Item No. 8(e)
May 21, 2012

CITY COUNCIL AGENDA MEMORANDUM

SUBJECT:
Resolution No. 8396 adopting the City of Bellevue 2013-2018 Transportation Improvement Program (TIP).

FISCAL IMPACT:
There is no direct fiscal impact of adopting the 2013-2018 Transportation Improvement Program. However, projects listed on an approved TIP become eligible for federal and state grant funding.

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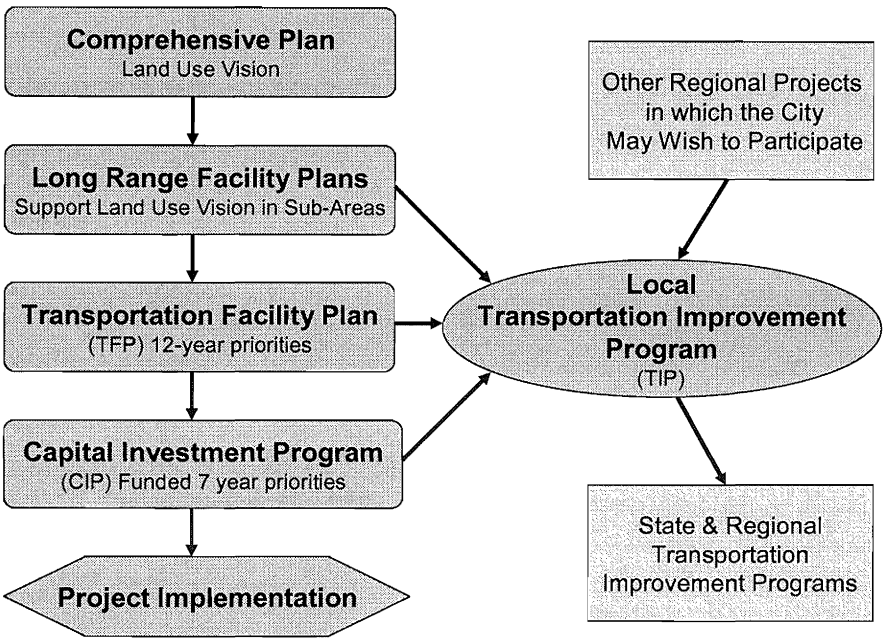
Transportation Department

POLICY CONSIDERATION:
State law (RCW 35.77.010) mandates all local jurisdictions to annually adopt and submit to the state a six-year program of transportation improvements, known as the Local TIP. Adopting the annual TIP directly supports Comprehensive Plan Policy TR-105 to "Aggressively seek available state and federal funds for transportation capital, maintenance, operational, service, and demand-oriented improvements." To be eligible to seek federal and state funding, the City must comply with state law and adopt an annual TIP.

BACKGROUND:
The six-year Local TIP serves as a rough work plan for the development of local transportation systems and, as such, represents an important planning component under the State's Growth Management Act. The Washington State Department of Transportation (WSDOT) and Puget Sound Regional Council (PSRC) use Local TIPs as a tool for coordinating the transportation programs of local jurisdictions with those of regional agencies. PSRC monitors Local TIPs for projects of regional significance (to be modeled for air quality conformity) and projects supported by federal funds. These projects are incorporated into the Regional TIP, which is then forwarded for inclusion in the State TIP. In most instances, projects must be included on a Local TIP to be eligible for state and federal grant programs. Council adopted the current 2012-2017 Local TIP at its May 16, 2011 meeting (Resolution No. 8231).

The diagram below depicts the relationship between Bellevue's Local TIP and the City's multi-phased transportation planning and capital programming process.



Boxes on the left depict the stages of transportation project development, from policy development and planning, to project prioritization, funding and implementation.

The highest priority projects identified in subarea long-range plans are included in the city-wide 12-year Transportation Facilities Plan (TFP), a financially constrained plan. Projects in the TFP form the basis for Transportation Impact Fee calculations and a city-wide environmental analysis of projected land use and traffic growth, which is used in the City's development review procedures.

TFP projects are prioritized again, along with other projects – scoped to address emerging operational, safety and maintenance needs identified by City staff, the public or other sources – before implementation funding is allocated in the 7-year Capital Investment Program (CIP) Plan.

Because Local TIPs are not revenue constrained, jurisdictions can include projects they would choose to implement within the timeframe, if funding were available. Attached is the proposed City of Bellevue 2013-2018 Local TIP which is comprised primarily of a project list. The comprehensive list includes four sections of projects:

- Section I. TIP Reference Nos. 1-21: Uncompleted Projects included in the Adopted 2011-2017 Capital Investment Program Plan – Full or partial funding secured
- Section II. TIP Reference Nos. 22-72: Unfunded projects included in the Adopted 2009-2020 Transportation Facilities Plan
- Section III. TIP Reference Nos. 72-103: Other unfunded local projects identified or scoped by completed Alternative Analyses and Planning or Pre-design Studies
- Section IV. TIP Reference Nos. 104-114: Regional or Outside Agency-led projects in which the City may choose to participate financially.

Twenty-three new projects are proposed to be added to the current 2012-2017 TIP:

- Twenty-two of these projects are candidates currently being considered for inclusion within the 2013-2024 Transportation Facilities Plan update. These projects are proposed to be added to Section III of the 2013-2108 TIP, including Project #86 (Bellevue Way/112th Avenue SE "Y" to I-90);
- The twenty-third new project is an "Early Implementation" project for a subarea study (Downtown Transportation Plan Update) that will be completed in 2013. This project is also proposed to be added in Section III.

Seven projects are proposed to be removed from the current 2012-2017 TIP:

- One is a project from Section I projected to be completed by early 2013;
- One is a project from Section II being superseded by a new project in Section III;
- One project from Section III has been impacted by the preferred East Link alignment;
- One project from Section III has components being re-evaluated through the Downtown Transportation Plan update; and,
- Three projects from Section II have been combined within the elements of CIP project R-167, 148th Avenue NE Master Plan (TIP No. 17).

One project is proposed to be transferred between sections of the TIP due to changes in funding status.

The project costs listed in the "Project Funding Categories" columns of the attachment represent, in most cases, the actual level of funding budgeted or estimated to be needed by the City during the six-year timeframe of the Local TIP. Exceptions to this method are the placeholder figures utilized for the costs associated with several TIP projects including TIP Reference Nos. 21 (Neighborhood Sidewalk Program), 78 (Pedestrian and Bicycle Transportation Plan Implementation) and all projects in Section IV (104-114; Regional or Outside Agency-Led Projects in which the City may choose to participate financially). These figures provide general estimates of the currently unsecured funding necessary to begin implementation of these broader plans and projects. Because the Local TIP is not revenue constrained, project costs are given one of two designations:

- Secured Funding. Projects with secured funding have local or other sources of funding dedicated to support full or partial project implementation.
- Unsecured Funding. This designation reflects the portion of project costs that have no dedicated source of funding. Projects with unsecured funding at any level are included on the list for planning purposes, should funding become available within the six-year timeframe.

TIP Public Hearing

A Public Hearing on the proposed City of Bellevue 2013-2018 TIP project list was held as part of the Transportation Commission's April 12, 2012 meeting. One person, representing the West Lake Sammamish Parkway Neighborhood Association, spoke on behalf of the Association and presented a letter of support for the continued inclusion of the West Lake Sammamish Parkway project (TIP Reference No. 7); otherwise, no other public testimony was provided at the public hearing. No other public comments were received during the TIP update process.

Transportation Commission Recommendation

Per the attached letter, the Transportation Commission recommends Council adoption of the proposed 2013-2018 Transportation Improvement Program.

EFFECTIVE DATE:
If approved, this Resolution becomes effective immediately upon Council adoption.

OPTIONS:
1. Approve Resolution No. 8391 adopting the City of Bellevue 2013-2018 Transportation Improvement Program.

2. Do not approve Resolution No. 8396 and provide alternative direction to staff. Failure to adopt an updated Local TIP before July 1 would cause the City to be out of compliance with state law and jeopardize the City's ability to seek grant funding for transportation projects.

RECOMMENDATION:
Approve Resolution No. 8396 adopting the City of Bellevue 2013-2018 Transportation Improvement Program.

MOTION:
Move to approve Resolution No. 8396 adopting the City of Bellevue 2013-2018 Transportation Improvement Program.

ATTACHMENTS:
1. Transportation Commission Recommendation Memorandum
2. Proposed City of Bellevue 2013-2018 Transportation Improvement Program
3. Proposed Resolution No. 8396

City of Bellevue

MEMORANDUM

DATE: April 26, 2012

TO: Mayor Lee and Members of the City Council

FROM: Transportation Commission

SUBJECT: City of Bellevue 2013-2018 Transportation Improvement Program Update Recommendation

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We are pleased to recommend the City Council's adoption of the proposed City of Bellevue 2013-2018 Transportation Improvement Program. This project list was developed by staff and reviewed by the Commission at our meeting on March 8. The Transportation Commission held a Public Hearing on the associated project list at our meeting on Thursday, April 12, 2012.

State law (RCW 35.77.010) mandates that all local jurisdictions annually adopt and submit to the state a six-year program of transportation improvements, known as the Local TIP. The six-year Local TIP serves as a rough work plan for the development of local transportation systems and, as such, represents an important planning component under the State's Growth Management Act. Council adopted the current 2012-2017 Local TIP on May 16, 2011 (Res. 8231).

Since local TIPs need not be revenue constrained, jurisdictions can include projects they would choose to implement within the timeframe, if funding were available. The Proposed City of Bellevue 2013-2018 Local TIP includes projects from the adopted 2011-2017 CIP, the adopted 2009-2020 Transportation Facilities Plan, and other project priorities emerging from current or recent transportation planning and analysis work. The proposed TIP also includes other regional or outside agency-led projects (many on the three major freeway corridors serving Bellevue) in which the City could be a partner, but not necessarily the lead agency. While the TIP is not a revenue constrained document, we certainly recognize the challenges the City faces with current revenue constraints and a fluctuating financial climate. We will be cognizant of this when discussing or recommending the timing and investment to projects in implementation plans such as the Transportation Facilities Plan and Capital Investment Program Plan.

The particular importance of the local TIP is that, in most instances, projects must be included in a local TIP to be eligible for state and federal grant programs. The proposed local TIP includes many projects that would compete well against state and federal grant program criteria.

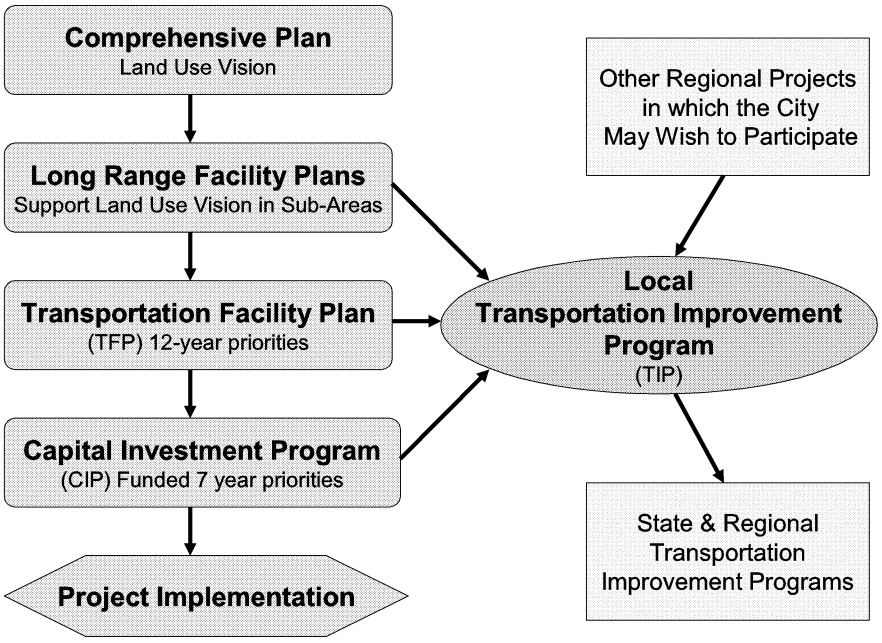
Due to the TIP's value in local and regional transportation planning and funding efforts, we recommend adoption of the proposed City of Bellevue 2013-2018 Transportation Improvement Program at your earliest convenience.

City of Bellevue
2013-2018
Transportation Improvement Program

Draft for Council Review — May 2012

Introduction: City of Bellevue Transportation Improvement Program

The diagram below depicts the relationship between Bellevue's Local TIP and the multi-phased transportation planning and capital programming process.



Boxes on the left depict the stages of transportation project development, from policy development and planning, to project prioritization, funding and implementation.

The highest priority projects identified in sub-area long-range plans are included in the citywide 12-year Transportation Facilities Plan (TFP), a financially constrained plan. Projects in the TFP form the basis for Transportation Impact Fee calculations and a citywide environmental analysis of projected land use and traffic growth, which is used in the City's development review procedures.

TFP projects are prioritized again, along with other projects – scoped to address emerging operational, safety and maintenance needs identified by City staff, the public or other sources – before implementation funding is allocated in the 7-year Capital Investment Program (CIP) Plan.

The Local TIPs are not revenue constrained, so it may include projects from both the CIP and TFP as well as other projects the City would like to implement in a six-year timeframe, if funding were available.

The primary importance of the TIP is that, in most cases, local projects must be included in the TIP to be eligible for state and federal grant programs.

The Washington State Department of Transportation and Puget Sound Regional Council use Local TIPs as a tool for coordinating the transportation programs of local jurisdictions with those of regional agencies.

Proposed City of Bellevue 2013-2018 Transportation Improvement Program

Projects listed in the Proposed 2013-2018 TIP are divided into four categories represented by the following colors.

Section I	Projects Included in the Adopted 2011-2017 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured
Section II	Unfunded Projects included in the Adopted 2009-2020 Transportation Facilities Plan (TFP)
Section III	Other unfunded local projects identified or scoped by completed Alternative Analyses and Planning or Pre-design Studies
Section IV	Other regional or outside agency-led projects in which the City may choose to participate financially

					2013-2018 Project Funding Categories ($000)				
						Secured 2013-2018 Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Section I:			**Uncompleted Projects Included in the Adopted 2011-2017 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured**						
1	M-1		Overlay Program	Provide major street maintenance including pavement overlays, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance, and appropriate Americans with Disabilities (ADA) retrofit work.		27,490		27,490	27,490
2	M-2		Minor Capital - Traffic Operations Program	Provide minor capital improvements including channelization and signage upgrades for roadways or pedestrian/bicycle facilities. Typical projects include new crosswalk installations, enhancements to existing crosswalks, upgrading signs to new mandated standards, channelization improvements, roadway safety and access management improvements, and bicycle route signing.		750		750	750
3	M-7		Neighborhood Traffic Calming Program	Install physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions in an effort to reduce vehicle speeds and non-local traffic and to improve nonmotorized safety in neighborhoods.		1,050		1,050	1,050
4	M-19		Major Maintenance Program	Address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrail, pedestrian safety railing, and City-owned fences. The program may also conduct street lighting or traffic signal system repairs or replacements.		3,000		3,000	3,000
5	M-20		Minor Capital - Signals & Lighting	This program funds minor capital transportation improvements to the traffic signal, street lighting, and communication systems throughout the city. Typical projects include traffic signal upgrades including new signal phases and displays for increased efficiency and safety, pedestrian crossing upgrades at signals, roadway signage and channelization upgrades near traffic signals, new or revised street lighting including LED street lights, and communication upgrades including fiber optic cables for broadband communications. This program also provides preliminary design funding for possible new traffic signals.		1,000		1,000	1,000
6	R-46		Major Safety Improvements Program	Construct roadway safety-related capital improvements citywide as identified through an accident reduction program, deficiency analysis, and community input. Project funding may be used to leverage additional, non-local funding.		500		500	500
7	R-141	TFP-078	West Lake Sammamish Parkway/north City limit to I-90	The project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' southbound vehicle travel lane, a primarily 10' wide multi-purpose trail, and a 2' or 5' wide landscaped buffer where space is available, pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street and at 5 other locations along the parkway. A signal will be installed at SE 34th Street. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor.	30,000	5,210		5,210	35,210
8	R-146	TFP-079	Northup Way Corridor Improvements	This project will construct bike lane and sidewalk improvements on Northup Way between NE 24th Street and 108th Avenue NE, a center turn lane and planting strips may also be included. This project is a continuation of the City's Northup Way Corridor Study, completed in 2008. The proposed improvements on Northup Way will also serve as an a interim regional trail connecting the existing SR 520 trail terminus (near NE 24th Street) to 108th Avenue NE where a new regional pedestrian and bicycle path will be built by Washington State Department of Transportation (WSDOT), as part of the SR 520 project. This project is a partnership between the City and WSDOT. This project may also incorporate other work such as fish passage enhancements and culvert replacement, bridge widening, traffic calming, driveway access management, and pedestrian crossings at key locations to be determined during the design phase.	6,000		7,500	7,500	13,500
9	R-155		Traffic Computer System Upgrade	Replace the existing traffic computer system software and hardware, and upgrade the field communications systems connecting the computer with remote traffic control equipment citywide.	900	454		454	1,354

Proposed City of Bellevue 2013-2018 Transportation Improvement Program

					2013-2018 Project Funding Categories ($000)				
						Secured 2013-2018 Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
10	R-156		ITS Master Plan Implementation Program	Systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005. ITS projects will be selected to provide cost effective measures to reduce traffic congestion and increase the availability of real time traffic information to users of the transportation system.		2,000		2,000	2,000
11	R-159		East Link Analysis and Development	Participate with Sound Transit and other potential project partners to advance the planning, analysis, and design of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City-sponsored projects and programs. Key tasks include transportation demand modeling; traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.	5,000	800		800	5,800
12	R-160	TFP-207	NE 4th Street Extension	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment will be determined in coordination with existing and potential future development and with the ownership interests of the Burlington Northern Santa Fe (BNSF) railway corridor. The project will be designed not to preclude potential future uses of the BNSF corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood.		25,550	10,000	35,550	35,550
13	R-161	TFP-207	120th Avenue NE Improvements (Stage 1) - NE 4th to NE 8th Streets	This project will widen 120th Avenue NE to five lanes, including two travel lanes in each direction with a center turn lane, turn pockets or planted medians, beginning south of NE 4th Street to south of NE 8th Street. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, a traffic signal at the NE 6th Street intersection, illumination, landscaping, irrigation, storm drainage that employs natural drainage practices. The project will be designed and constructed to accommodate intersections with the NE 4th Street Extension, the planned extension of NE 6th Street, and other utility infrastructure.		1,018	2,600	3,618	3,618
14	R-163	TFP-209	NE 15th Street Multi-Modal Corridor (Segment I) - NE 12th Street to 124th Avenue NE	This project will implement a new multi-modal corridor consisting of two general purpose travel lanes in each direction; turn lanes at designated intersections; curbs, gutters and sidewalks on both sides; bicycle facilities incorporated within or adjacent to the corridor with regional trail connections; illumination; and storm drainage and detention. Other features may include provisions for local street connections and interim on-street parking. Accommodation for light rail guide ways, a light rail station at approximately 121st Avenue NE, and other utility infrastructure needs will be included within the design of the project corridor. The project may also incorporate "green" elements, including urban open spaces, tree canopy with enhanced landscaping features, and natural drainage elements where practical. The project will modify existing or construct new signalized intersections at 116th Avenue NE, the reconnection of NE 12th Street, 120th Avenue NE, and 124th Avenue NE. Project implementation will be coordinated with existing and potential development, the Sound Transit East Link project, planned improvements to 120th and 124th Avenues NE, and future NE 15th/16th Street improvements east of 124th Avenue NE.	86,000	1,333		1,333	87,333

Proposed City of Bellevue 2013-2018 Transportation Improvement Program

					2013-2018 Project Funding Categories ($000)				
						Secured 2013-2018 Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
15	R-164	TFP-208	120th Avenue NE Improvements (Stage 2 & 3) - NE 8th Street to Northup Way	This project will extend, realign and widen 120th Avenue NE from NE 8th Street to south of NE 12th Street and widen 120th Avenue NE from south of NE 12th Street to Northup Way (Stage 3). Stage 2 of the project includes all intersection improvements at NE 8th Street and Old Bel-Red Road. Stage 3 of the project includes all intersection improvements at NE 12th Street, Northup Way, and an enhanced intersection with the proposed NE 15th Street to accommodate the prposed alignment of Sound Transit's East Link light rail route. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment.	20,700	6,140	3,000	9,140	29,840
16	R-166	TFP-210	124th Avenue NE/Proposed NE 15th/16th Street Extension to Northup Way	This project will widen 124th Avenue NE between the planned NE 15th Street and Northup Way providing a five lane roadway, including illumination, traffic signals, curb/gutter, landscaping and sidewalks consistent with Bel-Red corridor street and urban design standards. This project will address the connection of open-space trails along the West Tributary defining provisions for an at-grade or grade separated trail crossing of 124th Avenue NE, and provisions for utility improvements and relocations that will further be coordinated with Sound Transit's proposed retained cut and required changes in profile to 124th Ave NE, and the NE 15th Street Multi-Modal corridor (Stage 1; CIP Plan No. PW-R-163).	17,100	1,600		1,600	18,700
17	R-167		148th Ave NE Master Plan (Phase 1) - Bel-Red Road to SR 520	In partnership with the City of Redmond, this project will conduct the preliminary design of phase 1 of the 148th Avenue NE Master Plan improvements, between NE 20th Street and SR 520. The project includes the development of a cost sharing and project management agreement between the cities for the determination and implementation of the full 148th Avenue NE Master Plan.	10,000	250		250	10,250
18	WB-49		Pedestrian Facilities Compliance Program	This program provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA).	10,000	500		500	10,500
19	WB-56		Pedestrian Access Improvements Program	This program funds construction of small but critical pedestrian and bicycle improvements that enhance non-motorized connections within neighborhoods and to employment, schools, parks, transit and shopping - improving mobility, safety, and health for everyone while protecting the environment. The program may leverage grant funds, and in partnership with other City programs, may be used to construct larger-scale projects.		1,745		1,745	1,745
20	WB-56		NE 8th Street Gap Sidewalk (Frontage of 11839 NE 8th Street)	Construct an 8' wide pedestrian facility that will transition at either end to match the existing sidewalk. The project design phase will evaluate whether the facility will be a full width sidewalk or a combination of a 1-3 foot planted buffer and matching width sidewalk. The project would also likely construct a 1' tall wall with pedestrian railing along the property line and modify the illumination scheme for the area.		255	125	380	380
21	WB-76		Neighborhood Sidewalks Program	This program funds the pre-design, design and construction of sidewalk projects in neighborhoods throughout the city. Neighborhood sidewalks are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. Individual projects are selected in part based on strong and sustained community support demonstrated through other programs such as the Neighborhood Enhancement Program (CIP Plan No. NEP-1). Project costs, typically in the range between $500,000 and $1,500,000, exceed the financial capacity of ongoing minor capital programs like NEP or Pedestrian Access Improvements (CIP Plan No. PW-W/B-56), but the projects often do not compete well for stand-alone CIP project funding.	15,000	1,450		1,450	16,450

Proposed City of Bellevue 2013-2018 Transportation Improvement Program

					2013-2018 Project Funding Categories ($000)				
						Secured 2013-2018 Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Section II:				Unfunded Projects included in the Adopted 2009-2020 Transportation Facilities Plan (TFP)					
22		TFP-094	148th Avenue NE/Bel-Red Road Intersection Improvements	Add an eastbound right-turn lane and a second westbound left-turn lane from Bel-Red Road to 148th Avenue NE. The Bel-Red Corridor Project recommends adding a westbound right-turn lane and a second northbound left-turn lane (funding for these improvements are unsecured).	6,977			0	6,977
23		TFP-101	148th Avenue NE/NE 20th Street Intersection Improvements	Add a second westbound left turn lane from NE 20th Street to southbound 148th Avenue NE and a second left turn lane from eastbound NE 20th Street to northbound 148th Avenue NE. The Bel-Red Corridor Project recommends adding a second northbound left turn lane, a second southbound left turn lane, a separate westbound right turn lane and a separate eastbound right turn lane (funding for these improvements are unsecured).	3,778			0	3,778
24		TFP-102	Bel-Red Road/NE 24th Street Intersection Improvements	Add southbound right turn and northbound left turn lanes. Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.	2,290			0	2,290
25		TFP-110	110th Avenue NE Roadway Improvements	This project will provide for design and construction of widening 110th Avenue NE from four lanes at NE 4th Street to five lanes at NE 6th Street, and design only for a five-lane section from NE 6th Street to NE 8th Street. Also included (design only between NE 6th and NE 8th Streets) will be curb/gutter/sidewalk, illumination, storm drainage, detention if necessary, signal modifications at NE 4th, 6th and 8th Streets. This project will be closely coordinated with planned, potential or permitted private development along the corridor.	315			0	315
26		TFP-154	148th/150th Avenue SE Roadway Improvements	Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp. Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.	1,900			0	1,900
27		TFP-156	SE 60th Street Non-motorized Improvements	Construct bike lanes and sidewalks on both sides where missing; sidewalk on one side between Coal Creek Parkway and 129th Avenue SE. (Remaining elements of phased project, Initial phase completed in 2009 with CIP WB-72.)	5,000			0	5,000
28		TFP-157	NE 24th Street/148th Avenue NE Intersection Improvements	Lengthen the westbound right turn lane on NE 24th Street and provide second westbound left turn lane; widen NE 24th Street to allow wide curb lanes for cyclists. Scope and cost may be modified based on ongoing analysis and coordination with City of Redmond associated with development of a BROTS successor agreement.	4,170			0	4,170
29		TFP-158	SE 16th Street/148th Avenue SE to 154th Avenue SE	Add 5 foot bike lanes outside of 11 foot vehicles lanes on both sides of SE 16th Street. Construct new curb, gutter and 6' sidewalk and 4' planter, on north side between 148th and 154th Avenues NE.	3,740			0	3,740
30		TFP-162	156th Avenue SE/SE Eastgate Way (I-90 westbound off-ramp) Intersection Improvements	Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn. Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.	780			0	780
31		TFP-168	NE 8th Street/148th Avenue NE Intersection Improvements	Construct 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway.	5,060			0	5,060
32		TFP-171	NE 40th Street Non-motorized Improvements	Construct curb, gutter and 6' sidewalk on north side of NE 40th Street from 140th Avenue NE to east of the 14500 block. Wide curb lanes. Planter strip where feasible.	1,800			0	1,800
33		TFP-172	106th and 108th Avenues One-Way Couplet Conversion	Convert roadways to function as a one-way couplet between Main Street and NE 12th Street. 106th Avenue will function as a northbound one-way street and 108th Avenue will function as a southbound one-way street. 108th will include a single northbound contraflow lane between NE 4th and NE 8th Streets for transit buses only. Sidewalks along 106th Avenue will be widened.	5,870			0	5,870
34		TFP-173	108th/112th Avenue NE - south of SR 520 to NE 12th Street	Add 5 foot bike lanes on both sides of 108th/112th Avenue NE from Northup Way to NE 12th Street. Construct a 6 foot-wide sidewalk along the west side of 112th Avenue NE from end of transportation trail south to existing sidewalk 400 ft south of NE 24th Street. Widen for turn pockets at NE 24th Street intersection.	3,730			0	3,730
35		TFP-175	SE 34th Street Non-motorized Improvements	Design and construct a five foot bike lane, curb, gutter and six foot sidewalk on north side and curb, gutter and a wide curb lane on the south side of SE 34th Street.	4,250			0	4,250

Proposed City of Bellevue 2013-2018 Transportation Improvement Program

					2013-2018 Project Funding Categories ($000)				
						Secured 2013-2018 Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
36		TFP-190	NE 2nd Street Roadway Enhancement Project	A pre-design process initiated in 2005 will refine the project scope and implementation phasing options. Secured funding entails only placeholder funding for complete and/or phased implementation of the NE 2nd Street roadway and park improvements identified by the Downtown Implementation Plan (2003). This includes widening to five lanes from Bellevue Way to 112th Avenue NE and connection to the planned half diamond interchange between NE 2nd Street and I-405. Private developer contributions or frontage improvement implementation, or additional local funding commitments, will be necessary to implement the remainder of the corridor improvements. This project will be closely coordinated with potential private development along the corridor.	20,000			0	20,000
37		TFP-192	Lakemont Blvd./Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE (phase 1)	Install signal and turn lanes at Cougar Mtn. Way/Lakemont Blvd. intersection; construct northbound left turn lane on Lakemont Blvd. at SE 62nd Street; construct sidewalk and bike lanes on east side between Cougar Mtn. Way and park; install planted medians where feasible.	2,920			0	2,920
38		TFP-205	Lakemont Blvd./Lewis Creek Park to 164th Ave SE (phase 2)	Install signal at 164th Ave SE/Lakemont Blvd; construct sidewalk and bike lane on east side; add planted medians where feasible.	1,860			0	1,860
39		TFP-193	NE 10th at I-405	Add half interchange (ramps) to/from the north. Cost estimate reflects only a potential local contribution to a project that will require substantial funding from outside sources. Project to be coordinated with City/WSDOT project to extend NE 10th Street between 112th and 116th Avenues NE.	500			0	500
40		TFP-194	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	Improve gravel road with pavement, curb, gutter and sidewalk on one side. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). Cost estimate represents only a placeholder for implementation.	1,000			0	1,000
41		TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp widening	Widen I-90 off-ramp 300' west of 150th Avenue SE and add a through lane. Widen SE 37th Street 500' to the east of 150th Avenue SE to allow for a bypass lane on the right side of the street. Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.	1,430			0	1,430
42		TFP-196	NE 20th Street at 156th Avenue NE	Construct an east to west U-turn on NE 20th Street at 156th Avenue NE with access management along NE 20th Street.	820			0	820
43		TFP-197	NE 2nd Extension and I-405 interchange	Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE. Add half interchange with I-405, to/from the south. Cost estimate reflects only a potential local contribution to a project that will require substantial funding from outside sources.	500			0	500
44		TFP-198	Bel-Red Road and NE 20th Place	Install signal, eastbound left turn pocket and pedestrian crossing.	1,960			0	1,960
45		TFP-199	Lake Hills Boulevard - 148th Avenue SE west to 143rd Avenue SE	Construct new curb, gutter and six-foot sidewalk behind four-foot planter strip on both sides of the street while preserving the existing on-street bicycle facilities. Remove remaining European White Birch trees in poor health and reconstruct the wood fence as necessary.	1,980			0	1,980
46		TFP-120	Factoria Boulevard at Newport Way	Construct a second southbound left-turn lane at Newport Way and modify the channelization on the eastern leg of the Factoria Blvd/Newport Way intersection to receive the two lanes of turning traffic. Reconfigure the intersection between Factoria Blvd and the access to Newport High School, including relocation of the Factoria Blvd access to St. Margaret's church to become an eastern leg of the intersection.	4,600			0	4,600
47		TFP-103	129th Avenue SE/SE 38th Street to Newport Way	Extend 129th Avenue SE to SE 38th Street. Investigate traffic operations at the intersection of 129th Avenue SE and SE Newport Way. Consider signalization and channelization improvements if warranted. Project implementation will be coordinated with potential future private development in the immediate vicinity.	4,590			0	4,590
48		TFP-164	173rd Avenue NE - Northup Way to City limits	Construct curb, gutter and 6' sidewalk on east side where missing; accommodate future bike lane.	1,360			0	1,360
49	R-162	TFP-211	NE 6th Street Extension	Extend NE 6th Street, as an HOV only facility, from the I-405 HOV interchange to the east over 116th Avenue NE, crossing BNSF right-of-way, and terminating at 120th Ave NE. Improvements include two lanes in each direction with left turn lanes at signalized intersections of I-405 and 120th Avenue NE, a 14' wide non-motorized pathway adjacent to and along the south side of the extension between 112th Ave NE and 120th Ave NE, I-405 corridor design standards, illumination system, retaining walls, landscaping for at-grade locations, underground utilities, detention/water quality treatment, and provisions that do not preclude future regional trail or other improvements within the BNSF corridor.	67,000			0	67,000

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					2013-2018 Project Funding Categories ($000)				
						Secured 2013-2018 Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
50		TFP-213	124th Avenue NE/Bel-Red Road to Planned NE 15th/16th Street Extension	Widen to 5 lanes with sidewalks.	9,200			0	9,200
51		TFP-214	124th Avenue NE/Bel-Red/Old Bel-Red Road	Project scope is currently being analyzed/refined through continued Bel-Red Corridor Plan work. Until completion of the continued analysis, the project scope may be defined as follows: Provide a second westbound left turn lane, a southbound right turn lane and widen 124th Avenue NE to provide a second southbound lane between Bel-Red Rd. and Old Bel-Red Rd; upgrade signal equipment; and provide new curb, gutter, and sidewalk adjacent to widening. The $3,000K funding allocation is a magnitude of cost estimate to be used until an engineer's estimate can be developed.	3,000			0	3,000
52		TFP-215	NE 15th/16th Street (Phase II)/124th Avenue NE to 136th Place NE and 136th Place NE/NE 16th to 20th Streets	Extend five lane roadway from 124th Avenue NE to 136th Place NE with a key intersection at 130th Avenue NE. Widen 136th Place NE five to three-lanes between NE 16th Street and NE 20th Street (reduction occurs at the intersection); add a double westbound left turn on NE 20th Street.	100,000			0	100,000
53		TFP-216	112th Avenue NE/NE 2nd Street	Straighten and realign NE 2nd Street between 112th and 114th Avenues NE, add dual southbound left turn lanes and a northbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	1,880			0	1,880
54		TFP-217	124th Avenue NE at SR-520	Construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The $500K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	500			0	500
55		TFP-218	130th Avenue NE/NE 20th to NE Bel-Red Road	Construct turn lanes, shared bike lanes, on-street parking and sidewalks between NE 16th and NE 20th Streets and widen to three lanes with shared bikelanes and sidewalks between NE 16th Street and Bel-Red Road. Key intersections at NE 20th, NE 16th and Bel-Red Road. Project implementation will be coordinated with potential future private development in the immediate vicinity.	6,780			0	6,780
56		TFP-219	NE 8th Street/106th Avenue NE	Realignment of the roadway to the south will better utilize the new westbound travel lane (between 108th and 106th Avenues NE) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity.	1,740			0	1,740
57		TFP-220	SE 40th Lane/Factoria Boulevard	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.	280			0	280
58		TFP-221	148th Avenue intersection safety and reliability	This project would improve the safety and reliability at four signalized intersections along the 148th Avenue corridor, including SE 24th Street, SE 8th Street, Main Street, and NE 8th Street. The project would remove and replace aging wiring and poles to increase reliability and reduce signal malfunctions at these intersections that have not had any major upgrades since their construction in 1975.	1,000			0	1,000
59		TFP-222	Bellevue Way/NE 4th Street	Add a southbound right turn lane and a westbound right turn lane. Dual westbound left turn lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity.	1,690			0	1,690
60		TFP-223	Bellevue Way/NE 8th Street	Add southbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	1,260			0	1,260
61		TFP-225	Bellevue Way/NE 2nd Street	Add a northbound right turn lane and a second southbound left turn lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity.	890			0	890
62		TFP-227	123rd Avenue SE - SE 60th Street to SE 64th Place	Construct curb, gutter and 6' sidewalk on west side where missing between SE 60th Street and SE 64th Place; sign bike route.	1,050			0	1,050
63		TFP-228	148th Avenue SE - SE 44th Street to SE 46th Street	Construct curb, gutter and 6' sidewalk, 14' (15' uphill) travel lane on the west side of street. Connect to existing sidewalk north of SE 44th St (within King county) to existing sidewalk south of SE 46th St.	1,060			0	1,060
64		TFP-229	116th Avenue SE - SE 60th Street to Newcastle Way	Construct curb, gutter and 6' sidewalk on the east side of the street. Curb 14' from center of roadway.	1,340			0	1,340
65		TFP-230	108th Avenue NE - NE 12th Street to Main Street	108th Avenue NE Downtown corridor enhancement consisting of Great Streets, Midblock Crossing, Ped Corridor interface and bike lanes. This funding would cover the estimated shortfall and allow for the inclusion of bike lanes between NE 12th and NE 8th Streets and between NE 4th and Main Streets.	1,750			0	1,750

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TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
66		TFP-231	SE 7th Place - Lake Hills Connector to cul-de-sacs	Construct curb, gutter and 6' sidewalk on one side, the side to be determined in the initial design process which will include community outreach/involvement facilitation.	1,030			0	1,030
67		TFP-232	164th Avenue NE/SE - NE 18th Street to SE 14th Street	Designate bike shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. Stripe and sign 5 foot bike lanes between Northup Way and NE 6th Street. Accomodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street.	7,400			0	7,400
68		TFP-233	130th Place/Avenue SE/Newport Way to SE 47th Place	Construct curb, gutter and 6' sidewalk, where missing, on the east side of the street.	1,510			0	1,510
69		TFP-234	Main Street - 100th Avenue to 116th Avenue	Funding to support pedestrian and bicycle facility components of Main Street project - currently in a pre-design process.	500			0	500
70		TFP-235	108th Avenue NE - NE 24th Street to NE 12th Street	Add wide bike shoulder on both sides where not complete. Construct a 6 foot sidewalk on east side from NE 24th Street to north of NE 19th Street.	2,350			0	2,350
71		TFP-236	NE 24th Street - 108th Avenue NE to 112th Avenue NE	Add a wide bike shoulder on both sides of NE 24th from 108th to 112th Avenues NE.	1,510			0	1,510
72		TFP-237	123rd Avenue SE - SE 20th to SE 26th Streets	Construct curb, gutter and 5' sidewalk, place curb 14' from center of the roadway on the east side of the street. Parking bays where feasible.	950			0	950

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TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Section III:			Other Unfunded Local Projects Identified By Completed Alternative Analyses and Planning or Pre-Design Studies						
73			148th Avenue SE HOV Lane Implementation	Evaluate/implement a new transit/HOV lane on southbound 148th Avenue SE from Lake Hills Boulevard to the third southbound lane south of SE 24th.	3,800			0	3,800
74			Lakemont Boulevard Implementation - Cougar Mountain Way to south city limit (phase 3)	Between Cougar Mtn. Way and Forest Drive, construct sidewalk and bike lanes on both sides, planters and center median or refuge lane where feasible; between Forest Drive and south city limit, add bike lane on the east side of roadway and meandering sidewalk through recently annexed City property on east side of roadway.	1,400			0	1,400
75			NE 24th Street Non-motorized Improvements	West segment, Northup Way to the SR-520 Trail, includes constructing a 10 foot multi-purpose path and a planting strip buffer along the south edge of the road. (East segment completed in 2007).	1,600			0	1,600
76			Reconfigure SE 35th Place Tunnel at I-90	Widen sidewalk through the tunnel to become an 8-9' wide multi-purpose trail with a crash barrier separating the trail from the roadway. Install improved lighting along the length of the tunnel.	720			0	720
77			131st Avenue SE/132nd Avenue SE between SE 36th Street and SE 38th Street	Realign 131st Ave SE/132nd Ave SE to form a vehicular and pedestrian connection between SE 36th St and SE 38th St.	380			0	380
78			Pedestrian and Bicycle Transportation Plan Implementation	The 2009 Pedestrian and Bicycle Transportation Plan update provides a long term vision for completion of pedestrian and bicycle systems throughout the city. As funding is secured, this project would fund the pre-design, design, property acquisition, construction, and other activities to advance the Plan's identified high priority needs. Improvements may include sidewalks, pathways, trails, bicycle lanes or other bicycle facilities, and wayfinding systems.	10,000			0	10,000
79			Early Implementation of the Eastgate Subarea Plan/I-90 Land Use & Transportation Project	The new Eastgate Subarea Plan will provide a long-term land use vision for the area that may require significant investment in transportation infrastructure and other city facilities. Additonal funding (Unsecured) may be dedicated to early implementation activities and will fully or partially fund follow-up planning work, conceptual design studies, property acquisition and other activities to advance the plan's key recommendations. Significant additional funding (Unsecured) may also be necessary to fully fund the implementation of transportation infrastructure improvements including new roadway connections, existing roadway operational and capacity enhancements, numerous intersection improvements, and new or enhanced facilities for pedestrians and cyclists.	1,000			0	1,000
80			Transportation Demand Management Program	This project provides continuing resources for Transportation Demand Management (TDM) implementation. TDM activities and techniques include: Development and implementation of education/marketing programs for employers and employees, improving access to and the appeal of alternative transportation modes for users and potential users, and participation in trip reduction activities associated with the Bel-Red Overlake Transportation (BROTS) Plan. Performance goals for TDM are specified in the mobility targets for Mode Split in the Comprehensive Plan. This project may fund both consultant and improved in-house capabilities in support of TDM efforts.	2,000			0	2,000
81			Transit Now/Downtown Circulator	A downtown circulator to serve downtown residents, employees, and visitors. Phase one, service planning (funded in 2007) included evaluating spans of service and service frequency, evaluating demand and forecasting ridership, and estimating operating costs. Phase two covers an estimated five years of implementation, a joint effort with King County Metro, utilizing partnership funding created by the 2006 Transit Now initiative. The City may choose to participate financially in the acquisition of circulator vehicles, specifically low emission.	5,000			0	5,000
82			Downtown Mid-Block Crossings	This project will identify, design, and install signalized mid-block pedestrian crossings at select locations Downtown. Project locations will be determined in coordination with Traffic Operations staff and the downtown community. The installation of signalized mid-block pedestrian crossings at key locations will help to create a network of pedestrian routes which will break-down the scale of downtown superblocks and reinforce the importance of the pedestrian in the urban environment. This project will consider location, geometric design elements, weather protection, lighting, aesthetic treatments, and traffic progression and delay.	2,000			0	2,000
83			116th Avenue NE/NE 12th Street	Add a double westbound left turn, double eastbound left turn and a right turn lane	2,000			0	2,000

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TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
84			Northup Way/156th Avenue NE to 164th Avenue NE	Add median left turn; bike lanes	2,000			0	2,000
85			Early Implementation of the Downtown Transportation Plan Update	This project expanded upon current Downtown transportation planning to identifing roadway, non-motorized, and transit facility improvements needed to ensure downtown mobility through 2030. The project will build on current work to identify specific improvements to roadway operations and transit service to accommodate all motorized and non-motorized trips to, from, and within Downtown by 2030. Additonal funding (Unsecured) may be dedicated to early implementation activities and will fully or partially fund follow-up planning work, conceptual design studies, and other activities to advance the plan's key recommendations. Significant additional funding (Unsecured) may also be necessary to fully fund the implementation of transportation infrastructure improvements including new roadway, non-motorized, and transit facility improvements.	1,000			0	1,000
86			Bellevue Way/ 112th Ave SE "Y" to I-90	Widen Bellevue Way SE to add a southbound, inside HOV lane and an outside shoulder. The potential for landscaping treatments will be evaluated during the project design phase. Project likely to be implemented in segments. North segment from the Bellevue Way/112th Ave SE "Y" to the main entrance to the South Bellevue Park and Ride at 112th Ave SE. South segment from the main Park and Ride entrance to the I-90 on ramps. The south segment will likely be implemented by Sound Transit in conjunction with the East Link project, and as a partner, the City may choose to collaborate with Sound Transit to advance overall project implementation.	18,800		6,500	6,500	25,300
87			150th Ave SE/Eastgate Way SE	Construct improvements. Option A: Add second northbound left turn lane, add second eastbound right-turn lane, add second westbound through lane past 148th Ave SE. Add East-West bike lanes through intersection. Option B: Construct multilane roundabout. With either option, upgrade ped and bike crossings, install gateway treatment.	5,000			0	5,000
88			142nd Ave SE/ from SE 32nd St/Coal Crk Pkwy to SE 36th St	Widen walkway and install weather protection for pedestrians accessing transit stops at I-90 direct access ramp	1,000			0	1,000
89			Bel-Red Rd/NE 20th St to NE 24th St	Widen to five lanes, including two travel lanes in each direction, with center turn lane. bike lanes.	5,000			0	5,000
90			NE 16th St/134th Ave NE/ST East Link	Develop a level cross section for NE 16th St to allow for future construction of 134th Ave NE as a through street between Bel-Red Rd and NE 20th St as outlined in the Bel-Red Subarea Plan. Coordinate with East Link project final design. Segment between NE 16th St and NE 20th St to be implemented with future private development in the immediate vicinity.	1,000			0	1,000
91			112th Avenue SE and Bel-Red area	Construct embedded trackway along 112th Ave SE (this for the at-grade crossing of 112th option only) and along NE 16th St and 136th Pl NE. Sound Transit design specifies tie and ballast rail bed for these locations.	1,000			0	1,000
92			Snoqualmie River Rd/ Kelsey Creek Rd to Bellevue College southwest entrance	Upgrade pavement to support transit buses, construct sidewalks and accessible bus stops. The project would likely be implemented by Bellevue College; the City may choose to collaborate with the College to advance overall project implementation. Develop a Bellevue College Transit Center on upgraded alignment.	5,620			0	5,620
93			Main St/112th to 110th Ave, 110th Avenue NE/Main St to NE 6th St and NE 6th St/110th Ave to 114th Ave	Evaluate options for rebuild of street corridor areas impacted by cut/cover tunnel. Consider number of roadway lanes needed, City standards for Downtown sidewalks, planned pedestrian and bicycle facilities, pedestrian crossings at intersections, potential opportunities for mid-block pedestrian crossings and user access to transit station. Funding allocation is a placeholder which may be used to initiate or participate in projects as useful to address identified priorities and introduce betterments along the East Link route in Downtown.	500			0	500
94			148th/150th Avenue SE/SE 28th St to SE 38th St	Install boulevard treatment, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping and public art.	5,000			0	5,000
95			Factoria Transit Center	Work with transit partners to develop a Factoria Transit Center at Factoria Blvd and SE 38th St.	1,000			0	1,000

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TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
96			I-90 Tunnel/ SE37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to offer cyclists improved accommodation from SE 37th Street under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	5,000			0	5,000
97			156th Ave SE to I-90 Office Park/160th Ave SE.	Improve east-west pedestrian and bicycle connectivity by enhancing the gravel/soft surface trail connection east of 156th Ave SE that connects to I-90 Office Park with an asphalt surface. This project is a component of project O-134 in the 2009 Pedestrian and Bicycle Transportation Plan: "Add a 10-14 foot-wide off street path on along 161st Avenue SE from 156th Avenue SE to SE Eastgate Way. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection." The project details will be finalized/coordinated with the Bellevue Airfield Park design process.	1,000			0	1,000
98			Mountains to Sound Greenway/ Factoria Blvd to Lakemont Blvd	Construct Mountains to Sound Greenway Trail as 10' or greater width paved multiuse trail beginning at the current end of the I-90 trail at Factoria Blvd. Route extends eastward along the north side of SE 36th St, follows a new independent alignment along the I-90 off-ramp to the 150th Ave SE at SE 37th St intersection, crosses 150th Ave SE and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (cross SE 37th St opposite Eastgate Plaza) trail route turns north and continues eastward adjacent to I-90 in WSDOT right-of-way to Lakemont Blvd. Design of the MTSG I-90 trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Identified as priority bike corridor EW-4.	10,000			0	10,000
99			112th Ave SE and Bellevue Way SE / SE 8th St to I-90 trail	Coordinate with East Link design process to develop a 10-14 foot-wide multiuse pedestrian and bicycle path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	2,000			0	2,000
100			140th Ave NE/ NE 24th St to NE 8th St	Option A: Add 5 foot-wide bike lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: Develop off street multi-use paved path along east side of 140th Avenue NE, replacing separated gravel path that exists on much of segment; may be boardwalk for part of Bel-Red to NE 20th St segment. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	2,000			0	2,000
101			BNSF bike path/southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor.	5,000			0	5,000
102			Coal Creek Parkway/ 124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate path, existing bike lanes may be eliminated and roadway narrowed. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	2,000			0	2,000
103			NE 8th Street Station Access Improvements	Improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping and services.	500			0	500

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Section IV:				Regional or Outside Agency-Led Projects in which the City May Choose to Participate Financially					
104			I-405 Corridor Program Implementation	Consider if and how the City will participate with state and regional partners in the development and implementation of the I-405 Corridor Program and its components or connections to the local transportation system north and south of downtown Bellevue (generally, South of NE 2nd Street and North of NE 10th Street, including interchange modifications at I-90 and SR 520). Project funds, as secured, may be used to conduct focused planning, design, and ROW needs studies, prepare final designs, acquire ROW, and for construction.	10,000			0	10,000
105			I-405: Downtown Bellevue Improvements	Consider if and how the City will participate with state and regional partners in the development and implementation of I-405 Corridor Program components or connections to downtown Bellevue to meet future travel demand and related economic development demands. Improvements may include and are not limited to completion of NE 10th St. ramps to and from SR 520; improvements related to the general purpose capacity of the I-405 mainline through downtown Bellevue; improvements related to the proposed NE 2nd St. half interchange; improvements related to the extension of the NE 6th St. HOV direct access ramp eastward to 120th Ave NE; and improvements related to the implementation of HOT (high occupant and toll) lanes.	15,000			0	15,000
106			I-405 Bus Rapid Transit Implementation	Consider if and how the City will participate with regional partners in the development and implementation of a Bus Rapid Transit system along the I-405 corridor. Project funds, as secured, may be used to conduct planning, design or ROW needs studies, to prepare final designs, to acquire ROW and to complete construction. The project will evaluate/implement system components including mainline improvements, direct access ramps and park and ride development or expansion.	5,000			0	5,000
107			SR 520 Medina to SR 202 Transit and HOV Project	Consider if and how the City will participate with state and regional partners in the development and implementation of the SR 520 Project and its components or connections to the local transportation system. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, to acquire ROW and to complete construction. The project will evaluate/implement SR 520/Translake Project components including mainline widening; added/improved interchanges at Bellevue Way, 108th Avenue NE, I-405, 124th Avenue NE; an added HOV lane on 112th Ave NE between NE 12th Street and the 108th Ave NE interchange at SR 520; arterial/intersection improvements to 108th/112th Avenue NE, and the entrance to the South Kirkland Park & Ride.	15,000			0	15,000
108			SR 520 Eastbound Off Ramp to 152nd Avenue NE	Consider if and how the City will participate with state and regional partners in the development and construction of a new slip ramp from eastbound SR 520 under 148th Avenue NE to 152nd Avenue NE.	1,000			0	1,000
109			I-90 HOV System Implementation	Consider if and how the City will participate with state and regional partners in the development and implementation of improvements to the I-90 HOV System and its components or connections to the local transportation system. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, or to acquire ROW and for construction. The project will evaluate/implement improvements such as the two-way transit and HOV operations project; and added/improved access to/from I-405 and/or Bellevue Way SE.	5,000			0	5,000
110			I-90 Corridor Study	Consider if and how the City will participate with state and regional partners to implement I-90 corridor study recommendations between I-405 and points east as far as North Bend environs.	2,000			0	2,000
111			Transit Service and Facilities Enhancements	Consider if and how the City will participate with transit providers in the development and implementation of transit service and facilities improvements throughout the City. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, or to acquire ROW and for construction. The project will evaluate/implement transit service, opportunities for future transit-oriented development projects and facilities enhancements including bus stop amenities, bus pull-outs, neighborhood transit centers, bus layover locations and transit signal priority systems on key transit corridors.	10,000			0	10,000

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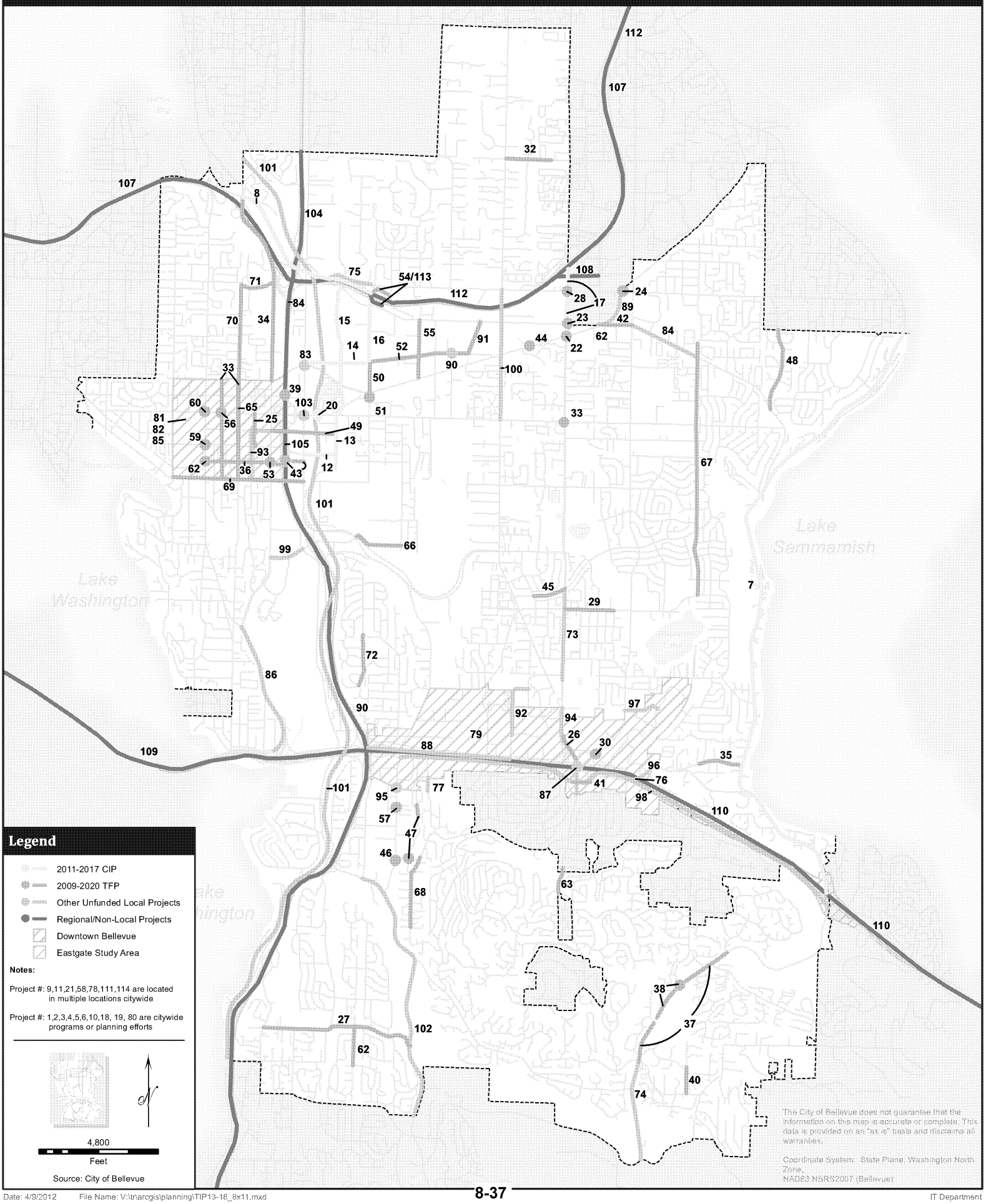
112			SR 520, I-405 to West Lake Sammamish Parkway	Consider if and how the City will participate with state and regional partners in the development and implementation of a SR 520 corridor study between I-405 and West Lake Sammamish Parkway. The study will evaluate near and long term solutions to general purpose and high occupant vehicle mobility issues. The study will evaluate auxiliary lanes between I-405 and 148th Ave NE, and other improvements necessary to support Bel-Red Corridor, Overlake, and general corridor growth.	10,000			0	10,000
113			124th Ave NE/SR 520 interchange completion	Consider if and how the City will participate with regional and state partners in the development and implementation of SR 520 on and off ramps to and from the east at 124th Avenue NE to meet future travel demands generated by the redevelopment in the Bel-Red corridor vicinity. The interchange completion is conceptualized to be compatible with planned and potential improvements to the SR 520 corridor east of I-405, including the State-funded I-405 Northbound NE 8th Street to SR 520 Braided Ramp project that modifies eastbound SR 520 to the vicinity of 130th Ave NE.	10,000			0	10,000
114			East Link Light Rail Transit	Consider if and how the City will participate with regional partners in the development and implementation of the East Link light rail transit project. Project funds, as secured, may be used to conduct focused planning and alternatives analyses, design, property acquisition, and construction of improvements or other community enhancements. City efforts may include additional analysis of project needs and alternatives related to stations and alignment options. City efforts may also seek to enhance the investments of regional partners.	50,000			0	50,000
				TOTALS:	746,870	82,095	29,725	111,820	858,690

* Local Funding includes secured revenue from other local agencies and private entities (City of Redmond, King County, Puget Sound Energy, etc.)

** Other Funding includes secured revenue from Federal and State grants.

2013-2018
Transportation Improvement Program Projects

City of Bellevue
GIS Services



Title VI Assurances

It is the City of Bellevue's policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his /her Title VI protection has been violated may file a complaint with the City of Bellevue. For Title VI complaint forms and procedures, please contact the Title VI Coordinator for the City of Bellevue Transportation Department at (425) 452-4496.

2656-RES
5/17/2012

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 8396

A RESOLUTION authorizing the adoption of the City of Bellevue's 2013-2018 Transportation Improvement Program (TIP).

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City Manager or his designee is hereby authorized to adopt the City of Bellevue's 2013-2018 Transportation Improvement Program (TIP), a copy of which TIP Plan has been given Clerk's Receiving No. _____.

Passed by the City Council this _____ day of _____, 2012, and signed in authentication of its passage this _____ day of _____, 2012.

(SEAL)

_____
Conrad Lee, Mayor

Attest:

_____
Myrna L. Basich, City Clerk