City of Bellevue

Transportation Commission Study Session

DATE: April 7, 2016

TO: Chair Lampe and Members of the Transportation Commission

FROM: Eric Miller, Capital Programming Manager, 425-452-6146
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SUBJECT: 2017-2023 Capital Investment Program (CIP) Plan Update

DIRECTION REQUESTED

	Action
X	Discussion and Direction
X	Information

Staff from the City's Transportation and Finance Departments will attend your meeting on April 14 to present and discuss two areas of focus associated with this year's CIP Plan update process. Finance Department staff will share an "early look" capital revenue and cash flow forecast for the new 2017-2023 CIP Plan period. The information will be essentially the same as was presented to the City Council at their March 28 Budget Workshop. Transportation staff will also outline the Department's Preliminary 2017-2023 Capital Investment Proposal Array.

BACKGROUND

The City organization formally kicked-off its biennial 2017-2018 Budget and 2017-2023 CIP Plan update processes in March. The Transportation Commission is being asked to take on a more formal, involved role – than in recent budget update cycles – to consider and recommend your own transportation capital funding priorities to the City's Leadership Team (Department Directors), the City Manager's Office, and the City Council.

At your meeting on February 11, staff outlined a potential Commission process and calendar. We also provided budget and delivery status information on the current set of ongoing programs and discrete capital projects included in the adopted 2015-2021 CIP Plan.

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

INFORMATION

Information related to the 2017-2023 early look capital revenue and cash flow forecast will be presented at the meeting. One aspect is clear, most if not all new revenue available for programming to new or enhanced investment priorities will not be available until the out years of the new CIP Plan period, 2022-2023. At prior meetings, the Commission may have heard mention of City efforts to investigate potential new funding or cash flow mechanisms (specifically a voted levy and/or a Transportation Infrastructure and Finance and Innovation Act (TIFIA) loan). The forecast information presented will not assume any new funding sources available above the current base capital financial forecast.

Attached to this memorandum is the Transportation Department Preliminary 2017-2023 CIP Funding Proposal Array (Attachment 1). Also attached are two maps, the 2015-2021 Transportation CIP Projects Map and the 2016-2027 Transportation Facilities Plan Map (Attachments 2 and 3, respectively).

Overall, the department has identified 50 investment proposals. Twenty-three (23) of these are status quo, defined further below. The attached proposal array is organized into categories and sub-categories as follows. The six primary categories include:

1. Maintenance/Safety Focused Ongoing Programs (7 total/4 status quo),
2. New Infrastructure Focused Ongoing Programs (4/1),
3. BelRed Area – Potential TIFIA Package Projects (5/0),
4. BelRed – Other Projects (10/7),
5. Non-Motorized Projects (5/1), and
6. Other Citywide Projects (19/10).

As indicated, each of these categories of proposals includes two subcategories, status quo (shaded on the attachment) and new or enhanced proposals (white/unshaded). Each status quo proposal represents an existing 2015-2021 CIP project or program which is proposed to be continued or completed with its currently adopted scope. All "enhanced" project proposals will apply to existing 2015-2021 CIP projects where an additional phase, segment or scope element

is proposed to be funded. All "new" project proposals will apply to currently unfunded TFP projects or to entirely new projects identified by staff (there are 4 of these). At the end of the attachment there is also a list of other TFP projects for which no funding is recommended at this time.

Each project row on the proposal array spreadsheet includes the following columns:

- Plan Ref # - This will be either an existing CIP Plan or existing TFP Number.
- Project Name/Location
- Project Description
- 2015-2021 CIP Adopted Total Project Budget – Only applies to current CIP projects/programs.
- Projected Spent thru 2016 – Only applies to current discreet CIP projects; provides indication of "sunk" cost.
- Projected 2017-2021 Budget Available – Only applies to discreet current CIP projects; provides indication of future year committed capital.
- Phases funded (3 columns) – Only applies to current discreet CIP projects; indicates what project phases (Design, ROW, Construction) are funded with the current allocation.
- Status Quo (S), Enhanced (E), Reduced (R), New – Indicates whether the preliminary staff recommendation is to continue to fund the adopted scope, enhance the scope, reduce/eliminate the scope, or to fund a new project.

The following two columns are populated with <u>conceptual, order of magnitude cost figures</u>; final proposal numbers will be adjusted after further scoping, engineering, year of expenditure, staffing resource requirements, and/or property value analysis.

- Preferred Enhancement – The new or additional funding allocation that staff believes will deliver the optimum program level of service or project scope within the 7-year timeframe.
- Minimum Enhancement – The minimum new or additional funding allocation staff believes necessary to maintain program objectives or reasonably advance project priorities within the 7-year timeframe.

- Project Status/Comments/Notes – Just that, including some (very) high-level rationale for the increased investment.

In the limited time scheduled for this topic at the meeting, staff does not intend to walk the Commission through each project proposal in detail. We will provide some high-level rationale for the investment categories. And, we will do our best to answer any specific questions you may have about any project or program listed.

NEXT STEPS

The budget process calendar provided to the department by the Finance Department indicates that a preliminary transportation capital priorities recommendation may be requested of the Transportation Commission by as soon as the mid-May timeframe. The next Commission discussion on the CIP is scheduled for April 28. The current plan for that date is to hold a two-part meeting in a "workshop" format. The first segment will focus on the Commission's finalization of a specific capital budget proposal related to the Pedestrian and Bicycle Implementation Initiative. The second segment will shift toward the identification of Commission's priorities for the overall CIP update.

ATTACHMENTS

1. Transportation Department Preliminary 2017-2023 CIP Funding Proposal Array
2. 2015-2021 Transportation CIP Projects Map
3. 2016-2027 Transportation Facilities Plan Map

Transportation Department Preliminary 2017-2013 CIP Funding Proposal Array
March 31, 2016

Plan Ref #	Project Name	Project Description	Total 2015-2021 Adopted Project Budget	Projected Spent thru 2016	Projected 2017-2021 Budget Available	Phases Funded? DES	ROW	CONS	Status Quo [S] Enhanced [E] Reduced [R] New	Preferred Enhancement (Conceptual order of magnitude costs)	Minimum Enhancement (Conceptual order of magnitude costs)	Project Status/Comments/Notes
Category 1: MAINTENANCE/SAFETY FOCUSED PROGRAMS (Budget Amounts reflect solely the 7 year period)												
PW-M-2	Minor Capital - Traffic Operations	This program funds minor capital transportation improvements throughout the city to address traffic operation issues and concerns. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, guardrail, roadway safety and access management improvements, new bike lanes, and bicycle route signing. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness. This program often provides matching funds to grant funded projects to improve pedestrian, bike and ADA facilities.	$ 1,489						S	$0	$0	2016 allocation $159 + inflation moving forward
PW-M-15	Wetland Monitoring	Perform ongoing wetland monitoring and maintenance activities required by the local, state or federal permits issued for the implementation of completed transportation improvement projects.	$ 18						S	$0	$0	No scope change just add funding for monitoring/maintenance requirements for 120th Ave Stage 3 Larsen Lake property.
PW-W/B-49	Pedestrian Facilities Compliance Program	This program provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). This program serves as the City's dedicated resource for addressing citizen accessibility requests and implementing high priority improvements identified in the City's ADA Access Enhancement Plan for Public Rights of Way.	$ 762						S	$0	$0	2016 allocation $100 + inflation moving forward Cost of ramps increasing
PW-R-46	Major Safety Improvements	This program will implement various roadway safety-related capital improvements citywide as identified through the Accident Reduction Program, deficiency analysis, and community input. Projects include road rechannelization to reduce traffic accidents, access revisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety improvements.	$ 1,090						S	$0	$0	2016 allocation $106 + inflation moving forward
PW-M-1	Overlay Program	This program provides major street maintenance including street overlays, pavement rehabilitation, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance and appropriate Americans with Disabilities Act (ADA) retrofit work.	$ 43,610						E	$5,000	$2,000	2016 allocation $5,479 + inflation moving forward. Preferred: Enhance by $1M/yr beginning 2019 Minimum: Enhance by $1M/yr beginning 2022 Enhancement allows city to keep up with degredation of local street pavement ratings.
PW-M-19	Major Maintenance Program	This program will inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation related right-of-way appurtenances. The program will address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrail, pedestrian safety railing, and City-owned fences. The program may also conduct street lighting or traffic signal system repairs or replacements.	$ 8,413						E	$3,000	$1,000	2016 allocation $955 + inflation moving forward Preferred: Enhance to $1.5M/yr in 2018 Minimum: Enhance to $1.5M/yr in 2022 Enhancement allows city to keep up with growing backlog of costly maintenance issues.
PW-M-20	Minor Capital - Signals & Lighting	This program funds minor capital transportation improvements to the traffic signal, street lighting, and communication systems throughout the city. Typical projects include traffic signal upgrades including new signal phases and displays for increased efficiency and safety, pedestrian crossing upgrades at signals, roadway signage and channelization upgrades near traffic signals, new or revised street lighting including LED street lights, and communication upgrades including fiber optic cables for broadband communications. This program also provides preliminary design and construction funding for new traffic signals.	$ 2,547						E	$1,000	$300	2016 allocation $212 + inflation moving forward Preferred: Enhance to $350k/yr in 2017 Minimum: Enhance to $350k/yr in 2022 Without enhancement, Program cannot deliver on established work program/demand.

Transportation Department Preliminary 2017-2013 CIP Funding Proposal Array
March 31, 2016

Plan Ref #	Project Name	Project Description	Total 2015-2021 Adopted Project Budget	Projected Spent thru 2016	Projected 2017-2021 Budget Available	Phases Funded? DES ROW CONS	Status Quo [S] Enhanced [E] Reduced [R] New	Preferred Enhancement (Conceptual order of magnitude costs)	Minimum Enhancement (Conceptual order of magnitude costs)	Project Status/Comments/Notes
Category 2: NEW INFRASTRUCTURE FOCUSED PROGRAMS (Budget Amounts reflect solely the 7 year period)										
PW-R-156	ITS Master Plan Implementation Program	This program will systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005. ITS projects will be selected to provide cost effective measures to reduce traffic congestion and increase the availability of real time traffic information to users of the transportation system. Possible projects include but are not limited to traffic cameras for motorist information at ramp meters, park and rides, and flood locations, uploading video clips from traffic cameras to public websites, real time traffic map enhancements, installation of dynamic message signs at key locations, variable lanes and signs that adjust to changing traffic conditions, WiFi system expansion, roadway weather stations and flood monitoring, parking management, emergency vehicle preempt upgrades, and street light monitoring systems. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns.	$ 2,520				S	$0	$0	2016 allocation $400 + inflation moving forward
PW-M-7	Neighborhood Traffic Safety Program	This program funds minor capital improvements for neighborhood traffic safety projects throughout the City. These projects may include the use of physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions, in an effort to reduce vehicle speeds, non-local traffic and to improve walking and bicycling safety.	$ 2,468				E	$700	$200	2016 allocation $318 + inflation moving forward. Preferred: Enhance to $400k/yr beginning 2017 Minimum: Enhance to $400k/yr beginning 2022 Without enhancement, Program cannot deliver on established work program/demand
PW-W/B-56	Pedestrian and Bicycle Access Improvements	This program provides funding to build small and critical projects to implement the Pedestrian and Bicycle Transportation Plan. These projects enhance non-motorized connections within neighborhoods and to schools, parks, shopping and transit – improving mobility and safety for everyone while promoting healthy lifestyles and environmental sustainability. Program funds leverage grants, and enable partnerships with other City programs, agencies, or private sector development to construct larger scale projects.	$ 3,291				E	$700	$200	2016 allocation $424 + inflation moving forward Preferred: Enhance to $500k/yr in 2017 Minimum: Enhance to $500k/yr in 2022 Without enhancement, Program cannot deliver on established work program/demand.
PW-W/B-76	Neighborhood Sidewalks Program	This program funds the community outreach, design, and construction of sidewalk projects in neighborhoods throughout the city. Neighborhood sidewalks are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. Individual projects are selected in part based on strong and sustained community support demonstrated through other programs and public processes. Project costs, typically in the range between $500,000 and $1,500,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle Access Improvements (CIP Plan No. PW-W/B-56), but the projects often do not compete well for stand-alone CIP project funding.	$ 8,572				E	$3,500	$1,000	2016 allocation $1,061 + inflation moving forward Preferred: Enhance to $1.5M/yr in 2017 Minimum: Enhance to $1.5M/yr in 2022 Without enhancement, Program cannot deliver on established work program/demand (i.e. average of at least one new sidewalk per year).

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Category 3: BelRed Potential TIFIA Projects												
PW-R-169	124th Ave NE - NE 8th St to NE Spring Boulevard	This project will advance the design (to 30%) for the widening of 124th Ave NE from NE 12th St (Bel-Red Rd) to NE Spring Blvd. The roadway cross-section of this segment will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter, and separated multi-use paths on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The ultimate project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Ave NE Improvements – NE Spring Blvd to NE 18th St (CIP Plan PW-R-166). This project will also complete the conceptual design of non-motorized improvements between NE 8th and NE 12th Streets. South of NE 8th St, the project has evaluated, designed, and will complete implementation of mitigation measures to protect residential communities south of NE 8th St from potential traffic impacts of Bel-Red growth and the associated major roadway projects in the vicinity. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red area capital investments or private developments.	$ 1,574	$ 1,724	$ (150)	X Pre			E	$22,000	$3,100	Preferred: Full Implementation (TIFIA) Minimum: Full Design (grant candidate) Impact Fee Project Design currently at: ~ 5% for 8th - 12th segment ~ 30% for 12th - Spring Blvd. segment
PW-R-173	NE Spring Blvd (Zone 2) - 120th Ave NE to 124th Ave NE	This project will complete final design of a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity, including the development of parallel non-motorized system improvements along the NE 16th Street alignment. The project will also be coordinated with the development of NE Spring Boulevard - 116th to 120th Avenues NE (Zone 1; CIP Plan No. PW-R-172), 120th Avenue NE Improvements – NE 12th to NE 16th Streets (Stage 3; CIP Plan No. PW-R-168), and 124th Avenue NE Improvements – NE Spring Boulevard to NE 18th Street (CIP Plan No. PW-R-166).	$ 3,401	$ 3,401	$ (0)	X			E	$25,000	$0	Preferred: Full Implementation (TIFIA) Impact Fee Project Design phase currently fully funded
PW-R-174	NE Spring Blvd - 130th Ave to 132nd Ave NE	This project will complete the design and construct the westbound lane and other improvements on the north half of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include a single travel lane outside the LRT alignment, sidewalk and bike lane, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit who will construct the 130th Avenue NE LRT station between the westbound and eastbound lanes and a park and ride facility to the north. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with potential future private development in the vicinity, and designs for 130th Avenue NE – Bel-Red Road to NE 20th Street (CIP Plan No. PW-R-170) and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street project (CIP Plan No. PW-R-175). Prior to 2015, this project also advanced preliminary design of an eastbound lane and other roadway improvements of the south of the planned 130th Avenue NE LRT station. Future project implementation to the eastbound lane and other improvements to the south of the LRT station may occur in phases or include interim facilities and is dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments and private developments.	$ 3,397	$ 397	$ 3,000	X	X	X	E	$17,000	$1,500	Preferred: Full Implementation including all south half improvements (TIFIA) Minimum: Full Design (grant candidate) Impact Fee Project Design of south half currently at ~ 5%
TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	The segment from NE 20th Street to NE Spring Blvd will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE Spring Blvd to Bel-Red Road will include one through lane in each direction, a center turn lane, landscape strip, and sidewalks on both sides. The project will be designed in accordance with the Bel-Red Corridor Plan and coordinated with the East Link light rail station and park & ride at 130th Avenue NE. Project implementation will be coordinated with potential future private development in the immediate vicinity.							New	$12,500	$2,500	Preferred: Full Implementation (TIFIA) Minimum: Full Design (grant candidate) Design currently at ~ 5%
TFP-265	124th Avenue NE/NE 18th Street to Northup Way	This project will widen the roadway to five lanes, curb, gutter, and sidewalks will be included consistent with the Bel-Red subarea plan and street corridor and urban design standards. The segment includes a stream crossing of the West Tributary and planned trail. Key intersections are at NE Spring Boulevard multi-modal corridor/East Link project and Northup Way. (Intersection improvements at NE Spring Boulevard will be included in the NE Spring Boulevard project.) Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.							New	$20,000	$900	Preferred: Full Implementation (TIFIA) Minimum: Full Design (grant candidate) Design currently at ~ 90%

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Category 4: BelRed - Other Projects												
PW-R-171	134th Avenue NE - NE Spring Boulevard to NE 20th Street	This project will initiate the conceptual design for the extension of 134th Avenue NE between NE Spring Boulevard and NE 20th Street. The design will be developed in coordination with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound and westbound lanes of NE Spring Boulevard. The project design includes a signalized intersection at NE Spring Boulevard that will integrate traffic, pedestrian, and bicycle movements with a future LRT at-grade crossing at this location, and a new signalized intersection at NE 20th Street. The planned roadway cross-section consists of three lanes, including one travel lane in each direction with turn pockets or a center turn lane, on-street parking, curb, gutter and sidewalk on both sides of the street, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of the NE Spring Boulevard - 130th to 132nd Avenues NE and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street projects (CIP Plan Nos. PW-R-174 and 175).	$ 267	$ 267	$ -	X Pre			R	$0	$0	Repurpose to larger Bel-Red local street network project.
PW-R-175	NE Spring Blvd & 136th Pl NE - 132nd Ave to NE 20th St	This project will advance the design of future roadway improvement to 30% design, allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link project between the eastbound/northbound and westbound/southbound lanes NE Spring Boulevard and 136th Place NE. The project will interface with designs at 132nd and 134th Avenues NE, which will integrate traffic, pedestrian, and bicycle movements with the East Link crossings. The roadway cross-section outside of the LRT alignment includes one travel lane in each direction, on-street parking between 132nd Ave NE and 134th Ave NE, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street, 134th Avenue NE – NE Spring Boulevard to NE 20th Street, and NE Spring Boulevard – 130th to 132nd Avenues NE projects (CIP Plan Nos. PW-R-170, 171, and 174). Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments or private developments.	$ 165	$ 165	$ -	X			R	$0	$0	Repurpose to larger Bel-Red local street network project.
PW-R-164	120th Avenue NE (Stage 2) - NE 8th St to NE 12th St	This project will extend, realign and widen 120th Ave NE from south of NE 8th St to south of NE 12th Street. The project includes all intersection and signal improvements at NE 8th St and a new signalized intersection at Lake Bellevue Drive/Old Bel-Red Road. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Wilburton/Bel-Red urban design criteria. The project includes new and/or relocation of utility infrastructure including a joint utility trench (JUT) to accommodate future underground utilities. The project will also be coordinated with private development in the vicinity and with development of the 120th Ave NE Improvements projects south of NE 8th St (Stage 1; CIP Plan No. PW-R-161) and from NE 12th Street to the north (Stage 3, CIP Plan No. PW-R-168).	$ 39,791	$ 40,933	$ (1,142)	X	X	X	S	$0	$0	In construction Recost Impact Fee Project
PW-R-166	124th Avenue NE - NE Spring Boulevard to NE 18th St	This project will widen 124th Avenue NE from NE Spring Boulevard to NE 18th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter and sidewalk or multipurpose trail on both sides, planter strips, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, water quality treatment, and install a new signal at NE 16th Street. The project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity and will reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. Implementation will be coordinated with private development in the vicinity and the development of 124th Ave NE Improvements – Main St to NE Spring Blvd (CIP Plan No. PW-R-169) and the NE Spring Blvd improvements to the west of the 124th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the City's share of design, ROW acquisition and construction costs of the roadway segment and project scope described above. Prior to 2015, this project also advanced the design of the 124th Ave NE corridor between NE 18th St and Northup Way to the 90% level. Future implementation of that segment may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red area capital investments or private developments.	$ 20,662	$ 7,234	$ 13,428	X	X	X	S	$0	$0	In final design/ROW phase; to construction in 2016 Edit Scope - not constructing west side frontage improvements due to current funding Recost Impact Fee Project

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PW-R-168	120th Avenue NE (Stage 3) - NE 12th St to NE 16th St	This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Ave NE Improvements – NE 8th to NE 12th Streets (Stage 2; CIP Plan No. PW-R-164) and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). The current project budget is intended to fully fund the City's share of design and implementation costs of the segment between NE 12th and NE 16th Streets consistent with the project scope described above. Prior to 2015, this CIP project also advanced the design of the 120th Avenue NE corridor between NE 16th Street and Northup Way to the 60% level.	$ 26,062	$ 14,300	$ 11,762	X	X	X	S	$0	$0	In final design/ROW phase; to construction in 2016 Recost Impact Fee Project
PW-R-172	NE Spring Blvd (Zone 1) - 116th Ave NE to 120th Ave NE	This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE Spring Boulevard - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to NE 16th Street (Stage 3; CIP Plan No. PW-R-168). The current project budget is intended to fully fund all phases of the project. The construction phase of the project may be implemented in stages.	$ 31,605	$ 15,668	$ 15,937	X	X	X	S	$0	$0	In final design phase. Potential to construction in 2 segments 2016-2020 Grant Candidate Impact Fee Project
PW-R-186	120th Ave NE (Stage 4) - NE 16th St to Northup Way	This project will develop preliminary design, cost estimates, and update the previously completed environmental documentation needed to evaluate the feasibility and impacts of the widening and realignment of 120th Avenue NE between NE 16th Street and Northup Way. The project will evaluate how the roadway vertical and horizontal realignment may accommodate the planned Sound Transit Operations and Maintenance Satellite Facility (OMSF) and potential Transit Oriented Development on the west side of the roadway corridor. The project will also include evaluation of the NE 16th Street intersection, both sides of 120th Avenue NE, with particular focus on the west side (the south end of the planned OMSF); evaluate the approach alignment and the feasibility of potential extension of NE 16th Street west to 116th Avenue NE.	$ 1,000	$ 500	$ 500	X			S	$0	$0	Approved and Not begun. Funds programmed as part of 2015 mid-bi budget update.
TFP-217	124th Avenue NE at SR 520	This project will 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 funding allocation is a placeholder that may be used to initiate project predesign or early implementation.							New	$250	$250	Preferred: **Predesign $$** (for coordination with WSDOT) - - - **2018 (council priority to advance with State)**
TFP-264	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal	This project will conduct a feasibility and/or pre-design study for the implementation of a new two-lane roadway connection with bike lanes and sidewalks between the NE 20th Street/143rd Place NE traffic signal and extending to the improved section of NE 20th Place north of its intersection with 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 segments may be implemented with future private development in the immediate vicinity.							New	$250	$250	Preferred: **Predesign** There are no north-south connections between BelRed Rd and NE 20th street and between 14th and 148th Ave NE (1/2 mile)
NEW	Bel-Red Corridor Local Street Network	The Bel-Red Plan requires the progressive development of a network of new local streets to unlock development potential and to create walkable, attractive neighborhoods. During the Bel-Red planning process staff and the Planning Commission reviewed a potential new street grid that started with an idealized small block size of about 300 feet on each face then adjusted for current parcel configurations, existing streets, and natural features such as streams, topography, and other geographic elements. However, while the plan for new local streets considered a number of factors, it was conducted at the subarea-wide level and was unable to review very detailed attributes, such as the location of utilities, existing curb cuts, and property access easements. This proposal will fund the additional planning and preliminary engineering necessary so that the precise street and right of way needs can be documented and communicated for each parcel or group of parcels at the time of development.							New	$400	$400	Preferred: Predesign - - - **Propose repurposing funds from R-171 & R-175 $432K**

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Category 5: Non-Motorized Projects												
TFP 244 (G-104)	Eastside Rail Corridor multi-use path/southern city limits to northern city limits	This project will add a 10- to 14-foot-wide off-street path along the BNSF 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 Street, the West Tributary Trail, and the SR 520 Trail, which is identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support the initial scoping of the project, including coordination with the community and property owners and/or acquisition.	$ 1,000						S	$0	$0	
PW-W/B-78	Mountains to Sound Greenway Trail	This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Blvd SE and Lakemont Blvd SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Blvd and Lakemont Blvd, and the design of grade separated crossings of Factoria Blvd and the interchange ramps between I-405, I-90, and Factoria Blvd. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.	$ 2,546	$ 2,639	$ (93)	X	X		E	$5,000	$1,000	Preferred: $5M placeholder for construction for 2 segments & design for east segment Minimum: Design for east segment construction grant match **(Need to talk to Chris M next week; we will propose something)** **Recost - Existing allocation**
PW-W/B-81	108th/112th Aves NE - N. City Limit to NE 12th St	This project will conduct a pre-design analysis to determine the ultimate scope of pedestrian and bicycle improvements on 108th and 112th Avenues NE from NE 12th Street to the north city limits. The pre-design process will include community outreach/involvement facilitation and will include the evaluation of intersection treatment options at the 112th Avenue NE/NE 24th Street intersection.	$ 200	$ -	$ 200	X Pre			E	$1,000	$0	Preferred: **Implementation of preferred intersection and corridor treatment ($800+$200 design) $1m total**
TFP-175	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	This project will construct a curb, gutter, sidewalk and bikelane or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible.							New	$5,000	$1,000	Preferred: **Full Implementation in 2022-2023** Minimum: Full Design 2022-2023
NEW	Bicycle Rapid Implementation Program	This program will implement priority bicycle corridors consistent with targets outlined in the 2009 Pedestrian and Bicycle Transportation Plan; by 2019, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connect the boundaries of the city limits (Comprehensive Plan Policy PB-2). This program establishes a standardized count methodology to understand pedestrian and bicycle activity citywide; a key element to achieving the goals of 2009 Plan, which directs Transportation Department staff to "develop procedures to collect data in order to measure pedestrian and bicycle usage on an ongoing basis." The program is consistent with the Pedestrian and Bicycle Implementation Initiative, and the City Council's directive to implement a grid of safe bicycle facilities throughout the city that connect with the broader regional bicycle network. The program is – by virtue of its focus on early-win opportunities – targeting lower-cost on-street bicycle facility projects involving paint, signage, and delineator posts rather than more expensive off-street, raised, or curb-separated bicycle facilities. This program will implement safety-oriented bicycle capital improvements in support of Bellevue's Vision Zero policy.							New	$10,000	$6,000	Preferred: **$10M 2017-2023 ($6M 2017-2019) - - - "BII" rename the proposal to reflect actual implementation scope** Minimum: $6M 2022-2023

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Category 6: Other Citywide Projects												
PW-R-181	East Link MOU Commitments	The City of Bellevue and Sound Transit are engaged in the joint implementation of the East Link project within the Bellevue City Limits. This project provides certain resources to implement the partnership with Sound Transit called for in the November 2011 City of Bellevue – Sound Transit East Link Memorandum of Understanding (MOU) and Collaborative Design Process (CDP). Project funding will support the acquisition of properties required for both East Link and separately planned City projects. To ensure full compliance with the MOU and timely delivery of the East Link light rail extension, this project will also be implemented in coordination with public utility relocations (funded by the City of Bellevue Utilities Renewal and Replacement Fund) and specific roadway repaving work (funded by CIP Plan No. PW-M-1, Street Overlays).	$ 54,355	$ 54,355	$ 0	X	X	X	S	$0	$0	Pine Forest is last land acquisition under the MOU upfront contributions. Should be settled in 2016 Potential savings
PW-R-188	Franchise Utility Relocation	This project provides for the City's cost share (40%) for the relocation and undergrounding of franchise utilities along Bellevue Way SE extending from the South Bellevue Park & Ride to the vicinity of the 112th Avenue SE 'Y', which is required for the Sound Transit (ST) East Link project. As defined in the 2015 amended umbrella Memorandum of Understanding (MOU) between ST and the City, ST will reimburse the City for the actual costs incurred.	$ 570	$ -	$ 570	X	X	X	S	$0	$0	Extend into ~2017. East Link MOU Project added during 2015 mid-bi budget update
PW-R-146	Northup Way Corridor Improvements	This project is jointly sponsored by the Washington State Department of Transportation (WSDOT) with the City acting as the lead agency. This project will address both local and regional pedestrian and bicycle system connectivity and safety issues on this major east-west corridor in the north part of the City. This section of roadway has narrow lanes and shoulders and no pedestrian/bicycle facilities along the majority of the corridor. Eventual construction of the improvements will improve safety for pedestrians and bicyclists by separating them from vehicular traffic. The improvements will also enhance non-motorized and vehicular access to and from neighborhoods, offices, commercial uses, transit facilities and services, and planned or recently completed regional and local transportation facilities including SR 520, the Bike 520 Trail, the Eastside Rail Corridor trail, the Lake Washington Loop Trail, and 116th Avenue NE improvements. The project is consistent with and a high priority in the 2009 City of Bellevue Pedestrian and Bicycle Transportation Plan Update. Eastside cities and WSDOT identified the need to complete the missing segment of the SR520 regional trail, and that an interim facility may be necessary. These improvements will provide the interim connectivity until a permanent facility can be implemented.	$ 14,526	$ 11,775	$ 2,751	X	X	X	S	$0	$0	In construction
PW-R-160	NE 4th Street Extension - 116th to 120th Ave	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment was determined in coordination with existing and potential future development and with the ownership interests of the Eastside Rail Corridor (ERC). The project has been designed not to preclude potential future uses of the ERC corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and modifies the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161). A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood. The current project budget is intended to fully fund all phases of the project. The construction phase of the project will be completed in stages.	$ 36,210	$ 34,275	$ 1,935	X	X	X	S	$0	$0	Potential ROW exposure still exists; assume resolved by end of 2016 **-Construction complete** -Commitment for future grade separated trail crossing. ERC? Impact Fee Project
PW-R-162	NE 6th Street Extension	This project conducted a pre-design analysis (completed in 2012) for the extension of NE 6th Street from its current termini in the median of I-405 to the east over the northbound lanes of I-405 and 116th Avenue NE to a new intersection with 120th Avenue NE. HOV/Transit vehicles would be allowed on the segment between 112th Avenue NE and the former Burlington Northern Santa Fe (BNSF) railway corridor. General purpose traffic would be allowed along the segment between the BNSF corridor and 120th Avenue NE to access parcels abutting the extension. Improvements may include two lanes in each direction with turn lanes at the signalized intersections with the I-405 HOV ramps and 120th Avenue NE; illumination; landscaping and irrigation along the at-grade segments; storm drainage and detention; and other utility infrastructure. The project may also include a new, up to 14-foot wide, non-motorized pathway adjacent to the south side of NE 6th Street between 112th Avenue NE and 120th Avenue NE. Future uses or connections to the BNSF corridor will not be precluded. The project will also be coordinated with existing and potential development in the vicinity, with the Sound Transit East Link project, the I-405 Master Plan, and with the 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161). Remaining project funds will support efforts to coordinate with or respond to inquiries from the Washington State Department of Transportation (WSDOT) and/or other entities regarding refinement of or preservation of future project implementation plans or opportunities.	$ 1,100	$ 1,100	$ (0)	X			S	$0	$0	Additional $100K allocated at 2015 mid-bi budget for ongoing coordination with WSDOT I-405 Program (ETL)

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PW-R-177	Eastgate Subarea Plan Implementation	Implementation of priority projects recommended in the 2012 Eastgate/I-90 Land Use and Transportation Plan. Funding may be used to advance implementation of two specific Eastgate Plan priority projects: 1) The Bellevue College Connection project which would improve transit travel time for all routes serving the campus and more directly connect Eastgate and Bellevue College to the broader transit network; and 2) Bike lane improvements on Eastgate Way between Richards Road and SE 35th Street, which will provide safer, multi-modal connections to local/regional destinations. Other Eastgate Subarea Plan identified priorities may also be advanced.	$ 500	$ 250	$ 250	X	X	X	S	$0	$0	Remaining allocation may be used to advance PBII implementation and/or grant applications
PW-R-183	West Lake Sammamish Parkway, Phase 2	Due to the length and cost of needed improvements to the overall West Lake Sammamish Parkway corridor (5.5 miles), a public engagement process was conducted to develop a scope, pre-design and construction phasing plans for the full corridor. This work and the full implementation of the first phase, completed in 2013, was funded by the West Lake Sammamish Parkway Improvements project (CIP Plan No. PW-R-141). The ultimate corridor improvement project is intended to provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi-purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings were identified for SE 26th Street, Northup Way, NE 24th Street, and 5 other locations along the parkway. A signal may be installed at SE 34th Street. The project will also make storm drainage, water quality and fish passage improvements as warranted throughout the corridor. The current project budget will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a placeholder for construction of the second phase of the corridor improvements, potentially between SE 34th Street and approximately the SE 1700 block of the parkway. The design analysis process will both confirm phase 2 termini and consider variations to the original scope and/or project implementation methods with the intent of developing less costly alternatives while maintaining the original project objectives.	$ 8,000	$ -	$ 8,000	X	X	X	S	$0	$0	Approved and not begun. Funds programmed in 2018-2021.
PW-R-184	Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90	This project will develop the design and the environmental documentation needed to construct an inside High Occupancy Vehicle (HOV) lane and an outside sidewalk or shoulder on southbound Bellevue Way SE between the "Y" intersection of 112th Avenue SE and Bellevue Way on the north and the main entrance to the South Bellevue Park & Ride on the south end. The HOV lane segment between the South Bellevue Park & Ride and I-90 will be built by Sound Transit as part of the East Link project. The improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area.	$ 4,400	$ 1,760	$ 2,640	X	X	X	S	$0	$0	depending on results of pre-design, council direction on ultimate solution, and community sentiment, may determine future funding increase proposal(s). Impact Fee Project
PW-R-185	Newport Way - Somerset Blvd to 150th Ave SE	This project budget will conduct a design alternatives analysis in coordination with the community, complete design, and includes a placeholder for construction of the identified roadway and non-motorized improvements to SE Newport Way between Somerset Boulevard and 150th Avenue SE. Specific improvements may include sidewalks on at least one side, pedestrian crossing facilities, bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality treatments.	$ 8,100	$ 2,228	$ 5,872	X	X	X	S	$0	$0	In preliminary design/community involvement phase. Construction in 2017-2018. Grant Candidate?
PW-R-187	Traffic Signal Controllers and Temp Bus Stop	This project encompasses two separate subprojects as defined in the 2015 amended umbrella Memorandum of Understanding (MOU) between Sound Transit (ST) and the City, with ST making a lump sum payment to the City. The first subproject is for the City to acquire, test, and commission traffic signals necessary for the East Link project. The second subproject is for the City to construct a temporary bus pad on Bellevue Way SE at 112th Avenue SE (across from the South Bellevue Park and Ride). The bus pad will be designed by ST.	$ 455	$ 455	$ -	X	X	X	S	$0	$0	Traffic Signal Controllers ~2016. Funds programmed as part of 2015 mid-bi budget update.
PW-R-182	Downtown Transportation Plan/NE 6th Street Station Access	This project advances implementation of the Downtown Transportation Plan to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is placed on those improvements that provide exceptional pedestrian and bicycle access to the Downtown light rail stations. The Downtown Transportation Plan identified intersections that merit "Enhanced" or "Exceptional" treatment in terms of accommodations and amenities for pedestrians. In addition, the Plan identified and established near-term priorities for installing mid-block crossings. To implement the vision of the Comprehensive Plan and refine the design components to for evolving Downtown roadway corridors, analysis of three corridors – 106th Avenue NE, 108th Avenue NE and Main Street – will be conducted to determine the design of travel lanes, intersections, mid-block crossings, sidewalks, transit facilities, and bicycle facilities.	$ 5,000	$ 541	$ 4,459	X	X	X	E	$5,000	$0	Extend 2021-2023

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PW-R-189	TOD, Station Area and Land Use Planning	Utilize in-house and consultant resources to complete plans for the South Bellevue and East Main station areas. Work tasks for South Bellevue will include finalizing the report for City Council action and any additional follow-up from Council related to finalizing the plan. Work tasks for East Main include but are not limited to activities that relate to technical support for the citizen advisory committee (CAC); community and stakeholder outreach; developing and analyzing alternative redevelopment scenarios; traffic analyses; environmental analyses; public engagement; and City Council action and associated staff follow-up.	$ 2,652	$ 1,173	$ 1,479	X	X	X	E	$100	$100	Preferred: **Extend 2022-2023** $$ PCD is expected to develop a separate Station Area Plan Implementation proposal, see below.
PW-R-159	East Link Analysis and Development	Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the design and construction of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City-sponsored projects and programs. Key tasks include traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.	$ 18,139	$ 12,769	$ 5,370	X	X	X	E	$600	$600	Perferred: **Additional funding 2022-2023**
TFP-194	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	This project will evaluate options for improving the gravel-surfaced road with pavement, curb, gutter and sidewalk on one side, or alternative storm drainage and non-motorized facility treatments. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID).							New	$250	$0	Preferred: **Predesign out years 2022-2023**
TFP-246	150th Avenue SE/south of SE 38th Street to Newport Way	The project will evaluate the need for improvements for the segment south of SE 38th Street to Newport Way, including the intersection at 150th Avenue SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation, and bicycle mobility. The project is located on priority bicycle corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through the predesign process and may include roadway widening and channelization changes, sidewalks, bicycle facility, street lighting, and landscaping.							New	$250	$250	Preferred: **Predesign** Minimum: Predesign
TFP-257	West Lake Sammamish Parkway/North City Limit to Approximately the SE 1700 block (phases 3, 4 & 5)	The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. This funding allocation is to complete design and includes a full implementation placeholder for a third phase of improvements (of five total).							New	$2,000	$0	Preferred: **Full Design 2022-2023**
TFP-262	Bellevue Way NE/NE 12th Street to the north city limits at SR-520	This project will conduct a corridor study and community involvement process to identify multimodal 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 speed and safety concerns.								$250	$0	Preferred: **Corridor Study and engineering Predesign $250**
NEW	NE 1st Street On-Street Parking Addition	This project will widen the north side of NE 1st Street between 100th Avenue NE and 102nd Avenue NE in order to provide 11 new parallel on-street parking spaces for public use. The project will remove and replace existing curb and gutter, sidewalk, and street trees within the project limits. Drainage infrastructure will be modified and other city utilities such as street lights and fire hydrants will be relocated as necessary to facilitate the widening.							New	$300	$300	Preferred: **Full Implementation - - -Draft in Mark review**
NEW	South Bellevue and East Main Station Area Plan Implementation	Sound Transit connects light rail stations with immediately adjacent pedestrian and bicycle facilities. Planning for the areas surrounding the South Bellevue and East Main light rail stations involved working with those communities to identify projects connecting the pedestrian network within about ½ mile of the station and projects connecting the local and regional bicycle networks to improve access to stations. Projects funded by this proposal will enhance livability by improving connectivity across multiple modes (i.e. pedestrian, bicycle, transit) for residents, employees and visitors of Bellevue and maximize the value and efficiency of light rail investment.							New	$20,000	$3,000	Preferred: Full package Minimum: Approx. Limited portion of recommended Tranportation connections
		Grand Total:	$360,457	$ 207,910	$ 76,768				Grant Total:	$161,050	$25,850	

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TFP-103	129th Place SE/SE 38th Street to Newport Way	This project will connect the stub ends of 129th Place SE to provide a through north-south non-motorized connection between SE 38th Street and Newport Way. Project implementation will be coordinated with future private development in the immediate vicinity. The funding allocation is a placeholder that may be used for project predesign, property acquisition, or implementation of the non-motorized facility on this alignment.					None	$0	$0	
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.					None	$0	$0	Impact Fee Project
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE	This 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). The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.					None	$0	$0	
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp	Option A: The project will add a second eastbound right-turn lane, add a second westbound left-turn lane, add an eastbound through lane past the I-90 eastbound on-ramp, extend the southbound left turn pocket, and extend the third southbound lane from the I-90 on-ramp to SE 38th Street. Option B: The project will construct a multi-lane roundabout. Option C: The project will construct a roundabout per Option B plus construct a multi-lane roundabout at 150th Avenue SE/SE 38th Street, and landscape median between SE 38th Street and SE 37th Street. With any of the three options, upgrade the pedestrian and bicycle crossings and install gateway treatment. The funding allocation will implement either Option A or B.					None	$0	$0	
TFP-197	NE 2nd Street Extension and I-405 interchange	This project will extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation represents only a placeholder that may be used to initiate project predesign or early implementation.					None	$0	$0	
TFP-216	112th Avenue NE/NE 2nd Street	This project will 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.)					None	$0	$0	Impact Fee Project
TFP-219	NE 8th Street/106th Avenue NE	This project will realign NE 8th Street to the south to better utilize the third westbound travel lane (between 108th Avenue NE and 106th Avenue NE; completed in 2009) 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.					None	$0	$0	Impact Fee Project
TFP-222	Bellevue Way/NE 4th Street	This project will add a southbound to westbound right-turn lane, a westbound to northbound right-turn lane, and convert a northbound through lane to a create a second northbound to westbound left-turn lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.					None	$0	$0	Impact Fee Project
TFP-223	Bellevue Way/NE 8th Street	This project will add a southbound to westbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.					None	$0	$0	Impact Fee Project
TFP-225	Bellevue Way/NE 2nd Street	This project will 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.)					None	$0	$0	Impact Fee Project
TFP-252	Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Road/142nd Pl SE from 145th Place SE to SE 36th St	This project will reconstruct the roadway to support frequent transit buses service, construct sidewalks and accessible bus stops and modify the 142nd Pl SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th Pl 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 will likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners.					None	$0	$0	
TFP-253	150th Avenue SE/Eastgate Way SE	This project will evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second NB left turn lane, add second EB right-turn lane, add second WB through lane past 148th Ave SE. Add E-W bike lanes through intersection. Option B: Construct multilane roundabout. The project will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments.					None	$0	$0	
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street	This project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. Project implementation will be coordinated with potential future private development in the immediate vicinity.					None	$0	$0	
TFP-263	148th Avenue NE/NE 8th Street	This project will evaluate potential intersection improvement options and identify a preferred alternative and update cost estimates. Options may include: 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; and evaluate impacts to Kelsey Creek which crosses under NE 8th Street east of 148th Avenue NE.					None	$0	$0	

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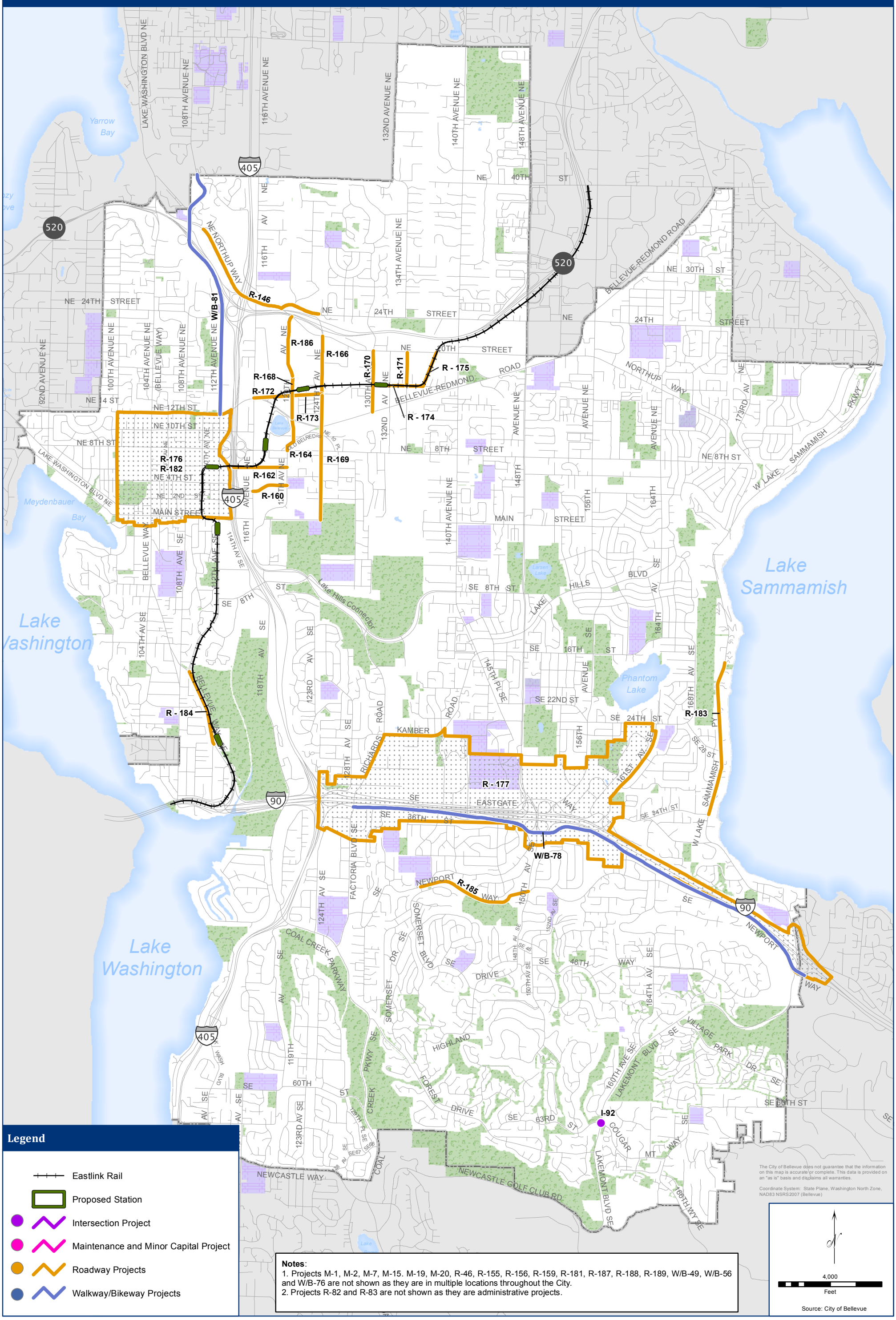
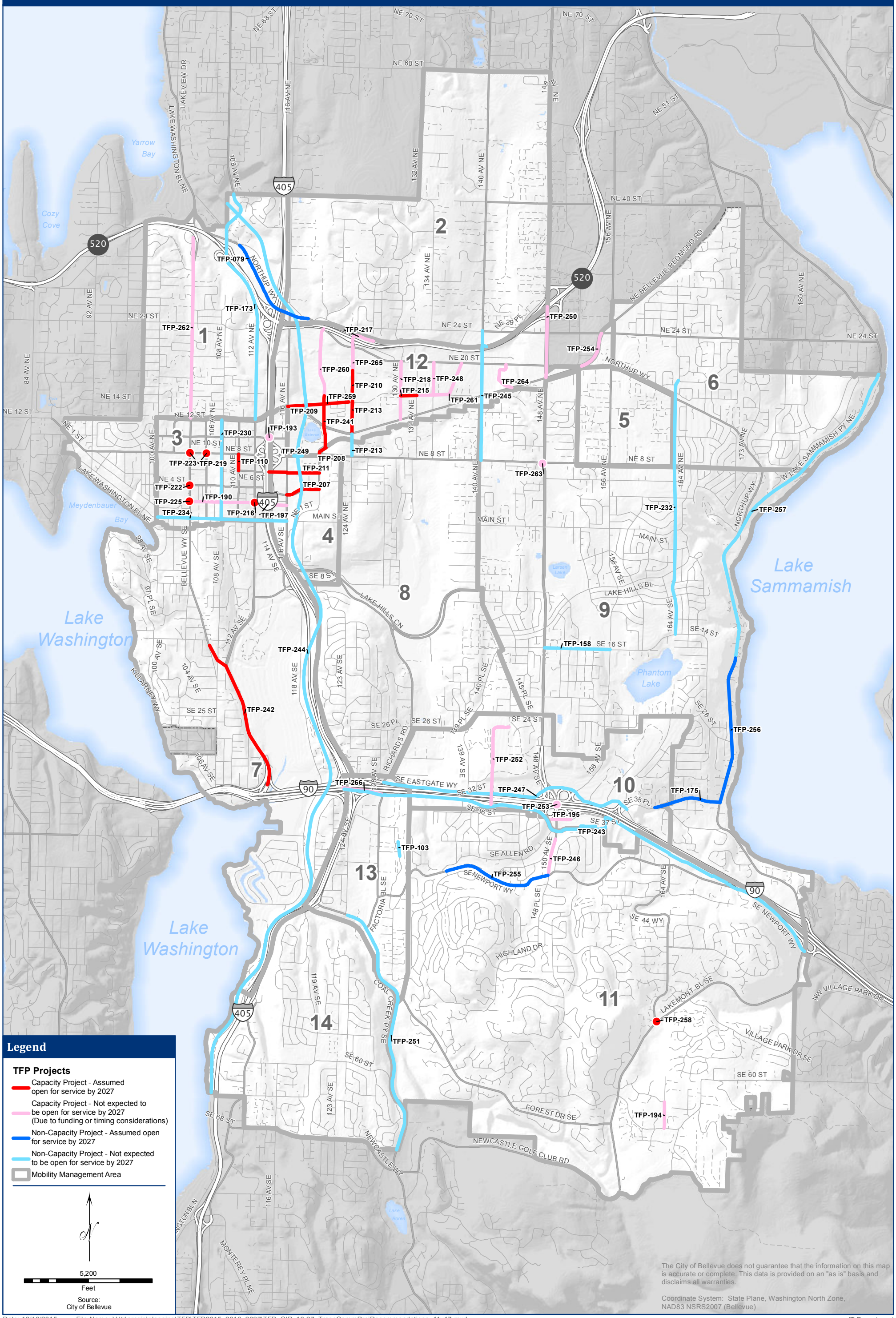
City of Bellevue
GIS Services



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

2016-2027 Transportation Facilities Plan

City of Bellevue
GIS Services



Date: 10/16/2015 File Name: V:\tr\arcgis\planning\TFP\TFP2015_2016_2027\TFP_CIP_16-27_TransCommProjRecommendations_11x17.mxd IT Department