City of Bellevue

Transportation Commission Study Session

DATE: October 19, 2017

TO: Chair Bishop and Members of the Transportation Commission

FROM: Marie Jensen, Levy Program Co-Manager, 425-452-2064
John Murphy, Levy Program Co-Manager, 425-452-6967
Chris Long, Traffic Engineering Manager, 425-452-6013
Olivia Aikala, Transportation Engineer, 425-452-4491

SUBJECT: Neighborhood Safety, Connectivity and Congestion Levy Program Update

DIRECTION REQUESTED *SELECT AN OPTION FROM CHOICES BELOW WITH AN X.*

	Action
X	Discussion/Direction
X	Information

At its February 9, 2017 meeting, the Transportation Commission received a briefing on the 2017-2018 Neighborhood Safety, Connectivity and Congestion Levy funding allocations and the City Council's affirmed project list. On October 26, 2017 staff will present an update about the levy program and the current status of the 2017-2018 projects. Additionally, staff will seek input toward development of criteria to rank neighborhood congestion relief projects.

BACKGROUND

The 20-year Neighborhood Safety, Connectivity and Congestion Levy—approved by voters in 2016—helps to fund a backlog of transportation projects including safety, bicycle, sidewalk, maintenance, intelligent transportation systems (ITS), and neighborhood congestion reduction projects. With the exception of the neighborhood congestion reduction projects, all projects originate from established plans, processes, and programs. Effectively, with the additional resources provided by the levy, the city can deliver more projects in the aforementioned areas.

Appropriation for all levy projects totals $7,400,000 annually:

- $2,000,000 a year is committed to Neighborhood Congestion Management projects (PW-R-198) (Attachment A)
- $5,400,000 a year is committed Neighborhood Safety and Connectivity projects (PW-R-199) (Attachment B)

Projects funded by the levy are selected on a biennial basis, with 40 selected for the 2017-2018 biennium. Projects are either funded wholly by the levy or utilize other existing city funding sources, grants, and/or leverage private development opportunities. Levy funding also supports an increase in staff levels to help deliver projects.

2017-2018 Levy-funded Projects

Projects selected for 2017-2018 were confirmed by the City Council on February 21, 2017. As such, upon Council's authorization to expend levy funding in March 2017 staff began planning and design of the projects in earnest in early April 2017. Given that projects are selected to be funded, designed, and delivered during the biennium, the first year will typically involve the planning/design of projects while the second year will typically involve bidding and construction. It is expected that the next cycle of levy projects in 2019-2020 will follow a similar pattern.

Projects across the levy program range in type. Below are the types of projects associated with each project category:

- **Neighborhood Congestion Reduction:** These projects advance study and design of neighborhood congestion reduction projects. In some cases, funding will be used to construct neighborhood congestion reduction projects, or portions therein, and/or be used to leverage additional funding sources—such as grants—to advance construction.
- **Neighborhood Safety:** Safety projects include traffic calming, crosswalk improvements including rectangular rapid flashing beacons (RRFB), pedestrian pathways, radar signs, and school zone improvements.
- **Neighborhood Sidewalk:** Generally, these projects will construct curb, gutter, and sidewalk and will incorporate safety and bicycle elements when prudent and feasible.
- **Bicycle Facilities:** Bicycle facilities range from marked shared lanes, conventional bike lanes, separated bike lanes, and buffered bike lanes.
- **Intelligent Transportation System (ITS):** This category supports deployment of advanced transportation technologies in line with the city's ITS program and ITS Master Plan. Current projects include LED lighting upgrades, fiber optic communication improvements, and advancement of new technology partnership opportunities.
- **Maintenance:** Maintenance projects include sidewalk maintenance and boardwalk replacement.

There are 40 projects that are receiving levy funding for the 2017-2018 biennium. Some projects include both bicycle and safety improvements, for example. As such the total number of projects noted in "Planning/Design, "Construction" and "Complete" in the table below exceeds the total number of projects. The allocation amounts shown below are not fixed amounts and are subject to change based on actual design and construction costs.

Levy Category	Funding allocation	Number of Projects per Current Phase		
	Biennial	Planning/Design	Construction	Complete
Neighborhood Congestion Reduction	$4,000,000	3	0	0
Neighborhood Safety	$4,500,000	14	1	0
Neighborhood Sidewalk	$2,500,000	5	0	0
Bicycle Facilities	$1,800,000	12	0	3
Intelligent Transportation Systems (ITS)	$1,000,000	3	0	0
Maintenance	$1,000,000	1	1	0
TOTAL	$14,800,000	38	2	3

See Attachment C for a full list and description of levy projects and Attachment D for a map of levy projects.

Projects in the planning and design phase are progressing with many slated for construction to be complete by the third quarter of 2018. Several bicycle facility projects are at 100% design and will be packaged together in spring 2018 to reduce contract administration time and to bid projects more competitively.

Levy Program Management

A transportation levy is without precedent in Bellevue; there are no processes or existing framework to guide the management of 40 projects that require coordination across all divisions in the Transportation Department. As a result, sound management practices to ensure that projects are delivered on-time and on-budget are being developed by the program's co-managers in consultation with the department's management.

Staff are continually developing and refining management practices that help to:

- Use existing planning documents to develop project lists (e.g. Transportation Facilities Plan to develop projects for the Neighborhood Congestion Reduction program)
- Find synergy between levy projects and other existing programs and projects to realize cost and time savings as well as minimizing construction impacts to the community.
- Track overall program costs while ensuring sound fiscal stewardship
- Seek opportunities to maximize levy dollars (e.g. collaboration with other city projects, private development, school re-development, grants, etc.)
- Ensure that existing transportation programs continue with predictable project delivery in addition to delivering levy-projects to reduce the current backlog of neighborhood transportation projects
- Maximize the branding of levy projects to ensure the voters of Bellevue can track timely delivery of levy-funded projects

Transportation Commission Role Levy in Levy Project Development

Projects considered for funding by the levy are selected through established program processes and do not require additional Transportation Commission consideration with the exception of the Neighborhood Congestion Reduction projects. There is no discrete Capital Investment Program (CIP) plan to explicitly fund similar congestion projects (opposed to, for example, sidewalk projects that go through extensive prioritization and selection by the Transportation Commission as part of the established Neighborhood Sidewalk Program). As such, a new framework to select future Neighborhood Congestion Reduction projects (criteria, evaluation, project selection) requires consideration from the Transportation Commission.

The Commission received an update on the Bicycle Rapid Implementation Program (BRIP) program on September 28, 2017, will receive an update on the Neighborhood Sidewalk Program at the October 26, 2017 meeting, and will receive an ITS Master Plan update at the November 9, 2017 meeting. Staff have begun the process of developing the 2019-2020 project list.

Neighborhood Congestion Reduction Levy Projects

The Neighborhood Congestion Reduction Levy program had projects through the first year (2017) defined through coordination with Council and Commission. Council requested a detailed look at the Eastgate area in conjunction with the Land Use Code Amendment. Work with the Commission in late 2016 through early 2017 resulted in defining two design projects along 150th Ave NE that were levy funded. Consultant work to take the design for these two projects to 60% is underway.

The remaining Neighborhood Congestion Reduction Levy funds for 2017 were allocated toward an update and expansion of the transportation study done for Eastgate originally in 2012. The consultant selection process for this work has commenced.

The long-term goal for this program is to define projects biannually along with all other levy programs on the same schedule as the City's biennium budget process. In the near-term, projects for 2018 need to be identified. The first step in this process is to define the criteria that will be used to help prioritize projects for this program. Once the prioritization is complete, candidate projects can be ranked by staff and then refined into a recommended approach for 2018.

Staff intends to work with Commission across three meetings to develop the prioritization methodology and project selection for 2018. The meeting on October 26, 2017 will be used to present a definition of the program and the criteria that has been preliminary defined for consideration by Commission (see Attachment C). Feedback will be used to develop the scoring for the recommended criteria. In the meeting on November 9, 2017, staff will present a scoring system and will review the projects that have been identified for this program. The scoring system will then be refined and applied to the list of projects. Staff will be back for the January 11, 2018 meeting to present the final ranking of projects and a recommended approach to spending the 2018 levy budget. Prioritization for the 2019-2020 biennium will be done through a separate effort in conjunction with the project development for the entire levy program.

INFORMATION

Attached (Attachment C) is a document titled "Neighborhood Congestion Reduction Levy Program Description" which includes a definition of the program and the proposed preliminary criteria recommended for use in ranking potential Neighborhood Congestion Reduction projects. Commission will be asked to provide input on the draft criteria, considering whether this is the appropriate criteria to use, and if any other criteria should be added.

RECOMMENDATION

Staff proposes the criteria listed in the attached "Neighborhood Congestion Reduction Levy Program Description" (Attachment C) document move forward for use in ranking projects. A Commission recommendation will be sought at the January 11, 2018 meeting.

NEXT STEPS

Staff will return with the follow-up conversation on the Neighborhood Congestion Reduction Program criteria (November 9, 2017) and ranked congestion projects (January 11, 2018).

ATTACHMENTS

- Attachment A: Capital Investment Program (CIP) Project Sheet PW-R-198 Neighborhood Congestion Management

- Attachment B: Capital Investment Program (CIP) Project Sheet PW-R-199 Neighborhood Safety & Connectivity
- Attachment C: 2017-18 Levy Project List
- Attachment D: 2017-18 Levy Project Map
- Attachment E: Neighborhood Congestion Reduction Levy Program Description

FY2017-2023 Capital Investment Program

PW-R-198 Neighborhood Congestion Management (Levy)

Category: **Improved Mobility-Connectivity** Status: **New**
Department: **Transportation** Location **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
14,000,000	-	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000

Description and Scope

The Transportation Department has a backlog of neighborhood safety, connectivity and congestion management needs. Utilizing 2016 Neighborhood Safety, Connectivity and Congestion Management levy funds, this project specifically addresses Council funding guidance for $2 million annually to help address the neighborhood Congestion Management issues by progressing pre-design/design work on congestion management projects to identify best project scope and costing for future project implementation funding.

- Reduce neighborhood congestion: Projects to address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.

Rationale

In November 2016, the residents of Bellevue approved Bellevue Proposition 2 which assessed a $0.15 per $1000 levy to fund Neighborhood Safety, Connectivity and Congestion Management projects. This project addresses Council's desire to provide approximately $2 million per year for design analysis work on intersection and roadway projects that would improve neighborhood access/egress. At Council direction, funds may be used to leverage other funding sources, or as contribution to levy-backed construction.

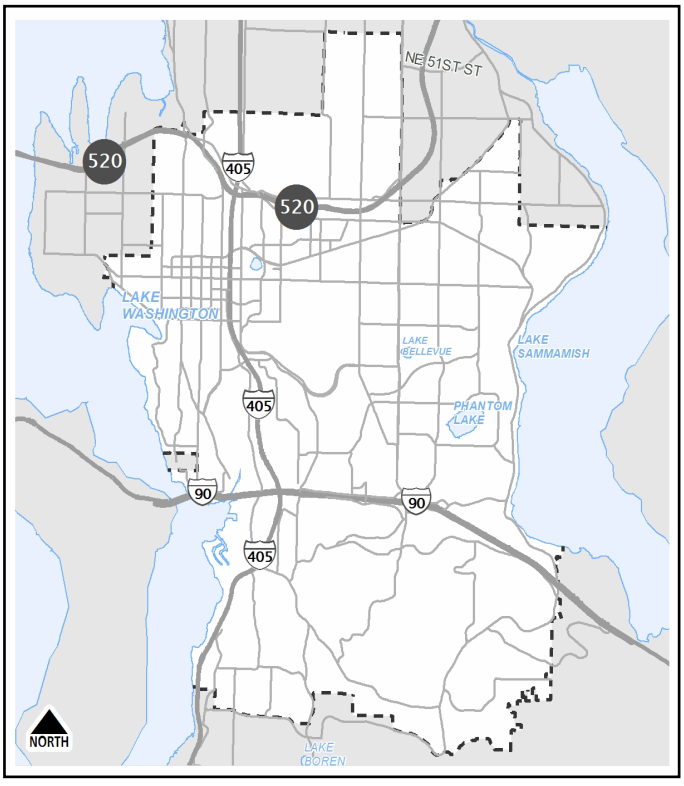
Environmental Impacts

There are no environmental impacts associated with this project fund. Should Council elect to fund project construction utilizing levy funds then a project-specific environmental study may be required.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required. Depending on the specific infrastructure constructed, costs may include street lighting/signal (electricity) and maintenance of the roadway and landscaping.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2023	14,000,000
Total Budgetary Cost Estimate:		14,000,000

Means of Financing

Funding Source	Amount
Neighborhood Safety, Conn. & Cong. Levy	14,000,000
Total Programmed Funding:	14,000,000
Future Funding Requirements:	

Comments

FY2017-2023 Capital Investment Program

PW-R-199 Neighborhood Safety & Connectivity (Levy)

Category: **Improved Mobility-Connectivity** Status: **New**
Department: **Transportation** Location **Citywide**

Programmed Expenditures

Programmed Expenditures	Appropriated To Date	FY 2017 Budget	FY 2018 Budget	FY 2019 Budget	FY 2020 Budget	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget
37,800,000	-	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000	5,400,000

Description and Scope

The Transportation Department has a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. Examples include: a backlog of 30-plus neighborhood sidewalk projects identified by community members that would take more than 30 years to complete at current funding levels; backlogs of 55 pedestrian crossing projects, 35 traffic calming projects in neighborhoods and 12 school traffic improvement projects; and a funding shortfall for 52 identified projects that would provide 57 miles of new or upgraded bike facilities citywide.

This fund will help address the backlog projects and prioritized new projects in the following categories:

- Neighborhood safety projects: Provide traffic calming, reduce speed and non-local traffic, reduce potential for collisions in neighborhoods and around schools, add mid-block crossings and other crosswalks with enhanced safety features such as flashing lights, and other projects;
- New sidewalks/trails/paths: Add sidewalks and paths to provide walking access to connect neighborhoods and provide safe walks to schools, parks, shopping and other destinations;
- Technology for safety and traffic management: Improve city's capability to implement technology that improves safety, traffic flow, traveler information and other emerging technology, such as autonomous vehicles;
- Enhance maintenance: Repairs and improvements to existing transportation facilities with outstanding maintenance needs such as sidewalks, trails, slopes, walls, poles, lighting, wiring and street cleaning; and
- New bike facilities: Add facilities to create a safe and connected bike network for commuting, recreation and family activities.

Rationale

In November 2016, the residents of Bellevue approved Bellevue Proposition 2 which assessed a $0.15 per $1000 levy to fund Neighborhood Safety, Connectivity and Congestion Management projects. This project addresses Council's desire to address the backlog of projects and potential prioritized new projects in the project categories above. Funds may be used to leverage other funding sources and as a supplement to existing programs that seek to address issues within these project categories.

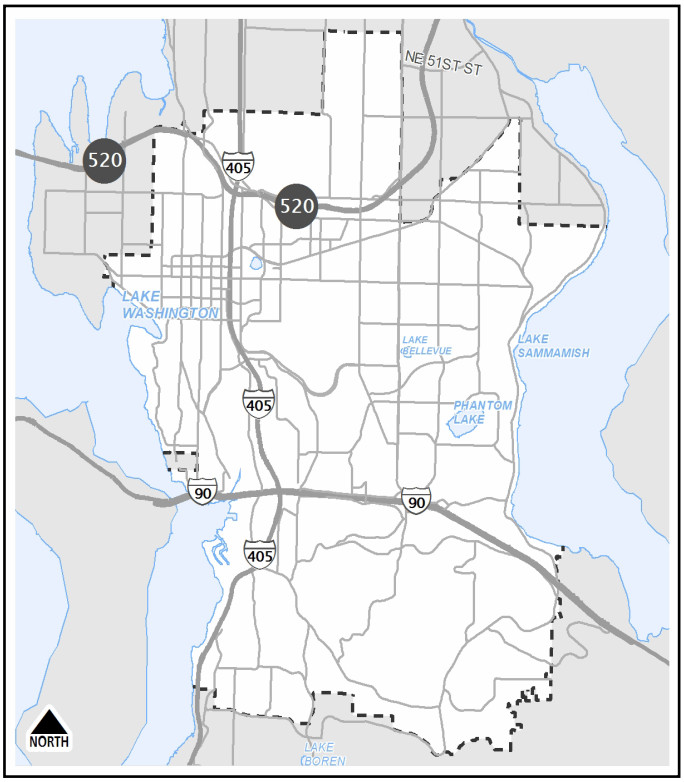
Environmental Impacts

Project-specific environmental studies may be required and will be addressed on a per-project basis.

Operating Budget Impacts

Operating costs for this program will be determined on a project specific basis as required. Depending on the specific infrastructure constructed, costs may include street lighting/signal (electricity) and maintenance of the roadway and landscaping.

Project Map



Schedule of Activities

Project Activities	From - To	Amount
Project Costs	2017 - 2023	37,800,000
Total Budgetary Cost Estimate:		37,800,000

Means of Financing

Funding Source	Amount
Neighborhood Safety, Conn. & Cong. Levy	37,800,000
Total Programmed Funding:	37,800,000
Future Funding Requirements:	

Comments

Attachment C: 2017-2018 Levy Project List

2017-2018 Neighborhood Safety, Connectivity and Congestion Levy Projects. During the current biennium, there are 40 levy projects. Note: there are gaps in the ID numbers to maintain numbering consistency as projects get removed and added from the 2017-2018 project list.

ID	Project Name	Project Description	Primary Neighborhood	Category	Status	Anticipated Completion
1	NE 24th St - Northup Way to SR-520 Trail	Separated bike lanes on both sides of NE 24th St from Northup Way to the SR 520 Trail (just west of 23rd Place). Bike lanes will be at least 5 feet wide with at least 2-foot wide buffers. Will serve as an extension to the regional off-street trail. Suitable for people of all ages and abilities.	Bridle Trails	Bike	Design	Q3-2018
5	Eastgate Area Traffic Study	Traffic analysis to evaluate roadway improvements that could provide near and long-term congestion relief in the Eastgate area and determine preferred option for signal modifications or roundabouts.	Eastgate	Congestion	Design	Q3-2018
6	150th Ave SE at Newport Way & SE 37th St	Complete 60% design plans for widening and channelization (e.g. striping) at 150th Ave NE/Newport Way and SE 37th St/Newport Way to reduce travel time in the afternoon peak hours.	Eastgate	Congestion	Design	Q2-2018
7	Eastgate Way - Richards Rd to I-90 Trail	Separated bike lanes from Richards Road to SE 35th Place and on-street pedestrian path adjacent to bike lane from Richards Road to existing sidewalk west of 139th Ave SE, and conventional bike lanes from SE 35th Pl to the entrance of the I-90 Trail. Alternatives being considered for pedestrian path.	Eastgate	Bike	Design	Q3-2018
8	SE 38th St - I-90 Overpass to 154th Ave SE	Conventional bike lanes on both sides of SE 38th St from the I-90 pedestrian/bike overpass to 150th Ave, and separated bike lanes on both sides of SE 38th St from 150th Ave SE to 154 Ave SE with an on-street pedestrian path on the north side in same location.	Eastgate	Bike	Design	Q3-2018
9	139th Ave SE - Eastgate Way to Kamber Rd	Conventional bike lanes on both sides of 139th Ave SE from SE Eastgate Wy to Kamber Rd. Between SE Eastgate Wy and SE 32nd St, a buffered lane will be installed on east side of street.	Eastgate	Bike	Design	Q2-2018
10	Tyee Middle School Safety	Install a permanent walking pathway on the west side of 138th Ave SE between SE Allen Road and SE 40th Street. Install school flashing beacons at strategic locations.	Eastgate, Factoria, Somerset	Safety, Sidewalks	Design	Q3-2018
11	Newport Way west of 150th Ave SE	Conventional bike lanes on both sides of SE Newport Way from Factoria Blvd to 130th Place SE, extending existing bike lanes west to complete the connection to the intersection with Factoria Blvd SE. Reconfigure roadway between 129th Pl SE and 130th Pl SE to provide on-street parking lane and buffered bike lane.	Eastgate	Bike	Design	Q3-2018
12	Newport Way east of 150th Ave SE	Intersection improvements at SE Newport Way and Lakemont Blvd SE in coordination with the 2018 Overlay Program. Conventional bike lanes, markings, and signage improvements connecting the complete buffered bike lane at SE 42nd Pl to the I-90 pedestrian/bike bridge.	Eastgate	Bike	Design/Complete	Q2-2018
13	148th Ave SE - SE 16th/22nd Sts plus sidewalks	Install new protected-permissive left turn phasing in the east-west direction at both SE 16th Street and SE 22nd Street at 148th Ave SE. Involves installation of four new signal poles and foundations.	Lake Hills	Safety	Design	Q3-2018
14	SE 16th St - 156th to 164th Aves SE	Pedestrian pathway on south side of SE 16th Street where feasible between 156th Ave SE and 164th Ave SE; raised crosswalk at 160th Ave SE, possible	Lake Hills and West Lake Sammamish	Safety	Design	Q3-2018

ID	Project Name	Project Description	Primary Neighborhood	Category	Status	Anticipated Completion
		additional speed humps east of 156th; school zone flashing beacons where appropriate.				
15	Lake Hills Blvd - 148th to 159th Aves SE	Flashing crosswalk pedestrian-activated system improvements on Lake Hills Blvd at Lake Hills Trail Crossing and 154th Ave SE. Two radar signs between 148th Ave SE and 156th Ave SE.	Lake Hills	Safety	Design	Q3-2018
16	Main St - 140th to 164th Aves SE	Install new/upgrade existing flashing crosswalk systems: Main St at Trail Crossing, at 145th Place NE and 153rd Place NE. Install 2 radar signs.	Lake Hills	Safety	Design	Q3-2018
17	158th Pl SE - Main St to SE 6th St	Curb, gutter and 6-foot wide sidewalk on the east side of the street with traffic calming elements where necessary. Flashing crosswalk pedestrian-activated system improvements on Lake Hills Blvd and 159th Pl SE	Lake Hills	Sidewalks, Safety	Design	Q3-2018
18	156th Ave NE Corridor Crosswalks	New midblock crosswalk at NE 1st Street with flashing beacon and install sidewalk from NE 1st Place to NE 1st Street; improve existing midblock crossing at NE 4th Street with new flashing beacon; relocate existing midblock crossing to south of NE 6th Street intersection and new flashing beacon.	Lake Hills	Safety	Design	Q3-2018
19	Village Park Dr - Lakemont Blvd to 179th Ave SE	Separated bike lanes on both sides of Village Park Dr from Lakemont Blvd to 179th Ave SE. Shared-lane markings (sharrows) up to Lakemont Park where possible. Improvements supported through Pavement Overlay Program.	Cougar Mountain/Lakemont	Bike	Complete	Q3-2017
20	Lake Wash Blvd - South City Line to Loop Trail	Shared-lane markings (sharrows) on both sides of 106th Ave SE and Lake Washington Blvd SE from the south city limits to the Lake Washington Loop Trail. Overlay applied to southern half of corridor prior to bicycle improvements.	West Bellevue	Bike	Complete	Q3-2017
21	NE Bellevue Crosswalk Grant Match	Pedestrian-activated flashing crosswalk systems at 6 sites (5 existing; 1 new) in northeast Bellevue near Interlake High and Sherwood Elementary Schools and along Northup Way.	Crossroads	Safety	Design	Q3-2018
22	100th Ave NE and Vicinity Complete Streets Project	Work with community around 100th Avenue NE to define project scope for possible improvements: crosswalk upgrades, school zone flashing beacons, radar sign relocations, green way and walkway.	Northwest Bellevue	Safety	Design	Q3-2019
23	112th Ave NE - NE 12th St to N. City Limit	Two new rapid flashing beacons at midblock crossings between NE 12th and 24th Streets, bicycle improvements (e.g. bike lanes) installed in three corridor segments, on-street pedestrian path along one segment, and repair tree root-damaged sidewalks	Northwest Bellevue	Safety, Bike	Design	Q3-2018
24	SE 6th St - 100th Ave SE to Bellevue Way	Complete a pedestrian connection with curb, gutter, sidewalk on north side of SE 6th Street on to bus stops on 100th Ave SE and Bellevue Way. This sidewalk money is for the design phase only.	West Bellevue	Sidewalks, Safety	Design	TBD
25	108th Ave NE - NE 12th to NE 24th Sts	Shared-lane markings (sharrows) and wayfinding signage to identify neighborhood bike route to increase visibility of bicyclists along corridor. Also includes possible traffic calming treatment(s).	Northwest Bellevue	Bike	Design	Q3-2018
26	NE 24th St - Bellevue Way to 112th Ave NE	Shared-lane markings (sharrows) on NE 24th St from Bellevue Way to 112th Ave NE to increase visibility of bicyclists along corridor. Also includes possible traffic calming treatment(s).	Northwest Bellevue	Bike	Complete	Q4-2017
27	Forest Drive Pedestrian Crossings	Flashing crosswalk pedestrian-activated systems for 5 existing crosswalks; install 1 new marked crosswalk with flashing beacon on Forest Drive from Somerset Drive to SE 152nd Ave SE to provide connectivity for pedestrians, improved circulation, and enhanced safety for all modes of travel.	Somerset	Safety	Design	Q4-2018

ID	Project Name	Project Description	Primary Neighborhood	Category	Status	Anticipated Completion
28	ITS - Communications Upgrade and Travel Time	Upgrades to provide additional network capacity and redundancy for City's Intelligent Transportation System (ITS). Also includes planning, design, system integration to install citywide travel time system.	Citywide	ITS	Design	Q1-2019
29	ITS - LED Lighting Upgrades	Replace existing high-pressure sodium lights with light emitting diode (LED) light fixtures at Richards Road from Lake Hills Connector to SE 32nd Street; Bel-Red Road/NE 12th Street from Bellevue Way to 130th Ave NE.	BelRed, Downtown, Lake Hills, Northwest Bellevue, Woodridge	ITS	Design	Q4-2017
31	108th Ave SE - Bellevue Way to Main St	20 MPH school zone around Bellevue High School and pedestrian improvements on SE 16th St between 108th Ave SE and Bellevue Way	West Bellevue	Safety	Construction	Q2-2018
32	Wilburton Sidewalks Project	Curb, gutter and sidewalk along west side of 128th Ave NE from SE 7th Place to NE 2nd Street and along east side of 118th Ave SE from Botanical Garden entrance on Main Street to 118th Avenue SE. Traffic circles to replace speed hump at SE 4th Place and 128th Ave. Flashing beacons in school zone for Elementary School #18 (Wilburton area). Shared lane markings (sharrows) on both sides of 128th Ave SE and NE 2nd Street. Coordination with Bellevue School District.	Wilburton	Sidewalks, Bike	Design	Q3-2018
33	SE 8th St - 114th Ave SE to Lake Hills Connector	Conventional bike lanes on both sides of SE 8th Street from 114th Ave SE to Lake Hills Connector (in support of 114th Avenue SE from SE 8th Street to Main Street)	West Bellevue, Wilburton, Woodridge	Bike	Design	Q3-2018
35	New ITS Partnerships	This budget in this task will be used to help support partnerships with other public agencies and private companies in the transportation technology industry. Potential use this budget includes matching funds for technology grants; procurement of equipment for demonstration projects; consultant support; and contribution toward development of new technology that can support our Intelligent Transportation System goals.	Citywide	ITS	Design	TBD
36	Neighborhood Congestion Reduction Project 2018	To be selected early 2018.	Citywide	Congestion	Design	TBD
38	156th Ave NE Corridor Sidewalk Maintenance	New sidewalk sections (1.75 miles) replaced and repaired to comply with Americans with Disabilities Act (ADA).	Crossroads, Lake Hills	Maintenance	Construction	Q4-2017
39	108th Ave SE - SE 30th St to Bellevue Way	Conventional bike lanes on both sides of 108th Ave SE from SE 22nd Street to Bellevue Way and shared lane markings (sharrows) along the remainder of the corridor from SE 34th Street to SE 22nd Street.	West Bellevue	Bike	Design	TBD
40	117th Ave SE sidewalk	Construct a 6' pervious sidewalk separated from traffic by a 9.5' planter on east side of 117th Ave SE from SE 54th Pl, approximately 450' north to Newport Heights Elementary driveway	Newport	Safety	Design	Q3-2018
41	Lakemont Blvd at Red Town Trailhead Ped Crossing	Installation of a Type 3 pole, RRFB assemblies, meter/cabinet, advanced signage at the site of new private development on the north side of Lakemont Blvd to connect with Red Town Trailhead	Cougar Mountain/Lakemont	Safety	Design	Q1-2019
42	156th Ave bike project	Install bicycle facilities along 156th Ave from n/o SE 22nd St to Lake Hills (separated bike lanes, marked shared lane)	Eastgate, Lake Hills	Bike	Design	Q3-2018
43	142nd Ave SE bike project	Install conventional bike lane in the uphill (NB) direction on the E. side and shared lane markings (sharrows) on the W. side of SE 8th St from SE 38th St to SE 32nd St	Eastgate	Bike	Design	Q3-2018

ID	Project Name	Project Description	Primary Neighborhood	Category	Status	Anticipated Completion
44	119th Ave SE sidewalk	This project will construct a 6' sidewalk that will connect to the existing sidewalk at the southern driveway of Newport Heights Elementary on the west side of the street. The design phase of this project will evaluate landscaping and streetscape treatment options just north of SE 56th St as well as new channelization to slow down traffic.	Newport	Sidewalks	Design	TBD
45	Downtown BRIP Projects	This project will complete planning, community engagement, and pre-design toward the development of a Downtown Bicycle Network. It may also include the design and installation of a bikeway demonstration project, to be determined through the public process.	Downtown	Bike	Design	TBD
46	Boardwalk Replacement	Will provide aesthetic replacements for various boardwalks around the City	Citywide	Maintenance		TBD

NEIGHBORHOOD LEVY PROJECT

CITY OF BELLEVUE WASHINGTON TRANSPORTATION

Approved by City of Bellevue voters in November 2016, the 20-year, Neighborhood Safety, Connectivity and Congestion levy will help the city address a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, congestion relief and maintenance projects.

Through a public process in early 2017, the City Council approved a list of projects to be funded by the levy through 2018, as an amendment to the 2017-2023 Capital Investment Program (CIP) budget. In future years, the Council will approve levy projects through the regular biennial budget process for the CIP.

There are currently 40 projects that will be delivered during this initial biennium. Note: there are gaps in the ID numbers to maintain numbering consistency as projects get removed and added from the 2017-2018 project list.

2017-2018 Project List

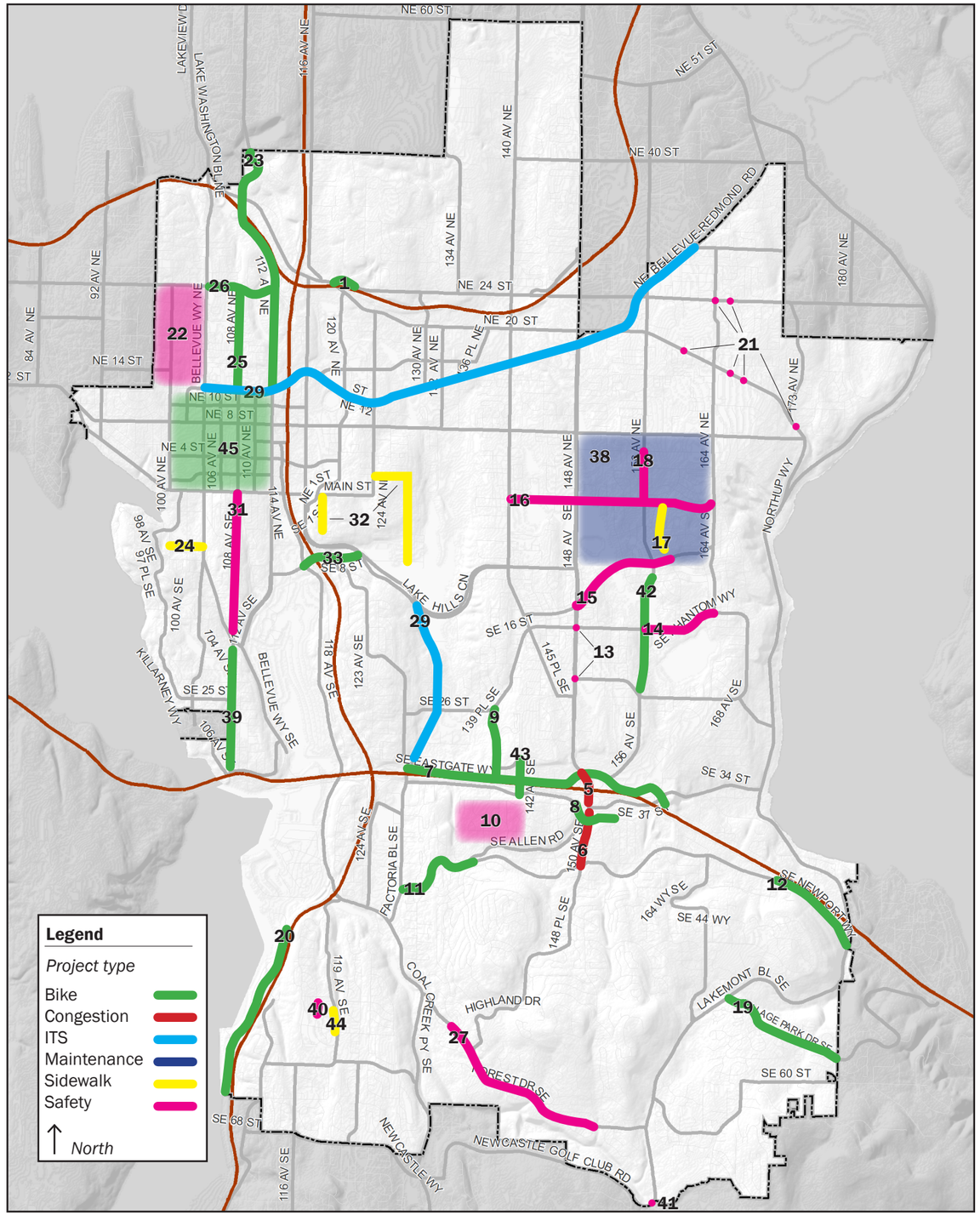
Project ID and Project Description

1	NE 24th St - Northup Way to SR-520 Trail	**24**	SE 6th St - 100th Ave SE to Bellevue Way
5	150th Ave SE/I-90 Interchange Study	**25**	108th Ave NE - NE 12th to NE 24th Sts
6	150th Ave SE at Newport Way & SE 37th St	**26**	NE 24th St - Bellevue Way to 112th Ave NE
7	Eastgate Way - Richards Rd to I-90 Trail	**27**	Forest Drive Pedestrian Crossings
8	SE 38th St - I-90 Overpass to 154th Ave SE	**28**	ITS - Communications Upgrade and Travel Time
9	139th Ave SE - Eastgate Way to Kamber Rd	**29**	ITS - LED Lighting Upgrades
10	Tyee Middle School Safety	**31**	108th Ave SE - Bellevue Way to Main St
11	Newport Way west of 150th Ave SE	**32**	Wilburton Sidewalks Project
12	Newport Way east of 150th Ave SE	**33**	SE 8th St - 114th Ave SE to Lake Hills Connector
13	148th Ave SE - SE 16th/22nd Sts plus sidewalks	**35**	New ITS Partnerships
14	SE 16th St - 156th to 164th Aves SE	**36**	Neighborhood Congestion Reduction Project 2018
15	Lake Hills Blvd - 148th to 159th Aves SE	**38**	156th Ave NE Corridor Sidewalk Maintenance
16	Main St - 140th to 164th Aves SE	**39**	108th Ave SE - SE 30th St to Bellevue Way
17	158th Pl SE - Main St to SE 6th St	**40**	117th Ave SE sidewalk
18	156th Ave NE Corridor Crosswalks	**41**	Lakemont Blvd at Red Town Trailhead Ped Crossing
19	Village Park Dr - Lakemont Blvd to 179th Ave SE	**42**	156th Ave bike project
20	Lake Wash Blvd - South City Line to Loop Trail	**43**	142nd Ave SE bike project
21	NE Bellevue Crosswalk Grant Match	**44**	119th Ave SE sidewalk
22	100th Ave NE and Vicinity Complete Streets Project	**45**	Downtown BRIP Projects
23	112th Ave NE - NE 12th St to N. City Limit	**46**	Boardwalk Replacement

Updated: October 16, 2017

** levy project list subject to change based on design and construction coordination opportunities*

2017-2018 Neighborhood Safety, Connectivity and Congestion Levy Projects



Citywide projects: #28, #35, #36, #46

Last updated: 10/16/17

Neighborhood Congestion Reduction Levy Program

Program Summary

Prepared 10/19/17

Program Description:

(Per Ordinance 6304) Projects to address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility.

This program should target small to medium sized projects that can improve capacity and reduce congestion on streets leading to or from residential neighborhoods to help ease traffic congestion and improve mobility for residents of Bellevue. This budget can be used for traffic studies and outreach to evaluate potential locations for improvement; preliminary and final design for the improvement; and construction for any project that helps benefit neighborhood congestion. The optimal use of funds is to leverage the levy dollars as a match to a grant that could fully fund design and construction. The allocated dollars in this program are not enough to build many of the possible congestion reduction projects that would be considered.

Program Budget:

$2-million annually.

This program is the only one of the six levy categories that has a fixed annual budget. Council's desire is to see $2-million dedicated to this program on an annual basis.

Program Team:

- Program Manager, Chris Long: Chris is responsible for overseeing this program, which includes: identifying projects; working with Commission to prioritize projects; meeting with the Levy team to discuss progress on active projects; planning for budget allocation in future years; and monitoring progress of active projects being led by other team members.
- Design Project Manager, Jun An: Jun will be the primary project manager for design projects developed through this program. Jun will also be involved in overseeing development of conceptual designs prepared through traffic studies.
- Traffic Engineering Manager: Management of traffic operational studies will be determined on a project-by-project basis.
- Levy Managers, Marie Jensen and John Murphy: The co-levy managers will support the program manager in his tasks, this includes reviewing and approving any changes proposed to the two-year work plan described in the "Identifying Projects" section below.

Identifying Projects:

The projects to be addressed by this program will be defined in a two-year work plan. A set of criteria has been developed to facilitate the ranking of potential projects and help guide project selection. Projects will not necessarily be selected solely based on their exact ranking. Staff will use the project evaluation criteria to create the ranked project list and then will work with the Transportation Commission to determine the exact projects that will move forward in the two-year work plan. This includes potentially allocating funds for construction.

Prior to beginning the ranking process, the list of potential projects will be evaluated for completeness. New congestion issues identified by staff or residents will be continually added to a running project list.

Project work will be compiled into a flexible two-year work plan that will be regularly reviewed to account for budget changes, priority changes and availability of grants.

In the initial years of this program, it is anticipated that new project ideas with no previous formal analysis will need to be studied for further diagnosis and the development of project alternatives. New projects will go through the Tier 1 evaluation described below. Tier 1 will be used to determine which projects are analyzed first, with criteria focused on the need at the specified location.

Following the completion of traffic studies for Tier 1 projects, Tier 2 will be used to select projects to move forward to final design. The evaluation criteria in Tier 2 is focused on the benefits of the proposed improvements.

Tier 1: Evaluation Prior to Traffic Study

A. Project Dependency on Development or WSDOT, Pass/Fail: The goal of this program is to provide near-term solutions to neighborhood congestion issues. Projects that are dependent on redevelopment to create the needed roadway width for an improvement or are related to a future WSDOT led project would not be considered a near-term solution. The exception would be if there is an active WSDOT or development project that could be supported to completely address a congestion issue through financial partnership.
B. Existing Vehicle Level-of-Service (LOS): The existing motor vehicle LOS will be evaluated using similar criteria as established for the Transportation Facilities Plan (TFP), with the exception that projects will initially only be evaluated for “Need” and not both “Need” and “Benefit.” The Benefit component will be factored in through the Tier 2 evaluation.
C. Safety: The Traffic Engineering Division has recently adopted a new process for ranking safety improvement projects in its annual collision analysis program that uses AASHTO Highway Safety Manual predictive methods. The predictive approach involves quantitative analysis that considers collision, roadway, and traffic volume data. These methods help to identify roadway locations with the greatest potential for safety improvement. It is recommended that Safety be a secondary factor in the ranking of projects since the focus of this program is congestion reduction.

Tier 2: Evaluation Prior to Final Design

A. Proposed Vehicle LOS: The “Need” versus “Benefit” scoring used in the TFP project evaluation will be used as the primary scoring criteria for determining the ranking of projects to be considered for final design.
B. Potential for Grant Funding: Project located on corridors identified on WSDOT’s functional classification map would receive additional points because this is a typical criterion for federal grant programs.
C. Complexity of Implementation: Projects that are not complicated by excessive cost, significant ROW impact, environmental impact or other potential project risks would receive additional points.
D. Multi-Modal LOS for Pedestrians: Projects that improve the pedestrian MMLOS would receive additional points.

E. Multi-Modal LOS for Bicycles: Projects that improve the bicycle MMLOS would receive additional points.
F. Transit Impact: Projects that benefit transit speed and reliability will receive additional points. The number of points will depend on whether the benefit is to frequent transit service or infrequent routes.
G. Safety: The AASHTO Highway Safety Manual predictive methods will be used to determine if a proposed project will improve the safety performance.