



MEMORANDUM

DATE: March 6, 2014

TO: Transportation Commission

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

SUBJECT: 2015-2021 Transportation Capital Investment Program (CIP) Update –
Review Status of Projects and Programs in the Current 2013-2019 CIP

Purpose

At the meeting on March 13, staff will outline the process and potential Transportation Commission roles in the 2015-2021 Capital Investment Program (CIP) Plan update. Staff will also review and discuss the status of CIP projects and programs in the current 2013-2019 CIP.

Background

The formal process to develop the City's 2015-2016 operating budget and 2015-2021 CIP Plan will kick-off later this month. This will be the City's third biennial cycle using a process known as Budget One, first initiated in 2010. As an introduction to the process and the Transportation Commission's potential role in the CIP-related components, staff will provide and discuss the latest information and preliminary dates for key milestones throughout 2014, leading up to budget adoption in early December.

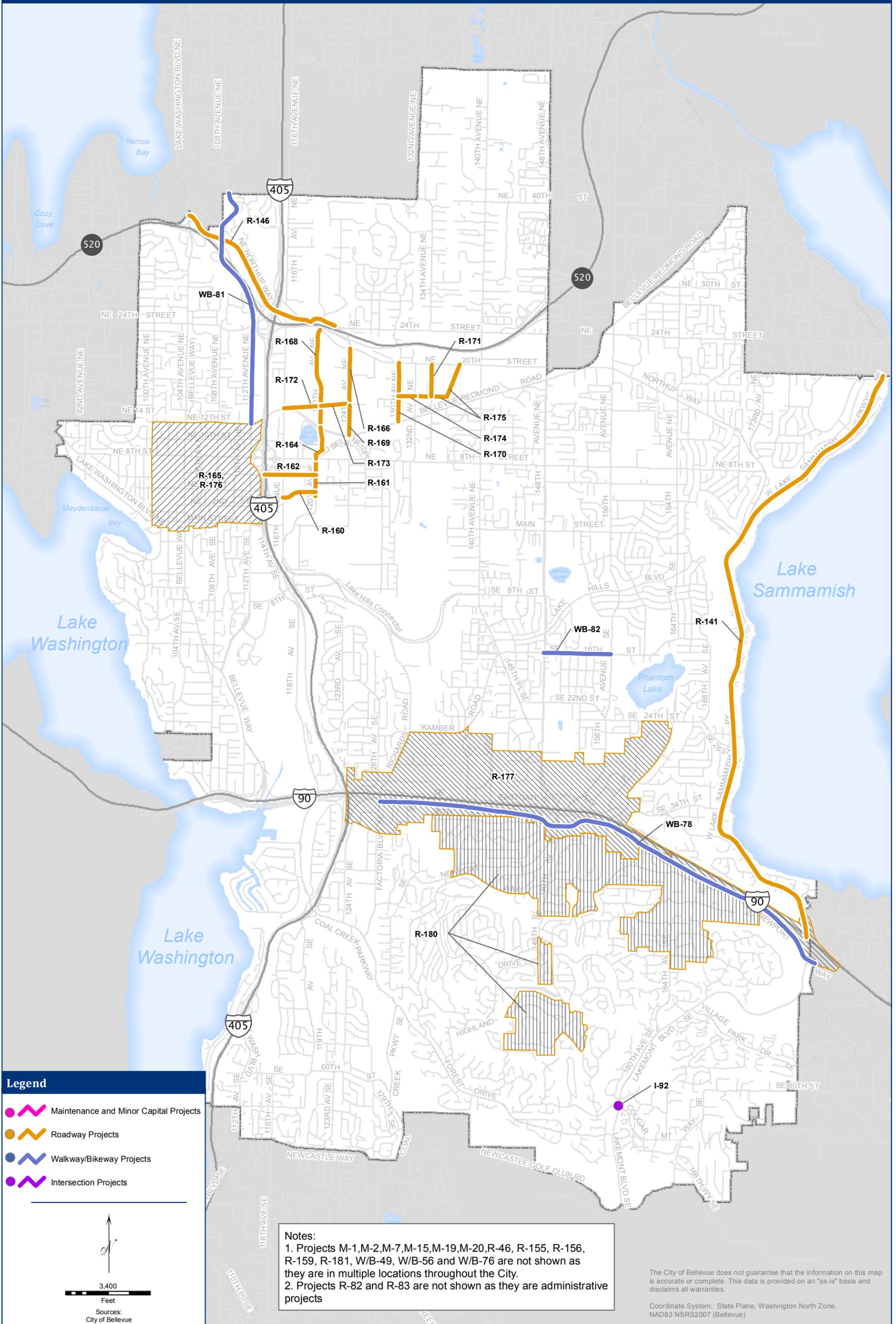
For your review and consideration prior to the meeting, attached you will find a current CIP map and spreadsheet of information on the projects and ongoing capital programs included within the existing 2013-2019 CIP. The information provided for each entry includes a preliminary staff indication of whether the project or program will be "proposed" for continued funding in this year's CIP update process.

Staff continues to evaluate numerous candidates for new CIP proposals, primarily drawn from the City's adopted 2013-2024 Transportation Facilities Plan (TFP). Next month we anticipate presenting and discussing with the Commission a comprehensive list of planned capital investment proposals and an early capital revenue forecast for the 2015-2021 period.

Attachments

1. 2013-2019 Transportation CIP Projects Map
2. 2013-2019 Transportation CIP Project/Program Array and Status Update

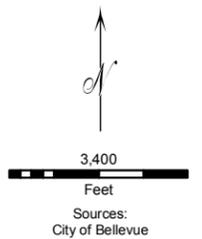
2013 - 2019 Transportation CIP Projects



Legend

- Maintenance and Minor Capital Projects
- Roadway Projects
- Walkway/Bikeway Projects
- Intersection Projects

3,400
Feet
Sources:
City of Bellevue



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, 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)

**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Transportation Department
TOTAL CIP
2013 - 2019 Budget

Category	MPA	Plan Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
Program	Maintenance	PW-M-1	Overlay Program	This project 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.	\$ 38,498	Y	S	Continue program; status quo proposal to be developed (\$5 million, plus inflation, annual allocation)
		PW-M-2	Minor Capital – Traffic Operations	This program funds minor capital transportation improvements throughout the city, such as channelization and signage upgrades and installation for roadways or pedestrian and 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.	\$ 1,050	Y	S	Continue program; status quo proposal to be developed (\$150K annual allocation)
		PW-M-7	Neighborhood Traffic Calming	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 and non-local traffic and to improve non-motorized safety.	\$ 2,100	Y	S	Continue program; status quo proposal to be developed (\$300K annual allocation)
		PW-M-15	Wetland Monitoring	Perform on-going wetland monitoring and maintenance activities required by the local, state or federal permits issued for the implementation of now completed, site specific transportation improvement projects.	\$ 15	Y	S	Continue program; status quo proposal to be developed; currently program responsibilities end after 2015
		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. Provide necessary capital resources to address a wide range of maintenance related needs that exceed the financial capacity of the Streets Maintenance or Traffic Operations operating budgets but are too small for standalone CIP projects. 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.	\$ 6,770	Y	E	Continue program; enhanced proposal to be developed (\$900K inflation, plus inflation, annual allocation)
		PW-M-20	Minor Capital – Signals and Lighting	This program funds minor capital transportation improvements to the traffic signal, street lighting, and communication systems throughout the city. Typical projects include traffic signal upgrades including new signal phases and displays for increased efficiency and safety, pedestrian crossing upgrades at signals, roadway signage and channelization upgrades near traffic signals, new or revised street lighting including LED street lights, and communication upgrades including fiber optic cables for broadband communications. This program also provides preliminary design funding for possible new traffic signals.	\$ 1,400	Y	S	Continue program; status quo proposal to be developed (\$200K annual allocation)
Roadway		PW-R-46	Major Safety Improvements - Accident Reduction Program	This program will construct 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, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety-related improvements.	\$ 700	Y	S	Continue program; status quo proposal to be developed (\$100K annual allocation)
		PW-R-82	Public Works Trust Fund Loan - Principal	This project is non-capital in nature. The costs represent the annual principal payments made by the City for any Public Works Trust Fund loans. Currently there are two active loans: 1) a \$750,000 loan received for the construction of PW-W/B-69 - NE 24th Street - Northup Way to 130th Avenue NE - the loan repayment is 20 years, ending in 2026, and the interest rate is one half of one percent; and 2) a \$2,900,000 loan received for the construction of PW-R-160 – NE 4th Street Extension – 116th to 120th Avenue - the loan repayment period is 15 years, commencing in 2014, ending in 2028, and the interest rate is three quarters of one percent. (Interest payments are made through a separate CIP, PW-R-83).	\$ 280	Y	S	Continue program; status quo proposal to be developed
		PW-R-83	Public Works Trust Fund Loan - Interest	This project is non-capital in nature. The costs represent the annual interest payments made by the City for any Public Works Trust Fund loans. Currently there are two active loans: 1) a \$750,000 loan received for the construction of PW-W/B-69 - NE 24th Street - Northup Way to 130th Avenue NE - the loan repayment period is 20 years, ending in 2026, and the interest rate is one half of one percent; and 2) a \$2,900,000 loan received for the construction of PW-R-160 – NE 4th Street Extension – 116th to 120th Avenue - the loan repayment period is 15 years, commencing in 2014, ending in 2028, and the interest rate is three quarters of one percent. (Principal payments are made through a separate CIP, PW-R-82)	\$ 21	Y	S	Continue program; status quo proposal to be developed
		PW-R-156	ITS Master Plan Implementation Program	Beginning in 2012, 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, video clips of cameras on web, real time traffic map enhancements, 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.	\$ 2,050	Y	S	Continue program; status quo proposal to be developed Program annual allocation increases to \$400K/yr (from \$150K) in 2016
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 Transition Plan for Public Rights of Way.	\$ 700	Y	E	Continue program; enhanced proposal to be developed (\$100K annual allocation)

**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Category	MPA	Plan Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
		PW-W/B-56	Pedestrian Access Improvements	This program provides the opportunity 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, safety and health for everyone while promoting healthy lifestyles and environmental sustainability. Program funds leverage grants, and enable partnerships with other City programs or private sector development to construct larger scale projects.	\$ 2,800	Y	S	Continue program; status quo proposal to be developed (\$400K annual allocation)
		PW-W/B-76	Neighborhood Sidewalks	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.	\$ 5,950	Y	S	Continue program; status quo proposal to be developed Program annual allocation increases to \$1M (from \$500K) in 2015
Program Total					\$ 62,334			
Project	Intersection	PW-I-92	Lakemont Blvd./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	Y	S	Project construction in 2015; status quo proposal to be developed
Roadway		PW-R-141	West Lake Sammamish Parkway Improvements	The ultimate corridor improvement 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. Due to the length and overall cost of the West Lake Sammamish parkway corridor (5.5 miles), a public process was conducted to develop construction phasing plan. This plan suggests the segmentation of the corridor into five approximately one-mile long segments. The current budget will fund the preliminary design of the entire corridor and the completion of the final design, right-of-way, and construction phases of the first segment of the corridor from Interstate 90 to SE 34th Street (approximately 1.2 miles). The installation of a northbound left turn lane and a new signal at the SE 34th Street intersection has been deferred to a subsequent phase of the project.	\$ 9,211	N		Project Substantially Complete in 2013; Project will be removed from the CIP
		PW-R-146	Northup Way/Bellevue Way to NE 24th Street	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 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.	\$ 10,671	Y	S	Project construction in 2015; status quo proposal to be developed
		PW-R-155	Traffic Computer System Upgrade	This project will replace the existing traffic computer system software and hardware (completed in 2010), and upgrade the existing field communication system connecting the new signal system hardware located at the Traffic Management Center with individual traffic signals located citywide. Intersections and corridors are being placed onto the new Sydney Coordinated Adaptive Traffic System (SCATS) in phases. The current project funding will implement the first five phases of the SCATS traffic adaptive system. Implementation of the SCATS system at all remaining city intersections will be completed in one or more future phases.	\$ 5,193	Y	S	Project implementation continues through 2015; status quo proposal to be developed
		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 planning, analysis, and design of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City-sponsored projects and programs. Key tasks include transportation demand modeling; traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.	\$ 11,158	Y	E	New 2015-2106 funding needs to be determined

**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Category	MPA	Plan Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
		PW-R-160	NE 4th Street Extension -116th to 120th Ave NE	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment will be determined in coordination with existing and potential future development and with the ownership interests of the Burlington Northern Santa Fe (BNSF) railway corridor. The project will be designed not to preclude potential future uses of the BNSF corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. 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 may be completed in stages.	\$ 34,275	Y	S	Status quo proposal to be developed Phase 1 in construction
		PW-R-161	120th Avenue NE (Stage 1) NE 4th to NE 8th Streets	This project will widen 120th Avenue NE to five lanes, including two travel lanes in each direction with a center turn lane, turn pockets and medians, beginning south of NE 4th Street to south of NE 8th Street. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, a traffic signal at the NE 6th Street intersection, illumination, landscaping and irrigation, and storm drainage that employs natural drainage practices. The project will be designed and constructed to accommodate intersections with the NE 4th Street Extension (CIP Plan No. PW-R-160), the planned extension of NE 6th Street (CIP Plan No. PW-R-162), and other utility infrastructure. The project will also be coordinated with the 120th Avenue NE Improvements from NE 8th Street to Northup Way (Stages 2 and 3; CIP Plan Nos. PW-R-164 and PW-R-168). The current project budget is intended to fully fund all phases of the project.	\$ 8,250	N		Project Substantially Complete in 2014; Project will be removed from the CIP
		PW-R-162	NE 6th Street Extension	This project will conduct 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 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).	\$ 1,021	Y	S	Project status quo proposal to be developed; Coordination with WSDOT
		PW-R-164	120th Avenue NE (Stage 2)-NE 8th to NE 12th Streets	This project will extend, realign and widen 120th Avenue NE from south of NE 8th Street through NE 12th Street. Stage 2 of the project includes all intersection improvements at NE 8th Street, Old Bel-Red Road, and NE 12th 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. 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 (Stage 1; CIP Plan No. PW-R-161) and north of NE 12th 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 completed in stages.	\$ 31,306	Y	S	Project construction in 2014-2015; shift NE 12th Street intersection element to Stage 3 (PW-R-168)
		PW-R-165	Downtown Transportation Plan	This project provides funding for consultant work on the update of the Downtown Transportation Plan. This work will expand upon current Downtown transportation planning to identify roadway, non-motorized, and transit facility improvements needed to ensure downtown mobility through 2030. The project will build on current work to identify specific improvements to roadway operations and transit service to accommodate all motorized and non-motorized trips to, from, and within Downtown by 2030. The scope includes assessing the benefit of projects already identified in earlier planning efforts, analyzing all trips to/from Downtown, identifying how to serve key transit markets and travel corridors, identifying specific transit system improvements, and analyzing and identifying other essential improvements to the local and regional transportation system that support Downtown Bellevue. The final product of this project will be an updated Downtown transportation plan and phased implementation strategy that will be integrated with the Downtown Livability Initiative in a comprehensive package of Comprehensive Plan and Land Use Code amendments. The Downtown Livability Initiative, led by the City's Planning and Community Development Department is a targeted review of specific regulations that guide downtown development and land use activity.	\$ 350	N		Project to be substantially complete in 2014; Project to be removed from the CIP

**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Category	MPA	Plan Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
		PW-R-166	124th Ave NE - NE 14th Street to Northup Way	This project will widen 124th Avenue NE from NE 14th Street to Northup 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 14th Street and the alignment of a planned east-west regional trail facility in the NE 15th/NE 16th Street vicinity. Between NE 14th 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 14th Streets (CIP Plan No. PW-R-169) and the NE 15th Street improvements to the west of the 124th Avenue NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the design phase for the entire project length and includes a placeholder for full implementation of the segment between NE 14th and NE 18th Streets consistent with the project scope described above. Project implementation may occur in phases or include interim facilities dependent upon funding availability, cost sharing options, and coordination with other Bel-Red area capital investments, Sound Transit, or private developments.	\$ 8,911	Y	S	Project scope to be split into two segments: NE 15th to 18th Streets and NE 18th Street to Northup Way (No enhancement proposal); Include ongoing coordination with Sound Transit/East Link
		PW-R-168	120th Avenue NE (Stage 3) - NE 12th Street to Northup Way	This project will extend the 120th Avenue NE widening from NE 12th Street to Northup Way. This corridor segment includes all intersection improvements at Northup 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 (Stage 2; CIP Plan No. PW-R-164) and the NE 15th Street improvements to the west and east of the 120th Avenue NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the design phase for the entire project length of Stage 3 and includes a placeholder for full implementation of the segment between NE 12th and NE 16th Streets consistent with the project scope described above. Project implementation may occur in phases or include interim facilities dependent upon funding availability, cost sharing options, and coordination with other Bel-Red area capital investments, Sound Transit, or private developments.	\$ 19,247	Y	S	Project scope to be split into two stages - Stage 3 (NE 12th Street, including intersection, to NE 16th Street) and Stage 4 (NE 16th Street to Northup Way) (No enhancement proposal); Includes ongoing coordination with Sound Transit/East Link
		PW-R-169	124th Avenue NE/Bel-Red Road to NE 14th Street	This project will complete preliminary design for the widening of 124th Avenue NE from NE 12th Street (Bel-Red Road) to approximately NE 14th 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; 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 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 14th Street to Northup Way (CIP Plan No. PW-R-166). 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.	\$ 1,419	Y	E	Project enhancement proposal to be developed; adjust north limit to NE 15th Street; enhance to full implementation in coordination with adjacent development
		PW-R-170	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 (CIP Plan No. PW-R-174).	\$ 423	Y	S	Project status quo proposal to be developed; advance implementation
		PW-R-171	134th Avenue NE – NE 16th Street to NE 20th Street	This project will initiate the design for the extension of 134th Avenue NE between NE 16th and NE 20th Streets. 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. The project design will include and a signalized intersection at NE 16th Street that will integrate traffic, pedestrian, and bicycle movements with the LRT 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 - 130th to 132nd Avenues NE and NE 16th Street – 132nd Avenue NE to NE 20th Street projects (CIP Plan Nos. PW-R-174 and 175).	\$ 260	Y	S	Project Approved and Not Begun; status quo proposal to be developed

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Category	MPA	Plan Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
		PW-R-172	NE 15th Street - 116th Avenue NE to 120th Avenue NE	This project will advance to a 60% design level 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 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 - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to Northup Way (Stage 3; CIP Plan No. PW-R-168).	\$ 1,357	Y	E	Project enhancement proposal to be developed; enhance to complete design and construction
		PW-R-173	NE 15th Street - 120th Avenue NE to 124th Avenue NE	This project will advance to a 60% design level 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 - 120th to 124th Avenues NE (Zone 1; CIP Plan No. PW-R-172), 120th Avenue NE Improvements – NE 12th Street to Northup Way (Stage 3; CIP Plan No. PW-R-168), and 124th Avenue NE Improvements – NE 14th Street to Northup Way (CIP Plan No. PW-R-166).	\$ 1,345	Y	E	Project enhancement proposal to be developed; enhance to complete design and construction
		PW-R-174	NE 16th Street - 130th Avenue NE to 132nd Avenue NE	This project will initiate the design for 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 and an associated park and ride facility to the north of NE 16th Street. 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 – 132nd Avenue NE to NE 20th Street projects (CIP Plan Nos. PW-R-170 and 175). Future project implementation may occur in phases or include interim facilities and is dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments or private developments.	\$ 740	Y		Potential consolidation for future Sound Transit/Private Development Coordination
		PW-R-175	NE 16th Street - 132nd Avenue NE to NE 20th Street	This project will advance the design of future roadway improvements 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 NE 16th Street and 136th Place SE. The project will include intersection designs at 132nd and 134th Avenues NE, NE 16th Street/136th Place NE, and NE 20th Street that 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, 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 to NE 20th Streets, and NE 16th Street – 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.	\$ 156	Y		Potential consolidation for future Sound Transit/Private Development Coordination
		PW-R-176	Early Implementation of the Downtown Transportation Plan	This project provides funding for early implementation of prioritized projects recommended under the Downtown Transportation Plan Update (CIP Plan No. PW-R-165), to be completed in 2013/2014. Such work may include improvements at poorly functioning intersections, increased traffic capacity, enhanced transit capacity and/or facilities, and improved pedestrian/bicycle facilities. Early work will ensure that new public and private development is consistent with plan direction and preserves opportunities for future implementation. Work may also include new corridor analysis and conducting pre-design studies that will refine larger project scopes and costs for implementation over time through future funding cycles. This project may also provide supplemental funding for discrete projects that may be advanced in coordination with partner agencies or private development activities in the Downtown area.	\$ 800	N		Staff considering various proposals for specific improvements
		PW-R-177	Early Implementation of the Eastgate Subarea Plan	This project provides funding for early implementation of prioritized transportation projects recommended by the Eastgate Land Use and Transportation Plan, completed in 2012. Such work may include minor intersection, roadway, or non-motorized facility improvements to sidewalks, bike lanes, and multi-purpose trails. Work may also include conducting pre-design studies that will refine larger project scopes and costs for implementation over time through future funding cycles. This project may also provide supplemental funding for discrete projects that may be advanced in coordination with partner agencies or private development in the area.	\$ 500	N		Staff considering various proposals for specific improvements

**2013-2019 Transportation CIP Project/Program Array and Status Update
3/6/2014**

Category	MPA	Plan Ref #	Project Name	Project Description	Total Project Budget (\$000s)	Draft Proposal? (Y/N)	Status Quo (S) Enhanced (E) Reduced (R)	Project Status/Comments/Notes
		PW-R-180	Annexation Area Transportation Capital	Initially this project will conduct an assessment of transportation capital needs and opportunities in the Eastgate area neighborhoods annexed into the city in 2012. The assessment may include but would not be limited to a survey of roadway and/or right of way maintenance needs, Americans with Disability Act (ADA) compliance issues on existing pedestrian facilities, neighborhood and school access sidewalk or other pedestrian and bicycle facility improvements, vehicular or non-motorized system safety needs, and roadway/intersection improvement opportunities, especially on key arterials including 150th Avenue SE and Newport Way. Capital investment priorities identified may be implemented with available project funds. Implementation of priority investments may also leverage other financial resources programmed to the various ongoing citywide capital programs within the 2013-2019 Capital Investment Program. Work may also include conducting pre-design studies that will refine larger project scopes and cost estimates for implementation over time through future funding cycles.	\$ 1,068	N		Projects Substantially Complete in 2014; Allocate revenue balance to specific project/program; Project will be removed from the CIP
		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).	\$ 33,099	Y	S	Project status quo proposal will be developed
Wkwy/Bkwy		PW-W/B-78	Mountains to Sound Greenway/ Factoria Blvd to Lakemont B	This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard 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). The project will bring segments of the missing trail to the 60% design level. 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. 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.	\$ 430	Y	E	Project enhancement proposal to be developed; advance to full design, potential for outside funding
		PW-W/B-81	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.	\$ 200	Y	S	Project Approved and Not Begun; Project status quo proposal to be developed
		PW-W/B-82	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.	\$ 250	Y	E	Adopted scope substantially complete in 2014; Project enhancement proposal to be developed to advance project to full design
Project Total					\$ 183,180			
Grand Total					\$ 245,514			