

Transportation Needs Report 2012

Change Report

Proposed Changes from the Transportation Needs Report 2010

KING COUNTY COMPREHENSIVE PLAN

Public Review Draft

October, 2011

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Introduction

The Transportation Needs Report (TNR) is a long-term, comprehensive list of recommended improvements to serve unincorporated King County's transportation needs. It incorporates consideration of significant projects in cities, adjacent counties, and on state highways as they relate to the overall functioning of the transportation system. The transportation needs outlined in the TNR include those currently known (existing) as well as those that are forecast due to regionally-adopted targets for growth and development.

The TNR is a functional plan of the King County Comprehensive Plan. Together with the Roads Six-Year CIP and the Roads biennial operating budget, it fulfills the requirement of growth management legislation (RCW 36.70A.070) for a transportation capital facilities plan element of the King County comprehensive plan. The TNR was prepared consistent with all requirements of growth management legislation including:

1. It is based on the land use element of the comprehensive plan.
2. Its list of transportation needs and recommended improvements was developed using travel demand forecasts that are based on the regionally-adopted growth targets.
3. It includes a financial analysis that reflects the most recent land use changes, project amendments, costs, and financial revenue assumptions.

The TNR horizon year is 2031, which is consistent with regionally-adopted targets for population and employment growth.

The schedule for updating the TNR coordinates with major updates to the Comprehensive Plan. Starting with TNR 2004, the update cycle coincides with the four-year, comprehensive plan major amendment cycles. If circumstances warrant, interim updates may be developed and transmitted with the annual comprehensive plan technical amendments.

Purpose

The TNR serves the following purposes:

Relationship to King County Comprehensive Plan: A primary purpose of the TNR is to fulfill specific requirements of state growth management legislation for comprehensive planning. These requirements as outlined in state legislation (RCW 36.70A.070 (6)) are:

1. Specific actions and requirements for bringing into compliance locally-owned transportation facilities or services that are below an established level of service standard;
2. Forecasts of traffic for at least ten years based on the adopted growth targets and land use plan to provide information on the location, timing, and capacity needs of future growth;
3. Identification of state and local system needs to meet current and future demands;
4. An analysis of funding capability to judge needs against probable funding resources;
5. A multiyear financing plan based on the needs identified;

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The TNR needs list and financial analysis fulfill these requirements. The needs list was developed using forecasts of traffic for the 2031 horizon year based on regionally-adopted growth targets and the land use element of the King County Comprehensive Plan.

Transportation Planning and Funding: The TNR helps King County make decisions on planning and funding of transportation improvements, based on policies, strategies, and actions set forth in the comprehensive plan and the Strategic Plan for Road Services. It follows guidelines established in the state's Growth Management Act to link land use planning with transportation needs.

The TNR plays a significant role in evaluating the difference between identified transportation needs and future expected revenues for King County. This analysis assesses the County's ability to keep pace with the demands of growth and assists in developing financial strategies to deal with unmet needs.

Coordination: The TNR helps to coordinate transportation improvements connecting King County with other jurisdictions including the Washington State Department of Transportation (WSDOT), adjacent cities, and counties. Considering the location and types of capacity projects anticipated by other agencies in traffic forecasting and analysis, helps King County understand how the overall transportation system will function in the future and predict where unincorporated capacity improvements may be needed. The information in the TNR also helps facilitate coordination between different divisions of the King County Department of Transportation. In addition, by clearly showing the location and scope of intended unincorporated road system improvements as well as the priority of these improvements, the TNR provides other jurisdictions with information to use in appropriately coordinating project implementation.

Annexations: Cities considering annexing portions of unincorporated King County can refer to the TNR for identified road improvements which their city may need to address in the future.

Development Review: The TNR serves as a major source of information in the review of proposed land developments and in determining appropriate mitigation measures required as a condition of new development approval. The County's Mitigation Payment System (MPS) uses the TNR to identify growth projects that will be part of the impact fee system.

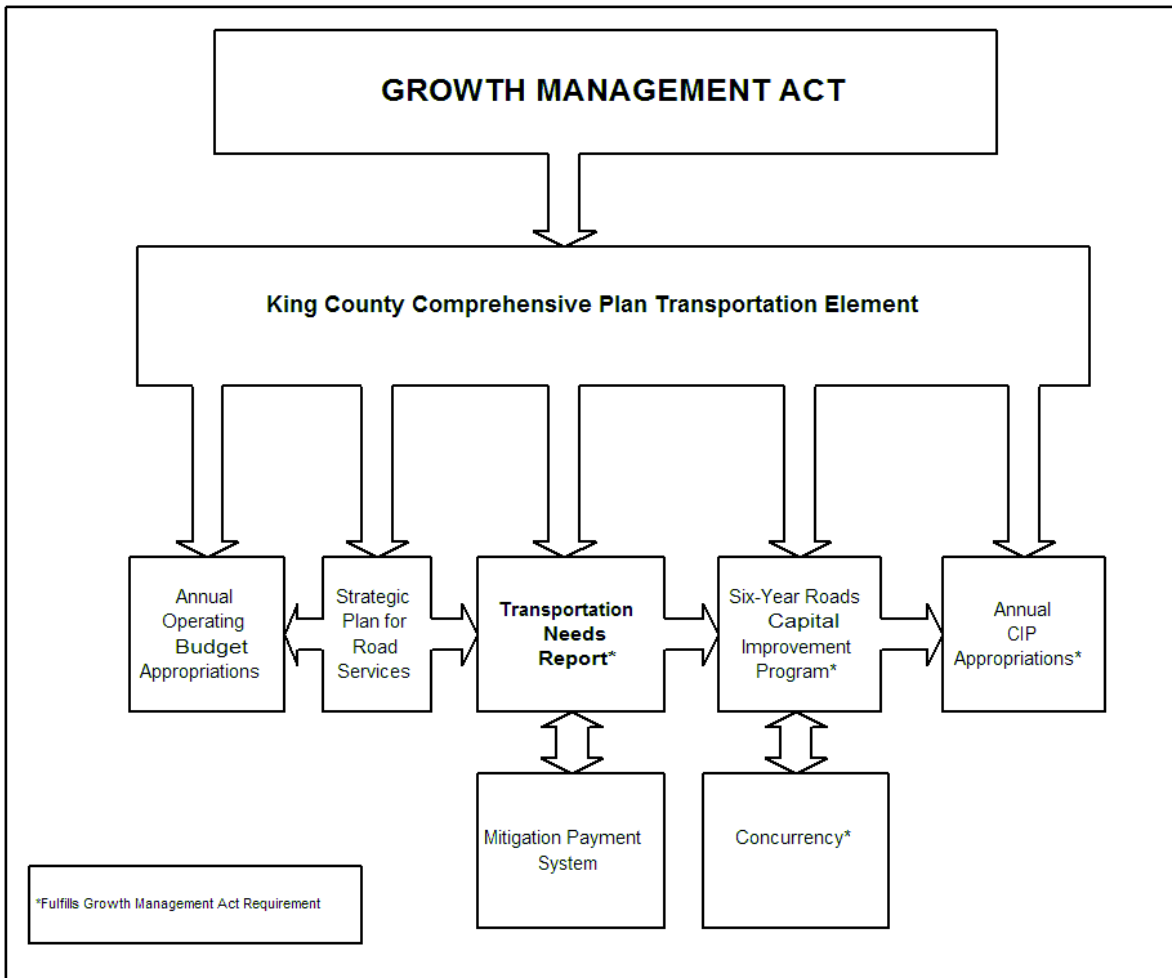
Road Vacation: Property owners can petition King County to have portions of the County's unused road rights-of-way sold to them if the property is not needed for current or future transportation purposes. The TNR is used to indicate the location of future projects on the road system in this road vacation process.

Process

The development of the TNR is part of a comprehensive planning process that is guided by state growth management legislation. This process, as depicted in the flow diagram, links the guidance of the King County comprehensive plan and the Strategic Plan for Road Services with the development of the TNR, the six-year Roads capital improvement program, and the Roads biennial operating budget. The mitigation payment system, which is authorized by growth management legislation and required by King County ordinance, is used to collect impact fees to

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help build road projects needed to support growth. Projects receiving MPS funding are included in the TNR. The concurrency program, which is required by growth management legislation, tests proposed development to make sure road capacity needed to support future growth will be available when needed. If a project needed to support the travel needs of a proposed development is included in the Roads six-year capital needs program and if other requirements are met, the proposed development may be granted concurrency and allowed to proceed with permit application.



Strategic Plan for Road Services (SPRS)

The Strategic Plan for Road Services lays out the Road Services Division's mission, vision, and focused direction for the next five-plus years. It aligns the division's employees, services, and programs with the overarching goals of King County; informs decisions by the King County Executive and Metropolitan King County Council on matters of policy, operations, and budget; and provides a framework to ensure oversight and management of the division's programs and services.

The plan was developed in response to a critical funding funding problem coupled with a backlog of road system maintenance and preservation needs. Road Services recognizes that it

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may not be able to fully accomplish all of the goals and strategies suggested in this plan. The plan prioritizes goals to guide division staff so their work meets the most critical needs with available funding and resources. It places high priority on regulatory compliance, immediate operational safety, and maintenance and preservation of infrastructure.

The priority goals for the SPRS are as follows:

Priority	Description
1	Meet regulatory requirements and standards. Compliance with local, state and federal regulatory mandates will be inherent in all the division's activities.
2	Meet core safety needs. Road Services will place high importance on reducing the potential for harm on county roadways through activities such as repairing guardrails, removing snow and ice, and maintaining signs and signals.
3	Maintain and preserve the existing roadway facilities network. The division will develop a program to manage road system assets in a way that minimizes costs over the life of the asset. The division also will assess and monitor road system assets, develop a plan to reduce the backlog of infrastructure needs, and direct efforts to the components of the road system that are most in need of attention.
4	Enhance mobility (movement of people and goods) by facilitating more efficient use of the existing road system. This involves making improvements such as signal timing and intelligent transportation systems in conjunction with preservation and maintenance projects or by finding funding for new mobility projects.
5	Address roadway capacity when necessary to support growth targets in the urban area. The division's final priority will be to pursue appropriate funding to increase capacity to support urban growth, consistent with the King County Comprehensive Plan.

A key component of the SPRS implementation is the establishment of a tiered service strategy. SPRS set the priorities upon which the new, tiered approach to roads maintenance and preservation has been built: the most-used arterials would receive the highest level of maintenance, storm response and snow and ice removal, while the lowest-priority roads could be downgraded. If approved by the County Council as part of the 2012 budget process, the new service approach would take effect in January, 2012.

The new tier service strategy outlines objective criteria for the ranking of each of the nearly 1,600 miles of County roadway into one of five service levels, using criteria such as volume of use by motorists, safety requirements, detour length, and whether the road is considered sole-access, a lifeline route or important for buses:

Tier 1 – Heavily traveled; connect large communities, major services, and critical infrastructure. Will receive the highest level of storm response, including the first roads to receive snow removal. Users of tier 1 roads should expect good road and bridge condition and well-maintained drainage. These roads will receive the highest level of maintenance and preservation.

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Tier 2 – Highly used local roads that serve local communities and large residential areas. Users of tier 2 roads can expect to see a lower level of storm and snow response. Will receive maintenance to keep these roads in good condition; generally preservation efforts will be more reactive and prioritized based on level of risk and availability of funding

Tier 3 --Highly used local roads that serve local communities and large residential areas. Will receive little to no storm and snow response, especially during significant storms. Maintenance and preservation are provided to slow deterioration but users of tier 3 roads should expect to see wear-and-tear to roadways, possible load limits, lower posted speed limits, and long-term partial closures.

Tier 4 -- Local residential dead-end roads with no other outlet. Will receive virtually no storm and snow response. Maintenance is limited to activities that preserve access. Users of tier 4 roadways may expect to see a number of one-lane roads with some downgraded to a gravel surface, depending on the level of deterioration and availability of funding.

Tier 5 -- Local residential roads that have alternative routes available for travel in case of road closures. Will receive virtually no storm and snow response. Maintenance is limited and based on factors such as life safety and risk, resulting in a growing number of deteriorating roads. Due to poor conditions, users of tier 5 roads can expect to see some closures, which may result in longer detours and difficulty accessing property. These roads may also be downgraded to a gravel surface, restricted to one lane, and have load limits and lower speed limits.

Each of the projects in the Transportation Needs Report has been coded with the corresponding Tier for its road facility. The Tier information will be used to establish priorities for funding and inclusion in the Capital Improvement Program.

Development of the TNR 2012 Change Report and Public Review Draft

For this major four year update to the Comprehensive Plan and the TNR, the following changes were incorporated and itemized into the TNR 2010 Change Report.

Capital Project completions

Numerous capital projects were completed since the adoption of the Transportation Needs Report 2010, and these completed projects were deleted from the needs list.

Annexations

Cities continue to annex portions of unincorporated King County, and when the annexed properties include TNR project locations, they are removed from the Transportation Needs Report or the project is shortened to account for the remaining portion in the unincorporated area. The latest major annexation was Kirkland's Juanita, Finn Hill and Kingsgate annexation in 2011.

Countywide Guardrail Program

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A number of guardrail improvements were completed since 2010, and these were deleted from the TNR. The Countywide Guardrail Program is soon approaching the point where new guardrail installations will be completed in all warranted arterial corridors, and the program's emphasis will shift to guardrail upgrades and repair.

High Accident Locations (HAL) and High Accident Road Segments (HARS)

The Road Services Division completed the High Accident Locations and Road Segments Analysis (Road Safety Audits) during 2011, which identifies the locations of traffic accidents in unincorporated King County. These locations were determined from accident records that indicated a minimum of nine accidents per location over a three year period. Recommended solutions to the accident problems were developed and project costs and priorities were calculated. These were added to the TNR.

Signal Warrant Priority Array

The latest analysis of intersections was completed in August, 2011. Intersections which met at least one traffic warrant for a traffic signal were added to the TNR. Locations which previously met warrants but no longer meet warrants were deleted. When the highest priority locations receive funding, they will be evaluated for either traffic signals or roundabouts.

Nonmotorized Project Re-Screening

For this TNR update cycle, many nonmotorized projects have been re-evaluated. These projects were originally defined in the late 1980's and early 1990's when nonmotorized needs as well as county policies may have been different. The evaluation considered many factors, including existing conditions of the roadway, traffic speed and volumes, availability of nearby destinations to which users could walk or bicycle (schools, parks, trails, transit stops and others). Other information sources used included the Healthscape scores, bicycle level-of-service, and comfort indicators and published reports from bicycle organizations.

Drainage-related Projects

Projects involving road culverts and other road drainage-related features have been included in the Transportation Needs Report for the first time. These are larger-scale projects which would be candidates for capital funds instead of the usual operational-funded projects.

Travel Forecasts for 2031

Travel demand forecasts for unincorporated King County were completed for the year 2031. Travel corridors which showed future capacity problems were identified and proposed for capacity projects. Existing capacity projects were confirmed by the analysis to be needed and deleted if the analysis showed they were not needed.

TNR Project Changes since TNR 2010

This report will only report on the individual project changes since the TNR 2010. Project changes are aggregated by geographical areas of King County.

The entire TNR as adopted in 2010 can be found on-line at the following address:

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<http://your.kingcounty.gov/kcdot/roads/planning/tnr>

Free internet access to view the TNR 2010 is available at any King County Library System branch location.

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AREA	NUMBER	Project	Scope	NEW?	NEW Comment	EDIT Comment	Delete ?	Delete Comment
Bear Creek	100309	Cottage Lake Creek Bridge #52B On NE 165th St Crossing Cottage Lake Creek					X	Completed
Bear Creek	100408	Avondale Road ITS Phase 1 From Novelty Hill Rd to NE 132nd St	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Anticipated completion in 2012
Bear Creek	100909	Novelty Hill Road ITS, Ph I From 208th Ave NE to West Snoqualmie Road	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Anticipated completion in 2012
Bear Creek	101404	Woodinville-Duvall Rd & 212th Ave NE	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Completed
Bear Creek	CP-8	Novelty Hill Rd Phase II From 195 Ave NE to Trilogy Parkway NE	Road improvements to NE Novelty Hill Road starting at the east end of the roundabout at NE Novelty Hill Road/195th Avenue NE to Trilogy Parkway Northeast. Work will include the construction of a two-lane roundabout at 208th Avenue NE, realignment of NE N	Yes	Ultimate project			
Bear Creek	HAL-77	Trilogy Pkwy & NE Novelty Hill Rd	Construct Roundabout	Yes	New HAL / HARS analysis			

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AREA	NUMBER	Project	Scope	NEW?	NEW Comment	EDIT Comment	Delete ?	Delete Comment
Bear Creek	HAL-78	Avondale Rd & NE 128th Way	Build ultimate configuration per CIP # 101088 (previously cancelled)	Yes	New HAL / HARS analysis			
Bear Creek	HAL-86	208th Ave NE & Novelty Hill Rd	Construct Novelty Hill Road Phase II	Yes	New HAL / HARS analysis			
Bear Creek	HAL-87	208th Ave NE & Union Hill Rd	Construct Roundabout	Yes	New HAL / HARS analysis			
Bear Creek	HAL-91	Novelty Hill Rd & 206th Ave NE	Construct Novelty Hill Road Phase II	Yes	New HAL / HARS analysis			
Bear Creek	HARS-12	NE Novelty Hill Rd from 206 Ave NE to 208 Ave NE	Construct Novelty Hill Road Phase II	Yes	New HAL / HARS analysis			
Bear Creek	ITS-13	Woodinville-Duvall Rd ITS, Phase II From 212th Ave NE to SR-203	Provide Intelligent Transportation System improvements which could include cameras; road weather information; data stations; dynamic message signs				X	Combined with Phase 1 project and funded in CIP
Bear Creek	ITS-35	Novelty Hill Rd ITS, Phase II From 208 Ave NE to West Snoqualmie Road	Provide Spot ITS improvements which could include travel time devices and road weather information system and safety devices	Yes	Phase II project			
Bear Creek	NM-5004	Union Hill Rd From 238 Ave NE To Ames Lake-Carnation Rd	Provide Nonmotorized Facility				X	Nonmotorized review - low number of users and few land use attractions
Bear Creek	OP-INT-82	NE 124th St & 162 PI NE	Turn Channels All Legs				X	Covered by SW-82

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AREA	NUMBER	Project	Scope	NEW?	NEW Comment	EDIT Comment	Delete ?	Delete Comment
Bear Creek	RC-151	Avondale Road From NE 134 St to Woodinville-Duvall Road	Replace damaged pavement surface	Yes				
Bear Creek	SW-11	Woodinville-Duvall Rd & 194th Ave NE	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Location no longer meets signal warrants
Bear Creek	SW-82	162 PI NE & NE 124 Way	Intersection Operational Improvement				X	Location no longer meets signal warrants
Bear Creek	SW-86	214 Ave NE & NE Novelty Hill Rd	Intersection Operational Improvement				X	Location no longer meets signal warrants
Bear Creek	SW-87	218 Ave NE & NE Novelty Hill Rd	Intersection Operational Improvement				X	Location no longer meets signal warrants
Bear Creek	SW-90	Avondale Rd & Bear Creek Rd	Intersection Operational Improvement				X	Location no longer meets signal warrants
Bear Creek	SW-97	Woodinville-Duvall Rd & 176 Ave NE	Intersection Operational Improvement				X	Location no longer meets signal warrants
East Sammamish	200309	Issaquah-Fall City Rd From 247th Ave SE to Klahanie Dr SE	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Completed
East Sammamish	OP-INT-75	Issaquah-Beaver Lake Rd & Duthie Hill Rd	Traffic Signal				X	Annexed by Sammamish
East Sammamish	SW-92	Duthie Hill Rd & Issaquah-Fall City Rd	Intersection Operational Improvement				X	Location no longer meets signal warrants

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AREA	NUMBER	Project	Scope	NEW?	NEW Comment	EDIT Comment	Delete ?	Delete Comment
Enumclaw	400310	Newaukum Creek Bridge #3042 On SE 416th St Crossing Newaukum Creek	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Anticipated completion in 2011
Enumclaw	400410	SE 424th St Bridge #3201 On SE 424th St Crossing Watercress Creek	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Anticipated completion in 2011
Enumclaw	BR-3066	Newaukum Creek Bridge #3066 On 236 Ave SE crossing Newwaukum Creek	Replace Bridge				X	Does not rank high on priority array
Enumclaw	GR-47	Mud Mountain Rd From SR-410 To SR-410	Construct Guardrail				X	Construction in 2011
Enumclaw	HAL-83	212th Ave SE & SE 400 St	Construct Roundabout	Yes	New HAL / HARS analysis			
Enumclaw	NM-0015	SE 448th St From 244 Ave SE to Enumclaw City Limits	Construct AC shoulder (North Side)				X	Annexed by Enumclaw 2010
Enumclaw	NM-5006	244th Ave SE From SR-164 To SE 456 St	Provide Nonmotorized Facility				X	Annexed by Enumclaw 2010
Enumclaw	NM-5008	SE 432nd St From 284 Ave SE To 268 Ave SE	Provide Nonmotorized Facility					Nonmotorized review - low number of users, few land use attractions, low traffic volumes, Tier 5 road
Enumclaw	NM-5011	Enumclaw-Franklin Rd From Franklin-Cumberland To SR-169	Provide Nonmotorized Facility				X	Nonmotorized review - low number of users and few land use attractions

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AREA	NUMBER	Project	Scope	NEW?	NEW Comment	EDIT Comment	Delete ?	Delete Comment
Enumclaw	NM-5012	244th Ave SE From Enumclaw City Limit To SE 400 St	Provide Nonmotorized Facility			shortened by Enumclaw annexation		
Enumclaw	NM-5013	284th Ave SE From SE 416 St To SR-410	Provide Nonmotorized Facility			shortened by Enumclaw annex		
Enumclaw	OP-INT-73	SE 448th St & 244 Ave SE	Turn Channels - East & West Legs				X	Annexed by Enumclaw 2010
Federal Way	300108	S 277th St - ITS From West Valley Hwy to Military Rd S	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Anticipated completion in 2012
Federal Way	300110	Star Lake Rd From Military Rd S to 42 Ave S	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Anticipated completion in 2011
Federal Way	300311	51st Ave S & S 288th St.	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Annexed by Auburn
Federal Way	300407	S 272nd Way & 55th Ave S.	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Completed

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Federal Way	HAL-92	Military Rd S & S 352 ST	Add NB and SB left turn lane	Yes	New HAL / HARS analysis			
Federal Way	OP-INT-115	Orillia Road S & S 204th St	Evaluate for Turn lanes				X	Annexed by Tukwila
Federal Way	SW-66	Military Rd S & S Star Lake Rd	Intersection Operational Improvement				X	Location no longer meets signal warrants
Federal Way	SW-74	51 Ave S & S 298 St	Intersection Operational Improvement				X	Annexed by Auburn
Highline	300114	Renton Ave S From 68 Ave S to 74 Ave S	Add a sidewalk along the south side of the roadway	Yes				
Highline	300210	16th Ave SW From SW Roxbury to SW 116th St.	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Anticipated completion in 2011
Highline	300214	78th Ave S From S 126 St To Renton Ave S	Add sidewalk to west side of roadway			change project limits - Renton annexation		
Highline	300215	Roxbury Street From 28 Ave SW to 30 Ave SW	Add sidewalk to south side of road	Yes				
Highline	300406	28th Ave SW From SW 110 St to SW 112 St	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Completed

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Highline	300410	S 133 St From MLK Way to S 134th St	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Completed
Highline	300607	SW 98th Street From 11 Ave SW to 16 Ave SW	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Completed
Highline	300610	South Park Bridge - Demolition	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Anticipated completion in 2011
Highline	GR-120	S 128 St From 64 Ave S to 76 Ave S	Construct Guardrail	Yes	Added from guardrail program analysis			
Highline	GR-48	Beacon Coal Mine Rd From S 129th St To S 138th St	Construct Guardrail				X	Construction in 2011
Highline	GR-58	SW 107th St From 22nd Ave SW To 12th Ave SW	Construct Guardrail				X	Anticipated construction in 2012
Highline	HAL-16	16th Ave SW & SW Roxbury St	Review timing and phasing, consider prohibiting NB lefts or closing NW approach.				X	Completed by City of Seattle
Highline	NM-5016	SW 104 St From 17 Ave SW To 28 Ave SW	Provide Nonmotorized Facility				X	Nonmotorized review - low-density residential area with low traffic volumes

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Highline	NM-5017	SW 102 St From 8 Ave SW To 17 Ave SW	Provide Nonmotorized Facility			Project extended east to elementary school		
Highline	NM-5019	15 Ave SW - east side From SW 106 St To SW 107 St	Provide Nonmotorized Facility				X	Nonmotorized review - sidewalks on one side of road and paved shoulder/parking on other side
Highline	NM-5022	S 124th St From 76 Ave SW To Skyway Park	Provide Nonmotorized Facility				X	Analysis shows no public ROW available for pathway
Highline	OP-RD-47	Renton Ave S From 68th Ave S to S 132nd St	Construct Bus Pull-outs			shorten s limits for annexation	X	Metro staff no long see the need for bus pullouts in corridor
Highline	SW-72	4 Ave SW & SW 102 St	Intersection Operational Improvement				X	Location no longer meets signal warrants
Highline	SW-75	64 Ave S & S 129 St	Intersection Operational Improvement				X	Location no longer meets signal warrants
Newcastle	200308	May Creek Bridge #5005 & May Valley Rd over May Creek	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Completed
Newcastle	200413	Newport Way From 150 Ave SE to 152 Ave SE	Construct 1,000 linear feet of sidewalk	Yes				

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Newcastle	BR-72A	May Creek Bridge #72A On 148th Ave SE Crossing May Creek	Construct short-span bridge				X	Annexed by Renton
Newcastle	HAL-42	156th Ave SE & SE 128th St	Left turn lane from 156th Ave SE to 164th Ave SE. Combine with HAL 61.				X	Annexed by Renton
Newcastle	HAL-85	175 Ave SE & SE 128 St	Convert SE 128th Street to a three-lane section.	Yes	New HAL / HARS analysis			
Newcastle	HAL-90	Lake Kathleen Rd SE & SE 128th St	Convert SE 128th Street to a three-lane section.	Yes	New HAL / HARS analysis			
Newcastle	NM-5031	156th Ave SE From SE 128 St To SE 133 St	Provide Nonmotorized Facility				X	Annexed by Renton
Newcastle	OP-INT-83	Coal Creek Parkway & May Valley Rd	Provide Left Turn Lane				X	Annexed by Newcastle
Newcastle	OP-RD-24	May Valley Rd From Coal Creek Parkway To SR-900	Widen Travel Lanes			shortened to Newcastle C/L		
Newcastle	SW-29	May Valley Rd & SE 128th Way	Intersection Operational Improvement				X	Location no longer meets signal warrants
Newcastle	SW-54	148th Ave SE & May Valley Rd	Intersection Operational Improvement				X	Annexed by Newcastle
Newcastle	SW-83	175 Ave SE & SE 128 St	Intersection Operational Improvement				X	Location no longer meets signal warrants
Newcastle	SW-85	196 Ave SE & SE 128 St/Way	Intersection Operational Improvement				X	Location no longer meets signal warrants

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Northshore	100213	90th Ave NE From NE 136 St To NE 138 PL	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Annexed by Kirkland
Northshore	100410	100th Ave NE From 132th Ave NE to 138th Ave NE	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Annexed by Kirkland
Northshore	CP-10	100th Ave NE From NE139 St to NE 145th St	Widen roadway to 5 lanes.				X	Annexed by Kirkland
Northshore	CP-18	Willows Road Extension From NE 124 St to NE 145 St	Construct missing arterial link				X	Annexed by Kirkland
Northshore	CP-3	Lakepointe Dr - 175th St & 64th-68th/SR-522	King County participation in Road Improvement District (RID)				X	Project within Kenmore incorporation area - RID no longer valid
Northshore	CP-4	Juanita-Woodinville Way NE From 112 Ave NE to I-405	HOV highway access				X	Metro staff no longer see the need for additional lanes to serve P & R
Northshore	GR-91	72nd Ave NE From Juanita Drive NE To end of route	Construct Guardrail				X	Annexed by Kirkland
Northshore	HAL-20	100th Ave NE & Simonds Rd	Regrade hill north of intersection to improve sight distance				X	Annexed by Kirkland
Northshore	HAL-49	108th Ave NE & NE 132nd St	Five lane section from 100th NE to I-405 overpass				X	Annexed by Kirkland

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Northshore	ITS-10	NE 132nd St From 100th Ave NE to 132nd Ave NE	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronize signals; Transit signal priority; cameras; vehicle detection; fiber optic communications				X	Annexed by Kirkland
Northshore	ITS-17	NE 144th St. ITS From 124th Ave NE to 148th Ave NE	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; traveler information				X	Annexed by Kirkland
Northshore	ITS-21	124th Ave NE ITS From NE 132nd St to NE 160th St.	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; fiber optic communications				X	Annexed by Kirkland
Northshore	NM-0301	NE 141st St From east of 84 Ave NE	Construct sidewalk (South Side)				X	Annexed by Kirkland
Northshore	NM-5023	NE 122nd Pl / NE 123 St / 84 Ave N From Juanita Drive To NE 125 Pl	Provide Nonmotorized Facility				X	Annexed by Kirkland
Northshore	NM-5024	112 Pl NE From Bothell south city limits to 112 Lane NE	Provide Nonmotorized Facility			Limits changed due to partial annexation		
Northshore	NM-5025	NE 140th St AND / OR NE 145 St Crossing I-	Provide Nonmotorized Facility				X	Annexed by Kirkland

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		405						
Northshore	NM-5028	176th Ave NE From Woodinville-Duvall Rd To NE 195 St	Construct Neighborhood Pathway				X	Nonmotorized review - low number of users,few land use attractions, low traffic, Tier 5 road
Northshore	NM-9906	Holmes Point Dr From Denny Pk (N entrance) to NE 135 PL	Construct AC shoulder (East Side)				X	Annexed by Kirkland
Northshore	OP-INT-103	Juanita Drive & NE 80th St/112th Ave NE	Provide North and Southbound Left Turn Lanes				X	Annexed by Kirkland
Northshore	OP-INT-80	84th Ave NE & NE 138 St	Provide Left Turn Lane-- Provide Right Turn Lane-- Construct Curb, Gutter, Sidewalk				X	Annexed by Kirkland
Northshore	OP-RD-16	NE 145th St From 100 Ave NE TO Juanita-Woodinville Rd	Turn channels at major intersections				X	Annexed by Kirkland
Northshore	OP-RD-18	NE 175 / NE 172 PI From 164 Ave NE To 174 Ave NE	Reconstruct Roadway			project shortened by Woodinville Annexation		
Northshore	RC-46	Holmes Point Drive NE at 144 Ave NE	Wall on downhill side 10ft tall				X	Annexed by Kirkland
Northshore	RC-52	Holmes Point Drive NE From NE 118 St to NE 116 St	Walls both sides 10ft tall				X	Annexed by Kirkland
Northshore	SW-38	100th Ave NE & NE 140th PL	Intersection Operational Improvement				X	Annexed by Kirkland

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Northshore	SW-76	100 Ave NE & NE 140 St	Intersection Operational Improvement				X	Annexed by Kirkland
Northshore	SW-78	124 Ave NE & NE 140 St	Install traffic signal				X	Annexed by Kirkland
Snoqualmie Valley	200313	SE Middle Fork Snoq River Rd at HSE 49040		Yes	New drainage-type project			
Snoqualmie Valley	200411	Fay Road From SR-203 to 302nd Way NE	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Anticipated completion in 2011
Snoqualmie Valley	200712	Miller River Bridge replacement	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.	Yes				
Snoqualmie Valley	GR-109	Upper Preston Road	Construct Guardrail				X	Construction in 2011
Snoqualmie Valley	GR-111	Fay Road	Construct Guardrail				X	Construction in 2011
Snoqualmie Valley	GR-121	Raging River Dike Rd (312th Way SE) From Upper Preston Rd SE to Under I-90 Overpass	Construct Guardrail	Yes	Added from guardrail program analysis			
Snoqualmie Valley	GR-13	316th Pl SE From SE 86th St To End of route	Construct Guardrail				X	Constructed in 2010
Snoqualmie Valley	GR-44	308th Ave SE From SR 202 To SE 40th St	Construct Guardrail				X	Construction in 2011
Snoqualmie Valley	NM-5003	Ames Lake-Carnation Rd From Union Hill Rd To NE 80 St	Provide Nonmotorized Facility				X	Nonmotorized review - low number of users and few

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								land use attractions
Snoqualmie Valley	NM-5042	Carnation Farm Rd From NE 80 St To SR-203	Provide Nonmotorized Facility				X	Nonmotorized review - Maintain existing character and conditions in this Heritage Corridor
Snoqualmie Valley	NM-5045	Kelly Rd From Cherry Valley Rd To Big Rock Rd	Provide Nonmotorized Facility				X	Nonmotorized review - low number of users, few land use attractions, low traffic volumes
Snoqualmie Valley	NM-5061	Preston-Fall City Rd From I-90 to Regional Trail Crossing	Provide Nonmotorized Facility				X	Nonmotorized review - topographic constraints to widen shoulder, existing off-road trail in vicinity
Snoqualmie Valley	NM-5062	West Snoqualmie Valley Rd From Woodinville-Duvall Rd To Novelty Hill Road	Provide Nonmotorized Facility				X	Nonmotorized review - Maintain existing character and conditions in this Heritage Corridor
Snoqualmie Valley	NM-5063	West Snoqualmie Valley Rd From Novelty Hill Road To Carnation Rd	Provide Nonmotorized Facility				X	Nonmotorized review - Maintain existing character and conditions in this Heritage Corridor
Soos Creek	400115	164th Ave SE south of SE 224th St		Yes	New drainage-type project			

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Soos Creek	400214	Little Soos Creek at SE 240th St (west of MB #17401)		Yes	New drainage-type project			
Soos Creek	HAL-81	196th Ave SE & SE Petrovitsky Rd	Construct Roundabout	Yes	New HAL / HARS analysis			
Soos Creek	NM-5033	SE 224th St From 132 Ave SE To 148 Ave SE	Provide Nonmotorized Facility				X	Road is closed due to washout. Extremely low traffic volumes. Project not warranted
Soos Creek	NM-5036	148 Ave SE From SE 296 St To S.I.R.	Provide Nonmotorized Facility				X	Nonmotorized review - low number of users, few land use attractions, low traffic, Tier 5 road
Soos Creek	NM-5039	196th Ave SE From SE 240 St To SE 232 St	Provide Nonmotorized Facility				X	Nonmotorized review - low number of users and few land use attractions
Soos Creek	NM-5070	Peter Grubb Rd / SE 232 St From SE 224 St To 196 Ave SE	Provide Nonmotorized Facility				X	Nonmotorized review - low number of users and few land use attractions
Tahoma/Raven Heights	100212	Dry Creek at NE 40 St		Yes	New drainage-type project			
Tahoma/Raven Heights	200612	Issaquah-Hobart Rd SE from SE 111 St to SE 113 St	Add a two-way left turn lane and rumble strips.	Yes				
Tahoma/Raven Heights	400116	Kent-Black Diamond Rd at SE 292nd St (Jenkin Creek)		Yes	New drainage-type project			

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Tahoma/Raven Heights	400212	Kent-Kangley Rd, west of #26428		Yes	New drainage-type project			
Tahoma/Raven Heights	400613	181 Ave SE & SE Covington Sawyer Rd	Add eastbound left turn lane at 181st Ave SE, improve sight distance widen shoulders and add rumble strips. Consider realigning 179th Ave SE intersection, adding two-way left turn lane from 179th Ave SE to 181st Ave SE, and improving superelevation on hor	Yes				
Tahoma/Raven Heights	400713	SE Covington Sawyer Rd from 179 PI SE to 181 Ave SE	Add eastbound left turn lane at 181st Ave SE, improve sight distance widen shoulders and add rumble strips. Consider realigning 179th Ave SE intersection, adding two-way left turn lane from 179th Ave SE to 181st Ave SE, and improving superelevation on hor	Yes				
Tahoma/Raven Heights	GR-110	SE 248th Street	Construct Guardrail				X	Construction anticipated in 2012
Tahoma/Raven Heights	GR-112	Green River Rd SE From Kent C/L to Auburn C/L	Construct Guardrail				X	Constructed in 2010
Tahoma/Raven Heights	GR-45	Kanaskat-Kangley Rd From Cumberland-Kanaskat Rd To Kent-Kangley Rd	Construct Guardrail				X	Analysis shows no longer warranted

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Tahoma/Raven Heights	GR-52	Summit-Landsburg Rd From Landsburg Rd SE To Kent-Kangley Rd	Construct Guardrail				X	Constructed in 2010
Tahoma/Raven Heights	GR-87	244th Ave SE From SE 224th St To SE 235th PL	Construct Guardrail				X	Constructed in 2010
Tahoma/Raven Heights	HAL-75	Kent-Kangley & Retreat-Kanaskat Rd	Realine eastbound and northbound approaches, roundabout	Yes	New HAL / HARS analysis			
Tahoma/Raven Heights	NM-5052	Retreat-Kanasket Rd From Kent-Kangley Rd To Kanasket-Kangley Rd	Provide Nonmotorized Facility				X	Nonmotorized review - low number of users, few land use attractions, low traffic volumes
Tahoma/Raven Heights	OP-INT-108	Kent-Kangley Rd & Ravensdale Rd	Provide Turn Channelization: Signal or Roundabout				X	Project duplicates OP-INT-121
Tahoma/Raven Heights	SW-11	188 Ave SE & Covington-Sawyer Road	Intersection Operational Improvement	Yes	Signal Warrant analysis			
Tahoma/Raven Heights	SW-45	276th Ave SE & SE 216th St	Intersection Operational Improvement				X	Location no longer meets signal warrants
Tahoma/Raven Heights	SW-59	180th/181st Ave SE (Thomas Rd) & SE Covington-Sawyer Rd	Intersection Operational Improvement				X	Implemented by CIP # 400713
Tahoma/Raven Heights	SW-84	181 Ave SE & SE Covington-Sawyer Rd	Intersection Operational Improvement				X	Implemented by CIP # 400613
Tahoma/Raven Heights	SW-89	244 Ave SE & SE 216 St	Intersection Operational Improvement				X	Location no longer meets signal warrants
Tahoma/Raven Heights	SW-93	Petrovitsky Rd & SE 232 St	Intersection Operational Improvement				X	Location no longer meets signal warrants

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Vashon	300116	SW 171 Place@ 9334 (Gorsuch Creek)		Yes	New drainage-type project			
Vashon	300413	SW Cemetery Rd / Beall Rd From 107 Ave SW to SW 184 ST	Construct 5-6 foot wide asphalt pathway	Yes				
Vashon	300708	Judd Creek Bridge #3184 - Redeck On Vashon Highway SW From SW 225 St to SW 227 St	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.				X	Completed
Vashon	NM-5053	SW 240th St / Bay View DR From Vashon Highway SW To Burton Acres Park Entrance	Provide Nonmotorized Facility				X	Nonmotorized review - low density residential area, low traffic volumes, existing paved shoulders
Vashon	SW-95	Vashon Highway & SW 178 St	Intersection Operational Improvement				X	Location no longer meets signal warrants