City of Bellevue

MEMORANDUM

DATE: May 2, 2013

TO: Transportation Commission

FROM: Kristi L. Oosterveen, Program Administrator, 425-452-4496

SUBJECT: Proposed City of Bellevue 2014-2019 Transportation Improvement Program

Purpose

The proposed 2014-2019 Transportation Improvement Program (TIP) was introduced to the Transportation Commission on April 11, 2013. Staff reviewed with the Commission potential additions, deletions, and modifications to the list of projects in the current 2013-2018 TIP. The Commission agreed to make the proposed 2014-2019 TIP project list the basis for a mandated public hearing on the City's Local TIP update (see Attachments 1 and 2).

On May 9, 2013, the Transportation Commission will host a public hearing and be asked to make a recommendation to the City Council for adoption of the Proposed City of Bellevue 2014-2019 TIP. The City Council is tentatively scheduled to take action on the TIP update on June 3, 2013.

Background

State law (RCW 35.77.010) mandates all local jurisdictions to annually adopt and submit to the state a six-year program of transportation improvements, known as the Local TIP, by the end of June each year. The Commission hosted a public hearing and recommended the adoption of the current 2013-2018 Local TIP at the April 12, 2012 Commission meeting. City Council adopted the current TIP at its May 21, 2012 meeting (Resolution No. 8396).

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

For the City of Bellevue, the primary importance of the Local TIP is that, in most instances, projects must be included in a Local TIP to be eligible for state and federal grant programs. Because local TIPs are not revenue constrained, jurisdictions can include projects they would choose to implement within the six-year timeframe, if funding were available. Local TIPs then, by definition, represent a more comprehensive listing of projects deemed necessary to ensure the safe and efficient operation of the City's transportation system.

City of Bellevue 2014-2019 Transportation Improvement Program (Local TIP)

Attachment 1 is the project list that comprises the proposed City of Bellevue 2014-2019 Local TIP. All projects listed in the proposed TIP fall within one of four sections as described below:

Section I. TIP Reference Nos. 1-37: Uncompleted Projects included in the Adopted 2013-2019 Capital Investment Program Plan – Full or partial funding secured

Section II. TIP Reference Nos. 38-65: Unfunded projects included in the Proposed 2013-2024 Transportation Facilities Plan

Section III. TIP Reference Nos. 66-77: Other unfunded local projects identified or scoped by completed Alternative Analyses and Planning or Pre-design Studies

Section IV. TIP Reference Nos. 78-84: Regional or Outside Agency-led projects in which the City may choose to participate financially

As reviewed with the Commission at the meeting on April 11, 2013:

- There are 14 new projects proposed to be added to the TIP as follows:
    - Ten projects are newly funded 2013-2019 CIP plan projects. These projects would be added to Section I of the TIP;
    - Three projects are on the proposed 2013-2024 TFP update list and would be added to Section II of the TIP; and
    - One new project is proposed to be added to Section III for the Downtown Sub-surface Arterial project.

- There are 42 projects proposed to be removed from the current 2013-2018 TIP:
    - One CIP project in Section I is projected to be completed in 2013;
    - One CIP project in Section I is was deleted from the 2013-2019 CIP plan;
    - 27 TFP projects in Section II were removed because they are not recommended in the 2013-2024 TFP update;
    - One Section III project was combined with an existing 2013-2019 CIP plan project in Section I;
    - One Section III project was superseded by a new 2013-2019 CIP plan project in Section I;

    - Seven Section III projects are proposed to be removed from the TIP as implementation is not expected during the 2014-2019 timeframe;
    - One Section III project is being combined with another in that section; and
    - Three Section IV projects are being combined with other projects within that section.

- There are 20 projects proposed to be transferred between TIP sections:
    - One 2011-2017 CIP project funded for pre-design work is proposed to be transferred into Section II as funding was not continued in the 2013-2019 CIP Plan;
    - Seven projects from the TFP section (Section II) are proposed to be transferred into Section I as they are now included in the 2013-2019 CIP plan;
    - One TFP project is proposed to be transferred into Section III as it was not recommended for the 2013-2024 TFP Update;
    - Three Section III projects are proposed to be transferred into Section I as they are now part of the 2013-2019 CIP plan;
    - Eight Section III projects are proposed to be transferred into Section II as they are proposed projects for the 2013-2024 TFP update.

The project costs listed in the "Project Funding Categories" columns of Attachment 1 represent, in most cases, the actual level of funding budgeted or estimated to be needed to complete the projects during the six-year timeframe of the Local TIP. Since a Local TIP need not be revenue constrained, project costs are given one of two designations:

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

Requested Action

Staff request approval of a formal motion recommending that the City Council adopt the Proposed City of Bellevue 2014-2019 Transportation Improvement Program.

A draft Transportation Commission transmittal memorandum is attached for your consideration (see Attachment 3).

Next Steps

Proposed TIP Update Timeline

- June 3, 2013 – City Council considers a Commission-recommended 2014-2019 TIP.

- June-July, 2013 – Formatting and submittal of the adopted 2014-2019 TIP to PSRC and WSDOT.

Attachments

1. Proposed City of Bellevue 2014-2019 Transportation Improvement Program Project List
2. Proposed City of Bellevue 2014-2019 Transportation Improvement Program Project Map
3. Draft Transportation Commission Recommendation Transmittal Memorandum

City of Bellevue Proposed 2014-2019 Transportation Improvement Program

Projects listed in the Proposed 2014-2019 TIP are divided into four categories represented by the following colors.

Section I	Projects Included in the Adopted 2013-2019 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured
Section II	Unfunded Projects included in the Proposed 2013-2024 Transportation Facilities Plan (TFP)
Section III	Other unfunded local projects identified or scoped by completed Alternative Analyses and Planning or Pre-design Studies
Section IV	Other regional or outside agency-led projects in which the City may choose to participate financially

					2014-2019 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref. No.	**CIP #**	**TFP #**	**Project Name**	**Project Description**	**Unsecured 2014-2019 Funding**	**Local* Funding**	**Other** Funding**	**Total Funding**	**Total Cost**
Section I:				Uncompleted Projects Included in the Adopted 2013-2019 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured					
1	M-1		Overlay Program	Provide major street maintenance including pavement overlays, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance, and appropriate Americans with Disabilities (ADA) retrofit work.		32,230		32,230	32,230
2	M-2		Minor Capital - Traffic Operations Program	Provide minor capital improvements including channelization and signage upgrades for roadways or pedestrian/bicycle facilities. Typical projects include new crosswalk installations, enhancements to existing crosswalks, upgrading signs to new mandated standards, channelization improvements, roadway safety and access management improvements, and bicycle route signing. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness.		900		900	900
3	M-7		Neighborhood Traffic Safety Program	Install physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions in an effort to reduce vehicle speeds and non-local traffic and to improve nonmotorized safety in neighborhoods.		1,800		1,800	1,800
4	M-19		Major Maintenance Program	Address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrail, pedestrian safety railing, and City-owned fences. The program may also conduct street lighting or traffic signal system repairs or replacements.		5,870		5,870	5,870
5	M-20		Minor Capital - Signals & Lighting	Provide minor capital transportation improvements to the traffic signal, street lighting, and communication systems throughout the city. Typical projects include traffic signal upgrades including new signal phases and displays for increased efficiency and safety, pedestrian crossing upgrades at signals, roadway signage and channelization upgrades near traffic signals, new or revised street lighting including LED street lights, and communication upgrades including fiber optic cables for broadband communications. This program also provides preliminary design funding for possible new traffic signals.		1,200		1,200	1,200
6	R-46		Major Safety Improvements Program	Construct roadway safety-related capital improvements citywide as identified through an accident reduction program, deficiency analysis, and community input. Project funding may be used to leverage additional, non-local funding.		600		600	600
7	R-141	TFP-078	West Lake Sammamish Parkway/north City limit to I-90	The projectwill provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings were identified for SE 26th Street, Northup Way, NE 24th Street, and 5 other locations along the parkway. A signal may be installed at SE 34th Street. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor.	30,000	8,386		8,386	38,386
8	R-146	TFP-079	Northup Way Corridor Improvements	This project is a partnership between the City and the Washington State Department of Transportation (WSDOT). This project will construct bike lane and sidewalk improvements on Northup Way between NE 24th Street and NE 33rd Place, and on NE 24th Street between Northup Way and the existing Bike 520 Trail connection. The proposed improvements on Northup Way will also serve as an a interim regional trail connecting the existing SR 520 trail terminus (near NE 24th Street) and NE 33rd Place where a new regional pedestrian and bicycle path will be built by WSDOT as part of the SR 520 project. This project may also incorporate other work elements including a pedestrian bridge at the Burlington Northern Santa Fe railroad crossing, structural retaining wall work, driveway access management, storm drainage improvements, landscaping, traffic signal and street lighting modifications, and pedestrian crossings at key locations to be determined during the design phase.	3,000	471	8,000	8,471	11,471
9	R-155		Traffic Computer System Upgrade	Replace the existing traffic computer system software and hardware, and upgrade the field communications systems connecting the computer with remote traffic control equipment citywide.	500	4,400	793	5,193	5,693

City of Bellevue Proposed 2014-2019 Transportation Improvement Program

					2014-2019 Project Funding Categories ($000)				
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TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2014-2019 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
10	R-156		ITS Master Plan Implementation Program	Systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005. ITS projects will be selected to provide cost effective measures to reduce traffic congestion and increase the availability of real time traffic information to users of the transportation system. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns.		1,900		1,900	1,900
11	R-159		East Link Analysis and Development	Utilize in house and consultant resources to participate with Sound Transit and other potential project partners to advance the planning, analysis, and design of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City sponsored projects and programs. Key tasks include transportation demand modeling; traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway light rail interface; design issues; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project.		3,060		3,060	3,060
12	R-160	TFP-207	NE 4th Street Extension	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment will be determined in coordination with existing and potential future development and with the ownership interests of the Burlington Northern Santa Fe (BNSF) railway corridor. The project will be designed not to preclude potential future uses of the BNSF corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project. A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood.		19,512	11,600	31,112	31,112
13	R-161	TFP-240	120th Avenue NE Improvements (Stage 1) - NE 4th to NE 8th Streets	This project will widen 120th Avenue NE to five lanes, including two travel lanes in each direction with a center turn lane, turn pockets or planted medians, beginning south of NE 4th Street to south of NE 8th Street. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, a traffic signal at the NE 6th Street intersection, illumination, landscaping, irrigation, storm drainage that employs natural drainage practices. The project will be designed and constructed to accommodate intersections with the NE 4th Street Extension, the planned extension of NE 6th Street, the 120th Avenue NE Improvements from NE 8th Street to Northup Way and other utility infrastructure.		4,933	2,600	7,533	7,533
14	R-162	TFP-211	NE 6th Street Extension	Extend NE 6th Street, as an HOV only facility, from the I-405 HOV interchange to the east over 116th Avenue NE, crossing BNSF right-of-way, and terminating at 120th Ave NE. Improvements include two lanes in each direction with left turn lanes at signalized intersections of I-405 and 120th Avenue NE, a 14' wide non-motorized pathway adjacent to and along the south side of the extension between 112th Ave NE and 120th Ave NE, I-405 corridor design standards, illumination system, retaining walls, landscaping for at-grade locations, underground utilities, detention/water quality treatment, and provisions that do not preclude future regional trail or other improvements within the BNSF corridor.	72,200	1,000		1,000	73,200
15	R-164	TFP-208	120th Avenue NE Improvements (Stage 2) - NE 8th Street to NE 12th Street	This project will extend, realign and widen 120th Avenue NE from south of NE 8th Street through NE 12th Street. Stage 2 of the project includes all intersection improvements at NE 8th Street, Old Bel-Red Road, and NE 12th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project will also be coordinated with private development in the vicinity and with development of the 120th Avenue NE Improvements projects south of NE 8th Street and north of NE 12th Street.		27,205	4,101	31,306	31,306

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TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2014-2019 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
16	R-166	TFP-210	124th Avenue NE - NE 14th Street to Northup Way	This project will widen 124th Avenue NE from NE 14th Street to Northup Way. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, curb, gutter and sidewalk or multipurpose trail on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will include on-street bike facilities between NE 14th Street and the alignment of a planned east-west regional trail facility in the NE 15th/NE 16th Street vicinity. Between NE 14th and NE 18th Streets, the project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 124th Avenue NE Improvements – NE 12th to NE 14th Streets and the NE 15th Street improvements to the west of the 124th Avenue NE corridor.	16,919	8,911		8,911	25,830
17	R-168	TFP-241	120th Avenue NE Improvements - NE 12th Street to Northup Way	This project will extend the 120th Avenue NE widening from NE 12th Street to Northup Way. This corridor segment includes all intersection improvements at Northup Way and will be designed to accommodate future intersections at NE 15th Street, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. North of NE 16th Street, the design may include an alternate or interim four lane cross-section (single southbound lane), and bike facilities will transition from on-street bike lanes to a separated multi-purpose trail on the west side. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Avenue NE Improvements – NE 8th to NE 12th Streets and the NE 15th Street improvements to the west and east of the 120th Avenue NE corridor.	13,573	19,247		19,247	32,820
18	R-169	TFP-213	124th Avenue NE/Bel-Red Road to NE 14th Street	This project will complete preliminary design for the widening of 124th Avenue NE from NE 12th Street (Bel-Red Road) to approximately NE 14th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; bike lanes, curb, gutter, and sidewalk on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The project will be designed and ultimately constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. This project will also evaluate if and what mitigation measures may be designed, and may implement measures, to protect residential communities south of NE 8th Street from potential traffic impacts. The project design will also be coordinated with the design and implementation of 124th Avenue NE Improvements – NE 14th Street to Northup Way.	14,580	1,420		1,420	16,000
19	R-170	TFP-218	130th Avenue NE/NE 20th to NE Bel-Red Road	This project will initiate the design for the redevelopment of 130th Avenue NE between Bel-Red Road and NE 20th Street. The segment north of the planned intersection with NE 16th Street will include a retail focused/pedestrian-oriented design with a two-lane cross-section, bike lanes, and on-street parking. The segment south of the NE 16th Street intersection will transition from the retail street design to the north to a three lane section. Along both segments, the project will design new or redeveloped curb, gutter and sidewalk on both sides of the street, future intersection improvements including turn lanes, potential mid-block crossings, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the NE 16th Street alignment and the planned light rail station and park & ride facility between 130th and 132nd Avenues NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE 16th Street - 130th to 132nd Avenues NE.	14,977	423		423	15,400

City of Bellevue Proposed 2014-2019 Transportation Improvement Program

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						Secured Project Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2014-2019 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
20	R-171	TFP-248	134th Avenue NE – NE 16th Street to NE 20th Street	This project will initiate the design for the extension of 134th Avenue NE between NE 16th and NE 20th Streets. The design will be developed in a coordinated approach with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound and westbound lanes of NE 16th Street. The project design will include and a signalized intersection at NE 16th Street that will integrate traffic, pedestrian, and bicycle movements with the LRT crossing at this location and a new signalized intersection at NE 20th Street. The planned roadway cross-section will consist of three lanes, including one travel lane in each direction with turn pockets or a center turn lane, on-street parking, curb, gutter and sidewalk on both sides of the street, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of the NE 16th Street - 130th to 132nd Avenues NE and NE 16th Street – 132nd Avenue NE to NE 20th Street projects.	15,441	259		259	15,700
21	R-172	TFP-209	NE 15th Street - 116th Avenue NE to 120th Avenue NE	This project will advance to a 60% design level a new arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE, with the widening of NE 12th Street between 116th Avenue NE and the new street connection. The project includes signalized intersection improvements at the NE 12th Street connection and modifications to the existing NE 12th Street/116th Avenue NE intersection. The planned roadway cross-section will include two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter, a separated 16 foot wide multi-purpose path along the north side and a six foot sidewalk on the south side, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project and the planned station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE 15th Street - 120th to 124th Avenues NE and 120th Avenue NE Improvements – NE 12th Street to Northup Way.	29,825	1,357		1,357	31,182
22	R-173	TFP-209	NE 15th Street - 120th Avenue NE to 124th Avenue NE	This project will advance to a 60% design level a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and 14 foot wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. A 10 foot wide on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail line project and the planned station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity, including the development of parallel non-motorized system improvements along the NE 16th Street alignment. The project will also be coordinated with the development of NE 15th Street - 120th to 124th Avenues NE, 120th Avenue NE Improvements – NE 12th Street to Northup Way, and 124th Avenue NE Improvements – NE 14th Street to Northup Way.	15,164	1,346		1,346	16,510
23	R-174	TFP-215	NE 16th Street - 130th Avenue NE to 132nd Avenue NE	This project will initiate the design for a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The design will be developed in a coordinated approach with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project including a station to be located between the eastbound and westbound lanes in this new segment of NE 16th Street and an associated park and ride facility to the north of NE 16th Street. The project will include intersection designs at 130th and 132nd Avenues NE that will integrate traffic, pedestrian, and bicycle movements with the LRT crossings. The roadway cross-section outside of the LRT alignment will include a single travel lane in each direction, buffered bike lanes, curb, gutter, and sidewalk, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. Consolidation of stormwater management facilities between the city and Sound Transit will also be considered. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street and NE 16th Street – 132nd Avenue NE to NE 20th Street projects.	16,850	739		739	17,589

City of Bellevue Proposed 2014-2019 Transportation Improvement Program

					2014-2019 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2014-2019 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
24	R-175	TFP-215	NE 16th Street - 132nd Avenue NE to NE 20th Street	This project will advance the design of future roadway improvements allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound/northbound and westbound/southbound lanes of NE 16th Street and 136th Place SE. The project will include intersection designs at 132nd and 134th Avenues NE, NE 16th Street/136th Place NE, and NE 20th Street that will integrate traffic, pedestrian, and bicycle movements with the LRT crossings. The roadway cross-section outside of the LRT alignment will include one travel lane in each direction, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street, 134th Avenue NE – NE 16th to NE 20th Streets, and NE 16th Street – 130th to 132nd Avenues NE projects.		156		156	156
25	R-176		Early Implementation of the Downtown Transportation Plan Update	This project provides funding for early implementation of prioritized projects recommended under the Downtown Transportation Plan Update. Such work may include improvements at poorly functioning intersections, increased traffic capacity, enhanced transit capacity and/or facilities, and improved pedestrian/bicycle facilities. Early work will ensure that new public and private development is consistent with plan direction and preserves opportunities for future implementation. Work may also include new corridor analysis and conducting pre-design studies that will refine larger project scopes and costs for implementation over time through future funding cycles. This project may also provide supplemental funding for discrete projects that may be advanced in coordination with partner agencies or private development activities in the Downtown area.	5,000	800		800	5,800
26	R-177		Early Implementation of the Eastgate Subarea Plan	This project provides funding for early implementation of prioritized transportation projects recommended by the Eastgate Land Use and Transportation Plan, completed in 2012. Such work may include minor intersection , roadway, or non-motorized facility improvements to sidewalks, bike lanes, and multi-purpose trails. Work may also include conducting pre-design studies that will refine larger project scopes and costs for implementation over time through future funding cycles. This project may also provide supplemental funding for discrete projects that may be advanced in coordination with partner agencies or private development in the area.	5,000	500		500	5,500
27	R-180		Annexation Area Transportation Capital	Initially this project will conduct an assessment of transportation capital needs and opportunities in the Eastgate area neighborhoods annexed into the city in 2012. The assessment may include but would not be limited to a survey of roadway and/or right of way maintenance needs, Americans with Disability Act (ADA) compliance issues on existing pedestrian facilities, neighborhood and school access sidewalk or other pedestrian and bicycle facility improvements, vehicular or non-motorized system safety needs, and roadway/intersection improvement opportunities, especially on key arterials including 150th Avenue SE and Newport Way. Capital investment priorities identified may be implemented with available project funds. Implementation of priority investments may also leverage other financial resources programmed to the various ongoing citywide capital programs within the 2013-2019 Capital Investment Program. Work may also include conducting pre-design studies that will refine larger project scopes and cost estimates for implementation over time through future funding cycles		1,068		1,068	1,068
28	R-181		East Link MOU Commitments	The City of Bellevue and Sound Transit are engaged in the joint implementation of the East Link project within the Bellevue City Limits. This project provides certain resources to implement the partnership with Sound Transit called for in the November 2011 City of Bellevue – Sound Transit East Link Memorandum of Understanding (MOU) and Collaborative Design Process (CDP). Project funding will support the acquisition of properties required for both East Link and separately planned City projects. To ensure full compliance with the MOU and timely delivery of the East Link light rail extension, this project will also be implemented in coordination with public utility relocations (funded by the City of Bellevue Utilities Renewal and Replacement Fund) and specific roadway repaving work (funded by CIP Plan No. PW-M-1, Street Overlays).		33,699		33,699	33,699

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TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2014-2019 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
29	I-92	TFP-192	Lakemont Boulevard / Cougar Mountain Way	This project will include an alternative analysis followed by final design and construction of selected traffic operation improvements at the intersection of Lakemont Boulevard and Cougar Mountain Way/SE 63rd Street. Improvements will be identified, designed, and constructed in a manner that enhances safety and improves intersection operation for vehicular, bicycle and pedestrian traffic. Intersection improvements that may be considered include: a roundabout, a traditional traffic signal with added turn pockets, and a 4-way stop controlled intersection. The alternative analysis and selection phase will include community outreach/involvement facilitation. This project will be coordinated with the Enhanced Right of Ways and Urban Boulevards Program (CIP Plan No. CD-22) due to the unique gateway enhancement opportunity provided by the roundabout alternative. The project budget was established to accommodate the preliminary cost estimates for a roundabout alternative.		1,540		1,540	1,540
30	WB-49		Pedestrian Facilities Compliance Program	This program provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). This program serves as the City's dedicated resource for addressing citizen accessibility requests and implementing high priority improvements identified in the City's ADA Transition Plan for Public Rights of Way.	10,000	600		600	10,600
31	WB-56		Pedestrian Access Improvements Program	This program funds construction of small but critical pedestrian and bicycle improvements that enhance non-motorized connections within neighborhoods and to employment, schools, parks, transit and shopping - improving mobility, safety, and health for everyone while protecting the environment. The program may leverage grant funds, and in partnership with other City programs, may be used to construct larger-scale projects.		2,400		2,400	2,400
32	WB-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.	10,000	3,756		3,756	13,756
33	W/B-76		SE 16th Street - 104th Avenue SE to Bellevue Way	Construct curb, gutter and 6' sidewalk on the south side of the street.		548		548	548
34	W/B-76		123rd Avenue SE - SE 20th to SE 26th Streets	Construct curb, gutter and 5' sidewalk, place curb 14' from center of the roadway on the east side of the street. Parking bays where feasible.		1,196		1,196	1,196
35	W/B-78	TFP-243	Mountains to Sound Greenway/ Factoria Blvd to Lakemont Blvd	This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). The project will bring segments of the missing trail to the 60% design level. Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices.	10,000	430		430	10,430
36	W/B-81	TFP-173	108th/112th Avenue NE - south of SR 520 to NE 12th Street	This project will conduct a pre-design analysis to determine the ultimate scope of pedestrian and bicycle improvements on 108th and 112th Avenues NE from NE 12th Street to the north city limits. The pre-design process will include community outreach/involvement facilitation and will include the evaluation of intersection treatment options at the 112th Avenue NE/NE 24th Street intersection.	3,530	200		200	3,730
37	W/B-82	TFP-158	SE 16th Street/148th Avenue SE to 154th Avenue SE	This project will complete 60% design plans for the addition of five foot bike lanes, curb, gutter, four foot planter strips, and six foot sidewalks where missing on both sides of SE 16th Street between 148th Avenue SE and 156th Avenue SE. Plans at this design level will provide adequate information for Puget Sound Energy to install planned new electricity transmission system poles along the SE 16th Street corridor without conflict to the future roadway improvements.	3,350	250		250	3,600

City of Bellevue Proposed 2014-2019 Transportation Improvement Program

					2014-2019 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2014-2019 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Section II:				Unfunded Projects included in the Proposed 2013-2024 Transportation Facilities Plan					
38		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.	1,100			0	1,100
39		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 roadway and park 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.	20,000			0	20,000
40		TFP-192	Lakemont Blvd./Cougar Mountain Way to Lewis Creek Park and 164th Avenue SE to 171st Avenue SE (phase 1)	Construct northbound left turn lane on Lakemont Blvd. at SE 62nd Street; construct sidewalk and bike lanes on east side between Cougar Mtn. Way and park; install planted medians where feasible.	2,920			0	2,920
41		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.	200			0	200
42		TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp widening	Option A: Add second EB right turn lane, add second WB left turn lane, add EB through lane past I-90 eastbound on-ramp, extend SB left-turn pocket, and extend 3rd SB lane from I-90 on-ramp to SE 38th St. Option B: Construct multi-lane roundabout. Option C: Construct roundabout per Option B plus construct multilane roundabout at 150th Ave SE/SE 38th St and landscaped median between SE 38th St and SE 37th St. With any of the three options, upgrade ped and bike crossings, install gateway treatment.	3,300			0	3,300
43		TFP-197	NE 2nd Extension and I-405 interchange	Extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE. Add half interchange with I-405, to/from the south. Cost estimate reflects only a potential local contribution to a project that will require substantial funding from outside sources.	200			0	200
44		TFP-103	129th Avenue SE/SE 38th Street to Newport Way	Extend 129th Avenue SE to SE 38th Street. Investigate traffic operations at the intersection of 129th Avenue SE and SE Newport Way. Consider signalization and channelization improvements if warranted. Project implementation will be coordinated with potential future private development in the immediate vicinity. Cost estimate reflects only a potential local contribution to a project that will require substantial funding from outside sources.	500			0	500
45		TFP-216	112th Avenue NE/NE 2nd Street	Straighten and realign NE 2nd Street between 112th and 114th Avenues NE, add dual southbound left turn lanes and a northbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	2,200			0	2,200
46		TFP-217	124th Avenue NE at SR-520	Construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The $200K funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	200			0	200
47		TFP-219	NE 8th Street/106th Avenue NE	Realignment of the roadway to the south will better utilize the new westbound travel lane (between 108th and 106th Avenues NE) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity.	2,000			0	2,000
48		TFP-222	Bellevue Way/NE 4th Street	Add a southbound right turn lane and a westbound right turn lane. Dual westbound left turn lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity.	2,000			0	2,000
49		TFP-223	Bellevue Way/NE 8th Street	Add southbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	1,500			0	1,500
50		TFP-225	Bellevue Way/NE 2nd Street	Add a northbound right turn lane and a second southbound left turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. Project scope and description may be revised, depending on outcome of Downtown Transportation Plan update.	1,000			0	1,000

City of Bellevue Proposed 2014-2019 Transportation Improvement Program

					2014-2019 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2014-2019 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
51		TFP-230	108th Avenue NE - NE 12th Street to Main Street	108th Avenue NE Downtown corridor enhancement consisting of Great Streets, Midblock Crossing, Ped Corridor interface and bike lanes. This funding would cover the estimated shortfall and allow for the inclusion of bike lanes between NE 12th and NE 8th Streets and between NE 4th and Main Streets.	1,750			0	1,750
52		TFP-232	164th Avenue NE/SE - NE 18th Street to SE 14th Street	Designate bike shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. Stripe and sign 5 foot bike lanes between Northup Way and NE 6th Street. Accomodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street.	7,400			0	7,400
53		TFP-234	Main Street - 100th Avenue to 116th Avenue	Funding to support pedestrian and bicycle facility components of Main Street project - currently in a pre-design process.	500			0	500
54		TFP-242	Bellevue Way/ 112th Ave SE "Y" to I-90	Widen Bellevue Way SE to add a southbound, inside HOV lane and an outside shoulder. The potential for landscaping treatments will be evaluated during the project design phase. Project may be implemented in segments. North segment from the Bellevue Way/112th Ave SE "Y" to the main entrance to the South Bellevue Park and Ride at 112th Ave SE. South segment from the main Park and Ride entrance to the I-90 on ramps. Improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. The south segment will be implemented by Sound Transit in conjunction with the East Link project, and as a partner, the City may choose to collaborate with Sound Transit to advance overall project implementation.	18,800		4,500	4,500	23,300
55		TFP-242	112th Ave SE and Bellevue Way SE / SE 8th St to I-90 trail	Coordinate with East Link design process to develop a 10-14 foot-wide multiuse pedestrian and bicycle path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE (I-90 trail).	2,000			0	2,000
56		TFP-244	BNSF bike path/southern city limits to northern city limits	Add a 10-14 foot-wide off-street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor.	5,000			0	5,000
57		TFP-245	140th Ave NE/ NE 24th St to NE 8th St	Option A: Add 5 foot-wide bike lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: Develop off street multi-use paved path along east side of 140th Avenue NE, replacing separated gravel path that exists on much of segment; may be boardwalk for part of Bel-Red to NE 20th St segment. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	2,000			0	2,000
58		TFP-246	150th Avenue SE/ south of SE 38th St to Newport Way	Evaluate needs for improvements for segment south of SE 38th St to Newport Way, including intersection at 150th Ave SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation and bicycle mobility. Project located on Priority Bicycle Corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through predesign process and may include roadway widening and channelization changes, sidewalks, bike facility, street lighting and landscaping.	1,100			0	1,100
59		TFP-247	Eastgate Way/Richards Rd to SE 35th Place	Install bike lanes. Missing link in sidewalk between Richards Road and 139th Ave SE may be implemented in coordination with adjacent development. Funding will support implementation of bike lanes on portion of corridor (segment to be determined).	8,700			0	8,700
60		TFP-249	Hospital/NE 8th Street Station Access Improvements	Improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping and services.	200			0	200
61		TFP-250	148th Ave NE Master Plan (Phase 1) - Bel-Red Road to SR 520	In partnership with the City of Redmond, this project will conduct the preliminary design of phase 1 of the 148th Avenue NE Master Plan improvements, between NE 20th Street and SR 520. The project includes the development of a cost sharing and project management agreement between the cities for the determination and implementation of the full 148th Avenue NE Master Plan.	10,000				10,000
62		TFP-251	Coal Creek Parkway/ 124th Ave SE to the southern city limits	Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate path, existing bike lanes may be eliminated and roadway narrowed. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection.	2,000			0	2,000

City of Bellevue Proposed 2014-2019 Transportation Improvement Program

					2014-2019 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref. No.	**CIP #**	**TFP #**	**Project Name**	**Project Description**	**Unsecured 2014-2019 Funding**	**Local* Funding**	**Other** Funding**	**Total Funding**	**Total Cost**
63		TFP-252	Snoqualmie River Rd/ Kelsey Creek Rd to Bellevue College southwest entrance	Upgrade pavement to support transit buses, construct sidewalks and accessible bus stops. The project would likely be implemented by Bellevue College; the City may choose to collaborate with the College to advance overall project implementation. Develop a Bellevue College Transit Center on upgraded alignment.	5,620			0	5,620
64		TFP-253	150th Ave SE/Eastgate Way SE	Construct improvements. Option A: Add second northbound left turn lane, add second eastbound right-turn lane, add second westbound through lane past 148th Ave SE. Add East-West bike lanes through intersection. Option B: Construct multilane roundabout. With either option, upgrade ped and bike crossings, install gateway treatment.	3,700			0	3,700
65		TFP-254	Bel-Red Rd/NE 20th St to NE 24th St	Widen to five lanes, including two travel lanes in each direction, with center turn lane. bike lanes.	5,000			0	5,000

City of Bellevue Proposed 2014-2019 Transportation Improvement Program

					2014-2019 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2014-2019 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Section III:				Other Unfunded Local Projects Identified By Completed Alternative Analyses and Planning or Pre-Design Studies					
66			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
67			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
68			Pedestrian and Bicycle Transportation Plan Implementation	The 2009 Pedestrian and Bicycle Transportation Plan update provides a long term vision for completion of pedestrian and bicycle systems throughout the city. As funding is secured, this project would fund the pre-design, design, property acquisition, construction, and other activities to advance the Plan's identified high priority needs. Improvements may include sidewalks, pathways, trails, bicycle lanes or other bicycle facilities, and wayfinding systems.	10,000			0	10,000
69			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.	2,000			0	2,000
70			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. The City may choose to participate financially in the acquisition of circulator vehicles, specifically low emission.	5,000			0	5,000
71			Downtown Mid-Block Crossings	This project will identify, design, and install signalized mid-block pedestrian crossings at select locations Downtown. Project locations will be determined in coordination with Traffic Operations staff and the downtown community. The installation of signalized mid-block pedestrian crossings at key locations will help to create a network of pedestrian routes which will break-down the scale of downtown superblocks and reinforce the importance of the pedestrian in the urban environment. This project will consider location, geometric design elements, weather protection, lighting, aesthetic treatments, and traffic progression and delay.	2,000			0	2,000
72			116th Avenue NE/NE 12th Street	Add a double westbound left turn, double eastbound left turn and a right turn lane	2,000			0	2,000
73			Northup Way/156th Avenue NE to 164th Avenue NE	Add median left turn; bike lanes	2,000			0	2,000
74			I-90 Tunnel/ SE37th St to SE Eastgate Way	Increase sidewalk width on south side of I-90 tunnel to offer cyclists improved accommodation from SE 37th Street under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection.	2,000			0	2,000
75			NE 8th Street Station Access Improvements	Improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping and services.	500			0	500
76			164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	Improve gravel road with pavement, curb, gutter and sidewalk on one side. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). Cost estimate represents only a placeholder for implementation.	1,000			0	1,000
77			NE 6th Street Sub-surface Arterial	This project would provide sub-surface expansion to the existing Transit Center, needed bus layover space, transit and freight access to the core of the downtown, and HOV/vanpool access to adjacent parking garages from approximately the 11000 block of NE 6th Street to Bellevue Way under the current NE 6th Street alignment. This would help reduce current and future on-street volumes and pedestrian/vehicle conflict. Work would involve close coordination with existing and future corridor development to provide access to/from adjacent parking garages. The funding allocation is a placeholder that may be used to initiate project pre-design process.	3,000			0	3,000

City of Bellevue Proposed 2014-2019 Transportation Improvement Program

					2014-2019 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref. No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2014-2019 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Section IV:				Regional or Outside Agency-Led Projects in which the City May Choose to Participate Financially					
78			I-405 Corridor Program Implementation including downtown Bellevue access improvements	Consider how the City will participate with state and regional partners in the development and implementation of the I-405 Master Plan Corridor Program and its components or connections to the local transportation system north and south of downtown Bellevue (generally, NE 6th, Access improvements between SR 520 and southbound I-405 and I-405 widening south of Bellevue to Renton. Project funds, as secured, may be used to conduct focused planning, design, and ROW needs studies, prepare final designs, acquire ROW, and for construction.	10,000			0	10,000
79			I-405 Bus Rapid Transit Implementation	Consider if and how the City will participate with regional partners in the development and implementation of a Bus Rapid Transit system along the I-405 corridor per the I-405 Master Plan Program. 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
80			SR 520 Eastside Multi-Modal Corridor Projects	Consider how the City will participate with state and regional partners in the development and implementation of the 2013 SR 520 multimodal corridor study. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, to acquire ROW and to complete construction of the projects within the study (i.e., 124th Avenue NE interchange and related non-motorized improvements).	10,000			0	10,000
81			I-90 System Implementation	Consider if and how the City will participate with state and regional partners in the development and implementation of improvements to the I-90 System and its components or connections to the local transportation system including tolling all lanes of I-90 bridge area and implications to regional and local access and managing travel demand. Project funds, as secured, may be used to conduct focused planning, design and implementation per a local agreement with WSDOT and/or Sound Transit. The project will evaluate/implement improvements such as added/improved access to/from I-405 and/or Bellevue Way SE.	5,000			0	5,000
82			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
83			SR 520, I-405 to West Lake Sammamish Parkway	Consider if and how the City will participate with state and regional partners in the development and implementation of a SR 520 corridor study between I-405 and West Lake Sammamish Parkway. The study will evaluate near and long term solutions to general purpose and high occupant vehicle mobility issues. The study will evaluate auxiliary lanes between I-405 and 148th Ave NE, and other improvements necessary to support Bel-Red Corridor, Overlake, and general corridor growth.	10,000			0	10,000
84			East Link Light Rail Transit	Consider if and how the City will participate with regional partners in the development and implementation of the East Link light rail transit project. Project funds, as secured, may be used to conduct focused planning and alternatives analyses, design, property acquisition, and construction of improvements or other community enhancements. City efforts may include additional analysis of project needs and alternatives related to stations and alignment options. City efforts may also seek to enhance the investments of regional partners.	50,000			0	50,000
				TOTALS:	535,499	194,312	31,594	225,906	761,405

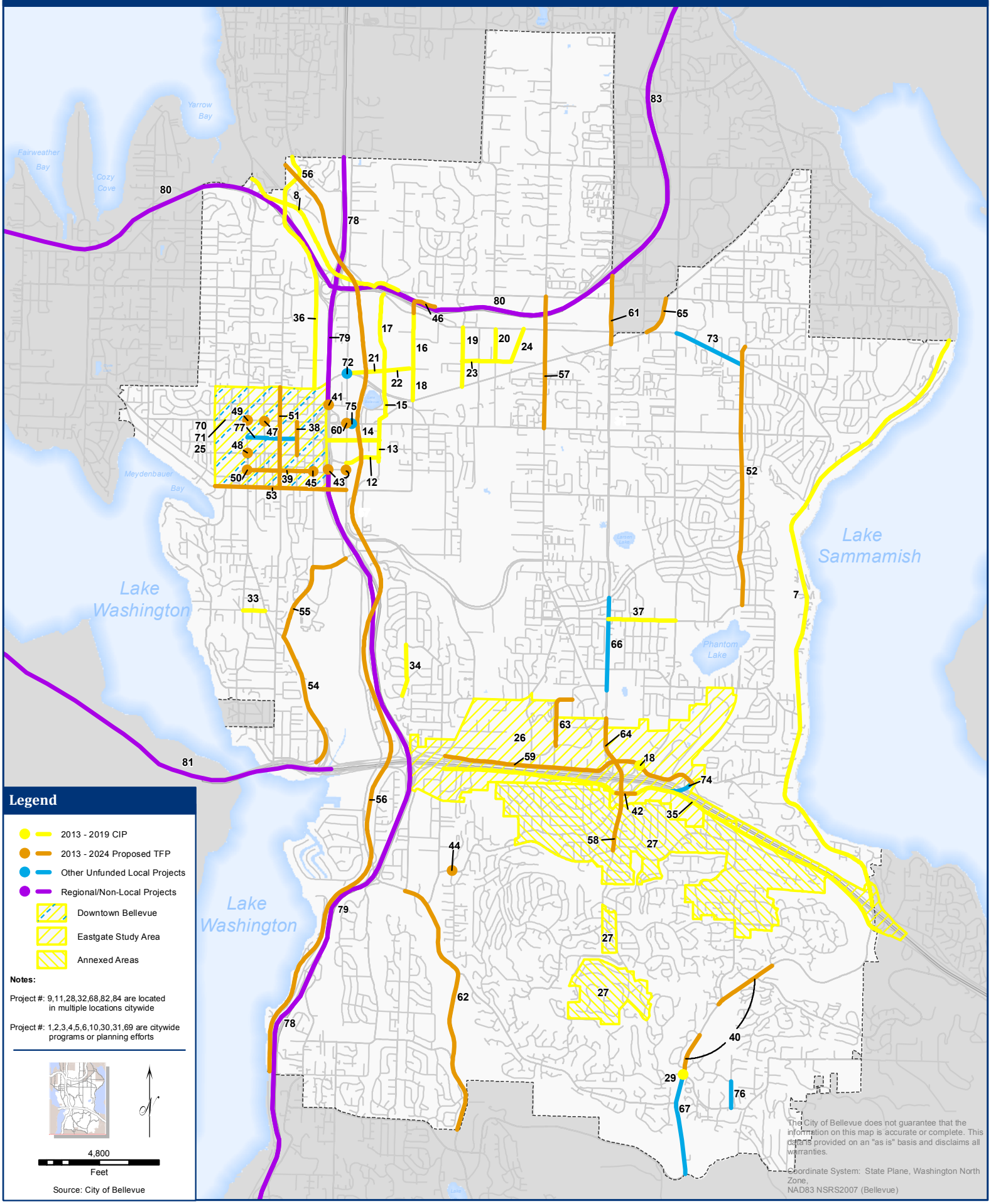
* Local Funding includes secured revenue from other local agencies and private entities (City of Redmond, King County, Puget Sound Energy, etc.)

** Other Funding includes secured revenue from Federal and State grants.

2014-2019
Transportation Improvement Program Projects

Attachment 2

City of Bellevue
GIS Services



Date: 5/1/2013 File Name: V:\tr\arcgis\planning\TIP14-19_8x11.mxd IT Department

Attachment 3

City of Bellevue

MEMORANDUM

DATE: May 9, 2013

TO: Mayor Lee and Members of the City Council

FROM: Transportation Commission

SUBJECT: City of Bellevue 2014-2019 Transportation Improvement Program Update Recommendation

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We are pleased to recommend the City Council's adoption of the proposed City of Bellevue 2014-2019 Transportation Improvement Program. This project list was developed by staff and reviewed by the Commission at our meeting on April 11. The Transportation Commission held a Public Hearing on the associated project list at our meeting on Thursday, May 9, 2013.

State law (RCW 35.77.010) mandates that all local jurisdictions annually adopt and submit to the state a six-year program of transportation improvements, known as the Local TIP. The six-year Local TIP serves as a rough work plan for the development of local transportation systems and, as such, represents an important planning component under the State's Growth Management Act. Council adopted the current 2013-2018 Local TIP on May 21, 2012 (Res. 8396).

Since local TIPs need not be revenue constrained, jurisdictions can include projects they would choose to implement within the timeframe, if funding were available. The Proposed City of Bellevue 2014-2019 Local TIP includes projects from the adopted 2013-2019 CIP, the proposed 2013-2024 Transportation Facilities Plan, and other project priorities emerging from current or recent transportation planning and analysis work. The proposed TIP also includes other regional or outside agency-led projects (many on the three major freeway corridors serving Bellevue) in which the City could be a partner, but not necessarily the lead agency. While the TIP is not revenue constrained, the Transportation Commission does recognize the challenges the City has with revenue constraints and the fluctuating financial climate and will be cognizant of this when discussing future project timing and costs.

The particular importance of the local TIP is that, in most instances, projects must be included in a local TIP to be eligible for state and federal grant programs. The proposed local TIP includes many projects that would compete well against state and federal grant program criteria.

Due to the TIP's value in local and regional transportation planning and funding efforts, we recommend adoption of the proposed City of Bellevue 2014-2019 Transportation Improvement Program at your earliest convenience.

DRAFT