

City of
Bellevue



Transportation Commission Study Session

DATE: February 3, 2016

TO: Chair Lampe and Members of the Transportation Commission

FROM: Eric Miller, Capital Programming Manager, 425-452-6146
emiller@bellevuewa.gov

SUBJECT: Introduction to the 2017-2023 Capital Investment Program (CIP) Plan Update

DIRECTION REQUESTED

- Action
- Discussion and Direction
- Information

The City organization will formally kick-off its biennial 2017-2018 Budget and 2017-2023 CIP Plan update processes in March. The Transportation Commission is being asked to take on a more formal, involved role – than in recent budget update cycles – to analyze and recommend transportation capital funding priorities to the City’s Leadership Team (Department Directors), the City Manager’s Office and the City Council. At your meeting on February 11, staff will outline a potential Commission process and calendar. We will also seek any input Commissioners would like to provide on subjects including process elements, guiding principles, high-level priorities, and information needs.

BACKGROUND

In recent CIP update cycles (2010, 2012 and 2014) the role of the Transportation Commission has been fairly limited – primarily to be informed of department staff capital proposal development and Leadership Team ranking and recommendation process results. Prior to 2010, the Transportation Commission was involved in CIP development to a much greater degree, including with:

- Candidate identification,
- Evaluation,
- Prioritization,
- Public outreach, and
- Development of detailed funding recommendations for City Council consideration.

INFORMATION

The preliminary basis for every CIP update process is the currently adopted CIP. Attached to this memorandum is a map and project list annotated with status notes for each of the 11 ongoing programs and 24 discrete capital projects included in the adopted 2015-2021 CIP Plan. Staff does not intend to walk through these materials in detail at the meeting, though we will do our best to answer any specific questions you may have about current projects and programs.

Beyond the adopted CIP, the primary pool of candidate investments for a CIP update in Bellevue includes the unfunded projects (or portions of projects) in the adopted Transportation Facilities Plan (TFP). As you will recall, the City Council just adopted the Transportation Commission's recommended 2016-2027 TFP this past December.

The budget process calendar provided to the department by the City's Finance Department indicates that a preliminary transportation capital priorities recommendation may be requested of the Transportation Commission by as soon as the May/June timeframe.

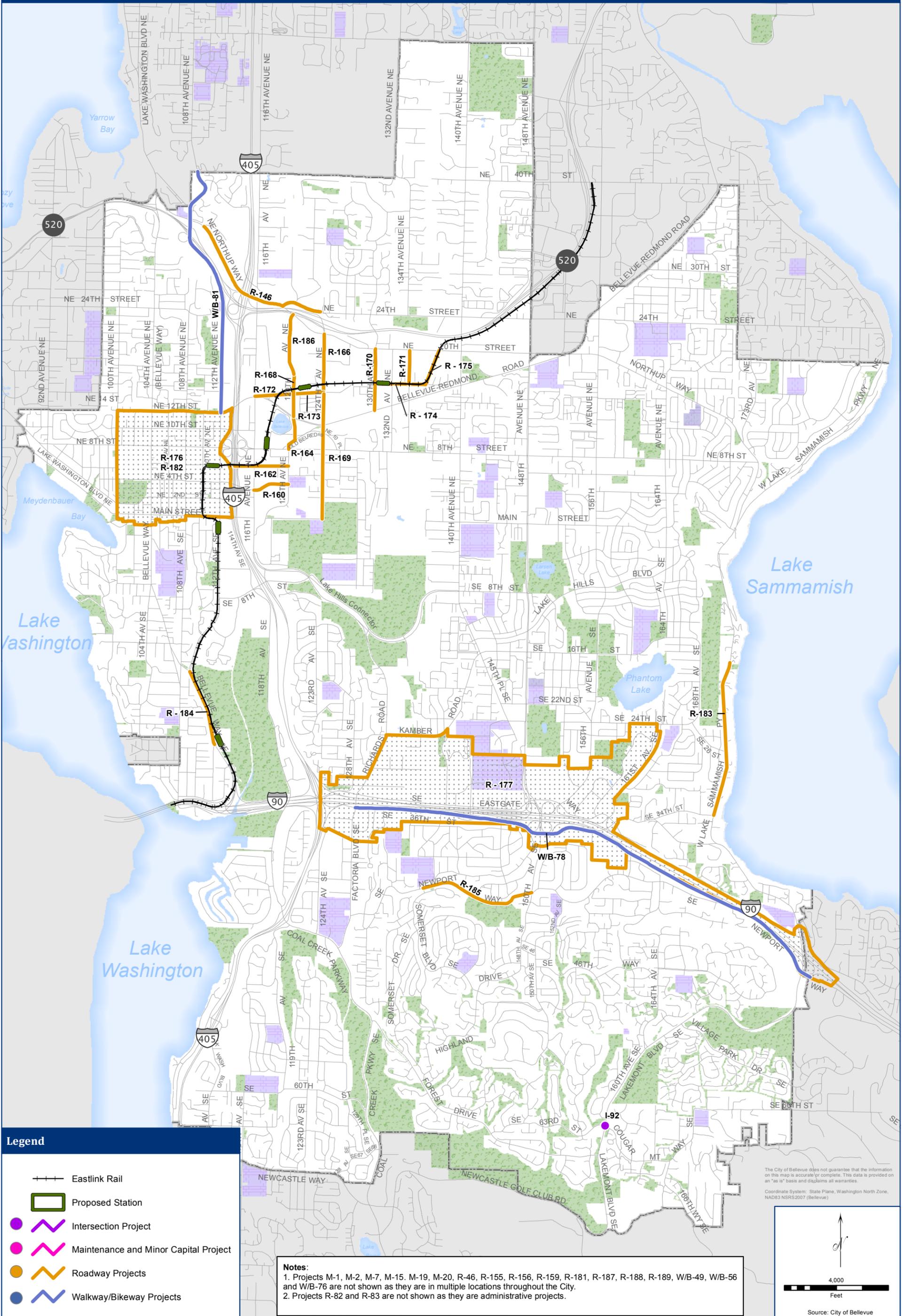
NEXT STEPS

The next Commission discussion on the CIP is scheduled for April 14. At that time staff will delve deeper into the transportation capital funding proposal candidate pool and share a preliminary 2017-2023 capital revenue forecast, under development by the City's Finance Department. Preliminary indications are that uncommitted revenue from existing sources may be very limited through the 2017-2023 period.

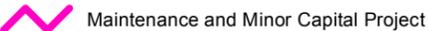
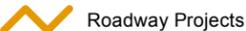
ATTACHMENTS

1. 2015-2021 Transportation CIP Projects Map
2. 2015-2021 Transportation CIP Project/Program Array and Status Update

2015 - 2021 Transportation CIP Projects



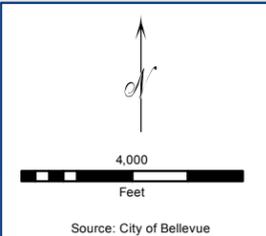
Legend

-  Eastlink Rail
-  Proposed Station
-  Intersection Project
-  Maintenance and Minor Capital Project
-  Roadway Projects
-  Walkway/Bikeway Projects

Notes:
 1. Projects M-1, M-2, M-7, M-15, M-19, M-20, R-46, R-155, R-156, R-159, R-181, R-187, R-188, R-189, W/B-49, W/B-56 and W/B-76 are not shown as they are in multiple locations throughout the City.
 2. Projects R-82 and R-83 are not shown as they are administrative projects.

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

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



**2017-2023 Transportation CIP Project/Program Array and Status Update
February 11, 2016**

What Phase is Funded?

| Category | Plan Ref # | Project Name | Project Description | Total Project Budget | Projected Spent thru 2016 | Projected 2017-2021 Budget Available | DES | ROW | CONS | Status Quo [S] | | Project Status/Comments/Notes | |
|--|------------|--|--|----------------------|---------------------------|--------------------------------------|-----|-----|------|-----------------------|------------------|-------------------------------|---|
| | | | | | | | | | | Draft Proposa I (Y/N) | Enhanced [E] [R] | | |
| SECTION 1: PROGRAMS (Budget Amounts reflect solely the 7 year period) | | | | | | | | | | | | | |
| Maintenance | PW-M-1 | Overlay Program | 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. | \$ 42,334 | | | | | | | Y | TBD | 2016 allocation \$5,479 + inflation moving forward |
| | PW-M-2 | Minor Capital - Traffic Operations | 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. | \$ 1,538 | | | | | | | Y | TBD | 2016 allocation \$159 + inflation moving forward |
| | PW-M-7 | Neighborhood Traffic Safety Program | 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. | \$ 2,368 | | | | | | | Y | TBD | 2016 allocation \$318 + inflation moving forward |
| Maintenance | PW-M-15 | Wetland Monitoring | Perform ongoing wetland monitoring and maintenance activities required by the local, state or federal permits issued for the implementation of completed transportation improvement projects. | \$ 141 | | | | | | | Y | S | No scope change just add funding to monitoring/maintenance requirements |
| | PW-M-19 | Major Maintenance Program | This program will inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation related right-of-way appurtenances. The program will address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrail, pedestrian safety railing, and City-owned fences. The program may also conduct street lighting or traffic signal system repairs or replacements. | \$ 8,138 | | | | | | | Y | TBD | 2016 allocation \$955 + inflation moving forward |
| | PW-M-20 | Minor Capital - Signals & Lighting | This program funds minor capital transportation improvements to the traffic signal, street lighting, and communication systems throughout the city. Typical projects include traffic signal upgrades including new signal phases and displays for increased efficiency and safety, pedestrian crossing upgrades at signals, roadway signage and channelization upgrades near traffic signals, new or revised street lighting including LED street lights, and communication upgrades including fiber optic cables for broadband communications. This program also provides preliminary design and construction funding for new traffic signals. | \$ 2,423 | | | | | | | Y | TBD | 2016 allocation \$212 + inflation moving forward |
| Roadways | PW-R-46 | Major Safety Improvements | 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. | \$ 839 | | | | | | | Y | TBD | 2016 allocation \$106 + inflation moving forward |
| | PW-R-156 | ITS Master Plan Implementation Program | 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. | \$ 2,550 | | | | | | | Y | TBD | 2016 allocation \$400 + inflation moving forward |
| Wkwy/Bkwy | PW-W/B-49 | Pedestrian Facilities Compliance Program | This program provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). This program serves as the City's dedicated resource for addressing citizen accessibility requests and implementing high priority improvements identified in the City's ADA Access Enhancement Plan for Public Rights of Way. | \$ 747 | | | | | | | Y | TBD | 2016 allocation \$100 + inflation moving forward |
| | PW-W/B-56 | Pedestrian and Bicycle Access Improvements | 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. | \$ 3,157 | | | | | | | Y | TBD | 2016 allocation \$424 + inflation moving forward |
| | PW-W/B-76 | Neighborhood Sidewalks Program | 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. | \$ 8,437 | | | | | | | Y | TBD | 2016 allocation \$1,061 + inflation moving forward |
| TOTAL FOR PROGRAMS | | | | \$ 72,672 | | | | | | | | | |

**Not
Applicable
for CIP
Programs**

2017-2023 Transportation CIP Project Array and Status Update
February 11, 2016

What Phase is Funded?

| Category | Plan Ref # | Project Name | Project Description | Total Project Budget | Projected Spent thru 2016 | Projected 2017-2021 Budget Available | What Phase is Funded? | | | Status Quo | | Project Status/Comments/Notes |
|----------------------------|------------|---|---|----------------------|---------------------------|--------------------------------------|-----------------------|-----|------|-----------------------|--------------------------|--|
| | | | | | | | DES | ROW | CONS | Draft Proposa I (Y/N) | Enhanced [S] Reduced [R] | |
| SECTION 2: PROJECTS | | | | | | | | | | | | |
| Roadways | PW-R-146 | Northup Way Corridor Improvements | 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 | \$ 14,526 | \$ 11,775 | \$ 2,751 | X | X | X | Y | S | In construction |
| | PW-R-159 | East Link Analysis and Development | Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the design and construction 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 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. | \$ 18,141 | \$ 12,769 | \$ 5,372 | X | X | X | Y | TBD | Potential for Fire Captain and Public outreach/marketing. These elements were placed in Regional Project Contingency @ Mid-bi. Station Area Planning moved to separate CIP PW-R-189. |
| | PW-R-160 | NE 4th Street Extension - 116th to 120th Ave | 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. | \$ 36,210 | \$ 34,275 | \$ 1,935 | X | X | X | N | | Potential ROW exposure still exists; assume resolved by end of 2016, therefore no proposal. -Construction complete -Commitment for future grade separated trail crossing. |
| | PW-R-162 | NE 6th Street Extension | 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. | \$ 1,100 | \$ 1,100 | \$ (0) | X | | | Y | TBD | Additional \$100K allocated at 2015 mid-bi budget for ongoing coordination with WSDOT I-405 Program (ETL) |
| | PW-R-164 | 120th Avenue NE (Stage 2) - NE 8th St to NE 12th St | 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). | \$ 39,791 | \$ 40,933 | \$ (1,142) | X | X | X | Y | S | In construction |

**2017-2023 Transportation CIP Project/Program Array and Status Update
February 11, 2016**

What Phase is Funded?

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|----------|------------|---|--|----------------------|---------------------------|--------------------------------------|-----------------------|-----|------|-----------------------|--------------------------|--|
| | | | | | | | DES | ROW | CONS | Draft Proposa I (Y/N) | Enhanced [E] Reduced [R] | |
| | PW-R-166 | 124th Avenue NE - NE Spring Boulevard to NE 18th St | 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. | \$ 20,662 | \$ 7,234 | \$ 13,428 | X | X | X | Y | S | In final design/ROW phase; to construction in 2016 |
| | PW-R-168 | 120th Avenue NE (Stage 3) - NE 12th St to NE 16th St | 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% | \$ 26,062 | \$ 14,300 | \$ 11,762 | X | X | X | Y | S | In final design/ROW phase; to construction in 2016 |
| | PW-R-169 | 124th Ave NE - NE 12th St to NE Spring Boulevard | 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. | \$ 1,574 | \$ 1,724 | \$ (150) | X | | | Y | TBD | Enhance proposal could advance design from 30% to final design and fund construction for NE 12th St to NE Spring Blvd. |
| | PW-R-171 | 134th Avenue NE - NE Spring Boulevard to NE 20th Street | 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. | \$ 267 | \$ 267 | \$ - | X | | | N | TBD | Approved and not begun |

**2017-2023 Transportation CIP Project/Program Array and Status Update
February 11, 2016**

| Category | Plan Ref # | Project Name | Project Description | Total Project Budget | Projected Spent thru 2016 | Projected 2017-2021 Budget Available | What Phase is Funded? | | | Status Quo | | Project Status/Comments/Notes |
|----------|--|---|---------------------|----------------------|---------------------------|--------------------------------------|-----------------------|-----|------|-----------------------|---|-------------------------------|
| | | | | | | | DES | ROW | CONS | Draft Proposa I (Y/N) | [S] Enhanced [E] Reduced [R] | |
| | | | | | | | | | | | | |
| PW-R-172 | NE Spring Blvd (Zone 1) - 116th Ave NE to 120th Ave NE | 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. | \$ 31,605 | \$ 15,668 | \$ 15,937 | X | X | X | Y | S | In final design phase. Potential to construction in 2016-2017 | |
| PW-R-173 | NE Spring Blvd (Zone 2) - 120th Ave NE to 124th Ave NE | 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). | \$ 3,401 | \$ 3,401 | \$ (0) | X | | | Y | TBD | In final design phase. Enhance proposal could fund ROW and construction. | |
| PW-R-174 | NE Spring Blvd - 130th Ave to 132nd Ave NE | 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 | \$ 3,397 | \$ 397 | \$ 3,000 | X | X | X | Y | TBD | ROW/construction only funded for the westbound lane. | |
| PW-R-175 | NE Spring Blvd & 136th Pl NE - 132nd Ave to NE 20th St | 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. | \$ 165 | \$ 165 | \$ - | X | | | ?? | TBD | Approved and not begun | |
| PW-R-181 | East Link MOU Commitments | 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). | \$ 54,355 | \$ 54,355 | \$ 0 | X | X | X | N | | Pine Forest is last land acquisition under the MOU upfront contributions. s/b settled in 2016 | |

**2017-2023 Transportation CIP Project/Program Array and Status Update
February 11, 2016**

| Category | Plan Ref # | Project Name | Project Description | Total Project Budget | Projected Spent thru 2016 | Projected 2017-2021 Budget Available | What Phase is Funded? | | | Status Quo | | Project Status/Comments/Notes |
|----------|---|---|---------------------|----------------------|---------------------------|--------------------------------------|-----------------------|-----|------|-----------------------|--|-------------------------------|
| | | | | | | | DES | ROW | CONS | Draft Proposa I (Y/N) | [S] Enhanced [E] Reduced [R] | |
| | | | | | | | | | | | | |
| PW-R-182 | Downtown Transportation Plan/NE 6th Street Station Access | 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. | \$ 5,000 | \$ 541 | \$ 4,459 | X | X | X | Y | TBD | | |
| PW-R-183 | West Lake Sammamish Parkway, Phase 2 | 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. | \$ 8,000 | \$ - | \$ 8,000 | X | X | X | Y | S | Approved and not begun. Funds programmed in 2018-2021. | |
| PW-R-184 | Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90 | 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. | \$ 4,400 | \$ 1,760 | \$ 2,640 | X | X | X | Y | TBD | depending on results of design, council direction on ultimate solution, and community sentiment. | |
| PW-R-185 | Newport Way - Somerset Blvd to 150th Ave SE | 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. | \$ 8,100 | \$ 2,228 | \$ 5,872 | X | X | X | Y | S | In preliminary design/community involvement phase. Construction in 2017-2018. | |
| PW-R-186 | 120th Ave NE (Stage 4) - NE 16th St to Northup Way | This project will develop preliminary design, cost estimates, and update the previously completed environmental documentation needed to evaluate the feasibility and impacts of the widening and realignment of 120th Avenue NE between NE 16th Street and Northup Way. The project will evaluate how the roadway vertical and horizontal realignment may accommodate the planned Sound Transit Operations and Maintenance Satellite Facility (OMSF) and potential Transit Oriented Development on the west side of the roadway corridor. The project will also include evaluation of the NE 16th Street intersection, both sides of 120th Avenue NE, with particular focus on the west side (the south end of the planned OMSF); evaluate the approach alignment and the feasibility of potential extension of NE 16th Street west to 116th Avenue NE. | \$ 1,000 | \$ 500 | \$ 500 | X | | | Y | TBD | Approved and Not begun. Funds programmed as part of mid-bi budget update. | |
| PW-R-187 | Traffic Signal Controllers and Temp Bus Stop | This project encompasses two separate subprojects as defined in the 2015 amended umbrella Memorandum of Understanding (MOU) between Sound Transit (ST) and the City, with ST making a lump sum payment to the City. The first subproject is for the City to acquire, test, and commission traffic signals necessary for the East Link project. The second subproject is for the City to construct a temporary bus pad on Bellevue Way SE at 112th Avenue SE (across from the South Bellevue Park and Ride). The bus pad will be designed by ST. | \$ 455 | \$ 455 | \$ - | X | X | X | N | | Traffic Signal Controllers ~2016. East Link MOU | |
| PW-R-188 | Franchise Utility Relocation | This project provides for the City's cost share (40%) for the relocation and undergrounding of franchise utilities along Bellevue Way SE extending from the South Bellevue Park & Ride to the vicinity of the 112th Avenue SE 'Y', which is required for the Sound Transit (ST) East Link project. As defined in the 2015 amended umbrella Memorandum of Understanding (MOU) between ST and the City, ST will reimburse the City for the actual costs incurred. | \$ 570 | \$ - | \$ 570 | X | X | X | Y | S | extend into ~2017. East Link MOU | |
| PW-R-189 | TOD, Station Area and Land Use Planning | Utilize in-house and consultant resources to complete plans for the South Bellevue and East Main station areas. Work tasks for South Bellevue will include finalizing the report for City Council action and any additional follow-up from Council related to finalizing the plan. Work tasks for East Main include but are not limited to activities that relate to technical support for the citizen advisory committee (CAC); community and stakeholder outreach; developing and analyzing alternative redevelopment scenarios; traffic analyses; environmental analyses; public engagement; and City Council action and associated staff follow-up. | \$ 2,652 | \$ 1,173 | \$ 1,479 | X | X | X | Y | TBD | | |

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| | | | | | | | | | | | | |
| Wkwy/Bkwy | PW-W/B-78 | Mountains to Sound Greenway Trail | 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. | \$ 2,546 | \$ 2,639 | \$ (93) | X | X | | Y | TBD | In design - various status for the various segments. |
| | PW-W/B-81 | 108th/112th Aves NE - N. City Limit to NE 12th St | 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. | \$ 200 | \$ - | \$ 200 | X | | | ?? | TBD | Approved and Not Begun |
| TOTAL FOR PROJECTS | | | | \$ 292,524 | \$ 207,660 | \$ 82,213 | | | | | | |
| GRAND TOTAL | | | | \$ 365,196 | | | | | | | | |