	**WSDOT**	**$2.8**	**Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study**	1998
T-01	Cities	TBD	Eastside Centers Transit Access / Transit access improvements not covered by RTA	2003
R-17	Issaquah	$14.3	I-90/SR 900 Interchange / reconfiguration	2000
R-18	Issaquah	$16.8	Issaquah bypass (Iss.-Hobart Rd to I-90) / Construct new 4/5 lanes with separated ped/bike trail	1998
R-19	Issaquah	$41.0	I-90/Sunset Way Interchange / Complete interchange and upgrade nonmotorized connections	1998

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
R-20	Issaquah	$3.5	Newport Way (10th Ave to Sunset Way) / Widen to 4/5 lanes including bike facilities	1998
T-09	Issaquah	$2.5	Issaquah P&R / Expand 200 Stalls	1999
R-42	Joint: KCDOT/ Issaquah	$37.9	Sammamish Plateau Access Road (I-90 to Iss.-Pine Lake Rd) / Prepare EIS, construct new 5-lane arterial w/CGS, bike lanes	2000
NM-22	KC Parks	$9.0	East Sammamish Trail (SR 520 to Gilman Blvd) / Construct 9.0-mile multi-purpose trail along BNSF alignment	2002
HOV-15	KCDOT	$1.2	E Lk Samm Pkwy (Iss-Fall City Rd to I-90 on ramp) / Widen to 4/5 lanes + HOV lanes	1999
NM-23	KCDOT	$3.5	Soos Creek Trail (Cedar River Trail to SE 176 St) / Construct multi-use trail	2010
R-39	KCDOT	$33.5	140 Ave SE (SR 169 to SE 208 St) / Widen to 5 lanes SR 169 to SE 196 St, widen for turn channels 196th to 208th, + CGS, bike lanes, signals, bridge	2003
R-41	KCDOT	$6.4	East Lake Sammamish Pkwy (Issaquah-Fall City Rd to SE 56 St) / Widen 4/5 lanes including bike facilities, interconnect traffic signals	2010
R-44	KCDOT	$17.5	228 Ave SE (Issaquah Pine Lake Rd to NE 8 St) / Widen to 4/5 lanes + CGS, bike lanes	2002
R-45	KCDOT	$8.6	Issaquah-Fall City Rd (Issaquah-Pine Lake Rd to Klahanie Dr) / Widen to 4/5 lanes + CGS, bike lanes, pathway	2010
R-50	KCDOT	$1.1	Issaquah-Fall City Rd (Klahanie Dr to 272nd Pl SE) / Widen for left turn lanes at key locations	2010
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services	1998
T-23	KCDOT	$4.5	Grand Ridge P&R / Construct new lot, 200 to 400 spaces on Sammamish Plateau	2001
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)	2000
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals	2000

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)	2000
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers' properties	2000
HOV-08	Renton	$2.7	SW 43 St (SR 167 to 140 Ave SE) / HOV/Transit preferential treatment and operational improvements, sidewalks	2005
HOV-10	Renton	$2.6	SR 169 (I-405 Interchange vicinity and 140 Pl SE vicinity) / HOV and transit priority improvements	1999
T-02	RTA	$3.2	Eastside Small Cities Transit Access	2005
T-10	RTA	$10.6	Issaquah Transit Center	2001
T-21	RTA	$5.3	Unincorporated King County Transit Access	2005
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program	2000
Legislative District 11				
S-01	**WSDOT**	**$2.0**	**I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study**	1998
S-02	**WSDOT**	**$2.8**	**Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study**	1998
T-01	Cities	TBD	Eastside Centers Transit Access / Transit access improvements not covered by RTA	2003
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services	1998
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)	2000
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals	2000
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)	2000

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers' properties	2000
HOV-09	Renton	$2.2	Logan Ave N / N 6 St (S 3 St to Park Dr) / HOV improvements, sidewalks	2003
NM-15	Renton	$0.3	Cedar River-Lake Washington Connector (Cedar River Trail to Lake Washington Loop) / Construct bike lanes and/or establish bike route	2003
NM-16	Renton	$0.8	Burnett Street Promenade (Cedar River to S 7 St) / Construct ped/bike facility	2002
NM-17	Renton	$0.3	Cedar River Trail South Extension (I-405 to Burnett Ave) / Construct bike lanes and/or establish bike route	2003
NM-19	Renton	$2.0	Lake Washington Loop (Garden Ave to Rainier Ave/N City Limit) / Construct bike lanes and river crossing; Improve ped facilities	2002
R-30	Renton	$10.9	SR 900/Bronson Wy (S 2 St to Sunset Blvd) / Widen roadway and bridge between Mill Av and Park Av to 5 lanes	2005
R-32	Renton	$16.3	S 2 St (Rainier Ave to Main Ave S) / Widen to 5 lanes + CGS and convert existing 1-way street to 2-way operation	2010
R-34	Renton	$18.5	N 4 St (Logan Ave to Sunset Blvd) / Widen to 5 or 7 lanes + CGS and convert existing 1-way street to a 2-way boulevard	2010
R-35	Renton	$15.2	Oakesdale Ave SW (Monster Rd to SR 900) / Replace Monster Rd Bridge and Widen to 3 lanes + CGS	2002
R-37	Renton	$0.3	SW Grady Wy (SR 167 to SR 515) / Rechannelize and modify signals for a continuous eastbound lane	2000
HOV-12	RTA	$76.1	I-405 (Lind Ave to Park Dr) / HOV direct access improvements	2004
T-02	RTA	$3.2	Eastside Small Cities Transit Access	2005
T-21	RTA	$5.3	Unincorporated King County Transit Access	2005
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program	2000

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
Legislative District 33				
S-01	**WSDOT**	**$2.0**	**I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study**	1998
S-02	**WSDOT**	**$2.8**	**Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study**	1998
T-01	Cities	TBD	Eastside Centers Transit Access / Transit access improvements not covered by RTA	2003
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services	1998
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)	2000
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals	2000
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)	2000
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers' properties	2000
HOV-13	Renton	$10.1	SW 27 St / SR 167 (Oakesdale Ave to SR 167) / Construct HOV lanes on SW 27 St and new HOV-only interchange at SR 167	2002
NM-20	Renton	$0.2	Renton-Interurban Connector (Monster Rd/ Oakesdale Ave to Interurban Trail-Tukwila) / Construct bike/ped connections to Interurban Trail	1999
R-33	Renton	$15.0	Rainier Ave / Grady Wy (intersection) / Grade separate	2001
R-36	Renton	$7.0	Oakesdale Ave SW (SW 31st to SW 16th) / Construct new 5 lane roadway with CGS	1998
R-37	Renton	$0.3	SW Grady Wy (SR 167 to SR 515) / Rechannelize and modify signals for a continuous eastbound lane	2000
HOV-12	RTA	$76.1	I-405 (Lind Ave to Park Dr) / HOV direct access improvements	2004
T-02	RTA	$3.2	Eastside Small Cities Transit Access	2005

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
T-21	RTA	$5.3	Unincorporated King County Transit Access	2005
R-55	WSDOT	$6.0	I-405/SR 167 Interchange / Construct new southbound I-405-to-southbound SR 167 flyover ramp	2003
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program	2000
Legislative District 41				
S-01	**WSDOT**	**$2.0**	**I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study**	1998
S-02	**WSDOT**	**$2.8**	**Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study**	1998
	Bellevue/ Redmond		**Bel-Red/Overlake Transportation Study (BROTS)**	1998
HOV-01	Joint:Bellevue/ RTA	$95.8	I-405 at NE 4th/6th/8th (Bellevue) / Construct new HOV direct access at NE 6th, Improve arterial capacity at NE 4th/8th interchanges	2001
NM-02	Bellevue	$6.8	118 Ave SE (SE 8 St to Coal Crk Pkwy) / Construct ped/bike facilities	1998
NM-03	Bellevue	$1.7	Lake Washington Blvd (I-405 to SE 60 St) / Construct new sidewalk on east side, new bike lanes on both sides	2002
NM-05	Bellevue	$0.3	Lake Hills Connector (SE 8 St to Richards Rd) / Construct new ped/bike facility on south side	2003
R-06	Bellevue	$1.3	Eastgate Way (Richards Rd to 148 Ave NE) / Widen to 2/3 lanes + sidewalks where missing and bike lanes	2010
R-59	Bellevue	$0.2	SE 36 St/142 Ave SE (intersection) / New signal with revised channelization	2003
T-04	Bellevue	TBD	Bellevue Multimodal Center (Estimated cost range $20-40 million; $40.4 million used in summary tables)	2000
NM-09	Joint: Bellevue/ Kirkland	$7.4	Burlington Northern alignment (Totem Lake to SE 8 St) / Construct a 10'-wide pedestrian/ bike path along BNSF right of way	2004
T-01	Cities	TBD	Eastside Centers Transit Access / Transit access improvements not covered by RTA	2003

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services	1998
T-05	KCDOT	$11.7	Eastgate P&R / Expand 300 Stalls	2010
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)	2000
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals	2000
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)	2000
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers' properties	2000
NM-11	Mercer Island	$0.8	Island Crest Wy (I-90 to 86 Ave SE) / Widen 4 lanes for pedestrian/bike enhancements	2003
NM-12	Mercer Island	$0.6	Mercer Island Loop / Various shoulder widening improvements	2000
NM-13	Mercer Island	$0.7	80 Ave SE (SE 28 St to SE 32 St) / CBD pedestrian enhancements	1999
NM-14	Newcastle	$0.7	Lake Washington Blvd/112 Ave SE (SE 60 St to May Creek interchange [NE 44 St]) / Widen/pave shoulder for ped/bike	2003
R-24	Newcastle	$38.3	Coal Creek Pkwy (SE 72 St to Renton City Limits) / Widen to 4/5 lanes + CGS, bike lanes, traffic signals	2003
HOV-07	Renton	$39.5	NE 44 St /I-405 Interchange/ HOV direct access and arterial improvements; widen/lengthen overpass, signalize ramps; complete bike/ped corridors	1999
HOV-11	Renton	$1.2	Park Dr-Sunset Blvd (Garden Ave to Duvall Ave NE) / HOV lane (Garden Ave to I-405), Construct HOV queue jumps/bypass lanes	1998
NM-18	Renton	$0.3	Sunset Bypass Route (Aberdeen Ave to E City Limit) / Construct bike lanes and/or establish bike route	1999
R-31	Renton	$2.6	Duvall Ave NE (NE 4 St to NE 25 Ct (City Limit)) / Widen to 5 lanes + CGS, bikeway	2004

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
T-20	Renton	$1.0	New P&R Lot-Renton East Highlands (Near intersection of SR 900 and Duvall Ave) / Construct new lot, 100 to 200 spaces	2003
HOV-02	RTA	$26.3	I-90 (Eastgate) / New I-90 HOV direct access connection to P&R	2005
T-02	RTA	$3.2	Eastside Small Cities Transit Access	2005
T-14	RTA	$26.5	Mercer Island Transit Center (Including modifications to I-90 Center Roadway)	1998
T-15	RTA	$5.3	Newcastle Transit Center	2005
T-21	RTA	$5.3	Unincorporated King County Transit Access	2005
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program	2000
Legislative District 44				
S-01	**WSDOT**	**$2.0**	**I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study**	1998
S-02	**WSDOT**	**$2.8**	**Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study**	1998
NM-07	Bothell	$0.4	North Creek Trail Link (240 St SE to 232 St SE) / New Class I bike/ped trail	2000
R-11	Bothell	$10.0	SR 524 (SR 527 to Bothell City Limit) / Widen to 5 lanes + CGS, bike facilities (class III)	2008
R-16	Bothell	$1.9	120 Ave NE (NE 195 St to 240 St SE) / Widen to 4/5 lanes + CGS, bike lanes	2001
R-56	Bothell	$9.5	39 Ave SE (240 St SE to 228 St SE) / Construct new 5 lanes with bicycle facilities	2002
R-57	Bothell	$4.8	228 St SE (I-405 to 39 Ave SE) / Widen to 3 lanes + bike lanes	2002
T-01	Cities	TBD	Eastside Centers Transit Access / Transit access improvements not covered by RTA	2003

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services	1998
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)	2000
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals	2000
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)	2000
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers' properties	2000
T-02	RTA	$3.2	Eastside Small Cities Transit Access	2005
T-06	RTA	$5.3	Canyon Park (Vicinity of I-405/SR 527 interchange) / New Flyer Stops	2005
T-21	RTA	$5.3	Unincorporated King County Transit Access	2005
R-51	Joint: SC/ Woodinville	$3.0	Woodinville-Snohomish Rd/140 Ave NE (NE 175 St to SR 522) / Widen to 4/5 lanes + CGS, bike lanes	2002
HOV-14	WSDOT	$30.6	I-405 (I-5 Swamp Creek to SR 527) / Construct NB and SB HOV lanes total 6 lanes	2003
R-38	WSDOT	$124.3	SR 522 (SR 9 to SR 2) / Widen to 4 lanes	2000
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program	2000
Legislative District 45				
S-01	**WSDOT**	**$2.0**	**I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study**	1998
S-02	**WSDOT**	**$2.8**	**Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study**	1998
NM-09	Joint: Bellevue/ Kirkland	$7.4	Burlington Northern alignment (Totem Lake to SE 8 St) / Construct a 10'-wide pedestrian/ bike path along BNSF right of way	2004

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
T-01	Cities	TBD	Eastside Centers Transit Access / Transit access improvements not covered by RTA	2003
NM-22	KC Parks	$9.0	East Sammamish Trail (SR 520 to Gilman Blvd) / Construct 9.0-mile multi-purpose trail along BNSF alignment	2002
R-47	KCDOT	$6.8	NE 124 St (Willows Rd to SR 202) / Widen to 4/5 lanes + CGS, bike facilities; traffic signal	2010
R-48	KCDOT	$7.1	Avondale Rd (Tolt Pipeline to Woodinville-Duvall Rd) / Widen to 3 lanes + walkway/pathway, construct bridge, traffic signal	1998
R-49	KCDOT	$19.0	Willows Rd Extension (NE 124 St to NE 145 St) / Study feasibility of new 4-lane arterial w/bike lane (cost includes construction estimate)	2010
R-52	KCDOT	$8.9	Woodinville-Duvall Rd (NE 171st St to Avondale Rd) / Widen to 5 lanes + shoulders	2010
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services	1998
T-12	KCDOT	$13.3	Totem Lake Area P&R / Expand Park & Ride capacity in the Totem Lake Area	2010
T-16	KCDOT	$2.3	Redmond Transit Center	2010
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)	2000
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals	2000
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)	2000
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers' properties	2000
HOV-03	Kirkland	$2.9	NE 132 St (100 Ave NE to 116 Way NE) / Widen to 3 lanes + CGS, Bike lane; Study HOV treatment if I-405 HOV direct access at 132nd	2010
NM-08	Kirkland	$1.3	NE 128 St (117 Ave NE to Totem Lk Blvd) / Construct pedestrian overpass across I-405	2000

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
R-21	Kirkland	$1.7	NE 120 St (Slater Ave to 124 Ave NE) / Construct new 3-lane roadway with ped/bike facilities	2004
R-22	Kirkland	$2.2	Slater Ave NE (124 Ave NE to NE 124 St) / Widen to 3 lanes with ped/bike facilities	2004
R-23	Kirkland	$4.8	124 Ave NE (NE 85 St to Slater Rd NE) / Widen to 3 lanes with ped/bike facilities	2010
HOV-05	Joint: Kirkland / Redmond	$7.9	NE 85 Street Corridor (I-405 to Willows Rd) Conduct a corridor study	2010
HOV-06	Redmond	$1.6	Avondale Rd (SR 202 to Avondale Way) / Construct SB HOV lane (total of 6/7 lanes including bike facilities)	2010
R-26	Redmond	$8.7	NE 90 St (Willows Rd to SR 202) / Construct new 4/5 lanes + bike facilities	2001
R-27	Redmond	$8.6	Union Hill Rd (Avondale Rd to 196 Ave NE) / Widen to 4/5 lanes with bike facilities	2010
R-58	Redmond	$12.0	SR 202 / 160 Ave NE (NE 85 St to NE 124 St) / widen/construct to 4/5 lanes	2003
R-28	Redmond	$7.9	West Lake Sammamish Parkway (Leary Way to Bel-Red Rd) / Widen to 4/5 lanes + CGS, bike lanes	2001
HOV-04	RTA	$86.4	I-405 (Kirkland) / New I-405 HOV direct access at one or more locations (NE 70th, 85th, 124th, 132nd), with a pedestrian overcrossing of I-405 at NE 90th	2002
T-02	RTA	$3.2	Eastside Small Cities Transit Access	2005
T-13	RTA	$10.6	Kirkland Transit Center	2002
T-21	RTA	$5.3	Unincorporated King County Transit Access	2005
R-53	Woodinville	$6.6	SR 522 (Woodinville) / Access improvements -- Construct new freeway ramps	2003
R-51	Joint: SC/ Woodinville	$3.0	Woodinville-Snohomish Rd/140 Ave NE (NE 175 St to SR 522) / Widen to 4/5 lanes + CGS, bike lanes	2002

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
R-25	WSDOT	$37.0	SR 202 (East Lake Sammamish Pkwy to Sahalee Way) / Widen to 4/5 lanes	2010
R-29	WSDOT	$41.1	SR 520/SR 202 Interchange / Complete interchange by constructing a new ramp and thru lane on 202 to 76th	2010
R-43	WSDOT	$7.0	SR 202 / 140 Pl NE (NE 124 St to NE 175 St) / Widen 4/5 lanes	2010
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program	2000
Legislative District 47				
S-01	**WSDOT**	**$2.0**	**I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study**	1998
S-02	**WSDOT**	**$2.8**	**Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study**	1998
T-01	Cities	TBD	Eastside Centers Transit Access / Transit access improvements not covered by RTA	2003
NM-23	KCDOT	$3.5	Soos Creek Trail (Cedar River Trail to SE 176 St) / Construct multi-use trail	2010
R-39	KCDOT	$33.5	140 Ave SE (SR 169 to SE 208 St) / Widen to 5 lanes SR 169 to SE 196 St, widen for turn channels 196th to 208th, + CGS, bike lanes, signals, bridge	2003
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services	1998
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)	2000
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals	2000
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)	2000
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers' properties	2000
R-46	KCDOT/ Kent	$14.1	SE 212 Wy/SE 208 St (SR 167 to Benson Rd/SR 515) / Widen to 6 lanes + bike facilities, HOV preferential treatment/operating improvements	2010

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
HOV-08	Renton	$2.7	SW 43 St (SR 167 to 140 Ave SE) / HOV/Transit preferential treatment and operational improvements, sidewalks	2005
HOV-10	Renton	$2.6	SR 169 (I-405 Interchange vicinity and 140 Pl SE vicinity) / HOV and transit priority improvements	1999
NM-18	Renton	$0.3	Sunset Bypass Route (Aberdeen Ave to E City Limit) / Construct bike lanes and/or establish bike route	1999
T-24	Renton	$1.5	New P&R Lot-Soos Creek (Carr Rd/SW 43rd St Corridor) / Construct new lot, 100 to 200 spaces	2003
T-02	RTA	$3.2	Eastside Small Cities Transit Access	2005
T-21	RTA	$5.3	Unincorporated King County Transit Access	2005
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program	2000
Legislative District 48				
S-01	**WSDOT**	**$2.0**	**I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study**	1998
S-02	**WSDOT**	**$2.8**	**Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study**	1998
	Bellevue/ Redmond		**Bel-Red/Overlake Transportation Study (BROTS)**	1998
R-04	Bellevue	$1.7	Eastgate Wy/150 Ave SE (intersection) / Add EB RT lane, sidewalk and 2-way LT lane to match existing to the west	2010
R-05	Bellevue	$37.0	SR 520 (Bel-Red Area) / Construct additional freeway access ramps between 124 and 148 Ave NE	2001
R-08	Bellevue	$6.0	NE 29 Pl (148 Ave NE to NE 24 St) / Construct new 2-lane road with sidewalks and bike facilities	2001
NM-09	Joint: Bellevue/ Kirkland	$7.4	Burlington Northern alignment (Totem Lake to SE 8 St) / Construct a 10'-wide pedestrian/ bike path along BNSF right of way	2004
NM-04	Joint: KCDOT/ Bellevue/ Redmond	$7.2	W Lk Sammamish Pkwy (I-90 to Bel-Red Rd) / New ped/bike facilities as defined by study	2010

* 1997 Dollars, Millions

Appendix A-2. High Priority Projects by Legislative District

Proj. No.	Lead Agency	Total Cost*	Name (Limits) / Description	Projected Implementation Year
T-01	Cities	TBD	Eastside Centers Transit Access / Transit access improvements not covered by RTA	2003
T-03	KCDOT	$3.2	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services	1998
TDM-02	KCDOT	TBD	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)	2000
TDM-03	KCDOT	TBD	CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals	2000
TDM-04	KCDOT	TBD	Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)	2000
TDM-05	KCDOT	TBD	Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers' properties	2000
NM-21	KCDOT	$0.9	I-90 Sunrise Trail (W Lk Samm Pkwy to Newport Pedestrian Overpass) / Re-design and refurbish for Mountains to Sound	2000
NM-10	Kirkland	$1.7	116 Ave NE (NE 67 St to NE 40 St) / Widen for pedestrian, bike, and horse facilities	2000
HOV-05	Joint: Kirkland / Redmond	$7.9	NE 85 Street Corridor (I-405 to Willows Rd) Conduct a corridor study	2010
R-28	Redmond	$7.9	West Lake Sammamish Parkway (Leary Way to Bel-Red Rd) / Widen to 4/5 lanes + CGS, bike lanes	2001
T-02	RTA	$3.2	Eastside Small Cities Transit Access	2005
T-21	RTA	$5.3	Unincorporated King County Transit Access	2005
HOV-04	RTA	$86.4	I-405 (Kirkland) / New I-405 HOV direct access at one or more locations (NE 70th, 85th, 124th, 132nd), with a pedestrian overcrossing of I-405 at NE 90th	2002
T-18	RTA	$6.4	Overlake Transit Center / Park & Ride	2000
TDM-01	WSDOT	$1.5	I-405 "Core" Trip Reduction Program	2000

* 1997 Dollars, Millions

Appendix A-3. Other Key Projects

Project Number	Agency	Cost*	Name (Limits) / Description
Roadway Projects			
8.0	SC	$13.5	39 Ave SE (228 St SE to 180 St SE) / Widen to 2/3 lanes including bike facilities north of Maltby Rd
34.0	Bothell/ Woodinville	$3.2	E Riverside Dr (108 Ave NE to 131 Ave NE) / Widen to 2/3 lanes
40.0	Woodinville/ KCDOT	$5.7	124 Ave NE (NE 132 St to SR 202) / Widen to 3 lanes, + pathway, CGS
41.0	KCDOT	$1.4	NE 145 St (100 Ave NE to Juanita-Woodinville Way) / Add two-way Left Turn Lane; construct walkway/pathway
53.0	Bellevue/ WSDOT	$6.5	I-405/SE 8 St Interchange / reconfiguration
58.0	Kirkland/ KCDOT	$1.7	NE 132 St (116 Ave NE to 132 Ave NE) / Widen to 3 lanes + CGS, bike lanes
60.0	KCDOT	$3.4	132 Ave/Pl NE (NE 124 St to NE 132 St) / Widen to 4/5 lanes + CGS, bike lanes
61.0	Kirkland/ KCDOT	$1.9	NE 132 St Ext (132 Ave NE to Willows Rd Ext.) / Construct new 3 lane arterial with CGS, bike lanes
66.0	Kirkland/ Redmond	$2.2	132 Ave NE (NE 70 St to Slater Ave) / Widen to 3 lanes + bike lanes
95.0	KCDOT	$3.6	SE 27 St-- Duthie Hill Rd (272 PL SE St to SR 202) / Add hill climb lane, pave shoulder, provide left turn lane
99.0	Bellevue	$4.7	Northup Way (Bellevue Way to 116 Ave NE) / Widen to 3 lanes
111.0	KCDOT	$7.9	Newport Way (SE 42 Pl to 150 Ave SE) Widen to 3 lanes + CGS, bike lanes
113.0	Bellevue	$4.8	Forest Dr (Coal Creek Parkway to Lakemont Blvd) / Widen to 3 lanes + off-street ped/bike path
115.0	Newcastle/ KCDOT	$6.1	Newcastle Road/Lakemont Blvd (Coal Creek Parkway to 164 Wy SE) / Widen to 2/3 lanes including bike facilities
118.0	Issaquah	$10.9	SE 78 St/Bench Rd (SR 900 to Newport Way) / Construct new 2/3 lane roadway
124.0	Issaquah	$1.8	Sunset Way (Front St to Issaquah bypass) / Widen to 2/3 lanes
141.0	KCDOT	$27.3	Bear Crk Art (NE 80 St to Novelty Hill Rd) / Corridor study, construct new 3 lane arterial
142.0	KCDOT	$3.5	NE 133 St (Bear Creek Bridge to approx. 227th Ave NE) / Turn Channels; Improve sight distance; pave shoulders lanes
143.0	KCDOT	$5.6	Issaquah-Pine Lk Rd (228 Ave SE to Iss-Fall City Rd) / Widen to 2/3 lanes + CGS, bike lanes
144.1	KCDOT	$6.0	228 Ave SE (Issaquah Pine Lake Rd to Providence Pt Dr SE) / Widen for CGS, bike lanes, turn channels
146.0	KCDOT	$14.7	244 Ave SE (NE 8 St to SE 8 St) / Construct new 2/3 lane collector with CGS, bike lanes

* 1997 Dollars, Millions

Appendix A-3. Other Key Projects

Project Number	Agency	Cost*	Name (Limits) / Description
148.0	KCDOT	$4.3	NE 8 St (228th to 244 Ave NE / Widen for CGS, bike facilities, turn channels
149.0	KCDOT	$4.1	SE 8 St Ext (228th Ave SE to 244th Ave SE Ext.) / Add two-way left turn lane, CGS, bike lane
152.0	WSDOT	$18.2	SR 202 (Sahalee Wy to Bear Creek-Sammamish Arterial) / Widen to 4/5 lanes
155.2	KCDOT	$5.7	Union Hill Rd (196 Ave NE to 208 Ave NE) / Widen and realign roadway; pave shoulders
160.0	KCDOT	$7.4	Novelty Hill Rd (Avondale Rd to 244 Ave NE) / Widen to 3 lanes including bike facilities; pave shoulder; turn channels
163.0	Redmond/ KCDOT	$6.4	NE 116 St (SR 202 to Avondale Rd) / Widen to 2/3 lanes
164.0	KCDOT	$7.8	NE 124/128 St (SR 202 to Avondale Rd) / Widen to 4/5 lanes including bike & equestrian facilities
166.2	KCDOT	$7.7	Avondale Rd (NE 133 St to Tolt Pipeline)/ Widen to 3 lanes + bike facilities
201.0	Bellevue	$4.9	Newport Wy (129 Pl SE to Somerset Blvd) / Reconstruct with turn pockets, CGS, bike lanes, signalize
203.0	Bellevue	$2.0	148 Ave SE (SE 24 St to SE 28 St) / New SB lane from SE 24 St to the WB I-90 on-ramp
204.0	Bellevue	$1.2	SE 8 St (112 Ave SE to 118 Ave SE) / Reconstruct failing roadway and subgrade
205.0	Bellevue	$3.9	128 Ave SE (SE 3600 Block to SE 40 Ln) / Add SB lane from SE 3600 Block to SE 38 St, signalize SE 40 Ln intersection
211.0	KCDOT	$0.9	Sahalee Wy (NE 50 St to SR 202) / Widen to 4 lanes, pave shoulders
212.0	KCDOT	$4.2	Issaquah-Fall City Rd (Black Nugget Rd to Issaquah-Pine Lake Rd) / Realign/widen to 5 lanes plus CGS, bike lanes
214.0	Mercer Island	$1.1	SE 40 St (Island Crest Wy to Gallagher Hill Rd) / Widen to 3 lanes with bike facilities
221.0	Newcastle	$4.4	SE 68 St/SE 69 Wy (112 Ave SE to Coal Creek Parkway) / Widen to 3 lanes, CGS, bike lanes
222.0	Newcastle	$0.4	112 Ave SE (SE 64 St to SE 68 St) / Widen to 2/3 lanes with CGS + bike on west side
223.0	Newcastle	$5.4	116 Ave SE (SE 68 St to SE 88 St) / Widen to 3 lanes, CGS, bike lanes
235.0	Renton	$0.3	SR 900 (Sunset Blvd) - Anacortes Ave NE intersection / Realign and signalize
248.0	Redmond	$2.4	188 Ave NE (SR 202 to Union Hill Rd) / Construct new arterial
250.0	Kirkland	$3.8	NE 126 St/Totem Lk Wy (120 Ave NE to east of Totem Lake) / Construct new roadway with ped/bike facilities
254.0	Renton	$1.4	SW 16 St (Oakesdale Ave SW to Lind Ave SW) / Widen to 3 lanes + bike lanes, CGS

* 1997 Dollars, Millions

Appendix A-3. Other Key Projects

Project Number	Agency	Cost*	Name (Limits) / Description
255.0	Renton	$3.7	SR 167 at East Valley Road / New southbound off-ramp and signalization at East Valley Road
257.0	KCDOT	$3.5	236/238 Ave NE (SR 202 to NE 80 St) Widen to 2/3 lanes
262.0	KCDOT	$3.6	116 Ave SE (SE 176 St to SE 192 St) / Widen to 3/4 lanes + CGS, bike lanes, traffic signal
263.0	KCDOT	$7.8	SE 208 St (116 Ave SE to 132 Ave SE) / Widen to 4/5 lanes + CGS, bike lanes, traffic signal
264.0	KCDOT	$12.4	SE 192 St (Benson Rd to 140 Ave SE) / Widen to 3 lanes + CGS, signal upgrade, replace bridge
265.0	KCDOT	$5.5	Petrovitsky Rd (143 Ave SE to 151 Ave SE) / Widen to 5 lanes + CGS, bike lanes, traffic signal, interconnect
266.0	KCDOT	$2.3	Petrovitsky Rd (151 Ave SE to Petrovitsky Park) / Widen for turn channels, CGS, bike lanes
HOV Projects			
22.0	KCDOT	$5.7	68 Ave NE (Simonds Rd to SR 522) / Construct NB HOV lane total of 5/6 lanes
24.0	Kirkland/ KCDOT	$0.7	NE 116 St (98 Ave NE to I-405) / Construct EB HOV lanes (total 3/4 lanes)
57.2	Kirkland/ KCDOT	$3.8	NE 124 St (I-405 to Willows Rd) Construct WB HOV lane (total 5/6 lanes)
70.0	Redmond/ RTA	$2.6	Willows Rd (Redmond Wy to NE 124 St) / Widen 2/3 lanes + HOV queue bypass including bike facilities, sidewalks
73.0	Kirkland/ KCDOT	$0.7	Lake Washington Blvd (SR 520 to Lakeview Dr) / Widen 2/3 lanes + SB HOV lane, (total 3/4 lanes + bike)
77.0	Kirkland	$3.3	NE 68 St/NE 72 Pl (108 Ave NE to I-405)/ /Widen to 2/3 lanes + EB HOV lane total 3/4 lanes
92.0	WSDOT	$98.0	SR 520 (Evergreen Pt. to 108 Ave NE) / Construct EB HOV lanes total of 6 lanes
230.0	Renton	$2.6	NE 3 St/ NE 4 St (Sunset Blvd to Duvall Ave NE) Transit Improvements, including channelization and signal modifications
246.0	Bothell/ RTA/ Woodinville/	$11.6	SR 522 (Woodinville to Bothell) / HOV enhancements
Non-Motorized Projects			
213.0	Mercer Island	$0.4	East Mercer Way (I-90 to SE 43 St) / Widen roadway for pedestrian/bike facilities, improve drainage
215.0	Mercer Island	$0.7	West Mercer Wy (Merrimount to 5700 Block) / Maintenance overlay and pedestrian/bike enhancements
218.0	Mercer Island	$0.5	Island Crest Wy (SE 53 Pl to SE 68 St) / Widen to 2/3 lanes including pedestrian/bike enhancements
219.0	Mercer Island	$0.3	78 Ave SE (SE 34 St to SE 40 St) / Widen roadway for pedestrian/bike enhancements
220.0	Newcastle	$2.6	SE 88 St/88 Pl/89 Pl (116 Ave SE to Coal Creek Parkway) / Reconstruct with widened shoulders for ped/bike

* 1997 Dollars, Millions

Appendix A-3. Other Key Projects

Project Number	Agency	Cost*	Name (Limits) / Description
305.0	Bellevue	$0.5	156 Ave SE (SE 28 St to SE 33 St) / Paved path
306.0	Woodinville	TBD	Woodinville Valley Trail (Vicinity of NE 145 St) / Tolt Pipeline Trail connection -- complete missing link
308.0	Mercer Island	$0.8	SE 72 St (West Mercer Way to 84 Ave SE) / Walkway/bike enhancements and roadway reconstruction
309.0	Kirkland	$1.2	NE 100 St (117 Ave NE to Slater Ave) / Construct pedestrian overpass across I-405
314.0	Issaquah/ KCDOT/	TBD	Sunset Interchange/High Point Trail (Issaquah to Preston-Fall City Trail) / Construct 4.25-mile multi-purpose trail in abandoned rail right-of-way
316.0	KCDOT	TBD	Puget Power Trail (Sammamish River Trail to Novelty Hill MPD's) / Improve and pave existing multi-use trail
325.0	Renton	$0.5	Springbrook Trail (SW 43 St to Monster Rd) / Construct pedestrian trail

* 1997 Dollars, Millions

Appendix B: Package Implementation Guide

Appendix B: Package Implementation Timing Guide

Proj. No.	Lead Agency	Name (Limits) / Description	Cost ($Million, 1997$)	Implementation Time Frame	Implementation Year	
Bothell Transit Improvements						
T-07	RTA	I-405 North Creek Freeway Flyer Stop / Branch Campus Access	$5.3	Long	2005	
T-08	KCDOT	Bothell Transit Center	$19.5	Long	2005	Link to T-(
Totem Lake Mobility Improvements						
HOV-03	Kirkland	NE 132 St (100 Ave NE to 116 Way NE) / Widen to 3 lanes + CGS, Bike lane; Study HOV treatment if I-405 HOV direct access at 132nd	$2.9	Long	2010	
HOV-04 (north)	RTA	I-405 (Kirkland) / New I-405 HOV direct access at one or more locations (NE 70th, 85th, 124th, 132nd), with a pedestrian overcrossing of I-405 at NE 90th	$43.2	Short	2002	Tie to Proj
NM-08	Kirkland	NE 128 St (117 Ave NE to Totem Lk Blvd) / Construct pedestrian overpass across I-405	$1.3	Short	2000	
R-21	Kirkland	NE 120 St (Slater Ave to 124 Ave NE) / Construct new 3 lane roadway with ped/bike facilities	$1.7	Long	2004	Accelerate
R-22	Kirkland	Slater Ave NE (124 Ave NE to NE 124 St) / Widen to 3 lanes with ped/bike facilities	$2.2	Long	2004	Accelerate
T-13	RTA	Kirkland Transit Center	$10.6	Short	2002	Tie to Proj
T-12	KCDOT	Totem Lake Area P&R / Expand Park & Ride capacity in the Totem Lake Area	$13.3	Long	2010	Consider a is more ce
Note:	Project T-13 would be included only if located in Totem Lake Area (location has not been determined by RTA)					

Appendix B: Package Implementation Timing Guide

Proj. No.	Lead Agency	Name (Limits) / Description	Cost ($Million, 1997$)	Implementation Time Frame	Implementation Year	
NE 90th/SR-202 Connections						
R-58	Redmond	SR-202 / 160 Ave NE (NE 85 St to NE 124 St) / widen/construct to 4/5 lanes	$12.0	Short	2003	
R-26	Redmond	NE 90 St (Willows Rd to SR 202) / Construct new 4/5 lanes + bike facilities	$8.7	Short	2001	
T-16	KCDOT	Redmond Transit Center	$2.3	Long	2010	Accelerate
Lake Sammamish Parkway Improvements						
NM-04	Joint: KCDOT/ Bellevue/	W Lk Sammamish Pkwy (I-90 to Bel-Red Rd) / New ped/bike facilities as defined by study	$7.2	Long	2010	Link to R-2
R-28	Redmond	West Lake Sammamish Parkway (Leary Way to Bel-Red Rd) / Widen to 4/5 lanes + CGS, bike lanes	$7.9	Short	2001	Link to NM
NM-21	KCDOT	I-90 Sunrise Trail (W Lk Samm Pkwy to Newport Pedestrian Overpass) / Re-design and refurbish for Mountains to Sound	$0.9	Short	2000	
NM-22	KC Parks	East Sammamish Trail (SR 520 to Gilman Blvd) / Construct 9.0-mile multi-purpose trail along BNSF alignment	$9.0	Short	2002	
Downtown Bellevue Multimodal Access						
HOV-01	Joint:Bellevue/RTA	I-405 at NE 4th/6th/8th (Bellevue) / Construct new HOV direct access at NE 6th, Improve arterial capacity at NE 4th/8th interchanges	$95.8	Short	2001	Match to F

Appendix B: Package Implementation Timing Guide

Proj. No.	Lead Agency	Name (Limits) / Description	Cost ($Million, 1997$)	Implementation Time Frame	Implementation Year	
T-04	Bellevue	Bellevue Multimodal Center (Estimated cost range $20-40 million; $40.4 million used in summary tables)	TBD	Short	2000	Needed pr 01
Lake Washington Regional Non-Motorized Loop Improvements						
NM-02	Bellevue	118 Ave SE (SE 8 St to Coal Crk Pkwy) / Construct ped/bike facilities	$6.8	Short	1998	
NM-03	Bellevue	Lake Washington Blvd (I-405 to SE 60 St) / Construct new sidewalk on east side, new bike lanes on both sides	$1.7	Short	2002	
NM-09	Joint: Bellevue/ Kirkland	Burlington Northern alignment (Totem Lake to SE 8 St) / Construct a 10'-wide pedestrian/ bike path along BNSF right of way	$7.4	Long	2004	
NM-14	Newcastle	Lake Washington Blvd/112 Ave SE (SE 60 St to May Creek interchange [NE 44 St]) / Widen/pave shoulder for ped/bike	$0.7	Short	2003	
NM-19	Renton	Lake Washington Loop (Garden Ave to Rainier Ave/N City Limit) / Construct bike lanes and river crossing; Improve ped facilities	$2.0	Short	2002	
Note:	**(Renton connections NM-15, 16, 17; 520 trail NM-01 to complete system)**					
Eastgate/I-90 Multimodal Improvements						
R-59	Bellevue	SE 36 St/142 Ave SE (intersection) / New signal with revised channelization	$0.2	Short	2003	
HOV-02	RTA	I-90 (Eastgate) / New I-90 HOV direct access connection to P&R	$26.3	Long	2005	

Appendix B: Package Implementation Timing Guide

Proj. No.	Lead Agency	Name (Limits) / Description	Cost ($Million, 1997$)	Implementation Time Frame	Implementation Year	
R-06	Bellevue	Eastgate Way (Richards Rd to 148 Ave NE) / Widen to 2/3 lanes + sidewalks where missing and bike lanes	$1.3	Long	2010	Accelerat 05
T-05	KCDOT	Eastgate P&R / Expand 300 Stalls	$11.7	Long	2010	Accelerat
NE 44th St/I-405 Connections						
HOV-07	Renton	NE 44 St /I-405 Interchange/ HOV direct access and arterial improvements; widen/lengthen overpass, signalize ramps; complete bike/ped corridors	$39.5	Short	1999	Link Sche
T-15	RTA	Newcastle Transit Center	$5.3	Long	2005	Link Sche
Sunset Interchange Connections						
R-18	Issaquah	Issaquah bypass (Iss.-Hobart Rd to I-90) / Construct new 4/5 lanes with separated ped/bike trail	$16.8	Short	1998	
R-19	Issaquah	I-90/Sunset Way Interchange / Complete interchange and upgrade nonmotorized connections	$41.0	Short	1998	
R-42	Joint: KCDOT/ Issaquah	Sammamish Plateau Access Road (I-90 to Iss.-Pine Lake Rd) / Prepare EIS, construct new 5-lane arterial w/CGS, bike lanes	$37.9	Short	2000	
Renton Transit Improvements						
HOV-09	Renton	Logan Ave N / N 6 St (S 3 St to Park Dr) / HOV improvements, sidewalks	$2.2	Short	2003	Link with

Appendix B: Package Implementation Timing Guide

Proj. No.	Lead Agency	Name (Limits) / Description	Cost ($Million, 1997$)	Implementation Time Frame	Implementation Year	
HOV-10	Renton	SR 169 (I-405 Interchange vicinity and 140 Pl SE vicinity) / HOV and transit priority improvements	$2.6	Short	1999	
HOV-11	Renton	Park Dr-Sunset Blvd (Garden Ave to Duvall Ave NE) / HOV lane (Garden Ave to I-405), Construct HOV queue jumps/bypass lanes	$1.2	Short	1998	
HOV-12	RTA	I-405 (Lind Ave to Park Dr) / HOV direct access improvements	$76.1	Long	2004	Link with H
South Renton Valley Industrial Access						
HOV-13	Renton	SW 27 St / SR 167 (Oakesdale Ave to SR 167) / Construct HOV lanes on SW 27 St and new HOV-only interchange at SR 167	$10.1	Short	2002	Accelerate
R-35	Renton	Oakesdale Ave SW (Monster Rd to SR 900) / Replace Monster Rd Bridge and Widen to 3 lanes + CGS	$15.2	Short	2002	
R-36	Renton	Oakesdale Ave SW (SW 31st to SW 16th) / Construct new 5 lane roadway with CGS	$7.0	Short	1998	
Mercer Island Non-Motorized Improvements						
NM-11	Mercer Island	Island Crest Wy (I-90 to 86 Ave SE) / Widen 4 lanes for pedestrian/bike enhancements	$0.8	Short	2003	
NM-12	Mercer Island	Mercer Island Loop / Various shoulder widening improvements	$0.6	Short	2000	
NM-13	Mercer Island	80 Ave SE (SE 28 St to SE 32 St) / CBD pedestrian enhancements	$0.7	Short	1999	

Appendix B: Package Implementation Timing Guide

Proj. No.	Lead Agency	Name (Limits) / Description	Cost ($Million, 1997$)	Implementation Time Frame	Implementation Year	
I-405/SR 167/Grady Way Multimodal Improvements						
R-33	Renton	Rainier Ave / Grady Wy (intersection) / Grade separate	$15.0	Short	2001	Tie to R-3
R-37	Renton	SW Grady Wy (SR 167 to SR 515) / Rechannelize and modify signals for a continuous eastbound lane	$0.3	Short	2000	Tie to R-3
R-55	WSDOT	I-405/SR-167 Interchange / Construct new southbound I 405-to-southbound SR 167 flyover ramp	$6.0	Short	2003	Accelerat
Note:	Predesign study needed of Grady Way/Rainier Ave/I-405/SR 167 area to determine long term roadway/HOV needs					
Coal Creek/Duvall Ave/140th Corridor Improvements						
HOV-11	Renton	Park Dr-Sunset Blvd (Garden Ave to Duvall Ave NE) / HOV lane (Garden Ave to I-405), Construct HOV queue jumps/bypass lanes	$1.2	Short	1998	
R-24	Newcastle	Coal Creek Pkwy (SE 72 St to Renton City Limits) / Widen to 4/5 lanes + CGS, bike lanes, traffic signals	$38.3	Short	2003	
R-31	Renton	Duvall Ave NE (NE 4 St to NE 25 Ct (City Limit)) / Widen to 5 lanes + CGS, bikeway	$2.6	Long	2004	
R-39	KCDOT	140 Ave SE (SR 169 to SE 208 St) / Widen to 5 lanes SR 169 to SE 196 St, widen for turn channels 196th to 208th, + CGS, bike lanes, signals, bridge	$33.5	Short	2003	
Note:	Further study is needed for a possible connection between SR 169 and NE 4th Street in Renton to complete this co					
SR-520/SR-202 Interchange Improvements						
HOV-06	Redmond	Avondale Rd (SR 202 to Avondale Way) / Construct SB HOV lane (total of 6/7 lanes including bike facilities)	$1.6	Long	2010	Tie to R-2

Appendix B: Package Implementation Timing Guide

Proj. No.	Lead Agency	Name (Limits) / Description	Cost ($Million, 1997$)	Implementation Time Frame	Implementation Year	
R-25	WSDOT	SR 202 (East Lake Sammamish Pkwy to Sahalee Way) / Widen to 4/5 lanes	$37.0	Long	2010	
R-29	WSDOT	SR 520/SR 202 Interchange / Complete interchange by constructing a new ramp and thru lane on 202 to 76th	$41.1	Long	2010	
I-405 Corridor Freeway and Arterial Improvements						
S-01	WSDOT	I-405 Corridor Major Investment Study	$2.0	Short	1998	
HOV-14	WSDOT	I-405 (I-5 Swamp Creek to SR 527) / Construct NB and SB HOV lanes total 6 lanes	$30.6	Short	2003	High Priori lanes
		Other ETP M.A.P. projects on current list, and potential new projects				To Be Det
Bel-Red Overlake Area Improvements						
		Projects to be identified in BROTS				
Trans-Lake Washington Improvements						
S-02	WSDOT	TransLake Study	$2.8	Short	1998	
		Projects to be identified in TransLake Study				

Appendix C: Project Evaluation Matrix

Appendix C. Project Evaluation Matrix

Proj. No.	Lead Agency	Name (Limits) / Description	Technical Ratings: ● = Best Rating: Connections	Connections to Centers	Connections to Regional Transit	Completion of ETP Network	Transit/HOV Support	Non-Motorized Support	Peak Period Demand Management	Serve 2010 Demand	Congestion Management	Safety	Cost ($Million, 1997$)	Cost Effectiveness	% Funding In Hand	Project Status	Status of Commun Outreach
AREAWIDE																	
S-01		I-405 (Tukwila to Swamp Creek) / Conduct an I-405 Corridor Major Investment Study															
S-02		Trans-Lake Washington Study (Seattle to Eastside) / Conduct corridor study															
T-01		Eastside Centers Transit Access / Transit access improvements not covered by RTA		◗	◗		◗			●			$0.0	0	0%	Planning	
TDM-01		I-405 "Core" Trip Reduction Program															
TDM-02		Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas)															
TDM-03		CTR Incentive Projects / Provide a resource to CTR-eligible employers that supports projects that would help them attain CTR goals															
TDM-04		Transportation Connection Centers / Provide $ for airport connections from key locations, based on the project initiated for Bellevue (Shuttle Express)															
TDM-05		Developer-Initiated Fund / Provide matching funds for developer-initiated funds to offer support for TDM programs to occupants of the developers' properties															
BELLEVUE																	
HOV-01	Joint:Bellevue/RTA	I-405 at NE 4th/6th/8th (Bellevue) / Construct new HOV direct access at NE 6th, Improve arterial capacity at NE 4th/8th interchanges	●			●	●	○	◗	●	◗	●	$95.8	1	71% (60% RTA)	Env. Review	
NM-02	Bellevue	118 Ave SE (SE 8 St to Coal Crk Pkwy) / Construct ped/bike facilities	●			●	◗	●		●		◗	$6.8	9	90%	Design	CIP, TFP, Ped/Bike P hearings; multiple ope houses, design hearin
NM-03	Bellevue	Lake Washington Blvd (I-405 to SE 60 St) / Construct new sidewalk on east side, new bike lanes on both sides	◗			◗	●	●		◗		○	$1.7	30	22%	Planning	Ped/Bike, TFP hearing
NM-04	Joint: KCDOT/ Bellevue/	W Lk Sammamish Pkwy (I-90 to Bel-Red Rd) / New ped/bike facilities as defined by study	◗			●	○	●		●		○	$7.2	6	12%	Pre-Design	In comp. plan
NM-05	Bellevue	Lake Hills Connector (SE 8 St to Richards Rd) / Construct new ped/bike facility on south side	◗			◗	○	●		◗		○	$0.3	138	0%	Pre-Design	CIP, TFP, Ped/Bike P hearings

Jointly led projects are listed in each lead agency's list

Appendix C. Project Evaluation Matrix

			Technical Ratings: ● = Best Rating											Implementation				
Proj. No.	Lead Agency	Name (Limits) / Description	Connections	Connections to Centers	Connections to Regional Transit	Completion of ETP Network	Transit/HOV Support	Non-Motorized Support	Peak Period Demand Management	Serve 2010 Demand	Congestion Management	Safety	Cost ($Million, 1997$)	Cost Effectiveness	% Funding In Hand	Project Status	Status of Commu Outreach
NM-09	Joint: Bellevue/ Kirkland	Burlington Northern alignment (Totem Lake to SE 8 St) / Construct a 10'-wide pedestrian/ bike path along BNSF right of way	◗			●	◗	○		●		○	$7.4	7	0%	Planning	In bike/ped and comp plans
R-04	Bellevue	Eastgate Wy/150 Ave SE (intersection) / Add EB RT lane, sidewalk and 2-way LT lane to match existing to the west	◗			○	○	◗		●	◗	●	$1.7	29	0%	Design	TFP hearing; slightly different project had hearing for EBTS
R-05	Bellevue	SR 520 (Bel-Red Area) / Construct additional freeway access ramps between 124 and 148 Ave NE	◗			◗	◗	○		◗	●	○	$17.5-$37.0	TBD	TBD	Env. Review	Public Hearing will b scheduled after DEIS published
R-06	Bellevue	Eastgate Way (Richards Rd to 148 Ave NE) / Widen to 2/3 lanes + sidewalks where missing and bike lanes	◗			◗	○	●		◗	◗	○	$1.3	37	0%	Planning	
R-08	Bellevue	NE 29 Pl (148 Ave NE to NE 24 St) / Construct new 2-lane road with sidewalks and bike facilities	◗			●	○	◗		◗	●	○	$6.0	8	39%	Design	
R-59	Bellevue	SE 36 St/142 Ave SE (intersection) / New signal with revised channelization	◗			○	○	○		◗	○	○	$0.2	49	0%	Planning	TFP
T-04	Bellevue	Bellevue Multimodal Center (Estimated cost range $20-40 million; $40.4 million used in summary tables)		●	●		◗			●			TBD	1	($15M RTA)	Planning	2 public meetings, 3 stakeholder worksho Council AC will recor
BOTHELL																	
NM-07	Bothell	North Creek Trail Link (240 St SE to 232 St SE) / New Class I bike/ped trail	◗			●	○	●		●		○	$0.4	114	13%	Planning	In SC and Bothell co plans
R-11	Bothell	SR 524 (SR 527 to Bothell City Limit) / Widen to 5 lanes + CGS, bike facilities (class III)	○			◗	◗	◗		◗	●	●	$10.0	6	0%	Planning	none
R-12	Bothell	SR 522/527/Main St Intersection improvements											$2.3	26	100%	Design Complete	Complete
R-13	Bothell	Beardslee Blvd (Main St to I-405) / Widen to 4/5 lanes+CGS	◗			◗	◗	◗		◗	●	○	$1.4	43	0%	Planning	In Campus EIS proce
R-16	Bothell	120 Ave NE (NE 195 St to 240 St SE) / Widen to 4/5 lanes + CGS, bike lanes	◗			◗	○	●		◗	●	○	$1.9	26	0%	Planning	Complete
R-56	Bothell	39 Ave SE (240 St SE to 228 St SE) / Construct new 5 lanes with bicycle facilities	◗			●	○	●		◗	◗	○	$9.5	5	0%	Planning	

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Appendix C. Project Evaluation Matrix

Proj. No.	Lead Agency	Name (Limits) / Description	Technical Ratings: ● = Best Rating: Connections	Connections to Centers	Connections to Regional Transit	Completion of ETP Network	Transit/HOV Support	Non-Motorized Support	Peak Period Demand Management	Serve 2010 Demand	Congestion Management	Safety	Cost ($Million, 1997$)	Cost Effectiveness	% Funding In Hand	Implementation: Project Status	Status of Commu Outreach
R-57	Bothell	228 St SE (I-405 to 39 Ave SE) / Widen to 3 lanes + bike lanes	◗			◗	○	●		◗	◗	○	$4.8	10	63%	Planning	Complete
ISSAQUAH																	
R-17	Issaquah	I-90/SR 900 Interchange / reconfiguration	◗			◗	○	○		●	●	●	$14.3	3	0%	Planning	
R-18	Issaquah	Issaquah bypass (Iss.-Hobart Rd to I-90) / Construct new 4/5 lanes with separated ped/bike trail	◗			●	◗	◗		◗	●	○	$16.8	4	11%	Env. Review	In EIS process
R-19	Issaquah	I-90/Sunset Way Interchange / Complete interchange and upgrade nonmotorized connections	◗			◗	◗	◗		●	●	○	$41.0	1	12%	Env. Review	In KC CIP
R-20	Issaquah	Newport Way (10th Ave to Sunset Way) / Widen to 4/5 lanes including bike facilities	◗			◗	○	◗		◗	◗	○	$3.5	14	9%	Pre-Design	
T-09	Issaquah	Issaquah P&R / Expand 200 Stalls		◗	●		◗			●			$2.5	16	0%	Planning	In progress by Issaqu
KING COUNTY																	
HOV-03	Kirkland	NE 132 St (100 Ave NE to 116 Way NE) / Widen to 3 lanes + CGS, Bike lane; Study HOV treatment if I-405 HOV direct access at 132nd	◗			◗	◗	●	○	◗	●	◗	$2.9	24	0%	Design	Similar project in com plan
HOV-15	KCDOT	E Lk Samm Pkwy (Iss-Fall City Rd to I-90 on ramp) / Widen to 4/5 lanes + HOV lanes	◗			◗	◗	◗	○	◗	◗	●	$1.2	58	0%	Design	In CIP
NM-21	KCDOT	I-90 Sunrise Trail (W Lk Samm Pkwy to Newport Pedestrian Overpass) / Re-design and refurbish for Mountains to Sound	◗			●	◗	●		●		○	$0.9	58	0%	Planning	Not begun; limiited pr anticipated as project refurbishment
NM-22	KC Parks	East Sammamish Trail (SR 520 to Gilman Blvd) / Construct 9.0-mile multi-purpose trail along BNSF alignment	◗			●	○	●		●		○	$9.0	4	44%	Pre-Design	Pre-Design process b fall 97
NM-23	KCDOT	Soos Creek Trail (Cedar River Trail to SE 176 St) / Construct multi-use trail	○			◗	○	●		●		◗	$3.5	11	0%	Planning	Not begun
R-39	KCDOT	140 Ave SE (SR 169 to SE 208 St) / Widen to 5 lanes SR 169 to SE 196 St, widen for turn channels 196th to 208th, + CGS, bike lanes, signals, bridge	○			◗	◗	●		●	●	●	$33.5	2	0%	Design Complete	In CIP process
R-40	KCDOT	Juanita-Woodinville Way (NE 145 St to 112th Ave NE) / Widen to 5 lanes + CGS, walkway/pathway	◗			◗	○	●		◗	●	●	$1.8	34	0%	Design Complete	In CIP process

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Appendix C. Project Evaluation Matrix

			Technical Ratings: ● = Best Rating														Implementation C
Proj. No.	Lead Agency	Name (Limits) / Description	Connections	Connections to Centers	Connections to Regional Transit	Completion of ETP Network	Transit/HOV Support	Non-Motorized Support	Peak Period Demand Management	Serve 2010 Demand	Congestion Management	Safety	Cost ($Million, 1997$)	Cost Effectiveness	% Funding In Hand	Project Status	Status of Commu Outreach
R-41	KCDOT	East Lake Sammamish Pkwy (Issaquah-Fall City Rd to SE 56 St) / Widen 4/5 lanes including bike facilities, interconnect traffic signals	◗			◗	○	●		◗	●	●	$6.4	9	0%	Planning	
R-42	Joint: KCDOT/ Issaquah	Sammamish Plateau Access Road (I-90 to Iss.-Pine Lake Rd) / Prepare EIS, construct new 5-lane arterial w/CGS, bike lanes	◗			●	◗	●		◗	●	○	$37.9	2	0%	Env. Review	In CIP process
R-44	KCDOT	228 Ave SE (Issaquah Pine Lake Rd to NE 8 St) / Widen to 4/5 lanes + CGS, bike lanes	○			◗	○	●		●	●	◗	$17.5	3	11%	Design Complete	In CIP process
R-45	KCDOT	Issaquah-Fall City Rd (Issaquah-Pine Lake Rd to Klahanie Dr) / Widen to 4/5 lanes + CGS, bike lanes, pathway	○			◗	○	●		●	●	○	$8.6	5	0%	Pre-Design	In CIP process
R-46	KCDOT/ Kent	SE 212 Wy/SE 208 St (SR 167 to Benson Rd/SR 515) / Widen to 6 lanes + bike facilities, HOV preferential treatment/operating improvements	○			◗	◗	○		●	●	●	$14.1	4	0%	Planning	In CIP process
R-47	KCDOT	NE 124 St (Willows Rd to SR 202) / Widen to 4/5 lanes + CGS, bike facilities; traffic signal	○			◗	◗	●		◗	●	○	$6.8	7	0%	Design Complete	In CIP process
R-48	KCDOT	Avondale Rd (Tolt Pipeline to Woodinville-Duvall Rd) / Widen to 3 lanes + walkway/pathway, construct bridge, traffic signal	○			◗	○	●		◗	◗	◗	$7.1	7	1%	Design	In CIP process
R-49	KCDOT	Willows Rd Extension (NE 124 St to NE 145 St) / Study feasibility of new 4-lane arterial w/bike lane (cost includes construction estimate)	○			●	◗	●		○	●	○	$19.0	3	0%	Planning	
R-50	KCDOT	Issaquah-Fall City Rd (Klahanie Dr.to 272nd Pl SE) / Widen for left turn lanes at key locations	○			◗	○	●		◗	●	○	$1.1	36	0%	Planning	
R-52	KCDOT	Woodinville-Duvall Rd (NE 171st St to Avondale Rd) / Widen to 5 lanes + shoulders	○			◗	○	◗		●	◗	●	$8.9	6	0%	Planning	In CIP for design in 2
T-03	KCDOT	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) / Initiate new or expand existing shuttle services		●	●		●			◗			$3.2	13	100%	Design Complete	Local advisory groups involved; promotion underway
T-05	KCDOT	Eastgate P&R / Expand 300 Stalls		◗	●		◗			●			$11.7	3	0%	Pre-Design	Perini/ABAM PPI: pul meetings, surveys, newsletters
T-08	KCDOT	Bothell Transit Center		◗	●		◗			◗			$19.5	2	0%	Planning	

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T-12	KCDOT	Totem Lake Area P&R / Expand Park & Ride capacity in the Totem Lake Area		◗	●		◗			●			$13.3	3	0%	Pre-Design	Perini/ABAM PPI: pub meetings, surveys, newsletters
T-16	KCDOT	Redmond Transit Center		●	●		◗			●			$2.3	17	0%	Planning	
T-23	KCDOT	Grand Ridge P&R / Construct new lot, 200 to 400 spaces on Sammamish Plateau		○	◗		◗			○			$4.5	2	0%	Planning	Included in Grand Rid Master Transportation
KIRKLAND																	
HOV-03	Kirkland	NE 132 St (100 Ave NE to 116 Way NE) / Widen to 3 lanes + CGS, Bike lane; Study HOV treatment if I-405 HOV direct access at 132nd	◗			◗	◗	●	○	◗	●	◗	$2.9	24	0%	Design	Similar project in comp plan
HOV-05	Joint: Kirkland / Redmond	NE 85 Street Corridor (I-405 to Willows Rd) Conduct a corridor study	●			●	●	◗	◗	◗	●	○	$7.9	9	0%	Planning	In Redmond comp. pla not in Kirkland comp.
NM-08	Kirkland	NE 128 St (117 Ave NE to Totem Lk Blvd) / Construct pedestrian overpass across I-405	●			●	●	●		●		○	$1.3	38	100%	Design	In current CIP and cor plan
NM-09	Joint: Bellevue/ Kirkland	Burlington Northern alignment (Totem Lake to SE 8 St) / Construct a 10'-wide pedestrian/ bike path along BNSF right of way	◗			●	◗	○		●		○	$7.4	7	0%	Planning	In bike/ped and comp. plans
NM-10	Kirkland	116 Ave NE (NE 67 St to NE 40 St) / Widen for pedestrian, bike, and horse facilities	●			◗	○	●		◗		○	$1.7	23	100%	Design Complete	Completed during des
R-21	Kirkland	NE 120 St (Slater Ave to 124 Ave NE) / Construct new 3-lane roadway with ped/bike facilities	○			◗	◗	●		◗	◗	◗	$1.7	36	0%	Design	In current (unfunded) and comp. plan
R-22	Kirkland	Slater Ave NE (124 Ave NE to NE 124 St) / Widen to 3 lanes with ped/bike facilities	○			○	○	●		◗	●	◗	$2.2	18	0%	Design	In current (unfunded) and comp. plan
R-23	Kirkland	124 Ave NE (NE 85 St to Slater Rd NE) / Widen to 3 lanes with ped/bike facilities	○			○	○	●		◗	●	◗	$4.8	8	0%	Design	In comp. plan
MERCER ISLAND																	
NM-11	Mercer Island	Island Crest Wy (I-90 to 86 Ave SE) / Widen 4 lanes for pedestrian/bike enhancements	●			◗	◗	●		◗		◗	$0.8	80	0%	Planning	Included in local & sta year plans; has had pu hearing with City Cour
NM-13	Mercer Island	80 Ave SE (SE 28 St to SE 32 St) / CBD pedestrian enhancements	●			○	●	◗		◗		○	$0.7	61	0%	Planning	Included in local & sta year plans; has had pu hearing with City Cour

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Appendix C. Project Evaluation Matrix

Proj. No.	Lead Agency	Name (Limits) / Description	Technical Ratings: ● = Best Rating										Cost ($Million, 1997$)	Cost Effectiveness	% Funding In Hand	Project Status	Implementation C Status of Commun Outreach
			Connections	Connections to Centers	Connections to Regional Transit	Completion of ETP Network	Transit/HOV Support	Non-Motorized Support	Peak Period Demand Management	Serve 2010 Demand	Congestion Management	Safety					
NM-12	Mercer Island	Mercer Island Loop / Various shoulder widening improvements	◗			◗	◗	◗		◗		●	$0.6	101	0%	Planning	In ped/bike plan; has public hearing with cit council
NEWCASTLE																	
NM-14	Newcastle	Lake Washington Blvd/112 Ave SE (SE 60 St to May Creek interchange [NE 44 St]) / Widen/pave shoulder for ped/bike	◗			◗	●	◗		◗		○	$0.7	67	0%	Planning	
R-24	Newcastle	Coal Creek Pkwy (SE 72 St to Renton City Limits) / Widen to 4/5 lanes + CGS, bike lanes, traffic signals	◗			◗	◗	●		◗	●	●	$38.3	2	0%	Env. Review	
REDMOND																	
HOV-05	Joint: Kirkland / Redmond	NE 85 Street Corridor (I-405 to Willows Rd) Conduct a corridor study	●			●	●	◗	◗	◗	●	○	$7.9	9	0%	Planning	In Redmond comp. pl not in Kirkland comp.
HOV-06	Redmond	Avondale Rd (SR 202 to Avondale Way) / Construct SB HOV lane (total of 6/7 lanes including bike facilities)	◗			◗	◗	◗	○	◗	◗	◗	$1.6	43	0%	Planning	In comp. plan
NM-04	Joint: KCDOT/ Bellevue/	W Lk Sammamish Pkwy (I-90 to Bel-Red Rd) / New ped/bike facilities as defined by study	◗			●	○	●		●		○	$7.2	6	12%	Pre-Design	In comp. plan
R-26	Redmond	NE 90 St (Willows Rd to SR 202) / Construct new 4/5 lanes + bike facilities	●			◗	◗	◗		●	●	○	$8.7	7	70%	Design Complete	In 6-yr TIP and comp plan transportation ele
R-27	Redmond	Union Hill Rd (Avondale Rd to 196 Ave NE) / Widen to 4/5 lanes with bike facilities	◗			◗	◗	◗		●	●	○	$8.6	7	0%	Planning	In adopted comp. pla transportation elemen
R-28	Redmond	West Lake Sammamish Parkway (Leary Way to Bel-Red Rd) / Widen to 4/5 lanes + CGS, bike lanes	●			◗	◗	●		◗	○	○	$7.9	6	37%	Planning	In 6-yr TIP and comp plan transportation ele
R-58	Redmond	SR 202 / 160 Ave NE (NE 85 St to NE 124 St) / widen/construct to 4/5 lanes	◗			●	○	○		●	◗	○	$12.0	1	60%	Planning	6-year TIP and Comp
RENTON																	
HOV-07	Renton	NE 44 St /I-405 Interchange/ HOV direct access and arterial improvements; widen/lengthen overpass, signalize ramps; complete bike/ped corridors	●			◗	◗	●	●	●	●	◗	$39.5	2	2%	Planning	
HOV-08	Renton	SW 43 St (SR 167 to 140 Ave SE) / HOV/Transit preferential treatment and operational improvements, sidewalks	◗			◗	◗	◗	◗	◗	◗	●	$2.7	29	0%	Planning	

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			Technical Ratings: ● = Best Rating											Implementation C				
Proj. No.	Lead Agency	Name (Limits) / Description	Connections	Connections to Centers	Connections to Regional Transit	Completion of ETP Network	Transit/HOV Support	Non-Motorized Support	Peak Period Demand Management	Serve 2010 Demand	Congestion Management	Safety	Cost ($Million, 1997$)	Cost Effectiveness	% Funding in Hand	Project Status	Status of Commun Outreach
HOV-09	Renton	Logan Ave N / N 6 St (S 3 St to Park Dr) / HOV improvements, sidewalks	●			●	●	◗	◗	◗	◗	○	$2.2	32	5%	Planning	
HOV-10	Renton	SR 169 (I-405 Interchange vicinity and 140 Pl SE vicinity) / HOV and transit priority improvements	●			◗	●	○	◗	◗	◗	◗	$2.6	27	16%	Pre-Design	
HOV-11	Renton	Park Dr-Sunset Blvd (Garden Ave to Duvall Ave NE) / HOV lane (Garden Ave to I-405), Construct HOV queue jumps/bypass lanes	●			◗	◗	○	◗	◗	◗	◗	$1.2	57	24%	Pre-Design	
HOV-13	Renton	SW 27 St / SR 167 (Oakesdale Ave to SR 167) / Construct HOV lanes on SW 27 St and new HOV-only interchange at SR 167	◗			●	●	○	◗	◗	◗	○	$10.1	6	1%	Planning	
NM-15	Renton	Cedar River-Lake Washington Connector (Cedar River Trail to Lake Washington Loop) / Construct bike lanes and/or establish bike route	●			●	●	●		●		◗	$0.3	200	7%	Planning	
NM-16	Renton	Burnett Street Promenade (Cedar River to S 7 St) / Construct ped/bike facility	●			◗	◗	●		◗		◗	$0.8	75	1%	Planning	
NM-17	Renton	Cedar River Trail South Extension (I-405 to Burnett Ave) / Construct bike lanes and/or establish bike route	●			◗	◗	●		◗		◗	$0.3	200	3%	Planning	
NM-18	Renton	Sunset Bypass Route (Aberdeen Ave to E City Limit) / Construct bike lanes and/or establish bike route	●			●	◗	◗		◗		○	$0.3	167	3%	Planning	
NM-19	Renton	Lake Washington Loop (Garden Ave to Rainier Ave/N City Limit) / Construct bike lanes and river crossing; Improve ped facilities	●			●	○	●		●		○	$2.0	20	2%	Planning	
NM-20	Renton	Renton-Interurban Connector (Monster Rd/ Oakesdale Ave to Interurban Trail-Tukwila) / Construct bike/ped connections to Interurban Trail	◗			●	○	●		◗		○	$0.2	200	5%	Planning	
R-30	Renton	SR 900/Bronson Wy (S 2 St to Sunset Blvd) / Widen roadway and bridge between Mill Av and Park Av to 5 lanes	●			◗	◗	○		●	◗	●	$10.9	6	0%	Planning	
R-31	Renton	Duvall Ave NE (NE 4 St to NE 25 Ct (City Limit)) / Widen to 5 lanes + CGS, bikeway	◗			◗	◗	●		◗	◗	○	$2.6	23	0%	Planning	
R-32	Renton	S 2 St (Rainier Ave to Main Ave S) / Widen to 5 lanes + CGS and convert existing 1-way street to 2-way operation	●			◗	○	◗		●	○	●	$16.3	3	0%	Planning	
R-33	Renton	Rainier Ave / Grady Wy (intersection) / Grade separate	●			◗	○	○		●	◗	●	$15.0	3	1%	Planning	

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Proj. No.	Lead Agency	Name (Limits) / Description	Technical Ratings: ● = Best Rating: Connections	Connections to Centers	Connections to Regional Transit	Completion of ETP Network	Transit/HOV Support	Non-Motorized Support	Peak Period Demand Management	Serve 2010 Demand	Congestion Management	Safety	Cost ($Million, 1997$)	Cost Effectiveness	% Funding In Hand	Project Status	Implementation / Status of Commu Outreach
R-34	Renton	N 4 St (Logan Ave to Sunset Blvd) / Widen to 5 or 7 lanes + CGS and convert existing 1-way street to a 2-way boulevard	◗			◗	○	◗		●	◗	○	$18.5	3	0%	Planning	
R-35	Renton	Oakesdale Ave SW (Monster Rd to SR 900) / Replace Monster Rd Bridge and Widen to 3 lanes + CGS	◗			◗	○	○		◗	●	◗	$15.2	3	1%	Planning	
R-36	Renton	Oakesdale Ave SW (SW 31st to SW 16th) / Construct new 5 lane roadway with CGS	◗			●	◗	◗		◗	○	○	$7.0	7	14%	Design	
R-37	Renton	SW Grady Wy (SR 167 to SR 515) / Rechannelize and modify signals for a continuous eastbound lane	◗			○	○	○		●	●	◗	$0.3	154	19%	Planning	
T-20	Renton	New P&R Lot-Renton East Highlands (Near intersection of SR 900 and Duvall Ave) / Construct new lot, 100 to 200 spaces		○	○		◗			○			$1.0	10	2%	Planning	
T-24	Renton	New P&R Lot-Soos Creek (Carr Rd/SW 43rd St Corridor) / Construct new lot, 100 to 200 spaces		○	○		◗			○			$1.5	7	1%	Planning	Fairview community meeting
RTA																	
HOV-02	RTA	I-90 (Eastgate) / New I-90 HOV direct access connection to P&R	●			●	●	○	◗	●	◗	○	$26.3	2	(100% RTA)	Pre-Design	RTA project
HOV-04	RTA	I-405 (Kirkland) / New I-405 HOV direct access at one or more locations (NE 70th, 85th, 124th, 132nd), with a pedestrian overcrossing of I-405 at NE 90th	●			●	●	○	◗	●	◗	○	$86.4	1	(100% RTA)	Planning	RTA project
HOV-12	RTA	I-405 (Lind Ave to Park Dr) / HOV direct access improvements	●			●	●	○	◗	●	◗	○	$76.1	1	(85% RTA)	Pre-Design	RTA project
T-02	RTA	Eastside Small Cities Transit Access		◗	●		◗			●			$3.2	13	(100% RTA)	Planning	RTA project
T-06	RTA	Canyon Park (Vicinity of I-405/SR 527 interchange) / New Flyer Stops		◗	●		○			●			$5.3	6	(100% RTA)	Planning	RTA project
T-07	RTA	I-405 North Creek Freeway Flyer Stop / Branch Campus Access		◗	●		○			●			$5.3	6	(100% RTA)	Planning	RTA project
T-10	RTA	Issaquah Transit Center		◗	●		◗			●			$10.6	4	(100% RTA)	Planning	RTA project

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			Technical Ratings: ● = Best Rating														Implementation C
Proj. No.	Lead Agency	Name (Limits) / Description	Connections	Connections to Centers	Connections to Regional Transit	Completion of ETP Network	Transit/HOV Support	Non-Motorized Support	Peak Period Demand Management	Serve 2010 Demand	Congestion Management	Safety	Cost ($Million, 1997$)	Cost Effectiveness	% Funding In Hand	Project Status	Status of Commun Outreach
T-13	RTA	Kirkland Transit Center		◗	●		◗			●			$10.6	4	(100% RTA)	Planning	RTA project
T-14	RTA	Mercer Island Transit Center (Including modifications to I-90 Center Roadway)		◗	●		◗			●			$26.5	2	(100% RTA)	Planning	RTA project
T-15	RTA	Newcastle Transit Center		◗	●		◗			●			$5.3	8	(100% RTA)	Planning	RTA project
T-18	RTA	Overlake Transit Center / Park & Ride		●	●		◗			◗			$6.4	6	(100% RTA)	Planning	RTA project
T-21	RTA	Unincorporated King County Transit Access		◗	◗		○			●			$5.3	6	(100% RTA)	Planning	RTA project
SNOHOMISH COUNTY																	
R-10	SC	SR 524 (24 St SW to SR 527) / Widen to 4/5 lanes including sidewalks, bike lanes	◗			◗	◗	◗		●	●	○	$16.0	4	51%	Design	Public Meeting on SE scheduled 9/97
R-15	SC	228 St SW/SE (Locust Way to 9 Ave SE) / Widen to 3 lanes + sidewalks, bike lanes	◗			◗	○	●		◗	●	○	$9.3	5	92%	Design	Completed during des
R-51	Joint: SC/ Woodinvi	Woodinville-Snohomish Rd/140 Ave NE (NE 175 St to SR 522) / Widen to 4/5 lanes + CGS, bike lanes	◗			◗	○	●		◗	◗	◗	$3.0	20	2%	Planning	Will begin in 1998
WOODINVILLE																	
R-51	Joint: SC/ Woodinvi	Woodinville-Snohomish Rd/140 Ave NE (NE 175 St to SR 522) / Widen to 4/5 lanes + CGS, bike lanes	◗			◗	○	●		◗	◗	◗	$3.0	20	2%	Planning	Will begin in 1998
R-53	Woodinvi lle	SR 522 (Woodinville) / Access improvements -- Construct new freeway ramps	◗			●	◗	○		◗	●	○	$6.6	8	4%	Planning	Will begin in 1998
R-54	Woodinvi lle	Woodinville-Redmond Rd (SR 202) (NE145 St to NE 175 St) / Widen to 3 lanes	◗			◗	○	◗		◗	◗	○	$1.6	31	0%	Planning	On-going
WSDOT																	
HOV-14	WSDOT	I-405 (I-5 Swamp Creek to SR 527) / Construct NB and SB HOV lanes total 6 lanes	●			●	●	○	◗	●	●	○	$30.6	2	0%	Design	

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Proj. No.	Lead Agency	Name (Limits) / Description	Connections	Connections to Centers	Connections to Regional Transit	Completion of ETP Network	Transit/HOV Support	Non-Motorized Support	Peak Period Demand Management	Serve 2010 Demand	Congestion Management	Safety	Cost ($Million, 1997$)	Cost Effectiveness	% Funding In Hand	Project Status	Status of Commun Outreach
R-14	WSDOT	SR 522 Branch Campus Access / Frontage access road from SR 522 into campus	◗			◗	◗	○		◗	◗	◗	$5.0	12	0%	Planning	In Campus EIS proces
R-25	WSDOT	SR 202 (East Lake Sammamish Pkwy to Sahalee Way) / Widen to 4/5 lanes	◗			◗	◗	○		●	●	●	$37.0	2	0%	Planning	In Redmond comp. pl
R-29	WSDOT	SR 520/SR 202 Interchange / Complete interchange by constructing a new ramp and thru lane on 202 to 76th	◗			◗	○	○		◗	◗	●	$41.1	1	0%	Pre-Design	
R-38	WSDOT	SR 522 (SR 9 to SR 2) / Widen to 4 lanes	◗			◗	◗	○		○	◗	●	$124.3	0	0%	Design	EIS is complete
R-43	WSDOT	SR 202 / 140 Pl NE (NE 124 St to NE 175 St) / Widen 4/5 lanes	◗			◗	◗	○		●	●	◗	$7.0	9	0%	Planning	
R-55	WSDOT	I-405/SR 167 Interchange / Construct new southbound I-405-to-southbound SR 167 flyover ramp	◗			◗	◗	○		●	●	◗	$6.0	2	0%	Planning	

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Appendix D: Funding Programs

Various federal and state programs are available for funding a portion of the ETP MAP. Representative programs are described below.

Federal Programs

The Federal funding program is divided into two categories: state-managed program, and regionally managed program.

State-Managed Program

WSDOT recommends/selects projects to be included in the state-managed program. The state-managed program provides funds for projects on interstate highways, bridge replacement, and National Highway System categories.

Regionally-Managed Program

The Puget Sound Regional Council (PSRC) selects projects to be included in the regionally managed program (an explicitly prescribed process is used). ISTEA funds are administered under three programs: the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Federal Transit Administration Program (FTA).

- *STP* provides funds for transit capital and planning projects, bridge construction, carpool and vanpool projects, roadway improvements (on urban collectors and arterials), bicycle and pedestrian improvements, wetland mitigation, traffic control/management projects, and regional transportation planning. STP funds go to local jurisdictions.

- *CMAQ* provides funds for projects that have quantifiable air quality benefits (there are 37 categories of eligible projects). CMAQ funds go to local jurisdictions.

- *FTA* provides funds for transit projects: capital, operations, and planning projects are eligible for Section 5307 funds, and capital projects to modernize existing fixed-route systems and other major capital projects are eligible for Section 5309 discretionary funds. FTA funds go to the transit operating agencies.

STP and CMAQ Funding Allocation

STP and CMAQ funds are allocated in equal amounts to "Regional" projects and "Countywide" projects. For the 1999-2000 biennium, anticipated funding levels are $32 million for STP and $18 million for CMAQ, with $25 million each earmarked for the Regional and Countywide programs. Regional projects are selected by the PSRC, while the four counties identify projects eligible for countywide funding. The Countywide program funds are allocated proportionally to the counties based on population. For the 1999-2000 biennium, King County's allocation is $13.7 million (57.5%) and Snohomish County's allocation is $4.5 million (19%). (A minimum of $605,000 in King County and $673,000 in Snohomish County must be set aside for projects in rural areas.)

As a matter of policy, the PSRC has determined that the STP and CMAQ funds will be allocated to various types of projects in the following proportions:

- system preservation projects: 21%
- system enhancement (non-motorized) projects: 10%
- roadway improvement projects: 29%
- transit projects: 20%
- intermodal and other projects: 20%

Seattle, King County, and the suburban cities nominate projects eligible for King County's share of the Countywide STP/CMAQ funds. (WSDOT, Port of Seattle, and tribal projects may be nominated a city or the county.) The King County local jurisdictions have decided that 33.7% of their Countywide STP funds will be used for system preservation projects, with the remainder of the funds allocated by an adopted competitive process.

State Programs

State funding for projects included in the ETP MAP comes from four primary sources. These funding sources include:

- *State gas tax:* These revenues are distributed according to population, and the uses are constitutionally controlled - 30% of the funds must be used for street construction or improvements, and 70% for either capital improvements of streets or street maintenance projects. Therefore, there is no

competitive evaluation process to appropriate these funds.

- ***Central Puget Sound Public Transportation Account (CPSPTA):*** This program is funded by the motor vehicle excise tax (MVET) for public transportation projects. Eligible projects include public transportation planning, the development of capital projects, the development of high-capacity transit systems, and the development of HOV lanes, ramps, and park-and-ride lots.

- ***Urban Arterial Trust Account (UATA):*** UATA funds are available on a competitive basis for mobility and safety projects sponsored by cities of over 5,000 population, cities in urban areas, and urban counties.

- ***Transportation Improvement Account (TIA):*** TIA funds are available on a competitive basis for urban collector and arterial projects that improve mobility by supporting economic development. Projects must be sponsored by cities of over 5,000 population, urban counties, and Transportation Benefit Districts.

The general criteria categories for the three competitive programs, and their evaluation weights, are provided in Table D-1.

Table D-1. Summary of State Funding Program Criteria

Criteria	CPSPTA	UATA	TIA
Multimodal	25%	10%	20%
Mobility	20%	20%	10%
Economic Development	12%	-	15%
Financial Match	14%	-	25%
Safety	15%	25%	10%
Structural Condition	-	15%	-
Roadway Width	-	15%	-
Multiagency	-	-	15%
Environment	9%	-	-
Innovation	5%	-	-
Project Cost	-	5%	-
Other	-	10%	5%

Appendix E: Public Outreach

Summary

The Eastside Transportation Partnership (ETP) used various outreach activities to promote the Mobility Action Priorities (MAP) and obtain public feedback over a six-month period from March 1997 through October 1997. The communications plan approved by ETP members in March 1997 included two main goals:

- educate Eastside residents about transportation needs, funding realities and the MAP; and
- ask for public feedback on general transportation policies as well as specific transportation projects.

Several communications tools were employed in the public outreach effort. Each Eastside jurisdiction developed a stakeholder list, and mailed bulletins describing the project and advertising a town meeting. A media sponsorship with the *Eastside Journal,* with a circulation of 33,0000 readers, was developed. This resulted in the inclusion of a questionnaire in one of the *Journal's* editions. The *Journal* also included news articles about the MAP and an editorial by the ETP Chair. Questionnaire results were published in the *Eastside Journal* and *Seattle Times*. Press releases were also sent to 10 additional area newspapers.

In addition, a hotline number was established, and a website developed with the opportunity to e-mail comments and complete a questionnaire on-line. Overheads summarizing the project were developed for use with outreach questionnaires at community meetings. A database of over 700 Eastside residents interested in transportation issues was created. A televised town meeting with a panel of transportation experts, the ETP and Eastside residents was also produced. The town meeting was rebroadcast on six different municipal cable stations, several times each. Viewers had the opportunity to contact the hotline, website, or ETP representatives after watching the meeting.

Methods and Feedback

The following summarizes feedback received from each of the outreach methods.

Questionnaire

The most successful outreach tool was the questionnaire published in the *Eastside Journal*. Over 600 readers completed and returned the questionnaire. Details regarding the questionnaire are provided in a technical memorandum, "1997 *Eastside Journal* Questionnaire" (September 5, 1997).

The pie charts at the end of the appendix provide a summary of respondent's answers to the questionnaire. It is important to note that the questionnaire was self-selecting and as a result cannot claim to represent the entire Eastside. It was, however, an important public involvement tool which solicited a large level of participation from residents.

Website

Five questionnaires were filled out on the website, with results included in the questionnaire report. Six e-mails were sent in, regarding a range of topics including opposition to HOV lanes and non-motorized trails and project R-43 (SR 202/140th Pl. NE), and support for concurrency and a new freeway near Highway 9.

Hotline

Twenty-seven people called the ETP hotline during the project. Eight people called with complaints or suggestions about HOV lanes. Others had suggestions about specific projects.

Workshop

About 45 members of the public, including three legislators (Representatives Brian Thomas, Mike Wensman and Kathy Lambert) and two staff members from congressional offices (Congressman Rick White's & Congresswoman Jennifer Dunn's offices) attended a televised town meeting on October 16, 1997 from 7 p.m. - 9 p.m.

The town meeting included a panel discussion with transportation experts, ETP members, and the general public. The panelists included:

Preston Schiller - *ALT-TRANS*
Barbara Gilliland - *RTA*
Rob Fellows - *WSDOT*
Barry Murphy - *Microsoft*

King Cushman - *PSRC*
Eric Gleason - *Metro Transit*

Don Ding - *KCDOT*
Transportation System Planning

Panelists offered a range of ideas and solutions for improving transportation options, however, all agreed that the costs of doing nothing are too great. Topics discussed included:

- how transportation choices affect the livability of communities, including housing costs and work and retail locations,
- how the RTA will impact the Eastside,
- the role of HOV's in improving mobility,
- how and when the private sector contributes to transportation funding, and
- why revenue for transportation projects has not kept up with growth, and how that needs to change.

Members of the public participated in the discussion and had comments concerning:

- the need to educate the public about transportation funding and how the gas tax and MVET is allocated,
- the need for better Eastside transit service,
- how to create walkable communities where cars aren't so necessary,
- development on the Plateau and the responsibility of developers to provide roads,
- a road project that would increase the number of lanes through the Sammamish Valley (R-43 and R-49), and
- housing density in Kirkland and how the RTA's access ramps will affect Kirkland.

The town meeting was televised and rebroadcast to six municipal cable stations on the Eastside. A video of the full two-hour broadcast is available to the public.

Seventeen Eastside residents filled out and returned a questionnaire after attending or viewing the town meeting. The questionnaire was based on the earlier questionnaire distributed through *the Eastside Journal*. Town meeting attendees allocated the majority of their dollars to transit service. Respondents were polarized over the worthiness of funding non-motorized projects - several opposed all non-motorized, and some chose non-motorized projects as their top priorities.

Letters

Ten people sent letters to the ETP, either through the questionnaires or directly to the ETP. Six letters included complaints about HOV lanes, or suggestions to open them to more users.

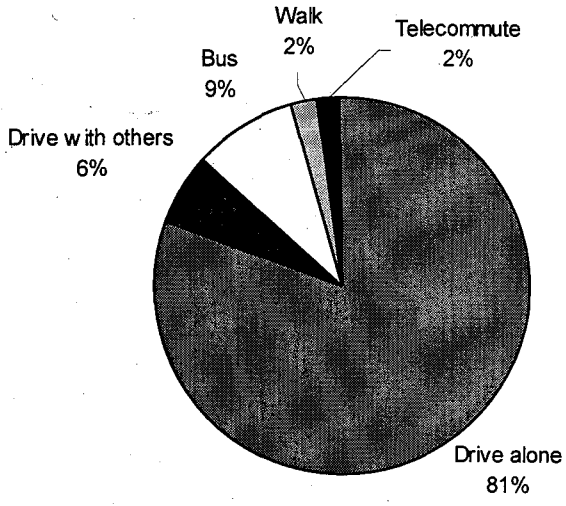
Database

About 700 mailing labels have been compiled of people interested in the ETP and transportation issues, from questionnaires, letters, and transportation groups.

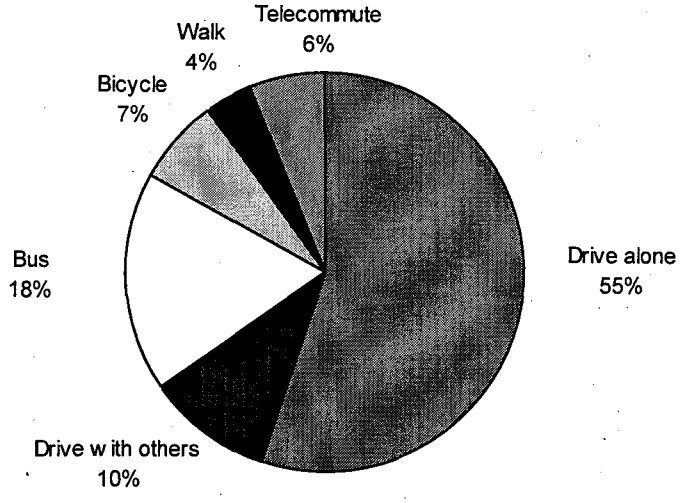
Media Coverage

The ETP received significant media coverage throughout the MAP process. The *Eastside Journal* sponsored the questionnaire, and included a front-page article on the day of the questionnaire. Both the *Journal* and the *Seattle Times* ran stories on the questionnaire results, and both papers reported on the workshop results.

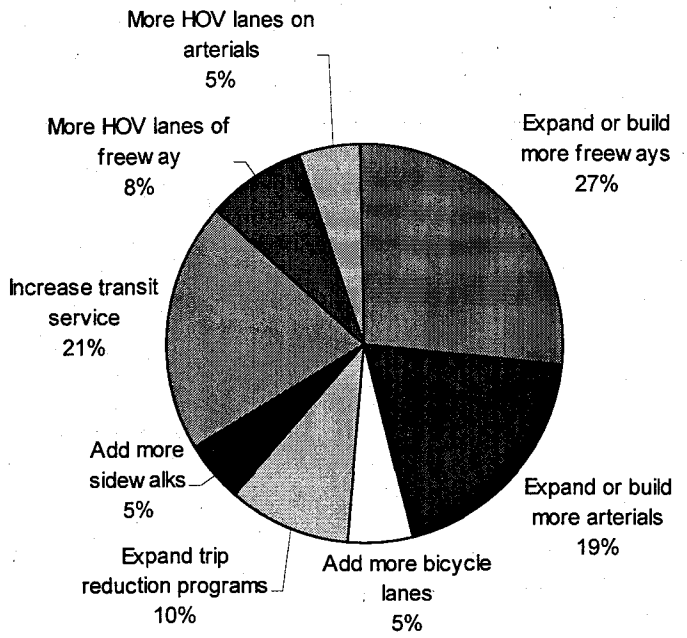
Question 1: What mode of transportation do you use most frequently to get to work?



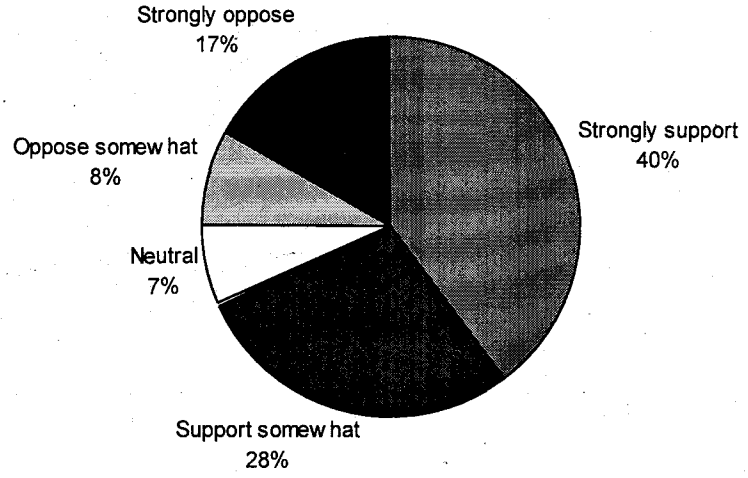
Question 2: How would you prefer to travel to work?



Question 5: If you had $100 to spend, how would you allocate your dollars?



Question 8: Indicate your level of support for the following statement: I would support transportation-related tax increases, such as an additional gas tax.



MOBILITY

The highest priority transportation projects and programs for the Eastside

ACTION

PRIORITIES

Message from the Chair

The Eastside Transportation Partnership (ETP) is a coalition of public agencies from the eastside of Lake Washington working together to address transportation issues in their region.

During 1997, ETP undertook the Mobility Action Priorities (MAP), a concerted effort to to identify those projects from adopted plans that would be most effective in improving overall mobility and addressing peak hour congestion throughout the Eastside. As a result of that effort, 117 high priority projects, estimated at $1.36 billion, were identified. Many of the projects are general transportation improvements for arterials and freeways. Also included as high priorities are freeway and arterial HOV and Regional Transit Authority improvements, plus nonmotorized and Transportation Demand Management (TDM) actions. This document summarizes the recommended projects, programs and policy direction included in the ETP MAP.

Funds currently are committed for only a portion of these projects, and there is a significant funding shortfall for the next six years. ETP's primary focus now will be to work toward implementation of these high priority projects, to increase overall transportation funding and enhance ETP project competitiveness for grant funds. We need the help of all of ETP's member jurisdictions and agencies, citizens and the state, working in partnership, to accomplish this. We welcome your participation and look forward to working with you to make these high priority projects a reality.

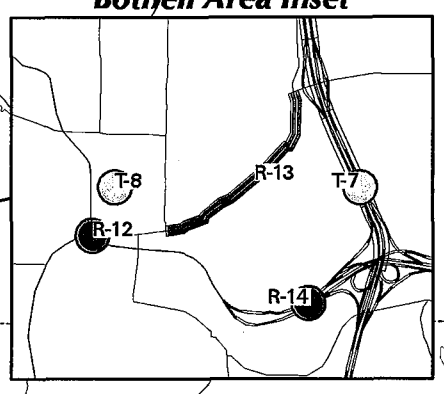
Nancy McCormick

Chair
Eastside Transportation Partnership

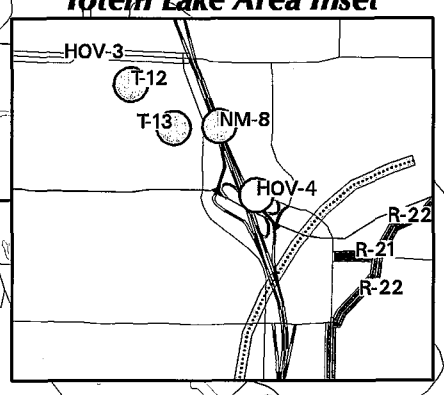
ETP Mobility Action Priorities

Snohomish County
King County
Bothell
Woodinville
Kirkland
Redmond
Bellevue
Lake Sammamish
Hunts Point
Yarrow Point
Clyde Hill
Medina
Beaux Arts
Mercer Island
Newcastle
Issaquah
Renton

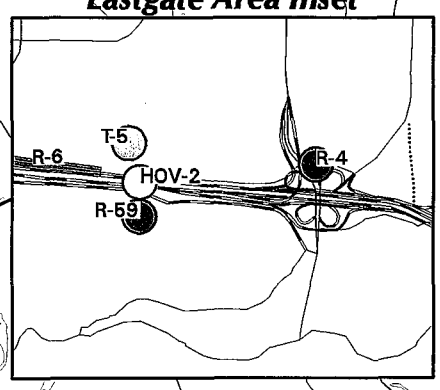
Bothell Area Inset



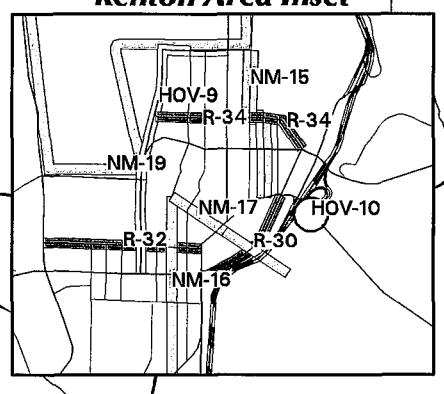
Totem Lake Area Inset



Eastgate Area Inset



Renton Area Inset



BRW
A DAMES & MOORE GROUP COMPANY

Note: Map Locations of proposed facilities are approximate

Projects

- Transit
- Roadway
- High-Occupancy Vehicle (HOV)
- Pedestrian & Bicycle (NM)
- ★ The Bel-Red Overlake Transportation Study will identify additional projects for ETP consideration.

Road Classifications

- Freeways
- Principal Roads
- Minor Roads
- Collector Roads
- Trails & Walkways

ETP
EASTSIDE TRANSPORTATION PARTNERSHIP

	Project Number	Lead Agency	Project Description	Cost ($97mil)
Studies	S-01	WSDOT	I-405 Corridor Major Investment Study *	$2.0
	S-02	WSDOT	Trans-Lake Washington Study (Seattle to Eastside) - Conduct corridor study *	$2.8
Roadway Projects	R-04	Bellevue	Eastgate Wy / 150 Ave SE intersection improvements	$1.7
	R-05	Bellevue	SR 520 freeway access ramps between 124 and 148 Ave. NE	$37.0
	R-06	Bellevue	Eastgate Way roadway widening plus sidewalks and bike lanes	$1.3
	R-07	Bellevue	NE 29 Pl - Construct new 2-lane road with sidewalks and like facilities	$6.0
	R-10	Sno Co	SR 524 - Widen roadway including sidewalks, bike lanes	$16.0
	R-11	Bothell	SR 524 -Widen roadway including sidewalks, bike facilities	$10.0
	R-12	Bothell	SR 522/527/Main St Intersection improvements	$2.3
	R-13	Bothell	Beardslee Blvd - Widen roadway including sidewalks	$1.4
	R-14	WSDOT	UW Branch Campus access road from SR 522	$5.0
	R-I5	Sno Co	228 St SW/SE-Widen roadway including sidewalks, bike lanes	$9.3
	R-16	Bothell	120 Ave NE - Widen roadway including sidewalks, bike lanes	$1.9
	R-17	Issaquah	1-90/SR 900 interchange reconfiguration	$14.3
	R-18	Issaquah	Issaquah bypass - Construct new road with separated ped/bike trail	$16.8
	R-19	Issaquah	I-90/Sunset Way Interchange completion with nonmotorized connections	$41.0
	R-20	Issaquah	Newport Way - Widen roadway including bike facilities	$3.5
	R-21	Kirkland	NE 120 St - Construct new roadway with ped/bike facilities	$1.7
	R-22	Kirkland	Slater Ave NE -Widen roadway with ped/bike facilities	$2.2
	R-23	Kirkland	124 Ave NE - Widen roadway with ped/bike facilities	$4.8
	R-24	Newcastle	Coal Creek Pkwy - Widen roadway with sidewalks, bike lanes, traffic signals	$38.3
	R-25	WSDOT	SR 202 - Widen roadway	$37.0
	R-26	Redmond	NE 90 St - Construct new road with bike facilities	$8.7
	R-27	Redmond	Union Hill Rd - Widen roadway with bike facilities	$8.6
	R-28	Redmond	West Lake Sammamish Parkway- Widen roadway with sidewalks, bike lanes	$7.9
	R-29	WSDOT	SR 520/SR 202 Interchange completion	$41.1
	R-30	Renton	SR 900/Bronson Wy - Widen roadway and bridge	$10.9
	R-31	Renton	Duvall Ave NE - Widen roadway with sidewalks, bikeway	$2.6
	R-32	Renton	S 2 St - Widen roadway and convert existing 1-way street to 2-way operation	$16.3
	R-33	Renton	Rainier Ave/Grady Wy - Grade separate intersection	$15.0
	R-34	Renton	N 4 St - Widen roadway and convert existing 1-way street to a 2-way boulevard	$18.5
	R-35	Renton	Oakesdale Ave SW - Replace Monster Rd Bridge and Widen roadway	$15.2
	R-36	Renton	Oakesdale Ave SW - Construct new road with sidewalks	$7.0
	R-37	Renton	SW Grady Wy - Rechannelize and modify signals	$0.3
	R-38	WSDOT	SR 522 - Widen roadway	$124.3
	R-39	King Co	140 Ave SE - Widen roadway with sidewalks, bike lanes, signals, bridge	$33.5
	R-40	King Co	Juanita-Woodinville Way - Widen roadway with walkway/pathway	$1.8
	R-41	King Co	East Lake Sammamish Pkwy - Widen roadway with bike facilities, Interconnect traffic signals	$6.4
	R-42	King Co Issaquah	Sammamish Plateau Access Road - Prepare EIS, construct new arterial with sidewalks, bike lanes	$37.9

	Project Number	Lead Agency	Project Description	Cost ($97mil)
Non-motorized Projects	NM-02	Bellevue	118 Ave SE - ped/bike facilities	$6.8
	NM-03	Bellevue	Lake Washington Blvd - new sidewalk and bike lanes	$1.7
	NM-04	King Co/ Bellevue	W Lk Sammamish Pkwy - Ped/bike facilities	$7.2
	NM-05	Bellevue	Lake Hills Connector - new ped/bike facility	$0.3
	NM-07	Bothell	North Creek Trail Link-New Class I bike/ped trail	$0.4
	NM-08	Kirkland	NE 128 St - pedestrian overpass across I-405	$1.3
	NM-09	Bellevue/ Kirkland	Burlington Northern alignment pedestrian/bike path	$7.4
	NM-10	Kirkland	116 Ave NE - Widen for pedestrian, bike, and horse facilities	$1.7
	NM-11	Mercer Is	Island Crest Wy pedestrian/bike enhancements	$0.8
	NM-12	Mercer Is	Mercer Island Loop shoulder widening improvements	$0.8
	NM-13	Mercer Is	80 Ave SE - CBD pedestrian enhancements	$0.7
	NM-14	Newcastle	Lake Washington Blvd/112 Ave SE - Widen/pave shoulder for ped/bike	$0.7
	NM-15	Renton	Cedar River-Lake Washington Connector- bicycle facilities	$0.3
	NM-16	Renton	Burnett Street Promenade ped/bike facility	$0.8
	NM-I7	Renton	Cedar River Bicycle Trail South Extension	$0.3
	NM-18	Renton	Sunset Bypass Bicycle Route	$0.3
	NM-19	Renton	Lake Washington Loop - bike/ped facilities and river crossing	$2.0
	NM-20	Renton	Renton-Interurban bike/pad Connector	$0.2
	NM-21	King Co	I-90 Sunrise Trail - Re-design and refurbish for Mountains to Sound	$0.9
	NM-22	King Co	East Sammamish Trail - multi-purpose trail along BNSF alignment	$9.0
	NM-23	King Co	Soos Creek Multi-use Trail	$3.5
Transit Projects	T-01	Joint Cities	Eastside Centers Transit Access - Transit access improvements *	TBD
	T-02	RTA	Eastside Small Cities Transit Access *	$3.2
	T-03	King Co	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue) *	$3.2
	T-04	Bellevue	Bellevue Multimodal Center	TBD
	T-05	King Co	Eastgate Park and Ride - Expand by 300 stalls	$11.7
	T-06	RTA	Canyon Park (Vicinity of 1-405/SR 527 Interchange)- New Flyer Stops	$5.3
	T-07	RTA	I-405 North Creek Freeway Flyer Stop at Branch Campus Access	$5.3
	T-08	King Co	Bothell Transit Center	$19.5
	T-09	Issaquah	Issaquah Park and Ride - Expand by 200 stalls	$2.5
	T-10	RTA	Issaquah Transit Center	$10.6
	T-12	King Co	Totem Lake Area-Park & Ride capacity expansion	$13.3
	T-13	RTA	Kirkland Transit Center	$10.6
	T-14	RTA	Mercer Island Transit Center and modifications to I-90 center roadway	$26.5
	T-15	RTA	Newcastle Transit Center	$5.3
	T-16	King Co	Redmond Transit Center	$2.3
	T-18	RTA	Overlake Transit Center, Park and Ride	$6.4
	T-20	Renton	Renton East Highlands (Near intersection of SR 900 and Duvall Ave) - new Park and Ride lot	$1.0
	T-21	RTA	Unincorporated King County Transit Access *	$5.3
	T-23	King Co	Grand Ridge (Sammamish Plateau)- New Park and Ride lot *	$4.5
	T-24	Renton	Soos Creek (Carr Rd/SW 43rd St Corridor)- New Park and Ride lot	$1.5

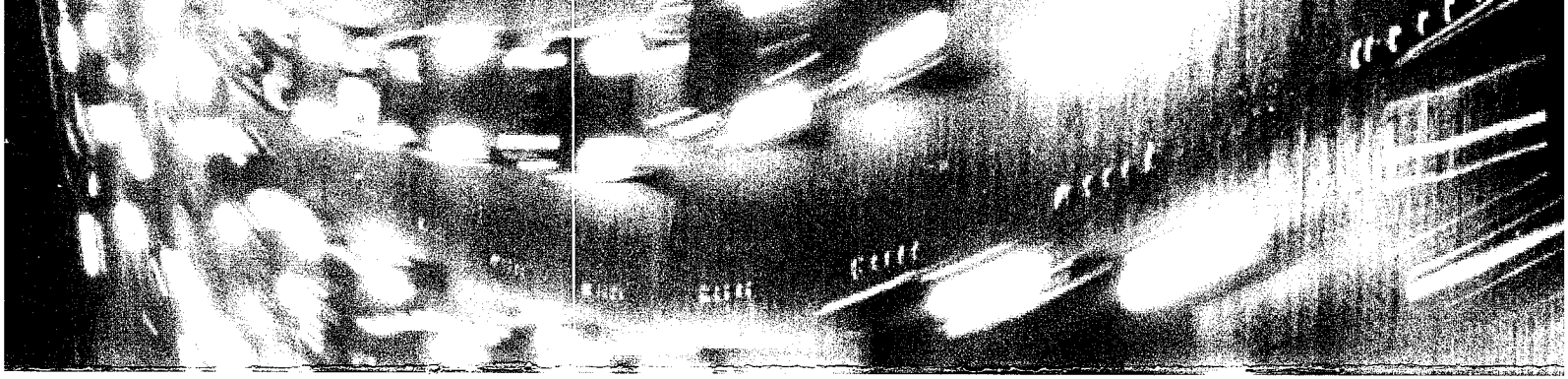
* Not Mapped

	Project Number	Lead Agency	Project Description	Cost ($97mil)
Roadway Projects	R-43	WSDOT	SR 202/140 Pl NE - Widen roadway	$7.0
	R-44	King Co	228 Ave SE - Widen roadway with sidewalks, bike lanes	$17.5
	R-45	King Co	Issaquah-Fall City Rd - Widen roadway with sidewalks, bike lanes, pathway	$8.6
	R-46	King Co/ Kent	SE 212 Wy/SE 208 St - Widen roadway with bike facilities, HOV priority	$14.1
	R-47	King Co	NE 124 St - Widen roadway with sidewalks, bike facilities, traffic signal	$6.8
	R-48	King Co	Avondale Rd - Widen roadway with walkway/pathway, new bridge, traffic signal	$7.1
	R-49	King Co	Willows Rd Extension - Study feasibility of new roadway with bike lane	$19.0
	R-50	King Co	Issaquah-Fall City Rd - Widen roadway for left turn lanes	$1.1
	R-51	Sno Co/	Woodinville-Snohomish Rd - Widen roadway with sidewalks, bike lanes Woodinville	$3.0
	R-52	King Co	Woodinville-Duvall Rd - Widen roadway with shoulders	$8.9
	R-53	Woodinville	SR 522 Freeway Access improvements	$6.6
	R-54	Woodinville	Woodinville-Redmond Rd (SR 202) - Widen roadway	$1.6
	R-55	WSDOT	I-405/SR 167 Interchange - Construct new southbound I-4O5-to-southbound SR 167 flyover ramp	$6.0
	R-56	Bothell	39 Ave SE - Construct new road with bicycle facilities	$9.5
	R-57	Bothell	228 St SE - Widen roadway with bike lanes	$4.8
	R-58	Redmond	SR 202/ 160 Ave NE -widen /construct roadway	$12.0
	R-59	Bellevue	SE 36 St/142 Ave SE - Intersection signal with revised channelization	$0.2
High-Occupancy Vehicle (HOV) Projects	HOV-01	Bellevue/ RTA	I-405 access improvements in downtown Bellevue	$95.8
	HOV-02	RTA	I-90 (Eastgate) HOV direct access to P&R	$26.3
	HOV-03	Kirkland	NE 132 St widen to 3 lanes with Bike lane; Study HOV treatment	$2.9
	HOV-04	RTA	I-405 HOV direct access	$86.4
	HOV-05	Kirkland/ Redmond	NE 85 Street Corridor study	$7.9
	HOV-06	Redmond	Avondale Rd - Construct SB HOV lane	$1.6
	HOV-07	Renton	NE 44 St /1-405 interchange HOV direct access and arterial/ nonmotorized improvements	$39.5
	HOV-08	Renton	SW 43 St - HOV/Transit preferential treatment	$2.7
	HOV-09	Renton	Logan Ave N/N 6 St - HOV Improvements, sidewalks	$2.2
	HOV-10	Renton	SR 169 - HOV and transit priority Improvements	$2.6
	HOV-11	Renton	Park Dr-Sunset Blvd - HOV queue jumps/bypass lanes	$1.2
	HOV-12	RTA	I-405 (Lind Ave to Park Dr)/ HOV direct access improvements	$76.1
	HOV-13	Renton	SW 27 St/SR 167 - HOV lanes and HOV-only Interchange	$10.1
	HOV-14	WSDOT	I-405 - HOV lanes	$30.6
	HOV-15	WSDOT	E Lk Samm Pkwy - Widen to 4/5 lanes + HOV lanes	$1.2
Travel Demand Management (TDM) Projects	TDM-01	WSDOT	1-405 "Core" Trip Reduction Program *	$1.5
	TDM-O2	King Co	Areawide Flexpass Program (Eastgate, Downtown Bellevue, North Renton Industrial, Bothell Bus. Park Areas) *	TBD
	TDM-03	King Co	Commute Trip Reduction Incentive Projects - Resource to CTR-eligible employers *	TBD
	TDM-04	King Co	Transportation Connection Centers - Assistance for airport connections from key locations *	TBD
	TDM-05	King Co	Developer- Initiated Fund - Matching funds to support TDM programs *	TBD

ETP Mobility Action Priorities

Project Map and List

EASTSIDE TRANSPORTATION PARTNERSHIP



Eastside Transp

City of Beaux Arts

City of Bellevue

City of Bothell

City of Clyde Hill

City of Issaquah

City of Kirkland

City of Medina

City of Mercer Isla

City of Newcastle

City of Redmond

City of Renton

City of Woodinvill

City of Yarrow Poi

Eastside Transport

King County

Puget Sound Regi

Regional Transit A

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WA State Transpo

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Exec

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land use plans

Reasons for a New Plan

Despite these accomplishments, there is a continuing need for significant transportation improvements on the Eastside, some of which were included in the 1991 recommendations, and some of which have been identified since that time to meet changed conditions. The Puget Sound area and the Eastside have experienced phenomenal growth in jobs, population, and vehicle miles traveled during the 1990s. This has placed greater demands on an already overburdened transportation infrastructure and led to a reconsideration of a number of previously planned improvements. In addition, adoption of *Vision 2020* for the Puget Sound region and passage of the State Growth Management Act (GMA) and Commute Trip Reduction legislation resulted in new local land use and transportation plans. Finally, revenues for transportation improvements have declined. All of these factors made it necessary to update the 1991 ETP recommendations.

ETP was awarded an Intermodal Surface Transportation Efficiency Act (ISTEA) grant for this update. Using these grant funds and matching funds from ETP member cities, ETP began work on the update, called the Mobility Action Priorities (MAP) in 1997. The MAP effort focused on evaluating transportation improvements identified in adopted plans that would benefit all Eastside jurisdictions. No new needs assessment was involved. Instead, the MAP was intended to determine those projects developed through local planning efforts that would be most likely to achieve the goal of "improving overall mobility and addressing congestion on the Eastside."

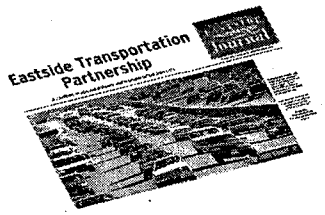
A foundation of ETP is to implement projects through education and advocacy. The information obtained through the ETP MAP process is a very valuable first step in reaching out to those constituencies. To make the MAP a success, ETP will continue to emphasize these efforts in the coming years through

- encouraging public participation at its regular meetings,
- initiating actions to involve more citizens and groups,
- seeking assistance from the business community to build a strong coalition to advocate for Eastside needs, and
- monitoring implementation progress and effective ness.

Public Outreach Techniques used in ETP MAP

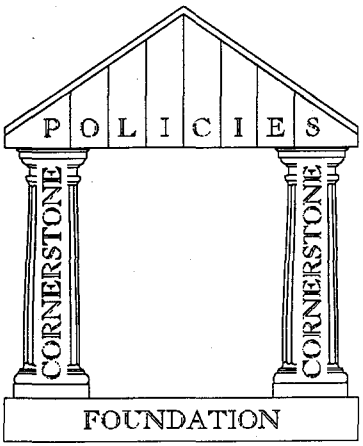
- Stakeholder Interviews
- Media coverage
- Website
- Hotline
- Town Meeting workshop

Public input was used to guide ETP's decisions throughout this process. To obtain public feedback on the initial list of projects, a list of the priority ETP projects and programs, along with a public opinion questionnaire, were published in the *Eastside Journal*. ETP also held a televised public workshop attended by approximately 40 citizens. This workshop was rebroadcast a number of times. While there was strong sentiment, both positive and negative, about all modes in general and some specific projects, the overall feedback supported ETP's belief that a balanced and integrated transportation system is needed. Substantial support for capacity improvements, both freeway and arterial, was voiced. At the same time, there were many responses favoring increased transit service and facilities. All of this input was useful for the ETP in developing its policy and project recommendations.



Policy Direction

The recommendations adopted by ETP in 1991 included "Cornerstones", or policy language that guided the development of the 1991 ETP program. Most of the basic principles remained valid in 1997, and were used to provide a basis for selecting high priority projects and direction for implementation. However, revisions were needed to update and simplify the language and to more accurately reflect ETP's current goals and implementation authority. The following Goals, and Foundations, summarize the current policy direction for ETP.



Long-term P

Total Needs
Funded Need
Unfunded Ne
(Unfunded pe

Other Key Projects

In addition to the high priority projects, 71 projects were identified as being important elements of the long-term MAP and should be implemented, as funding becomes available. These 71 projects constitute an additional $407 million (1997 dollars) in investment need.

Current funding availability for MAP projects is less than 40 percent of what is needed over the next 15 years.

Comparison of Available Funding to MAP Project Needs

The overall magnitude of identified high priority MAP project needs over the next 15 years approaches $1.4 billion (1997 dollars). With the exclusion of the RTA program, which is largely funded, the total for local agencies and WSDOT still approaches $1.1 billion. Current MAP funding availability accounts for less than 40 percent of this need.

Short-term projects (1-6 years)

Approximately 45% of the funding needed for the short-term MAP projects has been committed, which results in funding deficiencies of $82 million per year.

Short-term Project Funding Needs (1997 dollars)

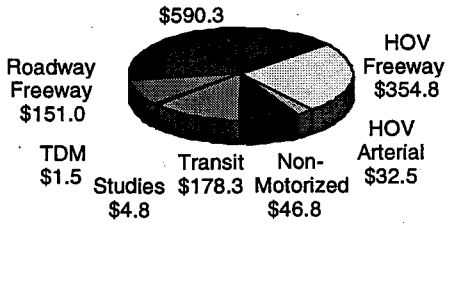
	Led by City/County	Led by WSDOT	Led by RTA	Total
Total Needs ($m)	**$612**	**$167**	**$140**	**$919**
Funded Needs	$287	$3	$140	$430
Unfunded Needs	$325	$164	$0	$489
(Unfunded per Year)	($54)	($27)	($0)	$(82)

I-405 Major Investment Study and the Trans-Lake Washington Study, along with the Bellevue-Redmond-Overlake Transportation Study, are included on the prioritized list of the MAP to be undertaken in 1998 and 1999. These studies will assess transportation problems in three major transportation corridors and the potential alternatives to improve these problems. The transportation projects identified in the studies should then be evaluated using the approved MAP process.

High Priority Projects

A total of 117 projects have been included in the MAP as "high priority" projects. These projects total almost $1.4 billion (1997 dollars).

High Priority Projects by Mode



Approximately 54% of the investment in high priority projects is designated to arterial and freeway general transportation improvements. Approximately 29% of the total project cost will be needed to complete much of the freeway and arterial HOV system, while direct RTA investment in transit infrastructure improvements will add an additional 13%. The region's ongoing commitment to nonmotorized and TDM actions completes the remaining 4% of the high priority program cost. All of the projects will work together to complete