

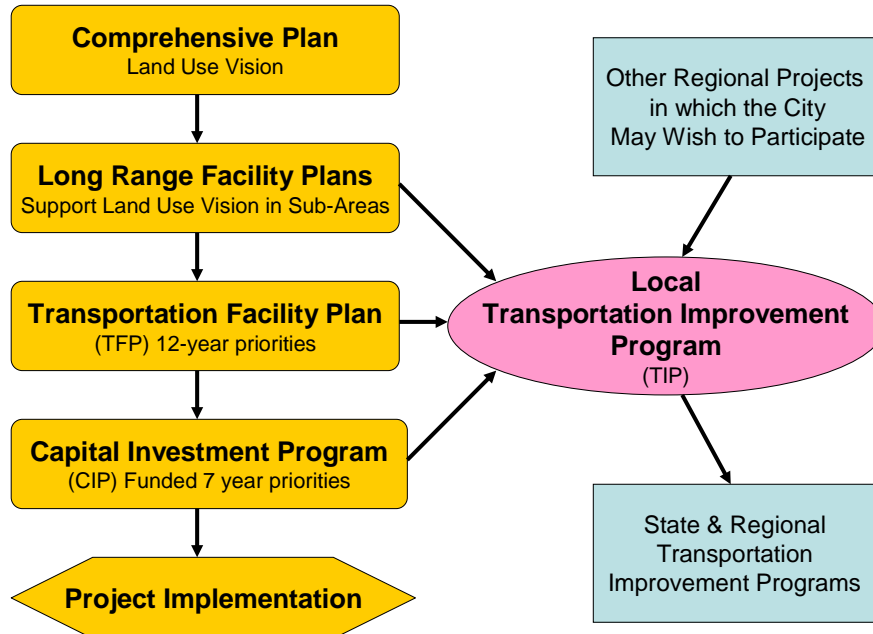
City of Bellevue Proposed 2019-2024 Transportation Improvement Program



Draft for Council Review - May 21, 2018

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.

Proposed City of Bellevue 2019-2024 Transportation Improvement Program

Projects listed in the 2019-2024 TIP are divided into four categories represented by the following colors.

Section I	Projects Included in the Adopted 2017-2023 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	2019-2024 Project Funding Categories (\$000)				
					Unsecured 2019-2024 Funding	Secured Project Funding			Total Cost
						Local*	Other**	Total Funding	
Uncompleted Projects Included in the Adopted 2017-2023 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.		39,814	1,500	41,314	41,314
2	M-2		Minor Capital - Traffic Operations Program	Provide minor capital transportation improvements throughout the City to address traffic operation issues and concerns. 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 and bicycle mobility while observing ADA requirements. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)		1,097		1,097	1,097
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.		189	1,374	1,563	1,563
3	M-7		Neighborhood Traffic Safety Program	Provide minor capital improvements for neighborhood traffic calming/safety projects throughout the City. Install physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions in an effort to reduce vehicle speeds, non-local traffic and to improve walking and bicycling safety and school zone improvements such as flashing 20 MPH school zone signs. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)	3,000	2,193		2,193	5,193
4	M-19		Major Maintenance Program	Inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation related right-of-way appurtenances. 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. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)	3,000	6,574		6,574	9,574
4a	M-19		Traffic Signal Replacement - 148th Avenue NE/NE 8th Street.	This project will replace existing traffic signal at 148th Avenue NE and NE 8th Street.		700		700	700
5	M-20		Minor Capital - Signals & Lighting	Provide minor capital transportation improvements to the traffic signal and street lighting related projects that are beyond the scope of the operating budget but too small for individual CIP projects. Typical projects funded include new traffic signals; traffic signal upgrades including new signal phases and displays for increased efficiency and safety; pedestrian signal upgrades at traffic signals; roadway signage and channelization upgrades near traffic signals; new or revised street lighting including the systematic upgrade to light emitting diode (LED) street lights; upgrade of Emergency Vehicle Preemption technology to a Global Positioning System (GPS) technology base; and communication upgrades including fiber optic cables for broadband communications. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)		2,495		2,495	2,495
6	R-46		Major Safety Improvements Program	Construct various roadway safety-related capital improvements citywide as identified through the Collision Reduction Program, deficiency analysis, and community input. Projects include road rechannelization and access revisions to reduce traffic collisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety improvements. This program will also support Vision Zero through the proactive advancement of safety improvement throughout the City. Project funding may be used to leverage additional, non-local funding. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)		733		733	733

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					Secured Project Funding				
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7	R-156		ITS Master Plan Implementation Program	Systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan (2005) and the update funded in 2017. The plan update will be a catalyst toward providing the direction needed to support many of the emerging technologies in the transportation industry such as Connected Vehicles, Smart Cities and Autonomous Vehicles. ITS projects will be selected to provide cost effective measures to reduce traffic congestion, improve safety, and increase the availability of real time traffic information to users of the transportation system. Possible projects include, but are not limited to, additional traffic cameras for motorist information and investigation of collisions; flood location monitoring; real-time traveler information enhancements; installation of dynamic message signs at key locations; variable lane controls that adjust to changing traffic conditions; WiFi system expansion; roadway weather stations; parking management; emergency vehicle preempt upgrades; and street light monitoring systems. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns.	2,000	2,757		2,757	4,757
8	R-159		East Link Analysis and Development	Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the design and construction of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City sponsored projects and programs. Key tasks include traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; construction management; 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.		19,922		19,922	19,922
9	R-166	TFP-210	124th Avenue NE - Spring Boulevard to Ichigo Way (NE 18th Street)	This project will widen and raise the profile for 124th Avenue NE from NE Spring Boulevard to Ichigo Way (NE 18th Street) in coordination with the undercrossing of the Sound Transit (ST) East Link light rail line in this vicinity. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter and sidewalk on east side and sidewalk on west side from NE Spring Boulevard to NE 16th Street, planter strips, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, water quality treatment, and install a new signal at NE 16th Street. The project will reflect BelRed urban design criteria and include new and/or relocation of utility infrastructure. Implementation will be coordinated with private development in the vicinity and the development of 124th Ave NE-NE 12th Street to to NE Spring Blvd (CIP Plan No. PW-R-169) and the NE Spring Blvd improvements to the west of the 124th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). As defined in the 2015 amended umbrella MOU between the City and ST, the project budget is intended to fully fund the City's share of all phases of the roadway and ST's share of design and construction of the project scope described above. Prior to 2015, this project also advanced the design of the 124th Ave NE corridor between Ichigo Way (NE 18th St) and Northup Way to the 90% level. Future implementation of this segment may occur in phases or include interim facilities dependent upon funding availability and coordination with other BelRed area capital investments or private developments.		28,287	6,752	35,039	35,039
10	R-169	TFP-213	124th Avenue NE - NE 12th Street to NE Spring Boulevard	This project will complete design and construct improvements to 124th Avenue NE from NE 12th Street (BelRed Road) to NE Spring Boulevard. The roadway cross-section of this segment consists of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter and separated multi-use path on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The project will be designed and constructed to reflect BelRed urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Avenue NE Improvements from NE Spring Boulevard to Ichigo Way (NE 18th Street) (PW-R-166). Prior to 2016, this project also completed conceptual design of non-motorized improvements between NE 8th and NE 12th Streets. This project designed and completed mitigation measures south of NE 8th Street to protect residential communities from potential traffic impacts of BelRed growth and the major roadway projects in the vicinity. (This project contains TIFIA funding)		3,365	16,720	20,085	20,085

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11	R-170	TFP-218	130th Avenue NE/NE 20th to NE BelRed Road	The project will complete design and construct improvements to 130th Avenue NE from NE 20th Street to NE BelRed Road. The roadway cross-section 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 BelRed 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. (This project contains TIFIA funding)		2,789	20,091	22,880	22,880
12	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 BelRed urban design criteria and will also be coordinated with private development in the vicinity and the development of NE Spring Boulevard - 120th to 124th Avenues NE (Zone 2; CIP Plan No. PW-R-173) and 120th Avenue NE Improvements – NE 12th Street to NE 16th Street (Stage 3; CIP Plan No. PW-R-168). The current project budget is intended to fully fund all phases of the project. The construction phase of the project may be implemented in stages.		26,123	7,300	33,423	33,423
13	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 bicycle facilities, turn pockets or center medians, curb, gutter, and sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. On-street parking 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), private development, and 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). (This project contains TIFIA funding)		2,201	23,822	26,023	26,023
14	R-174	TFP-215	NE Spring Boulevard - 130th Avenue NE to 132nd Avenue NE	This project will complete design and construct the full roadway cross-section and construct transportation system improvements on the westbound lane 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 single travel lanes outside the LRT alignment, sidewalks and bicycle facilities, 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 and possible transit-oriented development to the immediate north. The 130th Avenue NE LRT station will be located between the westbound and eastbound roadway lanes. The project will be designed to reflect BelRed urban design criteria and will also be coordinated with potential future private development in the vicinity, and designs for 130th Avenue NE – BelRed Road to NE 20th Street (CIP Plan No. PW-R-170) and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street project (CIP Plan No. PW-R-175). Prior to 2015, this project advanced preliminary design of an eastbound lane and other roadway improvements to the south of the planned 130th Avenue NE LRT station. (This project contains TIFIA funding)		4,897	11,089	15,986	15,986

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15	R-182		Downtown Transportation Plan Implementation	Implement the Downtown Transportation Plan (DTP) to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is given to improvements that provide exceptional pedestrian and bicycle access to the Downtown light rail stations, in Old Bellevue, and along the Grand Connection. DTP identified intersections that merit "Enhanced" or "Exceptional" treatment to safely accommodate pedestrians. Also, DTP identified and established locations and near-term priorities for new midblock crossings. To implement the Comprehensive Plan vision for the character of three Downtown roadway corridors – 106th Ave NE, 108th Ave NE and Main St – analysis and community engagement will determine the design of travel lanes, intersections, mid-block crossings, sidewalks, transit and bicycle facilities.		6,750	500	7,250	7,250
16	R-183	TFP-256	West Lake Sammamish Parkway Improvements - "North Central" segment: SE 2nd block to NE 8th block (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 the SE 2nd block and the NE 8th 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
17	R-184	TFP-242	Bellevue Way HOV lane/107th Ave SE	This project will widen Bellevue Way SE to the west to add a southbound inside HOV lane and 5' landscaped planter from the main entrance to the South Bellevue Park and Ride to north of the "Y" intersection along 112th Avenue SE. The project may be implemented in two or more stages. Improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane.	30,600	4,400		4,400	35,000
18	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.	3,000	8,123		8,123	11,123
19	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.	30,800	1,000		1,000	31,800
20	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 engagement.	20,000	2,690		2,690	22,690
21	R-190	TFP-213	124th Avenue NE/NE 8th to NE 12th Streets	This project advances the design, property acquisition and construction of non-motorized improvements on 124th Avenue NE from NE 8th to NE 12th (BelRed Road) Streets. The project will construct a separated multipurpose pathway on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment. The project will be designed and constructed to reflect BelRed urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Avenue NE Improvements - NE Spring Boulevard to Ichigo Way (NE 18th ST) (CIP Plan PW-R-166) and NE 12th Street to Spring Boulevard (CIP Plan PW-R-169). This project completes design of non-motorized improvements on 124th Avenue NE between NE 8th and NE 12th Streets.	21,000	919		919	21,919

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22	R-191	TFP-265	124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way	This project will complete design and construct improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way, which will include travel lanes, turn lanes, street lighting, traffic signals, sidewalk facilities, culvert replacement, wetland and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to finish design for a multipurpose pathway on the west side between NE 16th Street and Ichigo Way and replaces existing City of Seattle transmission towers with mono-tube towers. The project will also support evaluating environmental and open-space enhancements/trail connections along the West Tributary regional detention facilities. (This project contains TIFIA funding)		2,560	29,078	31,638	31,638
23	R-192	TFP-217	124th Avenue NE at SR-520	This project will allow the city to coordinate with WSDOT on the planning, design, environmental and potential implementation of interchange improvements at SR-520 and 124th Avenue NE.		250		250	250
24	R-193		BelRed Corridor Local Street Network	This project will fund the additional planning and preliminary engineering necessary so that the precise street and right of way needs and locations can be documented and communicated for each BelRed Corridor parcel or group of parcels at the time of development. The BelRed Subarea Plan and the Land Use Code identify an idealized small block size of 300 feet on each face which may be adjusted for factors including current parcel configurations, existing streets, and natural features such as streams, topography, and other geographic elements. The identification of a preferred street network will also consider detailed attributes such as the location of existing or necessary utilities, curb cuts, and property access easements. The project will also include an alignment study for extending 143rd Ave NE from its terminus north of BelRed Rd to the existing signal at 143rd and NE 20th St, as well as layout of a new turn lane and signal at NE 20th Place and BelRed Road. The extension road is anticipated to be a 25 mph, two lane roadway with bicycle accommodation, planters, and sidewalks on both sides. Turn lanes will be included at the traffic signals, and possibly midblock if warranted.		432		432	432
25	R-194		West Lake Sammamish Parkway/"South Central" segment; SE 34th Street to SE 1700 block (phase 3)	This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, select a preferred design alternative and develop Preliminary Engineering for the 3rd Phase of the corridor improvements (of five anticipated phases). The design analysis process will confirm phase 3 termini (currently planned to be "South Central" segment - SE 34th Street to SE 1700 block) 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.	7,000	1,000		1,000	8,000
26	R-198		Neighborhood Congestion Management (Levy)	The Transportation Department has a backlog of neighborhood safety, connectivity and congestion management needs. Utilizing 2016 Neighborhood Safety, Connectivity and Congestion Management levy funds, this project specifically addresses Council funding guidance for \$2 million annually to help address the neighborhood congestion management issues by progressing pre-design/design work on congestion management projects to identify best project scope and costing for future project implementation funding. - Reduce neighborhood congestion: Projects to address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.		14,000		14,000	14,000
27	R-199		Neighborhood Safety & Connectivity (Levy)	The Transportation Department has a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. This fund will help address the backlog projects and prioritized new projects in the following categories: - Neighborhood safety projects: Provide traffic calming, reduce speed and non-local traffic, reduce potential for collisions in neighborhoods and around schools, add mid-block crossings and other crosswalks with enhanced safety features such as flashing lights and other projects. - New sidewalks/trails/paths: Add sidewalks and paths to provide walking access to connect neighborhoods and to provide safe walks to schools, parks, shopping and destinations. - Technology for safety and traffic management: Improve city's capability to implement technology that improves safety, traffic flow, traveler information and other emerging technology, such as autonomous vehicles. - Enhance maintenance: Repairs and improvements to existing transportation facilities with outstanding maintenance needs such as sidewalk, trails, slopes, walls, poles, lighting, wiring and street cleaning; and - New bike facilities: Add facilities to create a safe and connected bike network for commuting, recreation and family activities.		37,800		37,800	37,800

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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 infrastructure management program.	10,000	692		692	10,692
29	WB-56		Pedestrian and Bicycle Access and Connections Program	This program improves access and connections for people walking and bicycling. Projects funded through this program enhance mobility for everyone and simultaneously promote community health and foster environmental sustainability. Program funds build discrete small projects and may be used to leverage grant, and to enable partnerships with other City programs, agencies or the private sector to construct larger-scale projects. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)		2,924		2,924	2,924
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 \$2,000,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle Access and Connections (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: - 100th Avenue NE - NE 14th to NE 24th Streets: Construct a separated sidewalk with planter strip on the east side of the street. - 119th Avenue SE - Newport Height Elementary school entrance to SE 56th Street: Construct a curb, gutter, sidewalk on the west side of the street. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)	15,000	4,405		4,405	19,405
31	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	1,807	1,642	3,449	33,449
32	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
33	G-103	TFP-244	Eastside Rail Corridor bike path/southern city limits to northern city limits	This project provides placeholder funding to be programmed later but could include the development of conceptual design, other amenities (such as plantings or gravel pathways) or purchases along the Eastside Rail Corridor. The final programming of these funds will be addressed by Council. This project will assist in informing City coordination with King County Parks in developing and advancing design options for a trail that addresses the needs of the multiple agencies with ownership or other secured interest in using the corridor (including Sound Transit and King County Parks) while also meeting the needs and interests of the Bellevue community. For 2017 and 2018, the adopted budget provides \$500,000 in funding that the City Council directed to advance the design of key crossings and connections in the Wilburton Segment in partnership with other regional agencies.	10,000	2,500		2,500	12,500

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Unfunded Projects included in the 2016-2027 Transportation Facilities Plan									
34		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
35		TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	This project will construct five foot bike lanes on both sides of SE 16th Street, curb, gutter, four foot planter strips, and six foot sidewalks where missing on the north side of SE 16th Street between 148th Avenue SE and 156th Avenue SE.	5,000			0	5,000
36		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
37		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
38		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. (Elements of this project are being advanced associated with CIP Plan PW-R-198)	2,500			0	2,500
39		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
40		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
41		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
42		TFP-211	NE 6th Street Extension	A pre-design analysis (completed in 2012) was completed for the extension 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.	90,000			0	90,000

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TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2019-2024 Project Funding Categories (\$000)				
					Unsecured 2019-2024 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
43	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 – BelRed 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			0	2,000
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-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. 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 westbound 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 components embedded in the Complete Streets policy, 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 BelRed to NE 20th St segment. Component of priority bike corridor; NS-4: Somerset-Redmond Connection.	5,000			0	5,000

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TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2019-2024 Project Funding Categories (\$000)				
					Unsecured 2019-2024 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. (Elements of this project are being advanced associated with CIP Plan PW-R-198)	3,300			0	3,300
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) - BelRed 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	BelRed 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/"Central" & "North" segments; SE 1700 block to SE 2nd block; NE 8th block to the North City Limit (phases 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).	16,000			0	16,000
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

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TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2019-2024 Project Funding Categories (\$000)				
					Unsecured 2019-2024 Funding	Secured Project Funding			
						Local*	Other**	Total Funding	Total Cost
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 BelRed 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 BelRed Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing BelRed 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

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TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2019-2024 Project Funding Categories (\$000)				
					Unsecured 2019-2024 Funding	Secured Project Funding			Total Cost
						Local* Funding	Other** Funding	Total Funding	
Other Unfunded Local Projects Identified By Completed Alternative Analyses and Planning or Pre-Design Studies									
66			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			0	10,000
67			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
68			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
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			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
71			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
72			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 – BelRed 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
73			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
74			134th Ave NE - Bel-Red Rd to Spring Blvd	Reconstruct as three lanes; modify signalization.	200			0	200

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75			I-90 / Lakemont Blvd SE / West Lake Sammamish Pkwy SE	The Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements identified in the WSDOT I-90 Bellevue to North Bend Corridor Study include the following project elements: (1) widen existing WLSP roundabout; (2) addition of a new roundabout at the westbound ramp terminal; and, (3) addition of a new EB slip ramp on the existing EB to NB WLSP off-ramp	200			0	200
76			Lakemont Blvd / Forest Dr	Provide a new traffic signal and eastbound to northbound turn lane on Forest Drive.	200			0	200
77			132nd Ave NE - BelRed Rd to NE 20th St	Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.	200			0	200
78			Spring Blvd - 124th Ave NE to 130th Ave NE (zone 3)	Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and "green" elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where	1,000			0	1,000
79			130th Ave NE / NE 20th St	Conduct a needs assessment to determine whether southbound right turn and westbound right turn lanes should be added at 130th Ave NE / NE 20th St.	200			0	200
80			156th Ave NE / NE 20th St	Conduct a needs assessment to determine whether eastbound and westbound through lanes and a second northbound left turn lane should be added at 156th Ave NE / NE 20th St and signalization modified. Also assess whether the eastbound through lane should be extended 800 feet (plus transition) east of 156th	200			0	200
81			130th Ave NE / NE 24th St	Conduct a needs assessment to determine whether left-turn pockets should be added on all legs of 130th Ave NE / NE 24th St except the north leg. Also monitor for potential future	200			0	200
82			127th Ave NE - Bel-Red Rd to Northup Way	Coordinate with private development to construct a new street that meets urban standards with two general purpose lanes, two parking lanes, gutters, and sidewalks, consistent with design guidelines established in the Bel-Red Corridor Plan.	200			0	200
83			136th Ave NE - Bel-Red Rd to Spring Blvd	Coordinate with private development to construct new three-lane road; signalize.	200			0	200
84			NE 24th St - 164th Ave NE to 172nd Ave NE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, and sidewalks where not complete. Provide intersection left turn lanes or two-way left turn lanes at selected locations	200			0	200
85			Main St and SE 1st St - 116th Ave NE to 124th Ave NE	Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle facilities, and sidewalks. Provide intersection left turn lanes or two- way left turn lanes as required at selected locations.	200			0	200
86			132nd Ave NE / Bel-Red Rd	Conduct a needs assessment to determine whether northbound and southbound right turn lanes should be added at 132nd Ave NE/BelRed Rd.	200			0	200
87			Main St / 148th Ave	Conduct a needs assessment to determine whether a westbound right turn lane should be added at 148th Ave / Main St.	200			0	200
88			156th Ave SE / SE Eastgate Way	Redesign 156th Ave SE and SE Eastgate Way intersection to enhance traffic flow, upgrade pedestrian and bicycle crossings, and establish a gateway treatment, potentially to include developing a modern roundabout.	200			0	200
89			148th Ave SE - I-90 WB on-ramp to SE 38th St	Provide a third southbound lane along 148th Avenue SE from the ramp to westbound I-90 north of Eastgate Way south over the 150th Avenue SE overpass to SE 38th St. The ramp from eastbound I-90 immediately south of Eastgate Way would merge with the third southbound lane as the overpass of I-90 already has three lanes. TFP Project 253 (CTPL-26) has identified alternatives for intersection improvements at 148th Ave SE and Eastgate Way, and TFP Project 195 (CTPL-25) has identified alternatives for intersection improvements at 150th Ave SE at SE 36th St and SE 38th St. This project should be studied in the context of those intersection improvements.	200			0	200
90			118th Ave SE - SE 8th St to Coal Creek Pkwy	Provide pedestrian/bicycle facilities while maintaining existing general purpose travel lanes. Conduct traffic analysis to assess the need for added turning lanes at selected intersections.	200			0	200
91			Newport Way SE - 164th Ave SE to Lakemont Blvd extension	Conduct a needs assessment to determine whether left-turn pockets should be constructed at key intersections along Newport Way SE between 164th Ave SE and Lakemont Blvd.	200			0	200
92			164th Ave SE - Newport Way to Lakemont Blvd	Upgrade the existing two-lane road to higher standards; provide safety features; and provide left-turn pockets at key intersections including Newport Way.	200			0	200
93			164th Ave / Newport Way	Conduct a needs assessment to determine whether the south and east approach legs of 164th Ave SE and Newport Way should be channelized.	500			0	500
94			103rd Ave NE, 105th Ave NE, 107th Ave NE, and NE 11th St	Reconstruct the following sections to meet city design standards (sidewalks, lane width, etc.): a) 103rd Avenue NE between Main Street and NE 1st Street b) 105th Avenue NE between NE 2nd Street and NE 4th Street. c) 107th Avenue NE between Main Street and NE 2nd Street. d) NE 11th St between 110th Avenue NE and 112th Avenue NE.	200			0	200
95			NE 12th St / 116th Ave NE	Conduct a needs assessment to determine whether a northbound to eastbound right-turn lane and eastbound to northbound dual left-turn lanes should be added at NE 12th St and 116th Ave NE.	1,000			0	1,000

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TIP Ref No.	CIP #	TFP #	Project Name	Project Description	2019-2024 Project Funding Categories (\$000)				
					Unsecured 2019-2024 Funding	Secured Project Funding			Total Cost
						Local*	Other**	Total Funding	
96			Coal Creek Rd - 142nd PI SE to 148th Ave SE	Establish a new east-west roadway on the south edge of the Bellevue College campus between 142nd Place SE/Snoqualmie River Road and 148th Avenue SE along the south campus	200			0	200

Proposed City of Bellevue 2019-2024 Transportation Improvement Program

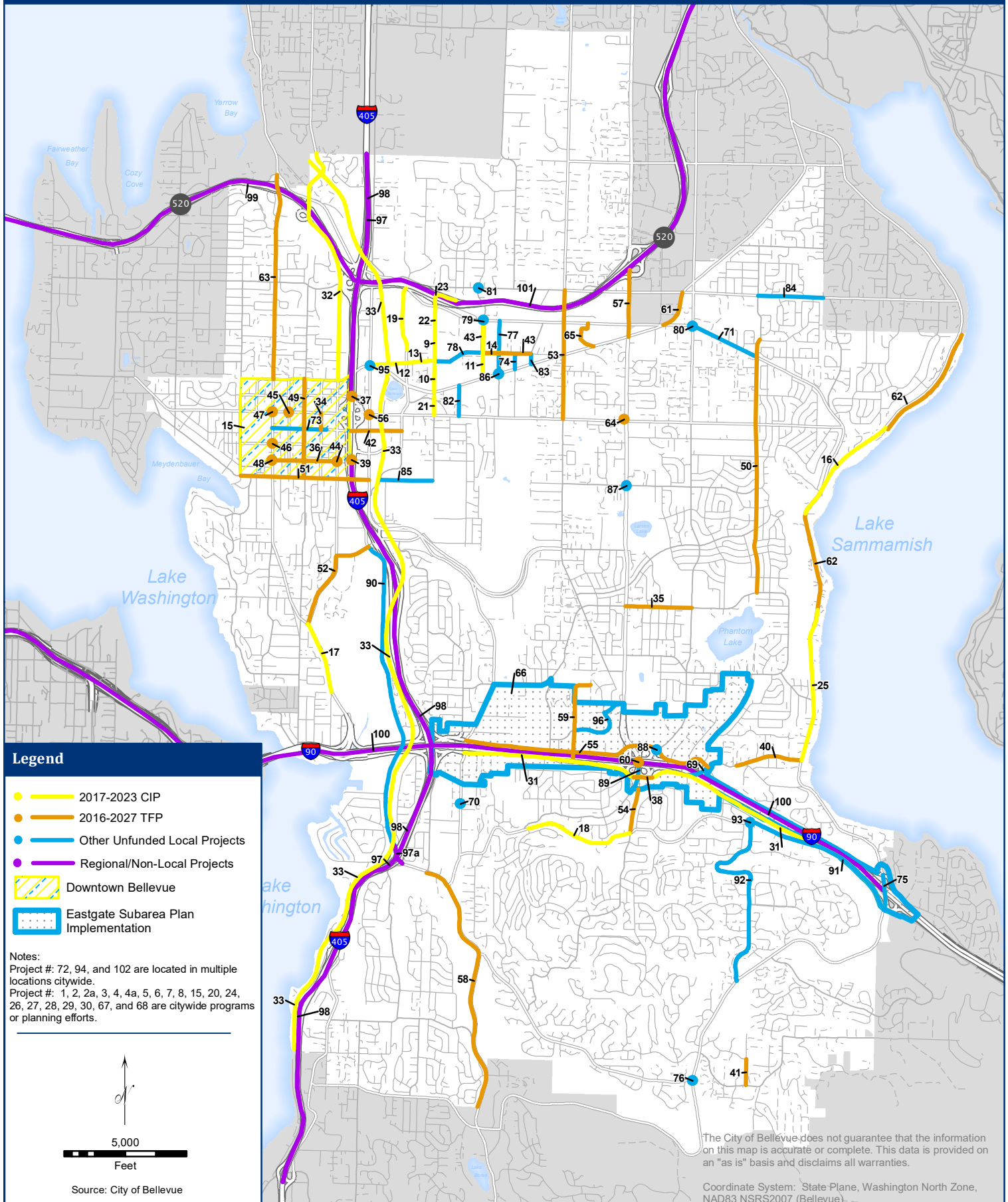
					2019-2024 Project Funding Categories (\$000)				
					Unsecured 2019-2024 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
TIP Ref No.	CIP #	TFP #	Project Name	Project Description					
Regional or Outside Agency-Led Projects in which the City May Choose to Participate Financially									
97			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
97a			Coal Creek Parkway/ 120th Ave SE - I-405 - 119th Ave SE	Convert the three signalized intersections on Coal Creek Parkway at I-405 (2) and 119th Avenue SE and also the intersection of 120th Avenue SE to a series of roundabouts.	5,000			0	5,000
98			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
99			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
100			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
101			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 BelRed Corridor, Overlake, and general corridor growth.	10,000			0	10,000
102			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.	20,000			0	20,000
TOTALS:					485,620	244,588	119,868	364,456	850,076

* 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.

Proposed 2019-2024 Transportation Improvement Program Projects

City of
Bellevue
GIS Services



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.