



# MEMORANDUM

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DATE: April 19, 2007

TO: Transportation Commission

FROM: Kristi L. Oosterveen, CIP Coordinator

SUBJECT: Proposed 2008-2013 Transportation Improvement Program

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Staff attended the Commission's March 22, 2007 meeting and presented an advanced draft of the proposed City of Bellevue 2008-2013 Transportation Improvement Program or Local TIP (Refer to Attachment 1, the proposed 2008-2013 TIP). At the meeting, Commissioners requested that staff return to the April 26<sup>th</sup> meeting to provide additional information on current and planned projects in a selection of on-going programs that are included in the 2007-2013 Capital Investment Program (CIP) Plan's section of the TIP list. Attachment 2 includes a packet of one-page program information sheets with the requested information. Sheets for the following on-going programs are included:

- Minor Capital - Traffic Operations (CIP Plan No. PW-M-2; TIP Reference No. 6)
- Neighborhood Traffic Calming Program (CIP Plan No. PW-M-7; TIP Reference No. 8)
- Major Maintenance Program (CIP Plan No. PW-M-19; TIP Reference No. 11)
- Transportation Demand Management (TDM) Program (CIP Plan No. PW-R-87; TIP Reference No. 14)
- Transportation Trail Maintenance Program (CIP Plan No. PW-W/B-53; TIP Reference No. 34)

Commissioners also requested that staff provide more information regarding the TIP public hearing location and public information materials. Title VI guidelines strongly encourage cities with populations of greater than 100,000 to hold public meetings away from formal government facilities such as City Hall. Consistent with this guidance, staff has secured the Theatre at Crossroads Community Center for the entire May 10<sup>th</sup> Transportation Commission meeting, including the TIP public hearing. Also attached to this memo (Attachment 3) is an informational public hearing notice, which will be published in the Neighborhood News and posted on the City's website, in Service First area in City Hall and around the City at mini City Halls, libraries and community centers. The Proposed 2008-2013 TIP and a corresponding map of the TIP projects will also be available at the public hearing and posted on the website (the map was not available at the time of this mailing).

The public hearing and Commission meeting on May 10<sup>th</sup> is not intended resemble the public open house type events staff organizes for the CIP and TFP update processes each year. At the May 10<sup>th</sup> meeting, the Commission will be expected to formulate a formal recommendation to the City Council to adopt the proposed City of Bellevue 2008-2013 TIP. City Council is scheduled to take action on the TIP update by early June.

## Next Steps

1. April 26, 2007 - Continued Review of Proposed TIP/Public Hearing Information.
2. May 10, 2007 -
  - a. Commission hosts a Public Hearing on the content of the Proposed 2008-2013 TIP.
  - b. Commission considers public testimony, potentially amends the Proposed 2008-2013 TIP, and develops a TIP adoption recommendation to the City Council.
3. Early June 2007 - City Council reviews and adopts the Proposed 2008-2013 TIP.
4. June/July, 2007 - Formatting and submittal of the Adopted 2008-2013 TIP to PSRC and WSDOT.

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Please do not hesitate to contact me if you have any questions, comments or if you would like additional information prior to the April 26 meeting. I can be reached at 425-452-4496 (or via e-mail at [koosterveen@bellevuewa.gov](mailto:koosterveen@bellevuewa.gov))

## Attachments

## City of Bellevue Proposed 2008-2013 Transportation Improvement Program

Projects listed in the Proposed 2008-2013 TIP are divided into four categories represented by the following colors.

Section I	Projects Included in the Adopted 2007-2013 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured
Section II	Unfunded Projects included in the Adopted 2006-2017 Transportation Facilities Plan (TFP)
Section III	Other unfunded local projects identified or scoped by completed Alternative Analyses and Planning or Pre-design Studies
Section IV	Other regional or non-local projects in which the City may choose to participate financially

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	2008-2013 Project Funding Categories (\$000)				
					Unsecured Funding	Secured 2008-2013 Funding			Total Cost
						Local* Funding	Other** Funding	Total Funding	
<b>Section I: Uncompleted Projects Included in the Adopted 2007-2013 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured</b>									
1	I-76	TFP-094	148th Avenue NE/Bel-Red Road Intersection Improvements	Add an eastbound right-turn lane and a second westbound left-turn lane from Bel-Red Road to 148th Avenue NE.		6,977		6,977	6,977
2	I-78	TFP-101	148th Avenue NE/NE 20th Street Intersection Improvements	Add a second westbound left turn lane from NE 20th Street to southbound 148th Avenue NE and a second left turn lane from eastbound NE 20th Street to northbound 148th Avenue NE.		3,778		3,778	3,778
3	I-84		Signal Warrant/Safety Program	Install or upgrade vehicular traffic signals, pedestrian crosswalk signals, street lights, and other improvements as warranted based on safety and/or capacity concerns.		940		940	940
4	I-91	TFP-089	124th Avenue NE/Bel-Red Road Intersection Improvements	Widen intersection for second left turn lane westbound, second southbound lane from Bel-Red Road to Old Bel-Red Road and a southbound right turn lane; upgrade signal, curb/gutter/sidewalks on east side of intersection. (Secured funding for design report only; unsecured funding for later phases.)	3,000	146		146	3,146
5	M-1		Overlay Program	Provide major street maintenance, pavement overlays, and bridge inventory and maintenance and appropriate Americans with Disabilities (ADA) retrofit work.		35,899		35,899	35,899
6	M-2		Minor Capital - Traffic Operations Program	Provide minor capital improvements including signal and lighting upgrades, channelization and signage upgrades, pedestrian/bicycle signage and channelization, and spot improvements for emergent needs.		1,887		1,887	1,887
7	M-3		Curb, Gutter, and Sidewalk Rehabilitation Program	Reconstruct curb, gutter, and/or sidewalk sections where failing.		1,812		1,812	1,812
8	M-7		Neighborhood Traffic Calming Program	Install physical measures designed to reduce vehicle speeds and non-local traffic and to improve nonmotorized safety in neighborhoods.		4,700		4,700	4,700
9	M-8		Minor Capital Programs - Streets	Funds individual street repair projects in excess of \$5,000 such as handrail/guardrail replacement, pavement repair, and storm damage mitigation.		318		318	318
10	M-12		Citywide Rockeries Reconstruction Program	Maintain, repair, or replace rockeries as needed.		1,135		1,135	1,135
11	M-19		Major Maintenance Program	Provide necessary capital resources to address a wide range of maintenance related needs that exceed the financial capacity of the Streets Maintenance and Traffic Operations operating budgets and smaller minor capital programs but are too small for stand alone projects		2,322		2,322	2,322
12	R-44		Transportation Planning Studies Program	Provide consultant and in-house capabilities to carry out activities associated with the planning and pre-design of possible CIP projects. Project funding may be used to leverage additional, non-local funding.		630		630	630
13	R-46		Major Safety Improvements Program	Construct roadway safety-related capital improvements citywide as identified through deficiency analysis and community input. Project funding may be used to leverage additional, non-local funding.		627		627	627
14	R-87		Transportation Demand Management Program	This project provides continuing resources for Transportation Demand Management (TDM) implementation. TDM activities and techniques include: Development and implementation of education/marketing programs for employers and employees, improving access to and the appeal of alternative transportation modes for users and potential users, and participation in trip reduction activities associated with the Bel-Red Overlake Transportation (BROTS) Plan. Performance goals for TDM are specified in the mobility targets for Mode Split in the Comprehensive Plan. This project may fund both consultant and improved in-house capabilities in support of TDM efforts.		504		504	504

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					Unsecured Funding	Secured 2008-2013 Funding			Total Cost
						Local*	Other**	Total Funding	
15	R-122	TFP-039	130th Avenue NE Roadway Improvements	Construct a two-way left turn lane on 130th Avenue NE from Bel-Red Road to NE 20th Street; provide wide curb lanes for bikes, curb, gutter and sidewalks on both sides. (Secured funding for design report only; unsecured funding for implementation).	3,190	174		174	3,364
16	R-130		High Capacity Transit Study	Consider if and how the City will participate with regional partners in the analysis and planning for an HCT system connecting Downtown Seattle with Downtown Bellevue and Downtown Redmond. The study will evaluate alternative routing, station locations, station access issues, and light rail or rail convertible Bus Rapid Transit technologies for serving Bellevue with HCT. (Secured funding for pre-design phase only; unsecured funding for later design components and/or implementation phases.)	2,000	186		186	2,186
17	R-133	TFP-091	Northup Way Roadway Improvements	This project will add an additional lane along eastbound Northup Way between 120th Avenue NE and 124th Avenue NE, a northbound right-turn lane from 124th Avenue NE to Northup Way, and widen to provide a second eastbound left-turn lane from Northup Way to the SR-520 ramp. This project will also include completing portions of curb/gutter/sidewalk where missing, illumination, traffic signal modification, storm drainage and detention, landscaping and irrigation. This project will be closely coordinated with the Washington State Department of Transportation's I-405/SR-520 north braid project.		5,411		5,411	5,411
18	R-136		Traffic Safety Technologies Program	Provide innovative technologies for addressing traffic safety in Bellevue.		406		406	406
19	R-139	TFP-110	110th Avenue NE Roadway Improvements	This project will provide for design and construction of widening 110th Avenue NE from four lanes at NE 4th Street to five lanes at NE 6th Street, and design only for a five-lane section from NE 6th Street to NE 8th Street. Also included (design only between NE 6th and NE 8th Streets) will be curb/gutter/sidewalk, illumination, storm drainage, detention if necessary, signal modifications at NE 4th, 6th and 8th Streets. This project will be closely coordinated with planned, potential or permitted private development along the corridor.		317		317	317
20	R-141	TFP-078	West Lake Sammamish Parkway/north City limit to I-90	The project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' southbound vehicle travel lane, a 10' wide multi-purpose trail (8' wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5' shy distance space and a 2' or 5' wide landscaped buffer where space is available, a signal at SE 34th Street, pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street and at 5 other locations along the parkway. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor. Options for undergrounding existing overhead utilities and various project implementation phasing scenarios will be evaluated during the initial design process.	22,000	5,000		5,000	27,000
21	R-146	TFP-079	Northup Way Corridor Improvements	This investment entails only secured funding for complete and/or phased implementation of the improvements identified by a 1996 corridor study, including sidewalks and bike lanes on both sides and a two-way center turn lane east of NE 33rd Place. The secured funding may also be used to fund interim safety improvements identified by the design report to improve conditions for vehicles, pedestrians, bicyclists, and transit riders until the ultimate improvements can be implemented. A 2007 Design Report process will refine the project scope and implementation phasing options for the unsecured funding portion of this project.	13,951	1,334		1,334	15,285

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						Local*	Other**	Total Funding	
22	R-147		Early Implementation of Downtown Plan	The Downtown Implementation Plan was completed in 2003 and contains transportation, parks, urban design, and fire & life safety implementation measures spread over the next 20 years to further downtown Bellevue's evolution as an urban center. Early work will ensure that new public and private development is consistent with plan direction. The funding in this project will be used to conduct early design studies for potential projects such as a one-way couplet on 106th & 108th (TIP No. 172), mid-block pedestrian crossings, a "great streets" study and a downtown wayfinding system. Early design studies will lead to direct implementation or refinement of concepts that can be implemented incrementally over time through separate actions.		254		254	254
23	CD-19		Downtown Investments/DIP Implementation	This project includes planning, design, and construction for an array of urban livability and memorability features consistent with the Great Place Strategy and consistent with the Bellevue Downtown Association's Great Place Initiative focusing on implementation of the following components: 1) Wayfinding and Imageability: A wayfinding manual for Downtown has been developed and is now ready for implementation; 2) Mid-Block Crossings: This project is intended to fund two crossings and will consider location, geometric design elements, weather protection, lighting, aesthetic treatments, and traffic progression and delay;  3) Great Streets/Themed Streets: The Downtown Subarea Plan identifies a series of Themed Streets: Shopping (Bellevue Way, NE 6th Pedestrian Corridor, Main Street in Old Bellevue), Entertainment Avenue (106th Ave), Commerce Row (108th Ave). There is also plan direction to soften and green streets throughout downtown. Funding will be utilized for implementation of these concepts, along with any new ideas from an upcoming Great Streets Manual, in conjunction with private sector investments; and 4) Pedestrian Environment: Improvements to the downtown pedestrian environment including special focus on the NE 6th Street Corridor and a downtown "Urban Trail" system connecting key destinations with parks and open spaces.		1,250		1,250	1,250
24	R-149	TFP-189	NE 10th Street Extension	In coordination with Overlake Hospital Medical Center (OHMC), Group Health Cooperative (GHC), and WSDOT, this phased project will extend NE 10th Street from 112th Avenue NE across I-405 and through the Medical District to connect with 116th Avenue NE. The initial project budget funded project components such as a pre-design analysis to determine how the NE 10th Street Extension project impacts the transportation efficiency and development patterns of the greater Wilburton area, project-level environmental documentation and final design of a segment of the project. The ultimate scopes, cost estimates and schedules for complete and/or segmented implementation of the NE 10th Street Extension improvements were determined through these initial phases of analysis, design, and funding.		18	4,133	4,151	4,151
25	R-150	TFP-190	NE 2nd Street Roadway Enhancement Project	A pre-design process initiated in 2005 will refine the project scope and implementation phasing options. Secured funding entails only placeholder funding for complete and/or phased implementation of the NE 2nd Street improvements identified by the Downtown Implementation Plan (2003). This includes widening to five lanes from Bellevue Way to 112th Avenue NE and connection to the planned half diamond interchange between NE 2nd Street and I-405. Private developer contributions or frontage improvement implementation, or additional local funding commitments, will be necessary to implement the remainder of the corridor improvements. This project will be closely coordinated with potential private development along the corridor.	13,000	2,000	0	2,000	15,000

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26	R-151	TFP-160	145th Place SE/SE 16th Street to SE 24th Street AND SE 22nd Street/145th Place to 156th Avenue SE	This project will add five foot bike lanes, curb, gutter and six foot sidewalk along both sides, a two-way center left-turn lane where needed, planted median islands and other landscaping where feasible on 145th Place SE from SE 16th Street (Kamber Road) to SE 24th Street. The project will modify the 145th Place SE/SE 24th Street intersection. This project will also provide curb, gutter and six foot sidewalks where missing along SE 22nd Street from 145th Place SE to 156th Avenue SE. Other improvements include storm water drainage, detention and water quality treatment improvements, signing, striping, illumination enhancements, and irrigation. Undergrounding of overhead utilities and noise barriers are not included in this scope of work.		5,103		5,103	5,103
27	R-152	TFP-184	NE 8th Street Roadway Widening	This project will add a third westbound lane on NE 8th Street becoming right turn lane at 106th Avenue NE; no widening west of 106th Avenue NE. Sidewalks will be reconstructed adjacent to the new lane. This project will function in support of the planned 106th/108th Avenue one-way couplet.		2,822		2,822	2,822
28	R-153		Early Implementation of the Bel-Red Corridor Plan	The new Bel-Red Corridor Plan will provide a long-term land use vision for the area that will likely be of higher density than under the current plan, and therefore will require significant investment in transportation infrastructure and other city facilities. Secured funding is dedicated to early implementation activities and will fully or partially fund follow-up planning work, conceptual design studies, property acquisition and other activities to advance the plan's key recommendations. Significant additional funding (Unsecured) will be necessary to fully fund the implementation of transportation infrastructure improvements including new roadway connections, existing roadway operational and capacity enhancements, numerous intersection improvements, and new or enhanced facilities for pedestrians and cyclists. Follow-up planning work, including station area planning to further refine development strategies and improvements focused around future light rail stations in the corridor. Work could also include development of design standards or development strategies to advance the adopted land use vision. Early design studies for potential projects could include reconfiguring the NE 8th Street/120th Avenue NE intersection, extending NE 16th Street to the west of 132th Avenue NE, improving 120th Avenue NE and/or 124th Avenue NE between Bel-Red Road and Northup Way, extending NE 10th Street to the east of 116th Avenue NE, providing for neighborhood protection from cut-through traffic, and improving pedestrian and bicycle facilities. Funding in this project may also support Bellevue's portion of necessary analyses of land use, transportation, and/or environmental conditions to update the joint Bel-Red/Overlake Transportation Study agreement in coordination with the City of Redmond.	50,000	3,400		3,400	53,400
29	R-154	TFP-207	East-West Roadway Bounded by Main Street/NE 8th Street;116th Avenue NE/120 AvenueNE	Secured funding may be used to investigate options or help preserve right of way along a potential roadway alignment extending NE 4th Street, NE 6th Street or another east-west corridor as may be recommended by the Wilburton/NE 8th Street Study, currently in process. The ultimate roadway may consist of 3-5 vehicle lanes, bike lanes, sidewalks and a tunnel under the BNSF railroad right of way. Neighborhood traffic mitigation will be evaluated to discourage cut through traffic on NE 5th Street east of 120th Avenue. This project will be closely coordinated with potential private development in the immediate vicinity.	8,000	100		100	8,100
30	R-155		Traffic Computer System Upgrade	Replace the existing traffic computer system software and hardware, and upgrade the field communications systems connecting the computer with remote traffic control equipment citywide.		1,515		1,515	1,515

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31	R-156		ITS Master Plan Implementation Program	Systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005. ITS projects will be selected to provide cost effective measures to reduce traffic congestion and increase the availability of real time traffic information to users of the transportation system.		808		808	808
32	R-157		Transit Now/Downtown Circulator	A downtown circulator to serve downtown residents, employees, and visitors. Phase one, service planning (funded in 2007) included evaluating spans of service and service frequency, evaluating demand and forecasting ridership, and estimating operating costs. Phase two covers an estimated five years of implementation, a joint effort with King County Metro, utilizing partnership funding created by the 2006 Transit Now initiative.		900		900	900
33	WB-49		Wheelchair Ramps Program	Inventory, identify needs, prioritize, and construct wheelchair ramps citywide.		306		306	306
34	WB-53		Transportation Trail Maintenance Program	Funds routine cleaning and occasionally major repairs to surfaces, fences, directional signage and control of adjacent vegetation on City transportation trails.		573		573	573
35	WB-56		Pedestrian Access Improvements Program	Funds minor construction of small pedestrian and bicycle improvements that enhance mobility and access between neighborhoods, employment, schools, parks, transit and shopping. Individual projects are typically short segments of sidewalk, bike racks, off-street trails, and signage, and are implemented in coordination with schools, neighborhoods and businesses. The program may leverage grant funds, and in partnership with other City programs, may be used to construct larger-scale projects.		2,527		2,527	2,527
36	WB-71	TFP-159	108th Avenue SE/Bellevue Way to I-90	Construct bike lanes on both sides and sidewalk on one side where missing, the side to be determined in the initial design process which will include community outreach/involvement facilitation. Implementation of the project will be coordinated with PW-M-1: Overlay Program to rehabilitate or replace the concrete surface.		4,460		4,460	4,460
37	WB-72	TFP-156	SE 60th Street Non-motorized Improvements	Construct bike lanes and sidewalks on both sides where missing; sidewalk on one side between Coal Creek Parkway and 129th Avenue SE.(Phase 1 is currently funded)	4,033	1,657		1,657	5,690
38	WB-73	TFP-191	NE 8th Street/Lake Washington Blvd to 96th Avenue NE	Design and construct curb, gutter, five foot sidewalk and three foot planter strip where missing on the north side. Include bus pads and an updated signal system at the NE 8th Street/92nd Avenue NE intersection.		2,026		2,026	2,026
39	WB-74	TFP-163	152nd Ave SE/SE 45th Street/150th Ave SE Roadway Improvements	Design and construct curb, gutter and six foot sidewalk on west side with necessary roadway stabilization maintenance. Evaluate feasibility of wide curb lane for bikes on uphill segment. The facilities implemented by this project will provide direct access to the Eastgate Elementary School from neighborhoods to the south.		2,302		2,302	2,302
40	WB-75	TFP-175	SE 34th Street Non-motorized Improvements	Design and construct a five foot bike lane, curb, gutter and six foot sidewalk on north side and curb, gutter and a wide curb lane on the south side of SE 34th Street.		3,391		3,391	3,391

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						Local*	Other**	Total Funding	
<b>Section II: Unfunded Projects included in the Adopted 2004-2015 and 2006-2017 Transportation Facilities Plan (TFP)</b>									
41		TFP-102	Bel-Red Road/NE 24th Street Intersection Improvements	Construct southbound right turn and northbound left turn lanes.	2,289			0	2,289
42		TFP-154	148th/150th Avenue SE Roadway Improvements	Widen 148th/150th Avenue SE by extending the third southbound lane from the on ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound to southbound off ramp.	1,667			0	1,667
43		TFP-076	Eastgate Way Corridor Improvements	Construct missing sections of sidewalk on north side of Eastgate Way between Richards Road and 148th Avenue SE; bicycle lanes both sides and bus rider waiting areas on south side; add turn pockets where necessary.	1,558			0	1,558
44		TFP-157	NE 24th Street/148th Avenue NE Intersection Improvements	Lengthen the westbound right turn lane on NE 24th Street and provide a second westbound left turn lane; widen NE 24th Street to allow wide curb lanes for cyclists.	4,168			0	4,168
45		TFP-158	SE 16th Street/148th Avenue SE to 154th Avenue SE	Construct bike lanes; sidewalk both sides where missing.	2,000			0	2,000
46		TFP-162	156th Avenue SE/SE Eastgate Way (I-90 westbound off-ramp) Intersection Improvements	Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn.	427			0	427
47		TFP-090	116th Avenue NE/NE 12th Street Intersection Improvements	Construct northbound right turn lane, extend eastbound left turn lane.	931			0	931
48		TFP-165	124th Avenue Bicycle Trail/SE 38th Street to the I-90 Bicycle Trail	Construct 10' wide paved multi-purpose trail to connect 124th Avenue SE at SE 38th Street with the existing Mountains to Sound trailhead at SE 36th Street and Factoria Blvd.	875			0	875
49		TFP-168	NE 8th Street/148th Avenue NE Intersection Improvements	Construct 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway.	2,489			0	2,489
50		TFP-170	123rd and 128th Avenue SE Non-motorized Improvements	Construct sidewalk on one side where missing, the side to be determined in the initial design process, which will include community outreach/involvement facilitation.	2,000			0	2,000
51		TFP-171	NE 40th Street Non-motorized Improvements	Install separated pathway on north side of NE 40th Street from 140th Avenue NE to east of the 14500 block. Wide curb lanes.	2,250			0	2,250
52		TFP-172	106th and 108th Avenues One-Way Couplet Conversion	Convert roadways to function as a one-way couplet between Main Street and NE 12th Street. 106th Avenue will function as a northbound one-way street and 108th Avenue will function as a southbound one-way street. 108th will include a single northbound contraflow lane between NE 4th and NE 8th Streets for transit buses only. Sidewalks along 106th Avenue will be widened.	5,866			0	5,866
53		TFP-173	112th Avenue NE Non-motorized Improvements	Construct bike lanes; sidewalk on west side where missing on 112th Avenue from Northup Way to NE 12th Street.	2,000			0	2,000
54		TFP-095	156th Avenue NE/Bel-Red Road Intersection Improvements	Add southbound right turn lane.	321***			0	321
55		TFP-176	148th Avenue NE/SR 520 Channelization Improvements	Streamline/Rechannelize the southbound lanes of 148th Avenue to reduce friction and improve southbound flow.	339			0	339
56		TFP-092	156th Avenue NE/Northup Way Intersection Improvements	Construct second northbound and southbound left turn lanes and add a second eastbound through lane to the Unigard access. Includes utility undergrounding.	5,347			0	5,347
57		TFP-178	SE 26th Street Non-motorized Improvements	Construct bike lanes on both sides and sidewalk on one side where missing, the side to be determined in the initial design process which will include community outreach/involvement facilitation.	1,500			0	1,500
58		TFP-128	148th Avenue NE/NE 36th Street Intersection Improvements	Construct second southbound left turn lane and second westbound left turn lane.	381***			0	381
59		TFP-192	Lakemont Blvd./Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE (phase 1)	Install signal and turn lanes at Cougar Mtn. Way/Lakemont Blvd. intersection; construct northbound left turn lane on Lakemont Blvd. at SE 62nd Street; construct sidewalk and bike lanes on east side between Cougar Mtn. Way and park; install planted medians where feasible.	2,084			0	2,084

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60		TFP-205	Lakemont Blvd./Lewis Creek Park to 164th Ave SE (phase 2)	Install signal at 164th Ave SE/Lakemont Blvd; construct sidewalk and bike lane on east side; add planted medians where feasible.	1,357			0	1,357
61		TFP-193	NE 10th at I-405	Add half interchange (ramps) to/from the north. Cost estimate reflects only a potential local contribution to a project that will require substantial funding from outside sources. Project to be coordinated with City/WSDOT project to extend NE 10th Street between 112th and 116th Avenues NE.	1,000			0	1,000
62		TFP-194	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	Improve gravel road with pavement, curb, gutter and sidewalk on one side.	1,000			0	1,000
63		TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp widening	Widen I-90 off-ramp 300' west of 150th Avenue SE and add a right turn lane. Widen SE 37th Street 500' to the east of 150th Avenue SE to allow for a bypass lane on the right side of the street.	500			0	500
64		TFP-196	NE 20th Street at 156th Avenue NE	Construct an east to west U-turn on NE 20th Street at 156th Avenue NE with access management along NE 20th Street.	400			0	400
65		TFP-197	NE 2nd Extension and I-405 interchange	Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE. Add half interchange with I-405, to/from the south. Cost estimate reflects only a potential local contribution to a project that will require substantial funding from outside sources.	500			0	500
66		TFP-198	Bel-Red Road and NE 20th Place	Install signal, eastbound left turn pocket and pedestrian crossing.	935			0	935
67		TFP-199	Lake Hills Boulevard - 148th Avenue SE west to 143rd Avenue SE	Construct/improve curb and gutter, sidewalk and planter strip on both sides of the street consistent with the new section to the east. Remove remaining European White Birch trees in poor health and reconstruct fence as necessary.	900			0	900
68		TFP-200	124th Avenue SE north of SE 41st Place to connect with the I-90 Trail.	Complete bike lanes on 124th Avenue SE north of SE 41st Place to the proposed multi-purpose path that will connect to the I-90 Trail.	2,000			0	2,000
69		TFP-201	SE 36th Street/Factoria Blvd/I-90 Trail intersection	Improve SE 36th Street/Factoria Boulevard/I-90 Trail intersection for pedestrian and bicyclist safety, convenience and connectivity. Analyze key problem areas and consider a combination of design features to address those problems, including: changing curb radii, installing special paving/stripping, improving signage or adjusting signal timing.	100			0	100
70		TFP-202	SE 36th Street east of Factoria Blvd to 142nd Avenue SE	Widen SE 36th Street for bicycles. This road is part of the I-90 Trail and the Mountains to Sound Greenway route. Improve bus stops on north side.	1,355			0	1,355
71		TFP-203	156th Avenue SE/NE 8th to Lake Hills Blvd	Conduct a corridor study/pre-design analysis to evaluate potential improvements to pedestrian facilities, transit facilities, landscaping, street lighting and other amenities along 156th Avenue.	300			0	300
72		TFP-204	Sunset Elementary School to 132nd Avenue SE	Construct a hard surface trail/stairway to connect Sunset Elementary School to 132nd Avenue SE at the Bental/Newport Office Complex and SE 38th Street.	100			0	100
73		TFP-120	Factoria Boulevard at Newport Way	Construct back-to-back double left-turn pockets northbound at the Newport High School entrance and southbound at Newport Way. Re-locate the access to St. Margaret's church on Factoria Boulevard to align with the signal at the Newport High School access.	4,327			0	4,327
74		TFP-103	129 <sup>th</sup> Avenue SE/SE 38 <sup>th</sup> Street to Newport Way	Complete the design and construct the extension of 129 <sup>th</sup> Avenue SE between SE 38 <sup>th</sup> Street and Newport Way. Investigate traffic operations at the intersection of 129th Avenue SE and SE Newport Way. Consider signalization and channelization improvements if warranted. The 2006-2017 TFP estimates the design completion at \$275K.	3,500			0	3,500

## City of Bellevue Proposed 2008-2013 Transportation Improvement Program

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	2008-2013 Project Funding Categories (\$000)				
					Unsecured Funding	Secured 2008-2013 Funding			Total Cost
						Local* Funding	Other** Funding	Total Funding	
<b>Section III: Other Unfunded Local Projects Identified By Completed Alternative Analyses and Planning or Pre-Design Studies</b>									
75			148th Avenue SE HOV Lane Implementation	Evaluate/implement a new transit/HOV lane on southbound 148th Avenue SE from Lake Hills Boulevard to the third southbound lane south of SE 24th.	3,800			0	3,800
76			SE 36th Street/142nd Place to 14700 Block Non-motorized Improvements	Widen SE 36th Street to accommodate 5' bicycle lanes.	1,790			0	1,790
77			Lakemont Boulevard Implementation - Cougar Mountain Way to south city limit (phase 3)	Between Cougar Mtn. Way and Forest Drive, construct sidewalk and bike lanes on both sides, planters and center median or refuge lane where feasible; between Forest Drive and south city limit, add bike lane on the east side of roadway and meandering sidewalk through recently annexed City property on east side of roadway.	1,400			0	1,400
78			NE 24th Street - 171st Avenue NE to 172nd Avenue NE	Maintenance project to address settlement of shoulder, curbing and sidewalk at road edge. Broken stream culvert will be addressed, in coordination with Utilities, as part of this project.	340			0	340
79	WB-69	TFP-083	NE 24th Street Non-motorized Improvements	West segment, Northup Way to the SR-520 Trail, includes constructing a 10 foot multi-purpose path and a planting strip buffer along the south edge of the road. (East segment completed in 2007).	1,600			0	1,600
80			Reconfigure SE 35th Place Tunnel at I-90	Widen sidewalk through the tunnel to become an 8-9' wide multi-purpose trail with a crash barrier separating the trail from the roadway. Install improved lighting along the length of the tunnel.	720			0	720
81			NE 2nd Street/Bellevue Way Intersection Improvements	Convert southbound thru lane to left/thru shared lane; modify signal.	200			0	200
82			NE 4th Street/Bellevue Way Intersection Improvements	Convert eastbound thru-right to right only.	200			0	200
83			Neighborhood Sidewalks	Neighborhood sidewalks are a set of projects throughout the city supported and frequently requested by neighborhood residents. Individual projects are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. These projects help address safety issues and promote walking and a healthy lifestyle. The majority of these projects fall into the gap between the small scale funding available through programs like the Neighborhood Enhancement Program or Pedestrian Access Improvements (TIP Ref. No. 38) and the large, highly competitive projects that receive stand-alone CIP project funding. Individual project costs typically fall in the range between \$500,000 and \$1,500,000.	15,000			0	15,000

## City of Bellevue Proposed 2008-2013 Transportation Improvement Program

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	2008-2013 Project Funding Categories (\$000)				
					Unsecured Funding	Secured 2008-2013 Funding			Total Cost
						Local*	Other**	Total Funding	
<b>Section IV: Regional or Outside Agency-Led Projects in which the City May Choose to Participate Financially</b>									
84			I-405 Corridor Program Implementation	Consider if and how the City will participate with state and regional partners in the development and implementation of the I-405 Corridor Program and its components or connections to the local transportation system north and south of downtown Bellevue (generally, South of NE 2nd Street and North of NE 10th Street, including interchange modifications at I-90 and SR 520). Project funds, as secured, may be used to conduct focused planning, design, and ROW needs studies, prepare final designs, acquire ROW, and for construction.	10,000			0	10,000
85			I-405: Downtown Bellevue Improvements	Consider if and how the City will participate with state and regional partners in the development and implementation of I-405 Corridor Program components or connections to downtown Bellevue to meet future travel demand and related economic development demands. Improvements may include and are not limited to completion of the NE 10th St. overcrossing and ramps to and from SR 520; improvements related to the general purpose capacity of the I-405 mainline through downtown Bellevue; improvements related to the proposed NE 2nd St. half interchange; improvements related to the extension of the NE 6th St. HOV direct access ramp eastward to 120th Ave NE; and improvements related to the implementation of HOT (high occupant and toll) lanes.	15,000			0	15,000
86			I-405 Bus Rapid Transit Implementation	Consider if and how the City will participate with regional partners in the development and implementation of a Bus Rapid Transit system along the I-405 corridor. Project funds, as secured, may be used to conduct planning, design or ROW needs studies, to prepare final designs, to acquire ROW and to complete construction. The project will evaluate/implement system components including mainline improvements, direct access ramps and park and ride development or expansion.	5,000			0	5,000
87			SR 520 Bridge Replacement and HOV Project	Consider if and how the City will participate with state and regional partners in the development and implementation of the SR 520 Project and its components or connections to the local transportation system. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, to acquire ROW and to complete construction. The project will evaluate/implement SR 520/Translake Project components including mainline widening; added/improved interchanges at Bellevue Way, 108th Avenue NE, I-405, 120th-124th Avenues NE; an added HOV lane on 112th Ave NE between NE 12th Street and the 108th Ave NE interchange at SR 520; arterial/intersection improvements to 108th/112th Avenue NE, and the entrance to the South Kirkland Park & Ride.	15,000			0	15,000
88			SR-520 Eastbound Off Ramp to 152nd Avenue NE	Construct a new slip ramp from eastbound SR-520 under 148th Avenue NE to 152nd Avenue NE. Partner with City of Redmond.	18,000			0	18,000
89			I-90 HOV System Implementation	Consider if and how the City will participate with state and regional partners in the development and implementation of improvements to the I-90 HOV System and its components or connections to the local transportation system. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, or to acquire ROW and for construction. The project will evaluate/implement improvements such as the two-way transit and HOV operations project; and added/improved access to/from I-405 and Bellevue Way SE (South Bellevue Park and Ride).	5,000			0	5,000

## City of Bellevue Proposed 2008-2013 Transportation Improvement Program

TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	2008-2013 Project Funding Categories (\$000)				
					Unsecured Funding	Secured 2008-2013 Funding			Total Cost
						Local*	Other**	Total Funding	
90			I-90 Corridor Study	Consider if and how the City will participate with state and regional partners to implement I-90 corridor study recommendations between I-405 and points east as far as North Bend environs. The Study, being developed in 2007, will recommend improvements to the corridor for general purpose traffic, high occupancy vehicle facilities, freight demands, and non-motorized uses.	2,000			0	2,000
91			BCC Campus Transit Improvement / Snoqualmie River Road Reconstruction	Consider if and how the City will participate with Bellevue Community College and King County Metro Transit to widen and reconstruct this north-south street along the western edge of the BCC campus from 142nd Place SE to Kelsey Creek Road (adjacent to the ballfields). The improvements would allow bus routes to be moved to this roadway, which would conveniently serve pedestrian access to the core of the campus but without the severe conflicts with heavy vehicular and pedestrian volumes on the existing route (Kelsey Creek and Tyee River Roads). Transit routes would enable a direct connection from the Eastgate Park and Ride lot on the south, through the BCC campus and connecting with 145 Place SE and 148th Avenue. Improvements would include creation of new bus stops, passenger shelters and associated rider amenities, and continuous sidewalks connecting to the campus circulation system.	1,500			0	1,500
92			Transit Service and Facilities Enhancements	Consider if and how the City will participate with transit providers in the development and implementation of transit service and facilities improvements throughout the City. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, or to acquire ROW and for construction. The project will evaluate/implement transit service, opportunities for future transit-oriented development projects and facilities enhancements including bus stop amenities, bus pull-outs, neighborhood transit centers, bus layover locations and transit signal priority systems on key transit corridors.	10,000			0	10,000
93			SR 520, I-405 to West Lake Sammamish Parkway	Consider if and how the City will participate with state and regional partners in the development and implementation of a SR 520 corridor study between I-405 and West Lake Sammamish Parkway. The study will evaluate near and long term solutions to general purpose and high occupant vehicle mobility issues. The study will evaluate completion of the 124th Ave NE interchange (ramps to and from the east), auxiliary lanes between I-405 and 148th Ave NE, and other improvements necessary to support Bel-Red Corridor, Overlake, and general corridor growth.	10,000			0	10,000
<b>TOTALS:</b>					<b>292,490</b>	<b>109,915</b>	<b>4,133</b>	<b>114,048</b>	<b>406,538</b>

- \* Local Funding includes secured revenue from other local agencies and private entities (City of Redmond, King County, Puget Sound Energy, etc.)
- \*\* Other Funding includes secured revenue from Federal and State grants.
- \*\*\* Cost estimate reflects only City of Bellevue cost sharing contribution to total project cost, per BROTS Interlocal Agreement. Microsoft Corp. is committed to project implementation per Developer Agreement with City of Redmond.

**TIP Reference No.** 6

**Title/Project Name:** Minor Capital – Traffic Operations (CIP Plan No. PW-M-2)

**Location:** Citywide

**Project/Program Description:** This program funds minor capital transportation improvements throughout the City, including signal and lighting upgrades, channelization and signage upgrades, pedestrian/bicycle signage and channelization, and various spot improvements.

**Project Justification/Benefits:** This project provides funds for minor capital improvements, to address safety concerns and respond to emergent needs in a timely manner.

**Work Plan Projects for 2007 :**

- MUTCD Upgrades: multi-year effort to upgrade signs to comply with new MUTCD guidelines, starting with crosswalk signs (school crossings higher priority) and bike route signs.
- Crosswalk across Northup Way near Ivanhoe Theatre: this is now being combined with an NEP project sidewalk project.
- Crosswalk across 161st Avenue SE near SE 33rd Place (Spiritridge Park)
- Crosswalk upgrade across 156<sup>th</sup> Avenue SE north of Eastgate Way: this addition of flashing in-pavement lights is just finishing up.
- Addition of No Parking signs to 140th Avenue NE trail project
- Installation of higher-priority new signs
- Vehicle detection - installing missing vehicle detection at various intersections (i.e., 116<sup>th</sup> Avenue/Main Street, NE 8<sup>th</sup> Street/100<sup>th</sup> Avenue NE, Eastgate Way/139<sup>th</sup> Avenue SE)
- NE 4<sup>th</sup> Street/100<sup>th</sup> Avenue NE - moving signal pole on NE corner due to it being hit multiple times by large trucks.
- Non-reflective Sign replacement on signal poles– to improve sign visibility at night
- Street Name Signs – replacement of original street name signs due to poor condition
- NE 12<sup>th</sup> Street/106<sup>th</sup> Avenue NE - Relocating signal pole on NE corner due to poor condition
- Signal System Upgrades - Computran is under contract to add a new feature to our signal system to allow for better coordination
- 142<sup>nd</sup> Avenue SE Overcrossing - Adding street lighting to the 142nd bridge over I-90 (not included in the Eastgate Direct Access project)
- NE 6th Street Direct Access Cabinet Safety - Adding handrail around the controller cabinet that is cantilevered over I-405
- Lakemont Blvd/Village Park Drive - install fiber communications to this new signal for signal telemetry and possibly a traffic camera

**Future projects:**

- MUTCD Upgrade and Sign Installation labor (as necessary) – on-going
- Evaluation of 135 crosswalk requests - prioritizing and selecting crosswalk projects
- Upgrade of electrical service cabinets
- Ped countdown signals - continue upgrade of the Downtown area
- Vehicle detection - continue installation of vehicle detection where needed – on-going
- Right Turn Overlaps - for delay reduction at various locations (i.e., Northup Way/108<sup>th</sup> Avenue NE, Northup Way/156<sup>th</sup> Avenue NE)

**TIP Reference No.** 8

**Title/Project Name:** Neighborhood Traffic Calming Program (CIP Plan No. PW-M-7)

**Location:** Citywide

**Project/Program Description:**

This program funds minor capital improvements for neighborhood traffic calming projects throughout the City. These projects may include the use of physical measures such as speed humps, traffic circles, curb extensions and/or medians, in an effort to reduce vehicle speeds and non-local traffic and to improve non-motorized safety. This program addresses the following issues while maintaining neighborhood livability:

- Changing Driver Behavior and Physically Changing the Roadway Environment
- Residential Permit Parking
- Pedestrian Traffic Safety and Education/Engineering

**Project Justification/Benefits:** Protecting and preserving neighborhood livability has been a goal of the City of Bellevue, since the inception of the Neighborhood Traffic Calming Program in 1985. Over the past twenty-one years, there has been an increase in citizen requests to address vehicle speeds, cut-through traffic and pedestrian/traffic safety in their neighborhoods, as well as to address spillover parking. With refinements made in the program in 1998 at the direction of Council, an extensive public process is conducted during the development of traffic calming plans. These plans are encompassing larger areas and multiple streets, raising the cost of these projects. In addition, both design and construction costs have increased.

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

**Work Plan Projects for 2007**

- 113<sup>th</sup> Avenue SE/SE 30<sup>th</sup> Street – curb extension/brick entry
- NE 24<sup>th</sup> Street west of Bellevue Way – revise entry median
- 132<sup>nd</sup> Avenue NE/NE 8<sup>th</sup> Street to Bel-Red Road – speed humps
- Brettonwood/Tam O'Shanter Phase II – curb extensions/raised crosswalks
- SE 7<sup>th</sup> Place Traffic Calming Project – Plan development
- 104<sup>th</sup> Avenue SE/108<sup>th</sup> Avenue SE Traffic Calming Project – Plan development
- 92<sup>nd</sup> Avenue NE/NE 8<sup>th</sup> to NE 12<sup>th</sup> Streets – Plan development
- 104<sup>th</sup> Avenue SE and SE 10<sup>th</sup> Street – traffic circle
- Highland Drive SE/SE 137<sup>th</sup> Place SE – curb extension/speed hump
- NE 30<sup>th</sup> Street and 164<sup>th</sup> Avenue NE – raised crosswalk
- 130<sup>th</sup> Avenue NE/NE 24<sup>th</sup> to 30<sup>th</sup> Streets – median, speed hump, traffic circle evaluation
- 154<sup>th</sup> Avenue SE/SE 11<sup>th</sup> Street - median, speed hump, traffic circle
- 145<sup>th</sup> Place SE/SE 25<sup>th</sup> and 26<sup>th</sup> Street – entry treatments (Sunset Ranch – BCC) evaluation
- 2006 and 2007 Phase I location review – determine effectiveness, close or move Phase II treatments
- Pedestrian/Traffic Safety Program – Walk to School events and educational programs
- Residential Parking Program – permit parking for neighborhoods

**TIP Reference No.** 11

**Title/Project Name:** Major Maintenance Program (CIP Plan No. PW-M-19)

**Location:** Citywide

**Project/Program Description:**

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 and minor capital programs but are too small for stand alone CIP projects. The program will address high priority maintenance needs including:

- Street light system safety upgrades or replacements
- Slope or drainage-related roadway or walkway failures
- Retaining wall maintenance, repair or replacement
- Guardrail and pedestrian safety railing repair, standardization and replacement
- City-owned fence and sound wall repair and replacement
- Curb, sidewalk, roadway or median repair or replacement (due to settlement or deterioration)

**Project Justification/Benefits:** This program responds to two of the City's primary responsibilities and priorities: public safety and the maintenance of previous or existing investments. The program will provide the flexibility to prioritize and address multiple emerging maintenance or replacement needs on a variety of components necessary for the safe and efficient operation of the citywide transportation system. As the City's transportation systems age while continuing to expand, maintenance needs are outpacing the department's ability to keep up. Without this program, each individual maintenance need is forced to compete for project specific funding through the biennial budget process.

**Examples of current needs:**

- Convert Span Wire Signals to Steel Mast Arm
- Rewire Old Intersections (i.e., Bellevue Way/Main Street; 112<sup>th</sup> Avenue NE/NE 12<sup>th</sup> Street; 112<sup>th</sup> Avenue NE/Main Street; Bellevue Way/NE 24<sup>th</sup> Street; Bel-Red Road/Northrup Way; and 156<sup>th</sup> Avenue NE/Main Street)
- Address street lighting systems without bonding (Bel-Red Road, NE 8<sup>th</sup> Street in Downtown, 116<sup>th</sup> Avenue – to reduce public and staff liability concerns)
- Major loop repair NE 4<sup>th</sup> Street/102<sup>nd</sup> Avenue NE and 148<sup>th</sup> Avenue NE/SR 520 EB Off Ramp
- 148th Ave SE Signal and Light Rebuilds (possible coordination with I-84 funding)
- Roadway/Walkway reconstruction including retaining wall/guardrail replacement or upgrade due to subsurface failure at 130<sup>th</sup> Avenue NE/NE 26<sup>th</sup> Place
- Walkway falling off hillside, NE 24<sup>th</sup> Street near 172<sup>nd</sup> Avenue NE
- Bellevue Way fence replacement (west side, NE 20<sup>th</sup> Place to NE 30<sup>th</sup> Place)
- Deterioration of median curbs and treatments (NE 12<sup>th</sup> Street/116<sup>th</sup> – 124<sup>th</sup> Avenues NE; Bel-Red Road/148<sup>th</sup> – 156<sup>th</sup> Avenues NE; Lake Hills Connector/SE 7<sup>th</sup> Street; Somerset area, and 148<sup>th</sup> Ave/I-90 to BCC)

**TIP Reference No.** 14

**Title/Project Name:** Transportation Demand Management (TDM) Program  
(CIP Plan No. PW-R-87)

**Location:** Citywide

**Project/Program Description:** This project provides continuing resources for Transportation Demand Management (TDM) implementation. By shifting trips to transit or ridesharing, by moving trips from peak to off-peak hours and by encouraging commute trip reduction, TDM improves the efficiency of the transportation system. TDM activities and techniques include: Development and implementation of education/marketing programs for employers and employees, improving access to and the appeal of alternative transportation modes for users and potential users, and participation in trip reduction activities associated with the Bel-Red Overlake Transportation (BROTS) Plan. Performance goals for TDM are specified in the mobility targets for Mode Split in the Comprehensive Plan. This project may fund both consultant and improved in-house capabilities in support of TDM efforts.

**Project Justification/Benefits:** Transportation demand management is an integral part of achieving the goals of the City's Comprehensive Plan, including the long-range transportation plans. The plans contain transit and ridesharing mode split assumptions which must be met to keep traffic congestion within acceptable limits. Successful transportation demand management programs will help eliminate the need for extensive capital improvements beyond the existing program and increase mobility by educating the public on transportation options.

This program is an integral component of the funding strategy supporting Transportation Demand Management (TDM). Approximately 50-65 percent of the program budget is derived from funding agreements for federal, state, and county revenue. In addition, the city adds \$84,000 of local funds each year, which serves several purposes:

- 1) Represents the city's commitment to TDM as a valuable programmatic element toward ensuring a safe and efficient transportation system.
- 2) Acts as a local match for federal and state grants.
- 3) Supports a wide array of project expenditures that are necessary for program success, including but not limited to: consultant services, marketing campaigns, participant incentives, limited term staff time, collateral materials, and employer resources.

**Work Plan Projects for 2007 :**

- School-Based outreach (Trips to School Program)
- Downtown Bellevue TDM market development
- In Motion Program (Residential Outreach)
- One-Less-Car Website maintenance
- Employer Services Outreach Program
- Transportation Planning Intern
- Arts Fair Shuttle
- Commute Information Brochures
- TDM brand development and promotion
- Transportation Management Program Limited Term Employee
- Mode Share Survey

**TIP Reference No.** 34

**Title/Project Name:** Transportation Trails Maintenance Program  
(CIP Plan No. PW-W/B-53)

**Location:** Citywide

**Project/Program Description:** This program funds routine cleaning and occasionally major repairs to surfaces, fences, directional signage and control of adjacent vegetation on City transportation trails.

**Project Justification/Benefits:** This program contributes to safety and system continuity and will preserve the City's investment while minimizing liabilities related to the transportation trail system. Trail maintenance is supported by policies in the Comprehensive Plan and the Pedestrian and Bicycle Transportation Plan.

**Work Plan Projects for 2007:**

- Bi-weekly to semi-annual routine maintenance (trail surface cleaning and adjacent vegetation control) on 96 transportation trails with over 14 miles in total length.
- Trail resurfacing as necessary (asphalt, gravel, wood chips)
- Trail surface repairs as necessary (pot holes, root heaves)
- Trail accessory maintenance or replacement as necessary (signage, bollards, fences)
- Major maintenance as necessary
  - 118<sup>th</sup> Avenue SE Trail (reconstruct/support section of trail under I-90 sloughing off into adjacent Mercer Slough)
  - Silver Glen Trail (partial reconstruction)



# TRANSPORTATION PUBLIC HEARING

## Public invited to a public hearing on Bellevue's six-year Local Transportation Improvement Program update

The Bellevue Transportation Commission invites citizens who live or work in Bellevue and other interested people to a public hearing on the **Proposed City of Bellevue 2008-2013 Transportation Improvement Program (TIP)**. The hearing will be held at the following time, date and place:

Time/Date: 6:30 p.m., Thursday, May 10, 2007  
 Location: Theatre at Crossroads Community Center  
 16000 NE 10<sup>th</sup> Street  
 Bellevue, WA 98008

The local TIP is required and adopted pursuant to state law (RCW 35.77.010). The RCW mandates all local jurisdictions to annually adopt and submit to the state a 6-year program of transportation improvements, the local TIP, by the end of June.

The six-year Local TIP serves as a draft work plan for the development of local transportation systems. It represents an important planning component under the State's Growth Management Act. The Washington State Department of Transportation (WSDOT) and Puget Sound Regional Council (PSRC) use local TIPs as a tool for coordinating the transportation programs of local jurisdictions with those of regional agencies. PSRC also monitors local TIPs for projects of regional significance, which need to be modeled for regional air quality conformity with federal standards, and to track projects supported by federal funds.

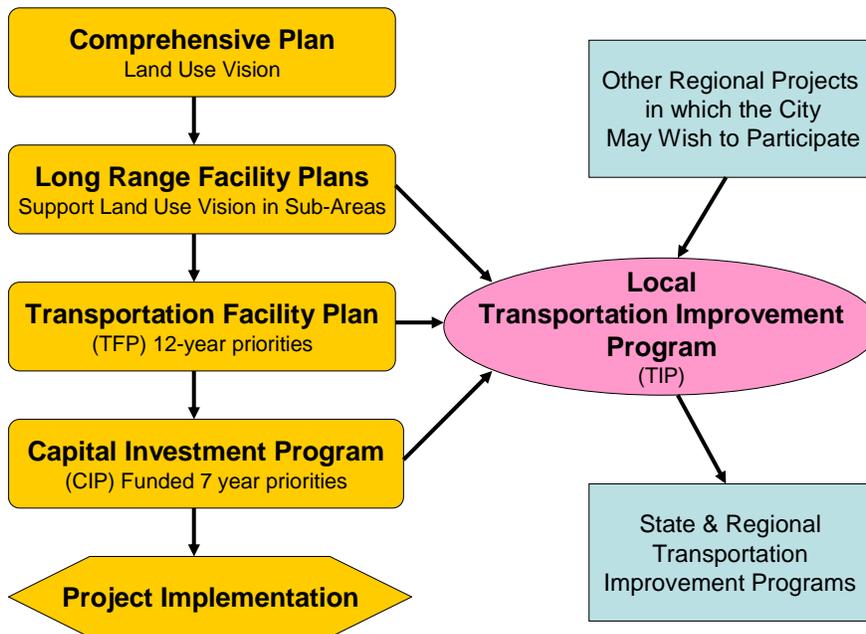
The primary importance of the local TIP to Bellevue is that, in most instances, projects must be included to be eligible for state and federal grant programs. Unlike the City's funded 2007-2013 Capital Investment Program (CIP) Plan and 12-year Transportation Facilities Plan (TFP), the local TIP is not revenue constrained, nor is the list of projects prioritized in any way. The City may include all projects that it would choose to implement within the 6-year timeframe, if funding were available. The local TIP then, by definition, represents a more comprehensive listing of projects deemed necessary to ensure the safe and efficient operation of the City's transportation system.

The public hearing presents the opportunity for the Transportation Commission to hear the community's input and opinions on what projects should be implemented if funding becomes available. Following the public hearing the Transportation Commission will forward a TIP update recommendation to the City Council which is scheduled to review and approve the program by early June.

For more information about the TIP, contact Kristi Oosterveen at 425-452-4496 or e-mail [koosterveen@bellevuewa.gov](mailto:koosterveen@bellevuewa.gov), or visit the City's website at [www.bellevuewa.gov](http://www.bellevuewa.gov).

# City of Bellevue Local Transportation Improvement Program (TIP)

The diagram below depicts the relationship between Bellevue's Local TIP and the multi-phased transportation planning and capital programming process.



- Gold boxes on the left depict the stages of transportation project development: From policy development and planning to project prioritization, funding and implementation.
- The highest priority projects identified in sub-area long range plans are included in the citywide 12-year Transportation Facilities Plan (TFP), a financially constrained plan. Projects in the TFP form the basis for Transportation Impact Fee calculations and a citywide environmental analysis of projected land use and traffic growth which is used in the City's development review procedures.
- TFP projects are prioritized again, along with other projects – scoped to address emerging operational, safety and maintenance needs identified by City staff, the public or other sources – before implementation funding is allocated in the 7-year Capital Investment Program (CIP) Plan.
- The Local TIP includes four project categories:
  1. CIP Projects (Full or partial funding secured);
  2. TFP Projects (An unfunded list limited to 12-year transportation revenue projections);
  3. Other unfunded local projects identified by planning or pre-design studies;
  4. Other regional or non-local projects in which the City may choose to participate financially.
- The Local TIP is not revenue constrained, so it may include projects from both the CIP and TFP as well as other projects the City would like to implement in a six-year timeframe - if funding were available.
- The primary importance of the TIP is that, in most cases, local projects must be included in the TIP to be eligible for state and federal grant programs.
- The Washington State Department of Transportation (WSDOT) and Puget Sound Regional Council (PSRC) use Local TIPs as a tool for coordinating the transportation programs of local jurisdictions with those of regional agencies.