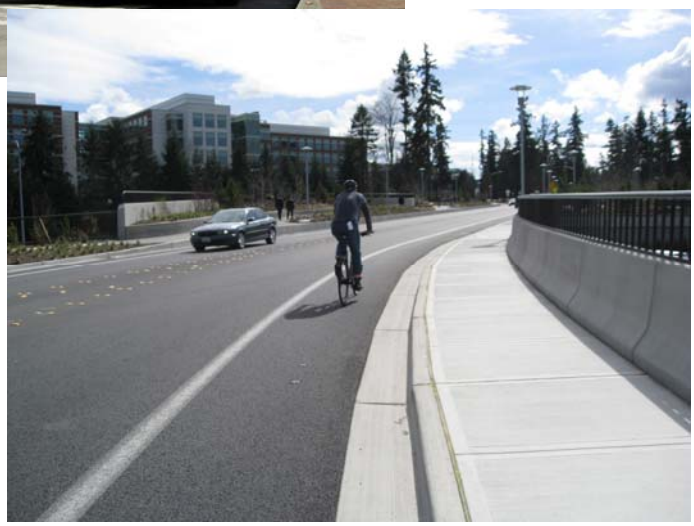
City of Bellevue

2016-2021

Transportation Improvement Program



Resolution 8933 — June 22, 2015

3194-RES
6/11/2015

ORIGINAL

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 8933

A RESOLUTION authorizing adoption of the City's 2016-2021 Transportation Improvement Program (TIP).

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

Section 1. The City Manager or his designee is hereby authorized to adopt the City's 2016-2021 Transportation Improvement Program (TIP), a copy of which has been given Clerk's Receiving No. 53723.

Passed by the City Council this 15th day of ~~May~~ June, 2015, and signed in authentication of its passage this 15th day of ~~May~~ June, 2015.

(SEAL)

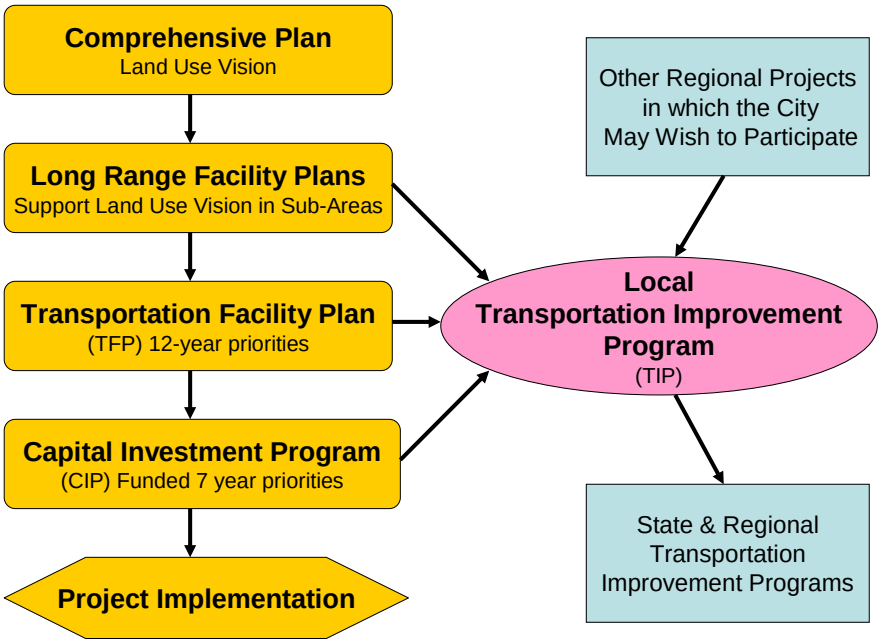
Claudia Balducci, Mayor

Attest:

Myrna L. Basich, 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 2016-2021 Transportation Improvement Program

Projects listed in the 2016-2021 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 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

					2016-2021 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Section I:				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.		35,971		35,971	35,971
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.		966		966	966
3	M-2		140th Mid-block crossing - 140th Avenue NE/North of NE 8th Street and North of NE 12th Street	The project will construct two mid-block crossings on 140th Avenue NE. Crossing Location #1 is approximately 500 feet north of NE 8th Street. Crossing Location #2 is approximately 1,000 feet north of Location #1 and a little north of NE 12th Street. Both crosswalks will be located in the vicinity of existing median islands. Proposed improvements in both locations incorporate new crosswalks, ADA compliant ramp connections to existing walk facilities on either side of the roadway, RRFB systems, new or supplemental illumination, and reconstruction of existing islands including use of appropriate vegetation.		63	354	417	417
4	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.		2,059		2,059	2,059
5	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.		5,638		5,638	5,638
6	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	
7	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.		1,043		1,043	1,043
8	M-20		164th Avenue SE/Lakemont Blvd SE	This project will replace the existing all way stop with a new traffic signal to address afternoon queuing concerns on Lakemont Blvd. The new signal will be placed on the SCATS traffic adaptive signal system, and coordinated when warranted with adjacent traffic signals.		150		150	150
9	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.		686		686	686

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TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
10	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
11	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.		2,400		2,400	2,400
12	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.		1,991		1,991	1,991
13	R-160	TFP-207	NE 4th Street Extension – 116th to 120th Avenues NE	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment was determined in coordination with existing and potential future development and with the ownership interests of the Eastside Rail Corridor (ERC). The project has been designed not to preclude potential future uses of the ERC corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and modifies the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project (Stage 1; CIP Plan No. PW-R-161). A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood		20,940	15,270	36,210	36,210
14	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	1,000		1,000	91,000

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TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
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 Ave NE from south of NE 8th St to south of NE 12th Street. The project includes all intersection and signal improvements at NE 8th St and a new signalized intersection at Lake Bellevue Drive/Old Bel-Red Road. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Wilburton/Bel-Red urban design criteria. The project includes new and/or relocation of utility infrastructure including a joint utility trench (JUT) to accommodate future underground utilities. The project will also be coordinated with private development in the vicinity and with development of the 120th Ave NE Improvements projects south of NE 8th St (Stage 1; CIP Plan No. PW-R-161) and from NE 12th Street to the north (Stage 3, CIP Plan No. PW-R-168).		30,260	6,190	36,450	36,450
16	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
17	R-168	TFP-241	120th Avenue NE Improvements - NE 12th Street to NE 16th Street	This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Avenue NE Improvements – NE 8th to NE 12th Streets (Stage 2; CIP Plan No. PW-R-164) and the NE Spring Boulevard improvements to the west and east of the 120th Avenue NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). Stage 4 (NE 16th to Northup Way) will widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street; north of NE 18th Street, will consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary		4,746	19,424	24,170	24,170
18	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	15,500	267		267	15,767

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TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
19	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
20	R-173	TFP-209	NE Spring Boulevard (Zone 2)- 120th Avenue NE to 124th Avenue NE	This project will complete final design of a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity, including the development of parallel non-motorized system improvements along the NE Spring Boulevard alignment. The project will also be coordinated with the development of NE Spring Boulevard - 116th to 120th Avenues NE (Zone 1; CIP Plan No. PW-R-172), 120th Avenue NE Improvements – NE 12th to NE 16th Streets (Stage 3; CIP Plan No. PW-R-168), and 124th Avenue NE Improvements – NE Spring Boulevard to NE 18th Street (CIP Plan No. PW-R-166).	15,079	2,201	1,200	3,401	18,480
21	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
22	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

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						Secured Project Funding			
TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
23	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.		250		250	250
24	R-182		Downtown Transportation Plan/NE 6th Street Station Access	Advance the Downtown Transportation Plan to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is placed on those 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.		4,700		4,700	4,700
25	R-183	TFP-078	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
26	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
27	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
28	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	647		647	10,647
29	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.		2,745		2,745	2,745

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TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
30	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. High priority projects on the list include, but are not limited to: - 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	10,000	5,666		5,666	15,666
31	W/B-76		123rd Avenue SE - SE 20th to SE 26th Streets	The 123rd Ave. SE Sidewalk Project will construct improvements primarily on the east side of 123rd Avenue SE, between SE 20th Place and SE 26th Street. The goal of these improvements is to improve pedestrian safety by constructing curb & gutter and sidewalk on the east side of the street, along with constructing ADA complaint curb ramps. The project will also be partnering with COB Neighborhood Traffic Safety Services (NTSS) to construct traffic calming features within the project limits to further enhance pedestrian safety and reduce vehicle speeds.		1,196		1,196	1,196
32	W/B-78	TFP-243	Mountains to Sound Greenway/ west of 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). 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.	30,000	1,750	796	2,546	32,546
33	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.	4,600	200		200	4,800
34	G-103	TFP-244	Eastside Rail Corridor (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.	10,000	1,000		1,000	11,000

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TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Section II:				Unfunded Projects included in the 2013-2024 Transportation Facilities Plan					
35		TFP-078	West Lake Sammamish Parkway/north City limit to SE 34th Street	The project will provide a consistent 4' shoulder on the east side, a 10.5' northbound vehicle travel lane, a 10' wide southbound vehicle travel lane, a primarily 10' wide multi purpose trail, and a 2' or 5' wide landscape buffer where space is available. Pedestrian crossings were identified for SE 26th Street, Northup Way, NE 24th Street, and 5 other locations along the parkway. A signal may be installed at SE 34th Street. The project will also make storm drainage, water quality and fish passage improvements throughout the corridor.	28,000			0	28,000
36		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.	1,450			0	1,450
37	W/B-82	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.	3,350			0	3,350
38		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.	10,000			0	10,000
39		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 predesign or early implementation.	250			0	250
40		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.	4,435			0	4,435
41		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
42		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.	250			0	250

					2016-2021 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
43	R-169	TFP-213	124th Avenue NE/Main Street to NE Spring Boulevard	This project will complete the conceptual design of non-motorized improvements between NE 8th and NE 12th Streets and evaluation, design, and implementation of mitigation measures to protect residential communities south of NE 8th Street from potential traffic impacts of Bel-Red growth and the associated major roadway projects planned for the vicinity. Prior to 2015, a neighborhood committee identified a gateway treatment at NE 8th Street, the addition of pedestrian-scale lighting and enhanced crosswalks at several locations, pavement markings, narrowed travel lanes, landscaped medians between NE 2nd and NE 5th Streets, and other streetscape enhancements along the corridor. This project also includes completion of 30% design for the widening of 124th Avenue NE from NE 12th Street (Bel-Red Road) to NE Spring Boulevard. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter, and multipurpose trail on both sides and planter strips; 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. The project design will also be coordinated with the design and implementation of 124th Avenue NE Improvements – NE Spring Boulevard to NE 18th Street (CIP Plan No. PW-R-166).	16,503			0	16,503
44		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
45		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
46	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.	11,700			0	11,700
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.	2,746			0	2,746
48		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
49		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
50		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

					2016-2021 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
51		TFP-230	108th Avenue NE - NE 12th Street to Main Street	The project will enhance the108th 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
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. Accommodate on-street parking on the east side of the street from NE 6th Street to SE 14th Street.	5,000			0	5,000
53		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 2nd 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
54		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
55		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
56		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.	1,068			0	1,068
57		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
58		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
59		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			0	10,000
60		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
61		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.	5,620			0	5,620

					2016-2021 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
62		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
63		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.	3,000			0	3,000

					2016-2021 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 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					
64			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
65			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
66			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
67			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
68			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 break-down 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
69			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
70			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
71			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
72			Downtown Crosswalks	This project will design, and install "Enhanced" and "Exceptional" crosswalks 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. Crosswalk 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

					2016-2021 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
73			116th Avenue NE/NE 12th Street to Northup Way	Revise channelization from four vehicle travel lanes to three vehicle travel lanes (one northbound, one southbound, one center turn lane) and bike lanes. Improve sidewalks and ADA access. Project elements may be constructed in phases.	3,000			0	3,000
74			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
75			Station Area Planning Implementation	Planning and implementation for the six remaining East Link light rail stations.	20,000			0	20,000
76			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
77			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
78			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
79			148th/150th Avenue SE/I-90 westbound on-ramp to I-90 westbound off-ramp	Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp. Cost estimate represents only a placeholder for implementation.	200			0	200
80			156th Avenue NE/NE 24th Street	Construct an eastbound right turn lane. Accommodate or implement 14' wide travel lane bicycle facility on NE 24th St. Cost estimate represents only a placeholder for implementation.	200			0	200
81			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
82			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
83			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
84			Bel-Red Road/NE 24th Street	Add southbound right turn lane. Accommodate or implement planned bike lanes on Bel-Red Road and wide through lane bicycle facility on NE 24th St. Cost estimate represents only a placeholder for implementation.	200			0	200
85			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
86			Factoria Boulevard at Newport Way	Construct a second southbound left-turn lane at Newport Way and modify the channelization on the eastern leg of the Factoria Blvd/Newport Way intersection to receive the two lanes of turning traffic. Cost estimate represents only a placeholder for implementation.	200			0	200
87			131st Avenue SE/132nd Avenue SE between SE 36th Street and SE 38th Street	Realign 131st Ave SE/132nd Ave SE to form a vehicular and pedestrian connection between SE 36th St and SE 38th St. Cost estimate represents only a placeholder for implementation.	200			0	200

					2016-2021 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
88			Transit Master Plan Implementation Program	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. Notable projects advanced by the TMP include but are not limited to: - 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
89			NE 16th Street/116th to 120th Avenues NE	Conduct an alignment alternatives analysis and pre-design process to evaluate a potential new roadway along the NE 16th Street alignment between 116th and 120th Avenues NE. This analysis will be conducted in coordination with Sound Transit and their potential development of an Operations and Maintenance Satellite Facility on the north side of the new roadway.	1,000			0	1,000
90			120th Avenue NE (Stage 4)/NE 16th Street to Northup Way	Conduct an alignment alternatives analysis and pre-design process in coordination with Sound Transit and their potential development of an Operations and Maintenance Satellite Facility on the west side of the project alignment. Pre-design work on Stage 4 of the 120th Avenue NE corridor conducted through 2014 has assumed the current roadway alignment and would widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. North of NE 18th Street the cross-section may consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary. The project will follow Bel-Red urban design standards. (Formerly part of TFP-260)	2,500			0	2,500
91			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

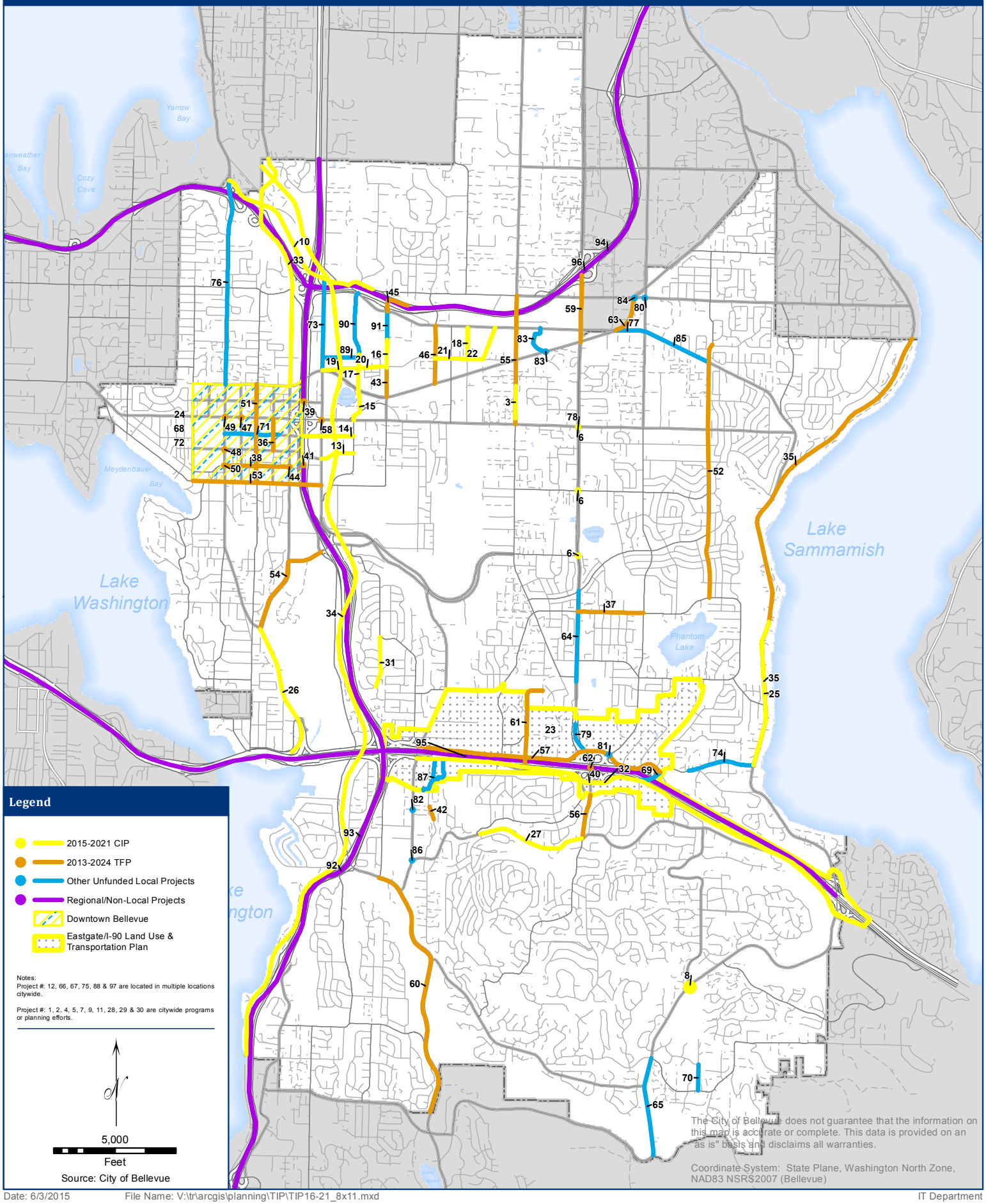
					2016-2021 Project Funding Categories ($000)				
						Secured Project Funding			
TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2016-2021 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Section IV:				Regional or Outside Agency-Led Projects in which the City May Choose to Participate Financially					
92			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
93			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
94			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
95			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 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
96			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
97			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:	531,727	196,240	64,059	260,299	790,826

* 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.

2016-2021
Transportation Improvement Program Projects

City of Bellevue
GIS Services



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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.