



MEMORANDUM

DATE: March 5, 2015

TO: Transportation Commission

FROM: Kristi L. Oosterveen, Facilities Planning & Programming Administrator,
425-452-4496

SUBJECT: 2016-2021 Transportation Improvement Program Update

Purpose

At the March 12 Commission meeting, staff will present an overview of the status of projects in the current 2015-2020 Transportation Improvement Program (TIP) and proposed updates for the new 2016-2021 TIP. We will also review the function of the TIP in the transportation planning and financial programming process. Staff seeks Commission input on the updates and your direction to return with a Proposed 2016-2021 TIP to a public hearing, tentatively scheduled for April 9, 2015.

Background

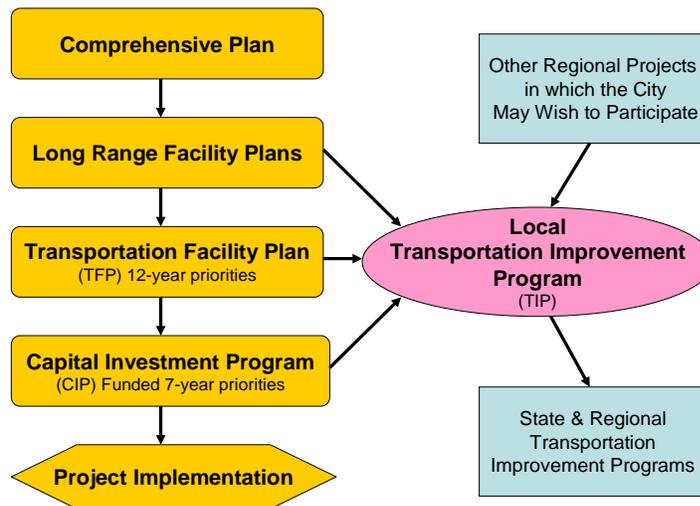
State law (RCW 35.77.010) requires all local jurisdictions to annually adopt a six-year program of transportation improvements, known as the Local TIP, by the end of June each year. On April 10, 2014, the Transportation Commission hosted a public hearing and recommended adoption of the current 2015-2020 Local TIP. On May 19, 2014, the City Council adopted the current TIP (Resolution No. 8745).

The six-year Local TIP serves as a rough work plan for the development of local transportation systems and, as such, represents an important planning component under the State's Growth Management Act. The Washington State Department of Transportation (WSDOT) and Puget Sound Regional Council (PSRC) use Local TIPs as a tool for coordinating the transportation programs of local jurisdictions with those of regional agencies. PSRC also monitors Local TIPs for projects of regional significance (to be modeled for Air Quality conformity) and projects supported by federal funds. These projects are incorporated into the Regional TIP, which is then forwarded for inclusion in the State TIP.

For the City of Bellevue, the primary importance of the Local TIP is that, in most instances, projects must be included on a Local TIP to be eligible for state and federal grant programs. Because Local TIPs are not revenue constrained, like Bellevue's Capital Investment Program (CIP) plan and Transportation Facilities Plan (TFP), the City can include projects we would choose to implement within the 6-year timeframe, if the funding were available. Local TIPs then, by definition, represent a more comprehensive listing of projects deemed necessary to ensure the safe and efficient operation of the City's transportation system.

Figure 1 illustrates the relationship between the TIP, the Capital Investment Program, and the Transportation Facilities Plan.

Figure 1



Proposed City of Bellevue 2016-2021 TIP

Attached to this memo is the current 2015-2020 TIP project list, with mark-ups showing proposed revisions for the 2016-2021 TIP update. All projects listed fall within one of four color-coded categories, or sections, as described below:

- Section I** Uncompleted CIP Projects (included in the Adopted 2015-2021 Capital Investment Program Plan – full or partial funding secured)
- Section II** TFP Projects (unfunded projects included in the Adopted 2013-2024 Transportation Facilities Plan)
- Section III** Other unfunded local projects identified or scoped by completed Alternative Analyses and Planning or Pre-design Studies (may be considered for inclusion in the next TFP update)
- Section IV** Regional or Outside Agency-led projects in which the City may choose to participate financially

Projects proposed to be added to, deleted from, or transferred between sections of the current 2015-2020 TIP can be identified by the following three colors on the attachment:

- New** New projects proposed to be added to the current 2015-2020 TIP are shaded green.

There are 15 new projects proposed to be added to the TIP as follows:

- Three projects are newly funded 2015-2021 CIP plan projects. These projects would be added to Section I of the TIP;
- Eleven projects are proposed to be added to Section III and are considered candidates for the 2016-2027 TFP update;
- One project is proposed to be added to Section III as a result of the recently completed Transit Master Plan.

Remove

Projects included in the current 2015-2020 TIP that are proposed to be removed due to their completion, deletion, or combination with another existing TIP project are shaded red.

There are five projects proposed to be removed from the current 2014-2019 TIP:

- Three CIP projects in Section I (TIP Nos. 8, 23 & 24) are projected to be substantially completed in 2015;
- One project in Section II (TIP No. 35) is proposed to be removed as it is no longer necessary due to other improvements in the area;
- One project in Section III (TIP No. 70) is proposed to be removed as it is no longer necessary due to other improvements in the area;

Transfer

Projects included in the current 2015-2020 TIP that are proposed to be transferred between TIP sections have been shaded light blue.

There are six projects proposed to be transferred between TIP sections:

- Four Section I projects (TIP Nos. 16, 17, 30 & 31) are proposed to be transferred to Section II as funding for a second segment or phase is not yet secured;
- Two projects in Section II (TIP Nos. 49 & 61) are proposed to be transferred into Section I as they are now included in the 2015-2021 CIP plan.

The project costs listed in the “Project Funding Categories” columns of the attachment represent, in most cases, the actual level of funding budgeted or estimated to be needed by the City during the six-year timeframe of the Local TIP. Because the Local TIP is not revenue constrained, project costs are given one of two designations:

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

Not all project cost information was complete at the time of the packet mailing. Staff anticipates having that information available at the March 12 meeting.

Next Steps

Proposed TIP update timeline:

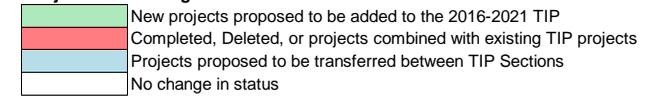
- March 12, 2015 – Commission status review of 2015-2020 TIP and potential updates for the 2016-2021 TIP.
- April 9, 2015 -
 - Commission hosts a Public Hearing on the content of the Proposed 2016-2021 TIP.
 - Commission considers public testimony, potentially amends the Proposed 2016-2021 TIP, and recommends a TIP for City Council consideration and adoption.
- May, 2015 – City Council reviews and adopts the Proposed 2016-2021 TIP.
- June, 2015 – Formatting and submittal of the adopted 2016-2021 TIP to PSRC and WSDOT.

Attachments

1. City of Bellevue 2015-2020 Transportation Improvement Program project list with proposed revisions for 2016-2021 TIP.
2. 2015-2020 Transportation Improvement Program Map

City of Bellevue Proposed 2016-2021 Transportation Improvement Program

Projects listed in the Proposed 2016-2021 TIP are divided into four categories represented by the following colors.
Section I Projects Included in the Adopted 2015-2021 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured
Section II Unfunded Projects included in the 2013-2024 Transportation Facilities Plan (TFP)
Section III Other unfunded local projects identified or scoped by completed Alternative Analyses and Planning or Pre-design Studies
Section IV Other regional or outside agency-led projects in which the City may choose to participate financially

Project Status Categories

 New projects proposed to be added to the 2016-2021 TIP
 Completed, Deleted, or projects combined with existing TIP projects
 Projects proposed to be transferred between TIP Sections
 No change in status

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
Section I: Uncompleted Projects Included in the Adopted 2013-2019 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured											
1	M-1		Overlay Program	Provide major street maintenance including pavement overlays, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance, and appropriate Americans with Disabilities (ADA) retrofit work.	69,241		35,969		35,969	35,969	
2	M-2		Minor Capital - Traffic Operations Program	Provide minor capital improvements including channelization and signage upgrades for roadways or pedestrian/bicycle facilities. Typical projects include new crosswalk installations, enhancements to existing crosswalks, upgrading signs to new mandated standards, channelization improvements, roadway safety and access management improvements, and bicycle route signing. 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.	6,272		1,029		1,029	1,029	
3	M-7		Neighborhood Traffic Safety Program	Install physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions in an effort to reduce vehicle speeds and non-local traffic and to improve nonmotorized safety in neighborhoods.	4,335		2,059		2,059	2,059	
4	M-19		Major Maintenance Program	Address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrail, pedestrian safety railing, and City-owned fences. The program may also conduct street lighting or traffic signal system repairs or replacements.			6,838		6,838	6,838	
5	M-20		Minor Capital - Signals & Lighting	Provide minor capital transportation improvements to the traffic signal, street lighting, and communication systems throughout the city. Typical projects include traffic signal upgrades including new signal phases and displays for increased efficiency and safety, pedestrian crossing upgrades at signals, roadway signage and channelization upgrades near traffic signals, new or revised street lighting including LED street lights, and communication upgrades including fiber optic cables for broadband communications. This program also provides preliminary design funding for possible new traffic signals.			1,193		1,193	1,193	
6	R-46		Major Safety Improvements Program	Construct roadway safety-related capital improvements citywide as identified through an accident reduction program, deficiency analysis, and community input. 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. Project funding may be used to leverage additional, non-local funding.	2,438		683		683	683	
7	R-146	TFP-079	Northup Way Corridor Improvements	This project is a partnership between the City and the Washington State Department of Transportation (WSDOT). This project will construct bike lane and sidewalk improvements on Northup Way between NE 24th Street and NE 33rd Place, and on NE 24th Street between Northup Way and the existing Bike 520-Trail connection. The proposed improvements on Northup Way will also serve as an interim regional trail connecting the existing SR 520 trail terminus (near NE 24th Street) and NE 33rd Place-108th Avenue NE where a new regional pedestrian and bicycle path will be built by WSDOT as part of the SR 520 project. This project may also incorporate other work elements including a pedestrian bridge at the Burlington Northern Santa Fe railroad crossing, structural retaining wall work, driveway access management, storm drainage improvements, landscaping, traffic signal and street lighting modifications, and pedestrian crossings at key locations to be determined during the design phase.	14,387		1,951	10,216	12,167	12,167	
8	R-155		Traffic Computer System Upgrade	Replace the existing traffic computer system software and hardware, and upgrade the field communications systems connecting the computer with remote traffic control equipment citywide.		500	4,400	793	5,193	5,693	Project to be complete in 2015.

City of Bellevue Proposed 2016-2021 Transportation Improvement Program

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
9	R-156		ITS Master Plan Implementation Program	Systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005. ITS projects will be selected to provide cost effective measures to reduce traffic congestion and increase the availability of real time traffic information to users of the transportation system. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns.			2,400		2,400	2,400	
10	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, cost estimate, analysis, 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 and reviews relating to alignments, track profiles, stations, and city roadway light rail interface; mitigation; design issues; value engineering and risk assessments ; 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.			2,291		2,291	2,291	
11	R-160	TFP-207	NE 4th Street Extension	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment will be was determined in coordination with existing and potential future development and with the ownership interests of the Burlington Northern Santa Fe (BNSF) Eastside Rail Corridor (ERC) railway corridor. The project will be designed not to preclude potential future uses of the BNSF ERC corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and will modify 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.			19,512	11,600	31,112	31,112	
12	R-162	TFP-211	NE 6th Street Extension	Extend NE 6th Street, as an HOV only facility, from the I-405 HOV interchange to the east over 116th Avenue NE to a new intersection with 120th Avenue NE. HOV/Transit vehicles would be allowed on the segment between 112th Avenue NE and, crossing the former Burlington Northern Santa Fe (BNSF) right-of-way railway corridor, and terminating at 120th Ave NE. 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 left turn lanes at signalized intersections of 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' wide non-motorized pathway adjacent to the south side of NE 6th Street and along the south side of the extension between 112th Ave NE and 120th Ave NE. I-405 corridor design standards, illumination system, retaining walls, landscaping for at-grade locations, underground utilities, detention/water quality treatment, and provisions that do not preclude future regional trail or other improvements within 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, and the I-405 Master Plan.		90,000	1,000		1,000	91,000	

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
13	R-164	TFP-208	120th Avenue NE Improvements (Stage 2) - NE 8th Street to NE 12th Street	This project will extend, realign and widen 120th Avenue NE from south of NE 8th Street to NE 12th Street. Stage 2 of the project includes intersection and signal improvements at NE 8th Street 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 Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project will also be coordinated with private development in the vicinity and with development of the 120th Avenue NE Improvements projects south of NE 8th Street and north of NE 12th Street.			27,205	4,101	31,306	31,306	
14	R-166	TFP-210	124th Avenue NE - NE Spring Boulevard to NE 18th Street 45th Street to Northrup Way	This project will widen 124th Avenue NE from NE 15th Street Spring Boulevard to NE 18th Street Northrup Way. 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, curb, gutter and sidewalk or multipurpose trail on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will include on-street bike facilities between NE 15th Street Spring Boulevard and the alignment of a planned east-west regional trail facility in the NE 15th Street Spring Boulevard /NE 16th Street vicinity. Between NE 15th and NE 18th Streets, 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. 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 124th Avenue NE Improvements – NE 12th to NE 15th Streets and the NE 15th Street Spring Boulevard improvements to the west of the 124th Avenue NE corridor.		19,000	8,911	8,911	27,911		
15	R-168	TFP-241	120th Avenue NE Improvements - NE 12th Street to NE 16th Street Northrup Way	This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street Northrup Way. This corridor segment includes all intersection improvements at NE 12th Street and Northrup Way and will be designed to accommodate future intersections at NE 15th Street, 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 be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. North of NE 16th Street, the design may include an alternate or interim four lane cross-section (single southbound lane), and bike facilities will transition from on-street bike lanes to a separated multi-purpose trail on the west side. 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 Avenue NE Improvements – NE 8th to NE 12th Streets and the NE Spring Boulevard 15th Street improvements to the west and east of the 120th Avenue NE corridor.		13,600	19,247	19,247	32,847		
16	R-169	TFP-213	124th Avenue NE/ Bel-Red Road-NE 12th Street to NE 15th Street-Spring Boulevard	This project will complete preliminary 30% design for the widening of 124th Avenue NE from NE 12th Street (Bel-Red Road) to approximately NE 15th Street-Spring Boulevard . The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; bike lanes, curb, gutter, and sidewalk on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The project will provide non-motorized access to the future 120th light rail station and will be designed and ultimately constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. This project will also evaluate if and what mitigation measures may be designed, and may implement measures, to protect residential communities south of NE 8th Street from potential traffic impacts. The project design will also be coordinated with the design and implementation of 124th Avenue NE Improvements – NE 15th Street Spring Boulevard to Northrup Way-NE 18th Street .		14,580	1,420	1,420	16,000	Move to Section II, 30% design to be complete in 2015. Funds needed for future implementation.	

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
17	R-170	TFP-218	130th Avenue NE/NE 20th to NE Bel-Red Road	This project will initiate the design for the redevelopment of 130th Avenue NE between Bel-Red Road and NE 20th Street. The segment north of the planned intersection with NE 16th Street will include a retail focused/pedestrian-oriented design with a two-lane cross-section, bike lanes, and on-street parking. The segment south of the NE 16th Street intersection will transition from the retail street design to the north to a three lane section. Along both segments, the project will design new or redeveloped curb, gutter and sidewalk on both sides of the street, future intersection improvements including turn lanes, potential mid-block crossings, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the NE 16th Street alignment and the planned light rail station and park & ride facility between 130th and 132nd Avenues NE. 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 16th Street - 130th to 132nd Avenues NE.		11,700	423		423	12,123	Move to Section II, no longer funded in the CIP timeframe.
18	R-171	TFP-248	134th Avenue NE – NE 16th Street Spring Boulevard to NE 20th Street	This project will initiate the design for the extension of 134th Avenue NE between NE 16th Street Spring Boulevard and NE 20th Street. The design will be developed in a coordinated approach with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound and westbound lanes of NE 16th Street Spring Boulevard. The project design will include and a signalized intersection at NE 16th Street Spring Boulevard that will integrate traffic, pedestrian, and bicycle movements with the a future LRT at-grade crossing at this location and a new signalized intersection at NE 20th Street. The planned roadway cross-section will consist 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 16th Street Spring Boulevard - 130th to 132nd Avenues NE and NE 16th Street Spring Boulevard – 132nd Avenue NE to NE 20th Street projects.		15,500	260		260	15,760	
19	R-172	TFP-209	NE 15th Street Spring Boulevard - 116th Avenue NE to 120th Avenue NE	This project will advance to a 60% design level design and implement a new arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE, with the widening of NE 12th Street between 116th Avenue NE and the new street connection. The project includes signalized intersection improvements at the NE 12th Street connection and modifications to the existing NE 12th Street/116th Avenue NE intersection. The planned roadway cross-section will include two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter, a separated 16 foot wide multi-purpose path along the north side and a six foot sidewalk on the south side, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit and the undercrossings of light rail lines associated with the East Link light rail line project and the planned 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 and the development of NE 15th Street Spring Boulevard - 120th to 124th Avenues NE and 120th Avenue NE Improvements – NE 12th Street to Northrup Way NE 16th Street.			28,418		28,418	28,418	

City of Bellevue Proposed 2016-2021 Transportation Improvement Program

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
20	R-173	TFP-209	NE 15th Street Spring Boulevard - 120th Avenue NE to 124th Avenue NE	This project will advance to a 60% design level complete 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 14 foot wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. A 10 foot wide 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 line project and the planned 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 15th Street Spring Boulevard - 120th to 124th Avenues NE, 120th Avenue NE Improvements – NE 12th Street to Northrup Way-NE 16th Street , and 124th Avenue NE Improvements – NE 14th Street Spring Boulevard to Northrup Way-NE 18th Street .		15,079	617		617	15,696	
21	R-174	TFP-215	NE 16th Street - 130th Avenue NE to 132nd Avenue NE	This project will initiate 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 design will be developed in a coordinated approach with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project including a station to be located between the eastbound and westbound lanes in this new segment of NE 16th Street Spring Boulevard and an associated park and ride facility to the north of NE 16th Street Spring Boulevard . The project will include intersection designs at 130th and 132nd Avenues NE that will integrate traffic, pedestrian, and bicycle movements with the LRT crossings. The roadway cross-section outside of the LRT alignment will include a single travel lane in each direction, buffered bike lanes, curb, gutter, and sidewalk, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. Consolidation of stormwater management facilities between the city and Sound Transit will also be considered. 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 and NE 16th Street Spring Boulevard – 132nd Avenue NE to NE 20th Street projects.		8,700	740		740	9,440	
22	R-175	TFP-215	NE 16th Street Spring Boulevard - 132nd Avenue NE to NE 20th Street	This project will advance the design of future roadway improvements to 30% design , allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound/northbound and westbound/southbound lanes of NE 16th Street Spring Boulevard and 136th Place SE. The project will interface with include intersection- designs at 132nd and 134th Avenues NE, NE 16th Street Spring Boulevard/136th Place NE, and NE 20th Street that which will integrate traffic, pedestrian, and bicycle movements with the LRT crossings. The roadway cross-section outside of the LRT alignment will include one travel lane in each direction, on-street parking between 132nd and 134th Avenues 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 16th Spring Boulevard to NE 20th Street, and NE 16th Street Spring Boulevard – 130th to 132nd Avenues NE projects.		2,000	156		156	2,156	
	R-177		Eastgate Subarea Plan Implementation	Implementation of priority projects recommended in the 2012 Eastgate/I-90 Land Use and Transportation Plan. Funding will advance implementation of two 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 safe, multi-modal connections to local/regional destinations.			250		250	250	Funding carried forward to current CIP

City of Bellevue Proposed 2016-2021 Transportation Improvement Program

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
23	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).			33,699		33,699	33,699	Current MOU commitments complete in 2015.
NEW	R-182		Downtown Transportation Plan/NE 6th Street Station Access	Advance the Downtown Transportation Plan to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is placed on those 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, transit facilities, and bicycle facilities.			4,700		4,700	4,700	
NEW	R-183	TFP-078	West Lake Sammamish Parkway (Phase 2)	Pre-design study and the start of final design of a 2nd phase of the West Lake Sammamish Parkway Improvements.			8,000		8,000	8,000	
24	I-92	TFP-192	Lakemont Boulevard / Cougar Mountain Way	This project will include an alternative analysis followed by final design and construction of selected traffic operation improvements at the intersection of Lakemont Boulevard and Cougar Mountain Way/SE 63rd Street. Improvements will be identified, designed, and constructed in a manner that enhances safety and improves intersection operation for vehicular, bicycle and pedestrian traffic. Intersection improvements that may be considered include: a roundabout, a traditional traffic signal with added turn pockets, and a 4-way stop controlled intersection. The alternative analysis and selection phase will include community outreach/involvement facilitation. This project will be coordinated with the Enhanced Right of Ways and Urban Boulevards Program (CIP Plan No. CD-22) due to the unique gateway enhancement opportunity provided by the roundabout alternative. The project budget was established to accommodate the preliminary cost estimates for a roundabout alternative.			1,540		1,540	1,540	Project to be complete in 2015.
25	WB-49		Pedestrian Facilities Compliance Program	This program provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). 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 Transition Plan for Public Rights of Way.	1,024	10,000	647		647	10,647	
26	WB-56		Pedestrian Access Improvements Program	This program funds construction of small but critical pedestrian and bicycle improvements that enhance non-motorized connections within neighborhoods and to employment, schools, parks, transit and shopping - improving mobility, safety, and health for everyone while protecting the environment. The program may leverage grant funds, and in partnership with other City programs, may be used to construct larger-scale projects.	4,510		2,475		2,475	2,475	

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
27	WB-76		Neighborhood Sidewalks Program	<p>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.</p> <p>High priority projects on the list include, but are not limited to:</p> <ul style="list-style-type: none"> - SE 6th Street - 100th Avenue SE to Bellevue Way SE: Construct curb, gutter and a five foot sidewalk on the north side of SE 6th Street where not complete - 128th Avenue NE/SE - NE 2nd Street to SE 7th Place: Construct curb, gutter and 6 foot sidewalk, where missing, on the west side of the street (excluding park frontage) - 158th Place SE - Main Street to SE 6th Street: Construct curb, gutter and 6 foot sidewalk on east side of the street. - 100th Avenue NE - NE 14th to NE 24th Streets: Construct curb, gutter and 6 foot sidewalk with planter strip on the east side of the street. 		10,000	6,863		6,863	16,863	
28	W/B-76		123rd Avenue SE - SE 20th to SE 26th Streets	Construct curb, gutter and 5' sidewalk, place curb 14' from center of the roadway on the east side of the street. Parking bays where feasible.			1,196		1,196	1,196	
29	W/B-78	TFP-243	Mountains to Sound Greenway/ west of Factoria Blvd to Lakemont Blvd	<p>This project will advance complete the design of priority segments the first two at-grades segments of the Mountains to Sound Greenway Trail west of between Factoria Boulevard SE to Lakemont Boulevard SE and the vicinity of 150th Avenue 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) started in 2012-2014 that brought the design to the 60% level. The project will bring segments of the missing trail to the 60% design level. The trail design will be hard surface with typically include a 12 foot wide section, 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. This project will also fund the design of the relocation of the existing trail alignment from the I-90 off-ramp to Factoria Blvd. This would allow the off-ramp to be restriped from one to two lanes wide to address significant safety issues associated with ramp traffic backing up to the I-90 mainline. This backup results in the mixing/merging of freeway speed traffic (60+mph) with stopped traffic. The current trail was placed in the off-ramp tunnel 25+ years ago when traffic volumes were much lower.Unsecured funds will complete the greenway design and advance construction of the corridor.</p>		30,000	596		596	30,596	
30	W/B-81	TFP-173	108th/112th Avenue NE - south of SR 520 to NE 12th Street	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.	150	4,600	200		200	4,800	Move to Section II, pre-design analysis to be complete in 2015.
31	W/B-82	TFP-158	SE 16th Street/148th Avenue SE to 154th Avenue SE	This project will complete 60% design plans for the addition of five foot bike lanes, curb, gutter, four foot planter strips, and six foot sidewalks where missing on both sides of SE 16th Street between 148th Avenue SE and 156th Avenue SE. Plans at this design level will provide adequate information for Puget Sound Energy to install planned new electricity transmission system poles along the SE 16th Street corridor without conflict to the future roadway improvements.	150	3,350	250		250	3,600	Move to Section II, 60% design to be complete

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
Section II: Unfunded Projects included in the 2013-2024 Transportation Facilities Plan											
32	R-144	TFP-078	West Lake Sammamish Parkway/north City limit to I-90 SE 34th Street	The project will 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 throughout the corridor.		28,000			0	28,000	Second phase funded in the CIP
33		TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street	The project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6th and NE 8th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	2,766	1,450			0	1,450	
34		TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE	The project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation.		10,000			0	10,000	
35		TFP-192	Lakemont Blvd./Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE (phase 1)	Construct northbound left turn lane on Lakemont Blvd. at SE 62nd Street; construct sidewalk and bike lanes on east side between Cougar Mtn. Way and park; install planted medians where feasible.		3,000			0	3,000	Recommended for deletion due to project elements being completed through other projects and programs.
36		TFP-193	NE 10th Street at I-405	The project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.		200			0	200	
37		TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp widening	Option A: Add second EB right turn lane, add second WB left turn lane, add EB through lane past I-90 eastbound on-ramp, extend SB left-turn pocket, and extend 3rd SB lane from I-90 on-ramp to SE 38th St. Option B: Construct multi-lane roundabout. Option C: Construct roundabout per Option B plus construct multilane roundabout at 150th Ave SE/SE 38th St and landscaped median between SE 38th St and SE 37th St. With any of the three options, upgrade ped and bike crossings, install gateway treatment.		3,500			0	3,500	
38		TFP-197	NE 2nd Extension and I-405 interchange	Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE. Add half interchange with I-405, to/from the south. Cost estimate reflects only a potential local contribution to a project that will require substantial funding from outside sources.		200			0	200	
39		TFP-103	129th Avenue SE/SE 38th Street to Newport Way	Extend 129th Avenue SE to SE 38th Street. Investigate traffic operations at the intersection of 129th Avenue SE and SE Newport Way. Consider signalization and channelization improvements if warranted. Project implementation will be coordinated with potential future private development in the immediate vicinity. Cost estimate reflects only a potential local contribution to a project that will require substantial funding from outside sources.		500			0	500	
40		TFP-216	112th Avenue NE/NE 2nd Street	Straighten and realign NE 2nd Street between 112th and 114th Avenues NE, add dual southbound to eastbound left turn lanes and a northbound to eastbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)Project-scope-and-description-may-be-revised,-depending-on-outcome-of-Downtown-Transportation-Plan-update-		2,200			0	2,200	
41		TFP-217	124th Avenue NE at SR-520	Construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The \$200K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.		200			0	200	
42		TFP-219	NE 8th Street/106th Avenue NE	Realignment of the roadway to the south will better utilize the new westbound travel lane (between 108th and 106th Avenues NE) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity.		2,100			0	2,100	

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
43		TFP-222	Bellevue Way/NE 4th Street	Add a southbound to westbound right turn lane and a westbound to northbound right turn lane. Dual-westbound Convert a northbound through lane to create a second northbound to westbound left turn lanes, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.		2,000			0	2,000	
44		TFP-223	Bellevue Way/NE 8th Street	Add southbound to eastbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.		1,500			0	1,500	
45		TFP-225	Bellevue Way/NE 2nd Street	Add a northbound to eastbound right turn lane and create a second southbound to eastbound left turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.) Project-scope and description may be revised, depending on outcome of Downtown Transportation Plan update.		1,100			0	1,100	
46		TFP-230	108th Avenue NE - NE 12th Street to Main Street	The project will enhance the 108th Avenue NE Downtown corridor consisting of Great Streets, mid-block crossing, pedestrian-corridor interface, and bicycle lanes and bus priority treatments. The project scope and description may be revised, depending on outcome of the Downtown Transportation Plan update. This is a component of priority bicycle corridor NS-1: Enatai-Northtown Connection and was identified by the Transit Master Plan as a bus priority corridor. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.		7,000			0	7,000	
47		TFP-232	164th Avenue NE/SE - NE 18th Street to SE 14th Street	Designate bike shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. Stripe and sign 5 foot bike lanes between Northup Way and NE 6th Street. Accommodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street.		5,000			0	5,000	
48		TFP-234	Main Street - 100th Avenue to 116th Avenue	Funding will support pedestrian and bicycle facility components of the Main Street project, as identified in the Main Street & NE 2 nd Street Design Report (2009). This will be built out to plan conditions in conjunction with the East Link project. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.		500			0	500	
49	R-174	TFP-242	Bellevue Way/ 112th Ave SE "Y" to I-90	Widen Bellevue Way SE to add a southbound, inside HOV lane and an outside shoulder. The potential for landscaping treatments will be evaluated during the project design phase. Project may be implemented in segments. North segment from the Bellevue Way/112th Ave SE "Y" to the main entrance to the South Bellevue Park and Ride at 112th Ave SE. South segment from the main Park and Ride entrance to the I-90 on ramps. Improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. The south segment will be implemented by Sound Transit in conjunction with the East Link project, and as a partner, the City may choose to collaborate with Sound Transit to advance overall project implementation. Advance design and fully implement the addition of an inside HOV lane and an outside sidewalk or shoulder on southbound Bellevue Way SE between the intersection of 112th Avenue SE/ Bellevue Way on the north end (the "Y") and the S. Bellevue Park & Ride on the south end (the portion between the park and ride and I-90 will be built by Sound Transit as part of the East Link project).		18,800		4,500	4,500	23,300	Move to Section I, new CIP project
50		TFP-242	112th Ave SE and Bellevue Way SE / SE 8th St to I-90 trail	Coordinate with East Link design process to develop a 10-14 foot-wide multiuse pedestrian and bicycle path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).		2,000			0	2,000	
51		TFP-244	Eastside Rail Corridor (BNSF) bike path/southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor. The \$200K funding allocation is a placeholder that may be used to initiate project pre-design.		200			0	200	

City of Bellevue Proposed 2016-2021 Transportation Improvement Program

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
52		TFP-245	140th Ave NE/ NE 24th St to NE 8th St	Option A: Add 5 foot-wide bike lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: Develop off street multi-use paved path along east side of 140th Avenue NE, replacing separated gravel path that exists on much of segment; may be boardwalk for part of Bel-Red to NE 20th St segment. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.		5,000			0	5,000	
53		TFP-246	150th Avenue SE/ south of SE 38th St to Newport Way	Evaluate needs for improvements for segment south of SE 38th St to Newport Way, including intersection at 150th Ave SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation and bicycle mobility. Project located on Priority Bicycle Corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through predesign process and may include roadway widening and channelization changes, sidewalks, bike facility, street lighting and landscaping.		1,068			0	1,068	
54		TFP-247	Eastgate Way/Richards Rd to SE 35th Place	Install bike lanes. Missing link in sidewalk between Richards Road and 139th Ave SE may be implemented in coordination with adjacent development. Funding will support implementation of bike lanes on portion of corridor (segment to be determined).		5,000			0	5,000	
55		TFP-249	Hospital/NE 8th Street Station Access Improvements	Improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping and services.		3,000			0	3,000	
56		TFP-250	148th Ave NE Master Plan (Phase 1) - Bel-Red Road to SR 520	In partnership with the City of Redmond, this project will conduct the preliminary design of phase 1 of the 148 th Avenue NE Master Plan improvements, between NE 20 th Street and SR 520. The project includes the development of a cost sharing and project management agreement between the cities for the determination and implementation of the full 148 th Avenue NE Master Plan.		10,000				10,000	
57		TFP-251	Coal Creek Parkway/ 124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate path, existing bike lanes may be eliminated and roadway narrowed. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.		3,000			0	3,000	
58		TFP-252	Kelsey Creek Rd/Snoqualmie River Rd/Kelsey Creek Rd to Bellevue College southwest entrance 142nd Place SE from 145th Place SE to SE 36th Street	Upgrade pavement. Reconstruct the roadway to support frequent transit buses service, construct sidewalks and accessible bus stops and modify the 142nd Place SE/SE 32nd Street intersection. Included is a separated off-street path connecting 145th Place SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd Pl SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project would likely be implemented by in partnership with Bellevue College and other agencies. the City may choose to collaborate with the College to advance overall project implementation. Develop a Bellevue College Transit Center on upgraded alignment.		5,620			0	5,620	
59		TFP-253	150th Ave SE/Eastgate Way SE	Construct improvements. Option A: Add second northbound left turn lane, add second eastbound right-turn lane, add second westbound through lane past 148th Ave SE. Add East-West bike lanes through intersection. Option B: Construct multilane roundabout. With either option, upgrade ped and bike crossings, install gateway treatment.		3,700			0	3,700	
60		TFP-254	Bel-Red Rd/NE 20th St to NE 24th St	Widen to five lanes, including two travel lanes in each direction, with center turn lane. bike lanes.		3,000			0	3,000	
61	R-185	TFP-255	Newport Way SE/Somerset Blvd SE to 150th Avenue SE	This project will conduct a preliminary design study and community involvement process to refine the scope and costs of the ultimate improvements. Potential improvements include sidewalks, bike lanes, pedestrian crossing facilities, vehicular turn pockets at cross streets, and other roadway improvements.			8,100		8,100	8,100	Move to Section I, new CIP project

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
Section III: Other Unfunded Local Projects Identified By Completed Alternative Analyses and Planning or Pre-Design Studies											
62			148th Avenue SE HOV Lane Implementation	Evaluate/implement a new transit/HOV lane on southbound 148th Avenue SE from Lake Hills Boulevard to the third southbound lane south of SE 24th.		3,800			0	3,800	
63			Lakemont Boulevard Implementation - Cougar Mountain Way to south city limit (phase 3)	Between Cougar Mtn. Way and Forest Drive, construct sidewalk and bike lanes on both sides, planters and center median or refuge lane where feasible; between Forest Drive and south city limit, add bike lane on the east side of roadway and meandering sidewalk through recently annexed City property on east side of roadway.	245	1,400			0	1,400	
64			Pedestrian and Bicycle Transportation Plan Implementation	The 2009 Pedestrian and Bicycle Transportation Plan update provides a long term vision for completion of pedestrian and bicycle systems throughout the city. As funding is secured, this project would fund the pre-design, design, property acquisition, construction, and other activities to advance the Plan's identified high priority needs. Improvements may include sidewalks, pathways, trails, bicycle lanes or other bicycle facilities, and wayfinding systems.		10,000			0	10,000	
65			Transportation Demand Management Program	This project provides continuing resources for Transportation Demand Management (TDM) implementation. TDM activities and techniques include: Development and implementation of education/marketing programs for employers and employees, improving access to and the appeal of alternative transportation modes for users and potential users, and participation in trip reduction activities associated with the Bel-Red Overlake Transportation (BROTS) Plan. Performance goals for TDM are specified in the mobility targets for Mode Split in the Comprehensive Plan. This project may fund both consultant and improved in-house capabilities in support of TDM efforts.	1,845	2,000			0	2,000	
66			Downtown Mid-Block Crossings	This project will identify, design, and install signalized and unsignalized mid-block pedestrian crossings at select Downtown locations identified in the Downtown Transportation Plan. The installation of mid-block pedestrian crossings at key locations will help to create a network of pedestrian routes that will break-down the scale of downtown superblocks and reinforce the importance of the pedestrian in the urban environment. Project prioritization, specific locations and design components will be determined in coordination with Transportation and Planning and Community Development staff and the Downtown community. Project implementation will consider location, pedestrian connections, geometric and urban design elements, weather protection, lighting, and traffic progression and delay.		7,600			0	7,600	
67			I-90 Tunnel/ SE37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to offer cyclists improved accommodation from SE 37th Street under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.		2,000			0	2,000	
68			164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	Improve gravel road with pavement, curb, gutter and sidewalk on one side. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). Cost estimate represents only a placeholder for implementation.		1,000			0	1,000	
69			NE 6th Street Sub-surface Arterial	This project concept would create a sub-surface arterial that would run under the NE 6th Pedestrian Corridor with a portal east of 110th Avenue NE and a terminus at Bellevue Way. Such an arterial could provide access for private vehicles, freight and possibly transit to the existing and future garage levels of adjacent commercial developments. Cost estimate is a placeholder that may be used to initiate a feasibility study.		200			0	200	
70			Lakemont Blvd./Lewis Creek Park to 164th Ave SE (phase 2)	Install signal at 164th Ave SE/Lakemont Blvd; construct sidewalk and bike lane on east side; add planted medians where feasible.		2,000			0	2,000	Recommended for deletion due to project elements being completed through other projects

City of Bellevue Proposed 2016-2021 Transportation Improvement Program

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
71			Downtown Crosswalks	This project will design, and install "Enhanced" and "Exceptional" crosswalks at signalized Downtown intersections at locations identified in the Downtown Transportation Plan. Project prioritization and specific design components will be determined in coordination with Transportation and Planning and Community Development staff and the downtown community. Crosswalk improvements will help to reduce the barriers to pedestrian mobility created by wide and busy arterials and will reinforce a network of pedestrian routes that will make walking around Downtown easier. This project will consider location, geometric design elements, weather protection, lighting, aesthetic treatments, and traffic progression and delay.		4,750			0	4,750	
72			116th Avenue NE/NE 12th Street to Northup Way	Revise channelization from four vehicle travel lanes to three vehicle travel lanes (one northbound, one southbound, one center turn lane) and bike lanes. Improve sidewalks and ADA access. Project elements may be constructed in phases.		3,000			0	3,000	
73			SE 34th Street Non-motorized Improvements	Design and construct a five foot bike lane, curb, gutter and six foot sidewalk on north side and curb, gutter and a wide curb lane on the south side of SE 34th Street from West Lake Sammamish Parkway to 162nd Place SE.	150	5,000			0	5,000	
74			Station Area Planning Implementation	Planning and implementation for the six remaining East Link light rail stations.	150	20,000			0	20,000	
75			Bellevue Way NE/NE 12th Street to the north city limits at SR-520	Funding will support a corridor study and community involvement process to support mobility improvements along Bellevue Way NE through the Northtowne neighborhood, between NE 12th Street and the north city limits at SR 520. This is identified as a multimodal corridor and as such, potential improvements include sidewalk enhancements, pedestrian crossings and bicycle facilities, together with addressing traffic safety concerns.	150	200			0	200	
NEW			NE 20th Street/Bel-Red Road to 156th Avenue NE	Construct an east to west U-turn on NE 20th Street at 156th Avenue NE; provide access management along NE 20th Street. Add bike lanes.							2016-2027 TFP candidate project
NEW			148th Avenue NE/NE 8th Street	Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes.							2016-2027 TFP candidate project
NEW			148th/150th Avenue SE/I-90 westbound on-ramp to I-90 westbound off-ramp	Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp.							2016-2027 TFP candidate project
NEW			156th Avenue NE/NE 24th Street	Construct an eastbound right turn lane. Accommodate or implement 14' wide travel lane bicycle facility on NE 24th St.							2016-2027 TFP candidate project
NEW			156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp)	Option A: Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn. Or, Option B, construct multi-lane roundabout. The roundabout would be implemented in conjunction with roundabout at Eastgate Way/150th Ave intersection to the west and offer opportunity to introduce landscaped median and urban design enhancements. With either option, upgrade ped and bike crossings, install gateway treatment. Accommodate or implement planned bike lanes on Eastgate Way.							2016-2027 TFP candidate project
NEW			SE 40th Lane/Factoria Boulevard	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.							2016-2027 TFP candidate project
NEW			143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal	New two-lane road with bike lanes and sidewalks starting at the NE 20th Street/143rd Place NE traffic signal and extending to the end of the existing NE 20th Place north of Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segment is anticipated to be implemented with future private development in the immediate vicinity.							2016-2027 TFP candidate project
NEW			Bel-Red Road/NE 24th Street	Add southbound right turn lane. Accommodate or implement planned bike lanes on Bel-Red Road and wide through lane bicycle facility on NE 24th St.							2016-2027 TFP candidate project

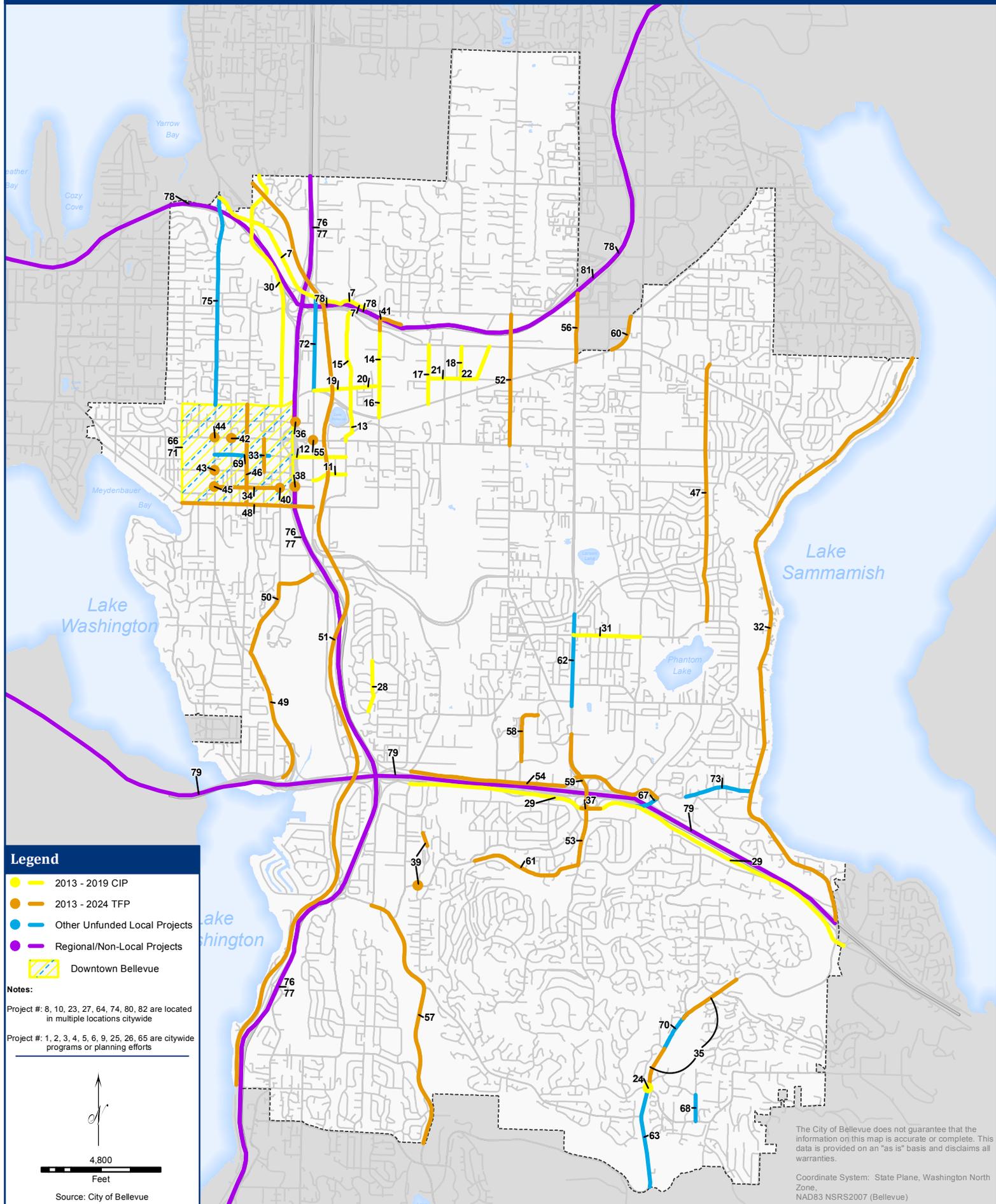
City of Bellevue Proposed 2016-2021 Transportation Improvement Program

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
NEW			Northup Way/156th Avenue NE to 164th Avenue NE	Add median left-turn lane; bike lanes.							2016-2027 TFP candidate project
NEW			Factoria Boulevard at Newport Way	Construct a second southbound left-turn lane at Newport Way and modify the channelization on the eastern leg of the Factoria Blvd/Newport Way intersection to receive the two lanes of turning traffic.							2016-2027 TFP candidate project
NEW			131st Avenue SE/132nd Avenue SE between SE 36th Street and SE 38th Street	Realign 131st Ave SE/132nd Ave SE to form a vehicular and pedestrian connection between SE 36th St and SE 38th St.							2016-2027 TFP candidate project
NEW			Transit Master Plan Implementation Program	<p>The Transit Master Plan (TMP) identifies transportation infrastructure and urban design projects whose implementation can positively affect the performance and user experience of bus transit services in Bellevue. The plan provides recommendations related to three broad types of projects: (1) facilities providing pedestrian and bicycle access to transit, (2) convenience, safety, and comfort improvements at transit stops, stations, and park-and-rides, and (3) roadway and traffic signal investments that improve transit speed and reliability. Individual projects identified by the plan range in cost from tens of thousands to millions of dollars, with those on the lower end unlikely to compete well for stand-alone CIP project funding.</p> <p>Notable projects advanced by the TMP include but are not limited to:</p> <ul style="list-style-type: none"> - 148th Avenue NE and NE 8th Street: Construct queue jump lanes in the eastbound, northbound, and southbound directions. - 112th Avenue SE and Main Street: Construct a westbound queue jump lane and make improvements to signal timing and install transit signal priority for north- to westbound left turns. - 156th Avenue NE – Bel-Red Road to north city limits: Construct business access and transit (BAT) lanes in both directions. - Coal Creek Parkway SE and 119th Avenue SE: Improve the west- to southbound and north- to eastbound turn movements through signal timing prioritization and transit signal priority. 		20,000			20,000	New project	

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Cost Est. (\$000s)	2015-2020 Project Funding Categories (\$000)					Status Update
						Unsecured 2015-2020 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost	
Section IV: Regional or Outside Agency-Led Projects in which the City May Choose to Participate Financially											
76			I-405 Corridor Program Implementation including downtown Bellevue access improvements	Consider-how the City will participate with state and regional partners in the development and implementation of the I-405 Master Plan Corridor Program and its components or connections to the local transportation system north and south of downtown Bellevue (generally, NE 6th, Access improvements between SR 520 and southbound I-405 and I-405 widening south of Bellevue to Renton. Project funds, as secured, may be used to conduct focused planning, design, and ROW needs studies, prepare final designs, acquire ROW, and for construction.		10,000			0	10,000	
77			I-405 Bus Rapid Transit Implementation	Consider if and how the City will participate with regional partners in the development and implementation of a Bus Rapid Transit system along the I-405 corridor per the I-405 Master Plan Program, King County Metro and Sound Transit's long-range plan. Project funds, as secured, may be used to conduct planning, design or ROW needs studies, to prepare final designs, to acquire ROW and to complete construction. The project will evaluate/implement system components including mainline improvements, direct access ramps and park and ride development or expansion.		5,000			0	5,000	
78			SR 520 Eastside Multi-Modal Corridor Projects	Consider how the City will participate with state and regional partners in the development and implementation of the 2013 SR 520 multimodal corridor study. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, to acquire ROW and to complete construction of the projects within the study (i.e., 124th Avenue NE interchange and related non-motorized improvements).		10,000			0	10,000	
79			I-90 System Implementation	Consider if and how the City will participate with state and regional partners in the development and implementation of improvements to the I-90 System and its components or connections to the local transportation system including tolling all lanes of I-90 bridge area and implications to regional and local access and managing travel demand. Project funds, as secured, may be used to conduct focused planning, design and implementation per a local agreement with WSDOT and/or Sound Transit. The project will build upon evaluate/implement improvements such as added/improved access to/from I-405 and/or Bellevue Way SE, including the west end of I-90 in Seattle.		5,000			0	5,000	
80			Transit Service and Facilities Enhancements	Consider if and how the City will participate with transit providers in the development and implementation of transit service and facilities improvements throughout the City. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, or to acquire ROW and for construction. The project will evaluate/implement transit service, opportunities for future transit-oriented development projects and facilities enhancements including bus stop amenities, bus pull-outs, neighborhood transit centers, bus layover locations and transit signal priority systems on key transit corridors consistent with the City's 2014 update-of-the Transit Master Plan - Capital Element.		10,000			0	10,000	
81			SR 520, I-405 to West Lake Sammamish Parkway	Consider if and how the City will participate with state and regional partners in the development and implementation of a SR 520 corridor study between I-405 and West Lake Sammamish Parkway. The study will evaluate near and long term solutions to general purpose and high occupant vehicle mobility issues. The study will evaluate auxiliary lanes between I-405 and 148th Ave NE, and other improvements necessary to support Bel-Red Corridor, Overlake, and general corridor growth.		10,000			0	10,000	
82			East Link Light Rail Transit	Consider if and how the City will participate with regional partners in the development and implementation of the East Link light rail transit project. Project funds, as secured, may be used to conduct focused planning and alternatives analyses, design, property acquisition, and construction of improvements or other community enhancements. City efforts may include additional analysis of project needs and alternatives related to stations and alignment options. City efforts may also seek to enhance the investments of regional partners.		50,000			0	50,000	
TOTALS:						560,397	235,238	31,210	266,448	826,845	

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

2015-2020 Transportation Improvement Program Projects



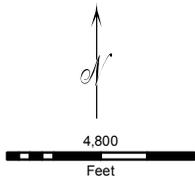
Legend

- 2013 - 2019 CIP
- 2013 - 2024 TFP
- Other Unfunded Local Projects
- Regional/Non-Local Projects
- Downtown Bellevue

Notes:

Project #: 8, 10, 23, 27, 64, 74, 80, 82 are located in multiple locations citywide

Project #: 1, 2, 3, 4, 5, 6, 9, 25, 26, 65 are citywide programs or planning efforts



Source: City of Bellevue

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 NRSR2007 (Bellevue)