

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Station Area Planning Implementation

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 115.26NA

**Primary Dept:** Planning & Community Development

**CIP Project Number:** CD-30

**Proposal Type:** New

**Parent Proposal:** None

**Project Status:** New

**Dependent Proposal:** None

**Primary Staff:** Michael Kattermann, x2042

**Fund:** General CIP Fund

### Section 2: Executive Summary

Sound Transit connects light rail stations with adjacent pedestrian and bicycle facilities. Planning with South Bellevue and East Main communities over the past 2+ years identified pedestrian and bicycle projects to improve access to stations and other projects to better integrate stations with those areas. Funding projects like sidewalks, overpasses, bike paths, lighting and signage make it easier for Bellevue residents, employees and visitors to use light rail. This will enhance livability by improving connectivity across multiple modes (i.e. pedestrian, bicycle, transit) and maximize the value and efficiency of light rail infrastructure investment. Light Rail Best Practices identified early implementation of capital investments as actions that could reduce costs and minimize disruption. Building these projects during light rail construction would also maximize use of light rail when service begins in 2023.

### Section 2b: Performance Narrative

These measures will indicate whether investments are making a difference in the public's opinion and in a practical way. One measure will be the amount invested over time on projects identified in the respective station area plans. There is no existing data because there have been no direct city investments in these projects to-date; however, there will be a target. A second measure will track the percentage of the area within ½-mile of the stations that experience improved connectivity over time as the different projects are implemented. There will be a baseline establishing the total acreage within ½-mile and the percentage with pedestrian access to the station ahead of the implementation of these projects. Finally, there are two annual survey questions asking residents if their neighborhood has good access to day-to-day activities and whether Bellevue is doing a good job of planning for and implementing transportation options. The positive response to these questions should increase for the West Bellevue neighborhood.

### Section 3: Responsiveness to Request For Results

**Primary Outcome:** Improved Mobility and Connectivity – This proposal addresses all four purchasing strategies for this outcome with particular emphasis on improving system connectivity and multi-modal travel options. Projects funded by this proposal were identified by the community for the South Bellevue and East Main station areas to:

- \*Maximize the efficiency and value of light rail investment with safe, direct and attractive non-motorized connections to both stations by more people;
- \*Address safety and access concerns related to traffic flow as future demands are placed on the system by expanded park-and-ride capacity (South Bellevue) as well as more intensive development and changes to neighborhood access (East Main);
- \*Enhance livability and quality of life by improving and expanding the pedestrian and bicycle networks in both station areas; and
- \*Increase access to multiple modes of travel (pedestrian, bicycle, transit) that conveniently connect both station areas to the immediate area, other parts of Bellevue and the region.

**Secondary Outcome:** Quality Neighborhoods/Innovative, Vibrant and Caring Community – Projects for both

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station areas were identified in partnership with neighborhood residents and community groups. The East Main citizen advisory committee was instrumental in developing that plan. To quote the RFR, in both station areas, the resulting plan "...{identifies} neighborhood priorities, affirms community values, preserves the unique character of Bellevue's neighborhoods, and enhances opportunities for all of our residents." The proposal most directly addresses the purchasing strategy on neighborhood mobility by:

\*Providing safe and convenient connections for people, regardless of their ability, to the local pedestrian network, the city and regional bicycle network and the regional transit network, all of which results in less reliance on automobile travel to meet the daily needs of the community; and

\*Investing in planning, development, design and maintenance of safe and clean pedestrian and bicycle facilities that provides convenient access to other programs and services.

City Council Priorities: This proposal directly addresses the Council priority of neighborhood projects focused on safety and connectivity with a particular emphasis on sidewalks, crosswalks, and traffic calming.

### Section 4: Performance Measures and Targets

Code	Performance Measure	Frequency	<u>2014</u> Actual	<u>2015</u> Actual	<u>2016</u> Target	<u>2017</u> Target	<u>2018</u> Target
115.3067	Percent of residents who agree their neighborhood provides convenient access to their day-to-day activities.	Years	90%	90%	92%	92%	92%
115.3096	Percent of residents who agree that Bellevue is doing a good job of planning for and implementing a range of transportation options (such as light rail, bus, bikeways, walkways, and streets).	Years	67%	68%	75%	75%	75%
115.3097	Percent of area within half-mile of light rail stations with pedestrian access.	Years			48%	50%	52%
115.3398	Amount of investments made that were identified in the station area plan report.	Years				\$500,000	\$500,000

### Section 5: CIP

#### 5A: Description and Scope

South Bellevue Station Area Plan Report was approved by City Council in January 2016. Approved implementation strategies include:

\*Design and construction of walkways (e.g. sidewalks, pavement markings) and wayfinding on designated routes to the station:

--106th Ave SE, --SE 34th, --113th Ave SE, --SE 28th, --SE 30th, --112th Ave SE

\*Improved pedestrian lighting for safety along designated walk routes and on stairs;

\*Feasibility study and possible construction of a pedestrian overpass at 112th Ave SE and Bellevue Way;

\*Study to recommend traffic flow improvements at the 2 neighborhood entrances off Bellevue Way; and

\*Design and construct enhanced art, landscaping and other aesthetic treatments on the west side of Bellevue Way between I-90 and the "Y."

East Main Station Area Plan Report has been drafted by the Citizen Advisory Committee and scheduled for City Council approval fall 2016. Recommended implementation strategies include:

\*Design and construction of walkways, bike lanes/routes and wayfinding on designated routes to the station:

--Main St off-street path from Bellevue Way to 116th --Lake Hills Connector off-street path

--114th Ave SE bike lanes --SE 8th St from 114th to east of I-405

--SE 8th St off-street path from 112th to 114th --SE 16th St from Bellevue Way to 108th

--110th Ave NE from Main St to NE 2nd St --110th Ave SE from Main to SE 1st St

--109th Ave SE, 111th Ave SE --SE 2nd St, SE 4th St and SE 6th St

--SE 10th St from 108th Ave SE to Bellevue High School

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- \*Improved pedestrian lighting for safety along designated walk routes;
- \*Feasibility study and possible construction of a pedestrian overpass at Surrey Downs Park and 112th Ave SE;
- \*Design and construct enhanced sidewalks, planting strips, art, trees and other landscaping and amenities to reinforce an attractive pedestrian environment along Main Street and 112th Ave SE; and
- \*Pedestrian and bicycle safety improvements on Main Street between Bellevue Way and 116th Ave SE.

### 5B: Rationale

Light Rail Best Practices identified station area planning and early implementation of capital investments as actions that could be taken by cities to “reduce costs and minimize disruption.” Implementing these capital investments during light rail construction may reduce some costs and it will limit disruption to the same time period and ensure improved access and connectivity is in place when light rail service begins in 2023. Delaying the city’s capital investments in these projects will prolong an already lengthy (i.e. 7-year) period of construction and impede the ability of people to connect to the South Bellevue and East Main light rail stations until these projects are in place.

### 5C: Environmental Impacts

Most projects will occur in existing public right-of-way. Environmental review will be conducted as determined on a project specific basis.

### 5D: Location/Address

South Bellevue and East Main light rail stations

### 5E: CIP Summary

<u>CD-30</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	0	500,000	500,000	500,000	1,500,000	1,500,000	1,000,000	0	5,500,000
<b>Revenue</b>	0	500,000	500,000	500,000	1,500,000	1,500,000	1,000,000	0	5,500,000

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## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Overlay Program

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.85PA

**Primary Dept:** Transportation

**CIP Project Number:** PW-M-1

**Proposal Type:** Existing

**Parent Proposal:** None

**Project Status:** Ongoing

**Dependent Proposal:** None

**Primary Staff:** Ron Kessack

**Fund:** General CIP Fund

### Section 2: Executive Summary

This proposal funds the annual Overlay Program (“Overlay”) from data collection and design through construction. It continues to prioritize arterial street rehabilitation as requested by the City Council. This program is a main implementation program for retrofitting adjacent wheelchair curb ramps as mandated by the Americans with Disabilities Act and installing audible pedestrian signal system modifications; it cost-effectively supports other programs by performing curb and sidewalk repairs on overlay sites, repairs or implements new bike lanes coincident with overlay, installation of new traffic detection systems for SCATS signal system implementation, and performs pavement restoration for streets cut by the Utilities Dept in the repair of their systems. The program also funds the bridge inspection program mandated by the FHWA’s National Bridge Inspection Standards.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This program provides major street maintenance including street overlays, pavement rehabilitation, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance and appropriate Americans with Disabilities Act (ADA) retrofit work.

#### 5B: Rationale

Investment in roadway and walkway maintenance contributes to smooth traffic circulation and reduces the long-term cost of major reconstruction by extending the life of Bellevue’s transportation system and preserving the City’s investment in existing facilities. The project also funds Federal Highway Administration mandated bridge inspection, inventory and minor maintenance activities.

#### 5C: Environmental Impacts

This program funds projects that are primarily maintenance oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

#### 5D: Location/Address

Citywide

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### 5E: CIP Summary

<u>PW-M-1</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	109,456,009	6,848,000	7,847,000	5,868,000	6,031,000	6,197,000	7,574,000	7,797,000	157,618,009
<b>Revenue</b>	109,456,009	6,848,000	7,847,000	5,868,000	6,031,000	6,197,000	7,574,000	7,797,000	157,618,009

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## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Minor Capital - Traffic Operations  
**Outcome:** Improved Mobility and Connectivity  
**Proposal Number:** 130.90NA                      **Primary Dept:** Transportation  
**CIP Project Number:** PW-M-2                      **Proposal Type:** Existing  
**Parent Proposal:** None                              **Project Status:** Ongoing  
**Dependent Proposal:** None                        **Primary Staff:** Chris Long  
**Fund:** General CIP Fund

### Section 2: Executive Summary

This program funds minor capital transportation improvements throughout the City to address traffic operation issues and concerns. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, access management improvements, new bike lanes, bicycle route signing, and sidewalk and new curb ramp installations. 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.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

<u>Code</u>	<u>Performance Measure</u>	<u>Frequency</u>	<u>2014 Actual</u>	<u>2015 Actual</u>	<u>2016 Target</u>	<u>2017 Target</u>	<u>2018 Target</u>
130.0171	Traffic operations minor capital annual funding	Months	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00
130.0172	Total traffic operations minor capital projects implemented this year	Months	7	5	5	5	5
130.0173	Priority crosswalks improved/implemented this year	Months	9	6	10	10	10
130.0174	Guardrail improvements implemented this year	Months	2	5	3	2	2

### Section 5: CIP

#### 5A: Description and Scope

This program funds minor capital transportation improvements throughout the City to address traffic operation issues and concerns. This program helps fill a need in the City to address projects that are important to safety and mobility but are too small to complete as individual Capital Investment Program (CIP) projects. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, access management improvements, new bike lanes, bicycle route signing, and sidewalk and new curb ramp installations. 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.

#### 5B: Rationale

This program provides funds for traffic operation improvement projects that are beyond the scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on an ongoing and timely basis to citizen projects and safety related requests, unfunded mandates, changes to

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standards, partnership opportunities with other capital or private development projects, and other emergent needs. Annually, this program can complete 5-7 standalone projects that directly address safety, mobility and connectivity in Bellevue. This includes support of the crosswalk improvement program. In 2015, this program was able to help construct six crosswalks on the priority crosswalk list. The needs for crosswalk improvements in Bellevue far exceed the budget available through small on-going CIP proposals, but this program consistently helps address some of the most critical locations. This program has also been leveraged to support grant applications through providing matching money.

### 5C: Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### 5D: Location/Address

Citywide

### 5E: CIP Summary

<u>PW-M-2</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	9,417,526	148,915	170,000	175,000	180,000	185,000	191,000	196,000	10,663,441
<b>Revenue</b>	9,417,526	148,915	170,000	175,000	180,000	185,000	191,000	196,000	10,663,441



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## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Neighborhood Traffic Safety Program  
**Outcome:** Improved Mobility and Connectivity  
**Proposal Number:** 130.98NA                      **Primary Dept:** Transportation  
**CIP Project Number:** PW-M-7                      **Proposal Type:** Existing  
**Parent Proposal:** None                              **Project Status:** Ongoing  
**Dependent Proposal:** None                         **Primary Staff:** Karen Gonzalez  
**Fund:** General CIP Fund

### Section 2: Executive Summary

This program supports Council priority of implementing projects in neighborhoods that focus on safety and connectivity with a particular emphasis on traffic calming. This proposal funds design and construction of neighborhood traffic calming/safety improvements that change driver behavior and address excessive vehicle speeds, motorists cutting through neighborhoods to bypass arterial streets, and enhances pedestrian/bicycle safety. Improvements include speed humps, traffic circles, etc. This proposal also funds the design and installation of school zone improvements (flashing school zone beacons, raised crosswalks) and educational programs to encourage safe driving and student pedestrian behavior. A marked increase in the number of citizen requests for solutions to traffic safety issues in their neighborhood continues to climb. Capital funds are used to design and construct projects to address the most severe issues at prioritized locations and support the Vision Zero initiative.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

<u>Code</u>	<u>Performance Measure</u>	<u>Frequency</u>	<u>2014</u> <u>Actual</u>	<u>2015</u> <u>Actual</u>	<u>2016</u> <u>Target</u>	<u>2017</u> <u>Target</u>	<u>2018</u> <u>Target</u>
130.0048	Number of School Zone Safety Enhancement projects implemented per year	Years	5	2	2	2	2
130.0089	Number of projects designed and/or constructed per year	Years	36	26	25	25	25
130.0144	Neighborhood Traffic Action Plans Completed	Years	30	35	15		

### Section 5: CIP

#### 5A: Description and Scope

This program funds minor capital improvements for neighborhood traffic calming/safety projects throughout the City. These projects may include the use of 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.

#### 5B: Rationale

The primary benefits of this investment are improved safety and protection of quality of life for neighborhoods. As traffic congestion increases on arterials, the potential for cut-through traffic and higher speeds on

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neighborhood streets increases. This program focuses on mitigating these impacts through the development of neighborhood traffic calming/safety plans to divert and/or slow traffic, improve non-motorized safety, enhance school zone safety and protect neighborhood quality of life.

### 5C: Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### 5D: Location/Address

Citywide

### 5E: CIP Summary

<u>PW-M-7</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	8,129,271	330,005	340,000	350,000	360,000	370,000	381,000	392,000	10,652,276
<b>Revenue</b>	8,129,271	330,005	340,000	350,000	360,000	370,000	381,000	392,000	10,652,276

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## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Minor Capital - Signals and Lighting  
**Outcome:** Improved Mobility and Connectivity  
**Proposal Number:** 130.86NA                      **Primary Dept:** Transportation  
**CIP Project Number:** PW-M-20                      **Proposal Type:** New  
**Parent Proposal:** None                              **Project Status:** Ongoing  
**Dependent Proposal:** None                              **Primary Staff:** Chris Long  
**Fund:** General CIP Fund

### Section 2: Executive Summary

This proposal funds traffic signal and street lighting related projects that are beyond the scope of the operating budget but too small for individual CIP projects. This program allows Transportation to quickly respond on a continual basis to citizen requests, unfunded mandates, needed improvements, and opportunities to partner with other capital or development projects. This program can be leveraged as matching funds to grant money that supports traffic signal and street lighting improvements. The program supports the city's pursuit of environmental goals through new energy and cost reduction initiatives such as LED street lights. It also supports safety through enhancement of the existing emergency vehicle preemption system, to a more robust GPS based system. This program is very versatile, and addresses needs as large as new traffic signals to as small as single new street light installations.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

<u>Code</u>	<u>Performance Measure</u>	<u>Frequency</u>	<u>2014 Actual</u>	<u>2015 Actual</u>	<u>2016 Target</u>	<u>2017 Target</u>	<u>2018 Target</u>
130.0041	New LED street lights installed	Years	87	2,996	1,000	100	100
130.0042	Cumulative energy reduction from efficiency measures (kWh)	Years	576,721	980,140	2,100,000	2,200,000	2,300,000
130.0169	Signal and lighting projects implemented this year	Months	4	4	6	5	5
130.0170	Lighting system conversion to LED completion	Months	5.3%	38.4%	49%	50%	51%
130.0211	Percent of Emergency Vehicle Preemption using GPS Technology	Months			7.5%	17.5%	27.5%

### Section 5: CIP

#### 5A: Description and Scope

This program funds 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.

#### 5B: Rationale

This program provides funds for traffic signal and street lighting improvement projects that are beyond the

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scope of the operating budget but too small for individual CIP projects. The program allows the City to respond on a timely basis to citizen projects and safety related requests; address unfunded mandates and changes to standards; support partnership opportunities with other capital or private development projects; and address other emergent needs. Projects under this program, such as the LED street lighting conversion and Emergency Vehicle Preemption upgrade to GPS support the Council’s priority toward making Bellevue a “Smart City”, as well as Environmental Stewardship and ITS efforts.

### 5C: Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. Environmental improvements are anticipated through the reduction in energy consumption realized through the deployment of LED street lighting.

### 5D: Location/Address

Citywide

### 5E: CIP Summary

<u>PW-M-20</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	2,442,791	414,130	386,000	399,000	410,000	421,000	433,000	446,000	5,351,921
<b>Revenue</b>	2,442,791	414,130	386,000	399,000	410,000	421,000	433,000	446,000	5,351,921

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### Section 1: Proposal Descriptors

**Project Title:** Traffic Safety Improvements  
**Outcome:** Improved Mobility and Connectivity  
**Proposal Number:** 130.78NA                      **Primary Dept:** Transportation  
**CIP Project Number:** PW-R-46                      **Proposal Type:** Existing  
**Parent Proposal:** None                              **Project Status:** Ongoing  
**Dependent Proposal:** None                              **Primary Staff:** Chris Long  
**Fund:** General CIP Fund

### Section 2: Executive Summary

This program will implement 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.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

<u>Code</u>	<u>Performance Measure</u>	<u>Frequency</u>	<u>2014 Actual</u>	<u>2015 Actual</u>	<u>2016 Target</u>	<u>2017 Target</u>	<u>2018 Target</u>
130.0026	Annual public cost savings from collision reduction projects	Years	\$3,700,000.00	\$3,800,000.00	\$3,900,000.00	\$4,000,000.00	\$4,100,000.00
130.0077	Cumulative public cost savings from collision reduction projects	Years	\$59,300,000.00	\$66,400,000.00	\$67,500,000.00	\$71,500,000.00	\$75,500,000.00
130.0079	Intersections with collision rate > 1.0	Years	7	12	11	10	10
130.0080	Corridors with collision rate > 8.0	Years	5	8	12	11	11
130.0212	Number of vehicle, ped and bicycle disabling injuries and fatalities	Years	20	18	15	13	13

### Section 5: CIP

#### 5A: Description and Scope

This program will implement 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.

#### 5B: Rationale

This program is the main funding source for the city's Collision Reduction Program and it serves as a catalyst in achieving Vision Zero. The Collision Reduction Program is a dedicated, proactive, and consistently applied program to reduce public collision costs to those that travel in Bellevue. Between the program's inception in 1990 and 2016, 72 individual projects have been implemented at intersections and within corridors, resulting in

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a public cost savings of \$3.8 million annually through 2015. This program also funds safety improvements that are not included in the Collision Reduction Program, typically at locations that exhibit high collision potential, risk, or severity, through a Vision Zero approach to creating a transportation system that is safe for all users.

### 5C: Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis.

### 5D: Location/Address

Various

### 5E: CIP Summary

<u>PW-R-46</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	3,334,112	182,019	114,000	117,000	120,000	124,000	127,000	131,000	4,249,131
<b>Revenue</b>	3,334,112	182,019	114,000	117,000	120,000	124,000	127,000	131,000	4,249,131

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** ITS Master Plan Implementation Program

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.82NA                      **Primary Dept:** Transportation

**CIP Project Number:** PW-R-156                      **Proposal Type:** Existing

**Parent Proposal:** None                      **Project Status:** Approved Prior

**Dependent Proposal:** None                      **Primary Staff:** Chris Long

**Fund:** General CIP Fund

### Section 2: Executive Summary

This program will fund implementation of projects in the city’s Intelligent Transportation Systems (ITS) Master Plan. It also supports initiatives that will help Bellevue reach the Council’s goal of creating a “Smart City” that uses advanced technology and integration to more efficiently manage all City functions. This proposal is a key strategy in how Bellevue will support mobility through better roadway management, and provides resources necessary to construct new ITS projects, and continue to improve the SCATS adaptive system. Traditional approaches to transportation improvements have focused on roadway widening for added capacity. Employment of ITS allows agencies to provide systematic transportation improvements that focus on better efficiency and providing more information to motorists and the agency. This innovative approach allows the road system to be managed in a way that promotes more informed decision making by the traveling public and multi-modal transportation options.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

Code	Performance Measure	Frequency	2014	2015	2016	2017	2018
			Actual	Actual	Target	Target	Target
130.0081	Traffic cameras (network/digital)	Years	62	70	80	90	100
130.0082	Signals with emergency vehicle preemption management	Years	69%	65%	70%	75%	80%
130.0085	Speed Feedback Signs	Years	45	46	48	50	52
130.0201	Signalized Intersection Collisions confirmed using Transportation Department Cameras	Years			15%	20%	25%
130.0210	Percent of Annual Traffic Data Compiled Through SCATS or Video System	Months				25%	50%

### Section 5: CIP

#### 5A: Description and Scope

This program will systematically implement the recommendations of the City’s Intelligent Transportation System (ITS) Master Plan completed in 2005 and provide the funding need to update the plan 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

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## 2017-2018 CIP Budget Proposal

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.

### 5B: Rationale

This program is a key strategy in transitioning from a transportation system focused on the drive alone trip, to one that focuses on actively managing the transportation system to systematically improve traffic capacity, enhance and promote multi-modal transportation and safety, effectively address emergency management and events, promote neighborhood safety, and providing improved motorist information for better transportation decision making by users. ITS projects provide cost-effective solutions to help reduce traffic congestion and increase the capacity of the transportation system through efficiency gains and the provision of an alternative to costly roadway and intersection expansion projects. With the completion of the SCAT adaptive signal control system deployment, this program is crucial for funding on-going expenditures for support, system maintenance and software licensing.

### 5C: Environmental Impacts

This program funds projects that are primarily safety oriented and implemented on previously improved rights of way, so environmental issues are minimal and are addressed as appropriate on a location-by-location basis. This project will support lower vehicle fuel usage and lower electrical energy production reducing carbon emissions.

### 5D: Location/Address

Citywide

### 5E: CIP Summary

<u>PW-R-156</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	975,000	414,002	427,000	440,000	453,000	465,000	479,000	493,000	4,146,002
<b>Revenue</b>	975,000	414,002	427,000	440,000	453,000	465,000	479,000	493,000	4,146,002



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## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** East Link Analysis and Development

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.56PA

**Primary Dept:** Transportation

**CIP Project Number:** PW-R-159

**Proposal Type:** Existing

**Parent Proposal:** None

**Project Status:** Approved Prior

**Dependent Proposal:** None

**Primary Staff:** Maher Welaye

**Fund:** General CIP Fund

### Section 2: Executive Summary

This project continues funding staff and consultant resources to participate with Sound Transit and other potential partners to advance and influence 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 (operating budget proposal, East Link Overall (#130.07DA) provides further detail for the 2017-2023 workprogram).

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

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 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.

#### 5B: Rationale

East Link is a Sound Transit-funded light rail project that will connect Bellevue with Seattle and with the Overlake area of Redmond by 2023. The \$2.8+ billion project will be routed through south Bellevue, downtown Bellevue, and the BelRed corridor with six stations. The City and Sound Transit (ST) have executed a Memorandum of Understanding (MOU) which commits the City to a financial contribution of up to \$100 million. Additionally, both parties endorsed an ongoing Collaborative Design Process (CDP) to advance project design and address project mitigation issues. Also in April 2015, Parties amended and restated the Memorandum of Understanding to reflect updated project information. The Amended MOU commits the City and ST to project delivery elements to advance design and construction of the East Link Light Rail and BelRed Operations and Maintenance Satellite Facility (OMSF). In addition to the CDP, both parties will establish a Collaborative Construction Program to advance the project through construction. Construction commence in

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early 2016. During the construction phase (which commenced in 2016) the City will focus on investigating and resolving design variations; construction management; coordinating City roadway projects in the vicinity of East Link with Sound Transit; implementing an appropriate permitting and inspection process; identifying and evaluating complimentary City actions; and analyzing community issues and preferences, and other project elements. The Bellevue City Council has indicated its desire to adhere to the lessons learned from the Light Rail Best Practices Project to ensure that the system is “done right the first time” and is an asset to the community. The City is therefore investing resources in the East Link project to ensure issues are analyzed adequately and decisions are fully informed.

### 5C: Environmental Impacts

An Environmental Impact Statement was prepared by Sound Transit for the overall East Link Project.

### 5D: Location/Address

Citywide

### 5E: CIP Summary

<b>PW-R-159</b>	<b><u>ITD 2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>Total</u></b>
<b>Expenditure</b>	12,769,128	1,176,123	1,013,167	1,046,740	1,030,537	1,047,000	413,000	426,000	18,921,695
<b>Revenue</b>	12,769,128	1,176,123	1,013,167	1,046,740	1,030,537	1,047,000	413,000	426,000	18,921,695

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** 120th Ave NE Stage 2 - NE 700 Block to NE 12th St

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.53NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-164 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Mike Mattar

**Fund:** Mobility and Infrastructure Initiative

### Section 2: Executive Summary

This proposal continues the full funding of the design, right of way and construction phases to realign and widen 120th Ave NE between NE 700 Block and NE 12th St to five lanes with pedestrian and bicycle facilities. This roadway realignment and widening project improves access and promotes or supports growth in three commercial areas (Wilburton, Downtown Bellevue, and Bel-Red Corridor).

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project will extend, realign and widen 120th Ave NE from NE 700 Block 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 BelRed 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/BelRed urban design criteria. The project includes new 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).

#### 5B: Rationale

The 120th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St, a widened and improved 124th Ave NE corridor, the planned NE 6th St extension, and the new NE Spring Boulevard (NE 15th/16th St) multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.



# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** 124th Ave NE - Spring Blvd to Ichigo Way (NE 18th)

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.54NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-166 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Rick Logwood

**Fund:** Mobility and Infrastructure Initiative

### Section 2: Executive Summary

This proposal funds the completion of final design, ROW acquisition, and construction for the widening 124th Ave NE between NE Spring Blvd and Ichigo Way (NE 18th St). The improvements consist of widening 124th Ave to five traffic lanes including sidewalk on the east side and portion of the sidewalk on the west, planter strips, bridge structure, retaining walls, critical area mitigation, utilities, new signal/street light improvements (a multi-purpose pathway on the west side between NE 16th and Ichigo Way is part of PW-R-191). This project will be done in partnership with Sound Transit (ST). The budget funds ST's share of design and construction and the City's share of costs for full implementation of the project scope. This project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for all modes between Downtown Bellevue, Wilburton, new Bel-Red transit oriented development nodes, and the larger city and region.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

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 the eastside for the entire corridor and on the 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 St to NE Spring Blvd (PW-R-169) and the NE Spring Blvd improvements to the west of the 124th Ave NE corridor (Zones 1 & 2; PW-R-172 & 173). This 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. Prior to 2015, this project 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.

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### 5B: Rationale

This project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented -development nodes, and the larger city and region. In coordination with the extension of NE 4th St., a widened and realigned 120th Ave NE corridor, the planned NE 6th Street extension, and the new NE Spring Blvd multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the ST East Link project.

### 5C: Environmental Impacts

Consistent with state and federal environmental requirements, this project has obtained SEPA and NEPA environmental approvals for the full 124th Ave NE corridor between NE 8th Street and Northup Way. A citywide programmatic environmental review including this project was conducted as part of the citywide 2013-2024 Transportation Facilities Plan (TFP) update. Programmatic impact and mitigation documentation is included in the TFP Final Environmental Impact Statement (July 2013).

### 5D: Location/Address

124th Ave NE – NE Spring Blvd to Ichigo Way

### 5E: CIP Summary

<b>PW-R-166</b>	<b><u>ITD 2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>Total</u></b>
<b>Expenditure</b>	15,283,124	8,698,111	4,306,000	0	0	0	0	0	28,287,235
<b>Revenue</b>	15,283,124	8,698,111	4,306,000	0	0	0	0	0	28,287,235

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## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** 120th Ave NE (Stage 3) NE 12th St to NE 16th St

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.20NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-168 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Rick Logwood

**Fund:** Mobility and Infrastructure Initiative

### Section 2: Executive Summary

This project will complete final design, right of way acquisition, and the construction for the widening of 120th Ave NE Stage 3, between NE 12th and NE 16th Streets. The proposed improvements consist of widening 120th Ave NE to five traffic lanes including bike lane and sidewalk facilities, a five lane bridge, street lighting, landscaping, and signal improvements were applicable. This project will be done in partnership with Sound Transit as the existing 120th roadway elevation will be raised and a bridge constructed, enabling the East Link light rail to cross under. The budget is intended to fully fund both ST and the City's share of costs for full implementation of the project scope. This project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for all modes between Downtown Bellevue, Wilburton, the new Bel-Red transit oriented development nodes, and the larger city and region.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project will widen and raise the profile for 120th Avenue NE from NE 12th Street to NE 16th Street in coordination with the undercrossing of the Sound Transit (ST) East Link light rail line in this vicinity. This corridor segment includes all intersection improvements at NE 12th Street. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure to accommodate the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect BelRed urban design criteria and include new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Ave NE Improvements – NE 8th to NE 12th Streets (Stage 2; CIP Plan No. PW-R-164) and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor (Zones 1 and 2; CIP Plan Nos. PW-R-172 and 173). As defined in the 2015 amended umbrella MOU between ST and the City, the project budget is intended to fully fund both the City's and ST's share of costs to fully implement the project scope described above. Prior to 2015, this CIP project also advanced the design of the 120th Avenue NE corridor between NE 16th Street and Northup Way to the 60% level.





# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** 124th Ave NE - NE 12th to NE Spring Boulevard

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.45NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-169 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Rick Logwood

**Fund:** Mobility and Infrastructure Initiative

### Section 2: Executive Summary

This project completes design of 124th Ave NE between NE 12th St and NE Spring Blvd. Should the City close on a TIFIA loan it will also complete property acquisition and construction. This portion of 124th Ave NE will be widened to a 5-lane roadway with separated multipurpose pathway on both sides bike facilities, sidewalks, landscaping, signal and illumination, and utility improvements. This project improves access/circulation, supports economic development in the Bel-Red area, and provides non-motorized access to the future 120th station. This project reflects compatibility with development and improving connectivity of people with places. This effort supports developing the broader storm water management plan and reducing additional potential costs to the City.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project advances the design of 124th Ave NE from NE 12th St (BelRed Rd) to NE Spring Blvd. 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 paths 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 Ave NE Improvements – NE Spring Blvd to Ichigo Way (CIP Plan 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 8th Street to protect residential communities from potential traffic impacts of BelRed growth and the major roadway projects in the vicinity.

#### 5B: Rationale

The 124th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St., a widened and realigned 120th Ave NE



# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** 130th Ave NE - Bel-Red Rd to NE 20th St  
**Outcome:** Improved Mobility and Connectivity  
**Proposal Number:** 130.46NA                      **Primary Dept:** Transportation  
**CIP Project Number:** PW-R-170                      **Proposal Type:** Existing  
**Parent Proposal:** None                              **Project Status:** Approved Prior  
**Dependent Proposal:** None                              **Primary Staff:** Rick Logwood  
**Fund:** Mobility and Infrastructure Initiative

### Section 2: Executive Summary

This project completes design and provides property acquisition funding for 130th Ave NE between BelRed Rd and NE 20th St. The segment north of Spring Blvd comprises a retail focused/pedestrian-oriented design with a two-lane cross-section, bike lanes, and on-street parking. The segment to the south transitions to a three lane section. Both include curb, gutter and sidewalk on both sides, intersection improvements, 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 East Link project crossing at Spring Blvd and planned transit oriented development in the vicinity. The project will reflect BelRed urban design criteria and will be coordinated with private development and construction of Spring Blvd - 130th to 132nd Aves. NE (CIP No. PW-R-174). Should the City close on a TIFIA loan the scope will expand to full implementation of the project.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project will initiate the design and provide property acquisition funding for the redevelopment of 130th Avenue NE between BelRed 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 BelRed 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 (CIP Plan No. PW-R-174).

#### 5B: Rationale

The 130th Avenue NE project is one of a number of high priority transportation investments that will improve



# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** NE Spring Blvd (Zone 1) - 116th to 120th Avenues NE

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.48NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-172 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Rick Logwood

**Fund:** Mobility and Infrastructure Initiative

### Section 2: Executive Summary

This proposal provides funding to advance the full design and construction of a new arterial connection between 116th Avenue NE and 120th Avenue NE. The project includes modifications to the existing NE 12th Street, bridge spans for the new NE Spring Boulevard between 120th Avenue NE and NE 12th Street, and traffic signals at each intersection with NE Spring Boulevard. This new arterial connection will provide vehicular and non-motorized capacity and improved circulation to planned development of the Spring District and other nearby transit-oriented development (TOD) by private developers, and the future Sound Transit East Link station east of 120th Avenue NE. The project will be designed and phased for coordination with the Sound Transit East Link alignment, including accommodation for a grade separated undercrossing of the light rail line. NEPA is approved.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

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.

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### 5B: Rationale

The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and a widened and improved 124th Avenue NE corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of M&I projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design and implementation with the Sound Transit East Link light rail project.

### 5C: Environmental Impacts

In association with the NE Spring Boulevard Zone 2 project (CIP Plan No. PW-R-173), a corridor specific environmental determination consistent with state (SEPA) and federal requirements (NEPA) has been made in conjunction with the final design of both projects.

### 5D: Location/Address

NE Spring Blvd (Zone 1) 116th to 120th Avenues NE

### 5E: CIP Summary

<b>PW-R-172</b>	<b><u>ITD 2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>Total</u></b>
<b>Expenditure</b>	8,178,489	14,001,251	800,000	1,828,000	6,785,000	0	0	0	31,592,740
<b>Revenue</b>	8,178,489	14,001,251	800,000	1,828,000	6,785,000	0	0	0	31,592,740

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** NE Spring Boulevard - 130th to 132nd Ave NE

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.42NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-174 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Ron Kessack

**Fund:** Mobility and Infrastructure Initiative

### Section 2: Executive Summary

This project will complete final design of the full roadway cross-section and funds construction of the westbound travel lane between 130th Avenue NE and 132nd Avenue NE. The design and implementation will be coordinated with Sound Transit's East Link Light Rail Transit (LRT) Station, which is located between the eastbound and westbound travel lanes of this new arterial street connection. Improvements include sidewalks, landscape strips, street lighting, and traffic signal improvements. The timing and coordination of this new arterial connection improves overall access and circulation to/from the proposed transit-oriented development located immediately north of the new arterial street and lessens future disruption to pedestrian and vehicular access once the station is fully operational. Should the City close on a TIFIA loan, property acquisition and construction of the eastbound lane would be completed.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project will complete the design of 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.

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### 5B: Rationale

The NE Spring Boulevard project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new BelRed transit-oriented-development nodes and the larger city and region. This project, in coordination with the Sound Transit East Link Light Rail project, the planned light rail station between 130th and 132nd Avenues NE, the planned improvements to 130th Avenue NE and extension and improvements to 134th Avenue NE along with other amenities will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.

### 5C: Environmental Impacts

A project specific environmental determination will be made in conjunction with the final design for this project.

### 5D: Location/Address

NE Spring Blvd – 130th to 132nd Avenues NE

### 5E: CIP Summary

<b>PW-R-174</b>	<b>ITD 2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Total</b>
<b>Expenditure</b>	1,296,962	600,001	0	0	830,000	2,170,000	0	0	4,896,963
<b>Revenue</b>	1,296,962	600,001	0	0	830,000	2,170,000	0	0	4,896,963



# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Downtown Transportation Plan/NE 6th Street Station Access

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.108NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-182 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Kevin McDonald

**Fund:** General CIP Fund

### Section 2: Executive Summary

This project implements the Downtown Transportation Plan (DTP) to improve mobility options for people in Downtown Bellevue. Significant growth in population, employment and commerce will increase the number of daily Downtown trips for all purposes – many of these trips will be walking, bicycling and transit. DTP emphasizes providing exceptional pedestrian and bicycle access throughout Downtown, especially to future light rail stations by installing mid-block pedestrian crossings and enhancing intersections for pedestrian comfort, access and safety. 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. Full buildout of all DTP projects would invest over \$11M in Downtown pedestrian and bicycle access and safety enhancements.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project implements 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 mid-block 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.

#### 5B: Rationale

Significant growth in the number of people who live and work in Downtown will increase the number of daily trips for all purposes – for many of these trips people will choose to walk, bicycle and ride transit because these are easy ways to get around. Against this backdrop of growth, the average number of vehicle trips is expected to maintain the stability observed through several growth cycles dating to 1990. Light rail stations and RapidRide B serving Downtown Bellevue will attract pedestrians who will use transit for access to jobs,

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

shopping and recreation. Along the Grand Connection, in Old Bellevue and in other Downtown neighborhoods, people are choosing to walk or bicycle for short trips. As a consequence of more people choosing to get around without a car, enhanced infrastructure to accommodate pedestrians, bicyclists and transit riders is needed.

### 5C: Environmental Impacts

Program funds build projects that are intended primarily to improve mobility, access and safety for pedestrians and bicyclists, with emphasis on access to transit. Projects are implemented on existing improved rights-of-way/easements. Adverse environmental impacts are not expected. Programmatic State Environmental Policy Act (SEPA) documentation is being developed collaboratively through the Downtown Transportation Plan/Downtown Livability Initiative in a SEPA Report for amendments to the Downtown Land Use Code and Subarea Plan.

### 5D: Location/Address

Downtown Subarea and vicinity

### 5E: CIP Summary

<u>PW-R-182</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	1,250,000	700,000	450,000	600,000	2,000,000	1,200,000	1,200,000	1,300,000	8,700,000
<b>Revenue</b>	1,250,000	700,000	450,000	600,000	2,000,000	1,200,000	1,200,000	1,300,000	8,700,000

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** West Lake Sammamish Parkway, Phase 2  
**Outcome:** Improved Mobility and Connectivity  
**Proposal Number:** 130.44NA      **Primary Dept:** Transportation  
**CIP Project Number:** PW-R-183      **Proposal Type:** Existing  
**Parent Proposal:** None      **Project Status:** Approved Prior  
**Dependent Proposal:** None      **Primary Staff:** Mike Mattar  
**Fund:** General CIP Fund

### Section 2: Executive Summary

This project will complete design and provides a placeholder for construction of the second phase of the West Lake Sammamish Parkway Improvements. This phase of the corridor may begin at SE 34th Street and go north to approximately the 1700 block SE. The design funding will consider several design alternatives ranging from continuing with the same improvements as the first phase to developing less costly alternatives while maintaining the original objectives of the improvements of the corridor. This also includes involving the community and obtaining the City Council's direction on design alternatives. The City's Pedestrian and Bicycle Transportation Plan identifies improvements to this corridor as a high priority.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a placeholder for construction of the second phase of the West Lake Sammamish Parkway corridor improvements, potentially between SE 34th St and approximately the SE 1700 block of the parkway. The design analysis process will 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.

Due to the length and cost of needed improvements to the overall corridor (5.5 miles), a public engagement process was conducted to develop a scope, pre-design and construction phasing plans for the full corridor. This work and the full implementation of the first phase, completed in 2013, was funded by CIP Plan No. PW-R-141. The ultimate corridor improvement project is intended to 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 St, Northup Way, NE 24th St, and 5 other locations along the parkway. A signal may be installed at SE 34th St. The project will also make storm drainage, water quality and fish passage improvements as needed throughout the corridor.

#### 5B: Rationale

This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

Parkway Study completed in 1996. Growing traffic volumes and Bellevue's annexation of the long, southern segment of this road provided the impetus for reevaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between I-90 and the north Bellevue / Redmond city limits was completed in 2005. The analysis included extensive community outreach and facilitation of public involvement in the development of a preferred conceptual design. Alternatives were developed and analyzed with consideration given to traffic engineering principles, intersection treatments, traffic management, pedestrian and bicycle facilities, private property access, parking, storm drainage and water quality, environmental issues, and existing topographic features such as steep slopes and maintaining native vegetation. The 2009 City of Bellevue Pedestrian and Bicycle Transportation Plan Update identifies improvements to this corridor as a high priority.

### 5C: Environmental Impacts

A project specific environmental determination will be made in conjunction with the final design for this phase of the project.

### 5D: Location/Address

West Lake Samm Pkwy - SE 34th to SE 1700 block

### 5E: CIP Summary

<b>PW-R-183</b>	<b><u>ITD 2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>Total</u></b>
<b>Expenditure</b>	0	0	500,000	1,500,000	2,000,000	4,000,000	0	0	8,000,000
<b>Revenue</b>	0	0	500,000	1,500,000	2,000,000	4,000,000	0	0	8,000,000

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Bellevue Way SE HOV Lane - 112th Ave SE 'Y' to I-90

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.03NA                      **Primary Dept:** Transportation

**CIP Project Number:** PW-R-184                      **Proposal Type:** Existing

**Parent Proposal:** None                              **Project Status:** Approved Prior

**Dependent Proposal:** None                              **Primary Staff:** Ron Kessack

**Fund:** General CIP Fund

### Section 2: Executive Summary

This project will 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 improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane. Southbound PM peak volumes often exceed 2,300 vehicles per hour causing significant congestion for those trying to reach I-90 or the Enatai area, which cause delay in service from buses. Implementation will improve multi-modal access to the park and ride and to I-90 helping to alleviate overall traffic congestion in that area.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project will 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.

#### 5B: Rationale

Bellevue Way SE is a high volume arterial roadway handling over 34,000 vehicles during the average weekday. Southbound PM peak volumes often exceed 2,300 vehicles per hour causing significant congestion for those trying to reach I-90 or the Enatai area. Long traffic backups cause delay in service for buses trying to reach the South Bellevue Park & Ride and points beyond. Implementation of this new HOV lane improves multi-modal

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

access to the South Bellevue Park and Ride and to I-90 helping alleviate overall traffic congestion in that area. It will provide significant benefit to those who use transit, carpool, or vanpool.

### 5C: Environmental Impacts

A project specific environmental determination will be made in conjunction with the final design for this project.

### 5D: Location/Address

Bellevue Way SE HOV Lane-112th Ave SE 'Y' to I-90

### 5E: CIP Summary

<u>PW-R-184</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	3,230,000	0	1,170,000	0	0	0	0	0	4,400,000
<b>Revenue</b>	3,230,000	0	1,170,000	0	0	0	0	0	4,400,000

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Newport Way Improvements - Somerset Blvd to 150th Av

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.105NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-185 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Mike Mattar

**Fund:** General CIP Fund

### Section 2: Executive Summary

This project will fund the design, right-of-way acquisition, and construction of new pedestrian facilities on one side of SE Newport Way, between Somerset Boulevard and 150th Avenue SE. Bicycle facilities and other roadway improvements may also be considered when feasible. The design phase and community outreach for this project is currently underway. A preferred project scope that is supported by the community is expected to be identified in the Fall of 2016. This project was identified as high priority in the City's Pedestrian and Bicycle Transportation Plan.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

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, if feasible bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality treatments.

#### 5B: Rationale

This section of SE Newport Way is within the area recently annexed into the City from King County. The corridor carries approximately 7,000 vehicles during the average weekday. There are currently very limited pedestrian or bicycle facilities requiring users to navigate very narrow shoulders to walk and bike along this route. Additionally, there are no designated street crossings for users desiring access to the popular destinations including a middle school, a branch of the King County library system, Eastgate Park, and the South Bellevue Community Center. This project is identified as a high priority in the City's 2009 Pedestrian and Bicycle Transportation Plan, and implements the vision outlined in the City's Comprehensive Plan policies.

#### 5C: Environmental Impacts

A project specific environmental determination will be made in conjunction with the final design for this project.

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### 5D: Location/Address

Newport Way - Somerset Blvd to 150th Ave SE

### 5E: CIP Summary

<u>PW-R-185</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	2,200,000	2,922,929	3,000,000	0	0	0	0	0	8,122,929
<b>Revenue</b>	2,200,000	2,922,929	3,000,000	0	0	0	0	0	8,122,929



# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** 120th Avenue NE Stage 4, NE 16th St to Northup Way

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.99NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-186 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Ron Kessack

**Fund:** General CIP Fund

### Section 2: Executive Summary

This project funds the engineering design and coordination work of an interagency partnership between the City of Bellevue, King County and Sound Transit to develop preliminary plans, cost estimates, and update environmental documentation needed to evaluate the feasibility and impacts of the widening and realignment of 120th Ave NE between NE 16th Street and Northup Way. The project will evaluate how the roadway alignment 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. The project will also include 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); evaluating the approach alignment and the feasibility of potential extension of NE 16th Street west to 116th Avenue NE.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project will 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. The project will 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. The project will also include 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.

#### 5B: Rationale

This project builds upon the previously completed 60% design of 120th Avenue NE between NE 12th Street and Northup Way, which maintained the roadway generally within its current alignment (CIP Project PW-R-168). The project is in response to a three-party interagency agreement between the City, King County and Sound Transit, executed in May 2015, that stipulates that the City will be the lead design agency for developing roadway design and alignment alternatives.



# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Franchise Utility Relocation

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.02NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-188 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Maher Welaye

**Fund:** General CIP Fund

### Section 2: Executive Summary

This project provides for the City's cost share (40%) for the relocation and undergrounding of franchise utilities along Bellevue Way SE extending from the South Bellevue Park & Ride to the vicinity of the 112th Avenue SE 'Y', which is required for the Sound Transit (ST) East Link project. As defined in the 2015 amended umbrella Memorandum of Understanding (MOU) between ST and the City, ST will reimburse the City for the actual costs incurred.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project provides for the City's cost share (40%) for the relocation and undergrounding of franchise utilities along Bellevue Way SE extending from the South Bellevue Park & Ride to the vicinity of the 112th Avenue SE 'Y', which is required for the Sound Transit (ST) East Link project. As defined in the 2015 amended umbrella Memorandum of Understanding (MOU) between ST and the City, ST will reimburse the City for the actual costs incurred.

#### 5B: Rationale

Implementing the 2015 amended umbrella Memorandum of Understanding (MOU) between Sound Transit and the City. The City to enter into a Schedule 74 Construction Agreement with PSE to facilitate undergrounding of PSE facilities. Sound Transit to perform certain work related to undergrounding of PSE facilities and to reimburse the City for all costs associated with the Schedule 74 Construction Agreement with PSE.

#### 5C: Environmental Impacts

An Environmental Impact Statement was prepared for the overall ST East Link Project. This utility relocation work was covered within the scope of the environmental review completed for the larger project.

#### 5D: Location/Address

Bellevue Wy SE-S Bellevue P&R to 112th Ave SE 'Y'



# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** TOD, Station Area, and Land Use Planning

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.56NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-189 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Nancy LaCombe

**Fund:** General CIP Fund

### Section 2: Executive Summary

This project will 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; and public engagement.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

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.

#### 5B: Rationale

Station area planning and TOD around most of the future Bellevue light rail stations is a priority in the Comprehensive Plan and was a key action identified in the Bellevue Light Rail Best Practices Report. This will

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

wrap up the major work of the station area planning program. Additional planning for areas around future light rail stations will be integrated with other related planning efforts (i.e. Wilburton study, BelRed look-back). The TOD program will focus on achieving TOD at sites around the OMSF and 130th stations that will be developed at or about the same time as East Link becomes operational. TOD is important to achieve the goals of the Comprehensive Plan around future light rail stations and to optimize the investment in East Link and other local infrastructure.

### 5C: Environmental Impacts

SEPA, including related technical analyses, will be done as needed for individual station area plans and TOD projects.

### 5D: Location/Address

Multiple

### 5E: CIP Summary

<u>PW-R-189</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	1,172,550	411,369	359,000	161,000	165,000	169,000	124,000	128,000	2,689,919
<b>Revenue</b>	1,172,550	411,369	359,000	161,000	165,000	169,000	124,000	128,000	2,689,919

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** 124th Avenue NE – NE 8th to NE 12th Street

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.120NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-190 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Marina Arakelyan

**Fund:** General CIP Fund

### Section 2: Executive Summary

This project funds the design phase only for non-motorized improvements on 124th Ave NE between NE 8th and NE 12th St. This portion of 124th Ave NE will add a multipurpose pathway on both sides of 124th Ave SE, landscaping, illumination, and utility improvements. This project improves access/circulation, supports economic development in the Bel-Red area, and provides non-motorized access to the future 120th station. This project reflects compatibility with development and improving connectivity of people with places, and includes replacing existing City of Seattle transmission towers with mono-tube towers, as a cost effective approach in minimizing impact to properties. This effort supports developing the broader storm water management plan and reducing additional potential costs to the City.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project advances the design, property acquisition and construction of non-motorized improvements on 124th Ave NE from NE 8th Street to NE 12th St (BelRed Rd). This 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 Ave NE Improvements – NE Spring Blvd to NE 18th St (CIP Plan PW-R-166) and NE 12th Street to Spring Blvd. (CIP Plan PW-R-169). This project completes design of non-motorized improvements on 124th Ave NE between NE 8th and NE 12th Streets. This portion of 124th Ave NE will add a multipurpose pathway on both sides of 124th Ave SE, landscaping, illumination, and utility improvements.

#### 5B: Rationale

The 124th Ave NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th St., a widened and realigned 120th Ave NE corridor, the planned NE 6th Street extension, and the new NE Spring Blvd multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the





# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** 124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.110NA **Primary Dept:** Transportation

**CIP Project Number:** PW-R-191 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Marina Arakelyan

**Fund:** General CIP Fund

### Section 2: Executive Summary

This project completes the design of 124th Ave NE from Ichigo Way (NE 18th St) to Northup Way, design of a multi-purpose pathway on the west side between NE 16th St and Ichigo Way, and replaces existing City of Seattle transmission towers with mono-tube towers as a cost effective approach to minimize impact to properties. The full roadway plan will construct a five lane roadway, sidewalks, culvert replacement, critical area mitigation, planter strips, retaining walls, and new signal and street lighting improvements. This project is one of several high priority investments that will improve access, circulation, and mobility for passenger cars, transit, freight, pedestrians, and bicycles to and between the Downtown, Wilburton, the new Bel-Red transit-oriented-development nodes, and the larger city and region. NEPA approved.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project provides design funding for 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.

#### 5B: Rationale

The 124th Avenue NE project is one of a number of high priority transportation investments that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between Downtown Bellevue, Wilburton, the new BelRed transit-oriented-development nodes, and the larger city and region. This project in coordination with the extension of NE 4th Street, a widened and realigned 120th Avenue NE corridor, the planned NE 6th Street extension, and the new NE 15th/16th Street multi-modal corridor have been associated and advanced as part of the Mobility and Infrastructure Initiative (M&I) of 2009. The package of projects was formed to address recent growth, accommodate planned new land use development in the vicinity, and to ensure coordinated design, implementation, and appropriate cost sharing with the Sound Transit East Link light rail project. Ultimately, the scope of improvements will increase roadway



# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** 124th Avenue NE at SR 520  
**Outcome:** Improved Mobility and Connectivity  
**Proposal Number:** 130.111NA                      **Primary Dept:** Transportation  
**CIP Project Number:** PW-R-192                      **Proposal Type:** New  
**Parent Proposal:** None                                      **Project Status:** New  
**Dependent Proposal:** None                                      **Primary Staff:** Ron Kessack  
**Fund:** General CIP Fund

### Section 2: Executive Summary

This project will construct ramp and interchange improvements at SR-520 and 124th Avenue NE. Although led by WSDOT as a regional effort, funding to coordinate with WSDOT’s design, environmental and/or early implementation efforts is needed. WSDOT funding for design and environmental work begins in 2018. It is a city council desire that this funding be advanced to the extent possible to support anticipated development in the Bel-Red area.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

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.

#### 5B: Rationale

Although WSDOT funding ( \$40.9 million) isn’t programmed until 2018, it is a city council desire that this funding be advanced to the extent possible to support anticipated development in the BelRed area. Project funding to coordinate with or advance early implementation is needed.

#### 5C: Environmental Impacts

Project-specific environmental work is being performed by WSDOT

#### 5D: Location/Address

SR-520 and 124th Avenue NE

#### 5E: CIP Summary

<u>PW-R-192</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	0	0	250,000	0	0	0	0	0	250,000
<b>Revenue</b>	0	0	250,000	0	0	0	0	0	250,000

**City of Bellevue - Budget One**  
**2017-2018 CIP Budget Proposal**

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# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** BelRed Corridor Local Street Network  
**Outcome:** Improved Mobility and Connectivity  
**Proposal Number:** 130.113NA      **Primary Dept:** Transportation  
**CIP Project Number:** PW-R-193      **Proposal Type:** New  
**Parent Proposal:** None      **Project Status:** New  
**Dependent Proposal:** None      **Primary Staff:** Eric Miller  
**Fund:** General CIP Fund

### Section 2: Executive Summary

The Bel-Red Plan requires the progressive development of a network of new local streets to unlock development potential and to create walkable, attractive neighborhoods. During the Bel-Red planning process staff and the Planning Commission reviewed a potential new street grid that started with an idealized small block size of about 300 feet on each face then adjusted for current parcel configurations, existing streets, and natural features such as streams, topography, and other geographic elements. However, while the plan for new local streets considered a number of factors, it was conducted at the subarea programmatic level and was unable to review very detailed attributes, such as the location of utilities, existing curb cuts, and property access easements. This proposal will fund the additional planning and preliminary engineering necessary so that precise street and right of way needs can be documented and communicated for each parcel or group of parcels at the time of development.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

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.

#### 5B: Rationale

The BelRed Plan requires the progressive development of a network of new local streets to unlock development potential and to create walkable, attractive neighborhoods. During the BelRed Planning process



# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** West Lake Sammamish Parkway Phase 3  
**Outcome:** Improved Mobility and Connectivity  
**Proposal Number:** 130.117NA      **Primary Dept:** Transportation  
**CIP Project Number:** PW-R-194      **Proposal Type:** New  
**Parent Proposal:** None      **Project Status:** New  
**Dependent Proposal:** None      **Primary Staff:** Ron Kessack  
**Fund:** General CIP Fund

### Section 2: Executive Summary

This project provides funding for design alternative analysis of the third phase (of five total phases) of the West Lake Sammamish Parkway Improvements. This phase of the corridor may begin at approximately the 1700 block SE and go north for approximately one mile. Final determination of the actual segment of work will be made based upon then roadway conditions and public input. The design funding will consider several design alternatives ranging from continuing with the same improvements as the first and/or second phase to developing less costly alternatives while maintaining the original objectives of the improvements of the corridor. Community input and City Council's direction will be sought on design alternatives. The City's Pedestrian and Bicycle Transportation Plan identifies improvements to this corridor as a high priority.

### Section 2b: Performance Narrative

N/A

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

The project will conduct a design alternatives analysis in coordination with the community and other stakeholders, select a preferred design alternative, and develop preliminary engineering of the third phase of the West Lake Sammamish Parkway corridor improvements (of five anticipated phases.) The design analysis process will confirm phase 3 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.

Due to the length and cost of needed improvements to the overall corridor (5.5 miles), a public engagement process was conducted to develop a scope, pre-design and construction phasing plans for the full corridor. This work and the full implementation of the first phase, completed in 2013, was funded by CIP Plan No. PW-R-141. The ultimate corridor improvement project is intended to 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 St, Northrup Way, NE 24th St, and 5 other locations along the parkway. A signal may be installed at SE 34th St. The project will also make storm drainage, water quality and fish passage improvements as warranted throughout the corridor.

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### 5B: Rationale

This project began with the work completed in a joint (Bellevue, Redmond, King County) West Lake Sammamish Parkway Study completed in 1996. Growing traffic volumes and Bellevue's annexation of the long, southern segment of this road provided the impetus for reevaluating the roadway and potential improvements. A new analysis of possible treatments to the Parkway between I-90 and the north Bellevue / Redmond city limits was completed in 2005. The analysis included extensive community outreach and facilitation of public involvement in the development of a preferred conceptual design. Alternatives were developed and analyzed with consideration given to traffic engineering principles, intersection treatments, traffic management, pedestrian and bicycle facilities, private property access, parking, storm drainage and water quality, environmental issues, and existing topographic features such as steep slopes and maintaining native vegetation. The City of Bellevue Pedestrian and Bicycle Transportation Plan identifies improvements to this corridor as a high priority.

### 5C: Environmental Impacts

A project specific environmental determination will be made in conjunction with the final design for this phase of the project.

### 5D: Location/Address

West Lake Sammamish Parkway TBD

### 5E: CIP Summary

<b>PW-R-194</b>	<b><u>ITD 2016</u></b>	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>Total</u></b>
<b>Expenditure</b>	0	0	0	0	0	0	0	1,000,000	1,000,000
<b>Revenue</b>	0	0	0	0	0	0	0	1,000,000	1,000,000



# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Pedestrian and Bicycle Access and Connections

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.84NA **Primary Dept:** Transportation

**CIP Project Number:** PW-W/B-56 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Kevin McDonald

**Fund:** General CIP Fund

### Section 2: Executive Summary

This proposal maintains funding for the Pedestrian and Bicycle Access and Connections Program (CIP PW-W/B-56) to improve 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. The program priorities – derived from policy support in the Transportation Element of the Comprehensive Plan – are to provide access and to enhance connections for people walking and bicycling to schools, shopping, jobs, transit, parks and other destinations. Program funds build discrete small projects and may be used to leverage grants, and to enable partnerships with other City programs, agencies, or the private sector to construct larger-scale projects.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

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 grants, and to enable partnerships with other City programs, agencies, or the private sector to construct larger-scale projects.

#### 5B: Rationale

Through this program the City responds to citizen requests, emerging needs and partnering opportunities to construct small-scale non-motorized transportation projects. Program priorities – derived from policy support in the Transportation Element of the Comprehensive Plan – are to provide access and to enhance connections for people walking and bicycling to schools, shopping, jobs, transit, parks and other destinations.

#### 5C: Environmental Impacts

Environmental impacts are minimal and are addressed as appropriate on a location-by-location basis.

#### 5D: Location/Address

Various

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### 5E: CIP Summary

<u>PW-W/B-56</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	8,236,176	439,999	453,000	467,000	480,000	493,000	508,000	523,000	11,600,175
<b>Revenue</b>	8,236,176	439,999	453,000	467,000	480,000	493,000	508,000	523,000	11,600,175

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Neighborhood Sidewalks

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.57NA

**Primary Dept:** Transportation

**CIP Project Number:** PW-W/B-76

**Proposal Type:** Existing

**Parent Proposal:** None

**Project Status:** Ongoing

**Dependent Proposal:** None

**Primary Staff:** Eric Miller

**Fund:** General CIP Fund

### Section 2: Executive Summary

This proposal enforces the City's commitment to build a safe and continuous pedestrian system and enhance quality of life and the environment by promoting pedestrian and bicycle travel over motor vehicle trips. Sidewalks are one of the most requested neighborhood improvements the City receives. This proposal would fund individual mid-sized neighborhood sidewalk projects that that may not otherwise compete well as stand-alone projects for citywide Capital Investment Program (CIP) funding. Typically costing between \$500,000 and \$2,000,000, these projects connect neighborhoods and provide convenient access to schools, shopping and activity centers, bus systems, and parks throughout the City. Projects are prioritized in consideration of safety issues, accessibility to destinations, connections to transit systems, and ultimately, by strong community support.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

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.

#### 5B: Rationale

This program helps to accomplish the department's mission to provide a safe and efficient transportation system that supports livable neighborhoods and a vital economy in partnership with the community. The program is designed to respond to identified neighborhood priorities for sidewalk facilities that may not otherwise compete for citywide CIP funding. Consistent with city policy, priority is given to neighborhood sidewalk segments that address safety issues; provide access to activity centers such as schools, parks, and commercial areas; provide accessible linkages to transit and school bus systems; complete planned pedestrian

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

and bicycle facilities; and, provide system connectivity.

### 5C: Environmental Impacts

Project specific environmental determinations will be made for each individual project in conjunction with its final design phase.

### 5D: Location/Address

Various

### 5E: CIP Summary

<u>PW-W/B-76</u>	<u>ITD 2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
<b>Expenditure</b>	5,777,260	1,098,884	1,131,000	1,167,000	1,200,000	1,232,000	1,269,000	1,306,000	14,181,144
<b>Revenue</b>	5,777,260	1,098,884	1,131,000	1,167,000	1,200,000	1,232,000	1,269,000	1,306,000	14,181,144

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

### Section 1: Proposal Descriptors

**Project Title:** Mountains to Sound Greenway Trail

**Outcome:** Improved Mobility and Connectivity

**Proposal Number:** 130.16NA **Primary Dept:** Transportation

**CIP Project Number:** PW-W/B-78 **Proposal Type:** Existing

**Parent Proposal:** None **Project Status:** Approved Prior

**Dependent Proposal:** None **Primary Staff:** Chris Masek

**Fund:** General CIP Fund

### Section 2: Executive Summary

This project will complete the design of the at-grade segments between Factoria Blvd SE and 150th Ave SE as adopted in the 2013-2019 CIP. The proposal also includes added investment to 1) complete design of the at-grade portions of the MTSG Trail east of 150th Avenue SE to the Sunset pedestrian bridge and potential grade separated crossings at Factoria Blvd SE 2) design funding for the relocation of the existing trail alignment from the I-90 off-ramp to Factoria Blvd, in coordination with WSDOT and 3) complete the design of at grade trail from Sunset Pedestrian Bridge to Lakemont Blvd SE. This would allow the off-ramp to be restriped from one to two lanes wide to address significant safety issues associated with ramp traffic backing up to the I-90 mainline. This backup results in the mixing/merging of freeway speed traffic (60+mph) with stopped traffic. The current trail was placed in the off-ramp tunnel 25+ years ago when traffic volumes were much lower.

### Section 2b: Performance Narrative

### Section 3: Responsiveness to Request For Results

N/A

### Section 4: Performance Measures and Targets

No Performance Measures to be displayed.

### Section 5: CIP

#### 5A: Description and Scope

This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Blvd SE and Lakemont Blvd 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 Blvd and Lakemont Blvd, and the design of grade separated crossings of Factoria Blvd and the interchange ramps between I-405, I-90, and Factoria Blvd. 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.

#### 5B: Rationale

This project will complete the design of segments of the Mountains to Sound Greenway Trail within Bellevue. There is currently a 3.6 mile gap in the Greenway Trail between Factoria Blvd and Lakemont Blvd. Bellevue's

# City of Bellevue - Budget One

## 2017-2018 CIP Budget Proposal

Comprehensive Plan identifies the need to address the “Eastgate Gap” and “integrate into the designs of frontage roads along the I-90 freeway corridor the Mountains-to-Sound Greenway concept.” (Policy UD-53) The desire to improve multi-modal facilities in order to provide safe transportation alternatives for commuters and recreational users is recognized in the vision outlined in the 2009 Pedestrian & Bicycle Transportation Plan and the City’s Comprehensive Plan policies. Fully completed design plans and cost estimates will make the project more competitive for grants or other sources of implementation funding. The relocation of the trail from the eastbound I-90 off-ramp is intended to address traffic safety concerns associated with the off-ramp in this location, to engage WSDOT, and to advance a permanent alternative trail alignment to address the concerns.

### 5C: Environmental Impacts

A project specific environmental determination, consistent with state and federal requirements, will be made in conjunction with the final design for this project.

### 5D: Location/Address

I-90 Corridor - Factoria Blvd SE to Lakemont Blvd

### 5E: CIP Summary

<b>PW-W/B-78</b>	<b>ITD 2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Total</b>
<b>Expenditure</b>	2,545,830	407,343	496,000	0	0	0	0	0	3,449,173
<b>Revenue</b>	2,545,830	407,343	496,000	0	0	0	0	0	3,449,173