

City of Bellevue 2017-2022 Transportation Improvement Program



Resolution 9097 — May 16, 2016

ORIGINAL

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 9097

A RESOLUTION adopting the City of Bellevue 2017-2022
Transportation Improvement Program (TIP).

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES
RESOLVE AS FOLLOWS:

Section 1. The City of Bellevue 2017-2022 Transportation Improvement
Program (TIP) is hereby adopted. A copy of the 2017-2022 TIP has been given
Clerk's Receiving No. 59608.

Passed by the City Council this 16th day of May, 2016,
and signed in authentication of its passage this 16th day of May,
2016.

(SEAL)



John Stokes, Mayor

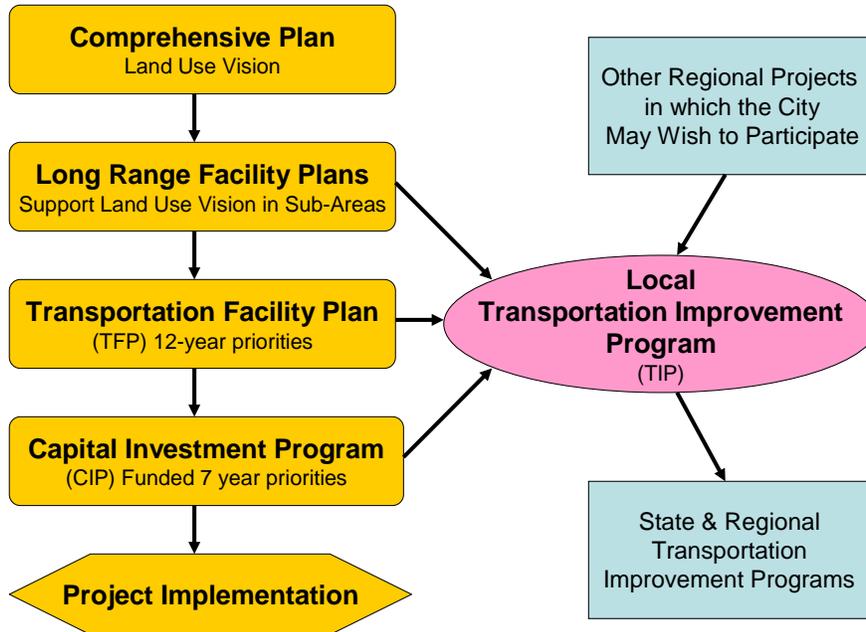
Attest:



Kyle Stannert, City Clerk

Introduction: City of Bellevue Transportation Improvement Program

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



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 TIPs are 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 and Puget Sound Regional Council use Local TIPs as a tool for coordinating the transportation programs of local jurisdictions with those of regional agencies.

City of Bellevue 2017-2022 Transportation Improvement Program

Projects listed in the 2017-2022 TIP are divided into four categories represented by the following colors.

- Section I Projects Included in the Adopted 2015-2021 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured
- Section II Unfunded Projects included in the Adopted 2016-2027 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

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|---|-------|---------|---|---|--|----------------|-----------------|---------------|------------|
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| Uncompleted Projects Included in the Adopted 2015-2021 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. | | 42,334 | | 42,334 | 42,334 |
| 2 | M-2 | | Minor Capital - Traffic Operations Program | Provide minor capital improvements including channelization and signage upgrades for roadways or pedestrian/bicycle facilities. Typical projects include new crosswalk installations, enhancements to existing crosswalks, upgrading signs to new mandated standards, channelization improvements, roadway safety and access management improvements, and bicycle route signing. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness. This program often provides matching funds to grant funded projects to improve pedestrian, bike and ADA facilities. | | 1,475 | | 1,475 | 1,475 |
| 2a | M-2 | | Northup Way - 160th Avenue NE to NE 10th Street and vicinity | At Northup Way - 160th Avenue NE to NE 10th Street Improve three existing marked crosswalks with rectangular rapid flashing beacons (RRFB's) and install one new marked crosswalk with RRFB's. At NE 24th St at 166th Ave NE immediately adjacent to Sherwood Forest Elementary School - add a new marked crosswalk with RRFB's. At 164th Ave NE just south of NE 24th Street - install a RRFB system in the existing median island and on the outside edges for a three pole system. | 700 | | | 700 | 700 |
| 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. | 3,000 | 2,368 | | 2,368 | 5,368 |
| 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. | 3,000 | 6,938 | | 6,938 | 9,938 |
| 5 | M-19 | | Traffic Signal Replacement - 148th Avenue intersections with NE 8th Street, Main Street, and SE 8th Street. | This project will replace existing traffic signals at 148th Avenue intersections with NE 8th Street, Main Street and SE 8th Street. | | 1,200 | | 1,200 | |
| 6 | 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. | | 2,273 | | 2,273 | 2,273 |
| 7 | R-46 | | Major Safety Improvements Program | Construct roadway safety-related capital improvements citywide as identified through an accident reduction program, deficiency analysis, and community input. Projects include road rechannelization to reduce traffic accidents, access revisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety improvements. Project funding may be used to leverage additional, non-local funding. | | 839 | | 839 | 839 |
| 8 | R-146 | TFP-079 | Northup Way Corridor Improvements | This project will design and construct bike lane and sidewalk improvements on both sides of Northup Way between NE 24th Street and NE 33rd Place. This project will also incorporate other work elements including a pedestrian bridge at the Eastside Rail Corridor crossing, retaining walls, storm drainage improvements and water quality treatment, landscaping and irrigation, traffic signal and street light modifications, and two mid-block pedestrian crossings. | | 1,510 | 10,216 | 11,726 | 11,726 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|-------------|-------|---------|---|---|--|----------------|-----------------|---------------|------------|
| | | | | | Secured Project Funding | | | | |
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| 9 | R-156 | | ITS Master Plan Implementation Program | Systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan completed in 2005 <i>and update the Plan to incorporate new technologies including autonomous vehicles</i> . ITS projects will be selected to provide cost effective measures to reduce traffic congestion and increase the availability of real time traffic information to users of the transportation system. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns. | 2,000 | 2,400 | | 2,400 | 4,400 |
| 10 | R-159 | | East Link Analysis and Development | Utilize in house and consultant resources to participate with Sound Transit and other potential project partners to advance the design, cost estimate, analysis, and construction of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City sponsored projects and programs. Key tasks include; traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support and reviews relating to alignments, track profiles, stations, and city roadway light rail interface; mitigation; design issues; 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. | | 9,233 | | 9,233 | 9,233 |
| 11 | R-162 | TFP-211 | NE 6th Street Extension | Extend NE 6th Street, from its current termini in the median of I-405 to the east over the northbound lanes of I-405 and 116th Avenue NE to a new intersection with 120th Avenue NE. HOV/Transit vehicles would be allowed on the segment between 112th Avenue NE and the former Burlington Northern Santa Fe (BNSF) railway corridor. General purpose traffic would be allowed along the segment between the BNSF corridor and 120th Avenue NE to access parcels abutting the extension. Improvements may include two lanes in each direction with turn lanes at the signalized intersections with the I-405 HOV ramps and 120th Avenue NE; illumination; landscaping and irrigation along the at-grade segments; storm drainage and detention; and other utility infrastructure. The project may also include a new, up to 14-foot wide, non-motorized pathway adjacent to the south side of NE 6th Street between 112th Avenue NE and 120th Avenue NE. Future uses or connections to the BNSF corridor will not be precluded. The project will also be coordinated with existing and potential development in the vicinity, with the Sound Transit East Link project, the I-405 Master Plan, and with the 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161). | 90,000 | 1,100 | | 1,100 | 91,100 |
| 12 | R-166 | TFP-210 | 124th Avenue NE - NE Spring Boulevard to NE 18th Street | This project will widen 124th Avenue NE from NE Spring Boulevard to NE 18th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will install curb, gutter and sidewalk or multi-use trail on both sides, planter strips, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, and water quality treatment. This project will also install a new signal at NE 16th Street. The project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. 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 Spring Blvd (CIP Plan No. PW-R-169) and the NE Spring Boulevard improvements to the west of the 124th Avenue NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). | | 11,128 | 8,809 | 19,937 | 19,937 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|-------------|-------|---------|---|--|--|----------------|-----------------|---------------|------------|
| | | | | | Secured Project Funding | | | | |
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| 13 | R-168 | TFP-241 | 120th Avenue NE Improvements (Stage 3) - NE 12th Street to NE 16th Street | This project will widen and raise the profile for 120th Avenue NE from NE 12th Street to NE 16th Street in coordination with the undercrossing of the Sound Transit (ST) East Link light rail line in this vicinity. This corridor segment includes all intersection improvements at 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 include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure to accommodate 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 include new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Ave NE Improvements – NE 8th to NE 12th Streets (Stage 2; CIP Plan No. PW-R-164) and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). As defined in the 2015 amended umbrella MOU between ST and the City, the project budget is intended to fully fund both the City's and ST's share of costs to fully implement the project scope described above. Prior to 2015, this CIP project also advanced the design of the 120th Avenue NE corridor between NE 16th Street and Northup Way to the 60% level. | | 4,746 | 19,424 | 24,170 | 24,170 |
| 14 | R-171 | TFP-248 | 134th Avenue NE – NE Spring Boulevard to NE 20th Street | This project will initiate the conceptual design for the extension of 134th Avenue NE between NE Spring Boulevard and NE 20th Street. The design will be developed in coordination with Sound Transit who will be implementing the East Link Light Rail Transit (LRT) project between the eastbound and westbound lanes of NE Spring Boulevard. The project design includes a signalized intersection at NE Spring Boulevard that will integrate traffic, pedestrian, and bicycle movements with a future LRT at-grade crossing at this location, and a new signalized intersection at NE 20th Street. The planned roadway cross-section consists of three lanes, including one travel lane in each direction with turn pockets or a center turn lane, on-street parking, curb, gutter and sidewalk on both sides of the street, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of the NE Spring Boulevard - 130th to 132nd Avenues NE and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street projects (CIP Plan Nos. PW-R-174 and 175). | 15,500 | 267 | | 267 | 15,767 |
| 15 | R-172 | TFP-209 | NE Spring Boulevard (Zone 1) - 116th Avenue NE to 120th Avenue NE | This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE Spring Boulevard - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to NE 16th Street (Stage 3; CIP Plan No. PW-R-168). | | 29,805 | 1,800 | 31,605 | 31,605 |
| 16 | R-173 | TFP-259 | NE Spring Boulevard (Zone 2)- 120th Avenue NE to 124th Avenue NE | This project will complete design and construct a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE. | 15,079 | 2,201 | 1,200 | 3,401 | 18,480 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|-------------|-------|---------|--|---|--|----------------|-----------------|---------------|------------|
| | | | | | Secured Project Funding | | | | |
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| 17 | R-174 | TFP-215 | NE Spring Boulevard - 130th Avenue NE to 132nd Avenue NE | This project will complete the design and construct the westbound lane and other improvements on the north half of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include a single travel lane outside the LRT alignment, sidewalk and bike lane, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit who will construct the 130th Avenue NE LRT station between the westbound and eastbound lanes and a park and ride facility to the north. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with potential future private development in the vicinity, and designs for 130th Avenue NE – Bel-Red Road to NE 20th Street (CIP Plan No. PW-R-170) and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street project (CIP Plan No. PW-R-175). | 6,100 | 3,397 | | 3,397 | 9,497 |
| 18 | R-175 | TFP-215 | NE Spring Boulevard - 132nd Avenue NE to NE 20th Street | This project will advance the design of future roadway improvement to 30% design, allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link project between the eastbound/northbound and westbound/southbound lanes NE Spring Boulevard and 136th Place NE. The project will interface with designs at 132nd and 134th Avenues NE, which will integrate traffic, pedestrian, and bicycle movements with the East Link crossings. The roadway cross-section outside of the LRT alignment includes one travel lane in each direction, on-street parking between 132nd Ave NE and 134th Ave NE, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street, 134th Avenue NE – NE Spring Boulevard to NE 20th Street, and NE Spring Boulevard – 130th to 132nd Avenues NE projects (CIP Plan Nos. PW-R-170, 171, and 174). Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments or private developments. | 2,000 | 165 | | 165 | 2,165 |
| 19 | R-177 | | Eastgate Subarea Plan Implementation | Implementation of priority projects recommended in the 2012 Eastgate/I-90 Land Use and Transportation Plan. Funding will advance implementation of two Eastgate Plan priority projects: 1) The Bellevue College Connection project which would improve transit travel time for all routes serving the campus and more directly connect Eastgate and Bellevue College to the broader transit network; and 2) Bike lane improvements on Eastgate Way between Richards Road and SE 35th Street, which will provide safe, multi-modal connections to local/regional destinations. | 10,000 | 500 | | 500 | 10,500 |
| 20 | R-182 | | Downtown Transportation Plan Implementation | Implement the Downtown Transportation Plan to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is placed on those projects that provide exceptional pedestrian and bicycle access to the Downtown light rail stations. The Downtown Transportation Plan identified intersections that merit "Enhanced" or "Exceptional" treatment in terms of accommodations and amenities for pedestrians. In addition, the Plan identified and established near-term priorities for installing mid-block crossings. To implement the vision of the Comprehensive Plan and refine the design components to for evolving Downtown roadway corridors, analysis of three corridors – 106th Avenue NE, 108th Avenue NE and Main Street – will be conducted to determine the design of travel lanes, intersections, mid-block crossings, transit facilities, and bicycle facilities. | 2,000 | 5,000 | | 5,000 | 7,000 |
| 21 | R-183 | TFP-256 | West Lake Sammamish Parkway (Phase 2) | This project will conduct a design alternatives analysis, for the 2nd Phase of the West Lake Sammamish Parkway improvements, in coordination with the community and other stakeholders, complete design, and includes a placeholder for construction of the second phase of the corridor improvements, between SE 34th Street and approximately the SE 1700 block of the parkway. The design analysis process will both confirm phase 2 termini and consider variations to the original scope and/or project implementation methods with the intent of developing less costly alternatives while maintaining the original project objectives. | | 8,000 | | 8,000 | 8,000 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|-------------|-------|---------|--|---|--|----------------|-----------------|---------------|------------|
| | | | | | Secured Project Funding | | | | |
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| 22 | R-184 | TFP-242 | Bellevue Way/ 112th Ave SE "Y" to I-90 | Develop the design and the environmental documentation needed to construct an inside High Occupancy Vehicle (HOV) lane and an outside sidewalk or shoulder on southbound Bellevue Way SE between the "Y" intersection of 112th Avenue SE and Bellevue Way on the north and the main entrance to the South Bellevue Park & Ride on the south end. The HOV lane segment between the South Bellevue Park & Ride and I-90 will be built by Sound Transit as part of the East Link project. The improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area. | 19,352 | 4,400 | | 4,400 | 23,752 |
| 23 | R-185 | TFP-255 | Newport Way SE/Somerset Blvd SE to 150th Avenue SE | This project budget will conduct a design alternatives analysis in coordination with the community, complete design, and includes a placeholder for construction of the identified roadway and non-motorized improvements to SE Newport Way between Somerset Boulevard and 150th Avenue SE. Specific improvements may include sidewalks on at least one side, pedestrian crossing facilities, bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality treatments. | | 8,100 | | 8,100 | 8,100 |
| 24 | R-186 | TFP-260 | 120th Avenue NE (Stage 4)/NE 16th Street to Northup Way (and NE 16th Street - 116th to 120th Avenues NE) | Develop preliminary design, cost estimates, and update the previously completed environmental documentation needed to evaluate the feasibility and impacts of the widening and realignment of 120th Avenue NE between NE 16th Street and Northup Way. Evaluate how the roadway vertical and horizontal realignment may accommodate the planned Sound Transit Operations and Maintenance Satellite Facility (OMSF) and potential Transit Oriented Development on the west side of the roadway corridor. Include an evaluation of the NE 16th Street intersection, both sides of 120th Avenue NE, with particular focus on the west side (the south end of the planned OMSF); evaluate the approach alignment and the feasibility of potential extension of NE 16th Street west to 116th Avenue NE. | 2,500 | 1,000 | | 1,000 | 3,500 |
| 25 | R-189 | | TOD, Station Area and Land Use Planning | Utilize in-house and consultant resources to complete plans for the South Bellevue and East Main station areas. Work tasks for South Bellevue will include finalizing the report for City Council action and any additional follow-up from Council related to finalizing the plan. Work tasks for East Main include but are not limited to activities that relate to technical support for the citizen advisory committee (CAC); community and stakeholder outreach; developing and analyzing alternative redevelopment scenarios; traffic analyses; environmental analyses; public engagement; and City Council action and associated staff follow-up. Implementation of transit-oriented development (TOD) at the two BelRed stations requires in-house and consultant resources to complete agreements with Sound Transit, including transfer of property ownership; coordination with Sound Transit and other agencies, organizations and potential developers on plans for TOD; technical analyses (e.g. market transportation, environmental); and public | 20,000 | 1,479 | | 1,479 | 21,479 |
| 26 | 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 | 747 | | 747 | 10,747 |
| 27 | WB-56 | | Pedestrian and Bicycle 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. | | 3,157 | | 3,157 | 3,157 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|-------------|--------|---------|---|--|--|----------------|-----------------|---------------|------------|
| | | | | | Secured Project Funding | | | | Total Cost |
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | |
| 28 | WB-76 | | Neighborhood Sidewalks Program | <p>This program funds the community outreach, design, and construction of sidewalk projects in neighborhoods throughout the city. Neighborhood sidewalks are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. Individual projects are selected in part based on strong and sustained community support demonstrated through other programs and public processes. Project costs, typically in the range between \$500,000 and \$1,500,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle Access Improvements (CIP Plan No. PW-W/B-56), but the projects often do not compete well for stand-alone CIP project funding.</p> <p>High priority projects on the list include, but are not limited to:</p> <ul style="list-style-type: none"> - SE 6th Street - 100th Avenue SE to Bellevue Way SE: Construct curb, gutter and a five foot sidewalk on the north side of SE 6th Street where not complete - 128th Avenue NE/SE - NE 2nd Street to SE 7th Place: Construct curb, gutter and 6 foot sidewalk, where missing, on the west side of the street (excluding park frontage) - 158th Place SE - Main Street to SE 6th Street: Construct curb, gutter and 6 foot sidewalk on east side of the street. - 100th Avenue NE - NE 14th to NE 24th Streets: Construct curb, gutter and 6 foot sidewalk with planter strip on the east side of the street | 15,000 | 8,437 | | 8,437 | 23,437 |
| 29 | W/B-78 | TFP-243 | Mountains to Sound Greenway/ west of Factoria Blvd to Lakemont Blvd | <p>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). Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Boulevard and Lakemont Boulevard, and the design of grade separated crossings of Factoria Boulevard and the interchange ramps between I-405, I-90, and Factoria Boulevard. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.</p> | 30,000 | 1,750 | 796 | 2,546 | 32,546 |
| 30 | W/B-81 | TFP-173 | 108th/112th Avenue NE - south of SR 520 to NE 12th Street | <p>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.</p> | 4,600 | 200 | | 200 | 4,800 |
| 31 | G-103 | TFP-244 | Eastside Rail Corridor bike path/southern city limits to northern city limits | <p>Add a 16-20 foot-wide off-street path along the Eastside Rail Corridor 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 will include 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 Spring Boulevard, the West Tributary Trail and the SR 520 trail. Identified as priority bike corridor NS-3: BNSF Trail Corridor.</p> | 10,000 | 1,000 | | 1,000 | 11,000 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|---|-------|---------|---|---|--|----------------|-----------------|---------------|------------|
| | | | | | Secured Project Funding | | | | |
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| Unfunded Projects included in the 2016-2027 Transportation Facilities Plan | | | | | | | | | |
| 32 | | TFP-110 | 110th Avenue NE/NE 6th Street to NE 8th Street | The project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6th and NE 8th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. | 250 | | | 0 | 250 |
| 33 | | TFP-158 | SE 16th Street/148th Avenue SE to 154th Avenue SE | This project will construct 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. | 5,000 | | | 0 | 5,000 |
| 34 | | TFP-190 | NE 2nd Street/Bellevue Way to 112th Avenue NE | The project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. | 250 | | | 0 | 250 |
| 35 | | TFP-193 | NE 10th Street at I-405 | The project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | 250 | | | 0 | 250 |
| 36 | | 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. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. | 250 | | | 0 | 250 |
| 37 | | 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. | 250 | | | 0 | 250 |
| 38 | | TFP-103 | 129th Avenue SE/SE 38th Street to Newport Way | This project will connect the stub ends of 129th Place SE to provide a through north-south non-motorized connection between SE 38th Street and Newport Way. Project implementation will be coordinated with future private development in the immediate vicinity. The funding allocation is a placeholder that may be used for project pre-design, property acquisition, or implementation of the non-motorized facility on this alignment. | 250 | | | 0 | 250 |
| 39 | | 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 from West Lake Sammamish Parkway to 162nd Place SE. | 5,000 | | | 0 | 5,000 |
| 40 | | 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. 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 |
| 41 | | TFP-213 | 124th Avenue NE/NE 8th Street to NE Spring Boulevard | This project will widen 124th Avenue NE between Bel-Red Road and Spring Boulevard. The roadway cross-section of this segment will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter, and separated multi-use paths on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection and signal system improvements. The project design and implementation of this segment may be coordinated with adjacent development. Prior to 2016, the project also completed the conceptual design of non-motorized improvements between NE 8th Street and Bel-Red Road. | 22,000 | | | 0 | 22,000 |
| 42 | | TFP-216 | 112th Avenue NE/NE 2nd Street | Straighten and realign NE 2nd Street between 112th and 114th Avenues NE, add dual southbound to eastbound left turn lanes and a northbound to eastbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.) | 2,966 | | | 0 | 2,966 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|-------------|-------|---------|--|---|--|-------------------------|-----------------|---------------|------------|
| | | | | | Unsecured 2017-2022 Funding | Secured Project Funding | | | Total Cost |
| | | | | | | Local* Funding | Other** Funding | Total Funding | |
| 43 | | 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. | 250 | | | 0 | 250 |
| 44 | | TFP-218 | 130th Avenue NE/NE 20th to NE Bel-Red Road | The segment from NE 20th Street to NE Spring Blvd will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE Spring Blvd to Bel-Red Road will include one through lane in each direction, a center turn lane, landscape strip, and sidewalks on both sides. The project will be designed in accordance with the Bel-Red Corridor Plan and coordinated with the East Link light rail station and park & ride at 130th Avenue NE. Project implementation will be coordinated with potential future private development in the immediate vicinity. | 253 | | | 0 | 253 |
| 45 | | 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. | 2,746 | | | 0 | 2,746 |
| 46 | | TFP-222 | Bellevue Way/NE 4th Street | Add a southbound to westbound right turn lane and a westbound to northbound right turn lane. Convert a northbound through lane to create a second northbound to westbound left turn lanes, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. | 2,666 | | | 0 | 2,666 |
| 47 | | TFP-223 | Bellevue Way/NE 8th Street | Add southbound to eastbound right turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. | 1,988 | | | 0 | 1,988 |
| 48 | | TFP-225 | Bellevue Way/NE 2nd Street | Add a northbound to eastbound right turn lane and create a second southbound to eastbound left turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.) | 1,404 | | | 0 | 1,404 |
| 49 | | TFP-230 | 108th Avenue NE - NE 12th Street to Main Street | The project will enhance the 108th Avenue NE Downtown corridor consisting of Great Streets, mid-block crossing, pedestrian-corridor interface, and bicycle lanes and bus priority treatments. This is a component of priority bicycle corridor NS-1: Enatai-Northtown Connection and was identified by the Transit Master Plan as a bus priority corridor. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | 7,000 | | | 0 | 7,000 |
| 50 | | TFP-232 | 164th Avenue NE/SE - NE 18th Street to SE 14th Street | Designate bike shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. Stripe and sign 5 foot bike lanes between Northup Way and NE 6th Street. Accommodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street. | 5,000 | | | 0 | 5,000 |
| 51 | | TFP-234 | Main Street - 100th Avenue to 116th Avenue | Funding will support pedestrian and bicycle facility components of the Main Street project, as identified in the Main Street & NE 2 nd Street Design Report (2009). This will be built out to plan conditions in conjunction with the East Link project. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | 500 | | | 0 | 500 |
| 52 | | 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 |
| 53 | | TFP-245 | 140th Ave NE/ NE 24th St to NE 8th St | Option A: Add 5 foot-wide bike lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: Develop off street multi-use paved path along east side of 140th Avenue NE, replacing separated gravel path that exists on much of segment; may be boardwalk for part of Bel-Red to NE 20th St segment. Component of priority bike corridor; NS-4: Somerset-Redmond Connection. | 5,000 | | | 0 | 5,000 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|-------------|-------|---------|---|--|--|----------------|-----------------|---------------|------------|
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| 54 | | 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. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. | 250 | | | 0 | 250 |
| 55 | | TFP-247 | Eastgate Way/Richards Rd to SE 35th Place | Install bike lanes. Missing link in sidewalk between Richards Road and 139th Ave SE may be implemented in coordination with adjacent development. Funding will support implementation of bike lanes on portion of corridor (segment to be determined). | 5,000 | | | 0 | 5,000 |
| 56 | | TFP-249 | Hospital/NE 8th Street Station Access Improvements | Improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. Funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping and services. | 3,000 | | | 0 | 3,000 |
| 57 | | TFP-250 | 148th Ave NE Master Plan (Phase 1) - Bel-Red Road to SR 520 | In partnership with the City of Redmond, this project will conduct the preliminary design of phase 1 of the 148 th Avenue NE Master Plan improvements, between NE 20 th Street and SR 520. The project includes the development of a cost sharing and project management agreement between the cities for the determination and implementation of the full 148 th Avenue NE Master Plan. | 10,000 | | | 0 | 10,000 |
| 58 | | TFP-251 | Coal Creek Parkway/ 124th Ave SE to the southern city limits | Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate path, existing bike lanes may be eliminated and roadway narrowed. Coordinate with City's Urban Boulevards program. Component of priority bike corridor; EW-5: Coal Creek-Cougar Mountain Connection. | 3,000 | | | 0 | 3,000 |
| 59 | | TFP-252 | Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Rd/142nd Place SE from 145th Place SE to SE 36th Street | Reconstruct the roadway to support frequent transit bus-service, construct sidewalks and accessible bus stops and modify the 142nd Place SE/SE 32nd Street intersection. Included is a separated off-street path connecting 145th Place SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd Pl SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project would likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners. | 300 | | | 0 | 300 |
| 60 | | 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. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. | 250 | | | 0 | 250 |
| 61 | | 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. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. | 250 | | | 0 | 250 |
| 62 | | TFP-257 | West Lake Sammamish Parkway/North City Limit to Approximately the SE 1700 block (phases 3, 4 & 5) | The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. This funding allocation is to complete design and includes a full implementation placeholder for a third phase of improvements (of five total). | 24,000 | | | 0 | 24,000 |
| 63 | | TFP-262 | Bellevue Way NE/NE 12th Street to the north city limits at SR-520 | Funding will support a corridor study and community involvement process to support mobility improvements along Bellevue Way NE through the Northtowne neighborhood, between NE 12th Street and the north city limits at SR 520. This is identified as a multimodal corridor and as such, potential improvements include sidewalk enhancements, pedestrian crossings and bicycle facilities, together with addressing traffic safety concerns. | 200 | | | 0 | 200 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|-------------|-------|---------|---|---|--|----------------|-----------------|---------------|------------|
| | | | | | Secured Project Funding | | | | Total Cost |
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | |
| 64 | | TFP-263 | 148th Avenue NE/NE 8th Street | Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes. Cost estimate represents only a placeholder for implementation. | 200 | | | 0 | 200 |
| 65 | | TFP-264 | 143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal | New two-lane road with bike lanes and sidewalks starting at the NE 20th Street/143rd Place NE traffic signal and extending to the end of the existing NE 20th Place north of Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segment is anticipated to be implemented with future private development in the immediate vicinity. Cost estimate represents only a placeholder for implementation. | 250 | | | 0 | 250 |
| 66 | | TFP-265 | 124th Avenue NE/NE 18th Street to Northup Way | Widen the roadway to five lanes, curb, gutter, and sidewalks will be included consistent with the Bel-Red subarea plan and street corridor and urban design standards. The segment includes a stream crossing of the West Tributary and planned trail. Key intersections are at NE Spring Boulevard multi-modal corridor/East Link project and Northup Way. (Intersection improvements at NE Spring Boulevard will be included in the NE Spring Boulevard project.) Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. (Formerly part of TFP-210) | 300 | | | 0 | 300 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|--|-------|-------|---|--|--|----------------|-----------------|---------------|------------|
| | | | | | Secured Project Funding | | | | |
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| Other Unfunded Local Projects Identified By Completed Alternative Analyses and Planning or Pre-Design Studies | | | | | | | | | |
| 67 | | | 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 |
| 68 | | | 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 |
| 69 | | | Pedestrian and Bicycle Implementation Initiative | The 2009 Pedestrian and Bicycle Transportation Plan provides a long term vision for completion of pedestrian and bicycle systems throughout the city. The Pedestrian & Bicycle Implementation Initiative is a complement of efforts based on "the Five E's"—engineering, education, encouragement, enforcement, and evaluation—that will advance project designs and programs identified in the 2009 Plan. As funding is secured, this program would fund the pre-design, design, property acquisition, construction, outreach and encouragement campaigns, targeted safety and data collection investments, the inauguration of bike share services, and other activities to advance the 2009 Plan's identified needs. Improvements may include sidewalks, off-street paths, trails, bicycle lanes or other bicycle facilities, and wayfinding systems. | 10,000 | | | 0 | 10,000 |
| 70 | | | 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 |
| 71 | | | Downtown Mid-Block Crossings | This project will identify, design, and install signalized and unsignalized mid-block pedestrian crossings at select Downtown locations identified in the Downtown Transportation Plan. The installation of mid-block pedestrian crossings at key locations will help to create a network of pedestrian routes that will breakdown the scale of downtown superblocks and reinforce the importance of the pedestrian in the urban environment. Project prioritization, specific locations and design components will be determined in coordination with Transportation and Planning and Community Development staff and the Downtown community. Project implementation will consider location, pedestrian connections, geometric and urban design elements, weather protection, lighting, and traffic progression and delay. | 7,600 | | | 0 | 7,600 |
| 72 | | | 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 |
| 73 | | | Downtown Intersections | This project will design, and install "Enhanced" and "Exceptional" intersections at signalized Downtown intersections at locations identified in the Downtown Transportation Plan. Project prioritization and specific design components will be determined in coordination with Transportation and Planning and Community Development staff and the downtown community. Intersection improvements will help to reduce the barriers to pedestrian mobility created by wide and busy arterials and will reinforce a network of pedestrian routes that will make walking around Downtown easier. This project will consider location, geometric design elements, weather protection, lighting, aesthetic treatments, and traffic progression and delay. | 4,750 | | | 0 | 4,750 |
| 74 | | | NE 20th Street/Bel-Red Road to 156th Avenue NE | Construct an east to west U-turn on NE 20th Street at 156th Avenue NE; provide access management along NE 20th Street. Add bike lanes. Cost estimate represents only a placeholder for implementation. | 200 | | | 0 | 200 |
| 75 | | | 156th Avenue SE at SE Eastgate Way (I-90 westbound off-ramp) | Option A: Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn. Or, Option B, construct multi-lane roundabout. The roundabout would be implemented in conjunction with roundabout at Eastgate Way/150th Ave intersection to the west and offer opportunity to introduce landscaped median and urban design enhancements. With either option, upgrade ped and bike crossings, install gateway treatment. Accommodate or implement planned bike lanes on Eastgate Way. Cost estimate represents only a placeholder for implementation. | 200 | | | 0 | 200 |

City of Bellevue 2017-2022 Transportation Improvement Program

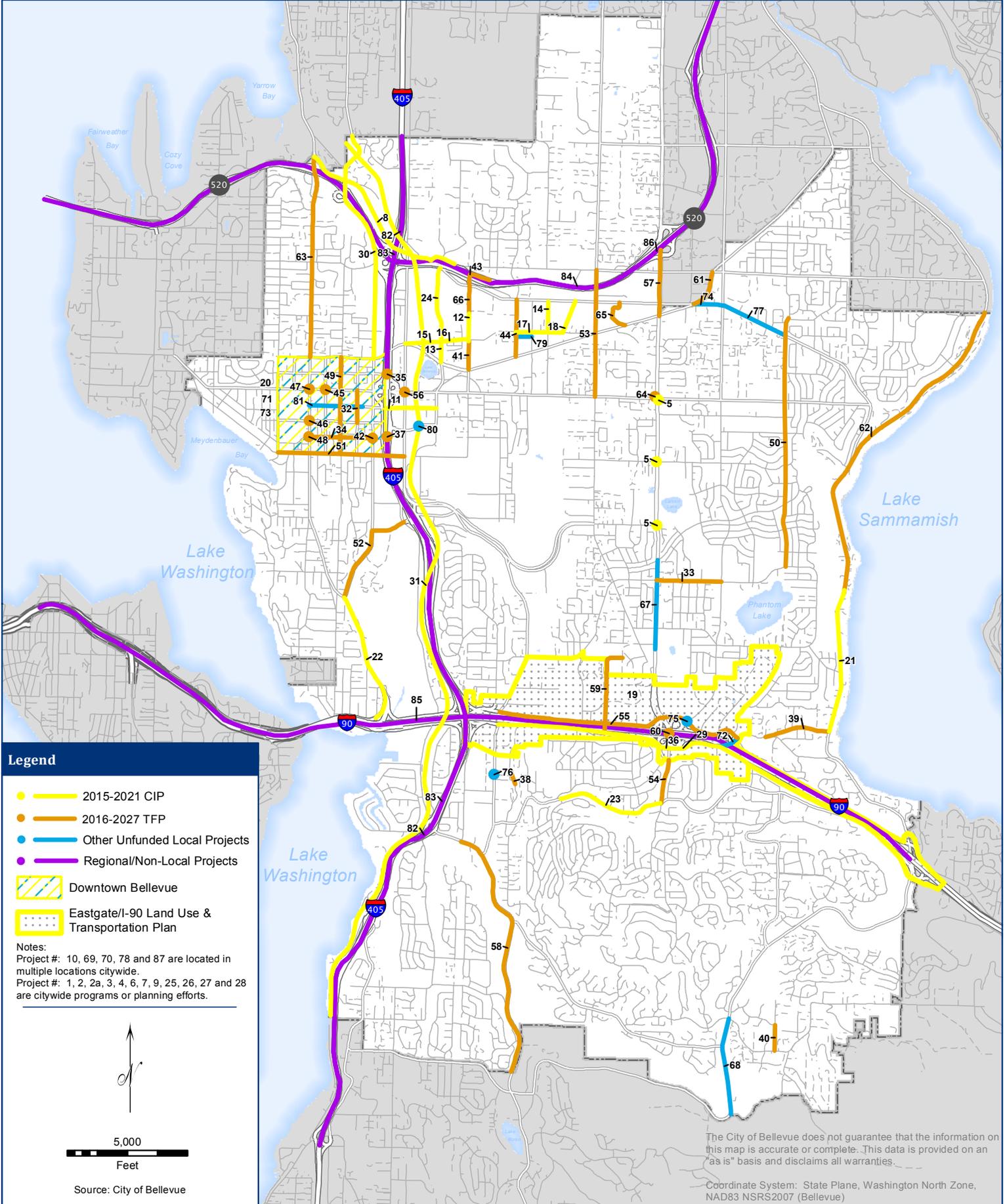
| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|-------------|-------|-------|--|--|--|----------------|-----------------|---------------|------------|
| | | | | | Secured Project Funding | | | | |
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| 76 | | | SE 40th Lane/Factoria Boulevard | Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane. Cost estimate represents only a placeholder for implementation. | 200 | | | 0 | 200 |
| 77 | | | Northup Way/156th Avenue NE to 164th Avenue NE | Add median left-turn lane; bike lanes. Cost estimate represents only a placeholder for implementation. | 200 | | | 0 | 200 |
| 78 | | | Transit Master Plan Implementation Program | <p>The Transit Master Plan (TMP) identifies transportation infrastructure and urban design projects whose implementation can positively affect the performance and user experience of bus transit services in Bellevue. The plan provides recommendations related to three broad types of projects: (1) facilities providing pedestrian and bicycle access to transit, (2) convenience, safety, and comfort improvements at transit stops, stations, and park-and-rides, and (3) roadway and traffic signal investments that improve transit speed and reliability. This program would fund corridor studies, prepare final designs, acquire ROW as needed, and construct or install projects from any of these categories. Individual projects identified by the plan range in cost from tens of thousands to millions of dollars, with those on the lower end unlikely to compete well for stand-alone CIP project funding.</p> <p>Notable projects advanced by the TMP include but are not limited to:</p> <ul style="list-style-type: none"> - 148th Avenue NE and NE 8th Street: Construct queue jump lanes in the eastbound, northbound, and southbound directions. - 112th Avenue SE and Main Street: Construct a westbound queue jump lane and make improvements to signal timing and install transit signal priority for north- to westbound left turns. - 156th Avenue NE – Bel-Red Road to north city limits: Construct business access and transit (BAT) lanes in both directions. - Coal Creek Parkway SE and 119th Avenue SE: Improve the west- to southbound and north- to eastbound turn movements through signal timing prioritization and transit signal priority. | 20,000 | | | 0 | 20,000 |
| 79 | | | NE Spring Boulevard – 130th Avenue NE to 132nd Avenue NE (eastbound) | This project will complete the design and construct the eastbound lane and other improvements on the south half of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project builds upon the traffic signals at the 130th Avenue NE and 132nd Avenue NE intersections and will have a cross-section including a single travel lane on the south side of the East Link Light Rail Transit (LRT) alignment, sidewalk and bike lane, illumination, landscape and irrigation, storm drainage and water quality treatment, and other underground utilities. The project may be constructed in coordination with Sound Transit who will construct the 130th Avenue NE LRT station between the eastbound and westbound lanes. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with possible future private development in the area and will seamlessly integrate with designs for the 130th Avenue NE – BelRed to NE 20th Street (PW-R-170) and NE Spring Boulevard – 132nd to NE 20th Street (PW-R-175) projects. | 13,600 | | | 0 | 13,600 |
| 80 | | | Eastside Rail Corridor Grade Separated Crossing at NE 4th Street | Construct a grade separated crossing over NE 4th Street along the Eastside Rail Corridor. | 5,000 | | | 0 | 5,000 |
| 81 | | | NE 6th Street Sub-surface Arterial | This project concept would create a sub-surface arterial that would run under the NE 6th Pedestrian Corridor with a portal east of 110th Avenue NE and a terminus at Bellevue Way. Such an arterial could provide access for private vehicles, freight and possibly transit to the existing and future garage levels of adjacent commercial developments. Cost estimate is a placeholder that may be used to initiate a feasibility study. | 200 | | | 0 | 200 |

City of Bellevue 2017-2022 Transportation Improvement Program

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2017-2022 Project Funding Categories (\$000) | | | | |
|--|-------|-------|---|--|--|----------------|-----------------|----------------|----------------|
| | | | | | Secured Project Funding | | | | |
| | | | | | Unsecured 2017-2022 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| Regional or Outside Agency-Led Projects in which the City May Choose to Participate Financially | | | | | | | | | |
| 82 | | | 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 |
| 83 | | | I-405 Bus Rapid Transit Implementation | Consider if and how the City will participate with regional partners in the development and implementation of a Bus Rapid Transit system along the I-405 corridor per the I-405 Master Plan Program, King County Metro and Sound Transit's long-range plan. Project funds, as secured, may be used to conduct planning, design or ROW needs studies, to prepare final designs, to acquire ROW and to complete construction. The project will evaluate/implement system components including mainline improvements, direct access ramps and park and ride development or expansion. | 5,000 | | | 0 | 5,000 |
| 84 | | | 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 |
| 85 | | | 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, I-90 Peak Use Shoulder Project 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 improvements such as added/improved access to/from I-405 and/or Bellevue Way SE, including the west end of I-90 in Seattle. | 5,000 | | | 0 | 5,000 |
| 86 | | | 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 |
| 87 | | | 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: | | | | | 535,054 | 167,149 | 42,245 | 209,394 | 743,248 |

* 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.

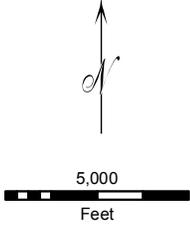
2017-2022 Transportation Improvement Program Projects



Legend

- 2015-2021 CIP
- 2016-2027 TFP
- Other Unfunded Local Projects
- Regional/Non-Local Projects
- Downtown Bellevue
- Eastgate/I-90 Land Use & Transportation Plan

Notes:
 Project #: 10, 69, 70, 78 and 87 are located in multiple locations citywide.
 Project #: 1, 2, 2a, 3, 4, 6, 7, 9, 25, 26, 27 and 28 are citywide programs or planning efforts.



Source: City of Bellevue

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: State Plane, Washington North Zone, NAD83 NSRS2007 (Bellevue)

Title VI Assurances

It is the City of Bellevue's policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his /her Title VI protection has been violated may file a complaint with the City of Bellevue. For Title VI complaint forms and procedures, please contact the Title VI Coordinator for the City of Bellevue Transportation Department at (425) 452-4496.