



## 2015-2021 Capital Investment Program Plan

### Improved Mobility

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Projects in the Improved Mobility outcome include a variety of street improvements to address safety, capacity, access, and mobility needs for various modes of travel. Capacity projects are needed to relieve high congestion locations and/or to help the City continue to meet its adopted roadway level-of-service standards. These projects range from widening of existing roads to the addition of turn lanes and signals, to the construction of entirely new roadway sections. Other projects will improve separation between motorized vehicle, pedestrian and bicycle traffic flow, perform planning, design, or feasibility studies, and provide street lighting, landscaping or other amenities.

Roadway projects from the Transportation Facilities Plan (TFP) serve as the primary source of candidate projects considered for the latest update of the Capital Investment Program (CIP) Plan. TFP roadway projects selected for inclusion in the CIP rank high in a prioritization system based strongly on transportation system goals and policies identified in the Comprehensive Plan. The ranking system gives significant weight to both a project's ability to address safety issues and its likelihood of leveraging outside funding sources. Level-of-service benefits are strongly considered as well as a project's benefits to transit service and mode split goal achievement. Finally, a project's regional significance as indicated by its inclusion in a regional transportation plan, a specific interlocal agreement, or impact to a regional facility is factored into the prioritization process.

Projects listed herein comply with the goals and policies of the City's Comprehensive Plan and with applicable state and federal standards. Implementation of these projects will help to provide a safer roadway system while improving mobility in Bellevue.

Note: In adopting the 2015-2021 CIP, the City Council did not specifically identify projects to be funded by General Taxes vs. Bond Funding. Since both General Taxes and long-term general obligation bond proceeds are fungible means of project financing, some of the following project description pages have combined these funding sources into a single line. As the City enacts the adopted financing strategy, specific projects will be identified as recipients of the associated proceeds. Future project description pages will be updated to reflect the specific funding sources.



**2015-2021 Adopted CIP: Improved Mobility**

**Funded CIP Projects**

CIP Plan Number	Project Name	\$ in 000s	
		2015-2021 Project Cost	Total Estimated Cost
PW-I-92	Lakemont Blvd and Cougar Mnt Way Improvements	626	1,421
PW-M-1	Overlay Program	42,334	138,028
PW-M-2	Minor Capital - Traffic Operations	1,184	9,916
PW-M-7	Neighborhood Traffic Safety Program	2,368	9,870
PW-M-20	Minor Capital - Signals and Lighting	2,423	3,423
PW-R-146	Northup Way Corridor Improvements	8,484	11,726
PW-R-155	Traffic Computer System Upgrade	550	5,693
PW-R-156	ITS Master Plan Implementation Program	2,550	2,975
PW-R-159	East Link Analysis and Development	5,107	14,015
PW-R-160	NE 4th Street Extension - 116th to 120th Ave NE	4,911	36,210
PW-R-162	NE 6th Street Extension	50	1,000
PW-R-164	120th Ave NE Stage 2 - NE 8th St to NE 12th St	16,982	36,450
PW-R-166	124th Ave NE - NE Spring Boulevard to NE 18th St	7,179	10,601
PW-R-168	120th Ave NE (Stage 3) NE 12th St to NE 16th St	9,850	14,538
PW-R-169	124th Ave NE - NE 12th to NE Spring Boulevard	366	1,419
PW-R-171	134th Ave NE - NE Spring Boulevard to NE 20th St	267	267
PW-R-172	NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE	30,005	31,605
PW-R-173	NE Spring Boulevard (Zone2) - 120th to 124th Aves N	2,057	3,401
PW-R-174	NE Spring Boulevard - 130th to 132nd Ave NE	3,000	3,397
PW-R-175	NE Spring Blvd & 136th Pl NE-132nd Ave to NE 20th S	165	165
PW-R-176	Downtown Transportation Plan Implementation	400	800
PW-R-177	Eastgate Subarea Plan Implementation	500	500
PW-R-181	East Link MOU Commitments	17,950	54,355
PW-R-182	NE 6th Street Light Rail Station - Enhanced Access	5,000	5,000
PW-R-46	Accident Reduction Program	839	3,931
PW-W/B-56	Pedestrian and Bicycle Access Improvements	3,157	10,557
PW-W/B-76	Neighborhood Sidewalks	8,437	11,579
PW-W/B-78	Mountains to Sound Greenway Trail	1,646	2,546
PW-W/B-81	108th/112th Aves NE - N. City Limit to NE 12th St	200	200
PW-R-183	West Lake Sammamish Parkway, Phase 2	8,000	8,000
PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	4,400	4,400
PW-R-185	Newport Way Improvements - Somerset Blvd to 150th Ave	8,100	8,100
<b>TOTAL IMPROVED MOBILITY</b>		<b>\$ 199,088</b>	<b>\$ 446,089</b>



# PW-I-92 Lakemont Blvd & Cougar Mountain Way Improvements

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Lakemont Blvd and Cougar Mt Wy/SE 63rd St**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
1,421,001	795,001	626,000	-	-	-	-	-	-

**Description and Scope**

This project will design and construct a new traffic signal and other pedestrian, bicycle, and traffic operational improvements at the intersection of Lakemont Blvd and Cougar Mountain Way/SE 63rd St. A design analysis conducted in coordination with the community (completed in 2013) identified a traffic signal as the preferred traffic control alternative to improve the safety and operation of the intersection.

**Rationale**

This project responds to numerous citizen requests for traffic control measures at this intersection. A signal warrant analysis at this intersection was conducted in October of 2011 and confirmed the conclusion from the 2004 Lakemont Boulevard Pre-Design Analysis that indicated a traffic signal would be warranted at this location in the future. In 2013, the City completed a design alternative analysis that included community outreach. At the end of the design analysis process, the traffic signal option was selected. Construction of the new traffic signal will be completed in 2015. The new improvements will enhance safety and improve the intersection operation for vehicular, bicycle and pedestrian traffic.

**Environmental Impacts**

A project-specific SEPA Determination of Non-Significance was issued during the project's design phase.

**Operating Budget Impacts**

Operating costs will increase due to the new traffic signal (electricity ) and the maintenance of the roadway. An estimated \$5,700 will be required to fund maintenance and operations costs adjusted for inflation annually.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2015	1,421,001
<b>Total Budgetary Cost Estimate:</b>		1,421,001

**Means of Financing**

Funding Source	Amount
General Taxes & Impact Fees	1,249,870
Real Estate Excise Tax	171,131

**Total Programmed Funding:** 1,421,001  
**Future Funding Requirements:**

**Comments**

# PW-M-1 Overlay Program

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
138,028,166	95,694,611	6,363,000	5,479,400	6,810,462	5,660,326	5,830,136	6,005,040	6,185,191

**Description and Scope**

This program provides major street maintenance including street overlays, pavement rehabilitation, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance and appropriate Americans with Disabilities Act (ADA) retrofit work.

**Rationale**

Investment in roadway and walkway maintenance contributes to smooth traffic circulation and reduces the long-term cost of major reconstruction by extending the life of Bellevue's transportation system and preserving the City's investment in existing facilities. The project also funds Federal Highway Administration mandated bridge inspection, inventory and minor maintenance activities.

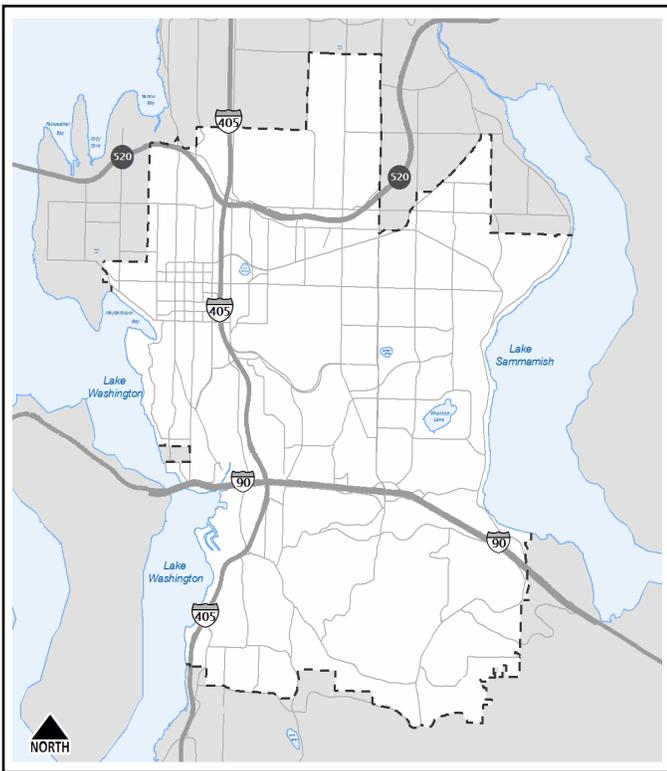
**Environmental Impacts**

This program funds projects that are primarily maintenance oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

**Operating Budget Impacts**

This program will have no impact on operating revenues and/or expenditures.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	138,028,166
<b>Total Budgetary Cost Estimate:</b>		138,028,166

**Means of Financing**

Funding Source	Amount
Charges for Services	5,656
Contributions from Other City Funds	1,013,000
Developer Contributions	645,505
Federal Grants	4,703,422
General Taxes	28,588,989
Interlocal Contributions	750,529
Local Improvement District	101,971
Private Contributions	63,405
Real Estate Excise Tax	97,080,023
Transportation Funding	5,075,666
<b>Total Programmed Funding:</b>	138,028,166
<b>Future Funding Requirements:</b>	

**Comments**

Additional funding allocated in 2016-2017 (\$1.5m) in recognition of a Federal Surface Transportation Program (STP) Grant awarded for the Richards Road & Lake Hills Connector overlay project.

## PW-M-2 Minor Capital - Traffic Operations

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
9,916,291	8,732,441	154,500	159,135	163,909	168,826	173,891	179,108	184,481

### Description and Scope

This program funds minor capital transportation improvements throughout the city to address traffic operation issues and concerns. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, guardrail, roadway safety and access management improvements, new bike lanes, and bicycle route signing. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness. This program often provides matching funds to grant funded projects to improve pedestrian, bike and ADA facilities.

### Rationale

This program provides funds for traffic operation improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on an ongoing and timely basis to citizen project and safety related requests, unfunded mandates, changes to standards, partnership opportunities with other capital or private development projects, and other emergent needs.

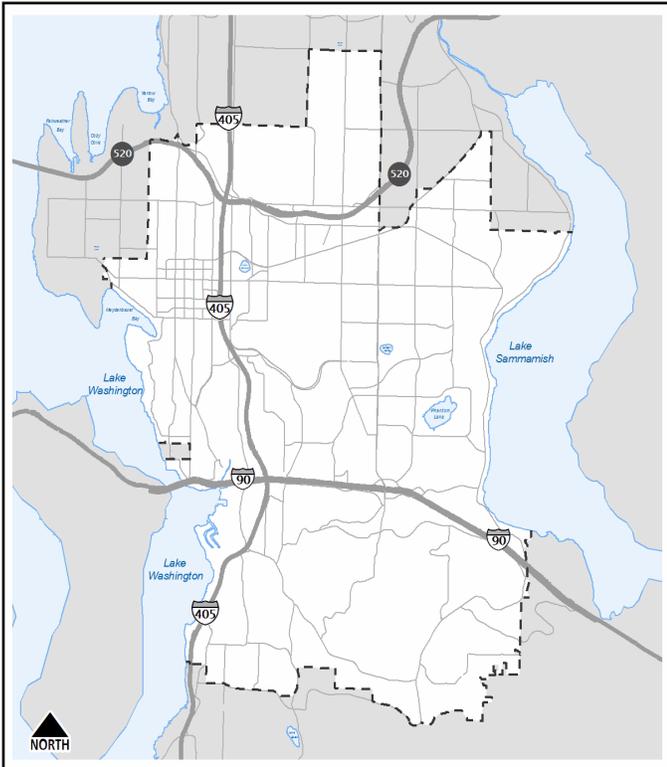
### Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### Operating Budget Impacts

Operating costs for new improvements will be determined on an as needed basis.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	9,916,291
<b>Total Budgetary Cost Estimate:</b>		9,916,291

### Means of Financing

Funding Source	Amount	
Charges for Services	2,390	
Contributions from Other City Funds	10,290	
Developer Contributions	47,821	
Federal Grants	1,136,990	
General Taxes	1,612,653	
Interlocal Contributions	73,279	
Miscellaneous Revenue	3,721,790	
Real Estate Excise Tax	2,240,221	
State Grants	20,746	
Transportation Funding	1,050,111	
<b>Total Programmed Funding:</b>		9,916,291
<b>Future Funding Requirements:</b>		

### Comments

## PW-M-7 Neighborhood Traffic Safety Program

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
<b>9,869,703</b>	<b>7,502,002</b>	<b>309,000</b>	<b>318,270</b>	<b>327,818</b>	<b>337,653</b>	<b>347,782</b>	<b>358,216</b>	<b>368,962</b>

### Description and Scope

This program funds minor capital improvements for neighborhood traffic safety projects throughout the City. These projects may include the use of physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions, in an effort to reduce vehicle speeds, non-local traffic and to improve walking and bicycling safety.

### Rationale

The primary benefits of this investment are improved safety and protection of quality of life for neighborhoods. As traffic congestion increases on arterials, the potential for cut-through traffic and higher speeds on neighborhood streets increases. This program focuses on mitigating these impacts through the development of neighborhood traffic safety plans to divert and/or slow traffic, improve non-motorized safety, and protect neighborhood quality of life.

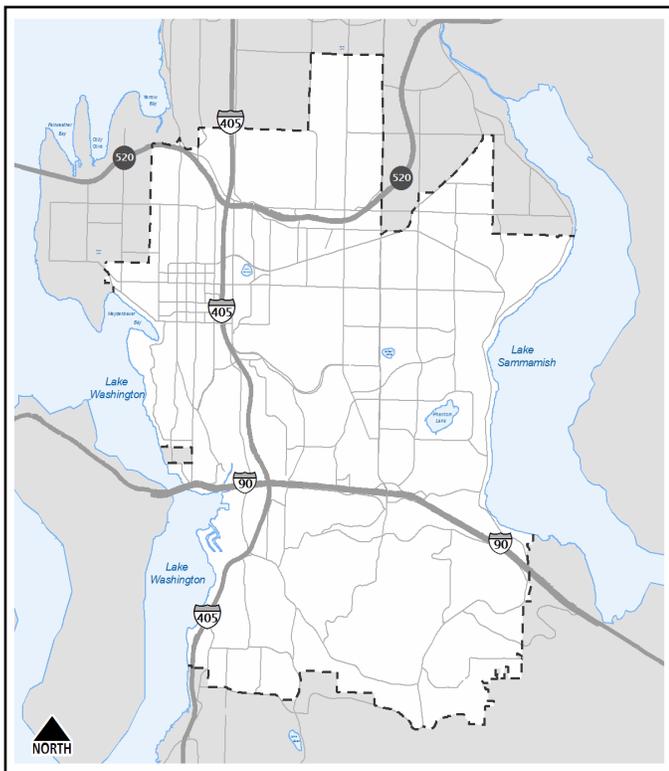
### Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### Operating Budget Impacts

Operating costs may increase due to added street lighting (electricity) and the maintenance of the improvements. The maintenance activities may include street sweeping, landscaping maintenance, and street light/signal maintenance. Operating costs for new improvements will be determined on a as needed basis.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	9,869,703
<b>Total Budgetary Cost Estimate:</b>		<b>9,869,703</b>

### Means of Financing

Funding Source	Amount	
Charges for Services	1,307	
Federal Grants	375,824	
General Taxes	4,197,615	
Miscellaneous Revenue	159,795	
Private Contributions	20,000	
Real Estate Excise Tax	3,780,352	
State Grants	18,494	
Transportation Funding	1,316,316	
<b>Total Programmed Funding:</b>		<b>9,869,703</b>
<b>Future Funding Requirements:</b>		

### Comments

## PW-M-20 Minor Capital - Signals & Lighting

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
<b>3,423,437</b>	<b>999,998</b>	<b>1,230,612</b>	<b>212,180</b>	<b>218,545</b>	<b>225,102</b>	<b>174,000</b>	<b>179,000</b>	<b>184,000</b>

**Description and Scope**

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 and construction funding for new traffic signals.

**Rationale**

This program provides funds for traffic signal and street lighting improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on an ongoing and timely basis to citizen project and safety related requests, unfunded mandates and changes to standards, partnership opportunities with other capital or private development projects, and other emergent needs.

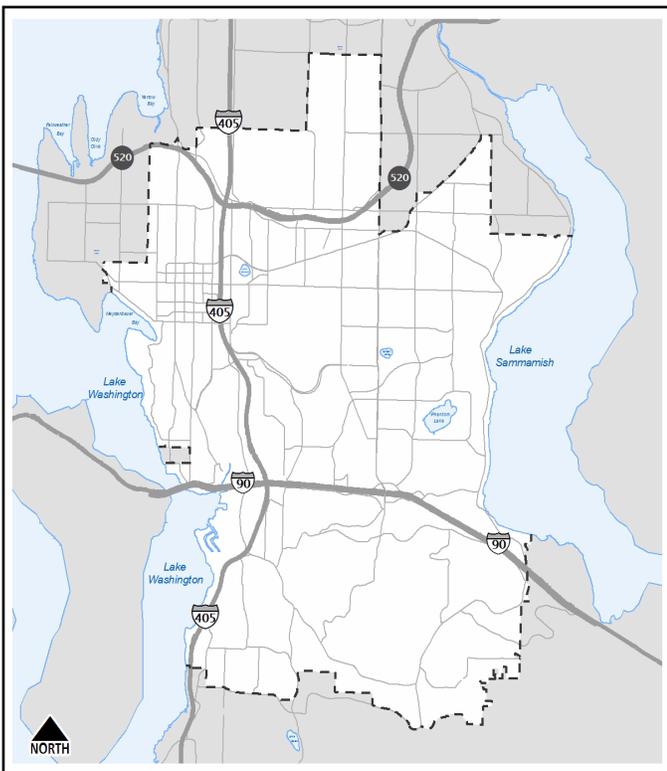
**Environmental Impacts**

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	3,423,437
<b>Total Budgetary Cost Estimate:</b>		<b>3,423,437</b>

**Means of Financing**

Funding Source	Amount	
Contributions from Other City Funds	571,000	
Federal Grants	265,732	
General Taxes	413,039	
Private Contributions	238,916	
Real Estate Excise Tax	1,519,062	
Transportation Funding	415,688	
<b>Total Programmed Funding:</b>		<b>3,423,437</b>
<b>Future Funding Requirements:</b>		

**Comments**

Additional funds allocated in 2015 (\$1.1 million) include local funds combined with a portion of a state Commerce Department grant, awarded for the conversion of city-owned street lights to LED technology, and energy rebate funds from Puget Sound Energy.

## PW-R-146 Northup Way Corridor Improvements

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Northup Way between NE 33rd Place and NE 24th Street**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
11,726,070	3,242,070	3,985,000	3,985,000	514,000	-	-	-	-

### Description and Scope

This project will design and construct bike lane and sidewalk improvements on both sides of Northup Way between NE 24th Street and NE 33rd Place. This project will also incorporate other work elements including a pedestrian bridge at the Eastside Rail Corridor crossing, retaining walls, storm drainage improvements and water quality treatment, landscaping and irrigation, traffic signal and street light modifications, and two mid-block pedestrian crossings.

### Rationale

This project is jointly sponsored by the Washington State Department of Transportation (WSDOT) with the City acting as the lead agency. This project will address both local and regional pedestrian and bicycle system connectivity and safety issues on this major east-west corridor in the north part of the City. This section of roadway has narrow lanes and shoulders and no pedestrian/bicycle facilities along the majority of the corridor. Eventual construction of the improvements will improve safety for pedestrians and bicyclists by separating them from vehicular traffic. The improvements will also enhance non-motorized and vehicular access to and from neighborhoods, offices, commercial uses, transit facilities and services, and planned or recently completed regional and local transportation facilities including SR 520, the Bike 520 Trail, the Eastside Rail Corridor trail, the Lake Washington Loop Trail, and 116th Avenue NE improvements. The project is consistent with and a high priority in the 2009 City of Bellevue Pedestrian and Bicycle Transportation Plan Update. Eastside cities and WSDOT identified the need to complete the missing segment of the SR520 regional trail, and that an interim facility may be necessary. These improvements will provide the interim connectivity until a permanent facility can be implemented.

### Environmental Impacts

Consistent with state and federal environmental requirements, this project obtained SEPA and NEPA environmental approvals and will obtain required City, state and federal permits prior to construction.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway. The maintenance activities include landscaping maintenance and street light/signal maintenance. An estimated \$50,000 will be required to fund maintenance and operations costs adjusted for inflation annually.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2007 - 2017	11,726,070
<b>Total Budgetary Cost Estimate:</b>		11,726,070

### Means of Financing

Funding Source	Amount
Federal Grants	2,215,820
General Taxes & LTGO Bond Proceeds	564,574
Intergovernmental Contributions	8,000,000
Real Estate Excise Tax	431,676
Transportation Funding	514,000

**Total Programmed Funding:** 11,726,070  
**Future Funding Requirements:**

### Comments

# PW-R-155 Traffic Computer System Upgrade

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Citywide**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
5,693,019	5,143,019	550,000	-	-	-	-	-	-

### Description and Scope

This project replaces the City's traffic signal computer system with the Sydney Coordinated Adaptive Traffic System (SCATS) to increase system reliability, support multi-modal mobility, and to systematically increase the efficiency of our transportation system. The replacement of the previous computer system software and hardware, located at the City's Traffic Management Center, and upgrading of field communication systems has been completed. Signal equipment at individual intersections and along corridors citywide are being placed onto the new SCATS system in phases. Phases 1 through 3 of the project are completed, and Phases 4 and 5 are scheduled for completion in 2015, which will complete the entire project.

### Rationale

Arterial street congestion and delay occur mostly at traffic signals, thus the more efficiently traffic signals work, the less delay and congestion experienced along the arterial. Replacement of the existing signal system with new "traffic adaptive" technology will allow signalized intersections to adjust their timing cycle by cycle instead of just a few times per day, increasing efficiency and incrementally reducing delays to motorists and pedestrians. This in turn will help derive more capacity out of the existing roadway network. The new SCATS traffic adaptive signal system is a key piece in the city's Intelligent Transportation Systems (ITS) plan, and replaces an old outdated, unsupported, and obsolete signal system.

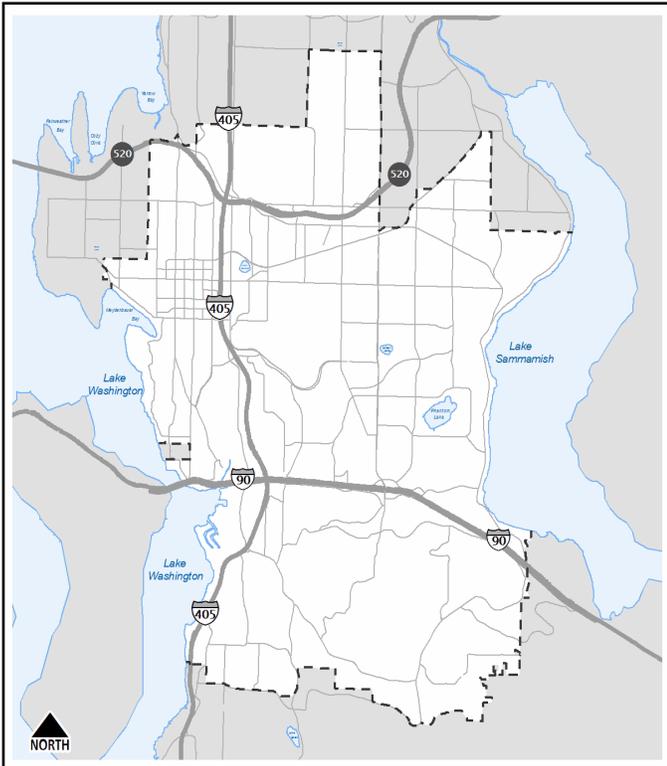
### Environmental Impacts

Implementation of this project primarily affects existing traffic signals and associated equipment on previously improved rights of way, so environmental issues are minimal and are addresses as appropriate on a location-by-location basis. Implementation of this project will support lower vehicle fuel usage and lower electrical energy production reducing carbon emissions.

### Operating Budget Impacts

Operating costs impacts include annual maintenance contracts for the new signal system and annual Electronic Equipment Replacement Fund contributions for the addition or replacement of certain equipment such as Ethernet switches, traffic cameras and signal controllers.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2007 - 2015	5,693,019
<b>Total Budgetary Cost Estimate:</b>		5,693,019

### Means of Financing

Funding Source	Amount	
Federal Grants	631,638	
General Taxes & LTGO Bond Proceeds	4,152,238	
Interlocal Contributions	188,288	
Real Estate Excise Tax	720,855	
<b>Total Programmed Funding:</b>		5,693,019
<b>Future Funding Requirements:</b>		

### Comments

## PW-R-156 ITS Master Plan Implementation Program

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Citywide**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
<b>2,975,001</b>	<b>425,001</b>	<b>150,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>

**Description and Scope**

This program will 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. Possible projects include but are not limited to traffic cameras for motorist information at ramp meters, park and rides, and flood locations, uploading video clips from traffic cameras to public websites, real time traffic map enhancements, installation of dynamic message signs at key locations, variable lanes and signs that adjust to changing traffic conditions, WiFi system expansion, roadway weather stations and flood monitoring, parking management, emergency vehicle preempt upgrades, and street light monitoring systems. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns.

**Rationale**

This program is a key strategy in transitioning from a transportation system focused on the drive alone trip, to one that focuses on actively managing the transportation system to systematically improve traffic capacity, enhance and promote multi-modal transportation and safety, effectively address emergency management and events, promote neighborhood safety, and provide improved motorist information for better transportation decision making by users. ITS projects provide cost-effective solutions to help reduce traffic congestion and increase the capacity of the transportation system through efficiency gains and the provision of an alternative to costly roadway and intersection expansion projects.

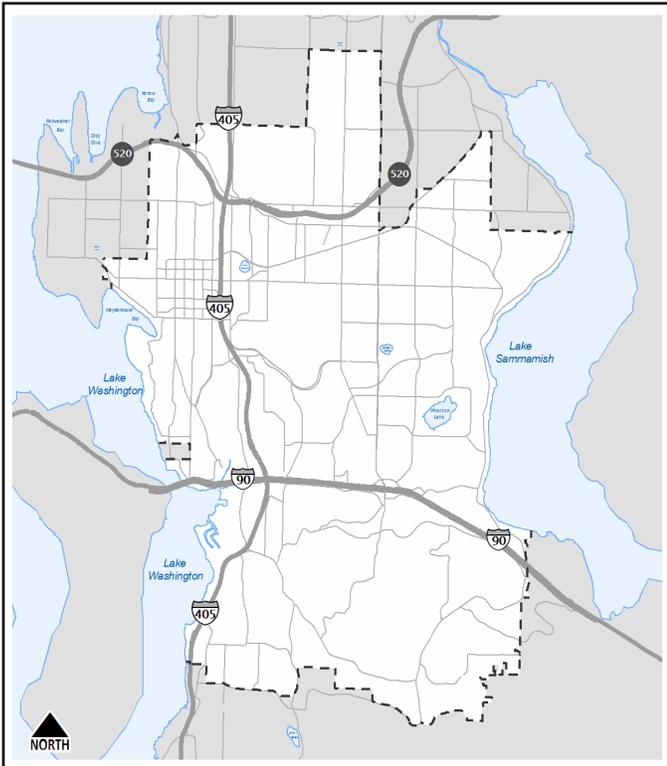
**Environmental Impacts**

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. This project will support lower vehicle fuel usage and lower electrical energy production reducing carbon emissions.

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	2,975,001
<b>Total Budgetary Cost Estimate:</b>		<b>2,975,001</b>

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	621,186
Real Estate Excise Tax	2,353,815

**Total Programmed Funding:** 2,975,001  
**Future Funding Requirements:**

**Comments**

# PW-R-159 East Link Analysis and Development

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **N/A**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
14,015,449	8,908,001	2,816,689	2,290,759	-	-	-	-	-

**Description and Scope**

Utilize in-house and consultant resources to 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.

**Rationale**

East Link is a Sound Transit-funded light rail project that will connect Bellevue with Seattle and with the Overlake area of Redmond by 2023. The \$2.8+ billion project will be routed through south Bellevue, downtown Bellevue, and the Bel-Red corridor with six stations. The East Link alignment has now been set and the City and Sound Transit have executed (in November 2011) a Memorandum of Understanding (MOU), which commits the City to a financial contribution of up to \$160 million. Additionally, both parties endorsed an ongoing Collaborative Design Process (CDP) to advance project design and address project mitigation issues. Parties are also evaluating a possible amended and restated Memorandum of Understanding to reflect updated project information. Property acquisitions, utility relocations, and other pre-construction activities are underway. Construction is anticipated to commence in late 2015/early 2016. During this time the City will focus on investigating and resolving design variations; coordinating City roadway projects in the vicinity of East Link with Sound Transit; implementing an appropriate permitting and inspection process; identifying and evaluating complimentary City actions; and analyzing community issues and preferences, station area planning, and other project elements. The Bellevue City Council has indicated its desire to adhere to the lessons learned from the Light Rail Best Practices Project to ensure that the system is "done right the first time" and is an asset to the community. The City is therefore investing resources in the East Link project to ensure issues are analyzed adequately and decisions are fully informed.

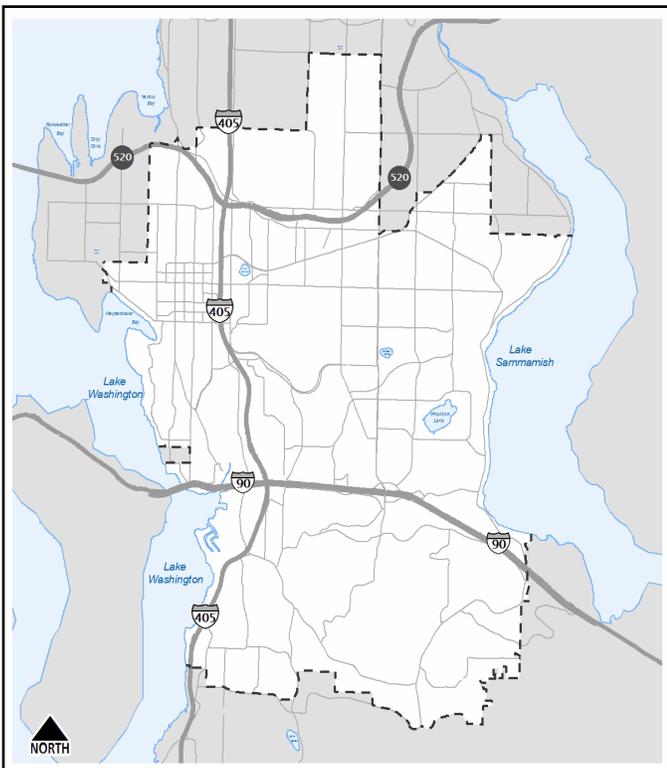
**Environmental Impacts**

Not applicable

**Operating Budget Impacts**

This project has no known impacts to operating revenues and/or expenditures.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2009 - 2016	14,015,449
<b>Total Budgetary Cost Estimate:</b>		14,015,449

**Means of Financing**

Funding Source	Amount	
Contributions from Other City Funds	60,000	
General Taxes & LTGO Bond Proceeds	13,331,448	
Interlocal Contributions	550,001	
Miscellaneous Revenue	74,000	
<b>Total Programmed Funding:</b>		14,015,449
<b>Future Funding Requirements:</b>		

**Comments**

Additional funds totaling \$400,000 recognized from Sound Transit for their share of costs for design of park related issues at Mercer Slough (\$300,000) and consultant services to assist with the Collaborative Design Process (\$100,000).

# PW-R-160 NE 4th Street Extension - 116th to 120th Avenues NE

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **NE 4th St. 116th Ave NE to 120th Ave NE**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
36,210,000	31,299,000	4,411,000	500,000	-	-	-	-	-

**Description and Scope**

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 was determined in coordination with existing and potential future development and with the ownership interests of the Eastside Rail Corridor (ERC). The project has been designed not to preclude potential future uses of the ERC corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and modifies the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161). 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.

The current project budget is intended to fully fund all phases of the project. The construction phase of the project will be completed in stages.

**Rationale**

The NE 4th Street project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with a widened and realigned 120th Ave NE corridor, a widened and improved 124th Ave NE corridor, the planned NE 6th Street extension, and the new NE Spring Boulevard (NE 15th/16th Street) multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

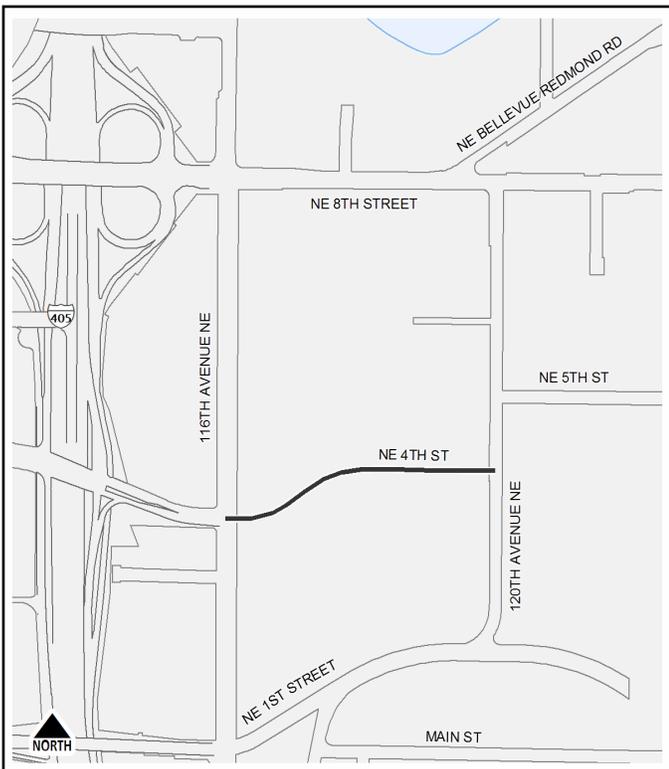
**Environmental Impacts**

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval and obtained the required City permits prior to construction.

**Operating Budget Impacts**

Operating costs will increase due to added street lighting/signal (electricity) and the maintenance of the roadway. An estimated \$40,000 will be required to fund maintenance and operations costs adjusted for inflation annually.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2009 - 2016	36,210,000
<b>Total Budgetary Cost Estimate:</b>		36,210,000

**Means of Financing**

Funding Source	Amount
Federal Grants	3,500,000
Federal Grants	3,000,000
General Taxes & LTGO Bond Proceeds	854,139
General Taxes & LTGO Bond Proceeds	13,088,649
Impact Fees	1,523,000
Impact Fees	1,253,555
Local Revitalization Funding	8,782,572
LTGO Bond Proceeds – Impact Fee Eligible	3,388,000
Real Estate Excise Tax	320,085
Transportation Funding	500,000

**Total Programmed Funding:** 36,210,000

**Future Funding Requirements:**

**Comments**

Additional funding of \$719,000 recognized from State TIB grant offset by a reduction in Federal STP grant of \$500,000.

# PW-R-162 NE 6th St Extension - I-405 HOV Interchange to 120th Ave NE

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **NE 6th St from I-405 east to 120th Ave NE**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
999,999	949,732	50,267	-	-	-	-	-	-

**Description and Scope**

This project conducted a pre-design analysis (completed in 2012) for the extension of NE 6th Street from its current termini in the median of I-405 to the east over the northbound lanes of I-405 and 116th Avenue NE to a new intersection with 120th Avenue NE. HOV/Transit vehicles would be allowed on the segment between 112th Avenue NE and the former Burlington Northern Santa Fe (BNSF) railway corridor. General purpose traffic would be allowed along the segment between the BNSF corridor and 120th Avenue NE to access parcels abutting the extension. Improvements may include two lanes in each direction with turn lanes at the signalized intersections with the I-405 HOV ramps and 120th Avenue NE; illumination; landscaping and irrigation along the at-grade segments; storm drainage and detention; and other utility infrastructure. The project may also include a new, up to 14-foot wide, non-motorized pathway adjacent to the south side of NE 6th Street between 112th Avenue NE and 120th Avenue NE. Future uses or connections to the BNSF corridor will not be precluded. The project will also be coordinated with existing and potential development in the vicinity, with the Sound Transit East Link project, the I-405 Master Plan, and with the 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161).

Remaining project funds will support efforts to coordinate with or respond to inquiries from the Washington State Department of Transportation (WSDOT) and/or other entities regarding refinement of or preservation of future project implementation plans or opportunities.

**Rationale**

The NE 6th Street project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, a widened and improved 124th Avenue NE corridor, and the new NE Spring Boulevard (NE 15th/16th Street) multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

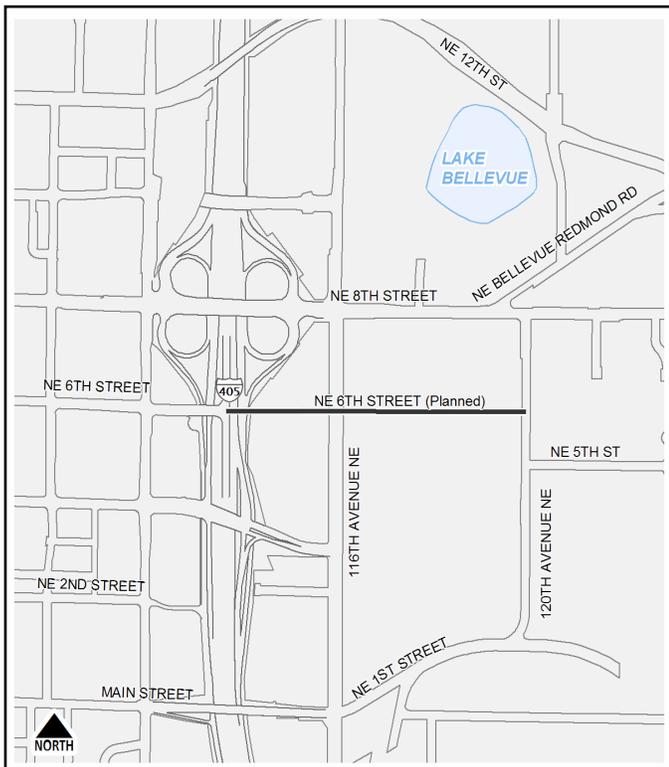
**Environmental Impacts**

A project specific environmental determination, consistent with federal requirements, will be made during the project design phase. A citywide programmatic environmental review including this project was conducted as part of the citywide 2013-2024 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2013-2024 TFP Final Environmental Impact Statement, published in July 2013.

**Operating Budget Impacts**

Ongoing maintenance and operations costs of the new facilities will be determined during the project's design phase.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2009 - 2015	999,999
<b>Total Budgetary Cost Estimate:</b>		999,999

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	949,732
Transportation Funding	50,267

**Total Programmed Funding:** 999,999

**Future Funding Requirements:**

**Comments**

## PW-R-164 120th Avenue NE (Stage 2) - NE 8th St to NE 12th St

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **120th Ave NE from NE 700 Block to NE 12th St**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
36,450,218	19,468,218	6,881,000	6,881,000	3,220,000	-	-	-	-

### Description and Scope

This project will extend, realign and widen 120th Ave NE from south of NE 8th St to south of NE 12th Street. The project includes all intersection and signal improvements at NE 8th St and a new signalized intersection at Lake Bellevue Drive/Old Bel-Red Road. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Wilburton/Bel-Red urban design criteria. The project includes new and/or relocation of utility infrastructure including a joint utility trench (JUT) to accommodate future underground utilities. The project will also be coordinated with private development in the vicinity and with development of the 120th Ave NE Improvements projects south of NE 8th St (Stage 1; CIP Plan No. PW-R-161) and from NE 12th Street to the north (Stage 3, CIP Plan No. PW-R-168).

### Rationale

The 120th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St, a widened and improved 124th Ave NE corridor, the planned NE 6th St extension, and the new NE Spring Boulevard (NE 15th/16th St) multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

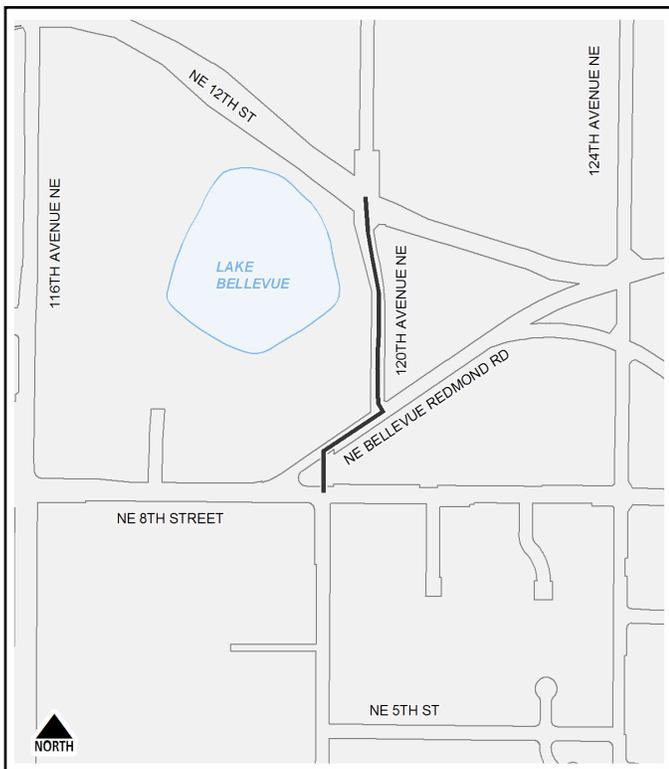
### Environmental Impacts

Consistent with state and federal environmental requirements, this project obtained SEPA and NEPA environmental approval and obtained the required City permits prior to construction.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signals (electricity) and the maintenance of the roadway. An estimated \$30,000 will be required to fund maintenance and operations costs adjusted for inflation annually.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2010 - 2017	36,450,218
<b>Total Budgetary Cost Estimate:</b>		36,450,218

### Means of Financing

Funding Source	Amount	
Federal Grants	6,190,000	
General Taxes & LTGO Bond Proceeds	12,277,113	
Miscellaneous Revenue	22,440	
Miscellaneous Revenue	2,415,869	
Private Contributions	660,000	
Real Estate Excise Tax	1,857,353	
Sale of Fixed Assets	3,455,000	
Transportation Impact Fees	9,572,443	
<b>Total Programmed Funding:</b>		36,450,218
<b>Future Funding Requirements:</b>		

### Comments

Additional funding totaling \$5.6 million recognized from Federal STP grant (\$2.1 million) and anticipated future remnant land sales (\$3.5 million).

# PW-R-166 124th Avenue NE - NE Spring Boulevard to NE 18th St

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **124th Ave NE – NE Spring Boulevard to NE 18th Street**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
10,601,225	3,422,225	1,969,000	-	-	-	5,210,000	-	-

**Description and Scope**

This project will widen 124th Avenue NE from NE Spring Boulevard to NE 18th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter and sidewalk or multipurpose trail on both sides, planter strips, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, water quality treatment, and install a new signal at NE 16th Street. The project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity and will reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. Implementation will be coordinated with private development in the vicinity and the development of 124th Ave NE Improvements – Main St to NE Spring Blvd (CIP Plan No. PW-R-169) and the NE Spring Blvd improvements to the west of the 124th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the City’s share of design, ROW acquisition and construction costs of the roadway segment and project scope described above. Prior to 2015, this project also advanced the design of the 124th Ave NE corridor between NE 18th St and Northup Way to the 90% level. Future implementation of that segment may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red area capital investments or private developments.

**Rationale**

The 124th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St., a widened and realigned 120th Ave NE corridor, the planned NE 6th Street extension, and the new NE Spring Blvd multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link project.

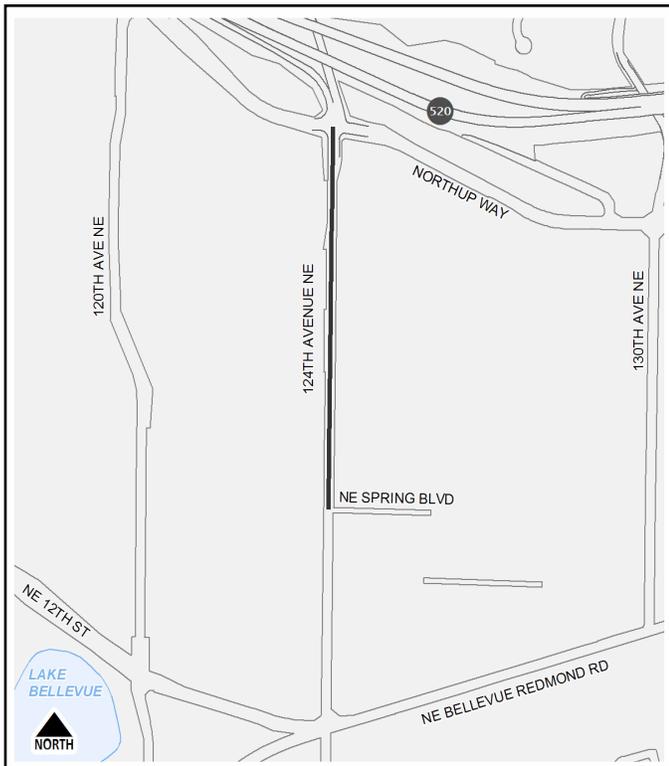
**Environmental Impacts**

Consistent with state and federal environmental requirements, this project is in the process of obtaining SEPA and NEPA environmental approvals for the full 124th Ave NE corridor between NE 8th Street and Northup Way. A citywide programmatic environmental review including this project was conducted as part of the citywide 2013-2024 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2013-2024 TFP Final Environmental Impact Statement, published in July 2013.

**Operating Budget Impacts**

Operating costs will increase due to added street lighting/signals (electricity) and the maintenance of the roadway. An estimated \$25,000 annually, adjusted for inflation, will be required to fund ongoing maintenance and operations costs.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2011 - 2019	10,601,225
<b>Total Budgetary Cost Estimate:</b>		10,601,225

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	4,229,225
Impact Fees	5,210,000
Miscellaneous Revenue	1,162,000

**Total Programmed Funding:** 10,601,225  
**Future Funding Requirements:**

## PW-R-168 120th Avenue NE (Stage 3) NE 12th St to NE 16th St

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **120th Ave NE from NE 12th St. to NE 16th St.**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
14,537,671	4,687,671	2,760,000	3,545,000	3,545,000	-	-	-	-

### Description and Scope

This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Ave NE Improvements – NE 8th to NE 12th Streets (Stage 2; CIP Plan No. PW-R-164) and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the City's share of design and implementation costs of the segment between NE 12th and NE 16th Streets consistent with the project scope described above. Prior to 2015, this CIP project also advanced the design of the 120th Avenue NE corridor between NE 16th Street and Northup Way to the 60% level.

### Rationale

The 120th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and improved 124th Avenue NE corridor, the planned NE 6th Street extension, and the new NE Spring Boulevard multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

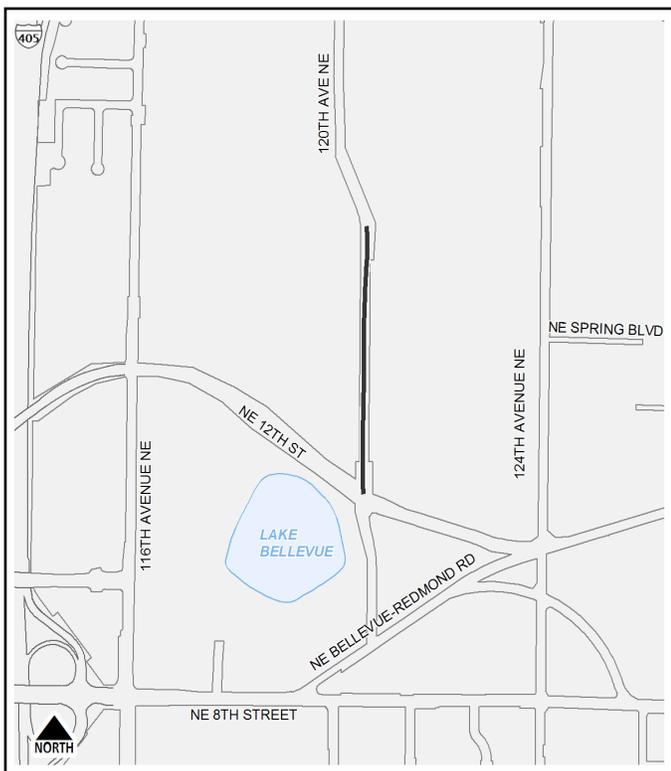
### Environmental Impacts

Consistent with federal and state environmental requirements, this project obtained NEPA and SEPA environmental approval and will obtain the required City, state and federal permits prior to construction.

### Operating Budget Impacts

Operating costs will increase due to added street lighting/signals (electricity) and the maintenance of the roadway.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2017	14,537,671
<b>Total Budgetary Cost Estimate:</b>		14,537,671

### Means of Financing

Funding Source	Amount
Federal Grants	4,390,000
General Taxes & LTGO Bond Proceeds	1,687,671
Impact Fees	3,610,000
State Grants	4,850,000

**Total Programmed Funding:** 14,537,671  
**Future Funding Requirements:**

### Comments

Additional funding totaling \$9.3 million recognized from Federal STP grant (\$4.4 million) and State TIB grant (\$4.9 million).

# PW-R-169 124th Ave NE - NE 12th St to NE Spring Boulevard

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **124th Ave NE between NE 12th St and NE Spring Blvd**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
1,419,129	1,053,129	366,000	-	-	-	-	-	-

**Description and Scope**

This project will advance the design (to 30%) for the widening of 124th Ave NE from NE 12th St (Bel-Red Rd) to NE Spring Blvd. The roadway cross-section of this segment will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter, and separated multi-use paths on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The ultimate project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Ave NE Improvements – NE Spring Blvd to NE 18th St (CIP Plan PW-R-166).

This project will also complete the conceptual design of non-motorized improvements between NE 8th and NE 12th Streets. South of NE 8th St, the project has evaluated, designed, and will complete implementation of mitigation measures to protect residential communities south of NE 8th St from potential traffic impacts of Bel-Red growth and the associated major roadway projects in the vicinity. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red area capital investments or private developments.

**Rationale**

The 124th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St., a widened and realigned 120th Ave NE corridor, the planned NE 6th St. extension, and the new NE Spring Blvd multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative of 2009 (M&I). The M&I was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link project.

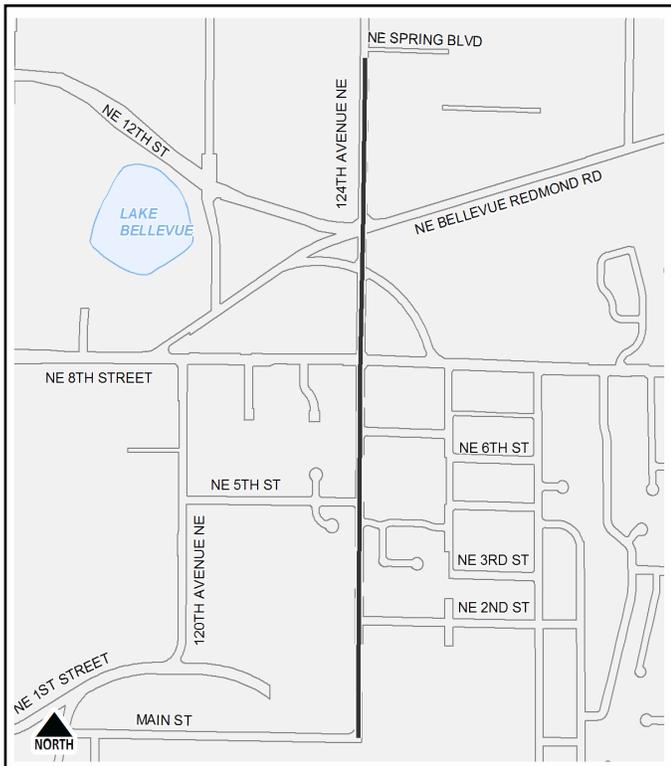
**Environmental Impacts**

A SEPA determination of non-significance was issued for the implementation of the streetscape improvements between Main and NE 8th Streets. In association with the 124th Ave NE Improvements - NE Spring Blvd to NE 18th St (CIP Plan PW-R-166) and consistent with state and federal environmental requirements, this project is in the process of obtaining SEPA and NEPA environmental approvals for the remainder of the 124th Ave NE corridor between NE 8th St and Northup Way. A citywide programmatic environmental review including this project was conducted as part of the 2013-2024 Transportation Facilities Plan update. Programmatic impact and mitigation documentation is included in the 2013-2024 TFP Final Environmental Impact Statement, published in July 2013.

**Operating Budget Impacts**

Operating costs will increase due to added street lighting/signals (electricity) and the maintenance of the roadway.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2015	1,419,129
<b>Total Budgetary Cost Estimate:</b>		1,419,129

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	975,000
Real Estate Excise Tax	108,271
Transportation Funding	335,858

**Total Programmed Funding:** 1,419,129  
**Future Funding Requirements:**

# PW-R-171 134th Avenue NE - NE Spring Boulevard to NE 20th Street

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **New 134th Ave NE - NE Spring Blvd and NE 20th Street**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
267,000	-	132,000	135,000	-	-	-	-	-

**Description and Scope**

This project will initiate the conceptual design for the extension of 134th Avenue NE between NE Spring Boulevard and NE 20th Street. The design will be developed in coordination with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound and westbound lanes of NE Spring Boulevard. The project design includes a signalized intersection at NE Spring Boulevard that will integrate traffic, pedestrian, and bicycle movements with a future LRT at-grade crossing at this location, and a new signalized intersection at NE 20th Street. The planned roadway cross-section consists of three lanes, including one travel lane in each direction with turn pockets or a center turn lane, on-street parking, curb, gutter and sidewalk on both sides of the street, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of the NE Spring Boulevard - 130th to 132nd Avenues NE and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street projects (CIP Plan Nos. PW-R-174 and 175).

**Rationale**

The 134th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This project in coordination with the Sound Transit East Link Light Rail project, the planned light rail station between 130th and 132nd Avenues NE, and the planned extensions and improvements to NE Spring Boulevard and 130th Avenue NE along with other new amenities will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

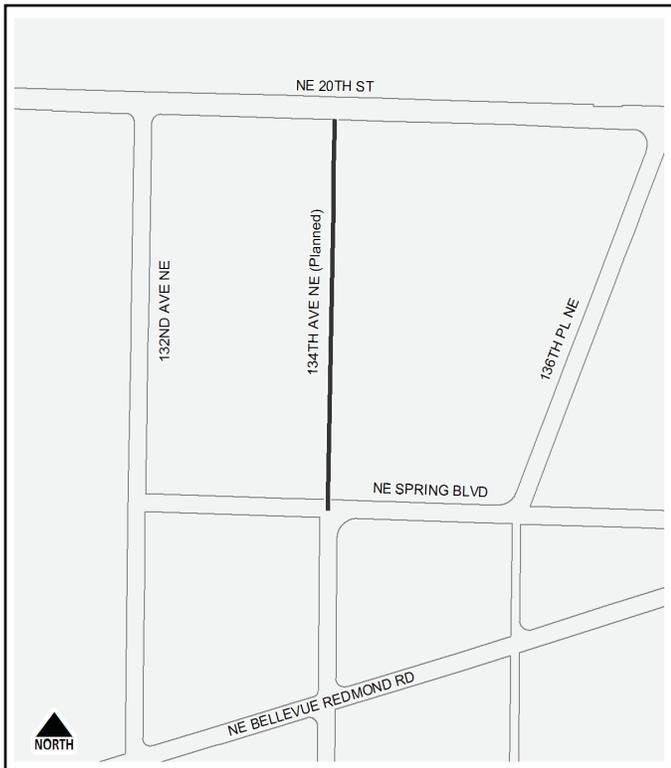
**Environmental Impacts**

A project specific environmental determination will be made in conjunction with the final design for this project.

**Operating Budget Impacts**

Ongoing maintenance and operating costs of the new facilities will be determined during the project's design phase.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2016	267,000
<b>Total Budgetary Cost Estimate:</b>		267,000

**Means of Financing**

Funding Source	Amount
Transportation Funding	267,000

**Total Programmed Funding:** 267,000  
**Future Funding Requirements:**

**Comments**

## PW-R-172 NE Spring Blvd (Zone 1) - 116th Ave NE to 120th Ave NE

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
31,604,989	1,599,989	1,987,000	2,264,000	11,877,000	3,877,000	-	4,500,000	5,500,000

### Description and Scope

This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE Spring Boulevard - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to NE 16th Street (Stage 3; CIP Plan No. PW-R-168).

The current project budget is intended to fully fund all phases of the project. The construction phase of the project may be implemented in stages.

### Rationale

The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and a widened and improved 124th Avenue NE corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

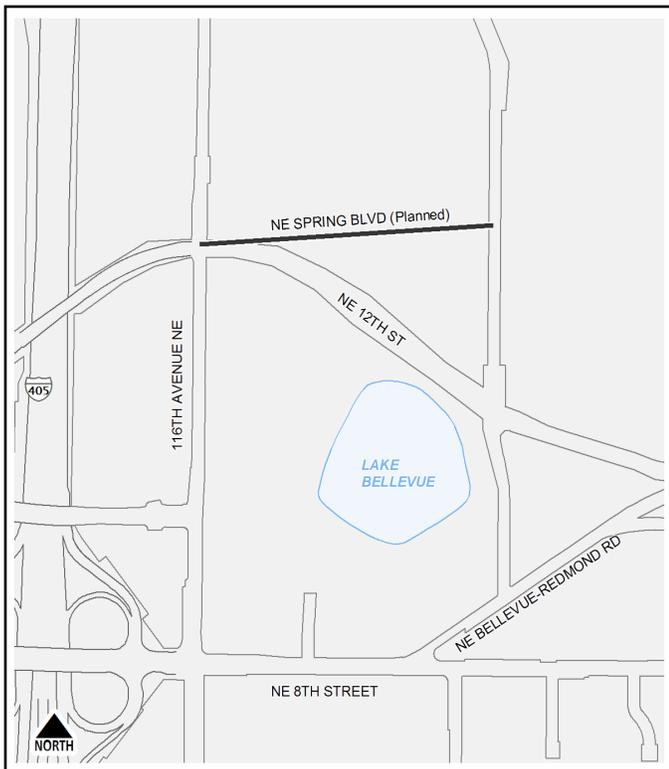
### Environmental Impacts

In association with the NE Spring Boulevard Zone 2 project (CIP Plan No. PW-R-173), a corridor specific environmental determination consistent with state and federal requirements will be made in conjunction with the final design of both projects.

### Operating Budget Impacts

Ongoing maintenance and operating costs of the new facilities will be determined during the project's design phase.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2021	31,604,989
<b>Total Budgetary Cost Estimate:</b>		<b>31,604,989</b>

### Means of Financing

Funding Source	Amount	
Federal Grants	1,800,000	
General Taxes & Impact Fees	21,674,000	
General Taxes & LTGO Bond Proceeds	7,204,319	
Transportation Funding	926,670	
<b>Total Programmed Funding:</b>		<b>31,604,989</b>
<b>Future Funding Requirements:</b>		

### Comments

Project scope expanded to fully fund all phases of the project. Additional funding from Federal STP grant totaling \$1.8 million recognized. This grant is awarded for the design of both Zone 1 and 2 totaling \$3.0 million.

# PW-R-173 NE Spring Boulevard (Zone2) - 120th Ave NE to 124th Ave NE

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **NE Spring Blvd (Zone 2) - 120th to 124th Avenues NE**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
3,400,618	1,343,618	1,440,000	617,000	-	-	-	-	-

**Description and Scope**

This project will complete final design of a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity, including the development of parallel non-motorized system improvements along the NE 16th Street alignment. The project will also be coordinated with the development of NE Spring Boulevard - 116th to 120th Avenues NE (Zone 1; CIP Plan No. PW-R-172), 120th Avenue NE Improvements – NE 12th to NE 16th Streets (Stage 3; CIP Plan No. PW-R-168), and 124th Avenue NE Improvements – NE Spring Boulevard to NE 18th Street (CIP Plan No. PW-R-166).

**Rationale**

The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and a widened and improved 124th Avenue NE corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

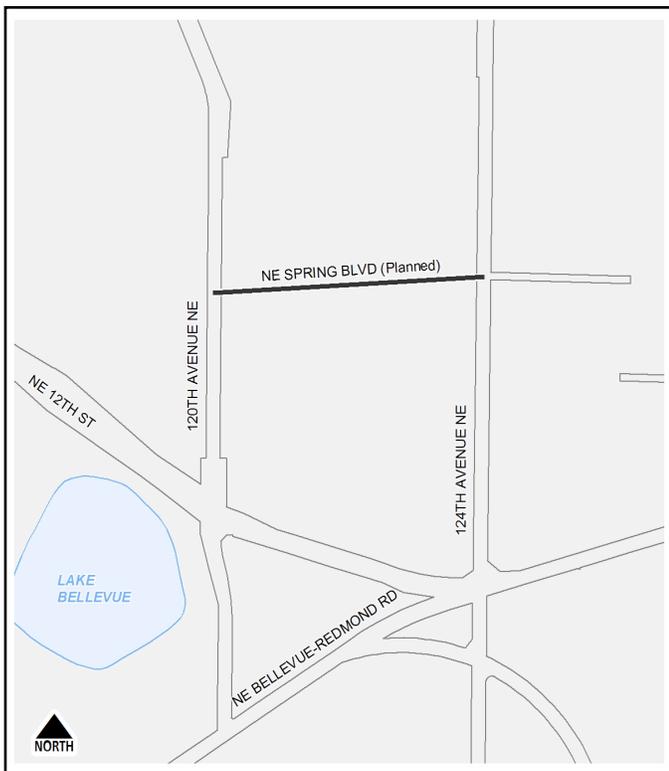
**Environmental Impacts**

In association with the NE Spring Boulevard Zone 1 project (CIP Plan No. PW-R-172), a corridor specific environmental determination consistent with state and federal requirements will be made in conjunction with the final design of both projects.

**Operating Budget Impacts**

Ongoing maintenance and operating costs of the new facilities will be determined during the project's design phase.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2016	3,400,618
<b>Total Budgetary Cost Estimate:</b>		<b>3,400,618</b>

**Means of Financing**

Funding Source	Amount
Federal Grants	1,200,000
General Taxes & LTGO Bond Proceeds	1,300,000
Impact Fees	617,000
LTGO Bond Proceeds – Impact Fee Eligible	240,000
Transportation Funding	43,618

**Total Programmed Funding:** 3,400,618  
**Future Funding Requirements:**

**Comments**

Project scope expanded to complete final design. Additional funding from Federal STP grant totaling \$1.2 million recognized. This grant is awarded for the design of both Zone 1 and 2 totaling \$3.0 million.

## PW-R-174 NE Spring Boulevard - 130th Ave to 132nd Ave NE

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **NE Spring Blvd – 130th to 132nd Avenues NE**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
3,396,962	396,962	-	-	-	-	-	830,000	2,170,000

### Description and Scope

This project will complete the design and construct the westbound lane and other improvements on the north half of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include a single travel lane outside the LRT alignment, sidewalk and bike lane, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit who will construct the 130th Avenue NE LRT station between the westbound and eastbound lanes and a park and ride facility to the north. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with potential future private development in the vicinity, and designs for 130th Avenue NE – Bel-Red Road to NE 20th Street (CIP Plan No. PW-R-170) and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street project (CIP Plan No. PW-R-175).

Prior to 2015, this project also advanced preliminary design of an eastbound lane and other roadway improvements of the south of the planned 130th Avenue NE LRT station. Future project implementation of the eastbound lane and other improvements to the south of the LRT station may occur in phases or include interim facilities and is dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments and private developments.

### Rationale

The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This project in coordination with the Sound Transit East Link Light Rail project, the planned light rail station between 130th and 132nd Avenues NE, and the planned improvements to 130th Avenue NE and extension and improvements to 134th Avenue NE along with other amenities will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

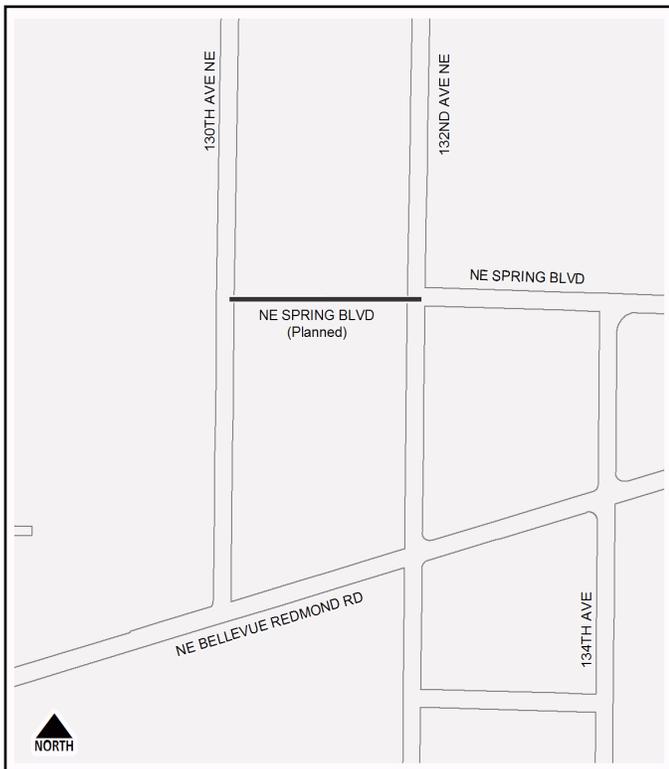
### Environmental Impacts

A project specific environmental determination will be made in conjunction with the final design for this project.

### Operating Budget Impacts

Ongoing maintenance and operating costs of the new facilities will be determined during the project's design phase.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2021	3,396,962
<b>Total Budgetary Cost Estimate:</b>		3,396,962

### Means of Financing

Funding Source	Amount
Impact Fees	3,000,000
Miscellaneous Revenue	185,000
Transportation Funding	211,962

**Total Programmed Funding:** 3,396,962  
**Future Funding Requirements:**

### Comments

Project scope expanded to fund full implementation of the westbound lane.

# PW-R-175 NE Spring Blvd & 136th Pl NE-132nd Ave to NE 20th St

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **NE Spring Blvd/136th Pl NE-132nd Ave NE to NE 20th St**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
165,000	-	165,000	-	-	-	-	-	-

**Description and Scope**

This project will advance the design of future roadway improvement to 30% design, allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link project between the eastbound/northbound and westbound/southbound lanes NE Spring Boulevard and 136th Place NE. The project will interface with designs at 132nd and 134th Avenues NE, which will integrate traffic, pedestrian, and bicycle movements with the East Link crossings. The roadway cross-section outside of the LRT alignment includes one travel lane in each direction, on-street parking between 132nd Ave NE and 134th Ave NE, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street, 134th Avenue NE – NE Spring Boulevard to NE 20th Street, and NE Spring Boulevard – 130th to 132nd Avenues NE projects (CIP Plan Nos. PW-R-170, 171, and 174). Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments or private developments.

**Rationale**

The NE Spring Boulevard/136th Place NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This project in coordination with the Sound Transit East Link Light Rail project to be built along this roadway alignment, the planned light rail station between 130th and 132nd Avenues NE, and the planned improvements to 130th Avenue NE and extension and improvements to 134th Avenue NE along with other amenities will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

**Environmental Impacts**

A project specific environmental determination will be made in conjunction with the design for this project.

**Operating Budget Impacts**

Ongoing maintenance and operating costs of the new facilities will be determined during the project's design phase.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2015	165,000
<b>Total Budgetary Cost Estimate:</b>		165,000

**Means of Financing**

Funding Source	Amount
Transportation Funding	165,000

**Total Programmed Funding:** 165,000  
**Future Funding Requirements:**

**Comments**

# PW-R-176 Downtown Transportation Plan Implementation

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **Downtown Subarea and vicinity.**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
800,000	400,000	400,000	-	-	-	-	-	-

**Description and Scope**

This project will implement mobility improvements recommended and prioritized through the Downtown Transportation Plan Update (CIP Plan No. PW-R-165; completed in 2014) - a multimodal transportation system plan to serve Downtown land use and advance Downtown as a vibrant, livable neighborhood where people live, work, recreate and learn.

Funded elements include mobility infrastructure improvements and multimodal corridor analyses that will inform subsequent implementation. Intersection enhancements, new mid-block crossings, bicycle facilities, and transit passenger access and amenities are planned, and prioritization has been established to improve access to new development and to the Downtown light rail station. Corridor analyses will inform the ultimate design and function for specific Downtown streets where multiple modes of travel must harmoniously co-exist. These corridors include Main Street, 106th Avenue NE, and 108th Avenue NE. Corridor design work will ensure that new development is designed to be consistent with the plan. This project may also provide leverage funding for discrete projects in coordination with partner agencies or private development in the Downtown area.

**Rationale**

Downtown Bellevue will accommodate much of the planned residential and employment growth in the city, and the number of daily person trips is forecast to increase from about 350,000 in 2010 to 650,000 in 2030. Traffic counts conducted since 1990 reveal stable traffic volume as Downtown has grown, demonstrating that an increase in person trips does not equate to a commensurate increase in vehicle trips. People are choosing to walk, bicycle and take transit, and the projects and corridor studies in this proposal will support these mobility options and enhance Downtown livability.

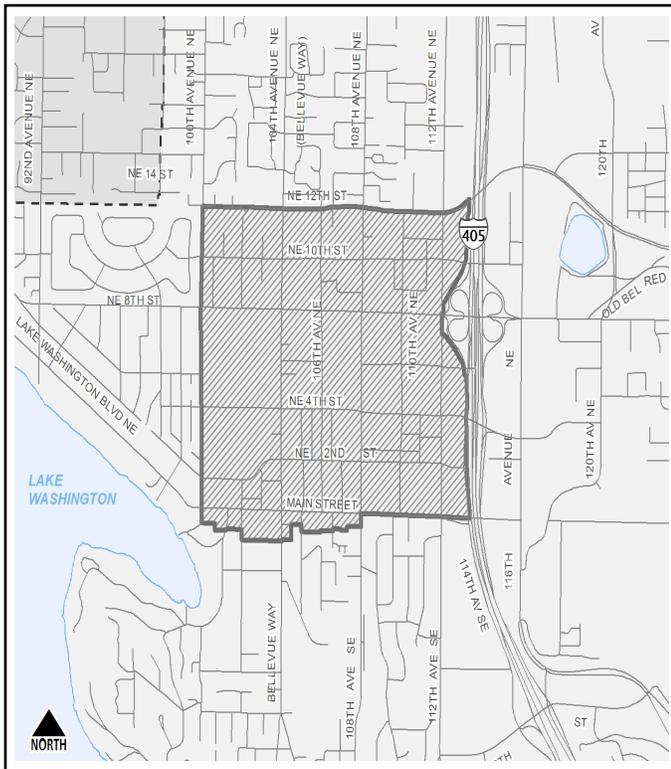
**Environmental Impacts**

This program funds projects that are primarily mobility or safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2014 - 2015	800,000
<b>Total Budgetary Cost Estimate:</b>		800,000

**Means of Financing**

Funding Source	Amount
General Taxes	400,000
Transportation Funding	400,000

**Total Programmed Funding:** 800,000  
**Future Funding Requirements:**

**Comments**

# PW-R-177 Eastgate Subarea Plan Implementation

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Eastgate Subarea**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
500,000	-	250,000	250,000	-	-	-	-	-

**Description and Scope**

Implementation of priority projects recommended in the 2012 Eastgate/I-90 Land Use and Transportation Plan. Funding may be used to advance implementation of two specific Eastgate Plan priority projects: 1) The Bellevue College Connection project which would improve transit travel time for all routes serving the campus and more directly connect Eastgate and Bellevue College to the broader transit network; and 2) Bike lane improvements on Eastgate Way between Richards Road and SE 35th Street, which will provide safer, multi-modal connections to local/regional destinations. Other Eastgate Subarea Plan identified priorities may also be advanced.

**Rationale**

The Eastgate/I-90 regional corridor provides a mix of services to surrounding neighborhoods and serves as a vibrant and significant contributor to Bellevue's economic health containing approximately 18-percent of the city's total employment. A transit-oriented development (TOD) center is envisioned in the Eastgate area that accommodates a substantial portion of the corridor's projected office and residential growth. This project will provide early funding for projects that address improvements needed to support the future land use and significant growth anticipated in the Eastgate area.

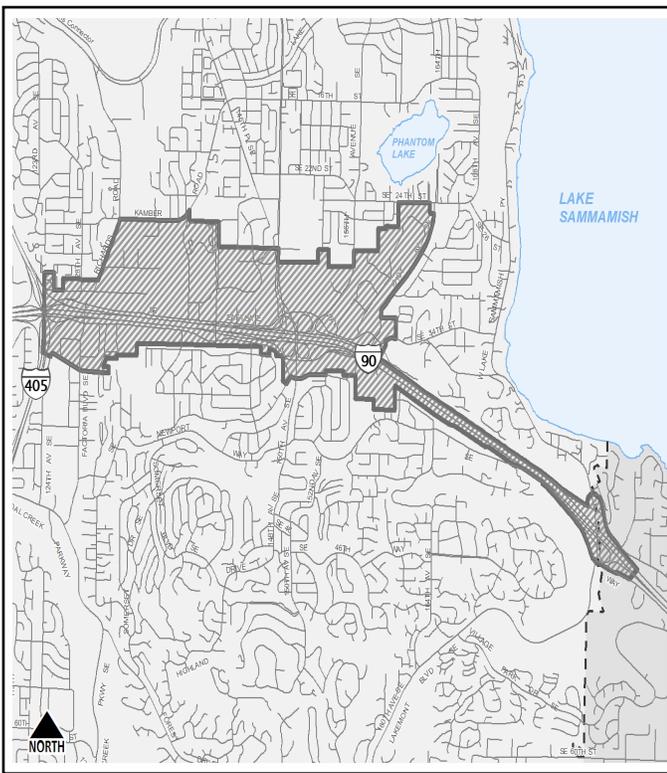
**Environmental Impacts**

Project specific environmental determinations will be made for each individual project in conjunction with the final design phase of that project, as needed.

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2016	500,000

**Total Budgetary Cost Estimate:** 500,000

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	250,000
Transportation Funding	250,000

**Total Programmed Funding:** 500,000

**Future Funding Requirements:**

**Comments**

## PW-R-181 East Link MOU Commitments

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **Various locations throughout the City**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
54,355,281	36,405,281	17,950,000	-	-	-	-	-	-

### Description and Scope

The City of Bellevue and Sound Transit are engaged in the joint implementation of the East Link project within the Bellevue City Limits. This project provides certain resources to implement the partnership with Sound Transit called for in the November 2011 City of Bellevue – Sound Transit East Link Memorandum of Understanding (MOU) and Collaborative Design Process (CDP). Project funding will support the acquisition of properties required for both East Link and separately planned City projects. To ensure full compliance with the MOU and timely delivery of the East Link light rail extension, this project will also be implemented in coordination with public utility relocations (funded by the City of Bellevue Utilities Renewal and Replacement Fund) and specific roadway repaving work (funded by CIP Plan No. PW-M-1, Street Overlays).

### Rationale

East Link is a Sound Transit-funded light rail project that will connect Bellevue with Seattle and with the Overlake area of Redmond by 2023. The \$2.8+ billion project will be routed through south Bellevue, downtown Bellevue, and the Bel-Red corridor with six stations. The City and Sound Transit executed the MOU in November 2011, which commits the City to a financial contribution of up to \$160 million. Subsequently, both parties endorsed a Collaborative Design Process (CDP) that guides efforts leading up to completion of 60% design plans and Sound Transit “base-lining” the project cost estimate in early 2014. The CDP management structure supports coordinated decision-making and provides opportunities and resources to make decisions and resolve potential barriers. Upon completion of the 60% design, Sound Transit is expected to begin the process of acquiring property needed for staging and construction of the light rail line. Concurrently, the City will contribute certain city-owned property rights, initiate the acquisition of additional property rights, and perform the relocation of public utilities all necessary for East Link implementation through Bellevue.

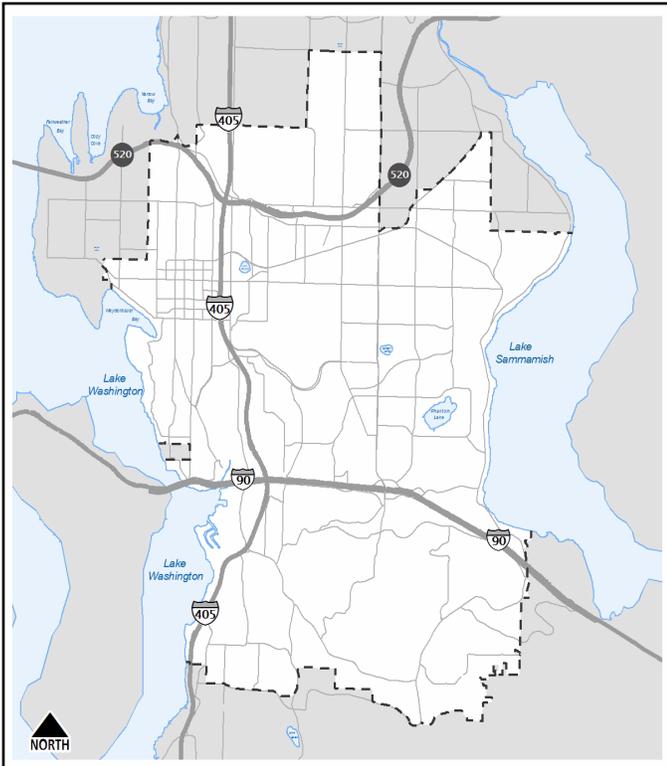
### Environmental Impacts

Not applicable.

### Operating Budget Impacts

Not applicable.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2013 - 2015	54,355,281
<b>Total Budgetary Cost Estimate:</b>		<b>54,355,281</b>

### Means of Financing

Funding Source	Amount	
2008 Parks Levy - Property Tax	5,900,000	
General Taxes & LTGO Bond Proceeds	48,455,281	
<b>Total Programmed Funding:</b>		<b>54,355,281</b>
<b>Future Funding Requirements:</b>		

### Comments

# PW-R-182 Downtown Transportation Plan/NE 6th Street Station Access

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **Downtown Subarea and vicinity**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
5,000,000	-	350,000	900,000	700,000	450,000	600,000	2,000,000	-

**Description and Scope**

This project advances implementation of the Downtown Transportation Plan to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is placed on those improvements that provide exceptional pedestrian and bicycle access to the Downtown light rail stations. The Downtown Transportation Plan identified intersections that merit "Enhanced" or "Exceptional" treatment in terms of accommodations and amenities for pedestrians. In addition, the Plan identified and established near-term priorities for installing mid-block crossings. To implement the vision of the Comprehensive Plan and refine the design components to for evolving Downtown roadway corridors, analysis of three corridors – 106th Avenue NE, 108th Avenue NE and Main Street – will be conducted to determine the design of travel lanes, intersections, mid-block crossings, sidewalks, transit facilities, and bicycle facilities.

**Rationale**

Significant anticipated growth in population and employment will increase the number of daily trips for all purposes. In addition, planned light rail stations serving Downtown Bellevue will inspire increasing numbers of people to use transit for access to jobs, shopping and recreation. Against this backdrop of growth, the average number of vehicle trips is expected to maintain the stability experienced through several growth cycles dating to 1990. As a consequence of more people walking, bicycling and riding transit, the infrastructure to accommodate pedestrians, bicyclists and transit riders is needed.

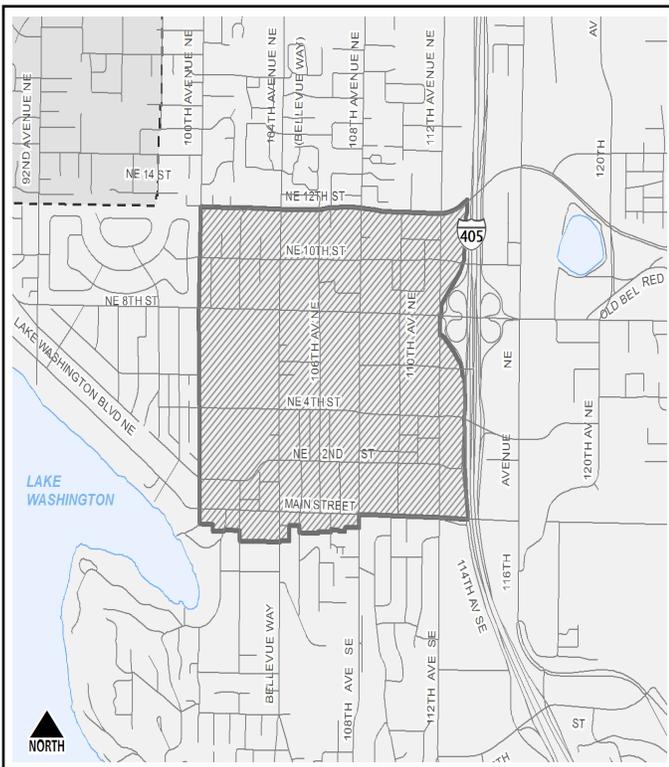
**Environmental Impacts**

This program funds projects that are primarily mobility or safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. Programmatic environmental (SEPA) documentation is being developed through the Downtown Transportation Plan/Downtown Livability Initiative/2015 Comprehensive Plan Update SEPA Report.

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2020	5,000,000
<b>Total Budgetary Cost Estimate:</b>		5,000,000

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	350,000
Miscellaneous Revenue	261,785
Real Estate Excise Tax	4,388,215

**Total Programmed Funding:** 5,000,000  
**Future Funding Requirements:**

**Comments**

## PW-R-46 Accident Reduction Program

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Various**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
3,931,255	3,092,022	153,000	106,090	109,273	112,551	115,927	119,405	122,987

### Description and Scope

This program will implement various roadway safety-related capital improvements citywide as identified through the Accident Reduction Program, deficiency analysis, and community input. Projects include road rechannelization to reduce traffic accidents, access revisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety improvements.

### Rationale

This program is the main funding source for the city's Accident Reduction Program. The Accident Reduction Program is a dedicated, proactive, and consistently applied program to reduce public accident costs to those that travel in Bellevue. Between the program's inception in 1990 and 2014, 71 individual projects have been implemented at intersections and within corridors, resulting in a public traffic accident cost savings of \$3.7 million annually. This program also funds safety improvements that are not included in the Accident Reduction Program, typically at locations that exhibit high accident potential, risk, or severity.

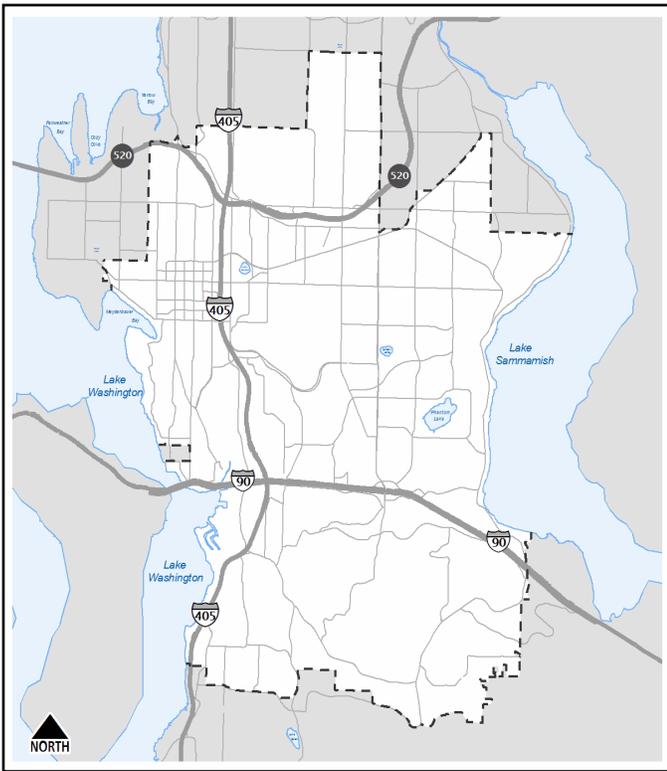
### Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### Operating Budget Impacts

Operating costs for new improvements will be determined on an as needed basis.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	Ongoing	3,931,255
<b>Total Budgetary Cost Estimate:</b>		3,931,255

### Means of Financing

Funding Source	Amount	
Charges for Services	1,126	
Contributions from Other City Funds	69,000	
Developer Contributions	5,715	
Federal Grants	308,074	
General Taxes	446,151	
Interlocal Contributions	13,399	
Miscellaneous Revenue	502,252	
Real Estate Excise Tax	1,122,420	
Transportation Funding	1,463,118	
<b>Total Programmed Funding:</b>		3,931,255
<b>Future Funding Requirements:</b>		

### Comments

## PW-W/B-56 Pedestrian and Bicycle Access Improvements

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Various**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
10,556,753	7,399,817	412,000	424,360	437,091	450,204	463,710	477,621	491,950

**Description and Scope**

This program provides funding to build small and critical projects to implement the Pedestrian and Bicycle Transportation Plan. These projects enhance non-motorized connections within neighborhoods and to schools, parks, shopping and transit – improving mobility and safety for everyone while promoting healthy lifestyles and environmental sustainability. Program funds leverage grants, and enable partnerships with other City programs, agencies, or private sector development to construct larger scale projects.

**Rationale**

Through this program the City constructs small-scale non-motorized transportation projects that address mobility and safety concerns, and responds to emergent needs/opportunities and citizen requests that are not addressed through larger CIP projects. Those larger projects construct major system connections identified in the Pedestrian and Bicycle Transportation Plan. Many of the mobility and safety projects and citizen requests are for sidewalks, trails and bicycle facilities on or near neighborhood streets accessing schools, shopping, transit, and other activities.

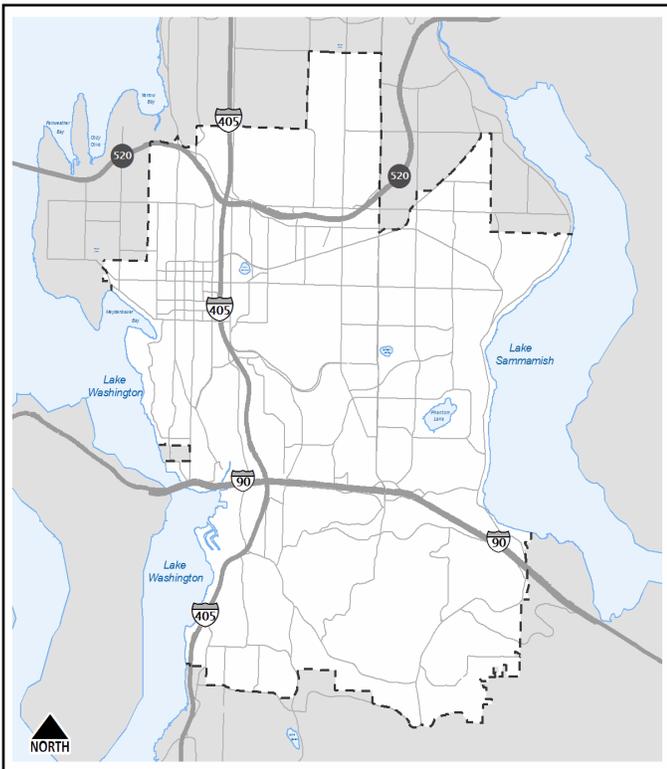
**Environmental Impacts**

Environmental impacts are minimal and are addressed as appropriate on a location-by-location basis.

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	10,556,753
<b>Total Budgetary Cost Estimate:</b>		10,556,753

**Means of Financing**

Funding Source	Amount	
Charges for Services	1,646	
Developer Contributions	30,000	
Federal Grants	1,025,568	
General Taxes & LTGO Bond Proceeds	4,423,858	
Interlocal Contributions	603,829	
Real Estate Excise Tax	2,284,314	
State Grants	92,092	
Transportation Funding	2,095,446	
<b>Total Programmed Funding:</b>		10,556,753
<b>Future Funding Requirements:</b>		

**Comments**

## PW-W/B-76 Neighborhood Sidewalks

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Ongoing**  
 Location: **Various**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
11,578,696	3,141,360	1,575,000	1,060,900	1,092,727	1,125,509	1,159,274	1,194,052	1,229,874

**Description and Scope**

This program funds the community outreach, 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 and public processes. Project costs, typically in the range between \$500,000 and \$1,500,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle Access Improvements (CIP Plan No. PW-W/B-56), but the projects often do not compete well for stand-alone CIP project funding.

**Rationale**

This program helps to accomplish the department's mission to provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with the community. The program is designed to respond to identified neighborhood priorities for sidewalk facilities that may not otherwise compete for citywide CIP funding. Consistent with city policy, priority is given to neighborhood sidewalk segments that address safety issues; provide access to activity centers such as schools, parks, and commercial areas; provide accessible linkages to transit and school bus systems; complete planned pedestrian and bicycle facilities; and, provide system connectivity.

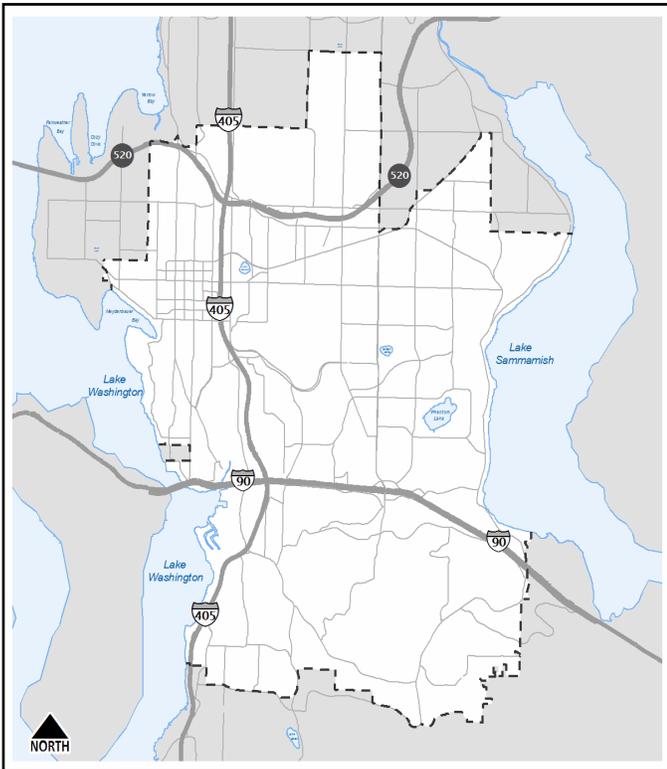
**Environmental Impacts**

Project specific environmental determinations will be made for each individual project in conjunction with its final design phase.

**Operating Budget Impacts**

Operating costs for new improvements will be determined on an as needed basis.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	Ongoing	11,578,696
<b>Total Budgetary Cost Estimate:</b>		11,578,696

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	5,843,438
General Taxes & LTGO Bond Proceeds	2,568,616
Real Estate Excise Tax	1,063,791
Transportation Funding	2,102,851

**Total Programmed Funding:** 11,578,696  
**Future Funding Requirements:**

**Comments**

## PW-W/B-78 Mountains to Sound Greenway Trail

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Enhanced**  
 Location: **I-90 Corridor - Factoria Blvd SE to Lakemont Blvd**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
<b>2,546,000</b>	<b>900,000</b>	<b>1,050,000</b>	<b>596,000</b>	-	-	-	-	-

**Description and Scope**

This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Blvd SE and Lakemont Blvd SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Blvd and Lakemont Blvd, and the design of grade separated crossings of Factoria Blvd and the interchange ramps between I-405, I-90, and Factoria Blvd. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.

**Rationale**

This project will complete the design of segments of the Mountains to Sound Greenway Trail within Bellevue. There is currently a 3.6 mile gap in the Greenway Trail between Factoria Blvd and Lakemont Blvd. Bellevue's Comprehensive Plan identifies the need to address the "Eastgate Gap" and "integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept." (Policy UD-53) The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City's Comprehensive Plan policies. Fully completed design plans and cost estimates will make the project more competitive for grants or other sources of implementation funding. The relocation of the trail from the eastbound I-90 off-ramp is intended to address traffic safety concerns associated with the off-ramp in this location, to engage WSDOT, and to advance a permanent alternative trail alignment to address the concerns.

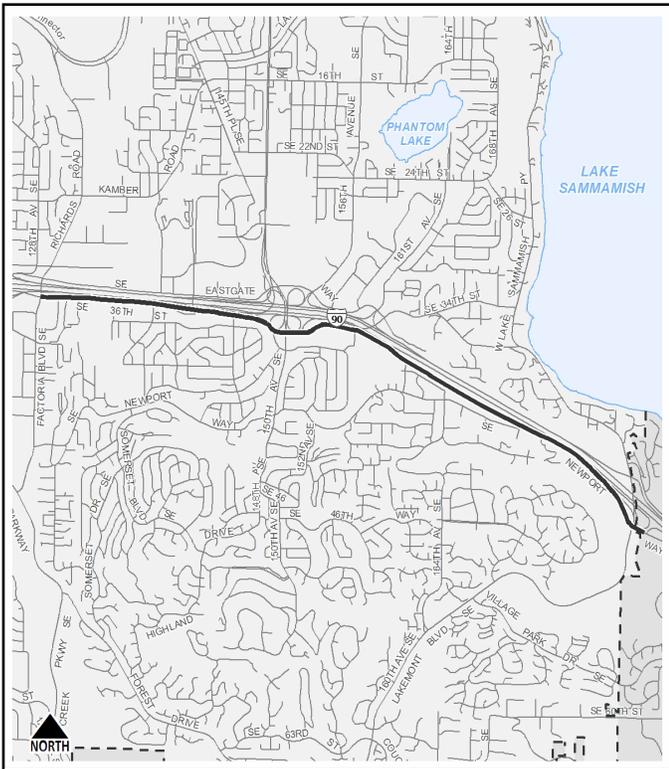
**Environmental Impacts**

A project specific environmental determination, consistent with state and federal requirements, will be made in conjunction with the final design for this project.

**Operating Budget Impacts**

Ongoing maintenance and operations costs of the new facilities will be determined during the project's final design phase.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2013 - 2016	2,546,000
<b>Total Budgetary Cost Estimate:</b>		<b>2,546,000</b>

**Means of Financing**

Funding Source	Amount	
Federal Grants	1,266,000	
Real Estate Excise Tax	220,104	
Transportation Funding	1,059,896	
<b>Total Programmed Funding:</b>		<b>2,546,000</b>
<b>Future Funding Requirements:</b>		

**Comments**

Project scope expanded to fully fund the design for all at-grade segments and the grade separated crossings defined in the project scope. Additional funding from Federal CMAQ grant totaling \$796,000 recognized.

# PW-W/B-81 108th/112th Aves NE - N. City Limit to NE 12th St

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **Existing**  
 Location: **108th/112th Aves NE - N. City Limit to NE 12th St**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
200,000	-	200,000	-	-	-	-	-	-

**Description and Scope**

This project will conduct a pre-design analysis to determine the ultimate scope of pedestrian and bicycle improvements on 108th and 112th Avenues NE from NE 12th Street to the north city limits. The pre-design process will include community outreach/involvement facilitation and will include the evaluation of intersection treatment options at the 112th Avenue NE/NE 24th Street intersection.

**Rationale**

The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City's Comprehensive Plan policies. Bellevue has historically committed to improving mobility by promoting alternative transportation methods. This project completes a missing segment of the Lake Washington Loop Trail, a priority bike corridor in the adopted Pedestrian-Bicycle Plan. Completion of sidewalks where missing along the west side of this project location is also identified as a high priority in the Pedestrian & Bicycle Plan. This project supports the City's commitment to build a safe and continuous bike system and enhance the quality of life and the environment by promoting pedestrian and bicycle travel.

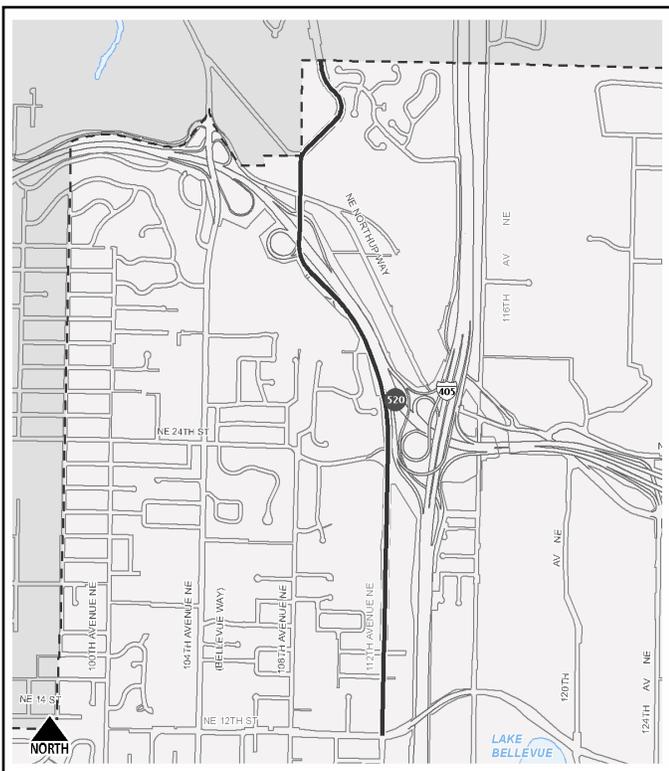
**Environmental Impacts**

An environmental determination will be made for this project in conjunction with the final design phase.

**Operating Budget Impacts**

Ongoing maintenance and operations costs of the new facilities will be determined during the project's final design phase.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2015	200,000
<b>Total Budgetary Cost Estimate:</b>		200,000

**Means of Financing**

Funding Source	Amount
Transportation Funding	200,000

**Total Programmed Funding:** 200,000  
**Future Funding Requirements:**

**Comments**

## PW-R-183 West Lake Sammamish Parkway, Phase 2

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **West Lake Samm Pkwy - SE 34th to SE 1700 block**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
<b>8,000,000</b>	-	-	-	-	<b>500,000</b>	<b>1,500,000</b>	<b>2,000,000</b>	<b>4,000,000</b>

**Description and Scope**

Due to the length and cost of needed improvements to the overall West Lake Sammamish Parkway corridor (5.5 miles), a public engagement process was conducted to develop a scope, pre-design and construction phasing plans for the full corridor. This work and the full implementation of the first phase, completed in 2013, was funded by the West Lake Sammamish Parkway Improvements project (CIP Plan No. PW-R-141). The ultimate corridor improvement project is intended to provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi-purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings were identified for SE 26th Street, Northup Way, NE 24th Street, and 5 other locations along the parkway. A signal may be installed at SE 34th Street. The project will also make storm drainage, water quality and fish passage improvements as warranted throughout the corridor.

The current project budget will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a placeholder for construction of the second phase of the corridor improvements, potentially between SE 34th Street and approximately the SE 1700 block of the parkway. The design analysis process will both confirm phase 2 termini and consider variations to the original scope and/or project implementation methods with the intent of developing less costly alternatives while maintaining the original project objectives.

**Rationale**

This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes in recent years and Bellevue's annexation of the long, southern segment of this road provided the impetus for re-evaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between Interstate 90 and the north Bellevue/Redmond city limits was completed in 2005. The analysis included extensive community outreach and facilitation of public involvement in the development of a preferred conceptual design. Alternatives were developed and analyzed with consideration given to traffic engineering principles, intersection treatments, traffic management, pedestrian and bicycle facilities, private property access, parking, storm drainage and water quality, environmental issues, and existing topographic features such as steep slopes and maintaining native vegetation. The 2009 City of Bellevue Pedestrian and Bicycle Transportation Plan Update identifies improvements to this corridor as a high priority.

**Environmental Impacts**

A project specific environmental determination will be made in conjunction with the final design for this phase of the project.

**Operating Budget Impacts**

Ongoing maintenance and operating costs of the new facilities will be determined during the project's design phase.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2018 - 2021	8,000,000
<b>Total Budgetary Cost Estimate:</b>		<b>8,000,000</b>

**Means of Financing**

Funding Source	Amount
General Taxes	2,171,145
Miscellaneous Revenue	147,143
Real Estate Excise Tax	3,474,138
Transportation Funding	2,207,574

**Total Programmed Funding:** 8,000,000  
**Future Funding Requirements:**

**Comments**

# PW-R-184 Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90**

**Programmed Expenditures**

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
4,400,000	-	2,000,000	2,100,000	300,000	-	-	-	-

**Description and Scope**

This project will develop the design and the environmental documentation needed to construct an inside High Occupancy Vehicle (HOV) lane and an outside sidewalk or shoulder on southbound Bellevue Way SE between the "Y" intersection of 112th Avenue SE and Bellevue Way on the north and the main entrance to the South Bellevue Park & Ride on the south end. The HOV lane segment between the South Bellevue Park & Ride and I-90 will be built by Sound Transit as part of the East Link project. The improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane.

The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area.

**Rationale**

Bellevue Way SE is a high volume arterial roadway handling over 34,000 vehicles during the average weekday. Southbound PM peak volumes often exceed 2,300 vehicles per hour causing significant congestion for those trying to reach I-90 or the Enatai area. Long traffic backups cause delay in service for buses trying to reach the South Bellevue Park & Ride and points beyond. Implementation of this new HOV lane improves multi-modal access to the South Bellevue Park and Ride and to I-90 helping alleviate overall traffic congestion in that area. It will provide significant benefit to those who use transit, carpool, or vanpool.

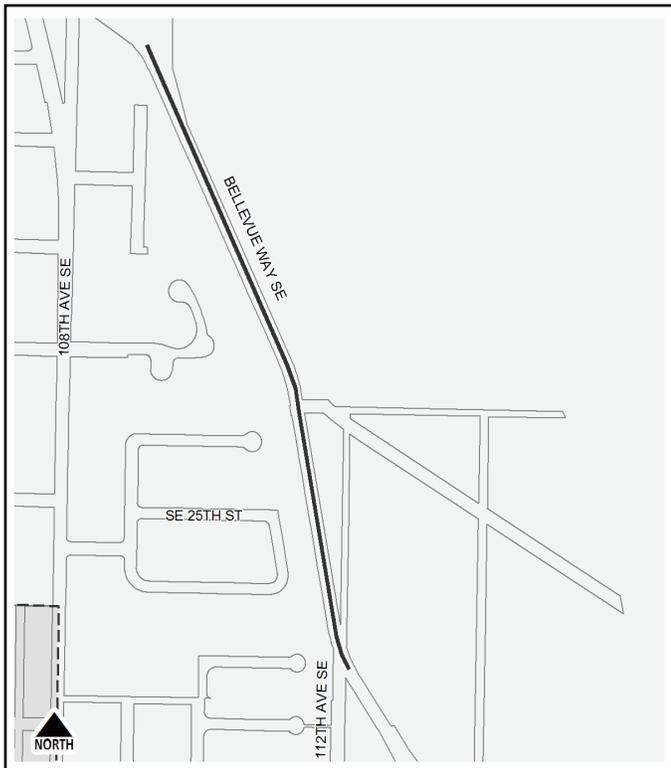
**Environmental Impacts**

A project specific environmental determination will be made in conjunction with the final design for this project.

**Operating Budget Impacts**

Ongoing maintenance and operating costs of the new facilities will be determined during the project's design phase.

**Project Map**



**Schedule of Activities**

Project Activities	From - To	Amount
Project Costs	2015 - 2017	4,400,000
<b>Total Budgetary Cost Estimate:</b>		4,400,000

**Means of Financing**

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	4,100,000
Impact Fees	300,000
<b>Total Programmed Funding:</b>	4,400,000
<b>Future Funding Requirements:</b>	

**Comments**

## PW-R-185 Newport Way - Somerset Blvd to 150th Ave SE

Category: **Improved Mobility**  
 Department: **Transportation**

Status: **New**  
 Location: **Newport Way - Somerset Blvd to 150th Ave SE**

### Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2015 Budget	FY 2016 Budget	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget
8,100,000	-	700,000	1,500,000	3,100,000	2,800,000	-	-	-

### Description and Scope

This project budget will conduct a design alternatives analysis in coordination with the community, complete design, and includes a placeholder for construction of the identified roadway and non-motorized improvements to SE Newport Way between Somerset Boulevard and 150th Avenue SE. Specific improvements may include sidewalks on at least one side, pedestrian crossing facilities, bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality treatments.

### Rationale

This section of SE Newport Way is within the area recently annexed into the City from King County. The corridor carries approximately 7,000 vehicles during the average weekday. There are currently very limited pedestrian or bicycle facilities requiring users to navigate very narrow shoulders to walk and bike along this route. Additionally, there are no designated street crossings for users desiring access to the popular destinations including a middle school, a branch of the King County library system, Eastgate Park, and the South Bellevue Community Center. This project is identified as a high priority in the City's 2009 Pedestrian and Bicycle Transportation Plan, and implements the vision outlined in the City's Comprehensive Plan policies.

### Environmental Impacts

A project specific environmental determination will be made in conjunction with the final design for this project.

### Operating Budget Impacts

Ongoing maintenance and operating costs of the new facilities will be determined during the project's design phase.

### Project Map



### Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2015 - 2018	8,100,000
<b>Total Budgetary Cost Estimate:</b>		8,100,000

### Means of Financing

Funding Source	Amount
General Taxes & LTGO Bond Proceeds	8,041,619
Real Estate Excise Tax	39,536
Transportation Funding	18,845

**Total Programmed Funding:** 8,100,000  
**Future Funding Requirements:**

### Comments